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**BMW 3-Series (92-98) & Z3 (96-98) Haynes Online Manual**

## Automotive chemicals and lubricants

A number of automotive chemicals and lubricants are available for use during vehicle maintenance and repair. They include a wide variety of products ranging from cleaning solvents and degreasers to lubricants and protective sprays for rubber, plastic and vinyl.

### Cleaners

***Carburetor cleaner and choke cleaner*** is a strong solvent for gum, varnish and carbon. Most carburetor cleaners leave a dry-type lubricant film which will not harden or gum up. Because of this film it is not recommended for use on electrical components.

***Brake system cleaner*** is used to remove brake dust, grease and brake fluid from the brake system, where clean surfaces are absolutely necessary. It leaves no residue and often eliminates brake squeal caused by contaminants.

***Electrical cleaner*** removes oxidation, corrosion and carbon deposits from electrical contacts, restoring full current flow. It can also be used to clean spark plugs, carburetor jets, voltage regulators and other parts where an oil-free surface is desired.

***Demoisturants*** remove water and moisture from electrical components such as alternators, voltage regulators, electrical connectors and fuse blocks. They are non-conductive and non-corrosive.

***Degreasers*** are heavy-duty solvents used to remove grease from the outside of the engine and from chassis components. They can be sprayed or brushed on and, depending on the type, are rinsed off either with water or solvent.

### Lubricants

***Motor oil*** is the lubricant formulated for use in engines. It normally contains a wide variety of additives to prevent corrosion and reduce foaming and wear. Motor oil comes in various weights (viscosity ratings) from 0 to 50. The recommended weight of the oil depends on the season, temperature and the demands on the engine. Light oil is used in cold climates and under light load conditions. Heavy oil is used in hot climates and where high loads are encountered. Multi-viscosity oils are designed to have characteristics of both light and heavy oils and are available in a number of weights from 0W-20 to 20W-50.

***Gear oil*** is designed to be used in differentials, manual transmissions and other areas where high-temperature lubrication is required.

***Chassis and wheel bearing grease*** is a heavy grease used where increased loads and friction are encountered, such as for wheel bearings, balljoints, tie-rod ends and universal joints.

***High-temperature wheel bearing grease*** is designed to withstand the extreme temperatures encountered by wheel bearings in disc brake equipped vehicles. It usually contains molybdenum disulfide (moly), which is a dry-type lubricant.

***White grease*** is a heavy grease for metal-to-metal applications where water is a problem. White grease stays soft under both low and high temperatures (usually from -100 to +190-degrees F), and will not wash off or dilute in the presence of water.

***Assembly lube*** is a special extreme pressure lubricant, usually containing moly, used to lubricate high-load parts (such as main and rod bearings and cam lobes) for initial start-up of a new engine. The assembly lube lubricates the parts without being squeezed out or washed away until the engine oiling system begins to function.

***Silicone lubricants*** are used to protect rubber, plastic, vinyl and nylon parts.

***Graphite lubricants*** are used where oils cannot be used due to contamination problems, such as in locks. The dry graphite will lubricate metal parts while remaining uncontaminated by dirt, water, oil or acids. It is electrically conductive and will not foul electrical contacts in locks such as the ignition switch.

***Moly penetrants*** loosen and lubricate frozen, rusted and corroded fasteners and prevent future rusting or freezing.

***Heat-sink grease*** is a special electrically non-conductive grease that is used for mounting electronic ignition modules where it is essential that heat is transferred away from the module.

## Sealants

***RTV sealant*** is one of the most widely used gasket compounds. Made from silicone, RTV is air curing, it seals, bonds, waterproofs, fills surface irregularities, remains flexible, doesn't shrink, is relatively easy to remove, and is used as a supplementary sealer with almost all low and medium temperature gaskets.

***Anaerobic sealant*** is much like RTV in that it can be used either to seal gaskets or to form gaskets by itself. It remains flexible, is solvent resistant and fills surface imperfections. The difference between an anaerobic sealant and an RTV-type sealant is in the curing. RTV cures when exposed to air, while an anaerobic sealant cures only in the absence of air. This means that an anaerobic sealant cures only after the assembly of parts, sealing them together.

***Thread and pipe sealant*** is used for sealing hydraulic and pneumatic fittings and vacuum lines. It is usually made from a Teflon compound, and comes in a spray, a paint-on liquid and as a wrap-around tape.

## Chemicals

***Anti-seize compound*** prevents seizing, galling, cold welding, rust and corrosion in fasteners. High-temperature ant-seize, usually made with copper and graphite lubricants, is used for exhaust system and exhaust manifold bolts.

***Anaerobic locking compounds*** are used to keep fasteners from vibrating or working loose and cure only after installation, in the absence of air. Medium strength locking compound is used for small nuts, bolts and screws that may be removed later. High-strength locking compound is for large nuts, bolts and studs which aren't removed on a regular basis.

***Oil additives*** range from viscosity index improvers to chemical treatments that claim to reduce internal engine friction. It should be noted that most oil manufacturers caution against using additives with their oils.

***Gas additives*** perform several functions, depending on their chemical makeup. They usually contain solvents that help dissolve gum and varnish that build up on carburetor, fuel injection and intake parts. They also serve to break down carbon deposits that form on the inside surfaces of the combustion chambers. Some additives contain upper cylinder lubricants for valves and piston rings, and others contain chemicals to remove condensation from the gas tank.

## Miscellaneous

***Brake fluid*** is specially formulated hydraulic fluid that can withstand the heat and pressure encountered in brake systems. Care must be taken so this fluid does not come in contact with painted surfaces or plastics. An opened container should always be resealed to prevent contamination by water or dirt.

***Weatherstrip adhesive*** is used to bond weatherstripping around doors, windows and trunk lids. It is sometimes used to attach trim pieces.

***Undercoating*** is a petroleum-based, tar-like substance that is designed to protect metal surfaces on the underside of the vehicle from corrosion. It also acts as a sound-deadening agent by insulating the bottom of the vehicle.

***Waxes and polishes*** are used to help protect painted and plated surfaces from the weather. Different types of paint may require the use of different types of wax and polish. Some polishes utilize a chemical or abrasive cleaner to help remove the top layer of oxidized (dull) paint on older vehicles. In recent years many non-wax polishes that contain a wide variety of chemicals such as polymers and silicones have been introduced. These non-wax polishes are usually easier to apply and last longer than conventional waxes and polishes.