Diesel Treatment

It is an accepted fact that the energy derived from spontaneous combustion does not have the economic efficiency of that produced from controlled combustion, when pressure is exerted on the piston during the entire power cycle. Partial control of this area of combustion is greatly benefited by the addition of Bardahl's "polar" organic compound. Also by catalytic action, more complete combustion of the fuels occurs. This means more economy, less combustion chamber deposit and greater delivered-horsepower.
A second reason for producing **Bardahl Diesel Treatment** is the necessity of fuel varnish control and removal. Air/fuel ratio is adversely affected if nozzles are clogged or partially clogged by fuel varnish. **Bardahl Diesel Treatment** will clean these orifices during normal engine operation. This saves costly down time of expensive equipment as well as man-hours for removal and cleaning of these injectors and nozzles.
A further benefit of this product is that **Bardahl Diesel Treatment** acts as a moderate fuel dryer, controlling hygroscopic moisture (small amounts held by the fuel itself) which if not removed cause premature aging of the fuels and consequent varnish development.
In gasoline, the Octane rating is denoted as the factor of combustion compatibility in an engine; in Diesel operation the same performance barometer is called the Cetane rating.

Bardahl Diesel Treatment will improve the Cetane requirement of the engine by:

1. Cleaner burning of fuels.
   a. Less smog
   b. More economy
2. More power
   a. Detonation is a major factor in diesels - it is very wasteful and seriously robs horsepower rating. This we can control.
   b. More complete combustion of the volume of fuel injected means more B.T.U., which automatically adds up to more hp. This we can do!
3. Keeping nozzles and injectors clean.
   a. Most nozzles have from three to five ejection apertures. If one or more of these small openings clog with fuel varnish, the volume injected is varied from 20% or 33 1/3% with the resultant power loss in direct ratio. Our cleaning action stops this.
   b. The injectors are affected similarly by inhibited action of fuel varnish. Again, this is controlled.
4. Fuel conditioner effects.
   a. We are all familiar with the effects of stale fuel. Fuels are stabilized by the solvency action and the moderate fuel dryer process.

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5. Summary

A properly compounded fuel additive will give economy to offset its cost and pay actual dividends from fuel costs alone.

Benefits can easily be ascertained by the reduced stack deposits and engine performance. Detonation control is an audible demonstration. The benefits from reducing this are universally known.

Article number 13109
Contents 300 ml

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