



## *Managing and Marketing Efficiency Technologies*



**GOD, thru His parousia,**  
promised to rule Is32:1 Jer23:5 Mat2:6 Lk1:33 Rev19:15;  
promised to change the world, refer to hundreds of Scriptures;  
therefore is now using His people for new technology in the marketplace.

### **Origin of Maxilube and Diesel Fuel Treatment (DFT)**

The origin of Maxilube and DFT can be traced back to [1988](#) when OXYPRO started asking "If we can put men on the moon and land machines on Mars, how come we have to change our oil every 3,000 miles -- and our engines still wear out?" A bit of research soon revealed that the technology to prevent wear was in fact available; it was just that nobody wanted to sell it to the public for fear of upsetting the economy of [engineered \(planned\) obsolescence](#).

We experimented with applying MAXILUBE directly through carburetors to provide a "top end" treatment to gasoline engines. Carburetors became history after 1988, so we began to develop a formula that would mix easily with gasoline and diesel fuels to provide the top end treatment and clean injector systems as well.

When most of the sulfur and aromatic hydrocarbons were removed from California's diesel fuel in 1993,

**The removal of hydrocarbons from diesel fuel caused engine failures due to low lubricity. Customers found that DFT resolved this problem altogether.**

After some experimentation and a lot of field testing on our own equipment, we developed a user-friendly non-hazardous non-flammable product we call MAXILUBE Anti-friction Metal Treatment. MAXILUBE allowed doubling engine oil change intervals and tripled machinery life, sometimes extending it indefinitely.

the resulting loss of lubricity caused many failures of injector pumps. OXYPRO immediately began marketing its "top end" treatment as DFT, Diesel Fuel Treatment. The lubricity problems disappeared and our customers have enjoyed the benefits of using DFT ever since.

[\[His parousia; 1988\]](#)

[\[Inspired Distributing Home Page\]](#)

[\[Planned Obsolescence\]](#)



# INSPIRED DISTRIBUTING Inc.

Incorporated in Delaware

12539 So. Loomis, Calumet Park, IL 60827

Phone: (708) 466-3844 Fax: (360) 248-6360

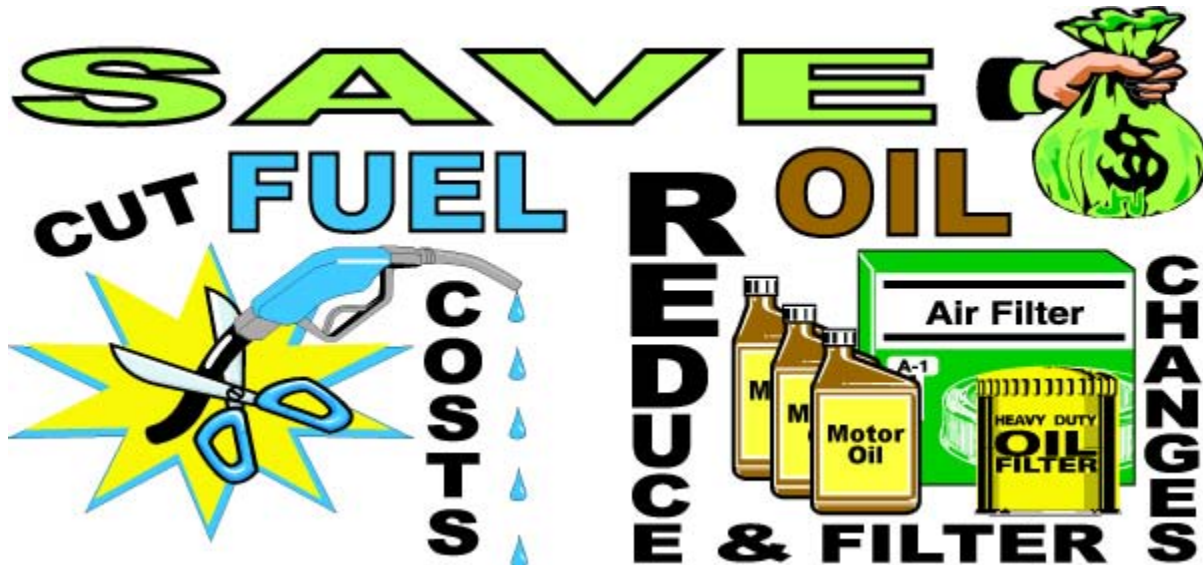
E-mail: I-D@cccinc-7candlesticks.org

*Managing and Marketing Efficiency Technologies*

## Zero Waste Management

Inspired Distributing Inc. uses Efficiency Technologies to assist manufacturers thru co-operative development that produces full/maximum value products for end-users, that all benefit in true service and marketplace success.

ID-Maxilube products create an integrated system, progressively:  
to reduce fuel costs 5-15%; reduce/eliminate engine waste;  
reduce/eliminate carbon residue; apply a superior synthetic lubricant;  
install a superior air filter and an oil by-pass filtration unit,  
to complete the 4 stage integrated system for Zero Waste Management.



GOD commands us to Save the Environment

[http://www.cccinc-7candlesticks.org/Bus\\_sub/ID\\_Env/](http://www.cccinc-7candlesticks.org/Bus_sub/ID_Env/)

Inspired Distributing Inc. is a subsidiary of Christian Community Companies Inc.,

<http://www.cccinc-7candlesticks.org/Preview/CompaniesHP.html>



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Visit Inspired Distributing's home on the web at:

[http://www.cccinc-7candlesticks.org/Preview/subsidiaries/Inspired\\_Distributing/](http://www.cccinc-7candlesticks.org/Preview/subsidiaries/Inspired_Distributing/)

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## Maxilube Product Information Packet

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### PURCHASE MAXILUBE PRODUCTS

## *Informed Buyers Witness Maxilube Advantages*

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<http://www.cccinc-7candlesticks.org/Preview/CompaniesHP.html>



## Managing and Marketing Efficiency Technologies



### Products



Anti-Wear Metal  
Treatment



Fuel System  
Cleanser



Anti-Wear  
Grease



Lab Testing



Maxilube  
Guarantees



FAQs



Site Map

## Maxilube Saves Money!

Maxilube is the safe and easy way to save money on machinery because it penetrates the surface of the metal, lowering the co-efficient of friction to protect moving parts 90% better than oil alone and 50-70% better than other additives, especially under extreme conditions.

Maxilube has been designed to keep all machines running cleanly and efficiently, e.g.; **Agricultural, Construction, Transportation, etc.**

Maxilube metal treatment in the engine and transmission, and DFT in the fuel tank,

## Guarantees:

- 5-30% Increase in MPG
- 5-50° Decrease in Temps
- Double Oil Life  
(1/2 the Oil Changes)
- Increase in HP and Torque

### The Perfect Clean

Maxilube's tiny molecules go where motor oil can't—into the metal—to dissolve sludge and eliminate contamination and wear caused by friction. Maxilube is nontoxic, nonhazardous and contains no solids like Teflon, so it never coats parts or clogs filters.

### Helpful Links



How ML Works



Car Applications



Truck  
Applications



Eliminate Oil  
Changes



Personal  
Testimonies



MPG Calculation  
Help Sheet



Annual Savings  
Calculator

## Demand Results

We want you to see the benefits for yourself. Before ever using Maxilube, we recommend you take two MPG and temp readings.

## Visiting For the First Time?

If you're new to our site, and unsure which way to go, here are a few good places to start:

- [FAQs](#)
- [Proof: Satisfied Customers](#)
- [How Much Will I Need?](#)
- [See How Maxilube Performs Against Leading Brands](#)
- [How To Phase-Out Oil Changes](#)

## Contact Us

We are glad to help you with any questions you may have about our products. Send questions to: I-D@cccinc-7candlesticks.org.

Prices	<a href="#">8 oz.</a>	<a href="#">16 oz.</a>	<a href="#">32 oz.</a>	<a href="#">1 Gal.</a>	<a href="#">Drum</a>
Maxilube Metal Treatment	\$25	\$36	\$58	\$176	\$7500
DFT Fuel System Cleanser	N/A	\$23.50	\$33.50	\$96.50	\$3200

[click here for a full price list](#)



### Shipping Included

Shipping costs are figured into all prices except drum sizes. Contact us for an exact quote for drum orders. Small sizes ship via USPS the next business day in 3-5 days to anywhere, USA. Drum orders are drop-shipped via freight carriers.

Inspired Distributing Inc. is a church subsidiary, for more information, please see our "[About Us](#)" page.

GOD insists that we operate on the basis of Phil2:17, whereby we sacrifice and serve others, with the end result of 50% of all R.O.I. being returned to the church for schools, hospitals, rehab, etc. ([see Church Funding](#))

We insure all items just in case they are damaged, destroyed or lost during shipping, so that our customers may be reimbursed.

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## *Informed Buyers Witness Maxilube Advantages*

## Products

### Products



**Anti-Wear Metal  
Treatment**

### Maxilube Anti-Wear Metal Treatment: Stays In the Metal

- \* Easily use with any oil, any machine for powerful protection
- \* Reduces friction more than 90% better than regular lubrication alone
- \* Just 10 oz treats any V4, V6 or V8 engine
- \* Continues to protect, even after all lubrication is removed
- \* Only 1/2 the previous amount needed for subsequent applications



**Fuel System  
Cleanser**

### DFT Fuel Cleanser

- \* Easily apply to 1/2 tank of diesel or gas
- \* Has Maxilube in it to keep fuel line and injectors like new
- \* Adds a pep that you can literally feel
- \* Continues to clean for 30,000 miles!
- \* Use with Maxilube Metal Treatment for [guaranteed results](#)



**Anti-Wear  
Grease**

### XOG Anti-Wear MP EP Greases

- \* The best protection for extreme, 24-7 operating conditions
- \* Stays in the metal to keep working, even if washed out
- \* Works 90% better than synthetic or regular lubrication
- \* Also comes in food grade and synthetic varieties

### Sizes

We carry Maxilube in many sizes, including 55 gallon drums.  
See our [price guide](#) for a description of sizes and prices.

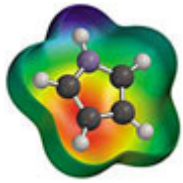
### More Equipment

**Aircraft  
Bicycles  
Boats  
Chainsaws  
Classic Cars  
Compressors  
Conveyors  
Dicers  
Drill Taps  
Freighters  
Generators  
Go Carts  
Guns  
Lawn Care  
Locomotives  
Motorcycles  
Printing Press  
Race Cars  
Refrigeration  
Track Vehicles**

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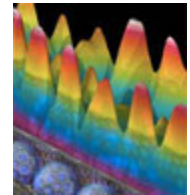
## *Informed Buyers Witness Maxilube Advantages*

## How It Works



Maxilube molecules are smaller than oil molecules. Heat and pressure force the molecules into the metal, where they smooth sliding surfaces 90% better than leading brand lubricants. Regular lubricants create a barrier between metal surfaces to reduce wear and tear. But Maxilube goes into the metal to create smooth sliding surfaces that continue to run under extreme conditions, even after the lubrication is dried off.

Viewed under a microscope, metal surfaces are rough and jagged, like a mountain landscape. The friction generated between colliding metal surfaces breaks pieces free from this rugged landscape. These jagged pieces mix with the oil, where they accelerate metal and oil breakdown.



Heat and Pressure forces Maxilube's tiny molecules into crevices in metal surfaces. As it penetrates into the metal, Maxilube dissolves the soot and other buildup clinging to metal surfaces. Settling into the metal, Maxilube creates a super clean and smooth sliding surface, virtually eliminating friction. The result is clean and efficient running machines that live to surpass the highest industry standards.

Maxilube does not coat the metal, it is IN the metal, where it continues working after the oil is changed. Maxilube is nontoxic, nonhazardous, nonflammable, and contains no Teflon or graphite solids. Maxilube molecules easily pass through 1 micron filtration systems, so do not clog vital filters or create buildup, even after years of use.



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## [Informed Buyers Witness Maxilube Advantages](#)

## *Maxilube Advantages*



### **1. Simple, Universal Applications**

**Add Maxilube with any oil to protect moving parts 3x longer than oil alone. With Maxilube, there is no need to buy different treatments for different parts. "One bottle treats all."**



### **2. Guaranteed, Lasting Results**

**Maxilube products give guaranteed benefits. These benefits continue even after changing the oil, because Maxilube stays in the metal. Continued applications continue to cleanse parts to keep them running like new.**



### **3. Informed Buyers Witness Advantages**

**Our Maxilube Informed Buyer program encourages buyers to take their vehicle's MPG and temps before purchasing Maxilube. This way, each person is able to prove Maxilube's advantages.**



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## **Informed Buyers Witness Maxilube Advantages**

## ***DFT Advantages***

### **Diesels using DFT**

**DFT was originally developed for diesel engines\* to clean the injection system, to burn off carbon residue, to enhance lubricity, all of which increases mileage, reduces maintenance, and ensures engine longevity.**

**Consequently, DFT for diesels is essential for cost conscience users of Agricultural, Construction, and Transportation equipment.**



*\* DFT is equally advantageous for gasoline engines.*

## ***Informed Buyers Witness Maxilube Advantages***

Diesel engine manufacturers information file:

[http://www.cccinc-7candlesticks.org/Bus\\_sub/](http://www.cccinc-7candlesticks.org/Bus_sub/)

Superior air and oil filtration for Diesels:

[http://www.cccinc-7candlesticks.org/Bus\\_sub/ID\\_Presentations/ID-JLG.html#Lasky](http://www.cccinc-7candlesticks.org/Bus_sub/ID_Presentations/ID-JLG.html#Lasky)



## *Managing and Marketing Efficiency Technologies*



**Full Value Products, Corporate Leadership,  
and Responsible Manufacturing  
eliminate greed, planned obsolescence, and waste in the marketplace.**

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**When Maxilube is used in the engine and DFT in the fuel tank,  
it reduces/eliminates carbon residue up to 50%, enhances performance,  
ensures up to 15% fuel savings, and increases engine longevity.**

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### **Diesel soot found to accelerate global warming**

*Soot, mostly from diesel engines, contributes to as much as  
a quarter of all observed global warming, say NASA experts*

Washington -- Soot, mostly from diesel engines, is blocking snow and ice from reflecting sunlight, which is contributing to "near worldwide melting of ice" and as much as a quarter of all observed global warming, NASA scientists say.

The findings about the snow and ice albedos -- their power to reflect light falling on the surface -- raise new questions about human-caused climate change from the Arctic to the Alps.

"We suggest that soot is a more all-around 'bad actor' than has been appreciated," NASA scientists James Hansen and Larissa Nazarenko wrote in a paper published Monday in the Proceedings of the National Academy of Sciences.

Soot comprises carbon particles that are, along with salts and dust, byproducts of burning fossil fuels and vegetation. In developed countries, the biggest source is diesel fuel. Elsewhere, burning wood, animal dung, vegetable oil and other biofuels is a major source of soot.

Hansen, director of NASA's Goddard Institute for Space Studies, and Nazarenko, a staff associate there, found soot is twice as potent as carbon dioxide in changing global surface air temperatures in the Arctic and the Northern Hemisphere.

Hansen said Monday that the authors estimate the soot effect is equivalent estimate the soot effect is equivalent to putting a 1-watt bulb, the size of a miniature Christmas tree bulb, over every two square yards in the Northern Hemisphere. The effect is greater in northernmost snow regions, and about zero in the tropics.

Levels of airborne soot as high as about 100 parts per billion were found in the Alps, enough to reduce the snow's ability to reflect light rather than absorb it from about 98 percent, down to between 80-90 percent, Hansen said. In the spring and summer, as the snow melts and some soot accumulates as crud on the surface, the remaining snow is even darker, he said.

Scientists thought until recently that only carbon dioxide and other greenhouse gases have global reach and effect. They now are finding the same thing with these microscopic, suspended particles of pollutants, generically known as aerosols, that settle on ground hours later.

Soot particles, which absorb toxic organic material, are minute enough to penetrate skin when breathed in. Soot is the aerosol most responsible for the haze in rapidly developing countries such as India and China, the scientists said.

*The above was excerpted from the full article by John Geilprin - Tuesday, December 23, 2003  
which can be found at <http://www.suntimes.com/>*

***Informed Buyers Witness Maxilube Advantages***

Below are actual smoke test results received from a customer  
that performed in-house testing of DFT on his own vehicles.

## CalTest™ 1000 Smokemeter

### SHORT TERM RENTALS

#### TEST FOR NUMBER

#### TRUCK

### VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

26 Oct 99 17:31

VEHICLE EXHAUST DIAMETER: 4.0 in

#### PRECONDITIONING - FINAL 3 PURGES

<u>PURGE</u>		<u>ACTUAL OPACITY</u>				
5		33.9%				
6		30.9%				
7		34.7%				
<u>PURGE</u>	<u>RPM</u> <u>IDLE</u> <u>MAX</u>	<u>ACCEL</u> <u>T(s)</u>	<u>OIL</u> <u>TEMP</u>	<u>MAX</u> <u>RPM</u>	<u>OPACITY</u> <u>T(s)</u>	
5	722 1992	0.9	136	1349	0.3	
6	706 2008	0.8	136	1255	66.8	
7	722 1992	0.9	145	1412	0.3	

#### PEAK TEST READINGS AND RESULTS

<u>TEST</u>	<u>ACTUAL OPACITY</u>
1	3.1%
2	2.8%
3	2.8%

**AVERAGE 2.9%**

**RANGE 0.3%**

<u>TEST</u>	<u>RPM</u> <u>IDLE</u> <u>MAX</u>	<u>ACCEL</u> <u>T(s)</u>	<u>OIL</u> <u>TEMP</u>	<u>MAX</u> <u>RPM</u>	<u>OPACITY</u> <u>T(S)</u>	
1	737 0	0.0	139	0	0.0	
2	737 0	0.0	145	0	0.0	
3	737 0	0.0	142	0	0.0	

#### AMBIENT CONDITIONS CORRECTIONS

Air corrections not used for this test.

	<u>STD</u>	<u>ACTUAL</u>	<u>STD MET?</u>
NUMBER OF PURGES	3 MIN	7	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANG OF TESTS AVGED	5%	0.3%	YES
PEAK AVERAGE	11%	2.9%	YES
POST-TEST ZERO SHIFT	2%	UNK	UNK

**FINAL TEST RESULTS: PASS**

VEHICLE ID: '84 International L10 Cummins 270 H.P.

Last meter calibration check: 23 MAR 99

**\*\*\* BEFORE DFT \*\*\***

## CalTest™ 1000 Smokemeter

### SHORT TERM RENTALS

#### TEST FOR NUMBER

#### TRUCK

### VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

26 Oct 99 18:00

VEHICLE EXHAUST DIAMETER: 4.0 in

VEHICLE RATED HP IS IN RANGE: 101-200

"STD" EXH. DIAM. FOR RATED HP: 3.0 in

#### PRECONDITIONING - FINAL 3 PURGES

<u>PURGE</u>	<u>OPACITY</u>	<u>"STD" OPACITY</u>
1	36.2%	28.6%
2	30.4%	23.8%
3	36.8%	29.1%

<u>PURGE</u>	<u>RPM</u>		<u>ACCEL</u>	<u>OIL</u>	<u>MAX</u>	<u>OPACITY</u>
<u>IDLE</u>	<u>MAX</u>	<u>T(s)</u>	<u>TEMP</u>	<u>RPM</u>	<u>T(s)</u>	
1	737	2008	0.8	168	1255	0.2
2	737	1992	0.8	165	1239	0.2
3	737	1992	0.9	168	1349	0.3

#### PEAK TEST READINGS AND RESULTS

<u>TEST</u>	<u>OPACITY</u>	<u>"STD" OPACITY</u>
1	0.6%	0.5%
2	0.7%	0.5%
3	1.0%	0.8%

**AVERAGE 0.8%**

**RANGE 0.4%**

<u>TEST</u>	<u>RPM</u> <u>IDLE</u> <u>MAX</u>	<u>ACCEL</u> <u>T(s)</u>	<u>OIL</u> <u>TEMP</u>	<u>MAX</u> <u>RPM</u>	<u>OPACITY</u> <u>T(S)</u>	
1	16 0	0.0	168	0	0.0	
2	16 0	0.0	168	0	0.0	
3	16 0	0.0	168	0	0.0	

#### AMBIENT CONDITIONS CORRECTIONS

Air corrections not used for this test.

	<u>STD</u>	<u>ACTUAL</u>	<u>STD MET?</u>
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANG OF TESTS AVGED	5%	0.3%	YES
PEAK AVERAGE	11%	0.6%	YES
POST-TEST ZERO SHIFT	2%	UNK	UNK

**FINAL TEST RESULTS: PASS**

VEHICLE ID: '84 International L10 Cummins 270 H.P.

Last meter calibration check: 23 MAR 99

**\*\*\* AFTER 8oz. DFT \*\*\*  
IN FUEL FILTER**

# CalTest™ 1000 Smokemeter

## SHORT TERM RENTALS

### TEST FOR NUMBER

#### TRUCK

## VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

27 Oct 99 17:04

VEHICLE EXHAUST DIAMETER: 5.0 in

VEHICLE RATED HP IS IN RANGE: > 300

### PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
3	36.6%
4	30.9%
5	28.3%

PURGE	RPM		ACCEL	OIL	MAX	OPACITY
	IDLE	MAX	T(s)	TEMP	RPM	T(s)
3	753	0	0.0	173	0	0.0
4	722	0	0.0	179	0	0.0
5	612	0	0.0	179	0	0.0

### PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	6.6%
2	6.7%
3	6.9%

**AVERAGE 6.7%**

**RANGE 0.3%**

TEST	RPM		ACCEL	OIL	MAX	OPACITY
	IDLE	MAX	T(s)	TEMP	RPM	T(S)
1	16	0	0.0	182	0	0.0
2	16	0	0.0	182	0	0.0
3	16	0	0.0	182	0	0.0

### AMBIENT CONDITIONS CORRECTIONS

Air corrections not used for this test.

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	5	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANG OF TESTS AVGED	5%	0.3%	YES
PEAK AVERAGE	55%	6.7%	YES
POST-TEST ZERO SHIFT	2%	UNK	UNK

### FINAL TEST RESULTS: PASS

VEHICLE ID: '76 Freightliner 400 Cummins

Last meter calibration check: 23 MAR 99

**\*\*\* BEFORE DFT \*\*\***

# CalTest™ 1000 Smokemeter

## SHORT TERM RENTALS

### TEST FOR NUMBER

#### TRUCK

## VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

27 Oct 99 17:40

VEHICLE EXHAUST DIAMETER: 5.0 in

VEHICLE RATED HP IS IN RANGE: > 300

"STD" EXH. DIAM. FOR RATED HP: 5.0 in

### PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
5	75.6%
6	84.8%
7	84.3%

PURGE	RPM		ACCEL	OIL	MAX	OPACITY
	IDLE	MAX	T(s)	TEMP	RPM	T(s)
5	16	0	0.0	182	0	0.0
6	16	0	0.0	179	0	0.0
7	16	0	0.0	182	0	0.0

### PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	4.7%
2	4.0%
3	3.9%

**AVERAGE 4.2%**

**RANGE 0.8%**

TEST	RPM		ACCEL	OIL	MAX	OPACITY
	IDLE	MAX	T(s)	TEMP	RPM	T(S)
1	16	0	0.0	182	0	0.0
2	16	0	0.0	182	0	0.0
3	16	0	0.0	182	0	0.0

### AMBIENT CONDITIONS CORRECTIONS

Air corrections not used for this test.

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	7	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANG OF TESTS AVGED	5%	0.8%	YES
PEAK AVERAGE	55%	4.2%	YES
POST-TEST ZERO SHIFT	2%	UNK	UNK

### FINAL TEST RESULTS: PASS

VEHICLE ID: '76 Freightliner 400 Cummins

Last meter calibration check: 23 MAR 99

**\*\*\* AFTER 8oz. DFT \*\*\***  
**IN FUEL FILTER**



## *Managing and Marketing Efficiency Technologies*



**Full Value Products, Corporate Leadership,  
and Responsible Manufacturing**  
eliminate greed, planned obsolescence, and waste in the marketplace.

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**When Maxilube is used in the engine and DFT in the fuel tank,  
it reduces/eliminates carbon residue up to 50%, enhances performance,  
ensures up to 15% fuel savings, and increases engine longevity.**

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### **Cycle emissions standards to get tougher in 2006**

*"...motorcycles are far worse than SUVs."*

Motorcycle manufacturers face stricter emissions standards beginning in 2006 under new rules adopted by the U.S. Environmental Protection Agency.

Environmentalists point fingers at sport-utility vehicles for generating more pollution than cars, but motorcycles are far worse than SUVs.

A 1,800-cc Honda VTX motorcycle, for example, produces 0.48 grams of hydrocarbon emissions per mile, three times as much as a Ford Expedition with a V-8, according to the EPA. A typical motorcycle generates 18 to 24 times as much smog-causing pollution per mile as a typical passenger car, according to the EPA.

No emission controls are currently specified for motorcycles.

The EPA says the stricter rules will reduce hydrocarbon and oxides of nitrogen emissions from motorcycles by 60 percent when they are fully effective in 2010.

Even then, motorcycles will still generate more pollution per mile than passenger cars and light trucks.

The rules will apply to the more than 600,000 motorcycles and scooters sold annually for non-interstate highway use, from 50-cc mopeds to Harley-Davidson Electra Glides.

***"A typical motorcycle generates 18 to 24 times as much smog-causing pollution per mile as a typical passenger car, according to the EPA."***

The EPA estimates that the standards will add \$75 to the \$10,000 average cost of motorcycles. The agency expects manufacturers will use the same technology that automakers used to cut emissions, such as replacing carburetors with electronic fuel injection and adding catalytic converters to the exhaust system.

"All the manufacturers know how to produce motorcycles that will meet these standards. It's just a question of how much it will cost," said Tom Austin, a consultant to the council on emissions regulations.

*The above was excerpted from the full article by Rick Popely - Sunday, January 4, 2004  
which can be found at <http://www.chicagotribune.com/>*

***Informed Buyers Witness Maxilube Advantages***

## *Lab Results*

These are thumbnail images of dowel pins tested on our engine simulator with different lubricants. Click on an image to see it enlarged, or [click here for more details of our lab testing processes.](#)

### *OIL ADDITIVES:*



**DURALUBE**



**PROLONG**



**LUCAS**



**SLICK 50**

### *MOTOR OILS & GREASES:*



**PENNZOIL**



**VALVOLINE  
GREASE**



**LUCAS  
GREASE**



**SLICK 50  
GREASE**

ANTI-WEAR LAB RESULTS: [\[ 1 \]](#) [\[ 2 \]](#) [\[ 3 \]](#) [\[ 4 \]](#) [\[ 5 \]](#)

ANTI-HEAT LAB RESULTS: [\[ 1 \]](#) [\[ 2 \]](#) [\[ 3 \]](#) [\[ 4 \]](#)

SEE PROOF: [\[ CUSTOMER TESTIMONIALS \]](#)

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*Informed Buyers Witness Maxilube Advantages*

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## ***Maxilube Advantages***

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ANTI-HEAT LAB RESULTS: [\[ 1 \]](#) [\[ 2 \]](#) [\[ 3 \]](#) [\[ 4 \]](#)

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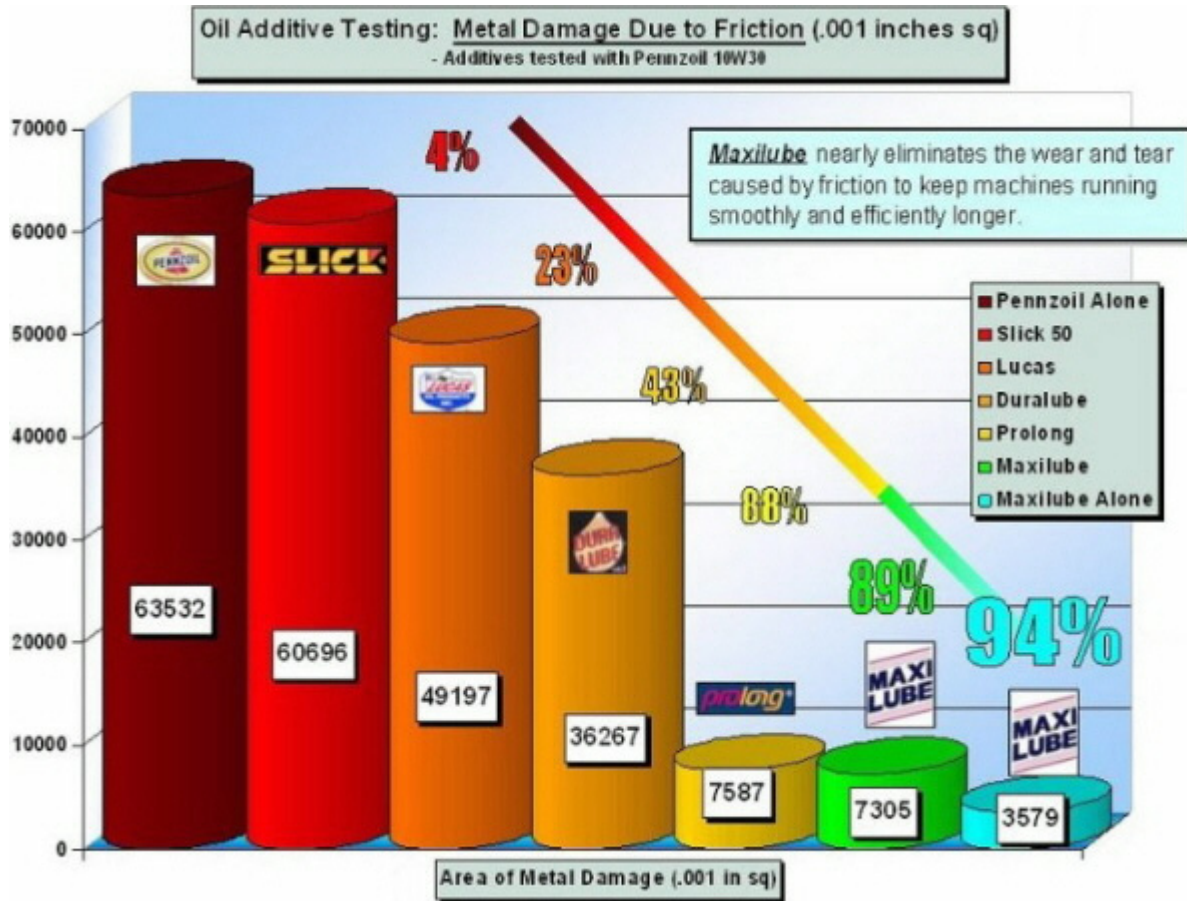
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## ***Informed Buyers Witness Maxilube Advantages***

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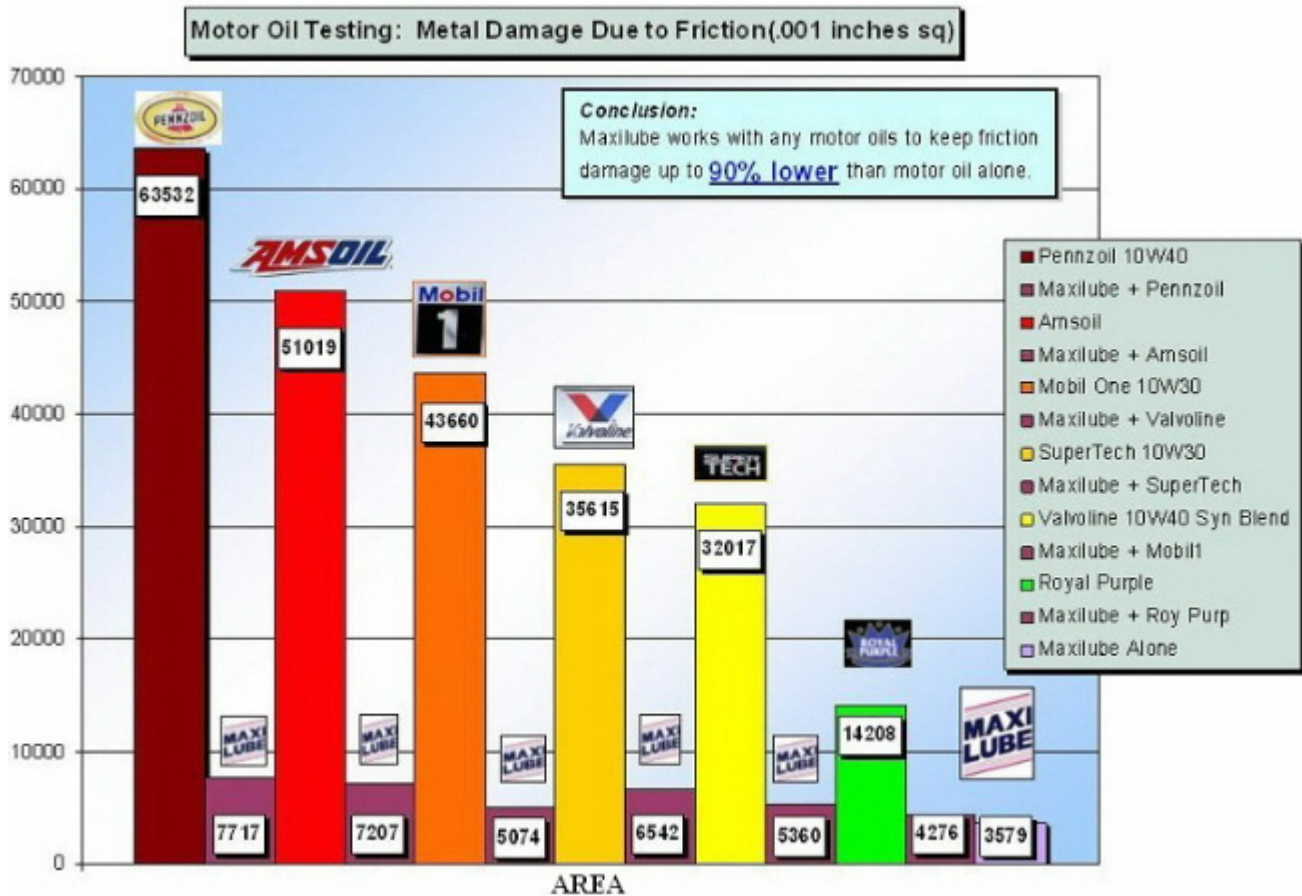
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## Maxilube Advantages

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ANTI-HEAT LAB RESULTS: [\[ 1 \]](#) [\[ 2 \]](#) [\[ 3 \]](#) [\[ 4 \]](#)

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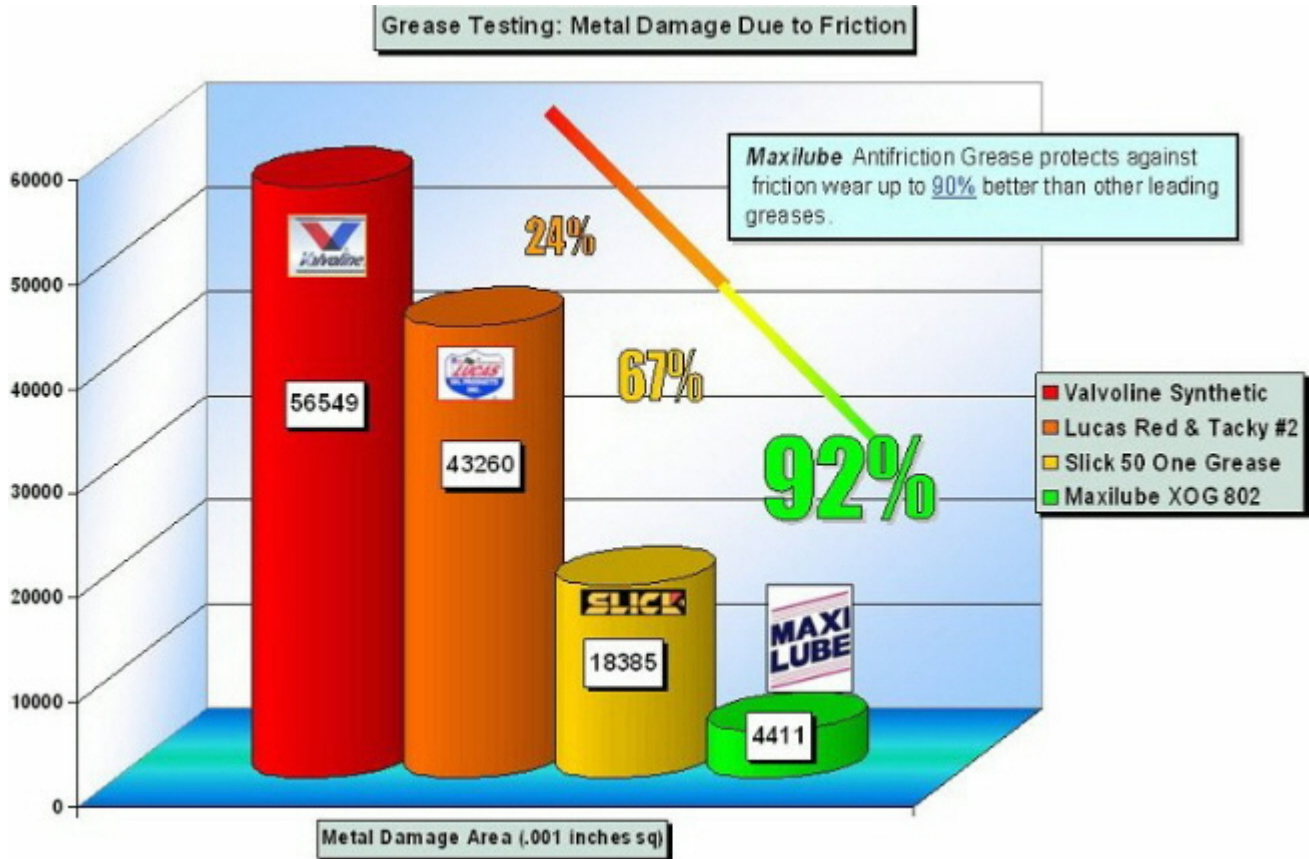
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**Informed Buyers Witness Maxilube Advantages**

## ***Maxilube Advantages***

### ***Anti-Wear Lab Results #5***



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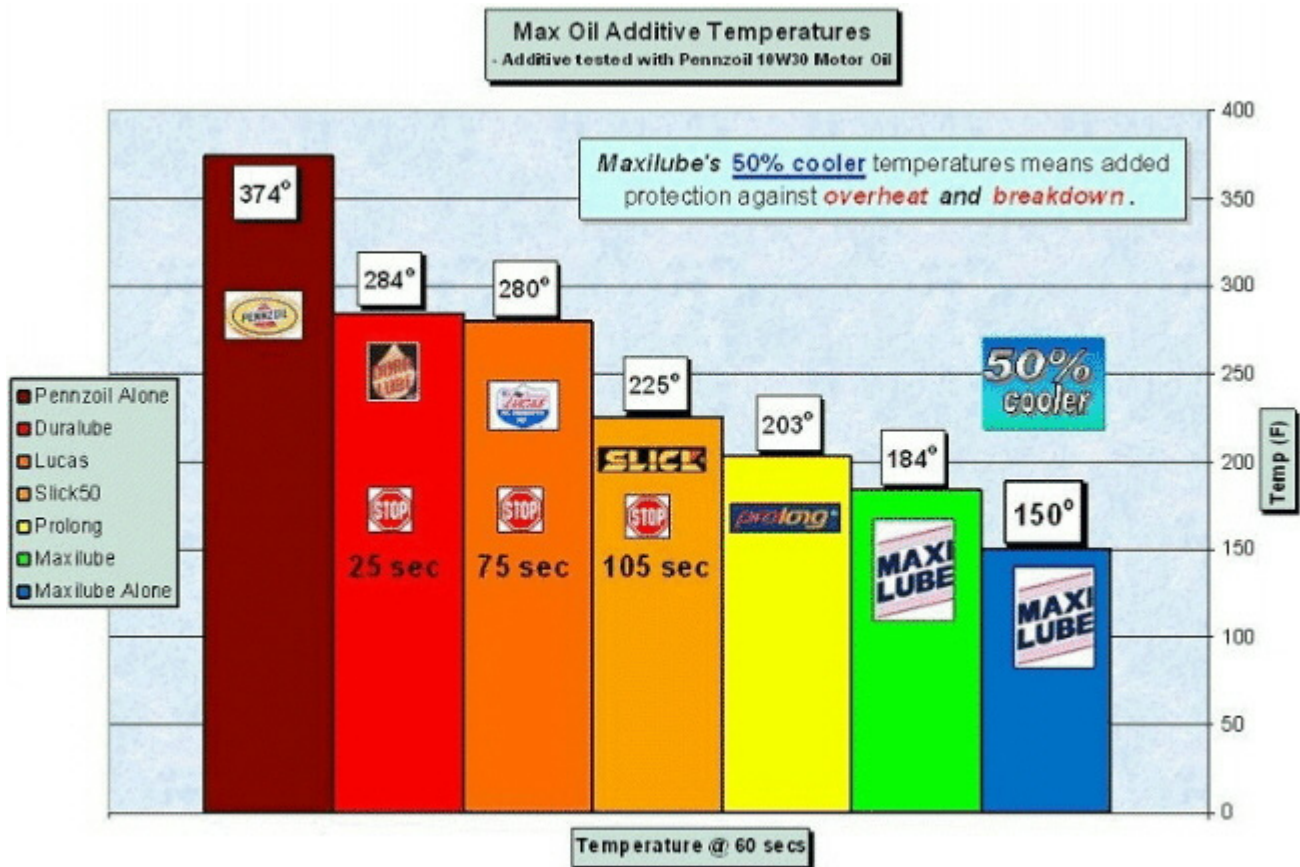
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## Maxilube Advantages

### Anti-Heat Lab Results #1



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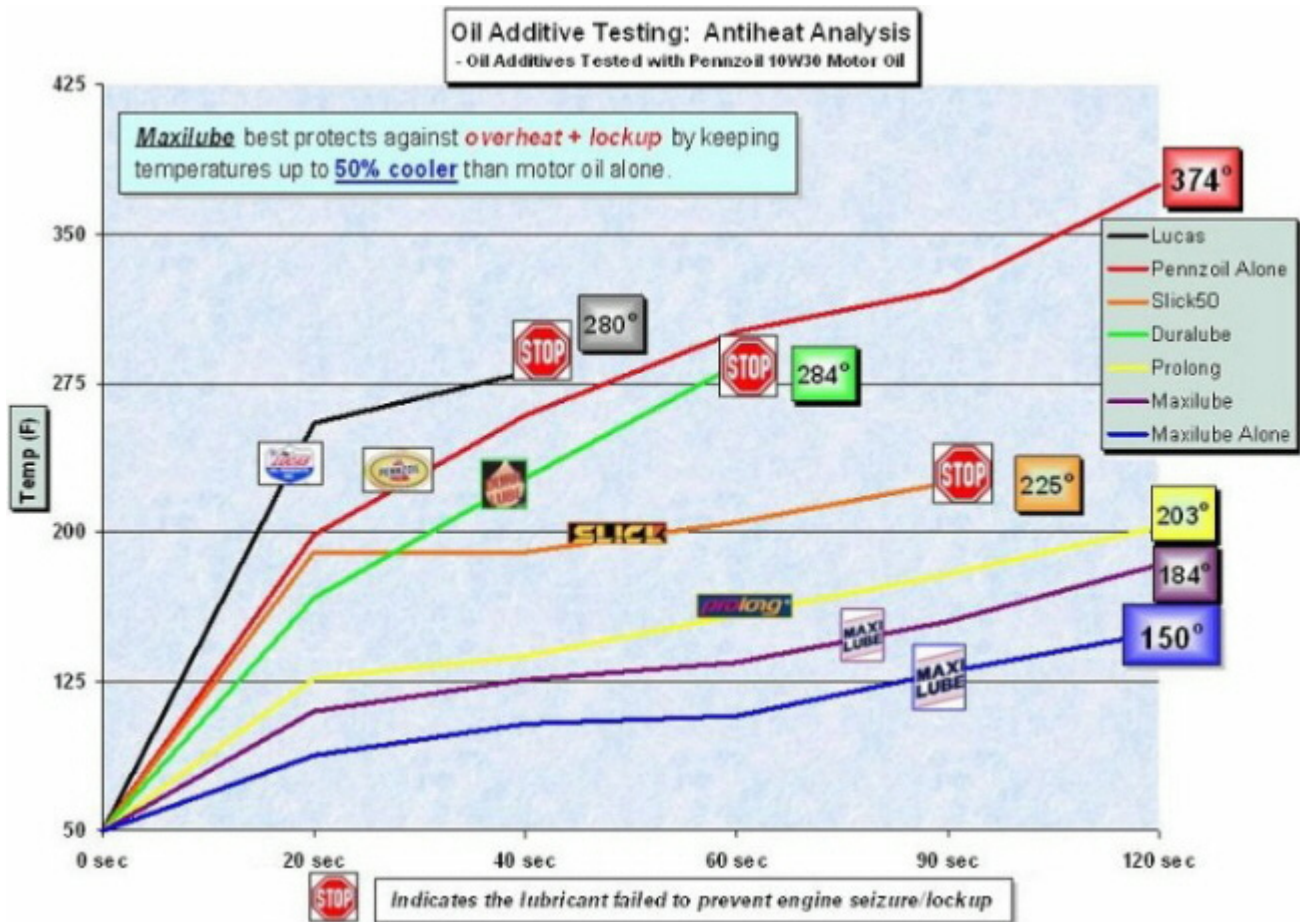
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## Maxilube Advantages

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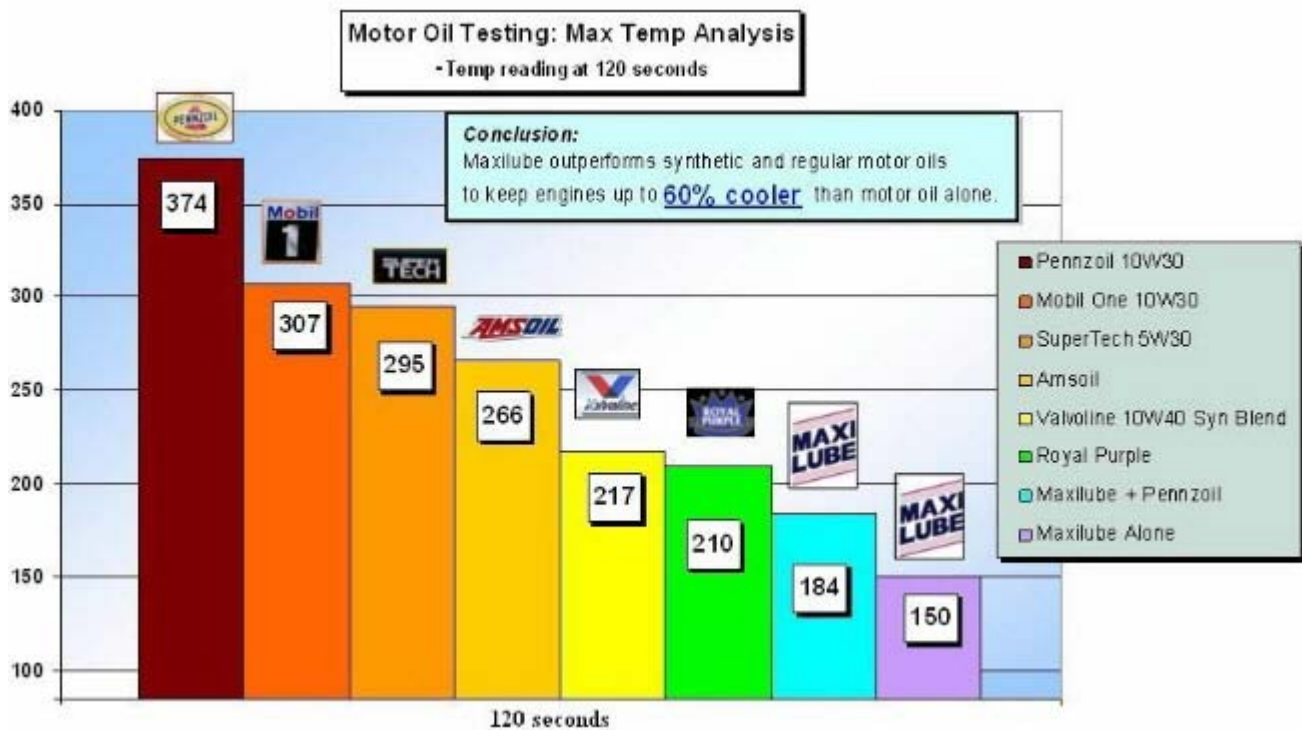
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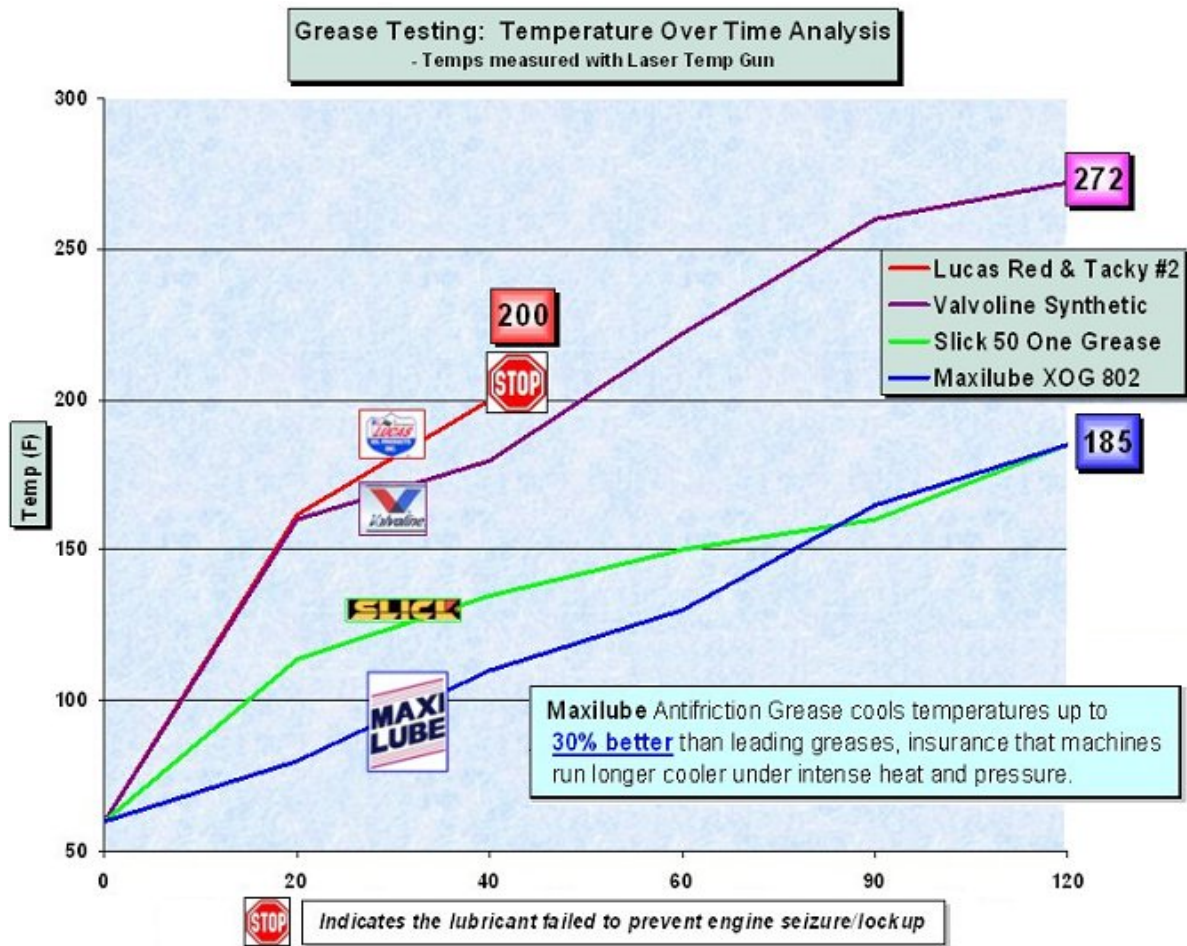
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## ***Informed Buyers Witness Maxilube Advantages***

## Competitor Profile

### How The Competition Compares

We tested these leading oil additives to measure their level of protection against heat and metal damage. Each additive was tested with Quaker State 10W30 motor oil for up to 2 minutes using [the engine simulator](#) which simulates metal to metal contact between engine rods and the crank. Each additive test was run for 2 minutes, increasing the pressure by 70,000 PSI at 20, 40, 60, and 90 second intervals. Using a laser temperature gun, we measured the temperature increases at 20, 40, 60, 90, and 120 second intervals.



Additive	Initial Temp	Temp @ 20 sec.	Temp @ 40 sec.	Temp @ 60 sec.	Temp @ 90 sec.	Temp @ 120 sec.	Engine Lock Up
Lucas	69°	155°	222°	293°	408°	Lock	90 secs.
Zmax	70°	165°	248°	334°	Lock	Lock	62 secs.
Slick50	69°	157°	230°	310°	Lock	Lock	60 secs.
Duralube	72°	165°	245°	322°	Lock	Lock	61 secs.
Prolong	72°	101°	118°	136°	163°	177°	N/A
Maxilube	69°	94°	112°	137°	170°	189°	N/A

Additive	Initial Temp	% Increase @ 20 sec.	% Increase @ 40 sec.	% Increase @ 60 sec.	% Increase @ 90 sec.	% Increase @ 120 sec.	Engine Lock Up
Lucas	69°	86° / 125%	67° / 43%	71° / 32%	115° / 39%	Lock	90 secs.
Zmax	70°	95° / 136%	83° / 50%	86° / 35%	Lock	Lock	62 secs.
Slick50	69°	88° / 128%	73° / 46%	80° / 35%	Lock	Lock	60 secs.
Duralube	72°	93° / 129%	80° / 48%	77° / 31%	Lock	Lock	61 secs.
Prolong	72°	29° / 40%	17° / 17%	18° / 15%	27° / 20%	14° / 9%	N/A
Maxilube	69°	25° / 36%	18° / 19%	25° / 22%	33° / 24%	19° / 11%	N/A

## Motor Oils With And Without Maxilube

We likewise tested a variety of popular motor oils to determine their resistance to heat and engine lockup under increasing pressure. This test focused on how long the lubricant would protect against engine seizure under increasing pressure.

Motor Oil	Type	Temp @ 2m w/o ML	Temp @ 2m with ML	Lockup w/o ML	Lockup with ML
Mobil 1 Synthetic	10w30	412°	170°	2 min	58 min
Mobil Regular	10w30	453°	162°	2.5 min	47 min
Valvoline Regular	10w30	Lock	151°	1.7 min	60 min
Valvoline Syn Blend	10w30	440°	155°	2.3 min	60 min
Pennzoil Regular	10w30	450°	152°	2.2 min	60 min
Castrol SynTech	5w30	440°	160°	2 min	51 min

## Truck Oil

Shell Rotella T Syn	5w40	465°	165°	2.8 min	60 min
Shell Rotella T	15w40	435°	151°	4 min	47 min
Pennzoil Syn Blend	15w40	442°	163°	4 min	33 min
JT Mystik	15w40	440°	159°	2.8 min	27 min

[Click here to see the testing equipment, procedures, and assumptions](#)

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***Informed Buyers Witness Maxilube Advantages***



## Maxilube Advantages

How Maxilube Works

### Lab Equipment

#### Engine Simulator

Using an open engine simulator, we test a variety of motor oils and popular additives, examining their level of resistance to high temperatures and damage to metal surfaces, and their ability to prevent engine seizure.



#### Components:

#### Rod & Crank

The engine simulates the metal to metal contact between the rod bearing and the engine crank (pictured below left and right, respectively). The simulator's "crank" is a spinning bearing that is placed in contact with a small steel dowel pin called the "rod". The dowel pins are composed of a slightly softer steel than the crank, and readily depict any damage due to friction. Dowel pins are easily replaced after each test run, providing a fresh testing surface for each new lubricant.



Rod



Crank

## Gauging PSI & Temps

The pressure at the point of contact can be manipulated by adding or subtracting 1 lb. weights to the simulator's boom. The initial weight is 5 lbs, generating a pressure of 300,000 psi. This amount of pressure simulates an engine under extreme heat, heavy loads, or low levels of oil. Weight is increased one pound at a time while a laser temperature gun records temperature variations at time intervals of 20, 40, 60, 90 and 120 seconds. The stress of a 10 lb load is equivalent to an engine running without oil.



[\[CLICK HERE FOR DETAILS OF TESTING PROCEDURES \]](#)

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***Informed Buyers Witness Maxilube Advantages***

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## ***Maxilube Advantages***

How Maxilube Works

### **Testing Procedures**



### **1. Sand the Bearing**

Each test begins using sandpaper to remove a thin layer of metal off of the crank, followed by wiping with alcohol. This ensures that any lubrication permeating the metal surface is removed before testing the next lubricant.



### **2. Load the Dowel Pin**

A fresh dowel pin is loaded into the specimen holder, and the specimen holder placed on the simulator.



### **3. Take Initial Temperature**

The laser temp gun is used to verify the initial crank temperature.



## 4. Lubricate the Crank

Motor oil is generously applied to the crank surface, completely covering it. If an additive is being used, 2-3 drops of the additive are carefully dripped on top of the motor oil.



## 5. Load the Boom

The simulation begins with the 5 lb. block. Additional 1 lb. weights are added at 20, 40, 60, and 90 second intervals.



## 6. Start the Simulator

Position the rod onto the crank and flip the switch to start the crank turning.



## 7. Take Temp Readings

Temperatures are recorded using the laser gun at 20, 40, 60, 90, and 120 second intervals.



## 8. Stop Simulator, Unload Pin

The test is stopped when 120 seconds has passed, or the simulator seizes up due to thermal breakdown of the oil or additive. The pin is removed to measure damage.



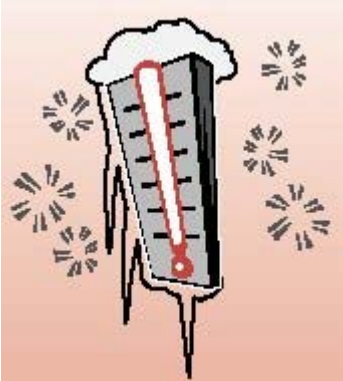


## Assumptions

1. Dowel pin hardness and consistency is constant
2. Variability in initial temperatures have no significant effect
3. Lab conditions are constant
4. Crank circumference and friction coefficient are constant
5. Variability in lubricant volumes has no significant effect

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***Informed Buyers Witness Maxilube Advantages***

## **GUARANTEES**

<p><b>#1</b></p>  <p><b>Drops Temps</b> <b>5-50°</b></p>	<p><b>#2</b></p>  <p><b>Increases MPG</b> <b>5-30%</b></p>	<p><b>#3</b></p>  <p><b>Double</b> <b>Oil Life</b></p>
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Guarantees contingent upon use of Maxilube in engine and transmission + DFT in the fuel tank.

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***Informed Buyers Witness Maxilube Advantages***

## Car Maintenance



### One Lubricant Meets All Your Needs

Recommended 1st Time Dosages\*\*\*



**Engine**  
6 cylinder 8 oz  
8 cylinder 10 oz

**Differential\***  
6 oz

**Transmission**  
Manual 5 oz  
Automatic 3 oz

**Transfer Case**  
6 oz

**Radiator**  
1 oz per quart of coolant

**Wheel Bearings**  
1/2 oz per wheel or  
Use XOG-802 grease

**Power Steering**  
1 oz

**Fuel System, Injectors**  
DFT - 8 oz every 15,000 mi



\* Not for use in Limited-Slip or Posi-Traction differentials  
\*\*\* 2nd and 3rd applications require **only 1/2 and 1/4** recommended dosage

*Protect your assets: Adding Maxilube to any oil or grease will protect moving parts up to 90% better than the leading brand's lubricants.*

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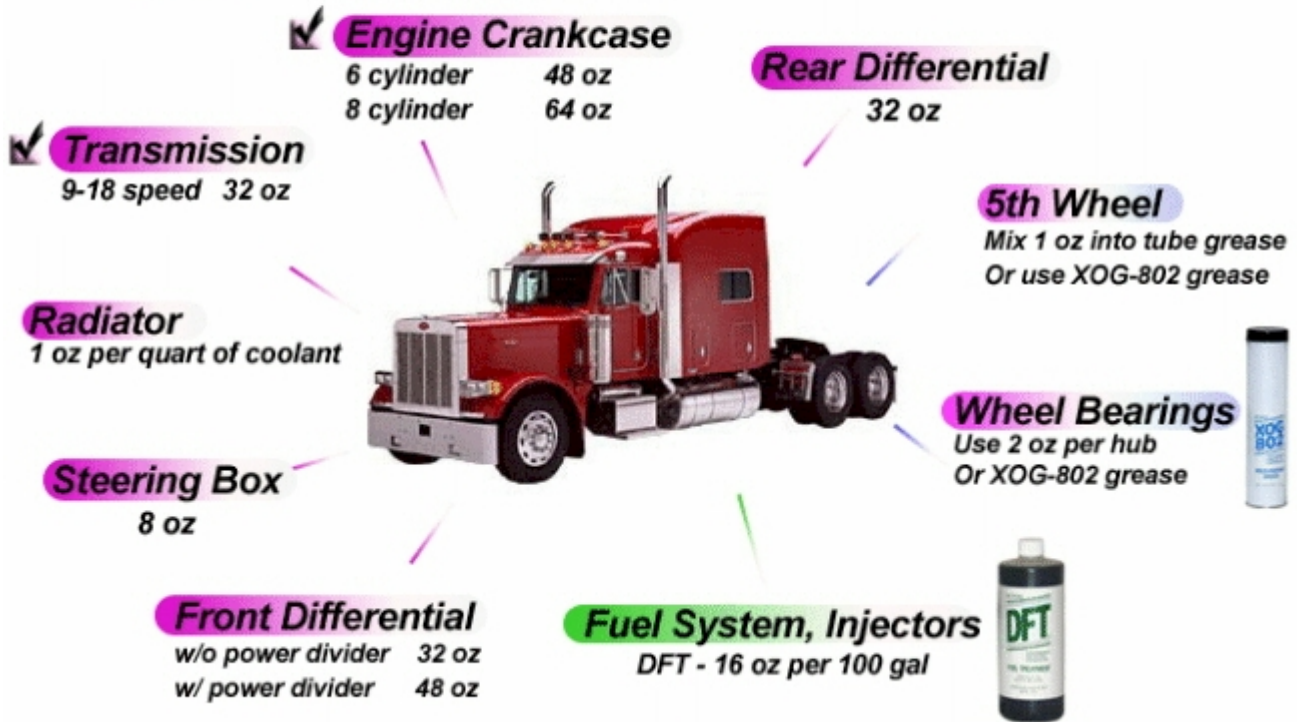
*Informed Buyers Witness Maxilube Advantages*

## Truck Maintenance



### Recommended Initial Applications\*

Click  For Maintenance Details



\*2nd and 3rd applications require **only 1/2 and 1/4** recommended dosage

*Don't let maintenance keep your services sidelined!!!  
Adding Maxilube to any oil or grease will protect moving parts  
up to 90% better than the leading brand's lubricants.*

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*Informed Buyers Witness Maxilube Advantages*

## Maintenance Details



Crankcase

### Maxilube

1st Application  
2nd Application  
3rd, 4th...Nth

### DFT (for fuel)

Initial  
Every 30,000 Miles

### 6 Cylinder

48 oz.  
24 oz.  
12 oz.

### 100 Gal Tank

16 oz.  
16 oz.

### 8 Cylinder

64 oz.  
32 oz.  
16 oz.

### 150 Gal Tank

24 oz.  
24 oz.



Transmission

### Maxilube

1st Application  
2nd Application  
3rd, 4th...Nth

### 9 Speed

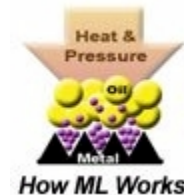
32 oz.  
16 oz.  
8 oz.

### 18 Speed

32 oz.  
16 oz.  
8 oz.

Because Maxilube stays in the metal to protect moving parts, you only need to add 1/2 the original amount after each oil change. Depending on how much you drive each year, you could easily save \$1,000s per year with our guaranteed results:

- \* 5-30% Increase in MPG
- \* 5-50° Lower Temps
- \* Oil and Gear Lube Life Doubled
- \* Increased HP and Torque



**\*For guaranteed results, use Maxilube in the engine and transmission, and DFT in the fuel.**

### For Best Results:

- \* Add Maxilube with a fresh oil or gear lube change
- \* Add DFT to 1/4 tank of gas, and drive until near empty
- \* Add DFT every 30,000 miles
- \* Continue to inspect your truck at regular intervals



Testimonials



FAQs



Lab Testing



App Guide

## A Typical Situation

Dean Smith drives his 8 cylinder Peterbilt 100,000 miles a year. He faithfully goes to the Petro Lube service stations every 15,000 miles to change his Shell Rotella T regular motor oil and filter. His truck's fuel economy is 6 MPG.

Dean wants to save money on gas and oil, and could use some extra torque pulling his loads through Pennsylvania along Interstate 76. He's also noticed his rear differential temperature is running extremely hot when he's pulling an 80,000 lbs load.

Using the savings calculator, Dean sees he can save about \$3500 in gas and oil per year, by doubling his oil and gear lube life and boosting MPG. Dean wants to know how much Maxilube he needs to treat the engine, transmission, and the rear differential for an entire year.

He will need enough Maxilube to service his truck now and at 30, 60 and 90,000 miles. He will need enough DFT to treat 2 150-gallon tanks of diesel every 30,000 miles.

Maxilube	Initial Doseage	2nd Doseage	3rd Doseage	4th Doseage	Yearly Total
Crankcase	64 oz.	32 oz.	16 oz.	16 oz.	128 oz.
Transmission	32 oz.	16 oz.	8 oz.	8 oz.	64 oz.
Differential	32 oz.	16 oz.	8 oz.	8 oz.	64 oz.
Total	128 oz.	64 oz.	32 oz.	32 oz.	256 oz.
Best Buy	2.5 Gallons		Lowest Price	\$500	

DFT	Initial Doseage	30,000 Miles	60,000 Miles	90,000 Miles	Yearly Total
2x 150-Gal Tank	48 oz.	48 oz.	48 oz.	48 oz.	192 oz.
Best Buy	1.5 Gallons		Lowest Price	\$190	

For \$690, Dean can save more than \$3000 over the next year! And the next year he will save even more, because he will only need half as much Maxilube to keep his truck treated. Over 5 years, Dean will save \$11,000 dollars in just gas and oil, have cleaner emissions, and have the peace of mind of knowing his truck is going to last longer.

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***Informed Buyers Witness Maxilube Advantages***

## **ZERO WASTE**

### **Management**

#### **Phase 1**

## **Add Maxilube & DFT**



**Cost: \$58** (16oz. Maxilube + 8oz. DFT)

**SAVE: \$200-\$250**



Phase 1 calls for adding MAXILUBE to your engine and transmission, and DFT to your gas tank. The best part is that you do not have to wait for an oil change to get started. Change your oil and air filters every 3,000 miles, and reapply MAXILUBE at half the original rate to safely **double your oil change interval**. Annual fuel and oil savings of **\$200-\$250.\***

\* Annual savings calculations are based on 12,000-15,000 miles of driving, \$1.50 per gallon for fuel, and a \$25 oil change every 3,000 miles.

## Phase 2

# Upgrade to High Capacity Filters



Click on the images above to visit [Amsoil's](#) and [Mobil 1's](#) web-sites



**Cost: \$44** (\$12 oil filter, \$32 air filter)

**SAVE: \$250-\$300**



Phase 2 calls for applying Maxilube and DFT as detailed in Phase 1, but additionally calls for upgrading to high capacity oil and air filters. Some of the best oil filters are made by [Amsoil](#) and [Mobil 1](#). Foam air filters, like Amsoil's 2 Stage Lifetime filter offer the highest quality and, most importantly, are reusable. Visit Amsoil's and/or Mobil 1's web-site to order filters for your vehicle(s) today!

For maintenance, check the filters and oil regularly. Clean the air filter when it is dirty, or every 7,000 miles. Change the oil when dirty or every 15,000 miles, adding MAXILUBE at half the original rate. Reapply DFT every 12,000 miles to witness a fuel and oil savings of **\$250-\$300 annually.**

# Phase 3

## Upgrade to a Full Synthetic Motor Oil



### GOOD

Mobil 1



### BETTER

Amsoil



### BEST

Royal Purple



**Cost: \$25-\$35** (\$4-\$6 per quart)

**SAVE: \$300-\$350**



Phase 3 combines Phases 1 and 2 with an upgrad to a full synthetic motor oil. Based on our lab research, Royal Purple is the best, followed by Amsoil, then Mobil 1. Continue maintaining filters and oil as in Phase 2. The higher cost of the synthetic oil is absorbed because it will last for 25,000 miles! You can buy Royal Purple online or through local dealers. Upgrading to a full synthetic oil will also increase annual fuel and oil savings to **\$300-\$350**.

## Phase 4

# SAFELY ELIMINATE OIL CHANGES!!!



**OilGuard™**

## BYPASS FILTRATION SYSTEM

[Click here or on the images to visit the Oilguard web-site](#)



**Cost: \$165** (lasts 2 years)

**SAVE: \$350-\$500**



That's right, by implementing Phases 1-3 along with installing a By-pass filtration system, you can eliminate oil changes! Visit the [Oilguard web-site](#) to learn more about By-pass filtration and to order a system for your vehicle.

For Phases 1-4: Check your oil regularly and change the filters more often if the oil is getting dirty due to unusual operating conditions. Filters are cheap compared to the price of a new engine. By using Phase #4, you should not have to change your oil, unless it becomes severely contaminated. Your Oilguard filter will remove normal amounts of moisture, but if you experience head gasket or fuel pump failure and are getting water or gasoline into your oil, you should get repairs and change the oil.

### A NOTE ON DIESEL ENGINES

Diesel Engines can also eliminate oil changes by using the above Phases, however, the oil will eventually need to be changed due to accumulation of soot. The rate of soot buildup in the oil depends entirely on how clean and efficiently the engine is operating. Since the oil eventually turns black from soot, the safest way to determine your change interval is to have the oil analyzed by a reputable oil lab. Typically, using Phase #4, your change interval should range from 100,000 to 200,000 miles.

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***Informed Buyers Witness Maxilube Advantages***

## Application Guide

**MAXILUBE** can be added to any machine lubricant. **MAXILUBE** immediately reduces friction, heat and damage due to wear and tear. As friction dissipates, power and fuel efficiency increase while temperatures decrease. Elimination of wear means reduced maintenance and extends the life of equipment. **MAXILUBE** is not a substitute for oil, but should be used as an additive. Except for gear oils, **MAXILUBE** should not make up more than 6% of the total volume of lubricant used.



### CARS, VANS, LIGHT TRUCKS

4 or 6 Cylinder	8 oz
V-8 Engine	10 oz
Automatic Trans	3 oz
Manual Trans	5 oz
Differential	6 oz
Transfer Case	6 oz
Power Steering	1 oz
Wheel Bearing	1/2 oz



**\*Not for use in Limited-Slip  
or Posi-Traction differentials\***

### LARGE DIESEL TRUCKS

6 cylinder engine crankcase	48 oz
8 cylinder engine crankcase	64 oz
Transmission (9-18 speeds)	32 oz
Single differential, single speed	32 oz
Single differential, 2 speed	48 oz
<b>2 differentials:</b>	
Front, w/o power divider	32 oz
Front, w/ power divider	48 oz
Rear	32 oz
Steering box	8 oz
All wheel bearings	2 oz/hub



**REAPPLICATIONS: ONLY HALF THE AMOUNT!!!**





## INDUSTRIAL APPLICATIONS

1 oz / lb grease  
 2 oz / lb gear oil  
 4 oz / gal hydraulic fluid  
 1 oz / qt compressor oil  
 2 oz / qt crankcase oil

## CONSTRUCTION & FARMING

### Size of D-7 and D-8:

4 cylinder engine crankcase	48 oz
6 cylinder engine crankcase	64 oz

### Size of D-9:

Engine crankcase	80 oz
Combined transmission/rear end	64 oz
Each final drive	32 oz

## ADD TO EXISTING LUBRICANTS

Oils lighter than 80W	1.5-2 oz per qt.
Oils / lubes 80W and heavier	3 to 4 oz. per qt.
Hydraulic fluids	5 to 1 oz per qt.
Tube grease	1oz / tube or per lb.

## GENERAL APPLICATIONS

Crankcase oils lighter than 80W	6 oz per gal
Gear Oils 80W or heavier	12 oz per gal
Hydraulics, problem free	2 oz per gal
Hydraulics, hot, dry, noisy	4 oz per gal

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***Informed Buyers Witness Maxilube Advantages***

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## *Reapplications*

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*Only **HALF** as much Maxilube is needed  
at each subsequent service check!!!*

### **V6 Engine:**

- |                        |          |
|------------------------|----------|
| • 1st Application..... | 8 ounces |
| • 2nd Application..... | 4 ounces |
| • 3rd, 4th, 5th.....   | 2 ounces |

*Maxilube stays in, even after oil changes!*



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***Informed Buyers Witness Maxilube Advantages***

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## FAQs

**Q: What is Maxilube?**

**A:** Maxilube is an extreme pressure metal treatment (comes in grease or additive) that can be added to any kind of lubricant to multiply the lubricant's resistance to wear and tear. It was created for industrial applications - semis, large compressors, airplanes, construction equipment, factory machines - yet greatly benefits trucks and autos.

**Q: Is Maxilube like Slick50 or Prolong?**

**A:** No. Maxilube does not contain any resins, plastics, graphites, Teflon, or other solids that coat metal surfaces with a "protective" layer. These hazardous solids can clog vital filters and pores.

Maxilube is nonhazardous, nonflammable and has no petroleum distillates and solids. Maxilube works by chemically enhancing the properties of the metal itself, reducing the metal's inherent coefficient of friction, making it extremely resistant to friction and wear.

**Q: Do I use Maxilube in place of my motor oil?**

**A:** No. Maxilube is only intended to enhance your favorite oil. Only one small application of Maxilube is needed to treat machines, only 5% Maxilube, 95% lubricant.

**Q: Do I have to change the oil first?**

**A:** No. You can pour Maxilube directly onto moving parts without changing the oil or grease. For best results, wait until you service your machine to apply Maxilube.

**Q: How long does Maxilube continue to work?**

**A:** Once Maxilube has had time to work itself into the metal, benefits continue even after oil changes. Furthermore, we recommend adding only half of the initial Maxilube application each time you change your oil. In other words, if you first treat your engine with 8oz, your next oil change will require 4oz, then only 2oz for all future applications.

**Q: Will Maxilube affect my warranty?**

**A:** No. Maxilube does not nullify manufacturers' warranties. Even brand new vehicles actually experience increased performance and seal better.

**Q: Will I save money on my preventative maintenance?**

**A:** We recommend that you continue to perform regular preventative maintenance checks as per your SOP, though many Maxilube customers comfortably double their PM intervals because of the superior protection. Using Maxilube with a high quality oil filter can increase oil change intervals 25,000 miles or more.

**Q: How much do I need? Where can I buy Maxilube?**

**A:** Each Maxilube container has a helpful application guide printed on the label. A 55 gallon drum is the best value for treating all your machines. Maxilube is also distributed in a wide range of other sizes, including 8, 16, 32, 128oz bottles, and 5 gallon buckets. [Click here to view our price guide.](#)

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## *Informed Buyers Witness Maxilube Advantages*

## *Testimonials*

### **1969 Pontiac Firebird Stops Burning Oil**

*Date: 3/28/95*

*My name is Nathan Halls and I own a 1969 Pontiac Firebird. I bought the car about seven months ago. I purchased the car with the odometer reading 11,241 and almost immediately realized that the car burned about one half quart of oil every 400-500 miles. Seeing that the motor had over 100,000 on it I decided to use Rislone with 20W50 Valvoline oil. Despite my efforts, my problem continued. I decided to use a bottle of STP oil treatment and the same oil, but it did not do any better. I decided to stop fighting it and use straight 10W30 Castrol GTX at the same time my boss convinced me to use Maxilube. I have now driven close to 700 miles and have not burned a single ounce of oil. I have also noticed a 10-15 degree drop in temperature on the road. I recommend Maxilube to anybody.*

*Sincerely  
Nathan Halls  
CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Chrysler Le Baron Engine Saved**

*Date: 7/30/1995*

*I just want to tell you how Maxilube saved my engine. I own a 1992 Chrysler Le Baron with 34,000 miles. Last Saturday I was out driving and my car overheated very fast. It was late in the evening and I did not want to be stranded out on a dark street. Realizing the extent of damage I could cause by continuing to drive an overheated engine, I kept going until I found a phone. By the time I had pulled over every light was going off, and water was pouring out of my engine. I knew I had cracked the block. It smelled bad.*

*The next day I towed it to the dealer to be checked over. I was told that the thermostat was faulty and stuck. The engine overheated and blew out 3 freeze plugs. The mechanic had warned me of engine damage because I continued driving and there would probably be scorching and burning inside. The freeze plugs were replaced and the engine ran just fine. The mechanic wanted to know what kind of oil I used and I told him about Maxilube. He said it probably saved my engine. As bad as it smelled he could not find any scorching. The insulation around my hoses had started to melt that were next to the engine. We were very happy to learn that there was absolutely no damage to my engine!!!*

*Maxilube will go into every car I own and our company vehicles. It saved me 1000s of dollars. Thank you for a great product.*

*Sincerely,  
Valerie L. Oram, Operations Manager  
Fotech Photo Labs - Fresno, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Toyota Corolla Runs Without Oil, Runs Like New**

*Date: 1997*

*I drive a 1989 Toyota Corolla 4 wheel drive and commute to town daily, averaging 80 miles per day.*

*I was introduced to Maxilube when my car had 84,000 miles. At that time my car was overheating and having much difficulty pulling the steep mountain roads. A few days after using Maxilube and DFT my car was running like new. In fact, I had forgotten to check my oil for several months. When I finally did, I discovered that I was completely out of oil. I feel that, because I was using Maxilube, my car did not seize or blow up. Now my car has 197,000 miles on it, and it still starts with great ease, and runs wonderfully.*

*I recommend Maxilube to everyone. I am truly a firm believer.*

*Thanks,  
Terri Harris  
CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Maxilube Wows Hyundai Excel Emissions Inspector**

*Date: 2/4/97*

*I first used Maxilube in my daughter's '87 Hyundai Excel in June 1996. It ran much better right away but the really amazing thing happened about 6 months later when we had to get a smog check. The smog check guy almost started to laugh when I told him I had a 9 year-old Excel. He said they always have a lot of trouble with those cars, but he would try anyway. When he did the test, the emissions were so low that he thought his machine made a mistake so he ran the test again and had the same results. He asked me what I was using in the car and I told him I was using Maxilube.*

*I'm sold on Maxilube and now, so is the smog check guy!*

*Thanks,  
Marcos Garcia  
CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Lexus LS400 Leaps 18% In MPG**

*Date: 1996*

*I have a 1991 Lexus LS400 that usually gets about 24 miles per gallon on trips. After using your product my gas mileage improved to an unbelievable 28.4 miles per gallon!*

*Thanks,  
L.A. Silva  
CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Chevy Full Size Increases MPG, Runs Quieter**

Date: 2/15/96

*I recently bought a 1989 Chevy full size truck. It has one hundred thousand miles and the motor had some wear and tear noises coming from it. I checked the miles per gallon shortly after buying the truck and found it was getting around eight miles per gallon.*

*After using Maxilube in the oil I was really surprised. After only a few days of using the product the engine noise went away. The truck seems to run smoother and the gas mileage went up to around nine or ten miles per gallon. I'm really satisfied with the Maxilube product.*

*I recently bought some DFT to help clean out the system and fuel injectors and once again it proved to be a great product. And now my mileage is up to about eleven miles per gallon.*

*Sincerely,  
Van Noble, Noble Construction - Clovis, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Chevy S10 V6 Increases MPG 25%**

*Date: 8/30/94*

*Last year I bought a 1993 Chevrolet S10 with a V-6. As soon as I got it home from the dealer's I put some Maxilube in it. Although the window sticker said I would only average 23 miles per gallon, after several fuel checks I found I was getting 24 miles per gallon. At 10,000 miles I added one bottle of DFT to my gas. After this, Maxilube distributor Ernest Collins and I made a trip from Clovis to Mojave, CA and back. We drove with the flow of traffic on the way down, which was averaging 65 to 70 mph. On this trip I found that I averaged 26.2 miles per gallon.*

*As the weather began to warm up in April my mileage increased to 27 miles per gallon. By mid May my mileage had gone up to 28.82, which is 25.3% better than the factory average.*

*I have also tried your 2-cycle oil in my boat engine and found that it ran more smoothly and gained power.*

*It seems there is no end to the potential uses of Maxilube. My son Harold had an electric house fan that had frozen up, but after he added Maxilube, it began to run so smoothly just about all you could hear was the wind. Maxilube is a great product.*

*Sincerely,  
Ernest B. Childress - CA*



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## ***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Nissan Pickup's Transmission Noise Stops**

*Date: 10/11/94*

*I have an '84 Nissan 4x4 pickup that a few years ago began making chirping noises from the manual transmission. The longer I drove it the hotter it got and the louder the noises got, so I decided I needed a rebuilt transmission. After I thought I had fixed it I added new 90-weight oil to it. The chirping continued, though. One month later I drained the oil and found a lot of dark brown metal shavings in it. I knew something was still wrong, but I didn't know exactly what.*

*I had just heard of Maxilube, so when I refilled the transmission oil I added six ounces of Maxilube to it. Very quickly it quit making the chirping noises. I figure from the condition of the oil the rebuilt transmission should have only lasted six months. Two years later, however, it is still running fine.*

*Sincerely,  
Tony Novelli  
Marlin's Automotive  
Fresno, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Chevy 1 Ton Has Significant Increase In MPG**

*Date: 8/23/94*

*As per your demo with Maxilube Antifriction Metal Treatment against Slick 50, which I have used for many years, there is no comparison. My wife and I are full time drivers. I have a 1 ton Chevy truck with a 454 pulling a 40 foot 5th wheel, with a weight of 15,000 lbs. I have been getting 10 mpg loaded or empty. I put 16 ounces of Maxilube to a 8 quart crankcase warmed up. Within minutes I notices a quieter running unit on a full tank of fuel (92 Octane). I drove 300 miles, filled the tank again and noticed an increase of 2 mpg using Maxilube. I will continue to use this product and strongly recommend it to others.*

*Sincerely,  
Albert Bergstrom  
Tacoma, WA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Chevy 454 Pickup Increases MPG**

*Date: 4/2/1997*

*I felt the need to write to you and tell you about your product. I used Maxilube in my 1995 Chevrolet 454 pickup. I discovered that after using Maxilube, the performance of my pickup noticeably improved. The gas mileage improved from 11 mpg to 13 mpg almost immediately. I discovered that the acceleration improved. Also, as I drove through mountains, I had more power while going up hills, and had to use less throttle. I am very pleased with your product. I would recommend it for all vehicles.*

*Sincerely,  
Glen Alves  
Fresno, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **1988 Freightliner with 365 Cummins Saves 5% Gas**

*Date: 1995*

*I wanted to write you this quick note to let you know the results I got when I used Maxilube in my truck. The truck is a 1988 Freightliner with a 365 Cummins engine in it. The engine has approximately 250,000 miles on it. I treated the entire truck with Maxilube - the engine, transmission, differential, and trailer axles. I was surprised that my trailer axles run cool to the touch, even when fully loaded going across the desert. The two other truckers who usually run with me sure couldn't do that! I check my fuel mileage carefully as fuel is one of my biggest expenses, before Maxilube 5.0 MPG...after Maxilube, 5.25 mpg. That may not sound like much, but its 5%! I'll take 5% savings on my biggest expense anytime, and when my axles run cooler I know they are going to run longer. I'm sold!*

*Thanks for everything,  
Earl Gilliam  
Earl Gilliam Trucking  
Sanger, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Ford Diesel Runs Cooler and International Tractor Engines Start Easier**

*Date: 11/23/97*

*Wanted to let you know about the great results we have had with your product Maxilube. We have a Ford Diesel 1-ton truck with a Dania overdrive that has run hot since we purchased it. I honestly thought that there was nothing that could help this particular truck. However, after talking to you and seeing your demonstration I decided to give your product a try in this problem truck. After putting Maxilube in it, it's now running cool. Maxilube pulled the excess heat right out of it!*

*You probably know that diesel engines are always harder to start, but our International 656 and 544 tractor engines are slow cranking and always needing starter fluid. Recently we decided to try your Maxilube in all our tractors and even the 656 and 544 Internationals crank faster now and we no longer need to use starting fluid at all! Thanks again.*

*Sincerely,  
Ken Schmall, President  
Agricultural Commodities Transport  
Fresno, CA*



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***Informed Buyers Witness Maxilube Advantages***

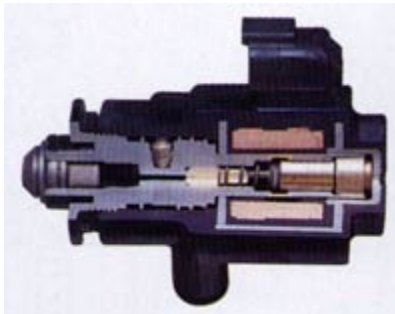
## *Testimonials*

### **DFT Cleans Injector Pumps**

*Date: 1997*

*Before I used DFT I had an injector pump rebuilt because it had an injector tube broken. When they took it out it was dirty, and had lots of dirt inside. After using DFT, I went to have another broken injector tube repaired. This time when they took the tube out it was clean. In other words, DFT really cleaned out the system. When I changed the oil in my truck the motor was shaking a lot but when I used Maxilube it changed because it was smooth. The motor was not shaking anymore, so Maxilube really works.*

*Thanks,  
Miguel Unigarro  
Long Beach, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Maxilube Reduces Bus Maintenance and Paperwork**

*Date: 11/1/99*

*As maintenance mechanic for Washington Union School District, Maxilube has definitely made my job easier.*

*By cutting oil consumption in half on the buses and not having to add oil between changes, my work load of routine maintenance is reduced and I have a lot less paperwork. Also, the drivers tell me the buses run a lot better and put out less blue smoke.*

*Sincerely,  
Glenn Alves  
Washington Union HS District  
Fresno, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **Concrete Plant Equipment Life Prolonged**

*Date: 1997*

*We at Associated Ready Mixed Concrete Inc. have been using this fine product in all of our vehicles and at two of our major plants. We have no criticism for this product but its appreciation is well justified. This product has prolonged the life of our plants and equipment. Maxilube has proven its worth and we will continue its use for a long time to come.*

*Sincerely,  
Steve Searingen, General Manager  
Associated Ready Mix  
Long Beach, CA*



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***Informed Buyers Witness Maxilube Advantages***

## *Testimonials*

### **RV with 460 and Boat Motor Continue To Run Smoothly**

*Date: 7/7/95*

*In August 1993 I was introduced to Maxilube. I had just had my 1990 RV with a 460 tuned up the day before. We put in the Maxilube and put a glass of water on the dash. Within ten minutes there was not even a ripple in the water.*

*A week later I put it in my 1989 Wellcraft I/O which was running extremely rough. Within 10 minutes of adding Maxilube, the RPMs picked up and the engine was running smoothly. I have not had either engine serviced since then and both are running excellent.*

*My son put a new engine in our 1986 Cherokee Jeep and we added Maxilube in March 1995 and it also eased the friction in the new engine. I've also put it in my 1995 90 horsepower Mercury outboard that propels a pontoon boat. The gas mileage has increased as well as performance. I also use the grease and gas treatment and would recommend all Maxilube products to any and everyone.*

*Sincerely,  
Charlie Palgries  
San Leandro, CA*



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***Informed Buyers Witness Maxilube Advantages***

## **Pricing**

**\*\*\*Shipping, Handling, Insurance, and Delivery Confirmation costs  
are all included in the prices below.\*\*\***

### **MAXILUBE Anti-Friction Metal Treatment**



8 oz (½ pint)	25.00
16 oz (pint)	36.00
32 oz (quart)	58.00
128 oz (gal)	176.00
2.5 gal	405.00
5 gal (2 -2.5 gallon jugs)	775.00
55 gal drum	7500.00

### **DFT 30,000 Mile Fuel System Cleanser**



16 oz (pint)	23.50
32 oz (quart)	33.50
128 oz (gal)	96.50
2.5 gal	218.00
5 gal	419.50
55 gal drum	3200.00

### **XOG-802 Multipurpose Grease w/Maxilube**



14 oz tube	19.00
35 lb pail (40 - 14oz tubes)	384.00
120 lb drum	1000.00
400 lb drum	3000.00

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[PURCHASE MAXILUBE PRODUCTS](#)

***Informed Buyers Witness Maxilube Advantages***

## *Be An Informed Buyer*

Before purchasing Maxilube products, we ask that you use this page and take 2 MPG readings from your equipment. Once you know your MPG, use the [recommended amount](#) of Maxilube in your engine (and transmission) and DFT in your fuel. After applying Maxilube and DFT, record your MPG and temperature again and...

### WITNESS MAXILUBE ADVANTAGES!

#### *Before Maxilube*

##### MPG Reading #1



Fill up. Record the odometer A.) \_\_\_\_\_



Drive until near empty. Fill up and record the odometer... B.) \_\_\_\_\_



...and record the # of gallons C.) \_\_\_\_\_

Also note the avg temperature \_\_\_\_\_ °F



Your MPG =  $(B - A) / C$  \_\_\_\_\_

##### MPG Reading #2



Fill up. Record the odometer A.) \_\_\_\_\_



Drive until near empty. Fill up and record the odometer... B.) \_\_\_\_\_



...and record the # of gallons C.) \_\_\_\_\_

Also note the avg temperature \_\_\_\_\_ °F



Your MPG =  $(B - A) / C$  \_\_\_\_\_

#### *After Maxilube*

##### MPG Reading #1



Fill up. Record the odometer A.) \_\_\_\_\_



Drive until near empty. Fill up and record the odometer... B.) \_\_\_\_\_



...and record the # of gallons C.) \_\_\_\_\_

Also note the avg temperature \_\_\_\_\_ °F



Your MPG =  $(B - A) / C$  \_\_\_\_\_

##### MPG Reading #2



Fill up. Record the odometer A.) \_\_\_\_\_



Drive until near empty. Fill up and record the odometer... B.) \_\_\_\_\_



...and record the # of gallons C.) \_\_\_\_\_

Also note the avg temperature \_\_\_\_\_ °F



Your MPG =  $(B - A) / C$  \_\_\_\_\_

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[PURCHASE MAXILUBE PRODUCTS](#)

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