

## Bitron EP20 Engine Treatment

### Directions for use:

#### **Initial treatment:**

Add Bitron EP20 Engine Treatment at a ratio of 10% of the sump volume, **using your existing oil**. Run the engine for approximately **1200km or 8 hours** before performing an oil change and **replacing the oil filter/s**.

#### **Subsequent treatment:**

Add Bitron EP20 Engine Treatment at a **ratio of 5%** of the sump volume with each oil change as recommended by the equipment manufacturer.

The cleaning action of the Bitron EP20 Engine Treatment may lead to a blackening and thickening of the oil, due to hydrocarbon build-up that was already in the engine before Bitron was added. Note that it is these contaminants that have made the oil dirty, not Bitron. The condition of the oil should be checked frequently (**especially** during the first 1200km or 8 hours) and changed as soon as it is dirty, or at regular maintenance intervals.

*Note: In new equipment and vehicles 5% EP20 Engine Treatment is sufficient*

### Points to note:

1. While Bitron EP20 Engine Treatment can be added to oil of any condition, its abilities will be enhanced if it is added to fresh, clean oil.
2. using less than the recommended amount of Bitron EP20 Engine Treatment may reduce its effectiveness
3. The use of Bitron EP20 Engine Treatment in an engine does not affect its ability to be rebuilt. Rebuilt engines require a running-in period of around 1200km or 8 hours prior to the addition of Bitron products.
4. When performing oil analysis, the first and second samples after adding Bitron EP20 Engine Treatment may show higher than normal particle readings, due to the cleaning action of the product. Subsequent analysis (ie 3<sup>rd</sup> and 4<sup>th</sup> samples) will show a substantial reduction in the wear factor.
5. Care should be taken not to overfill your engine.

### Treatment results should include:

- A quieter and smoother engine with a lighter and quicker throttle response
- An increase in top-end RPM
- Less decrease in speed while hill-climbing requiring fewer gear changes
- Easier cold weather starting
- Releasing of piston rings that are fouled or frozen from hydrocarbon residue
- Reduction in oil consumption and hydrocarbon emissions
- Maximising of compression and horsepower
- Improvement in fuel efficiency due to reduction of friction throughout the engine

## Bitron EP40 Powertrain & Gear Formulation

### Directions for use:

Initial Treatment: Add Bitron EP40 Powertrain & Gear Formulation at a ratio of 10% of the volume of the reservoir being treated. Check oil/hydraulic fluid after 1000km-1500km (10-15hrs) and change if necessary.

Subsequent treatments: Add Bitron EP40 Powertrain & Gear Formulation at the rate of 5% of the volume of the reservoir being treated with each oil change as recommended by the equipment manufacturer.

**The optimum ratio (if in any doubt) is 5%** of the overall **volume of the casing** (not the quantity of oil) being treated. This is the same ratio regardless of how large the case is. The Bitron needs to be re-applied only when the fluid is changed according to the manufacturer's guidelines.

#### Points to note:

1. Automatic transmissions that have dirty fluid or have not been maintained should be serviced before being treated with Bitron EP40 Powertrain & Gear Formulation.
2. Differentials or standard transmissions with excessive sediment and deposits **may need to have a fluid change** after Bitron EP40 Powertrain & Gear Formulation has completed its cleaning. If this is required, more Bitron will have to be added.
3. Do not overfill transmissions, differentials, transfer cases or power steering reservoirs. If necessary, fluid may need to be drained before adding Bitron.

When performing oil analysis, the first and second samples after adding Bitron EP40 Powertrain & Gear Formulation may show higher than normal particle readings, due to the cleaning action of the product. Subsequent analysis will show a substantial reduction in the wear factor

*Bitron EP40 Powertrain & Gear Formulation is not compatible with brake fluids and should never be added to brake system master cylinders. It should be noted that many hydraulic clutch systems use brake fluid, not hydraulic oil, and Bitron EP40 Powertrain & Gear Formulation should not be used.*

*Not suitable for use in wet clutches or brake systems.*

## Bitron D110 Diesel Fuel Treatment

### Directions for use:

Add Bitron D110 at a rate of 2L per 1000L (2ml/L) of fuel. For best results, Bitron D110 should be added each time the tank is filled.

Applications using Bitron D110 at the recommended dosage should begin to show almost immediate improvements in the form of decreases in emissions and black and white smoke. The lubricity component in Bitron D110 will provide **immediate injector protection** particularly in applications using **low or ultra-low sulphur diesel**. **Rotary fuel pumps** on most modern day vehicles are **completely fuel lubricated**. As the fuel is abrasive, the fuel wears these fuel pumps, and other fuel lubricated metal parts which are very expensive to repair or replace. The **top ring** on the piston is **ONLY** fuel lubricated hence the need for the additional lubrication provided by Bitron D110 Diesel Fuel Treatment.

**Fuel filter(s) should be changed after approximately 1000L of fuel has been used after first treatment with Bitron.** Bitron D110 Diesel Fuel Treatment will prevent moisture from accumulating and ongoing treatment with the product is recommended to prevent the formation of fungus (diesel bug).

### FEATURES AND BENEFITS:

- Substantial improvement in fuel economy
- Superior injector and fuel system cleaning
- Increased cetane
- Decreased emissions and black smoke
- Enhanced lubricity
- Excellent corrosion control
- Stability improvement
- Excellent demulse and haze control
- Significantly extended injector life