



RED LINE LIGHTWEIGHT RACING ATF



- Superior consistency and wear protection for Bracket and Heads-Up drag racing transmissions like Powerglide and Turbo 400
- Popular with turbo and blown doorslammers like NMRA, NMCA, ORSCA, and PSCA -- replaces hydraulic oils and other non-ATFs used to escape heat issues
- Low viscosity offers less frictional drag for quicker ETs and more MPH
- Dissipates heat for longer trans life, better clutch, gear, and seal life
- Compatible with petroleum ATFs and other brands synthetic ATF
- Extreme-pressure protection provides much better film-strength

RECOMMENDED FOR:

FORD TYPE F OR M2C33F
 TH350 AND TH400
 POWERGLIDE
 CHRYSLER TF727 B
 RUNO/LENCODRIVE CONVERTERS
 LENCO/B&J PLANETARY TRANS

ADDITIONAL INFORMATION:

RED LINE LIGHTWEIGHT RACING ATF is a fully-synthetic formula designed specifically for use in drag racing automatic transmissions that need the positive shift of a Type-F automatic transmission fluid, yet require ultimate consistency. This ATF contains no slipperiness additives, producing faster shifts and quicker lock-up and can reduce elapsed time in drag racing. Compared to RED LINE RACING ATF, this product maintains a comparably thin viscosity to minimize heat buildup and reduce changes in fluid thickness between rounds.

This product is designed for use where Type-F, Dexron, and Mercon fluids are recommended in both bracket and heads-up drag racing transmissions.

TYPICAL PROPERTIES:

| | |
|---------------------------|------|
| Vis @ 100°C | 4.9 |
| Vis @ 40°C | 23.2 |
| Viscosity Index | 140 |
| Pour Point, °C | -50 |
| Pour Point, °F | -58 |
| Brookfield Vis @ -40°C, P | 75 |

PACKAGE SIZES:

30314 - Lightweight Racing ATF - quart
 30316 - Lightweight Racing ATF - gallon

ABOUT RED LINE AUTOMATIC TRANSMISSION FLUIDS

- Red Line offers the widest selection of fully-synthetic ATF on the market today
- Each offer improved thermal stability, maintain viscosity levels, and feature lower volatility while providing the required frictional characteristics of each fluid's OEM-style replacement
- Reduced oxidation and lower volatility at high temperature
- Allows high-temp operation without varnishing valves and clutches
- Extended drain intervals