



Product Information

BRAKE FLUID 525

Codes: BF0005, BF020

Issue: January 2010

Penrite Brake Fluid 525 is a high quality, non-petroleum based, premium fully synthetic brake fluid designed for use in wide range of brake and clutch applications where DOT 3, DOT 4 or conventional Super DOT 4 products are called for.

Application

Recommended for re-fill or top-up of brake and clutch systems in passenger cars, light and heavy commercial vehicles, four wheel drives, tractors and motorcycles.

Note, this product should not be mixed with silicone DOT 5 fluids. For vehicles that require mineral based products such as Citroen, Penrite LHM Plus should be used.

For best results, always flush system with Penrite Brake Fluid 525 if using for the first time before refilling the system.

Silicone type assembly compounds should not be used in conjunction with this product

CAUTION: Brake Fluids are naturally hydroscopic and will absorb water from the air. This will lower the effectiveness of the product. After opening bottle, ensure cap is resealed tightly and product used within 3 months.

Customer Benefits

- Excellent braking response due to minimal vapour formation over a wide temperature range, ensuring good braking performance.
- High wet boiling point ensuring retention of stopping power over life of fluid.
- Compatible with all common brake system materials. Compatible with DOT 5.1 (low temperature, non-silicone type).

Industry Specifications

Penrite Brake Fluid 525 exceeds the performance requirements of:

AS/NZS 1960.1:1995 Class 3/270
US FMVSS No 116 Super DOT 4
SAE J1703/J1704
Ford ESZ-M6C-55A

JIS K2233 (Japan)
ISO 4925
Holden HN 1796
Rover

Typical Properties

Equilibrium Reflux Boiling Point (dry), °C (minimum)	275
Equilibrium Reflux Boiling Point (wet), °C (typical)	183
Density at 20°C, kg/L	1.069
Viscosity, Kinematic, cSt	
at 100°C	2.23
at -40°C	1147
Colour	straw
pH	7.48

Environment, Health and Safety

Information is available by request on this product in the Penrite Material Safety Data Sheet. Information in this sheet is based on the most current information available. Minor variations to typical properties not affecting the performance of the product are to be expected in normal manufacture.
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