

SPESSDil

VERY CONCENTRATED TREATMENT FOR ENGINE OIL

It is a modern viscosity elevator, expressly studied in order to give oil more "thickness", raising its viscosity to the highest temperatures and keeping constant its peculiar features at low temperatures.

SPESSDil is particularly suitable for the most wore engines of not much compression, at high oil consumption and evident smokiness (white smoke).

SPESSDil is also recommended in drastic condition of engine use, in very hot places, in mountain, in the deserts and when heavy loads are drawn.

It is a very useful help for engines at cold start.

INSTRUCTIONS:

Add the whole contents of the bottle (500 ml.) to the engine lubricant, then start the engine keeping it in motion for some minutes.

One bottle is enough to additive an engine holding till 5 liters of oil in the sump.

For drastic consumption of lubricant it is recommended to double the dosage.

BOXES OF:

- 20 bottles of 500 ml.



VISCOUS P.T.F.E. 2

ACCELERATOR OF FLUIDITY

OVER-CONCENTRATED TREATMENT WITH PTFE FOR PETROL AND DIESEL ENGINES

VISCOUS PTFE is the name of a series of lines studied and tested in the EXCED laboratories in order to reduce engines friction.

This has been possible by exploiting the special properties of TEFLON PTFE (Politetrafluoroetilene) a line defined "self-lubricating" which has the lowest friction factor (0,018) known today; it is even lower than two sheets of wet ice. Many years ago, NASA used this line by carrying on secret studies for the APOLLO and the SHUTTLE program, and this has been known not long ago.

VISCOUS PTFE represents an innovation in the technical motor field and it is going to revolutionize the rules of the general lubrication of engines, gears, differentials, pumps and metallic parts by assuring the following advantages:

- reduction of friction among metallic parts;
- reduction of wear;
- more power;
- lower temperatures of practice;
- keep the lubrication at the most serious speeds of use.

Our studies have made possible an almost perfect stay of the Teflon micropowders in a synthetic lubricant so as to help a perfect adhesion of PTFE particles to metallic parts forming a whole thin layer, very strong and smooth, able to give the metal a "SELF LUBRICATING" power that protects it against corrosion and oxidation.



VISCOUS P.T.F.E. 2 ACCELERATOR OF FLUIDITY

VISCOUS P.T.F.E. 2 IS NOT AN ADDITIVE

Every additive for lubricant improves its specifications and has effect only throughout the period of use: its effects stop by unloading the lubricant.

VISCOUS P.T.F.E. 2 is a treatment for metallic surfaces, "accelerator of fluidity" for the duration of over 80.000 Km.

INSTRUCTIONS:

- 1) Unload the exhaust lubricant from your engine (this operation has to be done at hot engine).
- 2) Filter must be replaced.
- 3) Shake the bottle vigorously in order to mix the micropowders.
- 4) Pour the lubricant and VISCOUS PTFE 2 in the recommended quantity (see dosage).
- 5) Start the engine at once and keep it at different speeds, or on road, at least for 30 minutes.
- 6) Do not unload oil before 5.000 Km.

DOSAGE:

A bottle of 500 ml. lasts to manage an engine till 3.000 cm³ of cubic capacity with a

OVER-CONCENTATED TREATMENT WITH PTFE FOR PETROL AND DIESEL ENGINES

sump containing till 8 liters of lubricant.

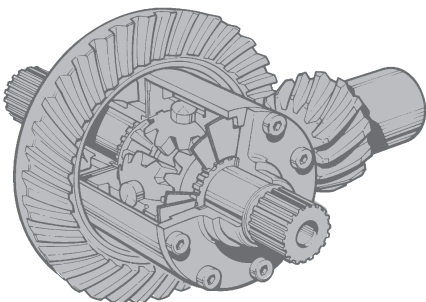
WHAT DID HAPPEN TO YOUR ENGINE?

VISCOUS PTFE 2 has mixed up with oil and has spread over the friction pieces of the engine. As any metal, they are not perfectly smooth but have some tiny porosity.

First the TEFLON PTFE micropowders fill the micro holes, then, thanks to high temperatures the engine reaches, Teflon leaves an indissoluble protective film on the friction pieces. Now there will be a friction Teflon against Teflon and not between metals. Therefore there is not compression escape, friction pieces run freely, engine doesn't worm hard, friction and wears decrease as temperatures and horse-powers are reached, with no much effort.

Since 90% of engine wear is due to the "critical temperatures" (cold start or very hot engine at high speeds), we can say that using VISCOUS PTFE 2, fluidity accelerator, we have almost quite removed the wears caused by "critical temperatures".

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**TREATMENT WITH
PTFE SPECIFIC FOR:
GEARS-DIFFERENTIALS
REAR AXLES**

It is a total synthetic additive with a high percentage of PTFE resins, specific for the treatment of gearboxes - differentials - rear axles .

ADVANTAGES:

- Notable reduction of frictions, mechanical endurances and wears;
- Facility in putting into any gears;
- Reduction of noisiness.

INSTRUCTIONS: Shake the bottle vigorously, blend all the contents (250 ml.) with some new lubricant, then pour in the box; or, with a syringe, inject the bottle contents in the box.

DO NOT USE FOR AUTOMATIC GEARS



LUBRI WASH

لُوبْرِ وَش

TREATMENT SOLUBLE IN OIL FOR THE CLEANING OF THE LUBRICATING SYSTEM

LUBRI WASH is a treatment soluble in oil made up of a combination of dispersing detergents and special solvents in order to clean the lubricating system from sludges and incrustations.

- Dissolves the sludge, cleaning the essential parts of the engine: filter and oil pump, hydraulic tappets, valves, etc;
- Cleans the engines interior, the hydraulic system, the differential gears.
- Removes the dregs from the rings (bands) re-establishing their mobility and strength.
- Prevents the contamination of the new oil from the dregs of the exhaust oil.

USE:

- Recommended for every petrol and diesel engine even turbo charged.
- For gears (not autom.) and differentials.
- For hydraulic system.

INSTRUCTIONS:

1. Add a bottle (ml. 500) of **LUBRI WASH** before changing the oil.
2. Leave the engine on for 10-20 minutes.
3. Turn off the engine and change the oil and the filter.

It is also possible make the treatment with **LUBRI WASH** 100 km. before changing the oil by driving the vehicle without excessive efforts.

BOXES OF:
- 20 bottles of 500 ml.

