



M-Shift CVT

DESCRIPTION

M-Shift CVT is a technically advanced fully synthetic CVT transmission fluid specifically designed for use in both belt and chain driven CVT applications.

M-Shift CVT is formulated for superior performance in long drain **continuously variable** transmission applications, manufactured from the latest additive technology and advanced synthetic and ultra-pure hydrocracked base oils to meet or exceed the requirements of the latest vehicles and specifications.

M-Shift CVT is truly a Multi-vehicle fluid designed to provide smoother, consistent all weather step-less shifting, and all-around lubrication protection of the transmission components to help extend transmission service life and provide a smooth driving experience.

FEATURES & BENEFITS

- Excellent thermal and oxidation stability for long and consistent transmission performance
- Optimized friction characteristics provides transmission efficiency and shifting performance
- Good film-strength and anti-wear properties reduce wear and maintain good transmission life
- Excellent low-temperature properties provide easier start-ups and improved lubrication at low ambient temperatures
- Effective foam control properties provide consistent shifting performance and reduce fluid losses in severe service
- Compatibility with all common seal materials helping the control of oil leakage

These qualities are inherent in Auto Type MV CVT The benefits of Auto Type MV CVT are:

- Good shear stability
- Low temperature
- High Metal to metal Friction between the belt and pulley • Excellent Anti-Shudder durability
- Excellent oxidation stability
- Good EP and anti-wear performance
- Excellent anti-foaming properties

• A multi-vehicle CVT Fluid providing excellent performance in a wide-range of CVT-equipped
Additional Information Auto Type MV CVT is suitable for use in both belt-CVT's and Chain-CVT applications.



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Application

OEM and CVT Fluid	CVT Type
Audi / VW (G 052 516, G 052 180)	Chain
Ford (CVT30 / Wss-M2C933-1 / Motorcraft XT-7-QCFT, Mercon C)	Chain
Subaru (Lineartronic CVTF, high torque Converter)	Chain
Toyota (TC, CVT-FE)	Belt
Honda HVF2, HMMF with Torque Converter	Belt
BMW 8322 0 136 376 / 8322 0 429 154 (EZL 799 A)	Belt
Nissan NS-1 / NS-2 / Ns-3	Belt
Mazda CVTF 3320	Belt
Mitsubishi DiaQueen (CVTF-J1, CVTF-J4)	Belt
Honda (HMMF with Star Clutch)	Belt
Subaru ECVT, ICVT, CV30	Belt
Punch CVT (EZL779)	Belt
Daihatsu Ammix CVT, Daihatsu Amix CVTF-DFE	Belt
Mini Cooper (EZL 799A / ZF CVT V1)	Belt
Hyundai / Kia (SP-CVT 1)	Belt
Suzuki (CVTF 3320, TC, NS-2, CVTF Green 1, CVTF Green 2)	Belt
Chrysler Jeep NS-2	Belt
Dodge / Jeep (NS-2 / CVTF+4)	Belt
GM / Saturn (DEX-CVT, GM CVT)	Belt
Ford (CVT123)	Belt
Toyota / Lexus (TC, FE, WS (Prius eCVT only)	Belt
Shell Green 1V	Belt
Mercedes Benz (236.20)	Belt



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TYPICAL CHARACTERISTICS

	TEST METHOD	UNITS	RESULTS
Density @ 20°C	ASTM D1298	kg/L	0.853
Kinematic Viscosity			
@ 40°C	ASTM D445	cSt	33.7
@ 100°C	ASTM D445	cSt	6.9
Viscosity Index	ASTM D2270	-	172
Brookfield Viscosity @ -40°C cP	ASTM D2983	°C	-34

THE FEATURES MENTIONED ABOVE ARE AVERAGE VALUES OBTAINED WITH SOME VARIABILITY IN PRODUCTION AND DO NOT CONSTITUTE A SPECIFICATION

STORAGE

All packages should be stored under cover to avoid the possible ingress of water and the obliteration of drum markings. Products should not be stored above 60°C.

HEALTH, SAFETY AND ENVIRONMENT

Health, safety and environmental information is provided for this product in the relevant Materials Safety Data Sheet, which can be obtained from our website www.monsterlubricants.com.au.

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