



**Over-heating? Power loss?
Blow-by? Oil consumption?
Filthy oil/sludge? Smoke?
Stuck piston rings?
Hard starting? Noisy?**

Postpone diesel rebuilds...

Flushing Oil Concentrate

How does it work?

We save over 80% of diesels from a rebuild by removing heavy carbon and sludge. Remarkably, engine wear is usually still OK, but they have become so constipated by deposits, that they seem like they're worn out! Flushing Oil Concentrate (FOC) restores pristine cleanliness to the whole oil wetted side of engines.

FOC is formulated with detergents and dispersants that specifically target sludge and hard packed carbon. FOC is added to the engine oil, where it has a powerful action to dissolve/resuspend sludge and deposits from pistons, rings cylinder bore (glaze), valve gear, oil cooler, oil galleries and sump. Engine rebuilds can be avoided where performance and efficiency have deteriorated due to sticking rings, poor oil circulation etc.

Dosage/Instructions:

Dirty Engines: Bring engine to FULL operating temperature. Renew oil & add Flushing Oil Concentrate (125ml/10ml). Run at fast idle for 30mins. Drain Oil. Replace filter and refill with clean oil. **Routine Maintenance:** Bring engine to FULL operating temperature. Add 25ml/10L to oil 30-60mins before oil change. Drive normally. Continue with normal oil change.

Available sizes:

250ml 500ml 1 Litre 5 Litre

Independent results:

Detroit Series 60. “500,000km had been done on this engine, when it suddenly started fuming badly, and using oil (6-7L in 2 days). Detroit people said it needed a rebuild (\$14,000). Instead, I decided to give FTC Decarbonizer and Flushing Oil Concentrate a go and used it on a regular basis. Performance, oil control and blowby returned to normal. Now 350,000km later, the truck is still running better than ever and no oil consumption!” – Merv Sweetman

Nissan 4.2TD Patrol. “Never ran hot originally, but in recent years it became a problem. I'd spent thousands of \$\$\$ replacing radiators, clutch fan hubs, thermostats, chemical cleaning, etc... all to no benefit. In fact over the last 3 years, it just got worse and worse. The temp gauge would sit 3-4mm above the ½ way mark and every time it ran hot the air conditioner would cut out. After googling reports of how to solve this problem, I tried your Flushing Oil Concentrate & Cleanpower pack. After the first flush, the new oil was amber clean on the dipstick (normally it went black straight away), and the overheating problem was immediately solved! Now at 110kph uphill, towing the quad bike trailer, the temp stays cool!! – P. Simms, NT

Toyota Landcruiser diesel. “Our Toyota is 16 years old, and was running roughly, using a lot of oil, and emitting lots of black smoke. Our mechanic advised me that the engine was on its way out, and to look at a reconditioned engine. I tried your flush first and the results were impressive! The engine now runs smoothly, uses less oil, and is less prone to overheating. It is now more than 12 months since we started using your products, and I would certainly recommend it.” - N. Onley, QLD

to allow full compression:	Cyl. 1	Cyl. 2	Cyl 3	Cyl. 4
PSI Before FOC	400	390	390	400
PSI After FOC	460	440	440	450



Cost Effective Maintenance

Ph: (07) 3376 6188

Email: sales@costeffective.com.au

Shop online: costeffective.com.au