

LUBE MAX PRO

**COMPLETE ANTI-FRICTION
METAL TREATMENT
FORMULA**

Distributed by



Nationwide Chemical Supply Inc.

*Safe industrial and commercial grade products
for everyday needs!*

321 DANTE COURT, #19, HOLBROOK, NY 11741

1.888.858.3006

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**MADE
IN
USA** 



COMPLETE
ANTI-FRICTION
METAL TREATMENT
FORMULA

**COMMERCIAL and
INDUSTRIAL use
GUIDELINES for
LUBE MAX PRO**

INDUSTRIAL USE RATES IN GENERAL:

- 1 ounce per pound of grease
- 1 ounce per pound of gear oil
- 2 to 4 ounces per gallon of hydraulic fluid
- 1 ounce per quart of compressor oil
- 2 ounces per quart of crankcase oil

HEAVY EQUIPMENT

GENERAL:

- Crankcase oils lighter than 80W: 1-1/2 oz. per quart (6 oz. per gallon)
- Gear oils (80W or heavier): 1 oz. per pound or 2 oz. per quart
- Hydraulic systems, problem free: 1/2 oz. per quart (2 oz. per gallon)
- Hydraulic systems hot, dry, noisy: 1 oz. per quart (4 oz. per gallon)

LARGE CATERPILLAR-TYPE TRACTORS:

Size of D-7 and D-8:

4 cylinder engine crankcase: 1-1/2 quarts (3 pints)

6 cylinder engine crankcase: 2 quarts (1/2 gallon)

Size of D-9, engine crankcase: 2-1/2 quarts (5 pints)

Combined transmission and rear end: 1-1/2 to 2 quarts (3 to 4 pints)

Final drives: 1 quart per final drive

NOTE: When in doubt, or for equipment not listed above, determine fluid capacity and add LUBE MAX PRO according to instructions listed under GENERAL above.

LARGE DIESEL TRUCKS:

6 cylinder engine crankcase, 7-12 gallons: 1-1/2 quarts (3 pints)

8 cylinder engine crankcase, 8-15 gallons: 2 quarts (1/2 gallon)

Transmission (9-18 speeds): 1 quart

Single differential, single speed: 1 quart

Single differential, 2 speed: 1-1/2 quarts (3 pints)

2 differentials:

 Front, without power divider: 1 quart

 Front, with power divider: 1-1/2 quarts (3 pints)

 Rear: 1 quart

Steering box: 8 ounces

All wheel bearings, truck and trailer: 2 ounces per hub

IMPORTANT NOTES:

For maximum benefit, always add LUBE MAX PRO when lubricants are added or changed. (It may be used at 1/2 the above rates to maintain continuous treatment for the life of the equipment.)

Do NOT use in "limited-slip" or "posi-traction" differentials unless you can verify that they use fiber-to-metal or fiber-to-fiber clutching systems and not metal-to-metal. (LUBE MAX PRO may, however, be added to "wet-clutch" systems in motorcycles, dirt bikes, ATVs, etc.)

LUBE MAX PRO must be used as an additive. It is not a lubricant ; it is an actual metal treatment and must not be used by itself as an oil. It should not make up more than 6% by volume of the total amount of the lubricant being used.

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