ATL Inc. Diesel Booster

BENEFITS

- **Reduces Air Pollution**
- **Reduces downtime**
- **Reduces friction**
- **Reduces downshifting**
- **Reduces heat**
- **Eliminates water**
- **Cleans injectors**
- **Increases mileage**
- **Increases engine life**
- **Increases horsepower**
- **Lowers cold filter plug point**
- **Eliminates algae, fungus, and water sludge**
- **Removes carbon, gum and varnish deposits**

In addition to the above benefits, regular use of ATL Inc. D-B also provides;

Cetane Enhancement (without alcohol)
Promotes a smoother running engine by

Improving:

- **Horsepower**
- **Performance**
- **Cold weather starting**

Reducing

- **Fuel consumption**
- **Smoke**
- **Emissions**

Lubrication – Protects

- **Injectors**
- **Top cylinder area**
- **Rubber "O" rings**
- **Valves**
- **Injector Pump**
- **Cylinder liners**

Fuel Stability- Eliminates:

- **Fuel stratification**
- **Particulate Fallout**
- **Sludge Formation**

Seal Conditioner – prevents shrinking of:

- **Fuel pump diaphragms**
- **Other rubber fuel system parts**
- **Rubber "O" rings**

Anti-Foam

- **Reduces fill time**
- **Increases storage capacity**

ATL Inc. D-B also conditions the fuel for cold weather with a cold flow improver down to -10° F

THE PROBLEM

The quality of diesel fuel has been on a steady decline since 1973. With today's poor quality fuels – breakdown, hesitation, filter clogging, injector malfunctions, erratic combustion efficiency, intolerable emissions, moisture, sludge, algae, fungus and poor fuel economy are common problems.

All diesel stocks contain high concentrations of paraffin, with the low sulfur fuels containing the most. As the ambient temperature drops, solid wax crystals form in the fuel. The temperatures in which these crystals form is the "Cloud Point". The crystalline formation continues as the temperature drops and wax begins to collect on the fuel filter. Eventually, the wax build-up will choke the fuel supply completely clogging the fuel filter. The "Cold Filter Plug Point" (CFPP) is the temperature at which the fuel becomes so viscous that it will barely allow the fuel to flow. At this point, filters will no longer function.

Kerosene or gasoline is sometimes added to diesel fuel to dilute its paraffin content and, therefore, reduce the CFPP. However, this also reduces the BTU value and the lubricating properties of the fuel. The result is less power and reduced lubrication for the fuel injectors and the valves, which can eventually ruin the engine.

THE SOLUTION

ATL Inc. D-B was the world's first multi-functional fuel additive containing a cold flow improver. The Anti-Gel in **ATL Inc. D-B** reduces the size of the wax crystals so that they will pass through the filter. This allows the fuel to flow and prevents clogging of the fuel filter. Diesel engine operators all over the world have benefited from the cold flow improver capabilities of this product.

*Custom blending can be done for climates where sustained temperatures fall below –10°F

DIESEL ENGINES ARE DAMAGED WITH LOW SULFUR DIESEL

CUMMINS, STANADYNE, BOSCH and other fuel injector pumps are already suffering catastrophic failure. Injector pump rebuilders are busier than they have ever been.
CUMMINS: Rubber "O" ring on the throttle rod shrinks allowing the fuel to blow past the seal as it gushes out the side of the pump.
BOSCH: Rubber seal on fuel injector head shrinks, allowing fuel to leak past the seal
STANADYNE: Metering rod in the pump sticks because of reduced lubricity of the fuel, causing the engine to stall.
CATERPILLAR: Not only do the "O" rings in the fuel injection pump shrink, causing leakage, but the rubber "O" rings on the fuel injection nuzzle can shrink, allowing fuel to dribble down into the cylinder, washing the cylinder out and diluting the oil. The result – the engine must be replaced.

Algae or fungus feed on the wax, causing more problems than before. The wax or paraffin is less stable and will fall out of solution causing loss of BTU value and more sludging. Low sulfur diesel does not burn as well, resulting in more soot in the oil. This means the oil gets thicker, darker and dirtier faster than before. The result – more frequent oil changes. Less lubricity means more wear to the top cylinder area and fuel delivery system.

RECOMMENDATIONS

ATL Inc. D-B for year round protection against fuel injection system failure and a 20°F drop in cold filter plugging.

Will not harm:

- Computers
- Trap oxidizers
- Oxygen sensors
- Participate traps

Will not void manufacturer's warranty;

- Injector cleaner
- Lubricity agent
- Moisture remover
- Carbon eliminator
- Fuel stabilizer
- Anti-gel
- Power Booster
- Smoke Retardant

Contains NO methanol, ethanol, isopropyl alcohol or sulfur

Dosage

Add to fuel tank before refilling, 1 ounce **ATL Inc. D-B** to 10 gallons diesel fuel; 1 quart to 320 gallons; 1 gallon to 1280 gallons. For initial treatment, use a double dosage to remove build-up.

Availability

ATL Inc. D-B is available in 16 oz. bottles, 5-gallon pails, 55-gallon drums, and 275 gallon and 330 gallon totes

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