

PFS

POWER FLUSH AND FLUID EXCHANGE SYSTEM

Reference Manual



PF5

POWER FLUSH AND FLUID EXCHANGE SYSTEM

General Information

The BG PF5 Power Flush and Fluid Exchange System is not just a piece of equipment; it is the cornerstone of the BG Transmission Service. Automotive transmissions and their numerous parts suffer from overheating due to extreme pressure and high operating temperatures. This causes the transmission fluid to oxidize rapidly, negatively affecting the performance of the transmission in many ways.

Conventional drain and fill methods can only remove about one third of the fluid from automatic transmissions. The remaining worn out, oxidized fluid contaminates the new fluid and the mixture may cause more damage than if the old fluid had been left alone. Also, conventional drain and fill methods do not chemically clean the inside of the transmission because the cleaner and dissolved contaminants cannot be fully removed.

The BG PF5 Power Flush and Fluid Exchange System is the premier solution to effective transmission maintenance for traditional step-shift automatic transmissions, belt- and chain-driven continuously variable transmissions (CVT), wet dual clutch transmissions (DCT) and direct-shift gearboxes (DSG) and all types of vehicles, regardless of age. The BG PF5 does it cleaner, faster and more economically than conventional drain and fill methods.

The BG Transmission Service begins by using the BG PF5 to install BG Quick Clean for Transmissions, PN 106, to clean all internal transmission components including the valve body, torque converter, oil galleys, clutch pack and filter screen. All externally connected components, including transmission lines and coolers, are cleaned as well.

Next the BG PF5 uses a simple but highly effective method of removing all the old fluid and contaminants while simultaneously installing new transmission fluid of the exact specification required for the vehicle. The same amount of transmission fluid is consumed for each service, so it is easy to control material cost.

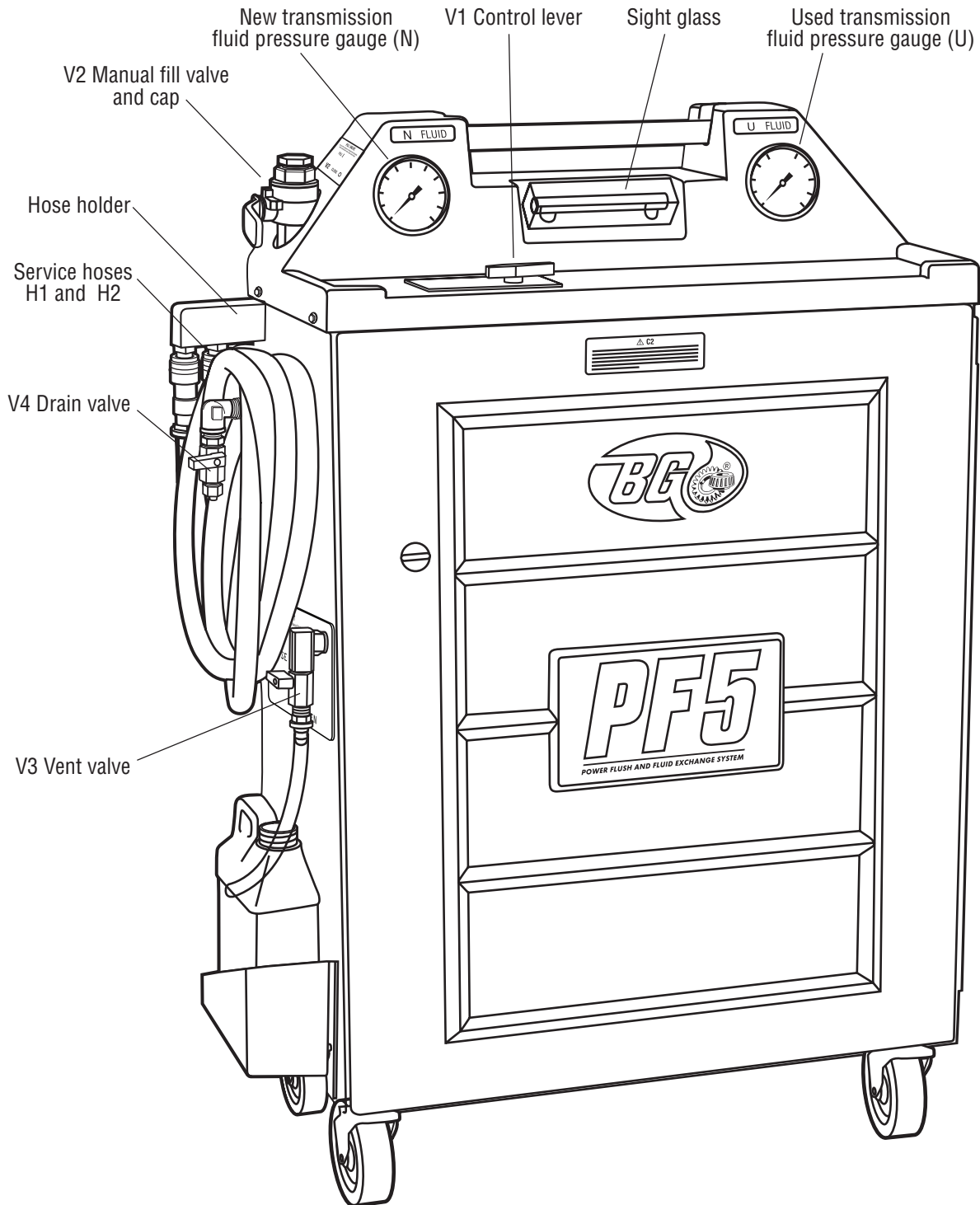
The final step in the BG Transmission Service is to use the BG PF5 to install BG ATC Plus, PN 310, in traditional step-shift automatic transmissions or BG CVT Plus, PN 303, in CVT's, DCT's and DSG's to maintain seal pliability, prolong fluid life, prevent deposit formation and resist fluid oxidation.

BG Transmission Service should be performed every 30,000 miles/50,000 km for long, trouble-free transmission life.



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Specifications

Height: 38.5 inches/.978 Meter

Width: 29 inches/.737 Meter

Depth: 16¹/₈ inches/.410 Meter

Fluid Capacity: 4 gallons/15 Liters, 3 gallons/11 Liters, 7 gallons/27 Liters depending on model.

Filters: 3 cleanable wire strainers

Construction: Steel frame with heavy duty casters

ABS plastic skin and console

Custom-engineered, steel tank assembly

High pressure, high temperature, oil- and chemical-resistant hose

Power Requirements: None

Process Rate: 4–10 minutes, depending on condition and model of vehicle

Process Method: In loop with transmission using only the transmission's pump

MADE IN U.S.A.

Limited Warranty

This product is warranted by BG Products, Inc., to be free of defects in workmanship and materials for a period of 1 year from the date of purchase by original purchaser. If the product fails within this period, it will be repaired or replaced at seller's option, provided (1) the product is submitted with proof of purchase date and (2) transportation charges are prepaid to the nearest Service Center. Liability under this warranty is expressly limited to repairing or replacing the product or parts thereof. This warranty does not apply to product or parts broken by accident, negligence, overload, abuse or if they have been tampered with or altered in any way. This warranty does not apply to service hoses and adaptors which may need replacing due to normal wear. If this warranty does not apply, then the purchaser shall pay all costs for labor, material and transportation. Note: The use of this apparatus for any purpose other than the services described will render this warranty null and void, as will the use any chemicals other than the BG products described in this manual. No other warranties are expressed or implied.



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Safety Requirements

The following instructions must be read and understood before attempting to set up or use the BG PF5 Power Flush and Fluid Exchange System.

1. Carefully read the BG PF5 Reference Manual before assembling and using any part of the system.
2. Before handling any BG product, read its Safety Data Sheet.
3. Wear safety goggles to protect your eyes.
4. Wear Nitrile,[®] Neoprene[®] or PVC gloves to protect your hands.
5. Wear a long-sleeved shirt.
6. A combination of mechanical and local ventilation should be used to prevent operator exposure to noxious fumes.
7. Keep all hoses and tools away from moving engine parts.
8. Check all lines and fittings for cracks and leaks before and after service.
9. Use **EXTREME CAUTION** when removing transmission lines and/or adaptors before and after the service. Transmission fluid may be under pressure and will likely be very hot. Be very careful in handling connections because they will also be very hot.
10. Dispose of used transmission fluid in accordance with federal, state, and local regulations.
11. The BG PF5 is designed to be used only with BG products described in this manual. The use of any other chemicals or fluids other than transmission fluid, mineral-or synthetic-based, with this system will void all warranties and could create hazardous conditions.
12. Do not spray solvents on sight glass. Sight glass should be cleaned using mild detergents only.



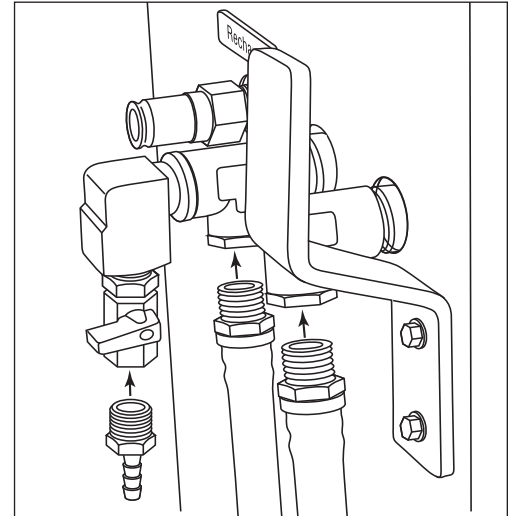
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Initial Setup and Charging (Filling)

1. Unpack system and check for shipping damage and missing parts and components. Place adaptors in drawer.

2. Connect service hoses (H1 and H2) to the ports on the side of the BG PF5. Remove plug from V4 Drain valve on the side of the BG PF5 and install barbed fitting as shown in the drawing at right. This V4 Drain valve is used to remove transmission fluid from the transmission, when necessary, to make room for cleaner and conditioner.



3. For initial charging (filling) of the apparatus:

A. Turn the V1 Control lever to “Bypass/Recharge (O).” Attach adaptor #20, or any open-end adaptor, to the end of either service hose (H1 or H2). The adaptor opens the valve in the quick coupling to allow used fluid to flow out.

B. Attach recharge adaptor #19 to the “Recharge” (R) port on the side of the BG PF5. Be sure the V3 Vent valve is turned to “Close” (O). Apply air pressure to the adaptor until the New transmission fluid pressure gauge (N) reads approximately 50 PSI and the Used transmission fluid pressure gauge (U) reads “0.” Remove air supply and turn the V1 Control lever to “Pressure Release” (PR) until New transmission fluid pressure gauge (N) reads “0.” This procedure will move the rubber bladder into position for initial filling. Be sure the clear hose is connected to the V3 Vent valve. Place the loose end of the hose into the bottle provided. Turn the V3 Vent valve to “Open” (I).

C. Remove Manual Fill cap from the Manual Fill tube and install the included funnel. Slowly turn the V2 Manual Fill valve to “Fill” (I)—there may be a small amount of air pressure or vacuum in the tank. Pour approximately 3 to 7 gallons (11 to 27 Liters) of the appropriate Transmission fluid into the funnel, depending on the capacity of the tank being used. Keep filling until a full stream of fluid is visible at the V3 Vent valve on the side of the BG PF5. This procedure insures that the system is full and all trapped air has been removed. Allow fluid to drain from the V3 Vent valve until it is just below the V2 Manual Fill valve on Manual Fill tube.

D. Turn the V3 Vent valve to “Close” (O) and the V2 Manual Fill valve to “Close” (O). Either cap the funnel or remove it and replace Manual Fill cap. This cap is not a pressure seal and should only be finger tight.

E. Remove the #19 recharge adaptor. Remove the #20 open-end adaptor from the service hose (H1 or H2).

The BG PF5 Power Flush and Fluid Exchange System is now ready for service.



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Operating Instructions

IMPORTANT! BG Transmission Service is a maintenance service, not a repair service! A thorough inspection of the transmission, including lines and coolers, should be performed and all repairs made before performing this service. Check the vent on top of the transmission to be sure it is open and functioning. Inspect seal areas and gaskets and replace any that are leaking or badly deteriorated. If the pan gasket needs replacing, it is recommended that the transmission filter be replaced as well. The filter should be changed anytime the pan is removed. Check hoses, metal lines and connections to be sure all are in good repair.

1. Start vehicle engine and run until normal operating temperature is reached.
2. Check transmission fluid level. If it is more than 1 quart (946 mL) low, add fluid, but leave room for 11 ounces (325 mL) of BG Quick Clean for Transmissions, PN 106. **DO NOT overfill transmission.**
3. Add the contents of one 11 oz. (325 mL) can of BG Quick Clean for Transmissions, PN 106 in transmission fluid dipstick port. (For installing cleaner and conditioner in transmissions without dipsticks, see “Transmissions Without Dipsticks.”) The vehicle should then be driven for 15 minutes. If it cannot be driven, it should be placed on a lift so that the vehicle’s wheels are above the floor. With the engine running, shift the transmission through all the gears so the valve body in the transmission is actuated to ensure BG Quick Clean gets to all parts. During this procedure, **make sure the brake is fully applied and drive wheels have stopped turning between gear changes to prevent damage to transmission or differential assemblies.** After adding BG Quick Clean, vehicle should not be run more than 30 minutes before performing the transmission fluid transfusion.

Note: If the vehicle cannot be driven or placed on a lift, chock the wheels, apply brakes (including parking brake) and carefully shift transmission through the gears several times with engine running at idle speed.

Vehicle is now ready for the transmission fluid exchange.

4. Shut off engine and locate a junction in either of the two transmission lines that will allow you to install the appropriate adaptor to each end of the junction (see “Possible Points of Connection” in this manual). Only one line needs to be disconnected. Separate the line at the junction and attach adaptor. Use pinch off clamps on rubber lines to prevent transmission fluid loss while connections are being made.

NOTE: Some vehicles also use the radiator to help cool the engine oil. Be sure the lines you are working with actually go to the transmission and not the engine!

5. Turn the V3 Vent valve on the side of the BG PF5 to “Open” (I), to be certain that there is no pressure in the machine. Turn the V3 Vent valve to “Close” (O) before attempting to use.
6. Connect BG PF5 service hoses (H1 and H2) to adaptors. Either hose can be attached to either adaptor—the BG PF5 will self-align to the flow direction.



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7. Turn V1 Control lever to “Bypass/Recharge” (O), and start the vehicle’s engine. Check for leaks.
8. With engine running, turn V1 Control lever to “Process/Purge” (I). The transmission’s own pump will begin the exchange immediately by pumping its used transmission fluid into the collapsed compartment of the tank. This instantly exerts pressure on the diaphragm which forces new transmission fluid out through the service hose (H1 or H2) and into the transmission at the same rate of flow and pressure that used transmission fluid is being pumped into the tank via the other service hose (H1 or H2).

This means that the level of fluid in the transmission and components remains the same at all times during the exchange. The fluid level in the transmission does not require monitoring. For best results, the operator should be inside the vehicle shifting the transmission through its gears as in step #3 to ensure that all cleaner and used transmission fluid is purged from the valve body.

As the transmission continues to pump used transmission fluid into the tank, the diaphragm is collapsed against the other side. A preset bypass regulator will open after a pressure differential exists between the new and used transmission fluid lines. This will route the incoming fluid around the tank and into the new transmission fluid line going to the transmission.

Note: A few transmission pumps produce “0” pressure at idle and the engine RPM must be increased until the Used transmission fluid gauge (U) shows at least 10 PSI. There are also a few transmission pumps that will only produce pressure when in drive. If increasing the RPM does not produce a pressure reading, place the vehicle in drive.

CAUTION: Be certain that the parking brake is set and wheels are chocked before putting vehicle in drive. Do not leave vehicle unattended!

The fluid exchange is complete when a pressure differential (approximately 15–30 PSI) is noted between the New (N) and Used transmission fluid (U) gauges.

9. When the exchange is complete, check the level of transmission fluid in the transmission. Leave room to add 11 ounces (325 mL) of BG ATC Plus, PN 310, or BG CVT Plus, PN 303.

If some transmission fluid needs to be removed, leave engine running, turn the V1 Control lever to “Bypass/Recharge” (O) and use the V4 Drain valve to dispense the amount you wish to remove. **CAUTION: The transmission fluid is very hot, so use a deep container and place the end of the spout as close to the bottom as it can go to prevent splattering.**

Shut off engine and turn V1 Control lever to “Pressure Release” (PR) to remove any pressure trapped in the system. Remove adaptors and reconnect transmission fluid lines.

Add the contents of one 11 ounce can (325 mL), of BG ATC Plus, PN 310, or CVT Plus, PN 303, if it was not already in the new transmission fluid.

Service is complete.



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Transmissions Without Dipsticks

1. The BG PF5 Chemical Injector Tool, PN TF800QC, is designed to allow BG Quick Clean for Transmissions, PN 106; BG ATC Plus, PN 310; or BG CVT Plus, PN 303, to be injected into transmissions without dipsticks.
2. Fill the BG PF5 Chemical Injector Tool with BG Quick Clean. The male connector is not dripless; if the canister is turned upside down, the fluid will drain out.
3. Connect necessary BG PF5 adaptor to vehicle's transmission line.
4. Connect the BG PF5 Chemical Injector Tool between the adaptor and the BG PF5 service hose (H1 or H2).
5. Start vehicle with BG PF5 V1 Control lever turned to "Bypass/Recharge"(O). Allow ample time for BG Quick Clean to clean the system.
6. Leave the BG PF5 Chemical Injector Tool in place and turn BG PF5 V1 Control lever to "Process/Purge" (I).
7. Once the transmission fluid exchange is complete, shut off vehicle. Turn BG PF5 V1 Control lever to "Pressure Release" (PR) to release pressure.
8. Disconnect service hose (H1 or H2) from BG PF5 Chemical Injector Tool. CAUTION: If there is any pressure in the system, fluid will run out of the male connector on the BG PF5 Chemical Injector Tool.
9. Fill BG PF5 Chemical Injector Tool with BG ATC Plus or BG CVT Plus depending on transmission type. Reconnect BG PF5 service hose (H1 or H2) to BG PF5 Chemical Injector Tool.
10. Turn BG PF5 V1 Control to "Bypass/Recharge"(O); start vehicle to allow conditioner to be injected into the transmission.
11. Turn off vehicle; disconnect the BG PF5, BG PF5 Chemical Injector Tool and adaptors.
12. Always check transmission fluid level. Follow manufacturer's instructions on how to check the transmission fluid level.

CAUTION: The male connector on the BG PF5 Chemical Injector Tool is not dripless. If there is any pressure in the equipment when disconnected, transmission fluid will drain out. If canister has fluid in it and is placed on its side, fluid will drain out.



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Recharging

The tank in the BG PF5 Power Flush and Fluid Exchange System must be recharged with new transmission fluid before the next service. It can be recharged easily and quickly from any transmission fluid source and with any factory specification transmission fluid required by the next vehicle to be serviced. The process for recharging the apparatus will also discharge the captured used fluid from the last service.

To recharge BG PF5 by either pressurized or manual filling, turn V1 Control lever to “Bypass/Recharge” (O). Attach adaptor #6 to the end of either service hose (H1 or H2), and place end in the used oil receptacle.

Next, attach #19 recharge adaptor to the Recharge port (R) on the side of the BG PF5. **Do not attempt to apply air or fluid pressure to the service hoses because these are not regulated and the system will be damaged.** Attach to shop air for manual filling or to the shop’s pressurized transmission fluid supply hose for pressure filling.

Pressurized Recharging:

1. For pressurized recharging, turn V1 Control lever to “Bypass/Recharge” (O), and apply pressurized transmission fluid to the #19 recharge adaptor on the Recharge port (R). Let chamber fill until Used transmission fluid gauge (U) reads “0” and pressure on the New transmission fluid gauge (N) starts to rise. This reading indicates all used fluid has been expelled and the tank is now filled with new fluid.
2. Remove pressurized transmission fluid and turn V1 Control lever to “Pressure Release” (PR). Pressure is vented back into the service hoses (H1 and H2) and on the used oil storage tank through the hose that is opened.

Always completely fill the BG PF5 regardless of the capacity of transmission being serviced.

Recharging is complete. The BG PF5 Power Flush and Fluid Exchange System is ready for the next vehicle service.

Manual Recharging:

1. For manual recharging, turn V1 Control lever to “Bypass/Recharge” (O), and attach the #19 recharge adaptor to the Recharge port (R). Make sure the V3 Vent valve on the side of the BG PF5 is on “Close” (O). Place the hose from the V3 Vent valve into a clean, empty container. Attach the #6 adaptor to the end of one of the service hoses (H1 or H2) and place the end into the used oil receptacle.



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2. Apply shop air into the recharge adaptor on the Recharge port (R), until the pressure reading on the Used Transmission fluid gauge (U) reads “0.” This indicates that all used transmission fluid has been expelled and bladder is fully collapsed against the bottom of the tank. Remove the air supply and turn the V1 Control lever to “Bypass/Recharge,” (O), and attach the #19 recharge adaptor to the Recharge port, (R) Turn Control lever to “Pressure Release” (PR) until the New transmission fluid gauge (N) reads “0.”
3. Next, remove Manual Fill cap and slowly turn the V2 Manual Fill valve to “Fill” (I). Install included funnel for easier pouring. Turn the V3 Vent valve to “Open” (I) on the side of the BG PF5. This will allow air to escape from the tank while pouring in the Transmission fluid and will also make it easy to tell when the system is properly filled.
4. You will need 7,4, or 3 gallons (27, 15 or 11 Liters) of the appropriate new transmission fluid, depending on the tank capacity of the particular BG PF5 model. Pour transmission fluid into the funnel until a solid stream of fluid runs out of the V3 Vent valve. This signals that the system is completely full and there is no air in the lines. Allow transmission fluid to drain out the V3 Vent valve until the level in the funnel is just below the V2 Manual Fill valve. The transmission fluid captured from the V3 Vent valve is new and can be used for top off or it can be put back into the new transmission fluid supply container.
5. Turn the V2 Manual Fill valve to “Close” (O) and replace the Manual Fill cap or cap the funnel. Remove adaptors.

Recharging is complete. The BG PF5 Power Flush and Fluid Exchange System is now ready for the next service.



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Purging New Transmission Fluid

The following procedure applies to removing new transmission fluid from a fully charged BG PF5. This is necessary to charge the BG PF5 with a different transmission fluid or to empty the BG PF5 for maintenance.

1. Attach the #6 open-end adaptor to the end of either service hose (H1 or H2), and place end into appropriate receptacle.
2. Locate the Bladder Inverting port inside the BG PF5 and attach #19 recharge adaptor.
3. Turn V1 Control lever to “Process/Purge”(I).
4. Apply shop air into the #19 recharge adaptor until only air is expelled from the service hose. (Too much air pressure will cause most of the air to bypass the tank, resulting in a mixture of air and transmission fluid to be expelled.)
5. Turn V1 Control lever to “Pressure Release” (PR) to complete purge process.

The BG PF5 Power Flush and Fluid Exchange System is now empty and can be recharged with a different transmission fluid.



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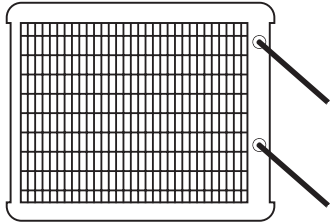
POWER FLUSH AND FLUID EXCHANGE SYSTEM

Possible Points to Make Connections

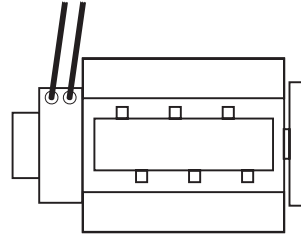
(Note: It is only necessary to disconnect one line)

CAUTION: Be sure the line is a transmission fluid line and not an engine oil line!

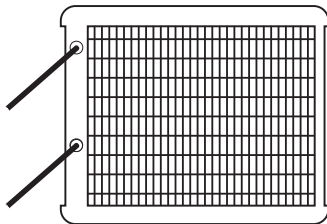
Crossflow radiator with transmission fluid cooler on side



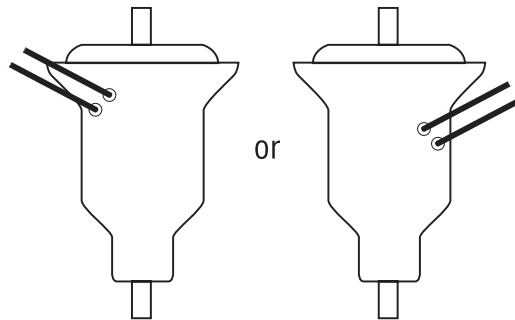
Transmission front wheel drive



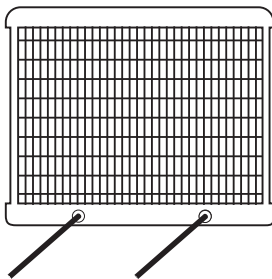
Crossflow radiator with transmission fluid cooler on opposite side



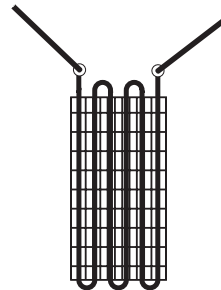
Transmission rear wheel drive



Top tank with transmission fluid cooler on bottom



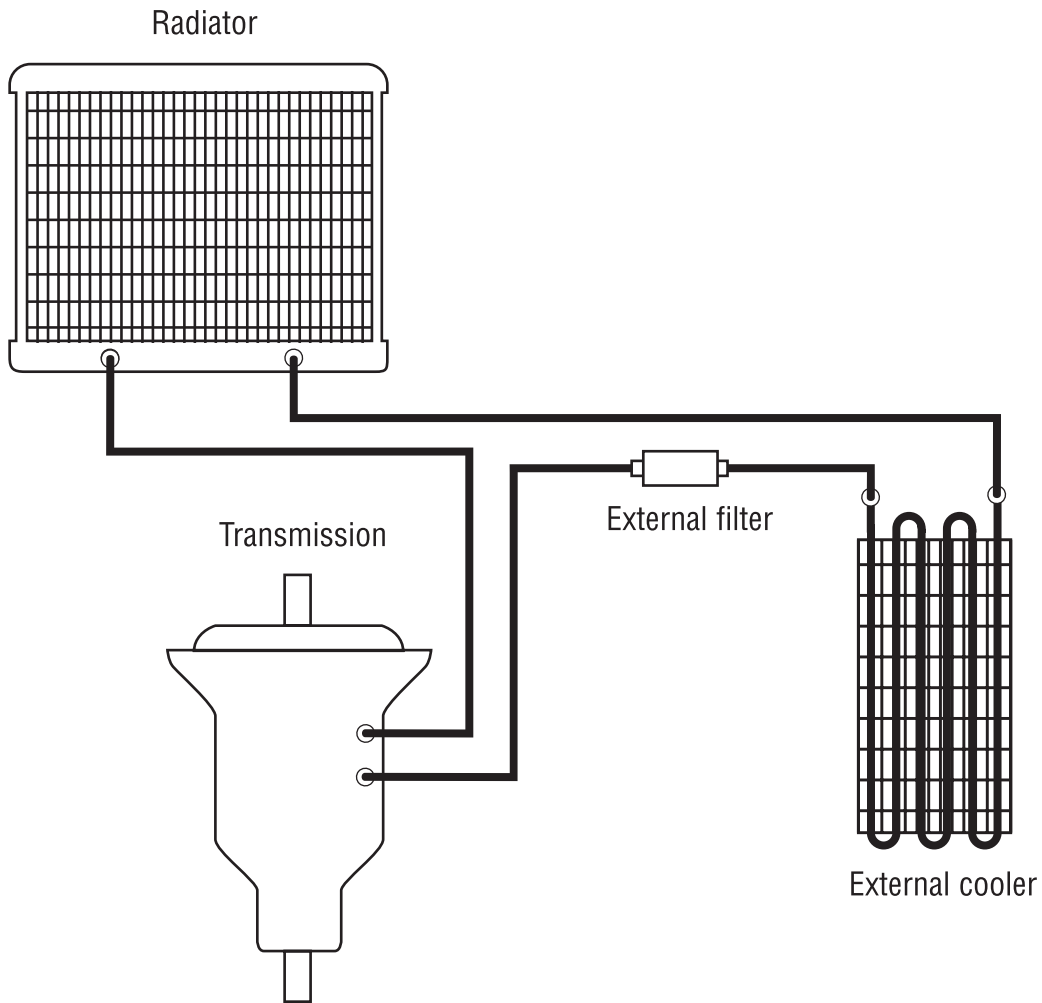
External Transmission fluid cooler



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Connection may be made at any accessible point along the transmission fluid route. However, it is possible that the adaptors may not fit every connection encountered.

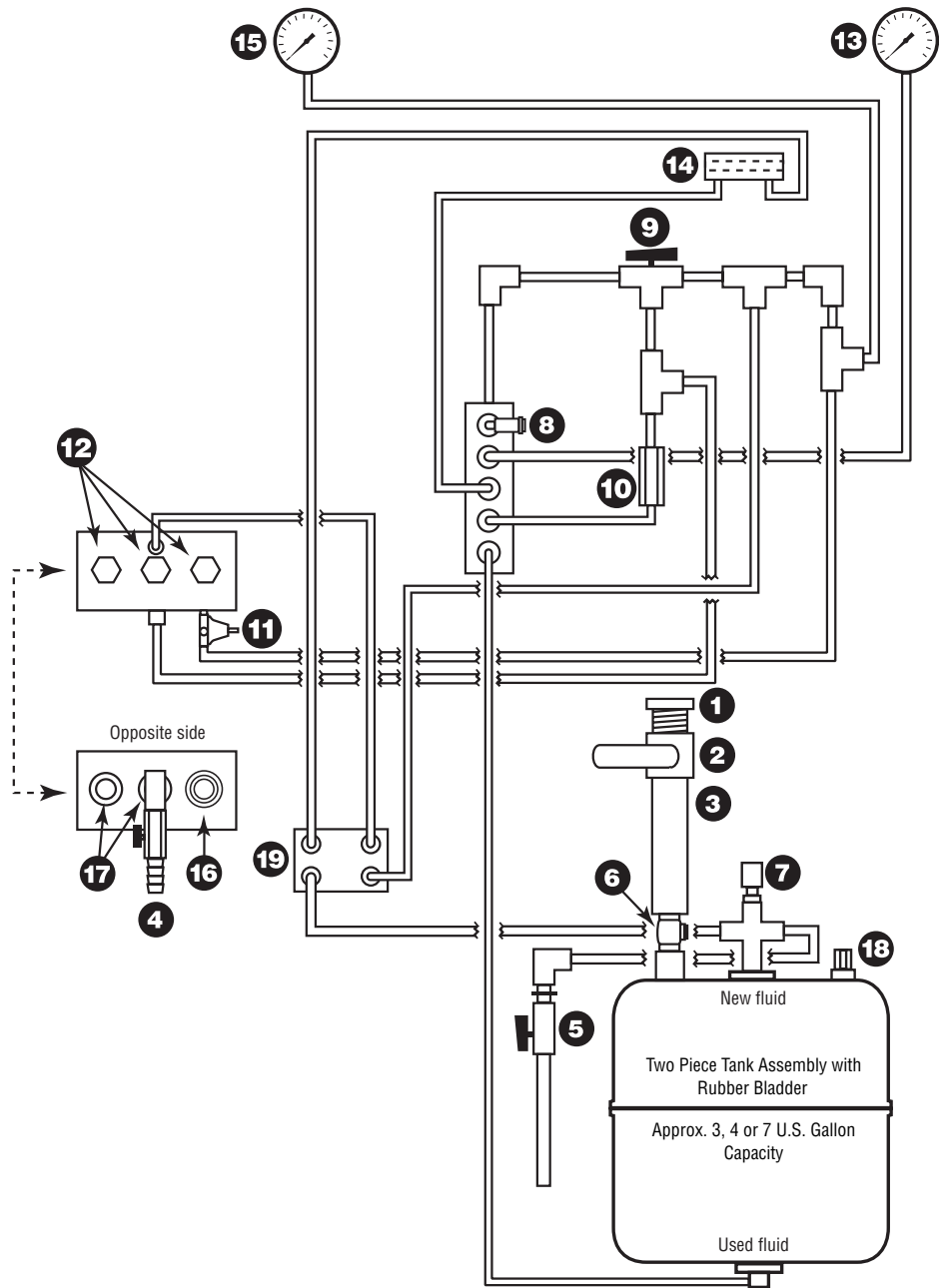


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Plumbing

1. Manual fill cap
2. V2 Manual fill valve
3. Manual fill tube
4. V4 Drain valve
5. V3 Vent valve
6. Fill tube check valve
7. Pop-off valve
8. Bladder inverting port
9. V1 Control lever
10. Bypass valve
11. Recharge regulator
12. Strainers
13. Used transmission fluid pressure gauge (U)
14. Sight glass
15. New transmission fluid pressure gauge (N)
16. Recharge port (R)
17. Service hoses H1 and H2
18. Recharge indicator
19. Heat exchanger

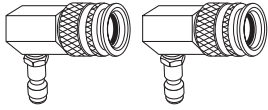


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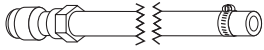
POWER FLUSH AND FLUID EXCHANGE SYSTEM

Quick Connect Adaptor Set (included)

PN TF832QC



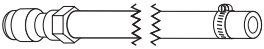
TF83242QC
90° quick connect



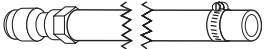
TF83202QC
1/4" open hose, mate 01



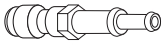
TF83203QC
1/4" & 5/16" barb, mate 04



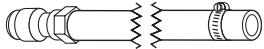
TF83204QC
5/16" open hose, mate 03, 27



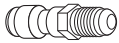
TF83206QC
3/8" open hose, mate 05, 25, 35



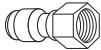
TF83207QC
3/8" & 1/2" barb, mate 08



TF83208QC
1/2" open hose, mate 07, 26, 28, 33



TF83209QC
3/8" male flare SAE, mate 10,
Volvo, Isuzu, Jeep



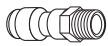
TF83210QC
3/8" female flare SAE, mate 09,
Volvo, Isuzu, Jeep



TF83211QC
5/16" male inverted flare, mate 12,
most GM products



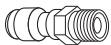
TF83212QC
5/16" female inverted flare, mate 11,
most GM products



TF83213QC
1/4" male pipe thread, mate 14,
requires Ford tool P/N 7244 for
some '85 & later



TF83214QC
1/4" female pipe thread, mate
13, requires Ford tool P/N 7244
for some '85 & later



TF83215QC
3/8" male inverted flare, mate 22,
Jeep '79 & older, some GM



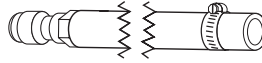
TF83216QC
1/2" male inverted flare, mate 37,
GM products



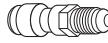
TF83217QC
3/8" inverted flare, long, mate 32,
Ford, Mercury



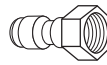
TF83218QC
5/16" inverted flare, long, mate 31,
Ford, Mercury



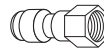
TF83220QC
3/4" open hose, mate 43



TF83221QC
5/16" male SAE, mate 23,
GM products



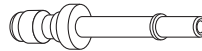
TF83222QC
3/8" female inverted flare, mate 15,
Jeep '79 & older, some GM



TF83223QC
5/16" female flare, mate 21,
GM products



TF83224QC
7/16" inverted flare, mate 38



TF83225QC
3/8" spike quick connect, mate 72,
late Chrysler



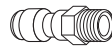
TF83226QC
1/2" spike quick connect, mate 79,
late Chrysler



TF83227QC
5/16" spike quick connect, mate 80,
Windstar, Villager



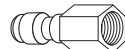
TF83228QC
GM male quick connect, mate 72,
Blazer, Impala



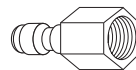
TF83229QC
5/8" -18 male flare, mate 30,
Contour/Mystique



TF83230QC
5/8" -18 female flare, mate 29,
Contour/Mystique



TF83231QC
5/16" long female, mate 18,
Ford, Mercury



TF83232QC
3/8" long female, mate 17,
Ford, Mercury



TF83233QC
GM large male quick connect, mate 79,
late GM only



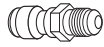
(continued on next page)

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POWER FLUSH AND FLUID EXCHANGE SYSTEM

Quick Connect Adaptor Set (included)

(continued from previous page)



TF83234QC
3/8" male flare, 37°JIC, mate 39



TF83235QC
Male banjo adaptor, mate 06,
Ford Escort



TF83236QC
Female banjo adaptor, Ford Escort,
use with factory banjo bolt



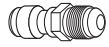
TF83237QC
1/2" inverted female flare, mate 16,
GM products



TF83238QC
7/16" inverted female flare, mate 24



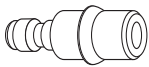
TF83239QC
3/8" female flare, 37°JIC, mate 34



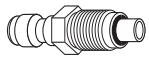
TF83240QC
5/16" male flare, fine thread, mate 41,
Chrysler truck



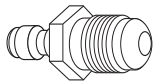
TF83241QC
5/16" female flare, fine thread, mate 40,
Chrysler truck



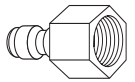
TF83243QC
Pick up w/Allison quick connect, mate 73



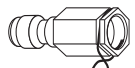
TF83245QC
Jeep Liberty adaptor, mate 77



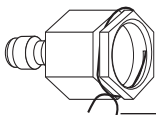
TF83248QC
Male adaptor 1 1/16"-16 Jeep Cherokee
mate 49



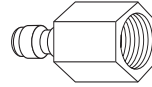
TF83249QC
Female adaptor 1 1/16"-16 Jeep Cherokee
mate 48



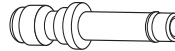
TF83272QC
3/8" GM quick connect female, mate 28, 25
TF83272QC-2 Replacement clip



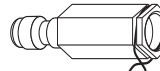
TF83273QC
5/8" GM Quick Connect Female, mate 43
TF83273-1 Replacement clip



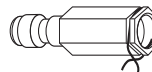
TF83277QC
5/8"-18F Jeep Liberty adaptor, mate 45



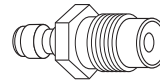
TF83278QC
3/8" male adaptor, Corvette &
Ford trucks, mate 06



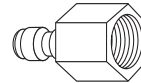
TF83279QC
1/2" female quick connect, mate 26, 33
TF83279-1 Replacement clip



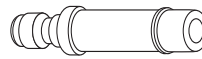
TF83280QC
5/16" female quick connect, mate 27
TF83280-1 Replacement clip



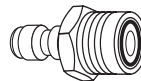
TF83284QC
1/2" male inverted flare-long



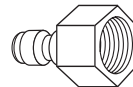
TF83285QC
1/2" female inverted flare-long



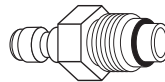
TF83288QC
1/2" male adaptor, F350 Powerstroke



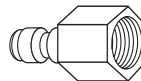
TF83291QC
M18 x 1.5 male GM adaptor



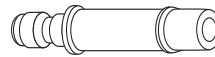
TF83292QC
M18 x 1.5 female GM adaptor



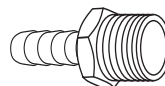
TF83297QC
Transmission adaptor,
Ford F150, assembly



TF83298QC
Transmission adaptor,
Ford F150, female



TF83299QC
Transmission adaptor,
Ford Explorer, '08 until superceded, male



G0030-0604
3/8" MNPT x 1/4" hose barb, straight, brass



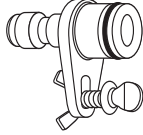
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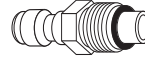
POWER FLUSH AND FLUID EXCHANGE SYSTEM

Quick Connect Adaptor Set (included)

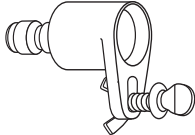
(continued from previous page)



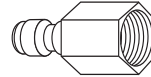
TF832111QC
Transmission adaptor,
Ford, male



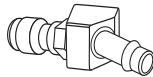
TF832114QC
Transmission adaptor,
late model Ford, male



TF832112QC
Transmission adaptor,
Ford, female



TF832115QC
Transmission adaptor,
late model Ford, female



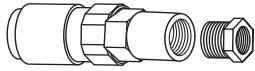
TF832113QC
GM male quick connect, 45°



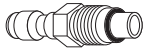
PF5

POWER FLUSH AND FLUID EXCHANGE SYSTEM

Optional Adaptor Set



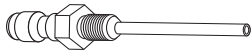
TF83219QC
Recharge adaptor



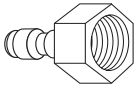
TF83244QC
Male adaptor, Land Rover,
M18 x 1.5 (Mates w/ #76)



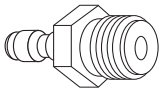
TF83246QC
12 mm banjo, female
Acura TL (Mates w/ #47)



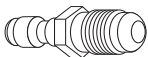
TF83247QC
12 mm banjo, male
Acura TL (Mates w/ #46)



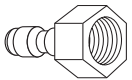
TF83270QC
Female adaptor, Landrover,
M20 x 1.5 (Mates w/ #71)



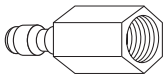
TF83271QC
Male adaptor, Landrover,
M20 x 1.5 (Mates w/ #70)



TF83274QC
Male adaptor, Isuzu Cabover,
M16 x 1.5 (Mates w/ #75)



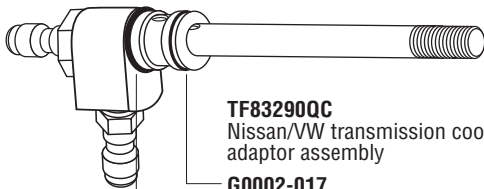
TF83275QC
Female adaptor, Isuzu Cabover,
M16 x 1.5 (Mates w/ #74)



TF83276QC
Female adaptor, Landrover,
M18 x 1.5 (Mates w/ #44)



TF832AC
90° jumper hose

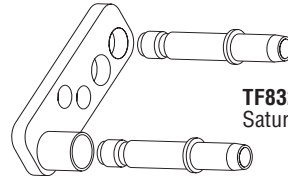


TF83290QC
Nissan/VW transmission cooler
adaptor assembly

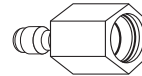
G0002-017
.676 ID x .070 thick, Buna O-ring

G0002-014
.489 ID x .070 thick, Buna O-ring
(2 O-rings inside unit, not shown)

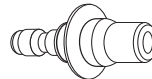
G0002-016
Nitrile O-ring #016



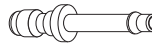
TF83281QC
Saturn adaptor assembly



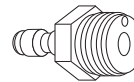
TF83282QC
Allison QC adaptor
assembly-Chevy Workhorse, female



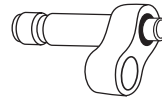
TF83283QC
Allison QC adaptor
assembly-Chevy Workhorse, male



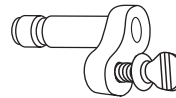
TF83286QC
GM male quick connect-long



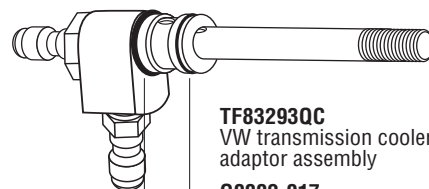
TF83287QC
PF5 drum plug adaptor



TF832104QC
Transmission adaptor,
GMC Acadia, male assembly



TF832105QC
Transmission adaptor,
GMC Acadia, female assembly



TF83293QC
VW transmission cooler
adaptor assembly

G0002-017
.676 ID x .070 thick, Buna O-ring

G0002-014
.489 ID x .070 thick, Buna O-ring
(2 O-rings inside unit, not shown)

G0002-016
Nitrile O-ring #016

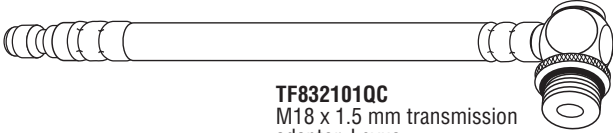


PF5

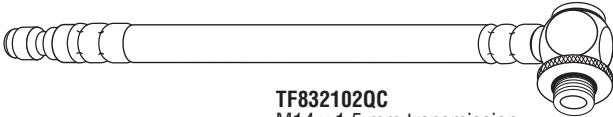
POWER FLUSH AND FLUID EXCHANGE SYSTEM

Optional Adaptor Set

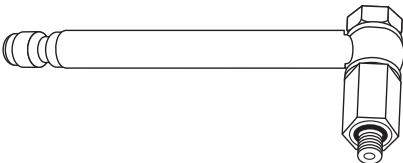
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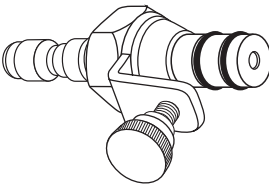
TF832101QC
M18 x 1.5 mm transmission
adaptor, Lexus
(optional)



TF832102QC
M14 x 1.5 mm transmission
adaptor, Lexus
(optional)



TF832103QC
Pressure port transmission
adaptor, Lexus
(optional)



TF832106QC
Transmission adaptor
assembly Nissan Sentra CVT



TF832107QC
Transmission adaptor,
Nissan Sentra CVT, test port

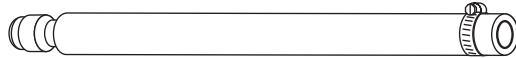


Optional European Adaptor Set

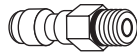
PN TF832E



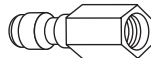
TF83250
BMW transmission cooler adaptor—male



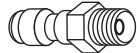
TF83250F
BMW transmission cooler adaptor—female



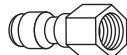
TF83251
Saab 14 mm male adaptor



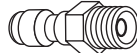
TF83251F
Saab 14 mm female adaptor



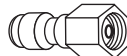
TF83252
Mercedes & BMW male adaptor—1985 and newer



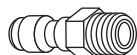
TF83252F
Mercedes & BMW female adaptor—1985 and newer



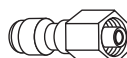
TF83253
BMW flare adaptor male



TF83253F
BMW flare adaptor female



TF83254
BMW O-ring adaptor male—1987 and newer



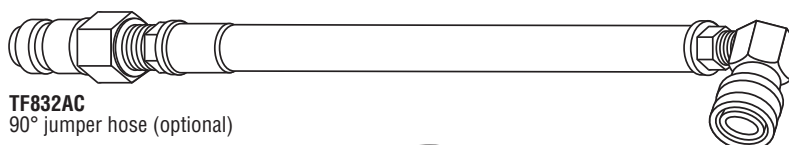
TF83254F
BMW O-ring adaptor female—1987 and newer



TF83255
Volvo 850 male adaptor



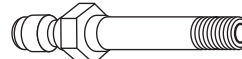
TF83255F
Volvo 850 female adaptor



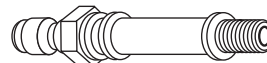
TF832AC
90° jumper hose (optional)



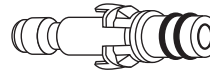
TF83255C
Volvo 850 retaining clip



TF83256
VW & Audi single flange bolt



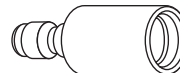
TF83257
VW & Audi double flange bolt (2 in kit)



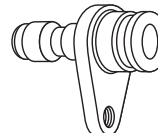
TF83258
Volvo II fitting—male with clip



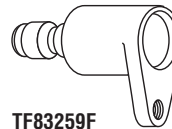
TF83258C
Volvo II clip (*replacement only*)



TF83258F
Volvo II fitting—female



TF83259
Audi male adaptor



TF83259F
Audi female adaptor



TF83260
Mercedes quick connect—male

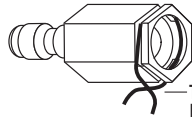


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POWER FLUSH AND FLUID EXCHANGE SYSTEM

Optional European Adaptor Set (continued)

PN TF832E

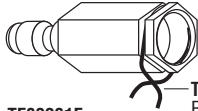


TF83273-1
Replacement clip
for TF83273QC

TF83260F
Mercedes quick connect, female

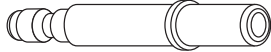


TF83261
BMW/Land Rover 14mm adaptor, male

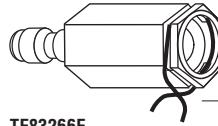


TF83279-1
Replacement clip
for TF83279-1

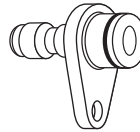
TF83261F
BMW/Land Rover 14mm adaptor, female



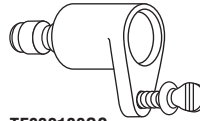
TF83266
Transmission adaptor, BMW, male



TF83266F
Transmission adaptor, BMW, female

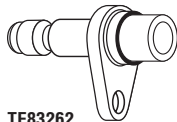


TF832108QC
Transmission Adaptor, VW Tiguan, male, assembly

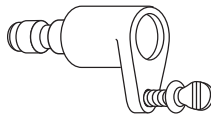


TF832109QC
Transmission Adaptor, VW Tiguan, female, assembly

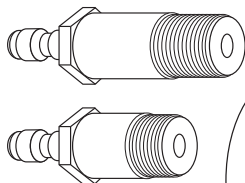
Optional European Adaptors (not included in TF832E set)



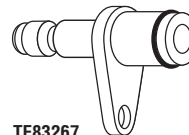
TF83262
Volvo S40 series adaptor, male
(optional)



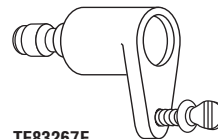
TF83262F
Volvo S40 series adaptor, female
(optional)



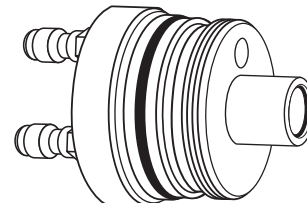
TF83263
Peugeot & Citroen cooler
adaptor (optional)



TF83267
Transmission adaptor, Audi, male
(optional)



TF83267F
Transmission adaptor, Audi, female
(optional)



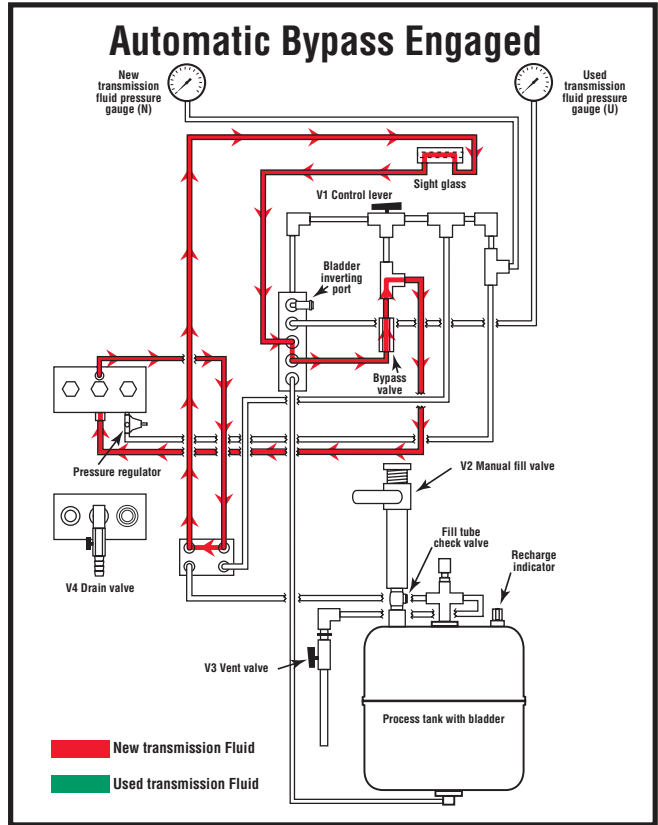
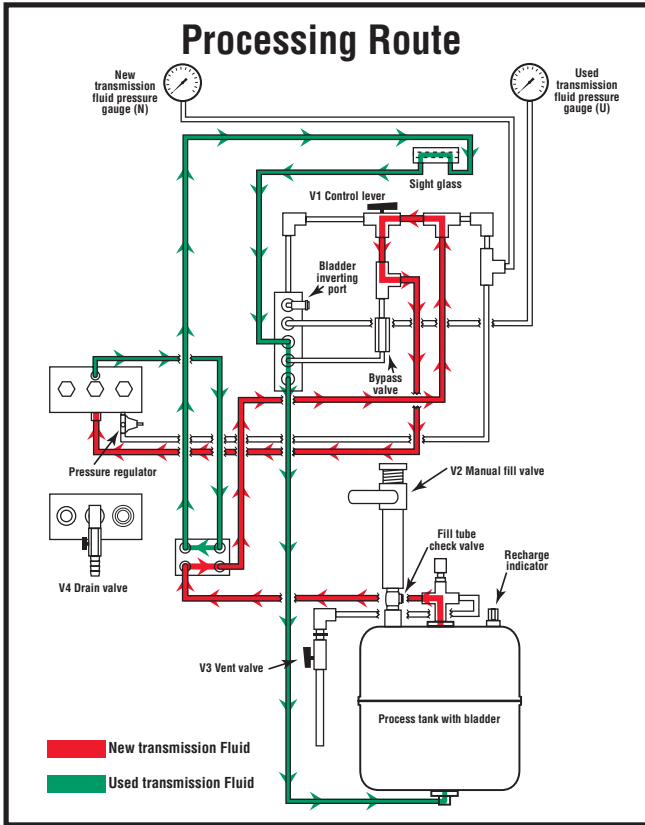
TF83268
Transmission adaptor,
VW DSG, spin-on, assembly
(optional)



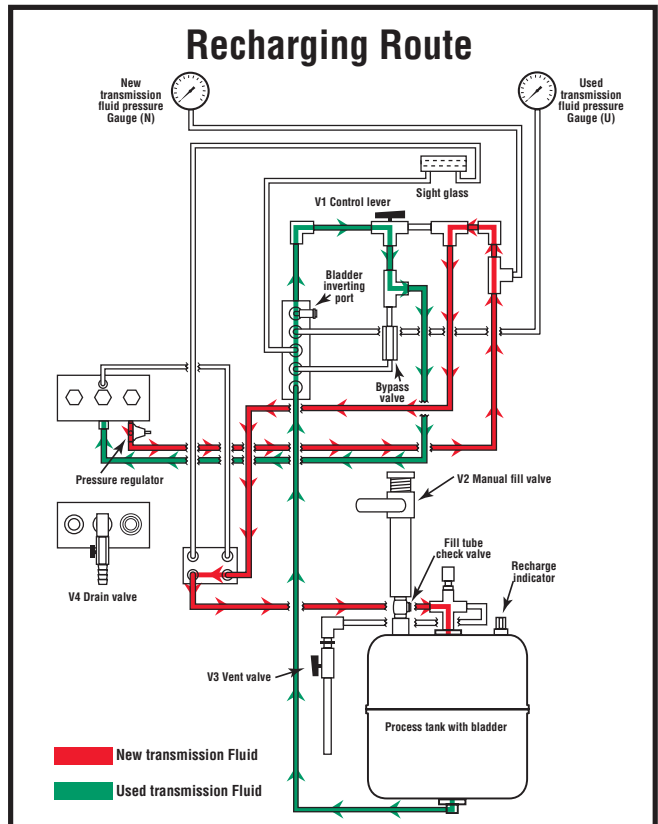
PF5

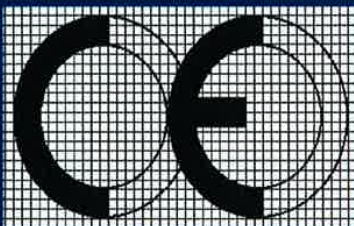
POWER FLUSH AND FLUID EXCHANGE SYSTEM

Flow Diagrams



NOTE: Entire system is pressurized during all operations even though transmission fluid may not be flowing through all components.





Barclay-Phelps

CE MARKING SPECIALISTS

Hoi Yuen Road, Kwun Tong, Kowloon, Hong Kong

CERTIFICATE & DECLARATION OF CONFORMITY FOR CE MARKING

Company contact details:

BG Products, Inc.
740 S. Wichita St., Wichita, KS 67213, USA
Tel: 316.265.2686 rgarcia@bgprod.com www.bgprod.com

BG Products, Inc. declares that their:

- 1) Transmission Fluid Changing Machine
Models: PXT, PF5-MO, PF5-HO, PF5 and PF19
- 2) Antifreeze Changing Machine
Models: CT2 and CT6
including all component parts

are classified within the following EU Directives:

Machinery Directive 2006/42/EC
Electromagnetic Compatibility Directive 2004/108/EC

and further conform with the following EU Harmonized Standards:

EN ISO 12100:2010
EN 61000-6-2:2005
EN 61000-6-4:2007+A1:2011

Dated: 19 July 2012

Position of signatory: CFO

Name of Signatory: Ron Garcia

Signed below:

on behalf of BG Products, Inc.

A handwritten signature in blue ink, appearing to read 'Ron Garcia', written over a horizontal line.



Scan this code or visit
<http://bgfor.me/pf5>
to access instructions
in other languages and
additional information.
This code can also be
found on the serial plate
on the back of the BG PF5.



BG Products, Inc.