



Tech Bulletin #: TB-1414	Part Number: 1414
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Bar's Leaks® CVT Transmission Fix™	Size: 11 fl. oz. (325 mL)

CVT Transmission Fix

CVT (Continuously Variable Transmission) design is fundamentally different from a traditional automatic transmission. Conventional ATF (Automatic Transmission Fluid) and additives cannot be used in these specialized transmissions. Your vehicle is a good candidate for this solution if you are noticing excessive noise, shudder, slipping, leaks, or low overall performance in your CVT. Bar's Leaks CVT Transmission Fix is a synthetic blend treatment for the transmission fluid, seals and metal surfaces.

- **Seal Conditioner** stops current and prevents future leaks by protecting and reconditioning seals.
- **Extreme Pressure / Anti-wear Agents** provide better metal-to-metal friction properties to stop slipping, jerking, rough shifting and shudder improving shift feel giving better driving comfort.
- **Cleaning Detergents** include dispersant and anti-oxidants to remove sludge and varnish from metal parts.
- **Performance Additive Booster** controls fluid degradation caused by high temperatures, extending CVT life and reduces noise.



These additives stop belt / chain slipping, seal fluid leaks and reduce noise.

Global multi-vehicle domestic / import formulation can be used in all push belt-drive and chain-driven CVT applications, including both high- and low-viscosity applications. Some vehicles do not have a normal dipstick. For these, the product has to be added to the transmission through a fill plug. Consult owner's manual for location. After you add the recommended dosage of Bar's Leaks CVT Transmission Fix, you will start to notice results immediately or within 200 miles or 4 days of driving.

Instructions For Use

Shake container. Add entire bottle of CVT Transmission Fix to transmission. Do not overfill. Depending on the CVT problem, results will either be immediate or noticeable within 200 miles or 4 days of driving. In CVT with seriously damaged components, a second treatment may be required. In this case, it is suggested that the fluid and filter be changed, and a second application of CVT Transmission Fix be added.

Dosage

- One bottle treats 6 to 10 quarts of total fluid capacity
- Use a half bottle for fluid capacity from 3 to 5.9 quarts
- For larger systems use 1 bottle for every 8 quarts



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Common CVT Issues - Symptoms / Diagnosis

No Operation - Engine runs, but vehicle does not move in “D” or reverse “R”. Most commonly caused by having a low fluid level, clogged filter, electrical issue, or a catastrophic mechanical failure.

Delayed Drive or Reverse – If you shift into gear and the vehicle takes longer than normal to start moving. Issues are most commonly caused by having a low fluid level, internal fluid leak, partially clogged filter, or serious transmission wear.

Shudder or Shaking – Jerky movement on takeoff or at highway speeds. This can be caused by having a low fluid level, internal fluid leak, low fluid line pressure, worn fluid, partially clogged filter, damaged clutches or chain/belt, and engine drivability issues.

Slipping – This is when the engine is revving, but power is not transferring to the tires. Most commonly caused by having low fluid level, internal fluid leak, low fluid line pressure, worn fluid, partially clogged filter, damaged clutches or chain/belt, and engine drivability issues.

No Shift to Higher/Lower Ratio – Vehicle drives but the engine RPM's are not at usual area with the vehicle feeling like it is stuck in wrong gear. This can be caused by having an incorrect fluid level, internal fluid leak, low fluid line pressure, worn fluid, clogged filter, binding, stuck or worn internal parts, or sensor failure.

Noise – Vehicles with CVT will produce some noise on startup and acceleration which is different from an old style automatic transmission, and this is entirely normal. Certain vehicles may make noise when in reverse, which the manufactures also say is normal. If you hear a noise when the vehicle is in park or neutral, or a new noise the vehicle did not have previously, that usually is a sign of worn internal parts.

Burning Smell – A burnt odor is usually a sign that the transmission is overheating. Fluid leaks can also cause a burning smell if they leak on the hot exhaust. The problem should be corrected before driving the vehicle further.

Leaks and Fluid Loss – External leaks can come from multiple places on a CVT transmission. Fluid can be many colors depending on the manufacturer, including red, pink, amber, green and blue. Internal leaks are not visible, but can cause numerous problems.

Fail Safe / Limp Mode – Vehicle runs in a reduced mode of operation. The most common causes are transmission overheating or low fluid level. Other potential causes include electrical issues, failed sensor or high fluid level. Usually the check engine/transmission light will be on and a code will be set that helps diagnose the issue.

Check Engine / Transmission Light – Most CVT transmissions are computer controlled and a check engine/transmission light will come on if the system detects any problems, even if you don't notice them. These systems can be very sophisticated and the malfunction should be checked out before any serious problems can occur.



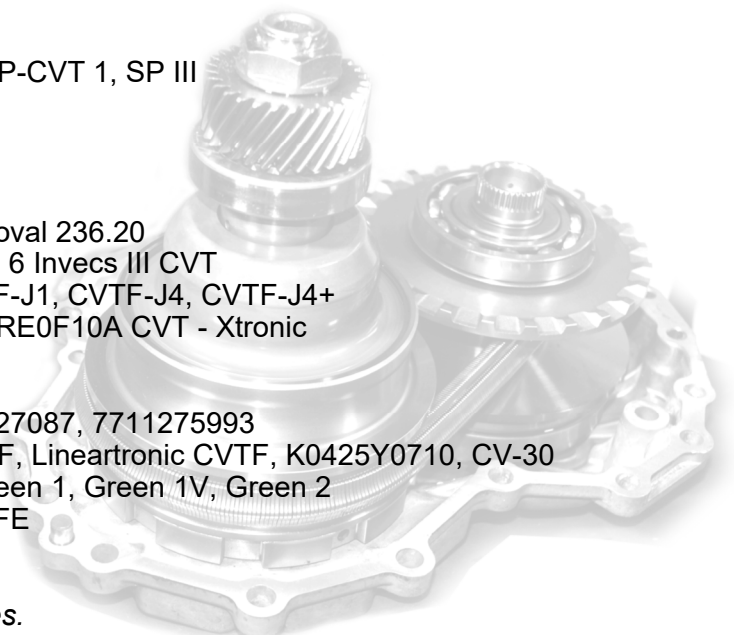
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CVT Transmissions

A CVT can also be known as a single-speed transmission, stepless transmission or pulley transmission. Vehicle manufactures also have their own special names for these transmissions. Ordinary “step-type” automatic transmissions step through gears, or speeds, so you feel the change of engine speed with the shifts. With CVT systems you don't feel the gear shifts, because they are seamless and almost infinitely variable. You will also not notice the changes with engine speed, because it is kept at the optimum range for the power and mileage. In most cases these CVT units are lighter weight and that along with the continuously variable effective gear ratios gives the vehicle better fuel mileage. In general these type of transmissions do not last nearly as long as the traditional style, and most shops will not work on them, they want you to replace the entire unit.

Compatible with:

- Aisin CVT
- Audi / VW Multitronic 01J
- Audi / VW CVT Fluid - TL 521 80, TL 521 16, G 052 180, G 052 180 A2, G 052 516, G 052 516 A2
- BMW / Mini Cooper ZF CVT V1 Ecotronic VT1F CT25 CT27
- BMW / Mini Cooper CVT Fluid - 8322 0 136 376, 8322 0 429 154, EZL 799, EZL 799A
- Daihatsu CVT Fluid - AMMIX CVTF-DC, CVTF DFC, CVTF DFE
- Dodge / Chrysler / Jeep F1C1A JF011e JF011F
- Dodge / Chrysler / Jeep CVT Fluid - NS-2, MOPAR CVTF+4
- Ford / Lincoln / Mercury CTX CFT23 CFT30
- Ford / Lincoln / Mercury CVT Fluid – WSS-M2C933-A, XT-7-QCFT CVTF, Motorcraft MERCON C
- GM / Saturn Ion Vue VT20 VT25E VTi
- GM / Saturn CVT Fluid – Dexron DEX-CVT, CVTF I-Green 2
- Honda M4VA MLYA SLYA SZCA MHTA
- Honda CVT Fluid - HMMF, HCF-2
- Hyundai / Kia CVT Fluid - CVTF, CVTF-J1, SP-CVT 1, SP III
- Idemitsu CVTS-EX1
- Jatco CVT
- Mazda JWS 3320
- Mazda CVT Fluid – CVTF, CVTF 3320, TC
- Mercedes Benz CVT Fluid – CVT28/MB-Approval 236.20
- Mitsubishi F1CJA W1CJA JF011E Sportmode 6 Invecs III CVT
- Mitsubishi CVT Fluid – SP III, DiaQueen CVTF-J1, CVTF-J4, CVTF-J4+
- Nissan NCVT RE0F09A RE0F09B RE0F08A RE0F10A CVT - Xtronic
- Nissan CVT Fluid – NS-1, NS-2, NS-3
- Punch CVT Fluid - EZL 799 / EZL 799A
- Renault CVT Fluid – ELFMATIC NS-2, 7711427087, 7711275993
- Subaru CVT Fluid - i-CVTF, i-CVT FG, e-CVTF, Lineartronic CVTF, K0425Y0710, CV-30
- Suzuki CVT Fluid - CVTF 3320, TC, NS-2, Green 1, Green 1V, Green 2
- Toyota / Lexus CVT Fluid – CVTF TC, CVTF FE
- ZF CVT VT1



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