



TECHIM SINTOFLON

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DRIVE THE EXCELLENCE

Techim Sintoflon has been established since 1979. It boasts an over thirty years experience into unconventional tribological field, having developed a wide range of anti-friction coatings for mechanical applications. Technology that gives possibility to go beyond the results normally achievable with the use of traditional lubricants.

By the way the production range has been enlarged towards the formulation of special fuel additives capable to improve and increase combustion efficiency on automotive or industrial field as well.

The main philosophy concept aiming Techim Sintoflon is that one not acting into mass sector, but towards a continuous searching of advanced solutions to fulfil any requirements expected from specialized people especially.

The same concept involves all production range of Techim Sintoflon.



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*Our philosophy:
a constant search
of fine and advanced solutions*

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LUBRICATION AND COATING

Lubricating oil is a liquid blend made from a base that can be of mineral, semi-synthetic or synthetic origin and a set of additives such as dispersants, antioxidants, detergents, rust inhibitors, corrosion inhibitors, antifoams, anti-wear, viscosity correctors and so on. These elements are added to the second applications to which the lubricant is intended. The main purpose of oil is to lubricate moving parts.

However, there are moments in which mechanical components are in “precarious lubrication” conditions:

- at start-ups friction and wear are very high resulting in massive wear and tear, (and low temperatures accentuate this problem).
- at high temperatures, the oil fluidizes by losing lubricant power.
- the abrupt load variations which may be a violent acceleration, the lubricating dynamic film cuts.

At these moments the metal-metal contact occurs which causes friction and consequent heavy wear.

To meet the limits of liquid lubricants, both in temperatures and pressure resistances, and to go beyond performance, it is used to “coat”, that is to the surface coating of metals.

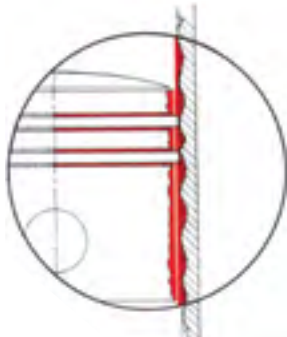
The “coating” helps with normal lubrication. This treatment makes the self-lubricating surfaces even in boundary lubrication situations thus allowing the non-contact between mating surfaces. As a result, even in times of lack or lack of dynamic lubrication, the metals are protected and do not wear. To do this, so-called solid lubricants are used (see table: “PROPERTIES OF SOLID LUBRICANTS”).

By comparing the physical chemical characteristics of the solid lubricants, the excellent material for these applications is PTFE (polytetrafluoroethylene). PTFE-based anti-friction coatings, as well as lowering the friction coefficient between mechanical couplings, has a double temperature resistance related to oils.

Thanks to the sealant effect of PTFE film, is improved the seal between

the couplings. In the case of an engine, this will result in an increase in compression and consequently improvement of combustion and efficiency of the engine itself. This also results in a decrease in oil consumption and pollutant emissions.

With less friction, it will have a lower power consumption, a drop in the lubricant liquid temperature, and a reduction in noise. Engine life lasts longer.



PROPERTIES OF SOLID LUBRICANTS

| | GRAPHITE | MOS2* | PTFE | BN** |
|---|-----------|-----------|-----------|-----------|
| COLOURS | BLACK | BLACK | WHITE | WHITE |
| DENSITY | 2.25 | 4.8 | 2.2 | 2.2 |
| COEFFICIENT OF FRICTION | | | | |
| - STATIC | 0.2 | 0.3 | 0.05 | 0.2 |
| - DYNAMIC | 0.05 | 0.05 | 0.02 | 0.05 |
| HEAT RESISTANCE | 600°C | 400°C | 310°C | 1200°C |
| CHEMICAL RESISTANCE | EXCELLENT | POOR | EXCELLENT | EXCELLENT |
| DECOMPOSITION PRODUCTS | GASES | SOLIDS | GASES | SOLIDS |
| PARTICLE FORM | LAMELLAR | IRREGULAR | SPHEROID | IRREGULAR |
| * MOS2 = Molybden disulphur | | | | |
| ** BN = Boron nitride (improperly called ceramic) | | | | |
| By looking at the solid lubricant table that can be used in anti-friction treatments, our choice has been touched on polytetrafluoroethylene (PTFE), the outstanding material for these applications due to its features such as the lowest absolute friction coefficient, infinitesimal particle size, spheroidal shape that does not clogs filter or dirty ducts, and the absence of decomposition by-products. | | | | |



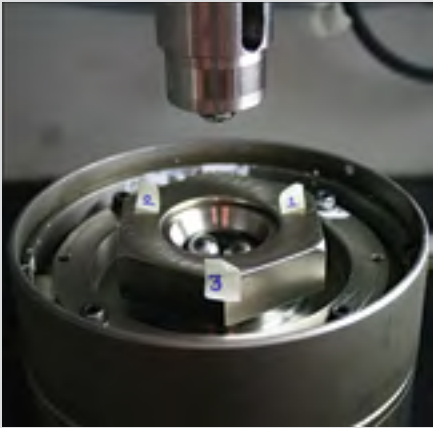
UNIVERSITY OF FERRARA

At the Corrosion and Metallurgy Research Center of the Department of Engineering of the University of Ferrara, which deals with problems concerning the study of tribological behavior (friction and wear) of coatings on metals, alloys, etc. a test was conducted to evaluate the reduction of the friction coefficient and mechanical wear behavior phenomena resulting from the combination with synthetic lubricant oil for high performance vehicles, a “Protector” anti-wear Sintoflon treatment.

The effect of the treatment was evaluated using the Ducom Multi Specimen Tester Tribometer in “Four-Ball Method” configuration according to the standards required by the international regulations ASTM D 4172-

94 (2010) “Evaluation of the friction coefficient and calculation of the wear rate”.

Test conclusions are highlighted in the chart below.

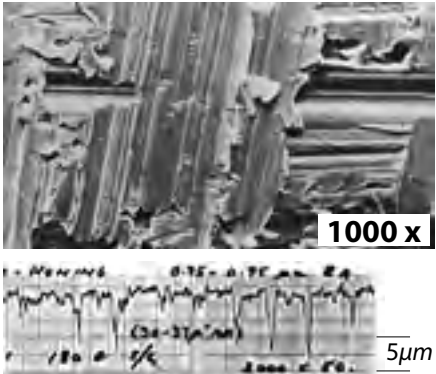


Techim Sintoflon boasts a know-how ultra-thirty years in the field of anti-wear nanotechnology coatings.

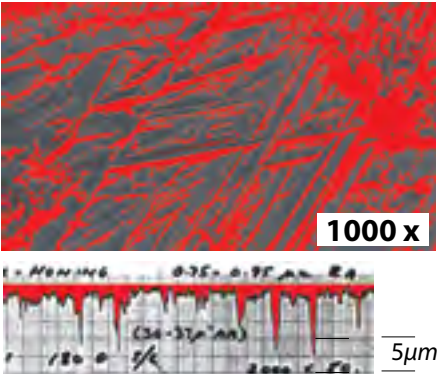
Sintoflon coating treatments redefine new friction reduction limits.



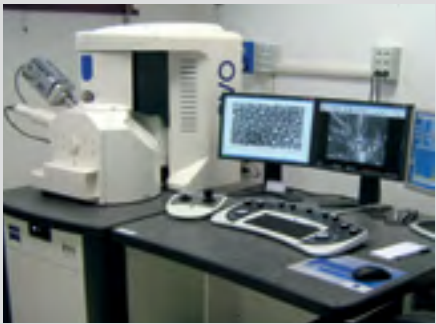
A picture of one of the many tests conducted on engines without hydrodynamic lubrication (without oil) and previously treated with Sintoflon. Observe the connecting rods.



Typical aspect of cylinder pattern seen by microscope (1000x). The graph shows the “peaks and valleys.”

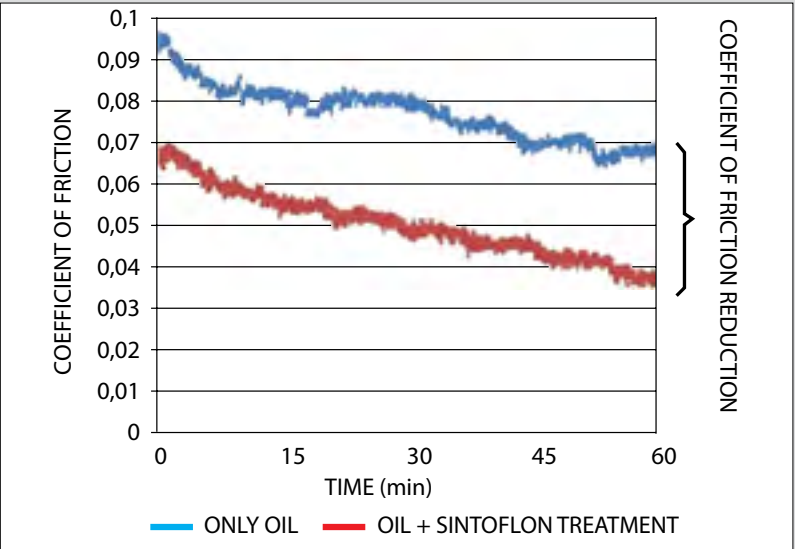


Sintoflon treatment coating fills the “valleys” leveling the surfaces as shown in red in the chart.



SEM electronic scanning microscope, equipped with EDS microsound for X-ray microanalysis, provided with the “Aldo Daccò” Study Center of Ferrara University.

To the left: Tribo DUCOM Multispecimen Tester. As required by law, to evaluate the anti-wear properties of lubricating oils is evaluated with the “Four-Ball Wear Test” configuration.



The addition of Protector, in the optimum 10%, significantly reduces the friction coefficient of the coupling, increasing the oil anti-wear properties.

| Test | Coefficient of friction | Wear rate mm / (N.m) |
|-------------------------------|-------------------------|----------------------|
| only oil | 0,07 | 7,18.10-5 |
| Oil + 10% Sintoflon Protector | 0,04 | 6,63.10-5 |

Note how with the Sintoflon treatment, the friction coefficient reduction is almost 50%

E.T. ENGINE TREATMENT

ENGINE ANTI-FRICTION TREATMENT FIRST STEP: CLEANING AND COATING

EXCLUSIVE DETERGENT
ET is the only product that allows cleaning of the lubrication circuit with the vehicle in motion, on the road and without any time limit. Ensures the best cleaning quality. Being an anti-friction does not cause any reduction in the oil lubricating power. Dissolves sludge and fillings, frees hydraulic tappets, piston rings, ducts, turbo and suction oil. It allows better detergency of the lubrication circuit as carried out with the vehicle moving on the road.

- Allows to carry out the cleansing of the entire lubrication circuit with the vehicle in motion on road
- Does not limit the oil lubricating power because it drastically reduces friction
- Coats the metals with anti-friction PTFE nanotech, making them self-lubricating
- Increases power and torque

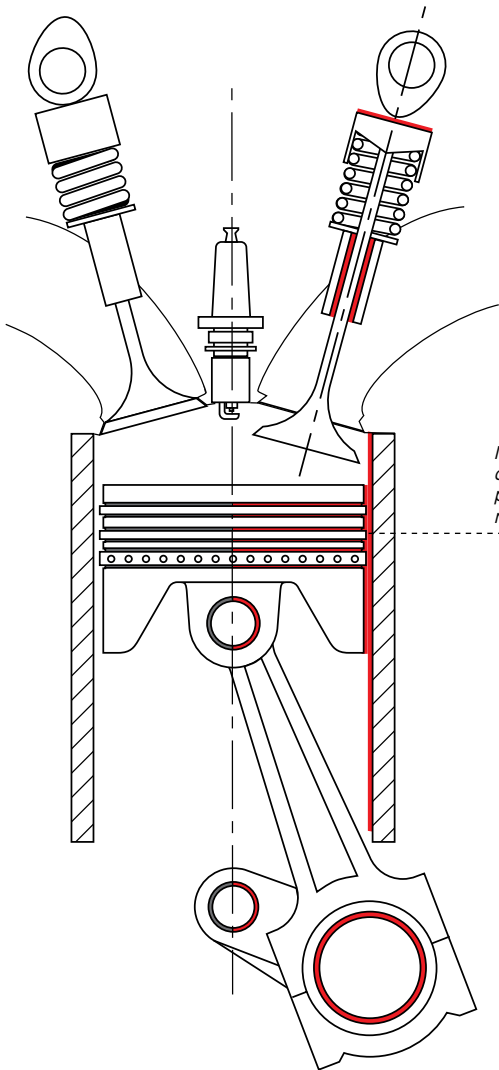
With the common products, the detergency of the lubrication circuit is carried out with the vehicle stationary because it occurs a temporary decrease of the oil lubricity.
ET also being simultaneously an anti-friction coating treatment, it is the only product that allows to carry out the detergency with the vehicle in motion. The quality of the result is undoubtedly better.
ET also works in all conditions of use of the engine for a much longer time than a common engine flush.



In addition to a qualitatively superior detergent, ET goes beyond normal performance even to solve problems with hydraulic tappets, turbines, sticky piston rings etc.
Simultaneously with the detergency, Sintoflon ET by coating the surfaces with a nanotech PTFE layer makes the metals self-lubricating and protected against wear.
This prevents metal-to-metal contacts that causes wear. With this protection: decreases the energy absorbed by friction



tion - improve smoothness and performance. Decrease the leakage of oil and the fuel consumption as well.
First phase of the engine treatment beginning from 30 - 40.000 km and subsequently with equivalent cadences.
Given the current trend of the engines to get dirty very early also because of anti-pollution regulations and particulate filters, it is becoming increasingly important cleansing of the lubrication circuit also with every service, especially in cases of dirty engines such as Diesel equipped with Dpf.
Et can be used in every types of engines, normal, turbocharged, gasoline, Diesel, lpg, cng, Wankel, etc.
Generally ET is the choice of excellence in all cases where there are lubrication deficiencies or engine with blocked components. It can also be injected through the spark plug hole to release sticky valves and pistons, for example before restarting an engine after long periods of stopping.
In addition to the detergency, it creates an anti-friction coating to protect all friction-prone organs and improves tightness between mechanical couplings.



In addition to the detergency, ET creates an anti-friction coating to protect all wearable parts and improves tightness between mechanical couplings.



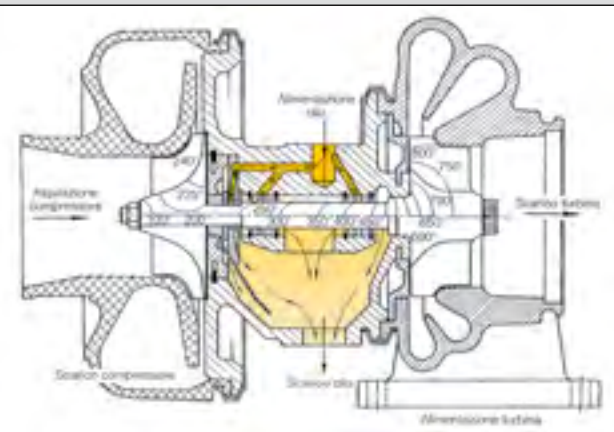
E.T. is available in packs of: 150 ml - 250 ml - 500 ml - 1000 ml - 4000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| E1 | 150 |
| E2 | 250 |
| E3 | 500 |
| E4 | 1000 |
| E5 | 4000 |

DOSAGE
Upon engine capacity:
up to 6-700 cc - can of 150 ml
up to 2000 cc - can of 250 ml
up to 4000 cc - 500 ml can
up to 8000 cc - 1000 ml can

USE
Treat the engine after its run in. Warm up the engine. Shake the can well. Add to the oil and run for at least one hour. Leave ET on average a few hundred kilometers or more and then drain the oil so downloading the dissolved dirt. Anticipate the drain in the case of particularly dirty motor.

In turbocharged engines ET has a dual importance: cleans all the ducts of the turbine lubrication, subject to high temperatures, in which are formed lacquers and fillings. In addition to this, by coating the turbocharger bearing with an anti-friction PTFE coating, also it protects in dynamic deficiency lubrication (oil) and ensures the lubrication up to twice the temperature at which they can get lubricated by oil. Of course bearing duration rises up and the best flowability decreases the turbo lag and increases performance.

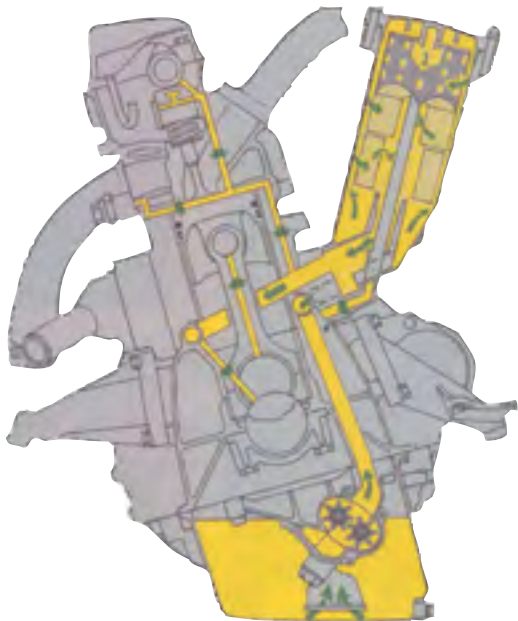


RAPIDFLUSH

RAPID CLEANER FOR LUBRICATION CIRCUIT

Rapidflush is a concentrated detergent which in a few minutes cleanses the entire lubrication circuit dissolving sludge and fillings.

- Cleans the hydraulic tappets
- Frees ducts entire lubrication circuit
- Releases sticky piston rings
- Fast cleansing in a few minutes



Cleanses the hydraulic tappets freeing them from sludge and fillings. Dissolves both combustion residues and any kind of dirt due to the deterioration of the lubricant or the exhaust contaminants particularly arising during DPF regeneration.

Releases sticky piston rings, clears the ducts of the lubrication circuit and the oil passages of the turbine which, if clogged partialize the flow of lubricating fluid. Restores the correct lubrication capacity of pump and related pressure regulator.

Recommended use at least every 30 - 40.000km. Given the current trend of the engines to get dirty very early also because of anti-pollution regulations and particulate filters, it is becoming increasingly important cleansing of the lubrication circuit also with every service, especially in cases of dirty engines such as diesel equipe with Dpf.



DOSAGE

A 250 ml. can is sufficient for petrol or diesel engines containing about 3-6 liters of oil.

USE

When the engine is warm, add Rapidflush to oil and let it run in neutral for about 10-15 minutes. Than let oil drain, replace oil filter, add Protector to new oil and drive.



Rapidflush is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| RF | 250 |
| | |
| | |
| | |

PROTECTOR

ENGINE TREATMENT PHASE TWO: CONCENTRATED ANTI-FRICTION

Anti-friction protective coating concentrate based on nano PTFE: drastically reduces friction and protects against wear, increases the smoothness, improves the sealing of the couplings, increasing the compression rate and optimizing combustion process.

- Coats metals with an anti-friction layer based on PTFE nano technology
- Protects the organs drastically reducing friction and wear.
- Improves efficiency while reducing fuel consumption and exhaust emissions
- Reduces oil consumption
- Extends engine life

The anti-friction coating based on PTFE, makes the metals self-lubricating and protects from wear and tear all mechanical organs. The engine is also lubricated in the phases of boundary lubrication which normally occurs : at the starting, in case of over heating, at the load changing. In these cases the contact between the metal surfaces, besides to limit

engine output, gives origin to a inexorable wear which progressively causes less efficiency, rising of fuel and oil consumption, more pollutant exhaust emissions it, higher noisy level, etc. Protector, in addition to the lower the friction, increases the tightness in mechanical couplings (compression) and decreases the possible oil leakage at the same

time. It reduces emissions and improves performance. Extends life by reducing their mechanical, chemical and thermal stress to which the lubricant are subject. Ideal for any kind of mechanicals after their run-it. Reintegrated periodically strengthens and maintains the initial treatment ensuring an extremely long life in all organs.



DOSAGE

Quantity in relation to the lowering of friction and the desired protection. On medium sized engines (1000-2000cc.) 250 ml. recommended as minimum. Larger doses are indicated to achieve a reduction of more pronounced friction; for example 400 ml. of Protector in an engine with 4 kg. oil they are able to reduce friction up to 50%. Motorcycles with wet clutch: moderate one shot dosage but increase adding applications. For instance a bottle of 125 ml. on opportunity of periodical service.

USE

Considering the current problem of to get dirty very early engines, partly because of the anti-pollution regulations, before using Protector, becomes very useful to carry out cleansing of the lubrication circuit with ET or Rapidflush to eliminate sludge and fillings that prevent the correct dynamic lubrication. Also, at every service, especially in cases of dirty diesel engines equipe with DPF or subject to frequent exhaust gas recycling. In any case it's essential to cleanse the oil circuit generally every 30 - 40.000km.

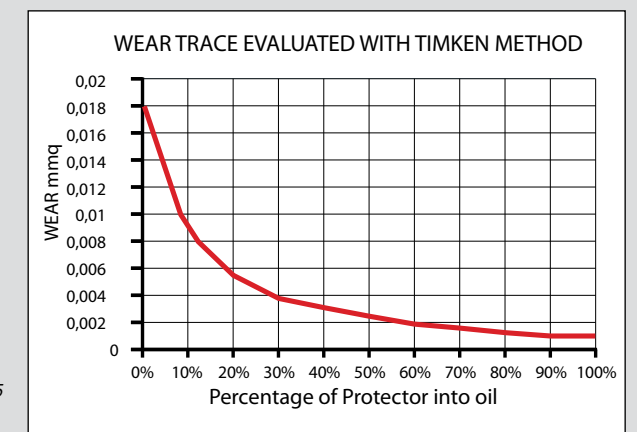
IMPORTANT: Make sure that the oil filter has been replaced; after service, keep engine warm, shake bottle, add Protector to oil, then travel at least 10-20 minutes in order to carry out the coating treatment. The entire duration of treatment varies from case to case being determined by several factors. The initial protection gradually decreases according to mileage. Therefore it is advisable any futher adding of Protector to restore and maintain constant in time the anti-wear protective coating on metals.



PROTECTOR is available in packs of: 125 ml - 250 ml - 500 ml - 1000 ml - 5000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| P1 | 125 |
| P2 | 250 |
| P3 | 500 |
| P4 | 1000 |
| P5 | 5000 |

The chart shows how the wear reduction depend by percentage of Protector into oil. For instance 250ml into 2,5 liters of oil reduces the wear about 50%.



PROTECTOR OILSEAL

ANTI WEAR TREATMENT FOR WORN-OUT ENGINES WITH EXCESSIVE OIL CONSUMPTION

Specific for all worn-out engines with oil leakage problems especially. It creates a thick coating layer which restores coupling play, thus avoiding oil leak, increases compression rate and reduces blow-by. At the same time engine performance rises up, fuel and oil consumption drastically decrease as well as exhaust emissions.

- Reduces oil consumption
- Increases the ring seal.
- Resumes the coupling clearance and improves compression.
- Improves combustion process lowering exhaust emissions.
- Increase torque and power

In addition to breaking down the fiction, the wear-resistant coating on metal surfaces the seal effect which limits the leakage and ensures greater compression, less consumption, less smoke, protection even at cold or at high temperatures. Protector Oilseal is perfectly mixable with Protector.



PROTECTOR RACING

ANTI-FRICTION TREATMENT FOR RACING OR NEW ENGINES

Anti-friction protective covering based on PTFE nano with Friction Modifier. Racing is the most extreme version of the Protector range, formulated to maximize the smoothness and performance. Protector Racing achieves maximum reduction of friction by coating and protecting the surfaces with a infinitesimal film of PTFE. For the latest generation of engines, racing especially.

- More extreme version of Protector: enhances the smoothness
- Maximum reduction of friction
- Dedicated to racing or to the latest generation of engines
- Increases power and torque
- Extends engine life



Protector Racing is the version of the anti-friction coating, aimed at achieving the maximum smoothness and decrease the absorption of power. Ideal for mechanical competition in which for example is essential to reduce the engine oil temperature to increase the performance and at the same time preventing any

wear. Protector Racing is a preventive treatment, recommended on racing engines, with a few km, with precise mating tolerances, Otto cycle species, to be applied since after first service or after the use of SintoFlon ET. In case of need of play recovery or rise of compression, or oil leak reduction, it is preferable to re-

vert to normal Protector or to Oilseal version. Protector Racing is perfectly mixable with Protector.

IMPORTANT:

Given that it is likely to feel the engines with high oil consumption, generally dirty inside. Therefore, before using Protector Oilseal, it becomes very useful to carry out the detergency of the lubrication circuit with ET or Rapidflush to eliminate sludge and fillings which prevent the correct dynamic lubrication. Suggestable operation to be done before any service, especially in cases of Diesel engines with prolonged oil drain. In any case essential to cleanse the oil circuit every 30 - 40.000km.

DOSAGE

On the basis of the extent of the oil consumption. On average on medium-sized engines are sufficient 1 or 2 bottles of 125 ml. Higher dosage possible but preferably not in a single shot but diluted. It's possible to use Protector Oilseal in conjunction with Protector, mixing them at will according to the amount of oil consumption and the displacement of the engine to treat: the two products are perfectly mixable.

USE

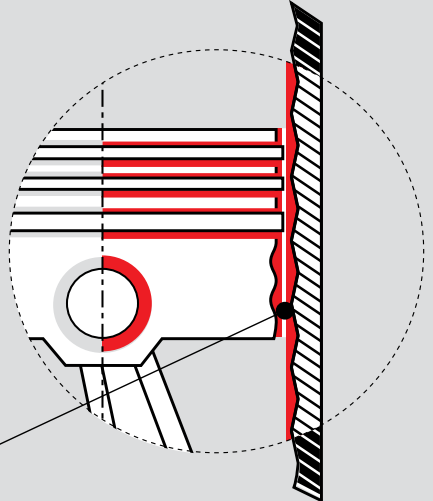
Make sure that the oil filter has been replaced. Keep engine warm and add Protector Oilseal. Then travel at least 10-20 minutes in order to carry out the coating treatment. The entire duration of treatment varies from case to case being determined by several factors. The initial protection gradually decreases as the number of kilometers; and therefore optimal reintegrate Protector after each service to restore and maintain constant in time the anti-wear protective coating on metals.



PROTECTOR OILSEAL is available in packs of: 125 ml - 500 ml - 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| P6 | 125 |
| P7 | 500 |
| P8 | 1000 |

Thanks to the sealant effect, it improves the seal between the mechanical couplings increasing the compression and decreasing the oil leakage..



DOSAGE

Quantity in relation to the lowering of friction and the desired protection. On medium sized engines (1000-2000cc.) 250 ml. recommended as minimum dosage. Higher dosage for more pronounced protection, for example in a 4 kg. oil engine, 400 ml. Protector Racing able to reduce friction up to 50%. Motorcycles with wet clutch: moderate doses but increase the frequency of application: for example 125 ml. at any oil service.

USE

Considering the current problem of getting dirty very early engines, partly because of the anti-pollution regulations, before using Protector Racing, becomes very useful to carry out cleansing of the lubrication circuit with ET or Rapidflush to eliminate sludge and fillings that prevent the correct dynamic lubrication. Also, at every service, especially in cases of dirty diesel engines with particulate filter. In any case it's essential to cleanse the oil circuit every 30 - 40.000km.



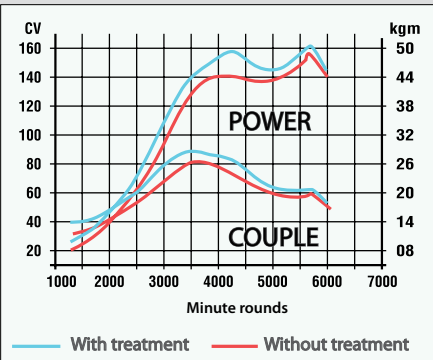
PROTECTOR RACING is available in packs of: 125 ml - 250 ml - 500 ml - 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| R1 | 125 |
| R4 | 250 |
| R2 | 500 |
| R3 | 1000 |

IMPORTANT:

Make sure that the oil filter has been replaced. Keep the engine warm, shake the bottle and add Protector Racing to oil. Then travel at least 10-20 minutes in order to carry out the coating treatment. The entire duration of treatment varies from case to case being determined by several factors. The initial protection gradually decreases in process of mileage; therefore optimal reintegrate Protector Racing after each service to restore and maintain constant in time the anti-wear protective coating on metals.

DIAGRAM OF POWER TEST
Source: Edisport Milano



PROTECTOR KLIMA

ANTI WEAR AIR CONDITIONER TREATMENT

Protector Klima is a treatment for refrigeration compressors, to reduce fiction and wear and to optimize efficiency. Blend of synthetic oil, micronized P.T.F.E and gas leak detector. Product for professional traders, to be used at the time of recharging operation.

- Drastic reduction of wear
- Enhanced compressor efficiency
- Increasing of cooling capacity
- Reduction of noise and vibrations
- Absorption of power reduction
- Allows gas leaks detection

The gas compression of the air conditioner takes place by means of a reciprocating compressor usually 5 pin. Their stroke is regulated by a variable inclination flange depending on the required flow. These organs work by dragging for which the generated frictions are many and consequently the wear is accentuated. The wear leads to a decrease of the compression, which therefore failing to unsufficiently compression of the gas, will generate a decrease in the cooling capacity and a greater power absorption. Protector Klima realizes an anti-friction coating on metals which drastically reduces the wear of the compressor and increases the duration. It would arise also other advantages such as lower power consumption and greater cooling capacity. In addition, the micronized PTFE coating, also acts as a sealant against possible micro gas leaks from

the system. Compatible with all types of refrigerants currently used for refilling of air conditioners including R134A and the new R1234yf.



PROTECTOR KLIMA is available in packs of: 125 ml - 500 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| PK | 125 |
| PK1 | 500 |
| | |
| | |
| | |

DOSAGE

A rate of 10% compared to the oil content is sufficient to protect the pistons against premature wear. Higher dosage available primarily for the purpose of the micro porosity saturation.

USE

Add Protector Klima to oil during recharging operation. A previous mixing preferable. Pour into the glass tank of suction unit charging equipment. It can be added pure or mixed.

2T RACING

2 – STROKE ENGINES ANTI-FRICTION TREATMENT

PTFE-based anti-friction treatment. It coats metals drastically reducing friction and wear. Increases the smoothness and compression. Duplicates or triples the life of the parts. Allows a leaner mix providing greater power in complete safety and the elimination of the risk of seizures. Avoids the decay of performance “after the race.” Lower emissions, lower temperatures and vibration. Prolongs the life of all lubricated parts from two to three times. Leaves no combustion residues.

- Coats metals drastically reducing friction and wear
- Extends the lifetime of all lubricated parts from two to three times
- Increased performance and safety: eliminates the risk of seizures
- Leaves no combustion residues.



2T RACING is available in packs of: 125 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| X1 | 125 |
| | |
| | |
| | |

USE AND DOSAGE

It's recommended continued use of 2T Racing in small percentages of additives eg. 0,1 - 0,3% with respect to fuel. At the same time considerably decrease the percentage of oil from the mixture normally used, since the lubricity of 2T Racing for equal volume is far higher than that of the oil. Once you find the right mix of oil + 2T Racing the benefits will be obvious. In case of separate mixer add 2T Racing in small doses in the oil reservoir preferably not filled to maintain the stirred solution. Not recommended the addition of the first periods of non-use to avoid sedimentation.

HYDRODRIVE

ANTI-FRICTION TREATMENT FOR POWER STEERING AND HYDRAULIC EQUIPMENT

Hydrodrive is an anti-friction treatment based on PTFE for power steering and hydraulic equipment in general, such as for example motorcycle forks, shock absorbers etc.. Coats the surfaces with a self lubricating coating which drastically reduces friction and wear optimizes the efficiency of hydraulic apparatuses.

- Reduces friction and wear of power steering, shock absorbers and hydraulic apparatus in general
- Seals leaks
- Decreases noise, vibration and absorption of power
- Extend the life of the treated organs

It reduces the absorption of energy, noise, eliminates the stick - slip maximizing the duration of the organs. By coating the surfaces eliminates any micro fluid leaks. For particularly dirty hydraulic cir-

cuits we recommend a detergency with Sintoflon Flushmatic before replacing the exhaust oil, and then add Hydrodrive to the new oil.



HYDRODRIVE is available in packs of : 125 ml - 500 ml - 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| H1 | 125 |
| H2 | 500 |
| H3 | 1000 |

DOSAGE

As required. A bottle of 125 ml optimal power steering treatment.

USE

Shake well, add to oil and to work for good mixing.

GEAR LUBE

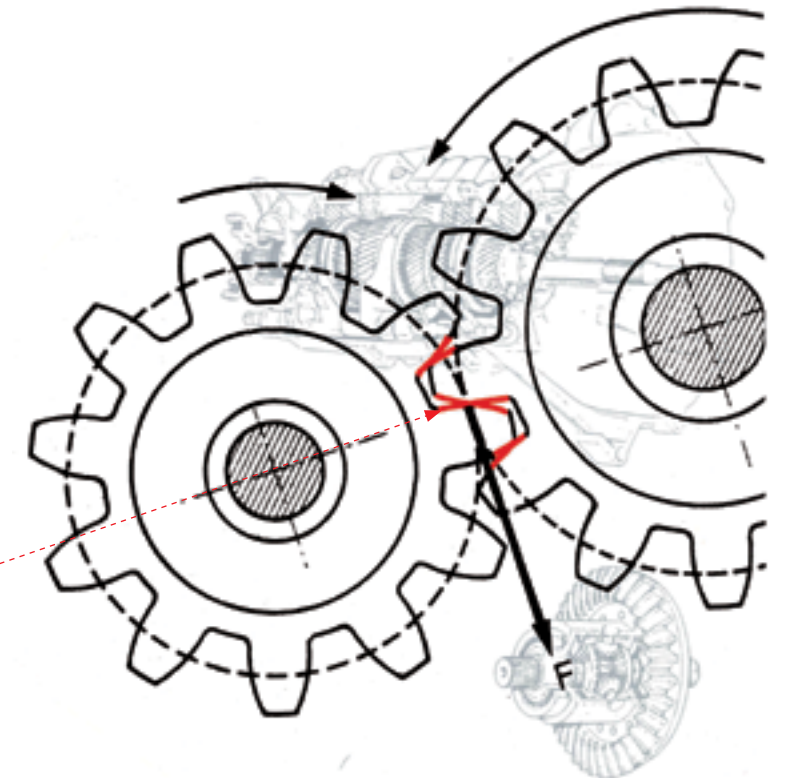
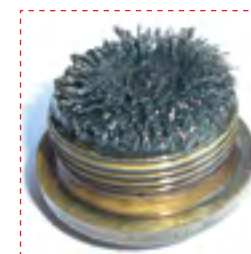
ANTI-FRICTION TREATMENT FOR GEAR TRANSMISSIONS AND DIFFERENTIALS

Gear Lube is the specific anti-friction coating for gearboxes, differentials, cardans, gears, etc. It holds the gears by creating a wear-resistant protective coating based on PTFE with exceptional properties of resistance to extreme pressures. Avoiding the direct metal-to-metal contact between the teeth, it protects the same from pitting.

- Coats and protects against wear: gearboxes, differentials, universal joints etc.
- Decreases the absorption of energy
- Reduces noise and vibration
- Improves maneuverability. Smoother shifting

Thanks to the anti-friction coating on teeth the treatment allows a better maneuverability, softened gear shifting, a noise reduction by an average of 3-4 dB a decrease of temperature due to less friction and a reduced energy absorption. Protects organs against wear and tear. Does not affect oil viscosity. Ideal for all vehicles. Also ideal for servo shifting gearboxes (Smart, Volkswagen DSG, etc.).

Metal powder picked up by the magnetic cap. It is caused by friction between gear teeth.



GEAR LUBE is available in packs of: 125 ml - 500 ml - 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| G1 | 125 |
| G2 | 500 |
| G3 | 1000 |

DOSAGE

Recommended 4-8% in case of limited slip differentials. For other applications, higher doses are optimal: gears, universal joints, traditional Torsen differential and etc ... 125 ml. bottle is the standard dose for front wheel drive cars.

USE

Shake the bottle of Gear Lube before using, pour into the box and drive. If the oil is exhausted better to replace it and in this case, premix with Gear Lube. In cases of particularly dirty circuits, to perform a preliminary detergency, it is advisable to add Sintoflon Flushmatic before. Drive at least 15-20 minutes, then drain the dirty oil from the gear box.

FLUSHMATIC

AUTOMATIC TRANSMISSION DETERGENT

Flushmatic is a concentrated detergent for the internal organs of automatic gearboxes and their lubrication circuits. It does not contain solvents or components that can be harmful. Designed to prevent and resolve the problems of automatic gearboxes occurring after a certain mileage and which can be identified such as: noise, skimming, jumping, vibration, difficult shifting, etc. Typical problems related to excessive operating temperatures causing oil degradation generating mud and residues which progressively strangle oil ducts and cooler.

- Cleans and releases all internal organs, filters and radiators included
- Does not contain any corrosive or hazardous components
- Do not affect the seals
- Protects against oxidation and corrosion
- Ideal also for generally cleaning of any hydraulic system or gear box

PROBLEMATIC QUESTION

Transmission oil, which undergoes many overheating and cooling cycles, and especially that it is polluted by the friction resins, loses progressively its characteristics, causing malfunctions in gear shifting operation, or getting only hot or cold. Another aspect to consider is its degree of acidity, which, if too high, can ruin the rubber rings of the pistons that handle the brakes and clutches, causing pressure losses and slippage, forcing the gearbox to be revised.

SOLUTION

Flushmatic è studiato per detergere i circuiti idraulici così come le trasmissioni meccaniche come la scatola di cambio, differenziale, e così via. Non contiene solventi o componenti corrosivi o nocivi per cui può essere utilizzato senza controindicazioni anche con dosi o tempi di utilizzo superiori alla media. Deve essere aggiunto prima di sostituire l'olio in modo che con la normale marcia di cambio, si possano sciogliere e allontanare tutte le impurità, sludge e depositi dall'intero circuito incluso lo scambiatore di calore. Può essere versato con o senza l'uso di una pompa a pressione. Una volta versato

lasciare la trasmissione in funzione per almeno 15-20 minuti utilizzando tutti i rapporti incluso il Retro e N, o normalmente marciare sulla strada anche per giorni. Poi lasciare l'olio vecchio uscire dalla scatola di cambio per rimuovere la sporcizia e i contaminanti. Per una migliore detergenza e per drenare il lubrificante dal convertitore, sarebbe meglio utilizzare Flushmatic con il pulvisce a pressione. Se non è possibile non si verificherà alcun problema poiché Flushmatic non contiene alcun solvente nocivo.

USE

1- Versare Flushmatic in modalità di marcia automatica. 2- Mettere la scatola di cambio in movimento attivando tutti i rapporti di marcia per almeno 15-20 minuti e, se si è sulla strada, anche per un giorno o più. 3- Sostituire l'olio contaminato e, se possibile, sostituire il filtro. 4- Versare l'olio nuovo insieme al lubrificante per la scatola di cambio.



FLUSHMATIC is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| FM | 250 |
| | |
| | |
| | |
| | |



LUBEMATIC

ANTI-FRICTION PROTECTIVE WITH PTFE FOR AUTOMATIC TRANSMISSIONS

Specific pack to reduce friction and consequent oil temperature.

- Prevents overheating
- Makes smoother and progressive gear shifting
- Protects automatic transmission over time
- Coats gear teeth with a thin protective PTFE layer

PROBLEMATIC QUESTION

In all types of automatic gearboxes oil plays a key role: it must ensure the lubrication, cooling and performance of all components such as clutches, brakes, pulleys, bearings, gears and so on. It is therefore clear how important it is to have an oil that maintains its characteristics over time, at different temperatures and under great pressure. It is sufficient to raise only a few degrees of temperature of the lubricating oil in order to tilt the correct operation of an automatic gearbox. This is often the case for the physiological degradation of the

lubricant, for the progressive smearing of the circuits as well as of the oil cooler that gets dirty.



SOLUTION

Lubematic is a multi-function, anti-friction, nano-specific PTFE pack to reduce stress, keep circuits clean, improve performance, lower operating temperatures, and extend the transmission efficiency of automatic gear box.



LUBEMATIC is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| LM | 250 |
| | |
| | |
| | |
| | |

USE

Add Lubematic to new oil and pour into the box. Preferably pour with engine idling and gear box in Park. Drive a little bit to verify the net improvement in the gearbox. Lubematic is a proven property enhancer for ATF oil for automatic gearboxes.



ASSEMBLY LUBE

PTFE COATING PASTE FOR ASSEMBLIES

Surface anti-wear treatment made by means of PTFE paste, particularly indicated for mechanical couplings. During assembly of the couplings where precision is required, together with resistance to chemical agents and optimum compression, a veil of Assembly Lube creates a protective film that ensures a permanent dry lubrication, avoids stick-slip and enhances smoothness and maximum mating seal.

- Maximizes the smoothness
- Increases the mating seal
- Protects surfaces from wear of first start and creates an excellent basic treatment
- Protects against oxidation of the metal surfaces
- Improves the accuracy of couplings
- Clearance adjuster

On degreased and clean surfaces, it is sufficient to draw a veil of Assembly Lube to realize an excellent, fine and quick protective coating. Ideal for any sliding to prevent metal contact at the starting especially. Excessive mating play recovering.



ASSEMBLY LUBE is available in tubes of: 20 gr - 50 gr - 150 gr

| CODE | CONTENTS |
|------|----------|
| A1 | 20 gr |
| A2 | 50 gr |
| A3 | 150 gr |
| | |
| | |

USE
degrease and clean the surface. If possible, so that the heat expands porosity, spread a veil of Assembly Lube on mate parts and put them in motion.

MULTIPURPOSE GREASE

SINTOFLON MULTIPURPOSE GREASE

Multi-purpose grease NLGI 2. Lithium complex multipurpose grease with micronized PTFE, NLGI class 2, high lubricity, hydrophobic, excellent resistance to temperature and to chemical attack, high drop point. Suitable for rolling bearings or sliding, either for all generic lubrication points.

- Excellent lubricity
- Water-repellent
- Operating range -30 / + 180 ° C
- Dropping point > 280 ° C
- Excellent resistance to compression

Grease with excellent thermal stability, excellent water-repellent and anti-drop capacity.

BASIC OIL CHARACTERISTICS WITH INCREMENTER POLYMERS:

| | | | | min | max |
|-------------------|-------|------------|-------|-------|-------|
| Viscosity @ 40°C | cSt | ASTM D445 | 100 | 80 | 120 |
| Viscosity @ 100°C | cSt | ASTM D445 | 12 | 10 | 14 |
| Density @ 15°C | g/cm3 | ASTM D1298 | 0,898 | 0,885 | 0,905 |
| Flash point | °C | ASTM D92 | 220 | 210 | |
| Pour point | °C | ASTM D97 | -17 | | -10 |

| RECOMMENDED TEMPERATURES | min | max |
|--------------------------|--------|---------|
| | - 30°C | +180 °C |



Cartridge hand pump. OPTIONAL

| CODE |
|------|
| M6 |



MULTIPURPOSE GREASE is available in packs of : 400 gr, 900 gr, 5 Kg, 20 Kg

| CODE | CONTENTS |
|------|----------|
| M1 | 400 gr |
| M2 | 900 gr |
| M3 | 5 kg |
| M4 | 20 kg |
| | |
| | |

DOSAGE
As required. Not exceed the recommended amount in order not hinder the heat dissipation.

USE
remove any dirt or remains of previous fat , apply the grease than let mechanisms working.

DRYLUBE

ANTI-FRICTION SPRAY BASED ON PTFE FREES UP AND LUBRICATES

Anti-Friction Spray Cleaning and Releasing Treatment based on P.T.F.E. Higher unlocking and detergent capacity: dissolves sludge, lacquers, rust, oxidations, unlocks rusty pairs and simultaneously lubricates creating a self-lubricating anti-friction coating on treated parts. Ideal to lubricate, clean, release sticky parts without getting fat.

- Unlocks oxidized couplings
- Cleanses dirt and oxide
- Realeases sticky couplings coating surfaces with a dry layer of PTFE



DryLube shows exceptional ability to de-tergency and to unlocking rusty pairs. Also, thanks to the PTFE, creates an an-ti-friction coating lubricant that protects the surfaces from wear and tear. Great if sprayed through the carburettor or in-take manifold weather to clean, lubrica-

te or facilitate engine ignition. It offers a multitude of applications where are required: detergency, penetration, lu-brication. Ideal to unlock screws or oxi-dized and locked bolts. Great for bea-rings, bushings, cables, chains, levers, locks, etc. Nebulized through the spark

plug hole in the cylinders, it is ideal in ca-ses of blocked engines or after long pe-riods of standstill for example of vinta-ge cars, to lubricate the parts and avoid scratches on the next restart.

Shake before using



Drylube when sprayed into the cylinders through the spark plug hole is ideal for lubricating and unlocking pistons, piston rings etc. Ideal for engines after long periods of stop for instance on historic vehicles.



DRYLUBE is available in spray bottle of 200ml.

| CODE | CONTENTS (ml) |
|------|---------------|
| S1 | 200 |
| | |
| | |
| | |
| | |

USE
Shake before use
Clean the surfaces. Spray and let Drylu-be act; it penetrates and unlocks. Repeat this if necessary.

FATLUBE

ANTI-FRICTION ADHESIVE SPRAY GREASE IDEAL FOR CHAIN TRANSMISSIONS

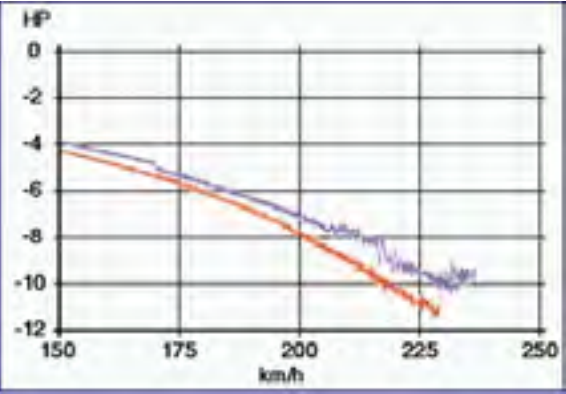
Spray grease based on PTFE. It shows an anti-friction coating for su-perior protection. Ideal for any application where it is required a lasting grease films: adhesive, waterproof and resistant to chemical attack or weathering.

- For all organs where is requested for a greasy and sticky lubrication
- Ideal for chains
- It plays with a coating resistant against temperature, EP and chemical aggression
- Reduces the elongation of chain and the energy absorbed by rolling
- Do not harm rubber rings



For motorcycle and bicycle chains. Provi-des superior lubrication. Fatlube increa-ses the resistance to extreme pressures and ensures lubrication erven at high temperatures. Reduces chain elongation. Thanks to the exceptional lubricity of the PTFE coating, drastically reduces the ener-gy absorbed by chain rolling. Excellent adhesion to surfaces, avoiding any soi-ling even if centrifuged. Does not dama-ge the O-rings. The protective action extends the life of the parts.

CHAIN POWER ABSORPTION DIAGRAM



The diagram show the lower absorbed energy for rolling, lower temperature, lower wear and elongation.

Source:
Agostini Moto
Banco prova:
Dynojet Dynamometer Model 100
Motorcycle:
Yamaha 750 FZR



FATLUBE is available in spray bottle of 200ml.

| CODE | CONTENTS (ml) |
|------|---------------|
| S2 | 200 |
| | |
| | |
| | |
| | |

DOSAGE
Aerosol 200 ml bottle valid for several ap-plications.

USE
If the chain is dirty it is ideal they clearing first, eventually using Sintoflon DryLube. Shake the bottle and spray then Fatlube over the entire length of the chain from its inner side.

A.M.C. ALLUMINIUM MANIFOLD CLEANER

GASOLINE INTAKE CIRCUIT CLEANER CARBURETTOR CLEANER – IGNITION BOOSTER

It dissolves oily and carbonaceous deposits from the intake circuit, without disassembly. Cleanses energetically intake manifolds, turbo, intercooler, throttle body, valves and combustion chamber. Ideal to generally dissolve and clean sludge and deposits.

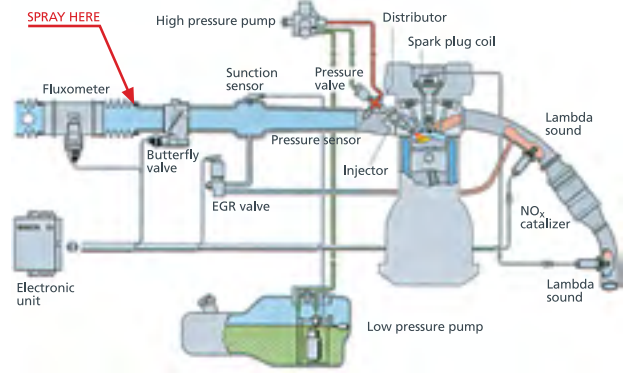
- Dissolves oily and carbonaceous deposits stuck on: manifolds, valves, combustion chamber, turbocharger, intercooler.
- Do not harm the catalytic converter nor any sensor.
- Optimizes the combustion process tank to the major amount of air introduced into the chamber.
- Significant improvement in noticeable performance while the fuel consumption decreases.
- Remarkable reduction of exhaust emissions.
- If directly nebulized is ideal to unlock and cleanse EGR valve.
- Allows the ignition of the carburettor engines in case of difficult fuel flowing.

To fulfil anti-pollution regulations manufacturers have resorted to the recirculation of the exhaust gas to lower the values of pollutant emissions. The result is that both the recycled gas and the crankcase vapors progressively soil the manifold, the turbo, the intercooler, obstructing and limiting the amount of air that enters into the combustion chamber. In addition, a dirt Intercooler prevents an

adequate air cooling with a consequent decrease in the amount necessary for a proper combustion process. The result is a progressive decrease of performance, an increase of consumption as well as of exhaust emissions. Therefore is necessary to clean all air passages periodically in order to avoid subsequent costly interventions for disassembly . A.M.C. does not detach sludge, but dissolves in a short time, sediments, lacquers, unburned deposits, etc.. Just spray into the intake manifold with engine running at middle speed. Within minutes the operation is done. In cases of very dirty or blocked EGR valves, it is advisable to spray directly AMC on them to duly unlock and clean. If sprayed in carbs it is good for easier engine ignition without straining the battery.

EXTENTION PROBE
It's possible to carry out the cleaning non-stationary but while driving. (see on page 29)

Great for cleaning carburetors and facilitate ignition of engines with difficult fuel feeding.



DOSAGE
Normally a bottle of 400 ml. sufficient for a complete cleaning. Recommended to



A.M.C. is available in aerosol bottle of 400 ml.

repeat the operation periodically according to mileage or frequency of city driving.lo.

| CODE | CONTENTS (ml) |
|------|---------------|
| S5 | 400 |
| | |
| | |
| | |
| | |

USE
A.M.C. is not any sensor cleaner and must not be sprayed through the flow meter. It is not indispensable but useful to carry out the operation of the engine in warm cleaning. Loosen the collet joi-

ning the rubber sleeve to the flow meter output, up to introduce the dispensing tube. Better to perform the operation in two persons. Start the engine and keeping it at medium speed (eg. 2000-2500 RPM) inject A.M.C. intermittently, for a few seconds, not in a continuous manner. After each spraying to follow an acceleration thoroughly. In so doing, spray - accelerate, spray - accelerate by way of the engine suck and burns the various, soot and oil softened and gradually dissolved by the effect of detergent A.M.C. At the end of operation remove the dispensing tube, screw up the collet and go on the road for a few minutes with engine "cheerful" to complete the cleaning operation of the circuit.

P.M.C. PLASTIC MANIFOLD CLEANER

PLASTIC MANIFOLD INTAKE CIRCUIT CLEANER

It dissolves oily and carbonaceous deposits from the intake circuit, without disassembly. Cleanses energetically intake manifolds, turbo, intercooler, throttle body, valves and combustion chamber. Ideal to dissolve and clean sludge and deposits in various carburetors.

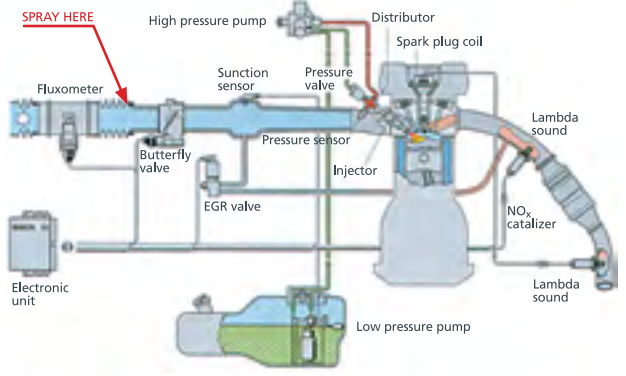
- Dissolves oily and carbonaceous deposits in the suction circuit: manifolds, valves, combustion chamber, turbocharged, intercooled
- Do not harm the catalytic converter or any sensor
- Optimizes the combustion tanks to the major amount of air flowing into the combustion chamber.
- Significant improvement in noticeable performance, while the fuel consumption decreases
- Remarkable reduction of exhaust emissions
- If nebulized directly is ideal to unlock and cleanse EGR valves

To fulfil anti-pollution regulations manufacturers have resorted to the recirculation of the exhaust gas to lower the values of pollutant emissions. The result is that both the recycled gas and the crankcase vapors progressively soil the manifold, the turbo, the intercooler, obstructing and limiting the amount of air that enters into the combustion chamber. In addition, a dirt Intercooler pre-

vents an adequate air cooling with a consequent decrease of the amount necessary for a proper combustion process. The result is a progressive decrease of performance, an increase of fuel consumption and a rise of exhaust emissions. Therefore it is necessary to clean all air passages periodically in order to avoid subsequent costly interventions for disassembly . P.M.C. does not detach sludge, but dissolves in a short time, sediments, lacquers, unburned deposits without disassembly. Just spray into the intake manifold the spray at engine running. Within minutes the operation is done.

EXTENTION PROBE
It's possible to carry out the cleaning non-stationary but while driving. (see on page 29)

Cleans throttle bodies and plastic manifolds



DOSAGE
Normally a bottle of 400ml. sufficient for a complete cleaning. Recommended



P.M.C. is available in aerosol bottle of 400 ml.

to repeat the operation periodically according to mileage and frequency of city driving.

| CODE | CONTENTS (ml) |
|------|---------------|
| S6 | 400 |
| | |
| | |
| | |
| | |

USE
P.M.C. is not any sensor cleaner and must not be sprayed through the flow meter. It is not indispensable but useful to carry out the operation of the engine in warm cleaning. Loosen the collet joining the rubber sleeve to the flow meter output up to introduce the dispensing tube. Better

to perform the operation in two persons. Start the engine and keeping it at medium speed (eg. 2000-2500 RPM) inject P.M.C. intermittently, for a few seconds, not in a continuous manner. After each spray to follow an accelerated thoroughly. In so doing, spray - accelerate, spray - accelerate by way of the engine suck and burns the various, soot and oil softened and gradually dissolved by the effect of detergent P.M.C. At the end of operation remove the dispensing tube , screw the collet and go on the road for a few minutes with engine "cheerful" to complete the cleaning operation of the circuit.

D.S.C. DIESEL SYSTEM CLEANER

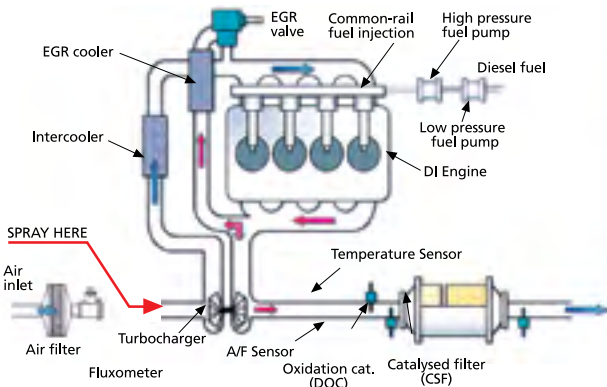
DIESEL INTAKE CIRCUIT CLEANER

It dissolves oily and carbonaceous deposits from the intake circuit, without disassembly. Cleanses energetically intake manifolds, turbo, intercooler, EGR valve, valves and the combustion chamber of Diesel engines..

- Dissolves oil and carbon deposits
- Cleanses the intercooler optimizing the air cooling
- Does not cause dangerous detonation phenomena or self ignition
- Dramatically lowers the exhaust emissions and decreases the fuel consumption
- Can be performed with car stationary or moving
- Does not harm catalytic converters, Lambda sound, nor particulate filter.
- Significant improvement noticeable

To fulfil anti-pollution regulations manufacturers have resorted to the recirculation of the exhaust gas to lower the values of pollutant emissions. The result is that both recycled gas and the crankcase vapors are progressively soil th manifold, the EGR valve, the turbo, the intercooler, obstructing and limiting the amount of air that enters into the combustion chamber. In addition, a dirt Intercooler prevents an adequate air co-

oling with a consequent decrease in the amount necessary for a proper combustion process. The result is a progressive decrease of performance, an increase of fuel consumption and a rise of exhaust emissions. Therefore it's necessary to clean all of the air passages periodically in order to avoid subsequent costly interventions for disassembly and cleaning. D.S.C. does not detach sludge, but dissolves in a short time, sediments, lacquers, unburned deposits without disassembly. It does not cause detonation phenomena or self ignition. Just spray into the intake manifold the spray with engine running. Within minutes the operation is performed. It does not damage the catalyst or the particulate filter.



DOSAGE

Depending on the amount of dirt to be clean. Normally a bottle of 400ml is sufficient for a cleaning cycle. Recommended to repeat the operation periodically also



D.S.C. is available in aerosol bottle of 400 ml.

depending on the frequency of city driving. Normally the bottle of 400ml. sufficient for a complete clearing cycle.

| CODE | CONTENTS (ml) |
|------|---------------|
| S7 | 400 |
| | |
| | |
| | |

USE

D.S.C. is not any sensor cleaner and must not be sprayed through the flow meter. It is not indispensable but useful to carry out the operation of the engine in warm cleaning. Loosen the collet joining the rubber sleeve to the output of the flow

meter, just to introduce dispensing tube. Better to perform the operation in two persons. Start the engine and keeping it at medium speed (eg. 2000-2500 RPM) spray D.S.C. intermittently, for a few seconds, not in a continuous manner. After each spray to follow an acceleration thoroughly. In so doing, spray - accelerate, spray - accelerate by way of the engine sucks and burns the various, soot and oil softened and gradually dissolved by the effect of detergent D.S.C. At the end of operation remove the dispensing tube , screw up the collet and go on the road for a few minutes with engine "cheerful" to complete the cleaning operation of the circuit. In vehicles equipped with anti particulate filter is likely that as a result of this detergency, occurs a regeneration of the filter itself.



EXTENSION PROBE
It's possible to carry out the cleaning non-stationary but while driving.
(see on page 29)



EGR VALVE

In case of particularly dirty EGR valve or even blocked, it is very useful atomize D.S.C. directly in the same valve for absolute cleanliness that also for unlocking. For action even more energetic we recommend the use of A.M.C. and / or DryLube.



EXTENSION PROBE

(OPTIONAL)

On request, for very dirty engines there is a possibility to do the cleaning during the ride. Recommended in the case of engines that do not allow to accelerate in neutral. The advantages are that working a bit at all speeds, both the EGR valve and the variable geometry turbines get better cleaning.



| CODE |
|------|
| S7A |

Connect the can to the 2.5 meter tube by passing it through the engine hood to the passenger compartment from where, with a moving vehicle, is possible to clean the circuit..



DIESELCLEAN

DIESEL INJECTION CLEANER FOR ALL FUELS UP TO B30

DieselClean is a fine cleaner for any type of Diesel injection equipment. The new single-dose 125ml long neck bottle is specially designed to allow pouring into the new generation “Easy Fuel” tank.

- Thoroughly cleanses the injection organs
- Strong Clean-Up action
- Protects against water corrosion
- Optimizes the atomization of the diesel fuel and its combustion
- Reduces fuel consumption and pollutant emissions
- Increases performance

To maintain optimum combustion level in Diesel engines is desirable periodically cleanse and protect the injection apparatus. The fuels tend to deteriorate especially if chemically inside them contain bio fuels quotas, giving rise to the formation of sludge and sediment that progressively worsen the good operation of the apparatus of injection. The



injectors partially clogged not properly atomize the fuel causing an increase of consumption, a decrease of power, more polluting emissions and fouling of valves and the combustion chamber. Dieselclean thoroughly cleanses the injectors and all the injection apparatus, performs an antioxidant and antifoaming counteracting the fuel chemical decomposition process. Dieselclean cleanses the injectors from sludge and mud optimizes the atomization of the diesel fuel and increases the fuel cetane index. Dieselclean is necessary on the older generation diesel engines that require frequent cleaning or in the common rail injection of the latest generation. After the use of Dieselclean to improve the combustion efficiency and keep clean and protected the feeding and exhaust systems (Fap, Egr, Cat) it is recommended the use of Dieselube.

Can be directly used in vehicles equipped with a “Easy fuel” tank



DIESELCLEAN is available in packs of: 125 ml - 1000 ml - 5000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| D1 | 125 |
| D2 | 1000 |
| D3 | 5000 |
| | |
| | |

DOSAGE

A 125 ml bottle is sufficient for a normal cleaning process. Suggested dilution average of 30-40 liters of diesel. In case of strong dirt increase the dosage. In case of high mileage vehicles it is recommended to consume quickly the fuel added with Dieselclean, in order to avoid any dissolving of deposit or sludge living in the bottom of the tank.

USE

Add to the full and run. It is advisable that the fuel so treated is consumed by avoiding long periods of rest.



In with the provisions of the **CEC F-23-01** Sintoflon multifunctional products for Diesel were evaluated and positioned at the top in tests **KEEP CLEAN-XUD9, KEEP CLEAN-CLEAN-UP DW10 and DW10.**

KEEP-CLEAN: maintenance cleaning injectors in accordance with the tests performed on Peugeot XUD9 and DW10 engines
CLEAN-UP: restore performance in accordance with the test of Peugeot DW10 engines

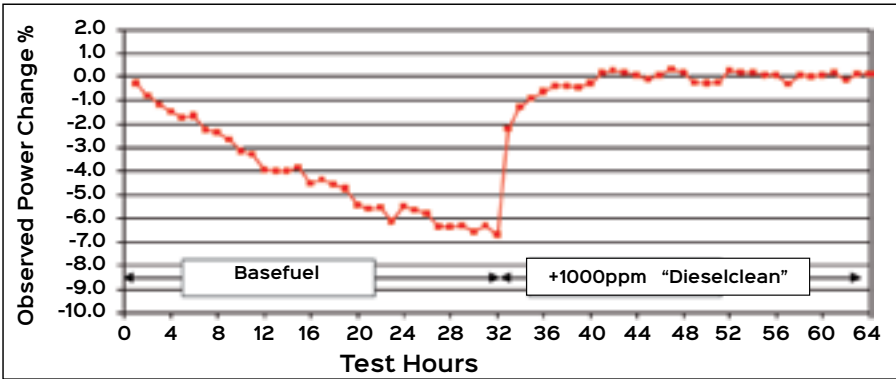
- The Sintoflon multifunctional products for Diesel:
- Reduce fouling on the fuel injectors in the DW10 test and XUD9
 - Minimize the time the loss of power even in the High Speed Direct Injection engines
 - Avoid the clogging of the fuel filter even in the latest generation engines
 - Decrease the formation of foams
 - Improve the protection against corrosion of engine components
 - Stabilize the currently marketed fuels mixed with biodiesel up to B30
 - Control the proliferation of undesirable microorganisms
 - Reduce the formation of unburned exhaust and preserve DPF
 - Improves cetane index
 - Compatibility with the materials constituting the engines and their power systems
 - Avoid the emulsion oil / water.

Test DieselClean engine DW10:

Recovery after fouling (CLEAN-UP)

Accurate tests were carried out using the engine Peugeot DW10 HSDI to determine the optimal dosage, which provides for a quick cleaning in the shortest time during the test period.

All tests were performed using the reference fuel CEC reference DF79 with zinc 1ppm and the table below shows the absolute excellence of performance Sintoflon Dieselclean.



The chart shows the international DW10 test as it takes only 3 to 4 hours to complete the injection cleaning



Bad nebulization Great nebulization

DIESELUBE

COMBUSTION EFFICIENCY IMPROVER, KEEPS CLEAN, PROTECTS PUMP AND INJECTORS FROM WEAR, LASTS CAT AND DPF LONGER

Multifunctional Diesel Pack for the latest generation fuels. It acts on the injection system, on the combustion process and on the exhaust systems. Enriches the fuel by allowing to use all types of Diesel getting a true “Premium” Diesel. Dieselube is formulated to meet the current needs of Diesel fuels and the issues related to the introduction of biofuels.

- **Increases fuel stability over time by counteracting the oxidation**
- **Does not contain any corrosive components**
- **Keeps clean, lubricated and protected the injection apparatus**
- **Increases combustion efficiency (improving power, torque and fuel economy)**
- **Reduces particulate and exhaust emissions**
- **Reduces fouling on EGR, intercooler, manifolds, turbocharger**
- **Prolongs DPF efficiency**

Dieselube stabilizes biodiesel (up to B30s), while counteracting the process of qualitative fuel degradation. Protects the entire supply from water corrosion by guaranteeing lubricity and efficiency of pump and injectors. Keeps Clean avoiding clogging of filters caused by bio-diesel decomposition phenomena. Does not contain any corrosive components. Enriches and optimizes fuel as significantly increases the cetane index and, thanks to a double combustion catalyst, increases the efficiency of combustion and decreases the amount of fuel remaining unburnt. Resulting in greater exhaust gas lackage and an obvious improvement in power, torque and fuel consumption reduction. Lowers exhaust gas recycling with the result of reduced



contamination on EGR valve, turbocharger, intercooler, valves and manifolds. Regular use of Dieselube keeps DPF in efficiency as well as EGR and, facilitating regeneration process, extends the life of the engine due to the lower amount

of diesel fuel that drains and dilutes the engine oil during the regeneration phases.

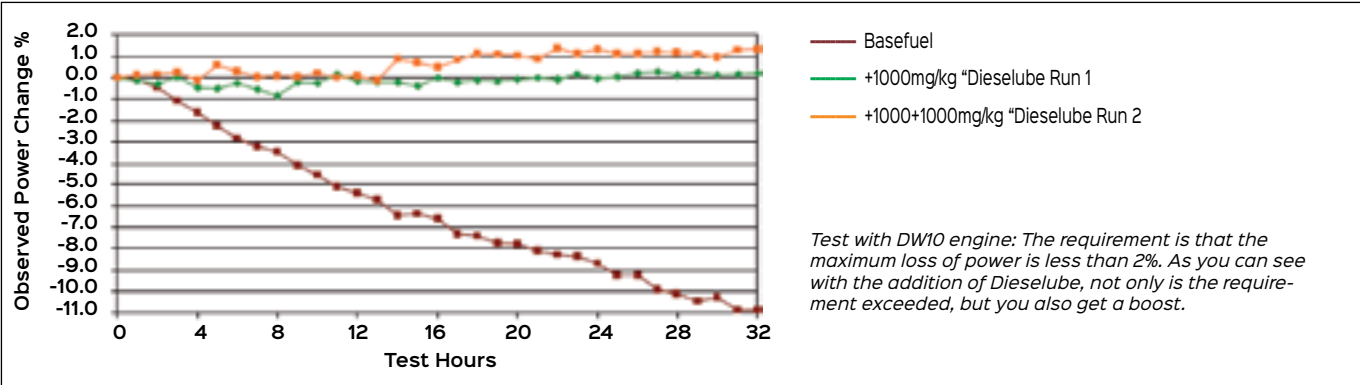


In accordance with the provisions of the **CEC F-23-01** Sintoflon multifunctional products for Diesel were evaluated and positioned at the top in tests **KEEP CLEAN-XUD9, KEEP CLEAN-CLEAN-UP DW10 and DW10.**

- The Sintoflon multifunctional products for Diesel:
- Reduce fouling on fuel injectors in the DW10 test and XUD9
 - Minimize the time of loss of power even in the High Speed engines
 - Avoid the clogging of the fuel filter even in the latest generation engines
 - Decrease the formation of foams
 - Improve the protection against corrosion of the engine components
 - Stabilize the currently marketed fuel mixed with biodiesel up to B30
 - Control the proliferation of undesirable microorganisms
 - Reduce the formation of unburned exhaust and preserve DPF
 - Improves cetane index
 - Complete compatibility with the materials constituting the engines and injection unit
 - Avoid the emulsion oil / water.

Maintenance cleaning Test (KEEP-CLEAN) with engine Peugeot DW10

The test was carried out on a Peugeot DW10 engine Euro 5 according to the industrial standard procedures outlined by the test method CEC F-98-08 using RF reference fuel +1 06 ppm of zinc.



ANTI CORROSION EFFECT

Sintoflon products for Diesel not convey the water possibly contained in the fuel thus avoiding deleterious corrosion phenomena in tune with the ASTM D1094 standard of all distribution systems, injection and combustion.

| Additive | Dosage, mg/kg | Steel corrosion D665(A), NACE evaluation |
|--------------------|---------------|--|
| Diesel | 0 | E (fail) |
| Diesel + Dieselube | 1000 | A (pass) |



Steel probe immersed in fuel with water at 60 ° for 24 hours.

Dieselube prevents corrosion of metals even when water is present in the fuel

The capacity and effectiveness to prevent corrosion caused by diesel fuel containing water, has been demonstrated using the corrosion test of the National of Corrosion Engineers (NACE). In this test, a steel probe is immersed in a mixture of fuel and distilled water and maintained at 60 ° C. The stainless steel probe was then assessed using the scale NACE. The active components allowed an excellent protection.



DIESELUBE is produced in packs of: 125 ml - 300 ml - 1000 ml - 5000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| DLO | 125 |
| DL | 300 |
| DL1 | 1000 |
| DL2 | 5000 |

DOSAGE

From a minimum of 1ml per liter of diesel fuel to 2ml per liter or more, depending on the desired performance increase and the type of diesel fuel. Dieselube can be combined with all Diesel fuels.

USE

Optimum if used continuously to increase efficiency and prevent various issues. Add to diesel for supplies

EVO DIESEL

ACCELERATOR OF COMBUSTION & OXYGENATING

Diesel Performance Pack: maximum combustion efficiency. It allows to exploit the maximum potential of fuel decreasing the fuel portion that remains unburned.

- Cleaner and efficient combustion thank to the oxygenating function
- More power and torque available at all engine speeds
- Lower pollutant emissions
- Less fuel consumption
- Improvements noticeable with every type of Diesel Fuel



Significantly increases the quality and the Diesel combustion speed. It allows to utilize the fuel more efficiently ensuring a cleaner combustion, minor unburned particles , less smoke and a perceived decline in consumption. It maintains efficiency in the injection apparatus. Exclusive performance pack: thanks to the oxygenating function, cetane index improvement and combustion catalyst, it makes possible to go beyond in terms of performances. Increases drivability and power ensuring greater driving torque delivery on lowest

speeds. For a new driving experience: the smoothness, pleasant driving and environmentally friendly.




EVO DIESEL is produced in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| ED | 250 |
| | |
| | |
| | |
| | |

DOSAGE
250 ml. sufficient for a full 50-60 litres Diesel fuel

USE
Piour into the fuel tank. In cases of Easy Fuel tanks use the funnel adapter. Eventually SintoFlon funnel adapter available on request.



| CODE | |
|------|---|
| EFD | - |
| | |
| | |
| | |

Available on request
Easy Fuel adapter

ZEROGRIP

STICKY OR LAZY HIGH PRESSURE PUMP & INJECTORS CLEANER AND LOOSENER. MICRONIZED P.T.F.E. COATING

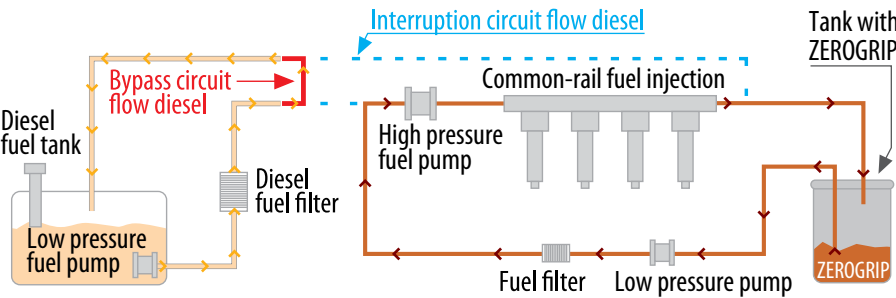
Zerogrip is specifically designed to solve the bad-functioning of diesel injection due to seizures or deposits on high pressure pump and injectors.

- First cleanses any sticky or foul organ
- Than unlocks and releases injection equipment dissolving sludge, varnish, oxidation, etc.
- Third lubricates and coats the mating surfaces with a micronized P.T.F.E. layer



Dissolves oxidation, thanks to the action of highly concentrated detergent. Lubricates the surfaces subject to wear coating them with a protective PTFE layer which saturating any scratches, generates an absolute protection of the pump-

ping elements, together with an higher injection pressure. This leads to a better combustion, and a reduction of noise and smokiness with marked increase in the useful power due to a more efficient combustion.





ZeroGrip is produced in packs of: 500ml e 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| D5 | 500 |
| D4 | 1000 |
| | |
| | |
| | |

DOSAGE
From a minimum of 500 ml. to 1000 ml. whole bottle as needed. Zerogrip can be used pure or diluted with 20-30% of diesel fuel.

USE
Do not pour in the tank but feed the high-pressure pump directly with Zerogrip until exhaustion. Middle speed rotation preferable. For more detailed procedure see also www.sintoFlon.com. Alternatively, use at the time of the diesel fuel filter replacement: fill with Zerogrip the diesel filter and start the engine.

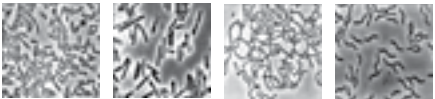
BACTERICIDE

STERILIZATION TREATMENT FOR DIESEL TANKS

Sterilizing treatment - anti-oxidant - dispersant. Prevents, fights and inhibits all contamination. Indispensable in case of long term fuel stocks.

- Biocide against bacteria, flora and mud.
- Stabilizes diesel fuel preventing from oxidation and the proliferation of microorganisms.
- Avoids the precipitation phenomena of biomass at the bottom of tanks.

The current gasoils contain a proportion of biofuel (vegetable origin) which altering over time, together with the condensate, give rise to the formation of flora, bacteria, muds that can contaminate tanks, pumps, filters causing fuel flow block with consequent filter clogging. Bactericide is the new generation biocide treatment. If added to the fuel prevents all possible contamination: the anti-oxidant function counteracts the



oxidative process and the decomposition of the same diesel inhibiting the proliferation of microorganisms. It disperses killed biomass avoiding their sedimentation in tanks and constantly maintaining free filters.

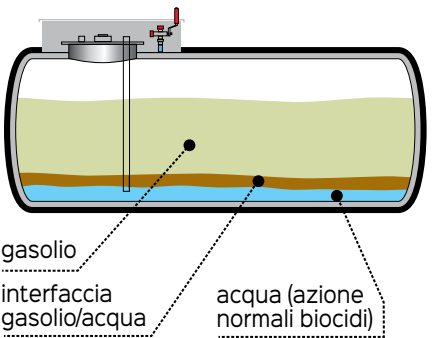


Photo of contaminated Diesel pump . The problem becomes even worse in case of sporadic use of vehicle.



For extreme contaminations use the shock dosage. In this case, due to the large amount of biomass present, it can be eliminated by filtration 24-72 hours after the shock treatment. Then a preventive treatment is recommended.

TREATMENT MODE

PREVENTIVE DOSAGE

250ml sufficient up to 4000liters of Diesel
1000ml sufficient up to 16000 liters of Diesel



In the case of contamination already present with filter clogging problems, it is sufficient to use Bactericide with a more concentrated dosage (Curative Dosage). Immediately after the treatment, get fueling to facilitate the dispersion of biomass into an adequate amount of Diesel fuel to prevent accumulation of the filters.

CURATIVE DOSAGE

250ml sufficient up to 2000liters of Diesel
1000ml sufficient up to 8000 liters of Diesel

| CODE | CONTENTS (ml) |
|------|---------------|
| BC | 250 |
| BC1 | 1000 |
| | |
| | |
| | |

SHOCK DOSAGE

250ml sufficient up to 500liters of Diesel
1000ml sufficient up to 2000 liters of Diesel



| CODE | |
|------|---|
| EFD | - |
| | |
| | |
| | |

Available on request
Easy Fuel adapter

ARCTIC



IMPROVES FLOWABILITY IN THE COLD & ALLOWS FUEL INJECTION EVEN AT LOW TEMPERATURE (-20°C.) AVOIDS FILTER CLOGGING IN WINTER



Arctic protects from frost diesel fuel, preventing the crystallization of the paraffins that might clog the filter. Designed to ensure the fluidity of diesel fuel up to -20 ° C (up to -30 ° C Northern Europe) depending on the type of fuel. Increases the efficiency of combustion and performance in low-temperature conditions.

- Ensures the flow of diesel up to -20 ° C (-30 ° C up to Northern Europe)
- Improves the efficiency of Diesel combustion and performance at low temperatures.
- Increases the cetane index
- Stabilizes diesel over time avoiding deposits and corrosion



Improver to cold flow of the latest generation, associates the modifier paraffins (CFI) with a component which prevents the sedimentation (WASA) .Stabilizes the biodiesel avoiding the water corrosion. Increases the efficiency of combustion by improving the performance and reducing fuel consumption and pollutant emissions.



a) = Diesel without antifreeze (Solid not pumpable)
b) = Diesel with traditional antifreeze (observe sedimented paraffins)
c) = Diesel with Arctic (no sedimentation of paraffins)



| CODE | CONTENTS (ml) |
|------|---------------|
| AR | 125 |
| AR1 | 1000 |
| | |
| | |
| | |

DOSAGE

Bottle 125 ml. (multifunctional single-dose formula) enough for 50 liters of diesel fuel.
Bottle 1000 ml. enough for 1000 litres.

USE

Store Arctic at normal living temperature. For a proper mixing, add Arctic to diesel fuel with temperature not lower than + 2 ° C (eg. during daylight hours). The 125 ml. long neck bottle gives pouring facility even in case of "Easy Fuel" new generation tank.

CLEANFAP

DPF CLEANING KIT WITHOUT DISASSEMBLING

Cleanfap has been studied to allow the forced cleaning of the particulate filter without disassembly. Also ideal for cleaning dirty catalysts or smeared with oil.

- Cleanses the DPF without the need for disassembly, thus saving a lot of time
- Also ideal for cleaning Catalysts
- Non-corrosive nor harmful



| CODE | CONTENTS |
|------|----------|
| KFAP | - |

Kit contains:

- Nr. 1 pressure pump with hose, faucet and fittings
- Nr. 1 bottle Cleanfap1 - 500 ml (dissolving particulate)
- Nr. 1 bottle Cleanfap2 - 2000 ml (rinse)
- Nr. 1 bottle Regenerfap - 125 ml (soot burning accelerator)

It's known as particulate filters in modern diesel vehicles are subject to saturation at mileage increasing. The periodic regeneration can never completely burn the mixture of unburned soot deposi-

ted. The saturation occurs more rapidly in the case of city driving, a situation in which the automatic regeneration cannot find the ideal conditions and is even more serious especially in cold weather



1) DPF Filter
2) Enlargement of an smudgy DPF filter alveolus

because of the difficulty to reach the temperature of 650 ° C. The progressive saturation of the filter is then passed into a series of consequences, such as the engine in "recovery" mode, the lack of power, the irregular operation, the rise of fuel consumption and, especially, the deleterious dilution of oil by means of the fuel giving possibility to turbine failure. This bad operating is normally indicated by the warning light.

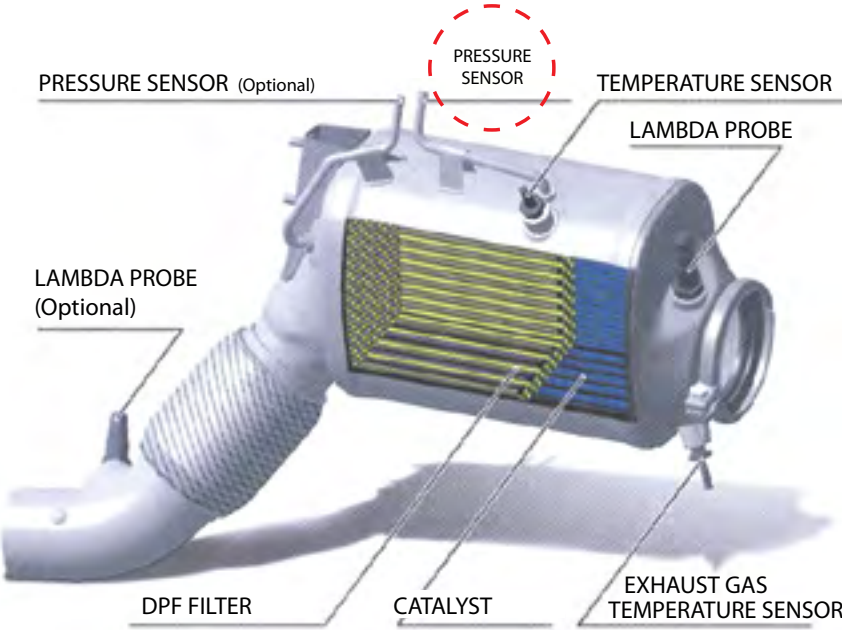
Cleanfap is a kit specifically designed to allow to inject inside the anti-pollution

devices, through the hole of the first or of the one pressure sensor of the detergents are able to progressively dissolve any residue and to liberate the filter itself without any harmful effects on the surfaces of the oxidation catalyst, nor on those of the DPF.

Cleanfap Kit is composed of two levels of detergency; Cleanfap1 concentrated melter, Cleanfap2 rinsing detergent and clearing. Additionally it includes Regenerfap which is an accelerator of soot burning.

It's important to correctly follow the pattern of use in order to get the best results.

The use of Regenerfap plays an important role: both contextually to the phases of detergency, because it allows to burn all residues more easily, in less time and at lower temperatures, but also and above thereafter, since the periodic use becomes fundamental for the maintenance of the efficiency of the DPF, especially in cases of high mileage vehicles.



SPARE PARTS



Cleanfap1
500ml bottle
(Concentrate dissolves particulate)

| CODE | CONTENTS (ml) |
|------|---------------|
| CF1 | 500 |



Cleanfap2
2000ml bottle
(Rinse)

| CODE | CONTENTS (ml) |
|------|---------------|
| CF2 | 2000 |



IMPORTANT - To prevent phenomena of “blow-by” best if the oil level is below the max.

FIRST OPERATION (dissolve particulate)

Ensure that the engine has reached its normal operating temperature and then turn it off. Pour Regenerfap in the fuel tank with a sufficient dilution.



A - Locate the first or the sole pressure sensor of the DPF. (Photo 1) Normally located in the engine compartment, while in the vans or SUVs usually near the DPF. Remove the sensor (Picture 2) and connect to its tube the tube of the pressure pump; (Picture 3) tighten with a clamp. In order to avoid erroneous reading by the control unit, disassemble any other temperature or pressure sensors and plug the orifice.



B - Pour Cleanfap1 into the pressure pump. (4 photos)

C - Through the pressure pump, inject Cleanfap1 inside the filter. (Photo 5) Close the valve to prevent returns. (Picture 6) Wait a few minutes so that the liquid acts and penetrates, and then repeat the operation until ending the liquid. Leave to act Cleanfap1 from a minimum of 15-20 minutes up to several hours depending on the degree of dirt to be dissolved.



D - Then restart the engine for 2 - 3 minutes at 2000/3000 RPM. (Photo 7) Since foam may exit from the exhaust pipe place a collecting tray. (Photos 8)

SECOND STEP (rinse)

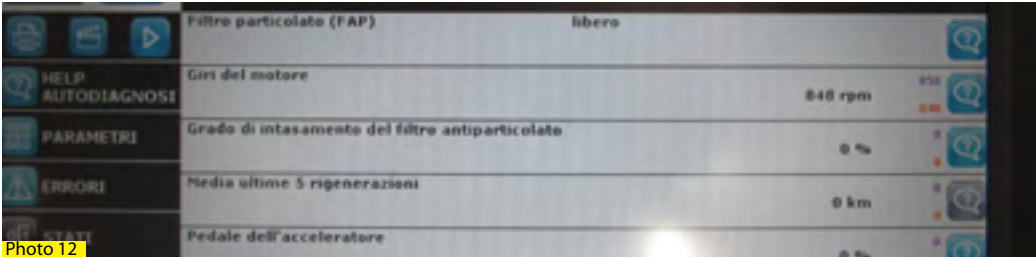
E - Fill the tank with pressure pump Cleanfap2 (Picture 9) and put under pressure with the valve closed.

F - Start the engine and accelerate gradually to about 2500 rpm.

G - Inject then with the engine running Cleanfap2 until ending the 2 litres bottle. (Photo 10)

H - After the injection of Cleanfap2 dry the tube of the pressure sensor in order to avoid an erroneous reading by the control unit. Same with that of any other removed sensors. (Photo 11)

I - Replace the sensors and drive for about 20 minutes, preferably at high speed to allow Regenerfap to increase the cleaning. Eventually if necessary let cause the regeneration cycle by acting on the control unit.



REGENERFAP

DPF CLEANING ACCELERATOR

Makes a constant cleaning action of the Dpf during use and increases the efficiency of combustion.

- Cleans the Dpf during use
- Increases the efficiency of combustion
- Allows to lower emissions and meets the most stringent legislation
- Complete and rapid cleaning of the particulate filter during regeneration

Usable in the curative treatments for solving problems to Dpf or preventively to improve combustion, reduce fuel consumption and maintain the efficiency of the anti-pollution device. Regenerfap allows a progressive spon-

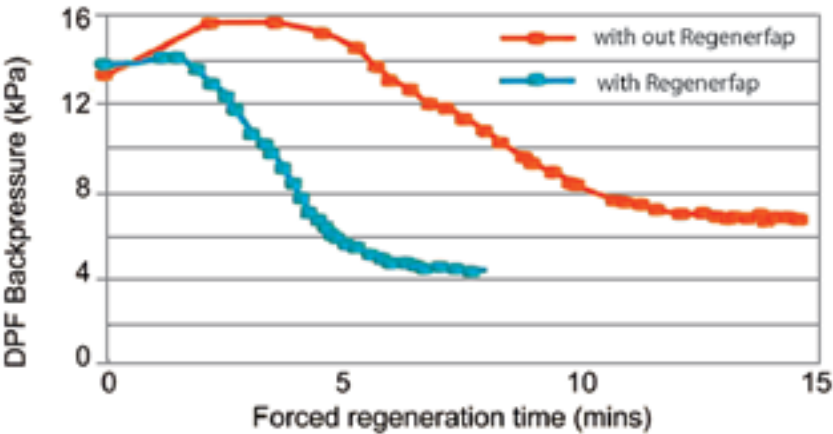
where the conditions for the automatic regeneration are difficult to reach. Significantly improves the efficiency of combustion decreasing fuel consumption and pollutant emissions, so meeting even the most restrictive legislation.



taneous cleaning Dpf in normal use at temperatures reached inside the Dpf from 10/15 min. of motion. Also during the automatic regeneration it allows a more thorough cleaning of the Dpf obtained in less time. Indispensable to those diesel vehicles, mainly active in city driving

In the chart you see how Regenerfap drastically decreases the regeneration time and at the same time increases the percentage of cleaning the particulate filter.

Recommended by German Federal Agency of Environmental Affairs



REGENERFAP is produced in packs of: 125 ml - 300 ml

| CODE | CONTENTS (ml) |
|-------|---------------|
| RFAP0 | 125 |
| RFAP | 300 |
| | |
| | |

DOSAGE
From 1 to 2 ml per liter of fuel; bottle 125 ml ideal for a full tank, 300 ml bottle indicated for a treatment cycle of about 3 full tanks.

USE
Discretionary: according to need, or as a maintenance efficiency. Pour into fuel tank. Long neck 125 ml bottle suitable for pouring into “Easy Fuel” tank.



OTTOCLEAN

GASOLINE INJECTION TREATMENT

Detergent concentrate for injection apparatuses of gasoline engines. Ideal for direct or conventional injection. Also suitable for carburettor engines (motorcycle, historic vehicles, etc.)

- Thoroughly cleanses the injection system or carburettors
- Protects against oxidation
- Lubricates the injection organs
- Increases the efficiency of combustion



To keep the combustion in gasoline engines at an optimal level is advisable to periodically carry out a detergency of injection system. The modern gasolines tend to deteriorate especially if chemically contain any bio fuels quotas, giving rise to the formation of sludge and sediment that progressively worsen the good operation of the apparatus. The injectors partially clogged not properly atomize the fuel causing an increase in consumption, a decrease in power, increase of polluting emissions and fouling of valves and the combustion chamber. Ottoclean thoroughly cleanses the injectors and all the injection apparatus. It performs an action counteracting the anti-oxidation of the fuel chemical decomposition process. Increases the efficiency of combustion, to the benefit of performance and consumption. Ottoclean contains a Friction Modifier that protects the organs with a wear-resistant lubricating film. Also ideal to dissolve sludge and fillings in carburettor engines.



Bad nebulization



Great nebulization

| CODE | CONTENTS (ml) |
|------|---------------|
| B1 | 125 |
| B2 | 1000 |
| | |
| | |

DOSAGE

A 125 ml. bottle enough for about 20-40 litres gasoline.

USE

Add Ottoclean to fuel and drive. It is advisable that the fuel so treated is then consumed by avoiding long periods of rest.

Can be directly used in vehicles equipped with a "Easy fuel" tank



OTTOCLEAN is produced in packs of: 125 ml e 1000ml

EVO

OXYGENATOR & ENHANCER OF COMBUSTION EFFICIENCY

Oxygenated gasoline allows a more efficient and homogeneous combustion in all situations on racing engines especially.

- Oxygen improves the efficiency of combustion
- Major power output
- Reduces fuel consumption and pollutant emissions
- Suitable for all tipe of gasoline engines, especially for tuned ones
- Improves drivability



By improving the efficiency of combustion is obtained a reduction of pollutant emissions and fuel consumption. The gasoline currently on the market is unlikely to fully exploit the potential of the octane improver contained. Evo contains a mixture of oxygenating that enrich the normal gasoline favoring the complete exploiting of the octane improver content in the fuel. The greater effectiveness of the octane enhancer in gasoline enriched with oxygenating components follows that the index RON (Research Octane Number) will be higher compared to a normal unleaded petrol. A further advantage lies in having into the combustion chamber in a greater quantity of comburent available for optimum combustion. Evo also guarantees corrosion protection on all engine components, also with particular attention to the valves and their seats. Maintains clean the injectors by means of advanced detergents. Lubricates thanks to the contents of "Friction Modifier". Comfortable driveability at low engine speed especially. For all types of engines, 2- and 4-stroke, road and racing ones.



imum combustion. Evo also guarantees corrosion protection on all engine components, also with particular attention to the valves and their seats. Maintains clean the injectors by means of advanced detergents. Lubricates thanks to the contents of "Friction Modifier". Comfortable driveability at low engine speed especially. For all types of engines, 2- and 4-stroke, road and racing ones.



EVO is produced in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| EV | 250 |
| | |
| | |

DOSAGE

Recommended dosage about 5-6 ml. per litre of gasoline. For racing engines according to tuning data and searched performance.

USE

Pour into gasoline tank. In cases of "Easy Fuel" tanks use the funnel adapter eventually available on demand.



| CODE | |
|------|---|
| EFB | - |
| | |
| | |

Available on request
Easy Fuel adapter

OCTANE BOOSTER

PERFORMANCE PACK FOR PETROL

Multifunction Treatment for increasing the performance of gasolines: significantly raises the octane index. Contains Friction Modifier, anti-friction that keeps lubricated valves, guides, seats and piston rings. Smoother engine operation.

- Increases significantly the octane index avoiding engine knocking
- Improves the running smoothness
- Keeps injection clean
- Lubricates valves, seats, guides and piston rings



Octane Booster is a gasoline antiknock concentrate. Significantly increases the octane index up to 5 points RON or more, also depending on the basic fuel characteristics. It Contains Friction Modifier which enhances the smoothness by reducing friction. It maintains clean and efficiency in the injection apparatus (keep clean) and lubricates the valves protecting them from wear. It provides increased performance, increased efficiency of combustion to the benefit of fuel economy and the reduction of harmful emissions. Allows the control unit to act the ignition in the most advantageous way of detonations without dangerous phenomena. It is ideal for those with a high compression ratio engines designed to

provide maximum efficiency when supplied with high quality fuels and high octane number.

OCTANE BOOSTER is available in packs of: 125 ml ideal for a full tank of fuel or 300 ml. for more applications

| CODE | CONTENTS (ml) |
|------|---------------|
| OBO | 125 |
| OB | 300 |
| | |
| | |
| | |

DOSAGE
Add to gasoline in doses ranging from 1 to 3 ml. per liter of fuel to be treated. Increases up to 5 points of octane or more, also depending on the basic characteristics of the fuel cut. For example, to about 10 liters of petrol add 10 to 30 ml. of Octane Booster. Larger doses are recommended for "Racing" uses.
Bottle 125 ml. ideal for a full tank of 40-50 liters of petrol.

USE
Pour into tank. The 125 ml. long neck bottle is also suitable for pouring into "Easy Fuel" tanks. Eventually use the funnel adapter, which, in case of missing, is available on demand.

EVO BOOSTER

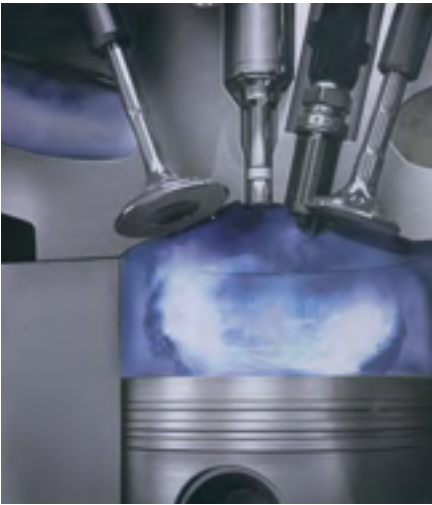
TOP PERFORMANCE PACK: OCTANE BOOSTER & OXYGENATING

Maximum performance evolution: is the highest performing product, in addition to increasing the octane index, thanks to the union with oxygenating components, it amplifies the power of the combustion energy allowing to further increase of performances obtainable only with Octane Booster.

- Increases significantly the octane index
- Contains Friction Modifier to protect valves and piston rings
- Oxygenating function: amplifies the energetic power of the combustion
- Keeps injection clean and efficient
- Lower exhaust emissions due to better combustion
- Improves driveability



Evo Booster contains a mixture of oxygenating ingredients which allow a better combustion into the chamber an increased amount thus enhancing engine performance. For one side Octane Booster acts as antiknocking, from another side the oxygenating action allows a quicker and complete fuel combustion. The extreme positive result is easy noticeable due to a rising of engine power, a progressive torque output and a pleasant driveability. Evo Booster also ensures high corrosion protection on all power components with particular attention to the valves and their seats. It ensures clean injectors with the latest detergents and lubricity of the cylinders thanks to the "Fiction modifier" contained therein. Increases driveability at low



engine speeds and progressively to those higher: ideal for those who want top performance from their car while maintaining fuel economy (fuel economy).

EVO BOOSTER is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| EB | 250 |
| | |
| | |
| | |

DOSAGE
An average of 250 ml. enough for a full tank of 50-60 liters of petrol. Higher dosage possible according to engine characteristics and type of fuel cat.

USE
Add to gasoline tank and drive. Funnel adapter eventually available on demand.

Available on request
Easy Fuel adapter

| CODE | |
|------|---|
| EFB | - |
| | |
| | |
| | |

LEADEX

GASOLINE COMPLETE TREATMENT FOR OLDTIMER VEHICLES, LEAD SUBSTITUTE

Leadex is the complete multi-functional treatment designed to meet in a single solution to the multiple problems of collectibles not catalyzed vehicles projected to be fed by leaded gasoline.

- Keeps gasoline PH to neutral values to avoid corrosion of tanks, metals, gaskets, etc.
- Stabilizes fuel facing the decomposition and the formation of sludge
- Cleans carburetors and injection
- Contains Friction Modifier which reduces friction and protects against wear
- Enhances octane index
- Defers overhaul



Leadex is a protective coating allowing the use of unleaded petrol in vehicles not catalyzed. The gasolines lying for long time into the tank due to sporadic use of vehicle, are subject to souring causing corrosion of tanks, metals, gaskets etc. Leadex ensures a prolonged effect of stabilizing the PH of gasoline, while avoiding the deleterious effects of corrosion. It slows down the oxidation and the subsequent chemical decomposition, counteracting the formation of sludge on the bottom of the tank. It carries out an action of Keep Clean (keeps clean the injection apparatus and the carburetors). Increases the octane index thus improving combustion process. Contains Friction Modifier which by reducing friction and wear, increases the operation smoothness to the advan-

tage of better performance, lower fuel consumption and pollutant emissions as well. Since oldtimer engines were been projected to use leaded gasoline, by using unleaded gasoline they are subject to

early wear especially on valves, guides, seats and upper piston rings. Leadex avoids the degradation of these organs creating a superior anti-wear lubricant film which replaces the fonction of tetraethyl lead.



LEADEX is available in packs of 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| LX | 250 |
| | |
| | |
| | |
| | |

DOSAGE
On average from 1ml. to 2 ml. per liter of gasoline. 250 ml. enough for 250 litres gasoline: higher doses for higher protection.

USE
Simply add to gasoline and drive

ANTI AGE

PETROL ANTI-AGING

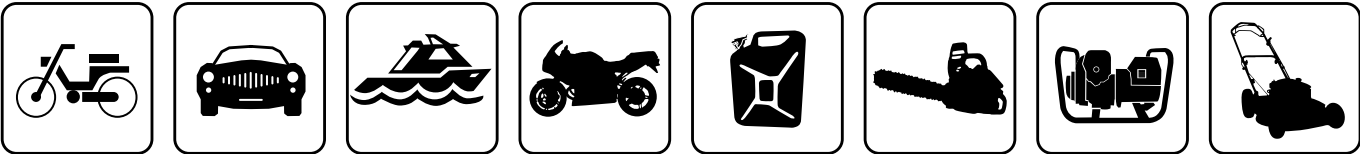
It prevents oxidation of petrol and its decomposition thus avoiding sedimentation sludge which might hinder a correct fuel feeding after long stops.

- Prevents the oxidation and decomposition of gasoline
- Keeps gasoline PH to neutral values to avoid corrosion of tanks, metals, gaskets, etc.
- Prevents fillings of fuel ducts
- Ideal for vehicles subject to long stops
- Extends the life of gasoline



The fuels contain non-saturated hydrocarbons and are therefore subject to oxidation which determines a worsening of the fuel made evidenced by the formation of gums, color development and lowering the octane index. Anti Age is a gasoline anti oxidant which blocks the oxidation allowing long storage periods up to one year; ensures a prolonged effect of stabilizing the PH of gasoline,

while avoiding the deleterious effects of corrosion. For cars, motorcycles, lawn equipment, storage vessels, boats etc. Ideal for all those means used only sporadically in which the long-term parking causes problems of the apparatus, such as difficult ignition due to injectors or carburettor clogging.



ANTI AGE is available in packs of 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| AA | 250 |
| | |
| | |
| | |
| | |

DOSAGE
Add about 20 ml. Anti Age every 5 litres gasoline. A bottle of 250 ml.suits about 60 liters of fuel.

USE
Pour Anti Age in the tank before storing and run the engine for a few minutes to allow the product to reach and treat all bodies concerned.

CLEANGAS

LPG AND CNG INJECTION TREATMENT : CLEANSER AND LUBRICANT

Dual application: it can be injected into the LPG tank or, for a concentrated detergency immediately before the gas injectors. It cleanses the LPG injection apparatus , tank, pipes, valves, pressure reducer, injectors, from various deposits, sludge, lacquers. Keeps injectors lubricated as well as the valves thus avoiding their early wear. Increases the smoothness and fuel economy. Reduces exhaust emissions.

- Cleanses the feeding circuit
- Possibility of application in the tank or close to the injection rail
- Cleanses the gas injectors and valves optimizing the efficiency
- Lubricates injectors, valves, piston rings, counteracting wear
- Reduces fuel and oilconsumption

Cleangas is a multi-purpose concentrate for gas powered vehicles. Gradually dissolves sludge, lacquers and condensates making clean both tank and the entire power supply apparatus, such as ducts, pressure reducer, solenoid valves, injectors, valves. Thanks to its active lubricating component avoids the premature degradation of the injectors and of the valve seats and piston rings.

| CODE | CONTENTS (ml) |
|------|---------------|
| CG | 250 |

Cleangas Kit, cleanser, lubricant. 250ml spray bottle, complete with bottle - tank connection. Diameters 10-12-14 MA.



| CODE | |
|------|---|
| KCG | - |



INSTRUCTIONS

Cleangas can be injected into the LPG tank or immediately before injectors (Professional use only)

Application in the LPG tank

- Apply to empty tank before refueling
- Screw the tube dia. 10-12-14 mm (depending on the type of equipment) in the LPG fuel tank filler hole.
- Connect the other end of the hose to the bottle dispensing valve and press the two in order to let out the liquid. It is advisable to keep the bottle upside down with the bottom upwards.
- Once performer the operation proceed to refueling

| CODE | |
|------|---|
| RC | - |



Application close to the injectors:

For professional use.

- Disconnect the power rubber hose from the rail of the injectors.
- Connect the rubber hose to the sleeve dia. 12 or 16 depending on the equipment and connect the other output of the sleeve to the rail. Tighten the related clamps. (3 photos)
- Screw in the central 1/8" threaded hole of the sleeve the supplied tube
- Connect the other end of the tube to the bottle dispensing valve, which, pressed, allows the liquid outlet.
- Start the engine fueled by gas and keeping it a bit' "cheerful" spray with intermittently Cleangas according to the need for cleaning.

Once performed the operation, switch off the engine, remove the sleeve and reconnect the power tube as in origin.

It is possible to carry out the cleaning operation by removing even momentarily gpl filter, for inserting sleeves dia. 12 or 16 as in the photo 4, 5, 6



| CODE | |
|------|---|
| MN12 | - |
| MN16 | - |
| RCM | - |

Pic 7: accessories

Coupling diameter 12mm suitable for: BRC, Tartarini, Lovato etc.

Coupling diameter 16mm suitable for: Landi, AG etc.



SCHUTZ

LIQUID DISPENSER TO SAVE VALVES,
PISTONS AND CYLINDERS OF ENGINES
FUELED BY LPG OR CNG

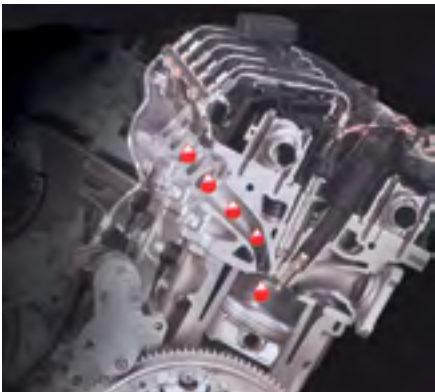


To be installed in the engine compartment.

- Prevents premature wear of valves, seats, guides and piston rings.
- Indispensable for LPG or methane fueled engines, where the lack of lubricity and the higher combustion temperature endanger their life.



Schutz is a drop and steam dispenser of a lubricant pack which, by covering metal surfaces, prevents premature wear. Thanks to the presence of “friction modifier” increases the sliding between piston / cylinder with consequent engine performance benefits. At the same time, it improves the combustion process with considerable benefit on the level of consumption and harmful emissions.



| CODE | |
|------|---|
| SCH | - |
| | |
| | |
| | |

SPARE PARTS



Leadex Schutz
500ml bottle

| CODE | CONTENTS (ml) |
|------|---------------|
| LS1 | 500 |
| | |
| | |
| | |



Leadex Schutz
1000ml bottle

| CODE | CONTENTS (ml) |
|------|---------------|
| LS2 | 1000 |
| | |
| | |
| | |



Leadex Schutz
5000ml can

| CODE | CONTENTS (ml) |
|------|---------------|
| LS3 | 5000 |
| | |
| | |
| | |

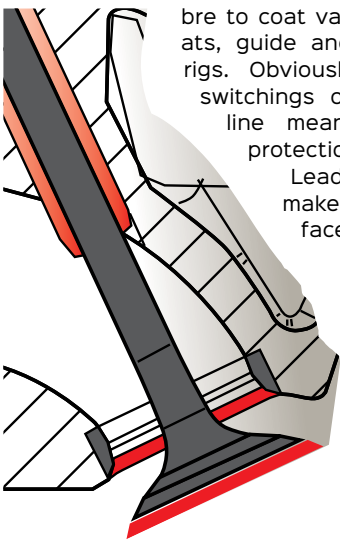
LEADEX GAS

PROTECTIVE LIQUID FOR GPL OR CNG FUELED ENGINES TO BE ADDED TO GASOLINE

Leadex Gas is a multifunctional concentrate to protect valves, guides, seats and piston rings from early wear. These organs are normally lubricated by the fuel itself and in case of gas fueled engines, they are absolutely not protected, as gas has not any lubrication capacity. The situation becomes even worse as the combustion temperature of gas is higher than that one of gasoline.

- Makes up for the lack of gas lubrication
- Creates an anti-wear lubricant coating that avoids the early recessions of valve seats
- Keeps gas injection equipment clean
- Improves the efficiency of combustion
- Prevents gasoline aging

Leadex Gas prevents wear by keeping lubricated the organs guides and valve seats especially on which it produces a protective film that protects over time. At the same time it ensures cleaning of the injection device and a perfect long-term fuel stability. Every time the engine is fueled by gasoline, Leadex Gas is transported inside the combustion cham-



bre to coat valves, seats, guide and piston rings. Obviously, more switchings on gasoline means more protection. Leadex Gas makes a surface coating

which has a certain duration memory, it is not a simply additive.



LEADEX GAS is available in dosing bottle of 250 ml.

| CODE | CONTENTS (ml) |
|------|---------------|
| LG | 250 |
| | |
| | |
| | |

DOSAGE
Dilute the contents of the bottle to approximately 150 liters of gasoline, averaging 15-20 ml per 10 liters of gasoline.

USE
Add to the gasoline tank.



| CODE | |
|------|---|
| EFB | - |
| | |
| | |
| | |

Available on request
Easy Fuel adapter

SBF SILICONE BRAKE FLUID DOT 5

SBF IS NOT AN HYGROSCOPIC FLUID, THUS IT DOES NOT ALTER ITSELF DAMAGEING THE BRAKE PARTS

SBF DOT5 stable over time, non-corrosive as it is not hygroscopic. SBF is an innovative solution aimed at avoiding the drawbacks that the conventional polyglycol-based fuels create in the brake circuits, because of their progressive alteration.

- Not hygroscopic and non-corrosive
- No attack on rubbers, plastics, metals, paints, ETC.
- Not toxic nor irritating
- Does not harm painted surfaces
- Chemically stable, it does not worsen its performance over time
- Not periodic replacements are needed
- Ideal for collection vehicles

Being the normal brake liquid, hygroscopic, progressively absorbs moisture from the air consequently decreases their temperature and chemical resistance living rise to corrosion of materials. In order to avoid this it is necessary their frequent replacement and, if this does not happen, there is a progressive chemical attack of metals, plastics and rubbers causing the locking of the brake pistons especially in vehicles subject to long pauses such as those historians. It's known as the normally liquid degenerated affecting the paint being very corrosive and dangerous. SBF is not altered chemically and does not worsen the characteristics of resistance over time, therefore, does not require the usual frequent replacements, it is also absolutely

non corrosive, is neither toxic nor irritant in contact with the skin, not minimally attacks painted surfaces. This ensures a constant efficiency of the braking circuit also in vehicles for racing use or



sporadically employed and with a longer standstill. Meets DOT 5 specifications (FMVSS 116).



SBF - Dot5 is available in packs of 125 ml - 500 ml - 1000 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| SBF0 | 125 |
| SBF | 500 |
| SBF1 | 1000 |
| | |
| | |

DOSAGE
For small vehicles such as motorcycles, the bottle of 500 ml. is sufficient. For car brake circuit the bottle of 1000 ml. is normally necessary.

USE
Do not mix SBF with conventional brake fluids. To obtain maximum stability over time and to ensure the non-corrosion, it is recommended to completely empty the circuit containing the traditional polyglycol fluid and to control piping and gaskets are in order. Then fill the circuit with SBF and, importantly, to the end of the operation, thoroughly purge so as to let out as much as possible of the old brake fluid traces. Possibly later in time, perform a second purge to completely eliminate traces of dirt and old corrosive liquids. Do not use in some rare cases of old systems in which it is required to use mineral fluids for example. some old Citroen vehicles.

RADIATOR CLEAN

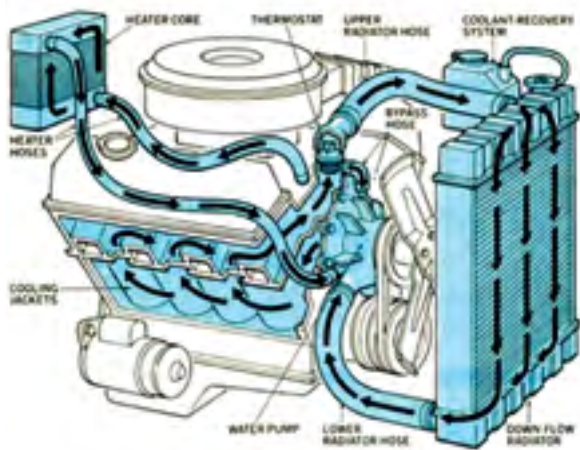
DETERGENT CLEANER FOR THE ENTIRE COOLING CIRCUIT

It dissolves any type of deposit from the entire cooling circuit: radiator, engine block, cylinder head, passenger compartment heating radiator.

- Dissolves and effectively cleans limescale, rust, grease and oily dirt
- Compatible with all types of radiators and materials
- Optimizes cooling and prevents overheating
- Ideal for cleaning the passenger compartment heating radiator



Rust, oil, sludge, old antifreeze liquid and never replaced, smearing the cooling circuit compromise the proper cooling of engine. Radiator Clean eliminates any type of deposit from around the cooling circuit: radiator, sleeves, pipes, etc. of passenger compartment heating radiator. It can be applied on all types of radiators: it does not damage the aluminum and the alloys usually used for the realization of the cooling system. Emulsifies residues of any oil being in the cooling circuit in case of engine malfunction, eg. of broken head, gasket, etc.



RADIATOR CLEAN is available in packs of 500 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| RA | 500 |
| | |
| | |
| | |

USE

The recommended dose is 50 – 100 ml to 1 liter per cooling liquid or more depending on the specific conditions of the radiator. Empty from the circuit the contaminated liquid and replace it with water, then add Radiator Clean and open the heating valve. Let engine running for about 10 - 15 minutes at normal operating temperature. The scales and oily sediments and rust are removed. Drain the radiator and perform a thorough rinsing with water (at least two cycles), at operating temperature, then introduce the new coolant in the radiator.

SAFETY CLEAN

TWO COMPONENT SUPER CONCENTRATED DETERGENT

Removes dirt from any kind of old incrustation in a gentle way without corroding the metals and without damaging the paints.

- Non-corrosive on metals and aluminum
- Biodegradable
- Safe and not harmful for the operator nor for the environment



Alkaline superconcentrated detergent, highly effective, suitable for removing particularly dense, dirty grease and old organic and inorganic incrustations with large dirt (mechanical organs, pistons, engines, truck lifts, machinery and industrial surfaces). It contains highly biodegradable surfactants that protect metal from oxidation.

Low viscosity liquid product even flowing at winter temperatures. Suitable for cold washing in the auto motive, nautical or industrial field of any kind of greasy dirt or fatty crusts. Does not contain phosphates. Respect the health of the operator. It leaves a pleasant smell of fresh.

WARNINGS

Use solutions on cold surfaces and do not apply under direct sunlight. On aluminum surfaces the product should be used in very diluted rate with short contact times. Carefully evaluate the dirt to be eliminated to prepare the appropriate dilutions.



SAFETY CLEAN is available in bottle of 2 or 10 kgs.

| COD. LISTINO | FORMATI in kg |
|--------------|---------------|
| SC2 | 2 |
| SC | 10 |
| | |
| | |

USE

Shake the product well before diluting. Dilute as indicated on the label. Spray the solution with a suitable nebulizer in stainless steel and rinse immediately with water.

Store in cool room at temperatures below 30 ° C. Do not mix with acidic substances. The product, maintained under suitable conditions, is valid for at least 24 months.

SUPERFINISH NANOTECHNOLOGICAL ANTI-FRICTION TREATMENT

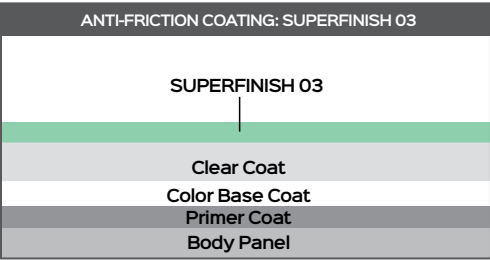
NANOTECHNOLOGICAL SLIDING TREATMENT - PROTECTIVE COATING FOR SMOOTH SURFACES BASED ON LIQUID PTFE

SUPERFINISH 03 coating

Nanotechnological anti-friction protective coating based on liquid PTFE: it covers the surfaces by enhancing smoothness and gloss thanks to the exclusive material with the lowest friction coefficient. It seals and protects the bodywork in time by making it hydrophobic. Thanks to the nano-PTFE liquid coating, it provides a protective shield against chemical attack of atmospheric pollution, water limescale, acid rain, corrosion of excrements as well as various contaminations. It protects against aging, UV rays and gives an extraordinary smoothness to painted surfaces. The anti-friction coating has excellent resistance to temperature and protects against scratches with a long-lasting effect (up to 150 washes). Subsequently, just reintegrate the treatment with Superfinish03 to keep the protection of the treatment constant.

To enhance the quality of the anti-friction protective coating, the decontamination of the surfaces is recommended.

| CODE | CONTENTS (ml) |
|------|---------------|
| SF03 | 150 |



SUPERFINISH 05 ultrafine polish

If necessary, after the decontamination and before starting the coating with Superfinish03, in the presence of partially ruined paint, marked, weathered, Superfinish 05 is recommended. The polishing objective is to remove imperfections on the transparent layer that makes the surface opaque. Superfinish05 performs a ultra-fine polishing action, eliminating surface imperfections such as swirls, scratches, scars, engravings, paint defects, oxidations, etc. It does not leave marks of polishing, alo and holograms. Suitable for all types of paint.

| CODE | CONTENTS (ml) |
|------|---------------|
| SF05 | 150 |



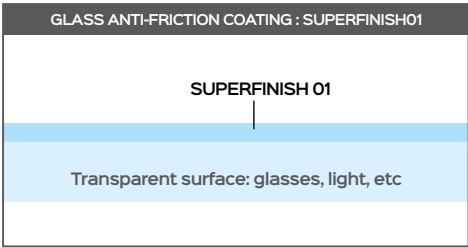
PROTECTIVE COATING FOR GLASS SURFACES BASED ON LIQUID PTFE

SUPERFINISH 01 coating anti-attrito

Nanotechnical anti-friction protective coating based on liquid PTFE for glasses, lights and so on. The glazed surfaces are externally exposed to stress that wastes the materials. Just think of the abrasive action that wipers brush does, acting on surfaces contaminated with dust, smog, limestone, superficial deposits, ending to create visible and annoying scratches in particular light conditions. Liquid PTFE anti-friction coating protects surfaces against scratches and damages resulting from exposure to environmental pollutants by providing superior flowability and a protective shield against . This fluid-tight PTFE anti-friction coating provides superior transparency for perfect visibility in any light condition. Superfinish 01 also makes surfaces hydrophobic , water slips away by significantly improving visibility in case of rain. It will then be necessary to periodically renew this protection to keep protected, shiny and hydrophobic surfaces over time. Inside the car body, the moisture produced by breathing, body fat, smoke, etc., deposits on the windshield reducing visibility and facilitating tarnishing. The protective coating increases cleaning and improves visibility in any condition.

Applicable on glass, plastic, not just in the automotive but in the industry, example, shower box, helmet visor, smartphone etc.

| CODE | CONTENTS (ml) |
|------|---------------|
| SF01 | 150 |



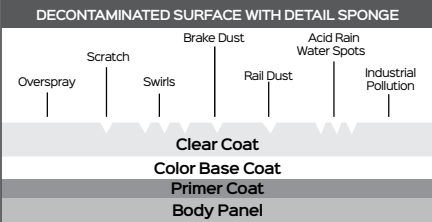
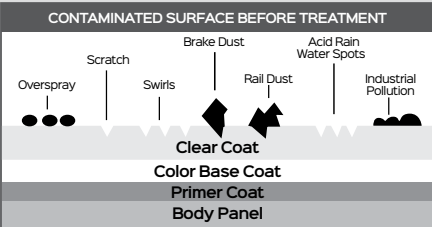
To remove trapped impurities and to ensure the best possible cleaning of the outside glasses, before finishing with Superfinish01, it is recommended to decontaminate them, as described for the bodywork.

DECONTAMINATION

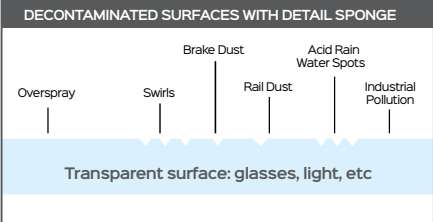
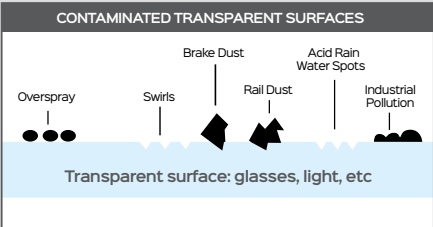
Decontamination is a preliminary and fundamental step to obtaining the best quality of treatment. Its function is to remove all that the sole washings can not eliminate: resin, glue, tar, iron, traces of excrement and in general all deposited pollutants and that do not allow the surfaces to be smooth and silky to the touch . The decontaminated paint will be ready for the next step, polishing or applying anti-friction protective treatment. In addition to the paint, it is advisable to also decontaminate glazed surfaces, circles, optical units etc. and any all smooth surfaces.

Accessories for decontamination:
Detail Sponge and Glide; see next pages

TREATMENT OF THE CAR BODY



GLASS SURFACE TREATMENT



The graphs illustrate the decontamination action on bodywork and glass surfaces

DETAIL SPONGE

Detail Sponge is the most practical and innovative solution for decontaminating surfaces from all the impurities accumulated during the life of the car (smog, brake dust, ferrous agents, rust, paint spraying and other) that a normal washing cannot take away . It guarantees absolute ease of use in removing any surface contaminants and, unlike the clay bar, normally used for decontamination and that need to be remodeled continuously, Detail Sponge can be clean by simply rinsing with water the contaminants accumulated . It lasts 2 to 3 times longer than clay bars. If it falls to the ground, no fear as it will be enough to rinse the sponge before reusing it. For an easy decontaminating action, lubricate the surfaces with Glide to allow the sponge to slip without abrading.



| CODE | |
|------|---|
| SD | - |



MICROFIBER CLOTH

To be used for Superfinish05 and Superfinish03. When necessary wash with hot water and neutral soap. It is possible to boil it in water and neutral soap.

| CODE | |
|------|---|
| PM1 | - |



ULTRA MICROFIBER CLOTH

Dedicated to Superfinish 01. When necessary, deter it at 30 ° C with delicate detergents (Marseille soap recommended).

| CODE | |
|------|---|
| PM2 | - |

GLIDE

Surface decontamination lubricant. It allows the use of the Detergent Sponge by lubricating the surfaces without leaving traces or scratches. It helps to easily remove iron oxide, tar, resin and insects.



| CODE | CONTENTS (ml) |
|------|---------------|
| SFG | 150 |

ANTISTATIC SPONGE

Soft, high-density sponge for perfect polishing and mark removal. At the end of application, wash with warm water and neutral soap.



| CODE | |
|------|---|
| SA | - |

INSTRUCTIONS

TREATMENT OF THE CAR BODY

Wash thoroughly and dry the vehicle which must be free of dust, sand and dirt.

After washing, the first step is to remove the contaminants from the paint such as ashes, fumes, deposits and other environmental contaminants that are attached to the paint on the glass and other surfaces.

The operation should be done with Detail Sponge the decontaminating sponge that extracts all external contaminants without abrading.

Before beginning decontamination of the surfaces, it is necessary to lubricate



them with Glide. Spray Glide directly onto the surface to be treated. Lubricate abundantly to avoid damaging and scratching the paint.

Use the decontaminating sponge only on paint and surfaces in the cool and away from direct sunlight. Do not work on the surface with temperatures below 10 ° C. It is always advisable to use it at a spot that is not visible for the first time in case of unexpected adverse effects on the surface of the paint. In case Detail Sponge decontaminant falls to the ground, is contaminated by dust or dirt, and after each application, just rinse the sponge so that it can be reused.



On the lubricated portion with Glide, act with cross movements for a few seconds in order to remove the contaminants from the surfaces in a gentle manner without exceeding the pressure. In a few moments the decontaminating sponge will eliminate contamination leaving the surface clean. You will notice the best smoothness at the touch.

After completing all the surfaces, including the glasses, rinse or clean the residues with a microfiber cloth.

Only in case of need and on ruined paints, marked, apply Superfinish05 polish to remove scratches, with the anti-



static sponge supplied. Let dry for a few moments then remove the residue with the microfiber cloth.

You can now pass the anti-friction protection: Spread Superfinish03 with the supplied anti-static sponge. Let it dry on average for at least 30 minutes depending on the temperature (it



is preferable not to work at too cold temperatures) to allow the coating to reticulate, then remove the residue with the microfiber cloth.



GLASS SURFACE TREATMENT

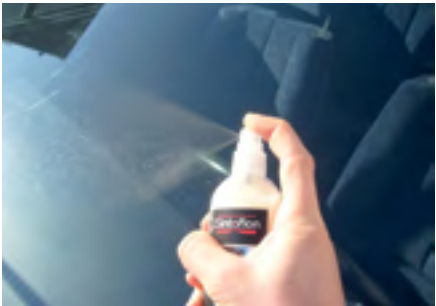
On glass surfaces, windshields, dashboards etc., use Superfinish01 directly after removing external contaminants with Detail Sponge. Lubricate the surfaces with Glide: on the lubricated portion, act with cross movements for a few seconds



in order to extract the contaminants in a gentle manner without exceeding the pressure.



Spray Superfinish01 and spread evenly using ultra-microfibre cloth. Repeat if necessary at will. Allow the surfaces to rest for 10-20 minutes and in case of cold temperatures, after applying Superfinish01 let heat (for example, windscreen) with a hair dryer for a few minutes to fa-



cilitate the adhesion of the anti-friction coating

THE KIT



All Superfinish products can be purchased individually or in a unique and practical kit.

| CODE | |
|------|---|
| SFK | - |

SUPERFINISH CLASSIC

POLISH & WAX

Blend of polish and wax to simply revive, revitalize and protect the bodywork

- Shiny and protects bodywork, glass, plexiglass and so on
- Healing opaque varnish giving gloss
- Removes micro scratches by saturating them with a layer of P.T.F.E. Micronized.
- Ideal for both new and time-stamped paintwork
- Easy to apply. It dries quickly



Combined polishing care for smooth surface protection such as bodywork, glass, plexiglass, plastic, etc. It cleans the surfaces thoroughly. It exalts the gloss of all new, or opaque varnishes thanks to the PTFE layer. At the same time, it promotes effective protection against atmospheric agents, salts, powders, insects, tar and ultraviolet rays.



MICROFIBRE CLOTH

To facilitate polishing, we recommend the use of microfibre cloth (optional)

| CODE | |
|------|---|
| PM1 | - |

USE

Spread the product on clean surfaces, wait for a few minutes to dry and remove the residue with cloth, preferably in microfiber.



SUPERFINISH CLASSIC is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| SFC | 250 |
| | |
| | |
| | |

RESTORE

MULTIPURPOSE RESTORER: CLEANER AND LUBRICANT FOR PLASTICS, RUBBERS AND METALS. SPECIFICALLY INDICATED FOR THE CARE AND RESTORATION OF VINTAGE VEHICLE

Restore has been specially studied to counteract the effects of the aging of plastics, rubber or metal components . Ideal in all operations of disassembly, maintenance, clearing or renewing. Particularly effective in all those porous plastic components that over the years, under the sun's rays, are dried and altered, tending to creep, like car panels, gaskets, rubber mats, bumpers, lighters, tires, etc ...

- Penetrates into plastics and rubbers pores thus counteracting the aging.
- Gives elasticity and gloss to tires and gaskets.
- Dissolves and deters rust, dirt, and sludge from metals.
- Unlocks and lubricates rusty pairs, leaving an antioxidant veil.



Restore is not a paint and does not contain silicones. Being absorbed it returns elasticity and persisting gloss without forming shims or surface crusts. On the seals it is advisable to spread the product with a brush letting it penetrate and dry. If necessary on very old and dry gaskets repeat the operation as desired.

Ideal for planks, various plastics, gaskets, bumpers, rubber mats, tires, etc. Restore dissolves rust, dirt and sludge from metals, chromed, boxed, engine compartments, mechanical organs in general, giving good looks and leaving a protective antioxidant veil.

Ideal therefore in all restoration and

maintenance operations of oldtime vehicles. Applicable by spraying, or by brush. Do not use on fabrics, glass, plexiglass.



RESTORE is available in packs of: 250 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| MR | 250 |
| | |
| | |
| | |

DOSAGE

250 bottle enough for many applications.

USE

Wipe than apply the product with a cloth, brush or spraying. Let it be absorbed. If needed, dry the excess with a cloth or absorbent paper.

LEATHER KIT

PROTECTIVE AND CARING TREATMENT FOR LEATHER



Very often the leather are neglected and left without any maintenance, causing irreparably the early degradation of the materials. Leather is a precious, hygienic material and only needs small, quick and periodic attention. Leather Kit is made up of three professional products, each specifically designed to keep all the finest and most delicate kind of leather, constantly clean, healthy, hydrated and protected.



| CODE | |
|------|---|
| LK | - |

LEATHER KIT:
Complete treatment for leather including :
nr.1 Leather Clean bottle ,
nr.1 Leather Beauty bottle,
nr.1 Leather Proof bottle
and accessories for use.

| CODE | |
|------|---|
| LK1 | - |

LEATHER KIT "STRONG":
Complete treatment for leather including :
nr.1 Leather Clean Strong bottle,
nr.1 Leather Beauty bottle,
nr.1 Leather Proof bottle
and accessory for use.

LEATHER CLEAN GENTLE CLEANSER FOR LEATHER.

- **Maximum safety: no damage to the hides**
- **Professional detoxification in a few moments**
- **Very good also for old and dirty skins**

Leather Clean is a cleansing solution to thoroughly clean any kind of leather: auto, clothing, furniture etc. Professional product, does not create injury or damage. It does not create halo or discolor. To get the best results do not work with too cold (winter) temperatures. Spread the solution on the sponge supplied with the kit and apply it on the surface to be clean. Do not dispense directly on the leather. For a more thorough cleaning, apply Leather Clean with the supplied horsehair brush. If necessary, it is possible to use a normal, more intricate synthetic brush when for harder dirt removing.

Work on sewing stitching. With a soft cloth remove the dirt. Then apply Leather Beauty moisturizing cream to moisturize the leather. In the case of old and particularly dirty hides, let the leather rest (even a full day) and then repeat the detergent as needed even in subsequent days.

Do not use on aniline and suede leather (material without any polymer film or surface protection pigments, as they are subject to stain even if simply watered).

| CODE | CONTENTS (ml) |
|------|---------------|
| LC | 200 |

LEATHER CLEAN STRONG CONCENTRATED CLEANSER FOR LEATHER.

- **Maximum safety: no damage to the hides**
- **Professional detergency in a short time**
- **Very good also for old and dirty skins**

Leather Clean is a cleansing solution to thoroughly clean any kind of leather: auto, clothing, furniture etc. Professional product, does not create injury or damage. It does not create halos or discolor. Concentrate detergency in a few minutes.

To get the best results do not work with too cold (winter) temperatures. Apply the solution on the sponge supplied with the kit and apply it on the surface to be clean. Do not dispense directly on the skin. For a more thorough cleaning, apply Leather Clean with the supplied horsehair brush. If necessary, apply with synthetic brush, to better remove hard dirt. Shake before use.

Work on sewing stitching. With a soft cloth remove the dirt. Then apply Leather Beauty moisturizing cream to moisturize the leather. In the case of old and particularly dirty hides, let the leather rest (even a full day) and then repeat the detergent as needed even in subsequent days.

Do not use on aniline and suede leather (material without any polymer film or surface protection pigments, as they are subject to stain even if simply watered).

| CODE | CONTENTS (ml) |
|------|---------------|
| LCS | 200 |

LEATHER BEAUTY NUTRITIOUS AND REYDRATING CREAM WITH BARRIER AGAINST U.V.

- **Hydrates and nourishes the hides**
- **Provides softness and brightness**
- **Prevents aging of leather**
- **Protects from U.V.**
- **For cars, clothing, sofas, polstry, bags etc**

Leather Beauty is a moisturizing, leather-protective fluid, equipped with antioxidant complexes and anti-U.V filters. Protects the leather from aging, prevents damage from dehydration and discoloration due to sunlight. Regular and periodical application ensures the beauty of the leather over time and maintains its natural softness even on most delicate leather. Ideal for restoring and treating old and dry hide.

Shake before using. Before applying if the leathers are dirty, we recommend using Leather Clean. Apply Leather Beauty evenly. Let it dry then if necessary repeat as desired depending on the dehydration state of the leathers.

Do not use on aniline and suede leather (material without any polymer film or surface protection pigments, as they are subject to stain even if simply watered).

| CODE | CONTENTS (ml) |
|------|---------------|
| LB | 150 |



LEATHER PROOF SEALING GEL PROTECTION AGAINST ABRASION AND COLOR ALTERATION.

- **Re-integrate the original protection coating of the leathers.**
- **Protects against color alteration and abrasion.**
- **Do not stain or leave haloes.**
- **As instantly absorbed it does not leave any fatty trace.**
- **Easy to use without contraindications.**

Creates leather protection, particularly effective against abrasion. Avoids that the rubbing of clothing against the surface of the seat scrub and stain the pigment of the skin. Sealing should be performed on a clean surface. Duration of protective treatment is about 3 months. Indispensable especially on light leathers. Before applying if the leathers are dirty, it is recommended to clean them with Leather Clean. Spread with supplied sponge and with adequate pressure then let it dry.

It will be quickly absorbed without leaving any trace. Restores the original appearance and protects from abrasion and stains. Do not use on aniline and suede skin (skins without any polymer film or surface protection pigments, as they are subject to stain even if simply watered).

| CODE | CONTENTS (ml) |
|------|---------------|
| LP | 150 |

LEATHER KIT

ACCESSORIES



Sponge

| CODE | |
|------|--|
| LC1 | |
| | |



Horsehair brush

| CODE | |
|------|---|
| LC2 | - |
| | |

LEATHER KIT

INSTRUCTIONS

The photos show the cleaning sequence of a 30 year old light leather seat..

In order to get the best results do not work at stiff temperatures. Try always before in a hidden spot. Apply Leather Clean on the sponge supplied with the kit or, for more intensive cleaning, use the supplied horsehair brush. In case of particularly dirty leather if the horse brush is not enough, you can use a more abrasive synthetic brush. Work on sewing stitching. Remove the dirt with a soft cloth. Then apply Leather Beauty the care cream to nourish the hide with the supplied sponge; in the case of old and particularly dirty hides, let the material rest (even a full day) and then repeat cleaning as needed even in subsequent days. Apply Leather Beauty evenly; let it absorb so if necessary species in cases of dry and neglected leathers, repeat at will according to the dehydration state of the leathers. The absorption process is slowed down in low temperature periods. Regular applications without exceeding the amount are ideal because they give to the leather the time to relax



and regain elasticity as Leather Beauty is absorbed. Finally, with the sponge, apply Leather Proof evenly and let it dry. Restores the surface protection against abrasions and color alterations.



LEATHER SOFT

SOFTENER FOR OLD LEATHERS

Restores the softness of dry leather, hardened by aging and avoids damage during use.

- Softens and rejuvenates old leather
- Prevents contraction and softens older, rigid hide, which could seriously damage by using
- Furniture, car polstry, clothing, bag.



After detergent with Leather Clean dirty, greasy from the leather surfaces, apply Leather Soft with the supplied sponge. Let the hide rest for a day or two and repeat as needed: periodical applications without exceeding the amount are preferable because there will be time for the leather to soften and regain elasticity. Important: water and heat destroy old leather. Some leathers are too damaged and will never come back as new, but Leather Soft care will avoid further retreats. Do not use on aniline leather, reindeer / buffalo skin.





Leather Soft is available in packs of: 150 ml
Includes sponge for application, cod. LC1

| CODE | CONTENTS (ml) |
|------|---------------|
| LF | 150 |
| | |
| | |
| | |

TEXTILE CLEAN

DETERGENCY AND SANIFYING

For all textile surfaces: fabric, alcantara, velvet, plastics etc.

- He does not leave any halos
- It does not cause any damage
- Deeply cleans
- Removes oily and dirty spot

Highly degreasing spray detergent. It does not leave halos. Specific for cleaning and hygiene of all textile surfaces, seats, carpets, car sky, carpets, office chairs etc. Eliminates traces of grease, oil, food residue, atmospheric dirt, dust, etc. Specific and delicate for velvet and al-

cantara cleaning. Sanitizes the surfaces and the car interior by eliminating bad smells. Excellent for cleaning plastics such as steering wheel, gear knob and any fatted surfaces.



Example of cleaning a steering wheel: note the clean area with Textile Clean from grease has become again matt.



TEXTILE CLEAN is available in packs of: 400 ml

| CODE | CONTENTS (ml) |
|------|---------------|
| TX | 400 |
| | |
| | |
| | |

USE
Shake the bottle well in the upright position. Spray on the surface and let the foam act for a few seconds. The product penetrates into the fibers by dissolving deposited dirt. Then rub lightly with a cloth, great if in microfiber, to remove dirt

dissolved using always a clean cloth portion. Repeat the operation as needed. Allow the surface to dry.



| PANNO IN MICROFIBRA | |
|---------------------|---|
| CODE | |
| PM1 | - |

To facilitate cleaning and enhance the result, it is recommended to use a microfi-bre film (optional).