



Metal Treatment MT-10[®]

*The “keystone” of the Muscle product line is its anti-friction lubricant additive...
MT-10[®] is engineered to **treat the metal...not the oil...** using tribologic methods that
improve metal surface characteristics to increase lubricity and load-carrying capacity*

Key Features & Benefits

- Polishes, seals and protects metal surfaces of internal, moving metal parts
- Reduces friction-related heat and wear extending equipment life
- Improves equipment performance and efficiency
- Lowers system operating temperatures
- Reduces energy costs and oil consumption
- Improves fuel economy
- Reduces downtime and maintenance
- Lubrication technology based on tribologic methods that improve lubricity and load-carrying capacity
- **Treats the metal – not the oil** – by improving metal surface characteristics and creating a stable chemical corrosion-controlled halide boundary film
- Contains no solid lubricants, chlorinated solvents or phosphate compounds
- Will not build up or change tolerances

Typical Applications

- Engines* – gasoline, diesel, including 2-cycle and natural gas
- Transmissions* – automatic and standard
- Differentials
- Gears
- Gear couplings
- Gear reducers
- Bearings
- Pumps
- Electric motors
- Hydraulic systems
- Lubrication systems requiring extra protection from extreme pressure, friction-related heat and high-wear conditions

Directions for Use

Engines: Add 8 oz. of **MT-10[®]** to 4 to 6 quarts of oil in crankcase every oil change. For larger engine oil reserves, add 1.5 oz. per each quart.

Automatic transmissions: Add 8 oz. of **MT-10[®]** to transmission through fluid tube. For larger transmissions, i.e. Allison, add 1.5 oz. to each quart of fluid.

Standard transmissions & differentials: Add 1 oz. of **MT-10[®]** per every pound of gear lube.

Gear boxes: Add 2 oz. of **MT-10[®]** per every quart of oil.

Hydraulics: Add 1 oz. per every quart of oil.

* **NOTE:** *Not recommended* for use in Constant Variable Transmissions (CVT) and CVT fluids. *Use caution* if adding to shared engine, transmission and clutch fluid reservoirs. If the frictional plates of the wet clutch *contain metal* in the surface coating, **MT-10[®]** may cause clutch plate slippage due to the reduced friction.

Technical Data

Appearance	Light amber liquid
Odor	Slight petroleum
Freezing point	-18.6°C (- 1.4°F) D2386
Pour point	-30°C (- 22°F) D97
Initial boiling point	> 148.9°C (> 300°F) D1120
Flash point	128.6°C (263.4°F) D93
Vapor pressure	< 0.010 PSI D5191
Specific gravity @ 60°F.....	1.086 D4052
Density @ 15°C	1.0856 g/ml D4052
API gravity @ 60°F	-1.2 D4052
Lbs per gal (U.S.)	~ 9.059
Solubility	Insoluble (water)
Viscosity @ 40°C	165.26 cSt D445
Viscosity @ 100°C	12.61 cSt D445
Viscosity Index	50 D2270
Timken Extreme Pressure OK Load	60+
Four-ball EP properties, LWI	246 D2783
Four-ball EP, Weld point, Kg	> 800

The above properties are typical values and do not constitute a product specification.

Container Availability

Item MT-10-8	8-oz. bottle (236 mL)
Item MT-10-16	16-oz. bottle (473 mL)
Item MT-10-128	1 U.S. gallon (3.7 L)
Item MT-10-5G.....	5 U.S. gallon (18.9 L)
Item MT-10-55G.....	55 U.S. gallon (208 L)

Transportable tank / bulk containers available upon request.

