

The Wolf's Head Oil Company has been producing high-quality/high-performance lubricating products for well over 125 years. Wolf's Head lubricants continue to meet or exceed all accepted industry standards, and have done so since 1879.

Like Wolf's Head, the modern oil industry was born in the bustling communities in and around Oil City, Pennsylvania. Wolf's Head was an integral part of the original "Pennsylvania Crude" lube oil phenomenon. From its humble beginnings Wolf's Head has continuously grown and flourished thanks to its loyal and knowledgeable following who have come to expect not only superior performance, but exceptional value.

The lubricant industry has matured, and so has the expectations of the dedicated Wolf's Head enthusiast. Consistent with Wolf's Head's proud history and reputation for cutting-edge lubricant technology, today's Wolf's Head products are skillfully blended in a sophisticated, state-of-the-art production facility. Wolf's Head's strategic location on a deep water dock in the Port of Tampa, Florida allows for access to the finest quality components from all parts of the globe, and efficient distribution throughout America and around the world.



WOLF'S HEAD®

HIGH QUALITY MOTOR OILS & LUBRICATING PRODUCTS
The Finest of the Fine Since 1879



WOLF'S HEAD OIL COMPANY
The Finest of the Fine Since 1879

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RUN WITH THE WOLF®



WOLF'S HEAD®

PASSENGER CAR MOTOR OILS

SINCE 1879

Wolf's Head 100% Synthetic Motor Oils offer the ultimate in engine protection for both gasoline and diesel engines - even those that are turbo-charged or super-charged. Formulated with state-of-the-art additives and 100% synthetic base stocks, Wolf's Head 100% Synthetic Motor Oil has been carefully developed to meet the most current API Service Classification. Wolf's Head 100% Synthetic Motor Oil is formulated to meet or exceed all new car manufacturers' warranty requirements as well as stringent industry standards such as API SN/CF, ILSAC GF-5 and meets most European ACEA specifications. These oils are also formulated to exceed the standard for the Thermal Engine Oil Stability Test (TEOST MHT) and the Ford WSS M2C factory and service fill specifications. See the applications chart for specific viscosity and specification application. The special low-phosphorous level design ensures that these superior oils are environmentally friendly and will help to extend the life of the expensive catalytic converters. These full-synthetic oils offer the ultimate in engine protection for engines operating in the most extreme driving and operating conditions and in the worst ambient operating temperatures from the extreme arctic cold to the searing desert heat. Wolf's Head 100% Synthetic Motor Oil exceeds the stringent lubricating performance requirements of American, European, Korean, Japanese and other worldwide engine manufacturers.

Wolf's Head 100% Synthetic 0W-20, 5W-20 & 5W-30 dexos1® are specifically engineered and licensed to meet the stringent GM dexos1® engine oil specification, as well as all of the specifications outlined above for the Wolf's Head 100% Synthetic motor oils.

Wolfs Head Super-Duty Motor Oils are multi-viscosity oils that provide superior engine protection no matter what the operating temperature. Wolf's Head Super-Duty Motor Oils protect domestic and imported vehicles and equipment powered with either gasoline or diesel engines even those that are turbo-charged or super-charged equally well. This high quality oil has been specifically formulated to meet or exceed all new car manufacturers' warranty requirements as well as the stringent industry standards API SN/CF - ILSAC GF-5 and meets most European ACEA specifications. These oils are also formulated to exceed the standard for the Thermal Engine Oil Stability Test (TEOST MHT) and the Ford WSS M2C factory and service fill specifications. See the applications chart for specific viscosity and specification application. Wolfs Head Super-Duty will protect with equal vigor both new, modern, close-tolerance engines and older, high-mileage engines running in a wide range of operating temperatures and conditions. These high performance motor oils exceed the stringent lubricating performance requirements of American, European, Korean, Japanese and other worldwide engine manufacturers.

Wolfs Head Heavy-Duty Motor Oils are single grade or straight-viscosity motor oils. They are a balanced blend of high VI base stocks and an advanced additive package to deliver superior performance. They provide thermal and oxidation stability, deposit control, anti-wear protection, corrosion protection and improved pumpability. Wolfs Head Heavy Duty Motor Oils may be used in turbo-charged, super-charged or naturally aspirated foreign and domestic engines recommending an API SN/CF and ACEA mono-grade engine oil. These heavy duty motor oils exceed the stringent lubricating performance requirements of American, European, Korean, Japanese and other worldwide engine manufacturers.

Wolfs Head Hydraulic and Compressor Oil - Non-Detergent Motor Oil is a high quality mineral crankcase engine oil and general purpose oil. While modern applications are mostly in small compressor and hydraulic systems, Wolfs Head Non-Detergent Motor oil is built from high-quality mineral base stocks and may be used in crankcase engine applications wherever API SA/SB mono-grade oil is recommended.




WOLF'S HEAD®

PASSENGER CAR MOTOR OILS

SINCE 1879

TYPICAL INSPECTION DATA

| | API Gravity | Flash Point, °C. | Viscosity cSt @ 100C | Viscosity cSt @ 40C | VI | Pour Point, °C. |
|---------------------------------|-------------|------------------|----------------------|---------------------|-----|-----------------|
| 100% Synthetic Motor Oil | | | | | | |
| 0W-20 (dexos1®) | 36.0 | 210 | 8.4 | 45.0 | 160 | -45 |
| 5W-20 (dexos1®) | 35.0 | 210 | 8.7 | 51.5 | 150 | -45 |
| 5W-30 (dexos1®) | 34.0 | 210 | 11.0 | 67.0 | 160 | -42 |
| 5W-40 | 34.0 | 220 | 14.0 | 90.0 | 160 | -42 |
| Super-Duty Motor Oils | | | | | | |
| 5W-20 | 31.3 | 200 | 6.50 | 37.0 | 130 | -42 |
| 5W-30 | 30.5 | 200 | 10.50 | 60.0 | 145 | -39 |
| 10W-30 | 29.5 | 205 | 10.50 | 69.0 | 140 | -35 |
| 10W-40 | 30.0 | 205 | 13.50 | 97.0 | 145 | -32 |
| 15W-40 | 29.0 | 215 | 14.00 | 100.0 | 135 | -27 |
| 20W-50 | 28.9 | 220 | 18.00 | 165.0 | 125 | -18 |
| Heavy Duty Motor Oils | | | | | | |
| 30 | 28.5 | 220 | 11.80 | 103.0 | 103 | -21 |
| 40 | 28.0 | 230 | 14.60 | 141.0 | 103 | -15 |
| Non-Detergent | | | | | | |
| 30 | 23.2 | 200 | 10.10 | - | - | -12 |



PERFORMANCE APPLICATION CHART

| | 100% Synthetic | Super Duty Motor Oils | Heavy Duty | Non-Detergent |
|-------------------------|---------------------|-----------------------|------------|---------------|
| API: | | | | |
| SN, SM, SL, SJ | ✓ | ✓ | ✓ | - |
| SG, SF | ✓ | ✓ | ✓ | - |
| SB | ✓ | ✓ | ✓ | ✓ |
| CF/CF-2 | ✓ | ✓ | ✓ | - |
| CF-4 | - | - | - | - |
| ILSAC: | | | | |
| GF-5, GF-4/GF-3/ GF-2 | ✓ | ✓ | - | - |
| ACEA: | | | | |
| A3/B4, A3/B3 | * | * | * | - |
| A5/B5, A1/B1 | * | * | * | - |
| C3, C2, C1 | * | * | * | - |
| Ford: | | | | |
| M2C 946 A | 5W-30 | 5W-30 | - | - |
| M2C 929 A (M2C 205A) | 5W-30 | 5W-30 | - | - |
| M2C 945A | 5W-20 | 5W-20 | - | - |
| M2C 930A (M2C 153H) | 5W-20 | 5W-20 | - | - |
| DaimlerChrysler: | | | | |
| MS 6395K | ✓ | - | - | - |
| Mercedes Benz | | | | |
| MB 229.1 | ✓ | - | - | - |
| MB 229.3 | ✓ | - | - | - |
| MB 229.31 | 5W-30, 5W40 | - | - | - |
| MB 229.5 | ✓ | - | - | - |
| MB 229.51 | 5W-30, 5W40 | - | - | - |
| General Motors: | | | | |
| GM dexos1® | 0W-20, 5W-20, 5W-30 | - | - | - |
| GM 4718M | ✓ | - | - | - |
| GM 6094M | ✓ | - | - | - |
| Volkswagen: | | | | |
| VW 50200 | ✓ | ✓ | - | - |
| VW 50300 | ✓ | 5W-30 | - | - |
| VW 50500 | ✓ | ✓ | - | - |
| VW 50501 | ✓ | 5W-30 | - | - |
| VW 50600 | ✓ | 5W-30 | - | - |
| VW 50700 | 5W-30 | - | - | - |
| BMW: | | | | |
| LL-O/M54 | ✓ | ✓ | - | - |
| LL-04 | ✓ | - | - | - |
| CID AA-52039 | | | | |
| MIL-L-2104-B | ✓ | ✓ | ✓ | - |
| MIL-L-46152 | ✓ | ✓ | ✓ | - |

* Suitable for Use

Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

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10/29/2014

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10/29/2014



WOLF'S HEAD®

HEAVY DUTY DIESEL ENGINE OILS

SINCE 1879



Wolf's Head Extreme Duty Synthetic-Blend 15W-40 & 10W-30 Motor Oils are new high performance diesel engine oil developed to offer the ultimate in diesel engine oil protection for your new and expensive equipment by offering a better and stronger armor against wear, improved performance and greater fuel economy. This oil is especially equipped to protect EGR/Low-Emission Diesel Engines while maximizing the durability of Diesel Particulate Filters (DPF's). New additive systems and rigorous laboratory and field testing have proven that these new oils are up to the task of protecting your engine; helping your engine operate within the new emission and pollution requirements as well as meeting or exceeding the OEM requirements for every new engine being built by every engine manufacturer worldwide, including but not limited to: Caterpillar, Cummins, DaimlerChrysler (Mercedes Benz), Detroit Diesel, Volvo, Mack (including the new and more stringent Mack EO-O Premium Plus 2007), MAN, and Navistar. These new high performance oils are specifically engineered to meet the manufacturers' prerequisite for performance, TBN, and balanced low ash (1% maximum) requirements. They will deliver superior long lasting protection for both turbocharged and naturally aspirated diesel and gasoline engines whether in highway or off-highway equipment. They are formulated for extended service/extended drain when operated under typical operating conditions and are engineered to help promote fuel economy. These new oils meet or exceed the new API CJ-4/SN Service Classification and meet prior API specifications for CI-4 Plus, CI-4, CH-4, CG-4, CF-4, CF-2, CF and API SL, SJ, and SH. These oils are registered Mack EO-O Premium Plus '07, and meet prior specifications for EO-N Premium Plus, EO-M Plus, and EO-M. This oil is also registered to Detroit Diesel 93K218, 93K215, and 93K214; Cummins CES 20081, 20078, 20077, 20076. This oil meets Allison C4 and C3 fluids and Caterpillar ECF-3, ECF-2, ECF-1, TO-2. This oil is also registered for the following European and Asian approval standards: Volvo VDS-4, VDS-3, VDS-2 and meets specifications for Global DHD-1; JASO DH-2 and DH-1. This oil is engineered to be robust enough to meet MB 228.5, 228.3, 228.1, 227.1; Man 3275; MTU Type I & II; ACEA E7-04, E4, E2, A3/B4, A3B3; and Renault RLD-3. This highly advanced diesel engine oil is recommended for use in MIL L 2104-G, MIL L 46152-E, and CID A-A-52306 applications.

Wolfs Head Extreme-Duty Engine Oils have been improved and upgraded to be among the best and most efficient diesel engine oils available to the fleet market. New additive systems and rigorous laboratory and field testing have proven that these new Wolfs Head Extreme-Duty Engine Oils are up to the task of protecting your engine; helping your engine operate within the new emission and pollution requirements as well as meeting or exceeding the OEM requirements for almost every new engine being built by every engine manufacturer worldwide. The new high performance Wolfs Head Extreme-Duty Engine Oils are specifically engineered to meet the manufacturers' prerequisite for performance, TBN, and balanced low ash requirements. They will deliver superior long lasting protection for both turbocharged and naturally aspirated diesel and gasoline engines. They are formulated for extended service/extended drain when operated under typical operating conditions and are engineered to help promote fuel economy. These oils are recommended where API CF-2, CF/SL oils are specified.

These oils are recommended where API CF-2, CF/SL oils are specified.



WOLF'S HEAD®

HEAVY DUTY DIESEL ENGINE OILS

SINCE 1879

TYPICAL INSPECTION DATA

| | API Gravity | Flash Point C. | Viscosity cSt @100C | Viscosity cSt @40C | VI | Pour Point, C. | TBN (D-2896) |
|------------------------------|-------------|----------------|---------------------|--------------------|-----|----------------|--------------|
| Extreme-Duty Synthetic Blend | | | | | | | |
| 15W-40 * | 29.6 | 215 | 15.80 | 115.0 | 145 | -35 | 10 |
| 10W-30 * | 30.0 | 210 | 11.00 | 75.00 | 135 | -35 | 10 |
| Extreme-Duty | | | | | | | |
| 10 | 29.5 | 190 | 6.60 | 37.0 | 140 | -33 | 10 |
| 30 | 28.5 | 220 | 11.20 | 88.0 | 116 | -21 | 10 |
| 40 | 28.0 | 230 | 14.50 | 133.0 | 109 | -18 | 10 |

* Also meets 1% maximum ash requirements

PERFORMANCE APPLICATION CHART

| SPECIFICATIONS | Extreme Duty Synthetic Blend 15W-40, 10W-30 | Extreme Duty 10, 30, 40 |
|----------------------------|---|-------------------------|
| API: | | |
| CJ-4/SN | ✓ | - |
| CI-4 Plus | ✓ | - |
| CI-4, CH-4, CG-4 | ✓ | - |
| CF-4 | ✓ | - |
| CF-2 [1] CF/CD | ✓ | ✓ |
| SL/SJ/SH [2] | ✓ | ✓ |
| Allison C-4, C-3 | ✓ | ✓ |
| Mil-PRF-2104G(AA52306) | ✓ | ✓ |
| Mil-L-2104-B, Mil-L-46152 | ✓ | ✓ |
| Caterpillar TO-2 | ✓ | ✓ |
| ECF-3 | ✓ | - |
| ECF-2 | ✓ | - |
| ECF-1, SEBU 6250 | ✓ | - |
| Mack | | |
| EO-O Premium Plus 07 | ✓ | - |
| EO-N Premium Plus 03 | ✓ | - |
| EO-N Premium Plus | ✓ | - |
| EO-M, EO-M Plus | ✓ | - |
| Cummins CES 20081 | ✓ | - |
| CES 20078, 76, 71 | ✓ | - |
| CES 20077, 72 | ✓ | - |
| JASO | | |
| DH-2 | ✓ | - |
| DH-1 | ✓ | - |
| Global DHD-1 | ✓ | - |
| Navistar TSI-99-12 | ✓ | SAE 30 |
| Detroit Diesel | | |
| 93K218, 93K215 | ✓ | - |
| 93K214 | ✓ | - |
| 7SE270 [3] | ✓ | ✓ |
| Daimler Chrysler | | |
| 228.5 | ✓ | - |
| DC(MB) 228.3, 228.2 | ✓ | - |
| DC(MB) 228.1, 228.0 | ✓ | ✓ |
| ACEA | | |
| A5/B5, A3/B4, A3/B3, A1/B1 | ✓ | A2, B2 |
| E7, 6, 5, 4, 3, 2, 1 | ✓ | E1, 2 |
| Volvo | | |
| VDS-4 | ✓ | - |
| VDS-3 | ✓ | - |
| VDS-2 | ✓ | - |
| Renault RDL-3 | ✓ | - |
| Man | | |
| 3275/3277 | ✓ | - |
| 270/271 | ✓ | - |
| MTU | | |
| Type II, Type III | ✓ | - |
| Type I | ✓ | ✓ |

NOTES:

- [1]= CF-2 primary recommendation for two-cycle engines; single grades.
- [2]= Above Preferred Phosphorus level of API SL/SJ (10W-30).
- [3]= Multigrade oils recommended for four-cycle engines, single grade oils for two-cycle engines

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WOLF'S HEAD®

GEAR OILS

SINCE 1879

Wolf's Head GL-5 80W-90 and 85W-140 Gear Oils are the ultimate gear oil system meeting all OEM performance targets and provides maximum protection for all gear sets as well as helping to improve fuel economy while promoting longer gear life. Wolf's Head GL-5 gear oil is a 100% mineral base oil product coupled with a robust additive system and an improved viscosity modifier to give you a high viscosity index, low pour-point, gear oil providing reduced friction, fuel savings, better low temperature start-up protection and longer life than most conventional gear oils. This superior high performance gear oil is formulated to meet the requirements of the American Petroleum Institute's (API) Service Classification GL-5 and MT-1; MIL-PRF-2105E; SAE J-2360; Mack Truck GO-J Plus; ArvinMeritor (including former Rockwell axels) and Rockwell International 0-76-E.

Wolf's Head GL-5 Gear lubricants are the most price/performance competitive system used in the industry; it satisfies the basic rear axle performance needs of various final drive builders. If you are looking for a Min/Max product, you have found it – Maximum gear oil protection at Minimum cost.



TYPICAL INSPECTION DATA

| | API Gravity | Flash Point, C. (remove D92) | Viscosity, cSt. | | VI | Brookfield Viscosity, cP. | | | Pour Point, C |
|--------------------------------|-------------|------------------------------|-----------------|-------|----|---------------------------|----------|-------|---------------|
| | | | @100C | @40C | | @-40C | @-26C | @-12C | |
| Hypoid Gear Multi-Purpose GL-5 | | | | | | | | | |
| 80W-90 | 27.6 | 230 | 14.20 | 142.0 | 97 | - | <150,000 | - | -30 |
| 85W-140 | 25.5 | 250 | 26.20 | 352.0 | 98 | - | <150,000 | - | -24 |

PERFORMANCE APPLICATION CHART

| SPECIFICATIONS | Hypoid Gear MP GL-5 |
|----------------------------|---------------------|
| API: | |
| GL-1 | ✓ |
| GL-2/3 | ✓ |
| GL-4 | ✓ |
| GL-5 | ✓ |
| MIL-PRF-2105E | ✓ |
| Mack GO-J | ✓ |
| Outboards and Stern Drives | ✓ |

Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

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WOLF'S HEAD®

HYDRAULIC OILS TRACTOR HYDRAULIC FLUID

SINCE 1879

Wolf's Head Premium AW Hydraulic Oils contain EP agents and chemical components to control wear, oxidation, sludge, corrosion, foaming, and to promote water separation. These oils are formulated to lubricate hydraulic systems that require wear protection, rust protection, and antioxidant. The product is specifically formulated to provide robust pump and filtration performance in excess of 5,000 hours, even in the presence of incidental water contamination. Wolf's Head Premium Hydraulic Oils are formulated to exceed the requirements of all main pump, filter and control valve OEMs who have hydraulic lubricant specifications. These oils provide protection to hydraulic systems employing vane, gear and other types of pumps that require antiwear (boundary-type) protection.



TYPICAL INSPECTION DATA

| | ISO grade | SAE* grade approx | API Gravity | Flash Point C. | Viscosity cSt@40C | Viscosity cSt@100C | Viscosity Index | Pour Point, C. |
|------------|-----------|-------------------|-------------|----------------|-------------------|--------------------|-----------------|----------------|
| Premium AW | 32 | 10 | 30.4 | 200 | 31.8 | 5.5 | 100 | -30 |
| HYDRAULIC | 46 | 20 | 31.8 | 200 | 45.9 | 6.9 | 100 | -27 |
| OILS | 68 | 20 | 31.1 | 210 | 68.0 | 9.0 | 100 | -24 |

PERFORMANCE APPLICATION CHART

| SPECIFICATIONS | All Weather Hyd. |
|---------------------|------------------|
| Denison HF-0,1,2 | ✓ |
| Vickers M-2950-S | ✓ |
| Vickers I-2860-S | ✓ |
| Cin.Lamb P-68/69/70 | ✓ |
| US Steel 126 | ✓ |
| US Steel 127 | ✓ |
| US Steel 136 | ✓ |
| Sunstrand | ✓ |
| Rexroth RE 90220 | ✓ |
| Racine | ✓ |
| Parker | ✓ |
| AAMA DIN51524 | Part 2 |
| SEB 181222 | ✓ |
| SAE MS1004 | ✓ |
| AFNOR NF 48-603 | ✓ |

Wolf's Head Tractor Hydraulic Fluid is a new and much improved universal tractor fluid that has world-wide credentials. It is designed for use in all kinds of farm equipment, off-highway machinery, industrial tractors, final drives, power take-off units, wet brakes, power steering units and hydraulic systems. This multifunctional tractor hydraulic fluid is the one single fluid that may be used to lubricate all conventional points on an agricultural or industrial tractor as well as in any vehicle that has a common sump. New and state-of-the-art chemistry combined with high quality base stocks and extremely shear-stable viscosity modifiers offer a performance level that agriculture and industrial users have not seen before. This fluid is suitable for use in all major OEM equipment including but not limited to Kubota, Oliver, Minneapolis-Moline, International Harvester, White Farm, John Deere, Deutz-Allis Chalmers, Ford-New Holland, J.I. Case and Massey Ferguson. For a more complete listing see the Wolf's Head Performance Application Chart.

Wolf's Head Tractor HT Fluid has been formulated with new and state-of-the-art additive chemistry combined with high quality base stocks and extremely shear stable viscosity modifiers to offer protection and convenience heretofore only seen in expensive and hard to find European universal tractor fluids. Wolf's Head's new Tractor HT Fluid offers a performance level greater than most U.S. agriculture and industrial users have seen. Now, it is available to Wolf's Head customers every day. This new and improved fluid offers the convenience of using one tractor fluid in place of two or more fluids while maintaining optimum component performance and durability.

TYPICAL INSPECTION DATA

| | API Gravity | Flash Point, C. | Viscosity cSt @100C | Viscosity cSt @40C | VI | Brookfield Viscosity, cP. @-20C/-35C | TBN (D2896) | Pour Point, C |
|------------------|-------------|-----------------|---------------------|--------------------|-----|--------------------------------------|-------------|---------------|
| Tractor HT Fluid | | | | | | | | |
| 10W-20/30 | 29.5 | 200 | 9.30 | 52.4 | 140 | 5500/70,000 | 11.5 | -40 |

PERFORMANCE APPLICATION CHART

Wolf's Head Tractor HT Fluid meets or exceeds the following specifications:

- API GL-4 (Gear Oil)
- Agco-Allis PF 821XL
- Allison: C-4 (qualified), C-3, C-2
- Case New Holland (CNH) – MAT 3505 (MS 1209), MS-1207 (Hy-Tran® Plus), 3506 (MS 1210) MS-1206 (PTF), MS-1205 (TFD-II), MS-1204 (TFD), 3509 (MS 1230, M2C48-C), 3510 (MS-1317, GL-4)
- Caterpillar: TO-2
- Clark – TA 12, TA 18, HR 500, HR 600
- Dennison: HF-0, HF-1, HF-2
- Deutz-Allis Chalmers: HTF Power Fluid 821 XL, 272843, 257541, 246634
- Fiat M2C134-D FNHA-2-C-201.00, Spec 24M, and Spec 23M
- Ford-New Holland: M2C134-A,B,C,D, M2C41-B, M2C43, M2C48-A/B, M2C53-A/B, M2C77, M2C86-B/C, M2C91-A
- International Harvester: B-6 (Hy-Tran), B-5
- J.I. Case: JIC143 (TFD), JIC144, JIC 145 (TCH), JIC 185 (TFD), MS1204, MS1205, MS1206 (Powergard), MS1207, MS1209, MS1210 (TCH)
- John Deere: J20C (Hy-Gard), J20D, J20 A/B, J21A, J22, J14B/C, JD Type 303
- KOMATSU UDT
- Kubota UDT and Super UDT
- Massey Ferguson M-1141 (Permatran®III), M-1135, M1143, M1145, M1129-A, M-1127-A/B, M-1110
- Minneapolis-Moline
- Oliver Type 55
- Renk Doromat: 873, 874A, 874B
- Sperry Vickers: 35VQ25, M-2952-S, I-286-S
- Steiger HTF
- Vickers I-29986-S, M-2950-S
- Volvo VME and WB-101
- White Farm (AGCO) UHTF, Q-1826, Q-1802, Q-1766B, Q-1722, Q-1705, Type 55
- ZF – TE-ML 03E, 05F, 06K, 17E

As well as recommended for use in the following applications: Belarus, David Brown, Dresser CED, Fendt (Non-Vario), Hesston Fiat AF-8T, IMT, Kiota, Landini, Leyland, McCormick Farmall, Mitsubishi, New Idea, Renault, Universal, Versatile, Valmet, VickersSundstrand – Hydrostatic Transmission Fluid, Yanmar.

Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

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WOLF'S HEAD®

TRANSMISSION FLUIDS

SINCE 1879

Wolf's Head Dexron® VI Synthetic ATF is a newly designed, fully licensed (GM J-60156), next generation fluid approved for use in passenger car and light truck automatic transmissions that require a General Motors DEXRON®-VI or earlier generation DEXRON® fluid. It is formulated to provide improved oxidation stability, shear stability, friction durability and foam resistance compared to earlier generation DEXRON® fluids. This unique fluid is specially formulated to provide twice the service life of a DEXRON®-III (H) ATF and offers enhanced performance for both new and older transmissions. It is particularly recommended for use in new GM 6-speed automatic transmissions, and is fully backwards compatible with older GM automatic transmissions. Dexron® VI Synthetic ATF also may be used in industrial and mobile hydraulic systems operating over a wide temperature range. DEXRON®-VI Synthetic ATF meets or exceeds the requirements of: GM DEXRON®-VI, Denison Hydraulics HF-0, Vickers (Eaton) M-2950-S and I-286-S, and many others as shown in the performance applications table.

Wolf's Head DX III-H/M ATF is a premium multipurpose Automatic Transmission Fluid recommended for many transmission systems used throughout the world specifying Dexron®III H/Mercon ATF as well as Allison C-3 and C-4 fluids. DX III-H/M ATF is recommended for use in all transmissions, hydraulic systems, and power steering units manufactured by American, European, Korean, Japanese and other manufactures from around the world specifying Dexron®III H/Mercon® and earlier Dexron®/Mercon® type transmission fluids.

Wolf's Head FCA ATF+4® is recommended for FCA and DaimlerChrysler transmissions recommending ATF+4®, ATF+3 or ATF+2, and covered by specifications MS-9602 and MS-7176E/D. This fluid is also recommended where Allison C-3 and C-4 fluids are required. This chemistry offers excellent low temperature properties and improved anti-shudder properties. FCA ATF+4® Fluid is recommended for use in all transmissions, hydraulic systems, and power steering units manufactured by American, European, Korean, Japanese and other manufactures from around the world specifying FCA (formerly Chrysler) ATF+4®, ATF+3 or ATF+2 Type Fluids.

Wolf's Head Universal Synthetic Automatic Transmission Fluid

See separate data sheet for more information

Wolf's Head Universal Synthetic CVT Fluid

See separate data sheet for more information




WOLF'S HEAD®

TRANSMISSION FLUIDS

SINCE 1879

TYPICAL INSPECTION DATA

| | API Gravity | Flash Point, C. | Viscosity, cSt @100C | Viscosity, cSt @40C | VI | Brookfield Viscosity | Pour Point, C |
|--------------------------------|-------------|-----------------|----------------------|---------------------|-----|----------------------|---------------|
| Dexron® VI Synthetic ATF | | | | | | | |
| 5W-20 | 35.0 | 190 | 6.1 | 30.1 | 160 | <15,000 | -51 |
| DX III-H/M ATF | | | | | | | |
| 5W-20 | 32.5 | 190 | 7.10 | 34.6 | 170 | <20,000 | -49 |
| FCA (formerly Chrysler) ATF +4 | | | | | | | |
| 5W-20 | 31.5 | 190 | 7.50 | 34.5 | 180 | <10,000 | -40 |

PERFORMANCE APPLICATION CHART

| SPECIFICATIONS | Dexron® VI Synthetic ATF | DEX III-H/M | Chrysler ATF+4 Type 9602 |
|--------------------------------------|--------------------------|-------------|--------------------------|
| Dexron®VI | √ | - | - |
| Dexron®, Dexron® II, III H | √ | √ | √ |
| Mercon® | - | √ | √ |
| FCA (Chrysler) 9602 (ATF+4) | - | - | √ |
| FCA (Chrysler) 7176D,E (ATF+3,ATF+2) | - | - | √ |
| Allison C-4 | - | - | √ |
| Caterpillar TO-2 | - | √ | √ |
| Caterpillar TO-4 | - | - | - |
| GM Type A | √ | √ | √ |
| Ford M2C33-A/B; M2C138-CJ M2C166-H | - | √ | √ |
| API GL-1 | - | √ | √ |
| Eaton (Fuller Division) | - | √ | √ |
| Denison HF-0/1/2 | √ | √ | √ |
| Power Steering Units* | √ | √ | √ |

Note: * Transmission fluids also applicable in power steering units; check owners' manual



Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

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WOLF'S HEAD®

SINCE 1879

SUPER UNIVERSAL SYNTHETIC ATF



Wolf's Head Super Universal Synthetic Automatic Transmission Fluid is a full synthetic automatic transmission fluid and is now reformulated with even more universal applications in modern traditional Automatic Transmissions. It is by far the most dynamic member of Wolf's Head family of high performance automatic transmission fluids. It is the latest iteration of the fluid that changed the ATF market – the one premium ATF that became known for its rugged dependability, and as the inventory optimizer. With the exception of CVT fluids and Dual Clutch Fluids (DCT), the new Wolf's Head Super Universal Synthetic ATF will come with broader and more universal coverage for the more traditional planetary-gear transmissions. By separating out the CVT application, Wolf's Head is able to endorse performance applications for many more European, Korean, Japanese and U. S. heavy-duty transmission applications than ever before – not just the newer and more demanding transmissions, we are now able to recommend Wolf's Head Oil Company's Universal Synthetic Automatic Transmission Fluid for all conventional automatic transmissions – old and new. It is a special blend of synthetic base oils coupled with a multi-functional additive system and advanced friction modifiers to provide unsurpassed protection and reliable performance for all types of automatic transmissions, power steering units and hydraulic systems manufactured by virtually all of the automotive and transmission manufactures from around the world – the one fluid that replaces the confusion about which fluid to use in a multitude of automatic transmissions.

Wolf's Head Super Universal Synthetic Automatic Transmission Fluid is such a superior transmission fluid that it may be used wherever established fluids are required or specified by all OEMs around the world including but not limited to General Motors approved Dexron® fluids including Dexron® VI and GM T-IV; Honda ATF-Z1, VTM-4, DW-1, DPF, Mercedes Benz, Mitsubishi Diamond SP II, SP III, SP-IV, and Toyota T-IV and WS and many others. Extensive laboratory and field testing has proven this superior automatic transmission fluid meets or exceeds the performance requirements of automatic transmissions manufactured by American, European, Japanese, Korean, and most other vehicle manufactures around the world - it is truly universal and truly the one fluid you can use worldwide.

Wolf's Head Super Universal Synthetic Automatic Transmission Fluid is compatible with traditional automatic transmission fluids whether used as a top-off or in a complete fluid change. Today's automatic transmission fluids must help vehicles attain improved fuel economy performance, offer better anti-wear performance and much better anti-shudder performance. Because of new, superior, more durable and much more sophisticated state-of-the-art chemistry, Wolf's Head Oil Company's new and improved Universal Synthetic Automatic transmission fluid offers better anti-shudder durability, better friction stability, better anti-wear protection, better oxidation stability and better low temperature operation than

the already great fluid it replaces. Wolf's Head Oil Company's recent research led to advances in friction modifier technology, and those advances along with a new optimized viscosity formula are some of the reasons we can claim improvements in fuel economy. Wolf's Head new robust additive system resists degradation and that, along with improvements in seal swell protection, lead to longer fluid life which is perfect for those so-called filled-for-life transmissions.



WOLF'S HEAD®

SINCE 1879

SUPER UNIVERSAL SYNTHETIC ATF

TYPICAL INSPECTION DATA

| Super Universal Synthetic ATF | SAE Grade | API Gravity | Flash Point, °C. | Viscosity cSt @100C | Viscosity cSt @40C | VI | Brookfield Viscosity, cP. | Pour Point, °C |
|-------------------------------|-----------|-------------|------------------|---------------------|--------------------|-----|---------------------------|----------------|
| Typical Specifications | 0W-20 | 35.0 | 190 | 6.20 | 29.0 | 180 | <13,000 | -51 |

PERFORMANCE APPLICATION CHART

*The chart below lists suitable for use applications

- ATF Type A-Suffix A
- Aisin Warner AW-1, JWS 3309, 3314, 3317, 3324
- Aisin Warner SCS, M315 A-1, T-IV
- Acura ATF-Z1 (VTM-4)
- Allison C-3, C-4, TES-295, TES-389
- Alfa Romeo (all vehicles*)
- American Motors ATF+3 (MS7176-E), ATF+4 (MS 9602)
- Audi 5HP (18FL, 19FL, 24A, 30), 6HP (1375.4), LT71141
- Audi G-055-025-A2, G-052-162-A1, A2, G-052-990-A2,
- Audi G-055-005-A2, G-055-162-A2, G-060-162-A2
- BMW 83 22 0 397 (114), 83 22 9 400 (272,275)
- BMW Mini 83 22 0 402 413, Mini 83 22 7 542 290
- BMW 83 22 0 403 (248,249), 83 22 0 142 516
- BMW 83 22 2 152 426
- BWM 83 22 9 407 (738, 765, 807,858,859)
- BMW 5HP (18FL, 19FL, 24A, 30), 6HP (1375.4), LA2634
- BMW ETL-7045E, ETL-8072B, N402, LT71141
- Caterpillar Power Shift TO-2
- Esso LT 71141 (Daewoo LT 71141)
- Fiat (all vehicles*), Type T-IV
- GM Dexron® II, II-D, III, III-G, III-H, TASA
- GM Dexron® VI
- GM T-IV (Saturn T-IV)
- GM Transfer Fluid 12378515 (Transynd® applications)
- GM Transfer case 12378396
- GM Transfer case 12378508
- Honda ATF-Z1, VTM-4, DW-1, DPF
- Hyundai SP-II, SP-III, SP-IV, SPH-IV, NWS-9638,
- Hyundai SPH-IV RR
- Idemitsu K17, Jatco 3100 PL085, ATF Red 1
- Infinity Matic-D, Matic-J, Matic-K, Matic-S, Matic-W
- Isuzu Besco, ATF -II, ATF-III (also see Aisin Warner)
- Jaguar ZF 5HP24, ZF 6HP26, LT71141, JLM20238
- Jaguar M1375.4, ATF 3403 M115, JLM21044
- JASO M315 Type 1-A, 1-A-LV
- Jatco 3100 PL085
- Jeep AS 68 RC (T-IV)
- JWS 3309, JWS 3314, JWS 3317, JWS 3324
- Kia SP-II, SP-III, SP-IV, ATF Red 1 (see JWS)
- Lexus Type T, T-II, T-III, T-IV, WS (JWS 3324)
- MAN 339 A,F, V1, V2, Z1, Z2, Z3
- Mazda ATF-M III, ATF M-3, ATF-MV, F-1
- Mazda V (XT-9-QMMS, FNR 5)
- MB 236.1, 236.2, 236.3, 236.5, 236.6, 236.7, 236.81, 236.9
- MB 236.10, 236.11, 236.12 (NAG1/2), 236.14 (Sprinter)
- MB 236.15, 236.41, 236.91
- MB 722.3, 722.4, 722.5, 722.6, 722.9
- Mini Cooper T-IV (see also BMW)
- Mitsubishi Diamond SP II, SP III, SP-IV, Dia Queen J2,
- Mitsubishi ATF-J3 / Dia Queen J3 / ATF-PA
- Mopar AS 68 RC (T-IV)
- Nissan Matic-D, Matic-J, Matic-K, Matic-S, Matic-W
- Nissan 402
- Opel 19 40 700, 19 40 707, 19 40 767
- Peugeot ZF 4HP200, AL-4
- Porsche ZF 5HP19FL, ATF 3403-M115, T-IV
- Renault DP-0
- Renk-Doromat
- SAAB JWS 3309, 93 165 146, 93 165 147
- Scion (all vehicles*)
- Shell 3403, 3353, LA 2634, ATF-134
- Shell M-1375.4, M-1375.5, M-1375.6, M-12108
- Subaru ATF, AT-HP
- Suzuki ATF 3309, 3314, 3317
- Texaco ETL-7045E, ETL-8072B, N402
- Toyota Type T, T-II, T-III, T-IV, Type D-2
- Toyota WS (JWS 3324)
- Toyota Prius (WS)
- Vickers M-2950-S, I-286-S
- Voith G607 (55.6335.XX) G1363 (55.6336.XX)
- Voith Turbo, ZF, Ecomat, ZF TE-ML 02F, 03D, 04D,
- Voith 05L, 09, 11B, ZF TE-ML 14 A,B,C, 16L, 17C
- Volvo 97340, 97341, 1161521, 1161540, 1161640
- Volvo 1161621, 31256774, 31256675
- Volvo T-IV
- VW 5HP (18FL, 19FL, 24A, 30), 6HP (1375.4), LT71141
- VW G-055-025-A2, G-052-162-A1, A2, G-052-990-A2
- VW G-055-005-A2, G-055-162-A2, G-060-162-A2
- VW G 055 540 A2
- VW TL 521 62, TL 52533, G 055 540
- ZF 5671 090 255 (6-Speed)
- ZF TE-ML 16M, 20B, 20C, 21L

* Not Recommended for Use: CVT (see Universal Synthetic CVT Fluid), DCT

The Universal Synthetic Automatic Transmission Fluid is a dynamic, multi-functional fluid. This product will continue to meet the performance requirements of most worldwide manufactures' transmissions, even if they are not listed above. Please contact your District Manager with specific application questions.

Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

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WOLF'S HEAD®

UNIVERSAL SYNTHETIC CVT FLUID

SINCE 1879

Wolf's Head Universal Synthetic CVT Fluid is new technology, for a more powerful and more robust stand-alone Universal Synthetic CVT Fluid. As manufacturers began introducing the CVT into larger and more powerful vehicles; and as newer, more challenging CVT transmissions have been introduced into the marketplace, it became apparent that Wolf's Head Oil Company had to take the bull by the horns and develop new, world-class CVT fluids that would meet all global CVT applications. The new Wolf's Head Universal Synthetic CVT Fluid is just such a product. It has been engineered to provide "Stay-In-Grade" viscosity, excellent oxidation stability, anti-wear and extreme pressure protection. Coupled with great new and improved seal-swell protection as well as superior wet clutch performance, this new technology gives the fluid wonderfully improved anti-shudder durability when compared with other CVT fluids.

Wolf's Head Universal Synthetic CVT Fluid is designed for the new CVT transmissions, whether chain or belt, that need a fluid that protects against metal-to-metal wear that leads to belt or chain deterioration. This new CVT fluid is engineered to offer the highest level of protection against metal-to-metal wear. Actual side-by-side tests prove that Wolf's Head's new fluid technology outperforms OEM CVT fluids and allows Wolf's Head to claim better protection against scuffing than many of these OEM fluids. Better anti-shudder performance and better anti-scuffing performance lead to longer life for transmissions, and quieter, more vibration-free operation. Like its big brother, Wolf's Head Universal Synthetic Automatic Transmission Fluid, the new Wolf's Head Universal Synthetic CVT Fluid takes the guesswork out of which CVT fluid to use in any CVT application; it is the most universal CVT fluid on earth and may be used in more applications than any other CVT fluid – one single fluid with superior technology for all CVT applications.

TYPICAL INSPECTION DATA

| Universal Synthetic CVT Transmission Fluid | SAE Grade | API Gravity | Flash Point, °C. | Viscosity cSt @100C | Viscosity cSt @40C | VI | Brookfield Viscosity, cP. | Pour Point, °C |
|--|-----------|-------------|------------------|---------------------|--------------------|-----|---------------------------|----------------|
| Typical Specifications | 0W-20 | 34.0 | 190 | 7.2 | 33.0 | 180 | <10,000 | -51 |



PERFORMANCE APPLICATION CHART

*The chart below lists suitable for use applications

- Audi : TL 52180; G052 180 A2; G052 516
- BMW : 83 22 0 136 376; 83 22 0 429 154 (EZL 799A)
- Chrysler : CVTF+4
- Daihatsu : Amix CVTF-DC; Amix CVTF-DFE; Fluid TC
- Dodge / Jeep : NS-2; CVTF+4/MOPAR CVTF+4
- Ford : CVT WSS-M2C-933-A / XT-7QCFT
- Ford : CFT23; CFT30 / Mercon C
- Fujiyuuko : i-CVTF FG
- GM/Saturn : DEX-CVT
- Honda : Multimatic Fluid (HMMF); HCF-2
- Hyundai / Kia : SP-CVT-1
- Lexus : Fluid TC; Fluid FE
- Nissan : NS-1; NS-2; NS-3
- Mazda : CVTF 3320
- Mercedes Benz : CVT28 / MB 236.20
- Mini Cooper : EZL 799A / ZF CVT V1
- Mitsubishi : DiaQueen CVTF-J1; DiaQueen CVTF-J4
- Punch : EZL 799A
- Shell : Green 1V
- Subaru : i-CVTF; Lineartronic CVTF; K0425Y0710
- Subaru : CV-30; e-CVTF
- Suzuki : CVTF 3320; TC; NS-2; CVTF Green 1; CVTF Green 2
- Toyota : Fluid TC; Fluid FE
- Volvo : CVT 4959
- VW : TL 52180, G 052 180 A2; G 052 516

Some performance levels are limited by viscosity grades. Please consult the Wolf's Head Performance Application Chart, the Wolf's Head Inspection Data Table for the appropriate Wolf's Head product or contact your Wolf's Head District Manager for more complete information and recommendations. Consult your District Manager for specific pack sizes and product availability.

*Not recommended for use in hybrid CVT transmissions including the Toyota Prius and Ford Escape. Refer to the Universal Synthetic ATF for these applications. The Universal Synthetic CVT Fluid is a dynamic, multifunctional fluid. This product may meet the performance requirements of other worldwide manufacturers' CVT transmissions, even if they are not specifically listed above. Please contact your District Manager with any application questions.

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WOLF'S HEAD®

FUNCTIONAL FLUIDS

SINCE 1879



Wolf's Head Power Steering Fluid is a high quality formulation using highly refined base oils and select additives to provide year-round smooth and reliable performance. It provides optimum protection and service in power steering systems of both foreign and domestic vehicles. This fluid helps to control seal swelling and protects pump parts against wear while providing the proper frictional properties for optimum performance. It is designed to protect against wear, oxidation and corrosion as well as protecting against foaming, clogging and rust. It will not harm rubber hoses and stops power steering squeaks. This product is blended to mix with original equipment fluids. Some automobile manufacturers recommend use of power transmission-type fluids, such as DEXRON® III, MERCON®, and Type F. Check the owner's manual for correct fluid type.

| Typical Properties | API Gravity | Lbs/gallon | Flash Point, °C. | Viscosity, cSt @100°C | Pour Point, °C |
|----------------------------------|-------------|------------|------------------|-----------------------|----------------|
| Wolf's Head Power Steering Fluid | 32.4 | 7.200 | 190 | 5.1 | -10 |

Wolf's Head Brake Fluid performs a variety of very important functions in the braking systems. The fluid transmits the required power, minimize corrosion, lubricate, control proper seal swelling, and operate over a wide temperature range. Wolf's Head DOT 3 Premium Brake Fluid meets or exceeds the requirements of Federal Motor Vehicle Safety Standard (FMVSS) 116 DOT 3, SAE J1703 and ISO 4925. DOT 3 Brake Fluid features a minimum boiling point (ERBP) of 450 F, and helps prevent corrosion, improve seal life and properties, and controls viscosity over a wide temperature range. Application is any system which uses DOT 3 brake fluid. This fluid controls corrosion inhibitors and maintains proper seal longevity and performance. The DOT 3 fluid provides service over a very wide temperature range and is an enhanced fluid and may be used wherever DOT 3 fluids are recommended.

| Typical Properties | API Gravity | Lbs/gallon | Dry Boiling Point (ERBP), °F | Wet Boiling Point (ERBP), °F | Viscosity cSt @-40°C Max | Viscosity cSt @-100°C Min | pH |
|--------------------|-------------|------------|------------------------------|------------------------------|--------------------------|---------------------------|-----|
| Dot 3 Brake Fluid | 1.05 | 8.75 | 480 | 290 | 1500 | 1.5 | 9.7 |

* ERBP = equilibrium reflux boiling point

Wolf's Head Antifreeze and Summer Coolant is a full strength ethylene glycol based antifreeze/coolant for all gasoline and diesel engine coolant systems, both passenger car and heavy-duty diesel applications. This product inhibits corrosion and scale build-up on all parts including aluminum. It helps prevent freeze-up in winter and boil over in summer high heat conditions. It is compatible with commonly used hose and gasket materials. Wolf's Head Antifreeze and Summer Coolant is formulated to meet or exceed the following specifications: Ford ESE-M97B44A/B; Cummins 90T8-4; Mack; Chrysler MS-7170; Detroit Diesel 7SE298; GM 1825M and GM 1899M; Kenworth R026-170-97; Peterbilt 8502.002; Freightliner 48-22880; White/GMC; ASTM D-3306, D-4985, D-4340; SAE J814, J1034, J1941; and Maintenance Council of American Trucking Association (ATA) RP 302B.

| | API Gravity | Lbs/gallon | Freezing Point | Boiling Point (15lb Pressure cap) | Color | Water, %wt. |
|-------------------------------|-------------|------------|--|--|------------------|-------------|
| Antifreeze and Summer Coolant | 1.12 | 9.40 | -34 °F (50:50 H2O) -70 °F (70:30 H2O) | 265 °F (50:50 H2O) 270 °F (60:40 H2O) | Yellow/ Green | 4.0 |

Consult your Wolf's Head District Manager for specific pack sizes and product availability.

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