

bitron an environmentally friendly product that will help you save money
and extend the life of your vehicles

Alex Fraser, 420 Harmston Avenue, Courtenay, B.C. V9N 2X2 Canada

Tel # 250-338-6334 Fax # 250-338-6390 or call Toll Free 1-866-338-6334

Shopping for Bitron Products, <http://members.tripod.com/~GLENGARRY/bitprod.html>
or to sign up <http://members.tripod.com/~GLENGARRY/bitron.html>

or call Toll Free 1-866-338-6334 or Tel # 250-338-6334

2002

Why Use Bitron Products!!!!

These Excellent products are [a] Gas
Conditioner 12 oz [b] Diesel
Conditioner 12 oz [c] Engine
Formulation 8 & 16 oz, [d] 2.4.6 Metal
Treatment 12 oz [e] XL2 2 stroke metal
treatment 12 oz [f] Penetrating
Lubricant 300 ml can [g] Tire Safety
Solution 16 oz/473 ml & 20 oz/593 ml

Because your car or truck is
"eating fuel" and costing you a
fortune...

Because it is spending
more time in the workshop to be tuned...

Because you are spending too much on
replacement parts...

Because you are contributing to the depletion
of the ozone layer...



For more Information contact Alex at 1-250-338-6334

You should read these facts about what you are putting into your car's engine.

There are many things in the automotive industry that are never made clear or even made known at all to normal vehicle owners.

We all believe that the petrol/gas we use in our cars and trucks has undergone scrupulous cleansing and refining processes before it reaches the service station where you fill up your tank or have your oil changed.

The facts are that, with ingredients arriving from all over and being added in varying degrees of purity or strength to the products we use in our cars, there has been a worrying deterioration in the quality of oil based automotive products.

The big problem faced by the world is that crude oil supplies are limited. As companies that process automotive fuel and lubricant products feel the strain of higher prices from the oil producing nations and the need to make every ounce of their product saleable, some short-cuts are being taken in the mix of ingredients that are going into our vehicles.

The other major problem that has arisen is in the need to make engines run more cleanly to protect our fragile environment.

The result, as engines and fuels are modified to meet legislative standards and economic pressures, is fuels that do not burn as efficiently or as cleanly as they did in their purer forms. Octane ratings are lowered so that performance is adversely affected.

Have you noticed how much harder it is to keep your car running smoothly? Have you found yourself getting fewer miles to the gallon/liter?

These are the negative effects on your vehicle that you notice.

What you do not see is the effect that modern fuel and lubricant "cocktails" are having inside your engine, leaving gummy deposits behind that affect engine parts such as

- Fuel injectors
- Carburettors
- Fuel pumps
- Fuel lines and filters

These cause a variety of problems that affect the efficient running and the life of your vehicle.

Pre-ignition of the fuel is affected and this can lead to major damage... burnt valves, melted sparkplugs and burnt pistons and rings.

If the fuel is not completely burnt it travels both into the exhaust system and, by way of blow by gases, into the crankcase and sump oil. In the exhaust system, if a catalytic converter is fitted, the converter will burn the rest of the fuel but this also causes strain on the converter itself which leads to overheating and, ultimately, failure of the unit. In the crank case it tends to thin the oil and also leads to excessive impurities in the oil.

Alex - Toll Free 1-866-338-6334 Bitron Products Tech Notes

Fuel and lubricant costs are already too high and most motorists could never afford the type of 'pure' products that should be used in their vehicles.

The only real answer to this widespread problem of modern motoring is to get the latest automotive science on your side. The automotive industry is not made up only of oil companies and car manufacturers! Valuable research is being done constantly to improve engine performance and increase its life.

There are products that all vehicle owners can use to

- Keep the engine clean and running at peak efficiency
- Decrease environmentally destructive emissions
- Protect engines against impurities and ensure clean and complete fuel burning.
- Dramatically decrease wear and tear on moving parts in the vehicle.

Your car or truck is one of your most expensive investments. You cannot afford to let it be worn out by inferior fuel products.

Bitron Product Groups

Engine Formulation
XL-2 Two-Stroke Metal Treatment
Diesel Fuel Conditioner
Mileage Calculator

2-4-6 Metal Treatment
Gasoline Conditioner Concentrate
Dry Wash

Bi-Tron Engine Formulation

FEATURES

Engineered for internal combustion engines



- Optimizes engine performance
- Reduces friction & wear
- Compatible with ALL mineral & synthetic oils
- Will not void warranties
- Pure petroleum-based
- Non-corrosive
- No solids, PTFE or metal
- Mix at 10% to engine's oil

Bi-Tron Engine Formulation is a unique 100% pure petroleum-based metal treatment that is compatible with all motor oils, including synthetics. **Bi-Tron Engine Formulation** is engineered specifically for the internal combustion engine (Gasoline, Diesel, Natural Gas or Propane) and should not

For more Information contact Alex at 1-250-338-6334 3

be confused with ordinary additives which have marginal benefits. It is a metal treatment which utilizes a SAE approved 30W re-refined base oil but does not replace your engine's oil.

Bi-Tron coats all metal surfaces with a layer of positively charged ionic oil molecules. Within hours or turning your engine off, virtually no oil remains on engine parts. **Bi-Tron Engine Formulation** will protect your engine from the 90% of engine wear that occurs during cold starts, in the first critical moments before the motor's oil fully circulates.

Bi-Tron reduces friction and wear and so will extend the life of your oil and improve its lubricating qualities. It uses the package of additives present in your own oil and so takes on the characteristics of whichever oil it is used with (synthetic or mineral), and is effective under the most severe operating conditions. It is totally non-corrosive, contains no plastic particles, PTFE resins (PolyTetra Fluoro Ethylene - Teflon™), molybdenum disulfide, lead or any other metal.

Bi-Tron helps break the vicious cycle of heat from friction expanding the metal - causing more friction - which may ultimately cause engine failure. Conventional oil becomes less viscous at elevated temperatures and flows away from the heat.

Bi-Tron, however, is attracted to any hot spots (areas where engineering tolerances make for increased friction and therefore more heat and wear) because with the increased temperature there will be an increase in negative charge which attracts more of the positively charged **Bi-Tron**. This provides increased lubrication of the metal where it is needed most.

This unique specially developed and proven product can be a tremendous boost to the efficiency of your automobile. To maximize these benefits, you should utilize the entire **Bi-Tron** product line. The **Fuel Conditioners** to lubricate the upper engine and improve the burn characteristics of the fuel, releasing more energy, the **2-4-6** to reduce drag and friction down the drive train; and the **Tire Safety Solution** to ensure that your tires maintain their correct pressure. We are so confident that the customer will be satisfied with **Bi-Tron** we back it with our 30-day, **100% money back** consumer satisfaction guarantee.

Directions

Initial Engine Treatment:

Most vehicles require a single 473 ml (16 oz) bottle of **Engine Formulation** added to the crankcase, to treat all metal surfaces and dislodge any sludge or foreign material. Regardless of the stage you may be at in your oil change cycle don't delay adding the **Engine Formulation**. The longer you wait the more damage can be caused to your engine.

Note: For larger volume crankcases, use **Bi-Tron Engine Formulation** at 10% volume for the initial engine treatment.

Caution: Do not overfill your crankcase.

N/A/T/O does not provide any general advice on how often to change your oil - every case is different. **Bi-Tron Engine Formulation** will dramatically extend the life of your oil, however we recommend that you always follow the service interval guidelines provided by the manufacturer. It is always advisable to check your oil on a regular basis and change it, and your filters, as often as required.

The earlier an engine is treated with **Bi-Tron**, the greater the overall benefit. Unlike most oil additives and engine treatments, **Bi-Tron** does not interfere with engineered tolerances and so cannot adversely affect engine performance. **For newer vehicles Bi-Tron can be used immediately (engines in new cars have usually been broken in).**

Note: Rebuilt engines require a settling-in period and should be "run in" for about 1,000 miles prior to the addition of Bi-Tron products. This allows the rings to seat and larger irregularities to be worn down.

For high-mileage vehicles, **Bi-Tron** will remove the Hydrocarbon build-up which is often quite substantial. This may lead to a blackening and thickening of the oil combined with a reduction in its lubricating qualities. You may find it appropriate to change the oil, or at the very least check its condition, 500-1,000 miles of driving after **Bi-Tronizing** your vehicle. Customers may claim that **Bi-Tron** has dirtied their oil. Please remember that the contaminants have made the oil dirty, not **Bi-Tron**. The customer must understand that this specially engineered Engine Formulation has actually performed a service for them -freeing their engine of harmful contaminants - that their standard engine oil could not.

The **Bi-Tron Engine formulation** will form a protective layer over all the metal surfaces, and needs to be added only once every 16,000 kms (10,000 miles). This means that you may change your oil once or even twice between additions of **Bi-Tron**. For most vehicles this means that subsequent treatment will consist of the smaller 236 ml (8 oz) bottle every 16,000 kms (10,000 miles). This represents approximately a 5% ratio to the crankcase's total volume, compared to 10% for the initial treatment. You may feel more comfortable simply adding a few ounces of **Bi-Tron** with each oil change (it is much better to have a slight excess rather than too little). Either technique will maintain proper protection and achieve the desired results.

Treatment Results TOP

Results should include:

1. A "lighter" and "quicker" vehicle response.
2. Smoother rise in RPMs resulting in a quieter and smoother engine.
3. Overall improved engine response and quicker acceleration.
4. An increase in top end RPMs and an increase in idling speed.
5. Less decrease in speed while going up a hill at a constant accelerator pressure. **(Many users can now even negotiate hills without down-shifting.)**
6. Easier cold weather starting.
7. Releasing of rings that are fouled or frozen (from hydrocarbon or the residue from other additives).
8. Reduction of the vehicle's use of oil.
9. Maximizing of compression and horsepower.
10. Reduction of hydrocarbon emissions.
11. Improvement in fuel efficiency due to reduction of friction in the lower engine.
12. Improvement in compression ratios due to the removal of the deposits.

Turbo Chargers TOP

Turbo Chargers often have a tremendous problems with high RPMs causing lubricants to oxidize quite quickly. The drop in oil pressure when the engine is turned off, while the turbines are still rotating, tends to leave the bearings (especially thrust areas) isolated from oil flow. This causes the small amount of oil left around the shaft and bearings to carbonize, leaving carbon and sludge residue. **Bi-Tron** will benefit Turbo-Chargers by:

For more Information contact Alex at 1-250-338-6334

- 1.Reducing heat caused by friction.
- 2.Improving heat transfer and reducing wear on bearings due to the residue's abrasive action (which can lead to early seizure of the bearings and surrounding metal).
- 3.Protecting thrust and primary bearings.
- 4.Slowing carbonization and oxidation of oil in and around heat-stressed bearings.
- 5.Reducing scaling and build-up.
- 6.Protecting during metal-to-metal contact.
- 7.Breaking down deposits of carbon on surfaces where this residue is already evident.

Points to Note TOP

- 1.**Bi-Tron** is not a cure-all for mechanical problems. In some cases the detergent effects of Bi-Tron may expose pre-existing problems. (e.g. A damaged seal).
- 2.It is not intended to be added to animal based oils
- 3.In some cases, the addition of **Bi-Tron** could result in increased idling RPM due to reduction in friction. If this should occur, wait for 500-700 kms (300-450 miles) of driving after the product has been added, then re-adjust idling RPM to the manufacturer's recommended setting, to maximize fuel economy.

Warranties TOP

There is always a question concerning the possible "threat" of cancellation of warranties by the manufacturers should additives be used in their automobiles or equipment. Not only will **Bi-Tron** not void warranties, it will probably dramatically extend the working life of your engine, its oil and its components. Like oil, it is purely hydrocarbon in its make-up and so is compatible with all mineral & synthetic oils. It contains no solids of any kind and is non-corrosive There is nothing present which could cause any damage of any kind to metal components or to seals. Therefore, even if its presence could be detected it could not void any warranty. Coating a metal with a protective layer of oil cannot contribute to excessive wear or breakdown of the metal.

It is not a simple matter for manufacturers to just void a warranty without providing sufficient evidence to justify their actions. The manufacturer must prove that the use of any product caused the claimed-for damage and that it was not due to their component failure. Damage within the boundaries of a warranty caused by improper lubrication will in fact be covered by the manufacturers' warranty.

Product Specifications TOP

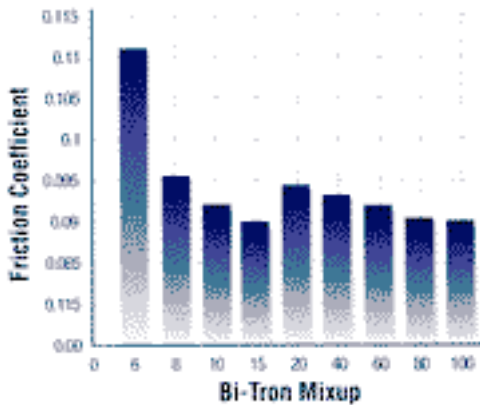
Boiling Point For Component	32% 153.33C (300F) @ 760.00 mm Hg
Vapor Pressure For Component	32% 3.00 mm Hg @20c (68.00F)
Specific Vapor Density Air = 1	1.0
Specific Gravity	1.09 @ 21C (69.8F)
Percent Volatiles	30-35%
Evaporation Rate	Slower than ether
Flash Point: Open Cup	126C (259F)
Explosive Limit: (Lowest value of component)	Lower 1% Upper 7%
TBN	4.6

Using a friction test on a Cross Axis machine **Bi-Tron** has been independently assessed to reduce wear up to 15 times more than other leading additives.

Bi-Tron tested independently has demonstrated a phenomenal drop in friction coefficients of mineral and synthetic oils and has been demonstrated to reduce the effects of friction and temperature best at a ratio of 15%.

Graphical Comparisons

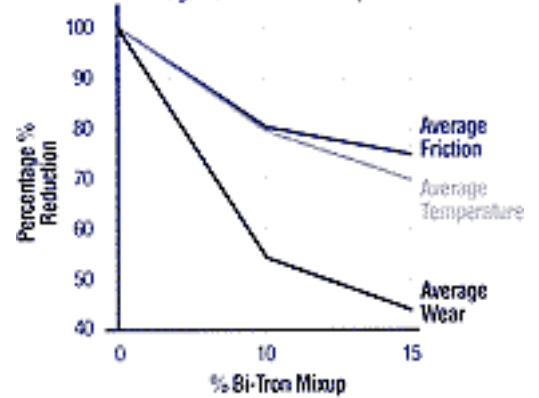
Friction Coefficient Related to Bi-Tron Mixup in Mineral Engine Oil



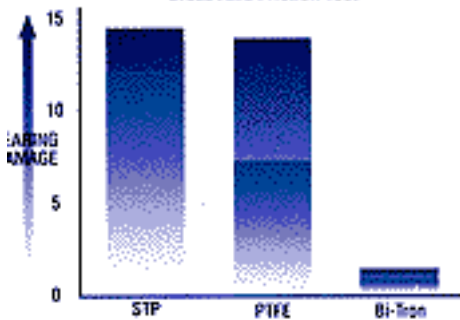
TOP

The following Friction Coefficient graph shows the average independently assessed reductions in friction, temperature and most importantly wear.

Average Reduction of Friction Temperature and Wear against % Bi-Tron Mixup



Wear comparison using the Cross Axis Friction Test



Each of these tests has been conducted by independent laboratories on behalf of N/A/T/O International. We are prevented from publishing more of the many test reports we have amassed throughout our extensive product development and testing by the

laboratories themselves. They prefix their findings with a paragraph expressly prohibiting the republishing of their test reports for any advertising or marketing.

Originals of all test reports are kept strictly on file but similar results can be obtained in any independent laboratory at any time.

Available Sizes	Item Code
473 ml (16 oz.) bottle (case of 6)	30001
236 ml (8 oz.) bottle (case of 12)	30021
4L (1 gal. US) jug	30041
10L (2.5 gal US) pail	30061



Bi-Tron 2-4-6 Metal Treatment

Transmissions | Differentials | Steering | Hydraulic Systems | Wet Clutches
Drilling & Machining | Compressors | Product Specifications

FEATURES



- Optimizes the efficiency of the drive train
- Compatible with ALL mineral & synthetic gear oils
- Compatible with ALL hydraulic fluids
- Reduces friction & wear
- Will not void warranties
- Pure petroleum-based
- Non-corrosive
- No solids, PTFE or metal
- Mix at 6% to gear oils or hydraulic fluids

2-4-6 Metal Treatment is engineered to be compatible with gear oils such as Automatic Transmission Fluid, Mercon & Dexron as well as hydraulic fluids. **2-4-6 Metal Treatment** is named after the directions for its most common application (i.e. 2 oz. In the power steering reservoir of steering box, 4 oz. In the differential and 6 oz. In the automatic transmission or manual gear box). It is designed to reduce friction in extreme pressure situations, contributing to a reduction in wear and operating temperatures. It works in the same manner as all the **Bi-Tron lubricants**, coating metal with a protective layer of positively charged oil molecules. It will actually be attracted into areas of high wear because the extra friction creates extra heat and so extra negative charge, whereas a conventional oil will run away from that area. The reduction in friction leads to less waste of energy (energy lost in the form of heat and noise). This means that more energy is free to pass through the drive train providing an improvement in horsepower or power output at the wheels.

It is probably one of the more versatile products in the **Bi-Tron** family. Its uniquely engineered pure hydrocarbon base makes it completely compatible with a wide range of different gear & bearing oils as well as hydraulic & cutting fluids.

Directions

For ease of interpretation, in most vehicles 60 ml (2 oz.) go into the steering reservoir or box, 120

For more information contact Alex at 1-250-338-6334

ml (4 oz.) into the differential and 180 ml (6 oz.) into the transmission or manual gearbox. The optimum ratio (if in any doubt) is 6% of the overall volume of the casing being treated. This is the same ratio regardless of how large the case is. The **Bi-Tron** needs to be re-applied only when the fluid is changed according to the manufacturers' guidelines. For ease of application you may find it useful to save the cap and tube from the Tire Safety Solution after you have **Bi-Tronized** your tires - this makes an ideal tool. Front wheel drive cars have a trans-axle which is a combination gear box and differential and should be treated at the 6% ratio.

Manual & Automatic Transmissions

[TOP](#)

One treatment should last for 1 - 2 years, or according to service instructions for changing gear or transmission oil. If the oil/fluid is changed, re-treat with **Bi-Tron 2·4·6 Metal Treatment**.

Treatment results should include:

1. Manual gears shifting more smoothly. Before engine is started, shift gears, compare feeling before and after **Bi-Tron 2·4·6** is added. The "catching or corners" feeling should have been reduced as you shift through the gears. In other words, shifting is quicker and without "grabbing".
2. Less vibration of the gear shift might also be evident.
3. Less torque loss translates into an increase in actual power to drive train.
4. Smoother, faster shifting of gears in automatic transmissions.
5. Reduction of transmission gear howl and vibration.

This product will not cause "slippage" in either manual or automatic transmissions. On the contrary, its use results in smoother, easier gear changes. Clutches need friction to operate - the clutch plates in an automatic transmission are bathed in transmission fluid but are fibrous in make up (similar to brake pads) and so should be treated with **Bi-Tron**. The **Bi-Tron 2·4·6 Metal Treatment** coats and protects the complex systems of metal gears that make up the remainder of any transmission or gearbox.

Bi-Tron 2·4·6 will assist in the protection of the automatic transmission or gear box from friction and reduce the heat build-up which destroys the effectiveness of the fluid (the major cause of failure).

Note: **Bi-Tron** is non-corrosive and cannot negatively affect the material of the seals. It is a metal treatment and treats only the metal surfaces.

Caution: Bi-Tron will not restore damaged seals that are already hardened and cracked.

Differentials, Gears & Transfer Cases

[TOP](#)

For regular and non-slip differentials, gears and transfer cases, mix at 6% **2·4·6** by volume. Differentials are subjected to considerable heat and friction due to the loads and stress of gears. Laboratory tests and actual use have proven that **Bi-Tron** decreases internal oil temperatures in differentials anywhere from 5-20°C (41-68°F). The pressures in these systems are huge and the metal surfaces are subject to severe stresses. **Bi-Tron** will not interfere with the biting points of these systems but will protect the metal from excessive wear.

Treatment results should include:

For more Information contact Alex at **1-250-338-6334**

- 1.Reduced operating temperatures.
- 2.Reduced differential noise (gear howl).

Caution: Bi-Tron 2·4·6 is not intended for gears that have sheared or are on the verge of lock-up, unless this is due to overheating and has not yet resulted in welding.

Manual & Power Steering

[TOP](#)

2·4·6 is compatible with all steering units. Mix at 6% by volume.

Treatment results should include:

- 1.Easier steering maneuvers.
- 2.Increased pump flow in worn or dirty power steering units.
- 3.Increase in life expectancy of unit due to decreased wear.

Note: Bi-Tron is not intended to restore mechanical failure.

Hydraulic Systems

[TOP](#)

Bi-Tron 2·4·6 is completely compatible with hydraulic oils and should be used at a 6% ratio. It will coat the entire system with a protective layer, reducing operating temperatures and wear. Most of the heat in these systems is generated by extreme pressures. This heat will cause the metal to expand and so increase the level of friction and wear, which will then, in turn, contribute to the heat further expanding the metal creating more friction and so on. The 2·4·6 helps break this vicious cycle.

Wet Clutches

[TOP](#)

Clutches that are bathed in oil should be treated with Bi-Tron's 2·4·6 metal treatment at a 6% ratio. It will not interfere with the biting points of clutch plates or cause any slippage. Clutch plates are made from fibrous material, not metal, and so are not affected.

Note: Clutches and transmissions that have common sump oiling with an engine (most four-stroke motorcycles) should be treated with Bi-Tron's Engine Formulation at the ratios recommended for that product.

Drilling & Machining

[TOP](#)

2·4·6 is compatible with most drilling fluids. Please fax in to Corporate Headquarters (604) 734-0433 the specific information as to the nature of the material being machined, and the equipment and cutting fluid currently being used. We will then calculate the ratio at which to use the product.

Air-Conditioner Compressors

[TOP](#)

Mix 6% 2·4·6 by volume. Air-Conditioner compressors are a tremendous source of power draw on

engines. Before adding, please check with your service technician for assistance.

There are many other areas where friction can be a source of problems. Many engineers have used their imagination finding new ways of utilizing the many properties of **Bi-Tron**. Keep in mind that **Bi-Tron 2-4-6 Metal Treatment** can be used wherever friction is found. The rule-of-thumb for mix percentage is 6% by volume. It may be advisable to use up to 10% when quick response is required.

Product Specifications TOP

Boiling Point For Component	32% 153.33C (300F) @ 760.00 mm Hg
Vapor Pressure For Component	32% 3.00 mm Hg @20c (68.00F)
Specific Vapor Density Air = 1	1.0
Specific Gravity	1.09 @ 21C (69.8F)
Percent Volatiles	30-35%
Evaporation Rate	Slower than ether
Flash Point: Open Cup	126C (259F)
Explosive Limit: (Lowest value of component)	Lower 1% Upper 7%
TBN	4.6

Available Sizes	Item Code
354 ml (12 oz.) bottle (case of 6)	30361
4L (1 gal. US) jug	30381
10L (2.5 gal. US)	30401



Bi-Tron XL2

Two Stroke Metal Treatment

FEATURES

Engineered specifically for two-stroke engines

Compatible with ALL NMMA & API accredited two-stroke oils

- Reduces friction, operating temperatures & wear
- Improves power output, compression & efficiency
- Cleans and protects your engine
- Optimizes performance
- Improves cold starts
- Pure petroleum-based
- Will not void warranties
- Non corrosive
- No solids, PTFE or metal
- Mix at 2 oz (60 ml) to 5 gal (20L) or 5% to oil reservoir



Uses include snowmobiles, jet skis, motorcycles, chainsaws, outboards, lawn equipment etc.

Bi-Tron XL, our Two-Stroke product, is uniquely engineered to add lubricity to your mixed gas and to coat all metal surfaces with a layer of positively charged oil. Bi-Tron XL is compatible with All two-stroke applications. It will dramatically reduce engine wear and noise due to friction and drag in the system. As a result operating temperatures will drop and the likelihood of catastrophic seizure will be diminished. It will clean and protect your engine from hydrocarbon build-up, ensuring spark plugs and rings remain free to operate at their maximum potential.

Bi-Tron XL dramatically improves the power output, compression and efficiency of the motor. It makes cold starts easier and reduces the wear caused by them. This product raises idle and top-end RPMs, as well as top speed and horsepower.

Bi-Tron does not replace the oil but enhances its performance and treats the metal. It is completely compatible with all NMMA and API accredited two-stroke oils.

Treatment Results TOP

Results should include:

1. Increased power due to lower operating temperature and reduced friction.
2. Increased compression because of improved piston ring sealing.
3. Decreased deposits on spark plugs, combustion chamber and pistons.
4. Protects against piston seizure.
5. Quieter and smoother running engine.

Directions TOP

Mix the gas and the two-stroke oil as per manufacturers recommendations, then add 60 ml (2 oz.) to each 20L (5 gal.) of premixed fuel and SHAKE WELL. OR add 60 ml (2 oz.) to the two-stroke oil before you add the fuel. OR if you are adding it to an oil reservoir for an oil injection system use the product at a 5% ratio to the two-stroke oil.

Bi-Tron XL Two-Stroke Metal Treatment contains no solids, no PTFE's (Ploy Tetra Fluoro Ethylene, Teflon™), no metals and is completely noncorrosive. It cannot have a negative effect.

Product Specifications TOP

Boiling Point For Component	32% 153.33C (300F) @ 760.00 mm Hg
Vapor Pressure For Component	32% 3.00 mm Hg @20c (68.00F)
Specific Vapor Density Air = 1	1.0
Specific Gravity	1.09 @ 21C (69.8F)
Percent Volatiles	30-35%
Evaporation Rate	Slower than ether
Flash Point: Open Cup	126C (259F)
Explosive Limit: (Lowest value of component)	Lower 1% Upper 7%
TBN	4.6

Available Sizes TOP

Available Sizes	Item Code
354 ml (12 oz.) bottle (case of 6)	30441
4L (1 gal. US) jug	30461
10L (2.5 gal. US) pail	30481

For information contact Alex at 250-338-6334 or
Toll Free 1-866-338-6334



Bi-Tron Gasoline Conditioner Concentrate

[|About|](#) [|Directions|](#) [|Points to Note|](#) [|Specifications|](#)

FEATURES

Compatible with leaded and unleaded gasoline



- Improves mileage & performance
- Reduces friction & wear
- Maximizes power & compression
- Optimizes engine performance
- Cleanses & lubricates carburetor/injectors and top-end
- Improves cold starting
- Keeps fuel tank & lines water and fungus-free and extends the life of the fuel
- Pure petroleum based
- Non corrosive

No solids, PTFE or metal

Will not void warranties

Use a minimum of 30 - 60 ml (1 to 2 oz.) to each 40 L (10 gallons) of fuel.

About TOP

Bi-Tron Gasoline Conditioner is a complex blend of petro-chemicals designed to oxygenate and improve the burn characteristics of the fuel (leaded or unleaded) regardless of octane rating. It is formulated for use in any gasoline or alcohol powered engines (even propane, where facility exists to introduce it).

The conditioner improves the fuel's lubricity, coating all metal surfaces throughout the fuel system and upper engine with a protective layer of oil, reducing friction and wear. The Gasoline Conditioner will

For more Information contact Alex at 1-250-338-6334

coat the entire top-end (injectors, carburetors, spark plugs and valves) with ionic oil, preventing the build-up of hydrocarbons and increasing engine life. It will even break down gums and varnishes, reducing existing carbon build-up and minimizing pre-ignition and dieseling.

In the fuel tank it will slow down degradation of fuels due to moisture build-up and fungal growth, and will in fact absorb moisture and prevent freeze-up.

Bi-Tron Gasoline Conditioner while not acting as an octane booster, does improve the structure of the combustion, increasing the temperature of combustion and the amount of available oxygen in the fuel itself. This means that when the fuel burns, oxygen has already been introduced into the chemical makeup of the fuel and becomes a key component of it. The net result is that the fuel ignites and burns faster, hotter and more completely, so that more of the energy is released from the fuel.

In terms of emissions this means that the Carbon Monoxide and Hydrocarbon levels will most likely be dramatically reduced.

If your fuel is burning more completely, more energy is being released. Combine this with the other products, then less energy is being used to overcome friction and drag, so more energy will reach the wheels. If you drive exactly the same way after adding **Bi-Tron** as you did before, and your car is well tuned, you should get more mileage. Try not to use the extra power.

Points to Note TOP

1. Most cars manufactured today can, with the aid of Bi-Tron, run perfectly well on regular fuel.
2. High octane fuels will actually account for high emissions from the fuel tank itself.
3. Bi-Tron Gas Conditioner is non corrosive & contains no solids, PTFE resins, molybdenum disulfide, lead or any other metals.
4. In the case of a slightly higher mileage vehicle a build-up of shellac in the fuel tank can be present and although the **Bi-Tron** CANNOT and WILL NOT remove or dissolve shellac, it is vital that shellac deposits not be allowed to build up in the tank. When running a fuel tank close to empty, more of the solids will be sucked into the fuel lines occasionally, causing the potential for slight obstruction of the fuel filter. The consequence is that the engine has to work harder to suck the fuel through and not enough fuel is injected into the cylinder. This could result in the engine misfiring resulting in a drop-off in mileage. DO NOT run your tank to empty. Check and change your fuel filter at least every eighteen months. The protective layer of Bi-Tron will reduce the accumulation of shellac - leading to many miles of cleaner, more economical driving.

Directions TOP

Use a minimum of 30-60 ml (1 - 2 oz.) of Gasoline Conditioner for each 40 liters (10 gallons) of fuel. It is better to use too much than too little. In colder weather it may be advisable to double the dose. For larger volumes just multiply up accordingly.

Product Specifications TOP

Boiling Point For Component	40-45% 82.22C(180.00F) @ 760.0 mm Hg
Vapor Pressure For Component	40-45% 33.00 mm Hg @ 20C(68.00F)

For more information contact Alex at **1-250-338-6334** 14

Viscosity	2.1 @ 40C (104.00F)
Specific Vapor Density Air = 1	1.0
Specific Gravity	1.000 @ 21C (72.00F)
Percent Volatiles	85-90%
Evaporation Rate	Slower than ether
Flash Point: Pensky-Martens Closed Cup	15C (55.4F)
Explosive Limit: (Lowest value of component)	Lower 1% Upper 8%

Available Sizes	Item Code
354 ml (12 oz.) bottle (case of 6)	30101
4L (1 gal. US) jug	30121
10 L (2.5 gal. US) pail	30141



Bi-Tron Diesel Fuel Conditioner

FEATURES

Cleanses & lubricates carburetor/injectors and top-end
Compatible with all grades of diesel



- Improves combustion
- Adds lubricity
- Reduces friction & wear
- Lubricates upper cylinder walls, valves, and fuel pump
- Improves cold starting
- Prevents gelling in cold weather

- Prevents corrosion and waxing within the fuel
- Keeps fuel tanks & lines water and fungus-free, extending the life of the

fuel and reducing moisture-related problems

Optimizes engine performance maximizes power & compression

Improves mileage & performance

Pure petroleum-based

Non corrosive

No solids

Will not void warranties

Neutralizes sulfuric acid

Use a minimum of 30 to 60 ml (1 to 2 oz.) to each 40L (10 gallons) of fuel

About TOP

Bi-Tron Diesel Fuel Conditioner is a complex combination of petro-chemicals which is designed to increase the lubricity and improve combustion of diesel fuels. It penetrates and removes carbon build-up, gums and sludge and lubricates the moving metal parts of both the fuel supply system and the engine's top-end. The product is compatible with all types and grades of diesel fuel. Use of the Conditioner extends the life of the diesel engine and improves the efficiency of fuel combustion, thereby reducing fuel consumption.

Bi-Tron Diesel Fuel Conditioner is a non-extractable and ashless conditioner which serves as a multi-functional lubricant, and conforms with EPA regulations when used in diesel fuel. It is non-corrosive and contains no solids.

The Diesel Conditioner is engineered to improve the burn structure of the diesel fuel so that it burns faster, hotter and more completely. More energy is extracted from the fuel and because it is being burned more completely, lower levels of Carbon Monoxide and Hydrocarbons are expelled in exhaust emissions. Sulphur has been removed from diesel fuels throughout North America in the interest of reducing toxic and acidic emissions. As a result, the fuel is not burning as well and damage is being done to the upper engine and fuel pumps due to a lack of lubrication. The conditioner will improve the lubricity of the fuel and coat all metal surfaces throughout the fuel system and upper engine with a protective layer of oil. In the upper engine it coats injectors and valves with a layer of oil and will even remove existing gums and varnishes and prevent future build-up. This means that these vital components can operate to the optimum level that their engineered parameters will allow.

Bi-Tron Diesel Fuel Conditioner's improved lubricity makes for easier starts and smoother running engines and will help prevent winter fuel from gelling at low temperatures while improving the lubricity of this much thinner fuel. It also breaks down the surface tension of water (from condensation) in diesel fuel protecting the injectors and fuel filters, and lubricates and protects the upper cylinder walls and fuel pump from wear.

The conditioner also extends the life of diesel fuel in storage tanks. It slows the degradation of the fuel caused by the polymerization and breakdown of hydrocarbons preventing sludge formation, colour deterioration, a disagreeable odour and even fungus growth. The conditioner can be used to improve heating oil combustion and protect the pumps and injectors.

Bi-Tron's Diesel Fuel Conditioner is compatible with all Grades of diesel fuel, heating oils etc. But may not be totally miscible with crude, heavy bunker C grade fuel.

Possible applications range from stationary engines to diesel cars, trucks and marine engines, from single cylinder systems to massive heavy duty industrial multi-cylinder engines.

Directions TOP

Use a minimum of 30 - 60 ml (1 -2 oz.) of Diesel Conditioner for each 40 liters (10 gal.) of fuel. For larger volumes just multiply up.

Product Specifications TOP

Boiling Point For Component	32% 153.33C (300.00F) @ 760.00 mm Hg
Vapor Pressure For Component	32% 3.00 mm Hg @ 20C (68.00F)
Specific Vapor Density Air = 1	1.0
Specific Gravity	1.09 @ 21C (69.8F)
Percent Volatiles	30-35%
Evaporation Rate	126C (259F)
Flash Point: Open Cup	Lower 1% Upper 7%
Explosive Limit: (Lowest value of component)	4.6
TBN	

Available Sizes	Item Code
354 ml (12 oz.) bottle (case of 6)	30181
4L (1 gal. US)	30201
10L (2.5 gal. US) pail	30221



Bi-Tron Tire Safety Solution

FEATURES



Improves the safety & security of your loved ones
Unconditionally guaranteed to instantly seal & permanently repair punctures of up to *" in diameter in the tread area of a tire

Environmentally safe Cannot void new tire warranties
Cannot cause balancing problems
Non-toxic
Non flammable
Will not stain or damage clothing

Seals all internal surfaces of the tire and wheel against air loss
Stops tire bead and wheel rim leaks
Maintains correct tire pressure improving tread life and fuel consumption

Helps preserve the rubber
Dissipates tread heat, reducing the major cause of tread wear
Will perform for the life of the tire in any climate
Removes the # 1 cause of vehicle immobilization
Reduces accidents caused by under-inflation

About [TOP](#)

Bi-Tron's unique Tire Safety Solution is unconditionally guaranteed to seal punctures of up to 1/4" diameter in the tread area of a tire - instantly and permanently - while driving. Bi-Tron Tire Safety Solution is a preventive measure to use before you get a flat tire. It is a non-toxic non flammable formulation which is installed inside the tires and remains there for the life of the tire, additionally helping eliminate underinflation. Properly inflated tires last 20 - 25% longer and provide extra fuel economy (underinflation tires can add 10% to a car's fuel costs). **Bi-Tron TSS** comes in four distinct formulations:

Bicycle TSS - thinner than the rest so it can reach the puncture faster and seal the thin rubber before a rip develops.

Automotive TSS - engineered to be compatible with all motorbike tires, passenger automobile tires and even light truck tires (with or without inner tube) at pressures of up to 60 psi.

Truck TSS (Tube) - a lighter grade, Heavy Duty solution for tires with inner tubes.

Truck TSS (Tubeless) - a thicker heavier grade, Heavy Duty TSS for tires without inner tubes.

Both Heavy Duty solutions are designed for tires over 60 psi in larger trucks, off road vehicles, agricultural or construction machinery, 4x4s, etc. Any applications you are unsure about use the Heavy Duty Solutions.

Wheelchair TSS (Tube or Tubeless) - is specially formulated to meet the needs of wheelchair and scooter tires.

All **TSS Formulations** utilize a complex chemistry of chemicals, fibres and liquids shown to be effective in extreme temperatures. **TSS** remains liquid for the life of the tire and is distributed via centrifugal force. It does not affect the balance of the tire - should a tire not be properly balanced prior to installation of **TSS**, or go out of balance at some point thereafter, it is simple to re-balance again. This is necessary to evenly distribute the **TSS** around the tire so it is not a factor in balancing the wheel. When a puncture occurs, thousands of strong, interlocking fibers form instantly in and around the puncture preventing the loss of air permanently for the remaining life of the tire.

Further, **TSS** contains a rust inhibitor, protecting rims, valve stems, or steel belts on tires, and will not affect warranties on tires or wheels. **TSS** is odorless non flammable, will not damage clothing and is environmentally safe for discharge into a sewer system.

It does not contain synthetic latex or solvent-based plasticizers (which can dry out, ball-up, or break down due to heat).

Directions [TOP](#)

It is imperative that the **TSS** be very well shaken before it is installed since the fibres separate out if

It is left to stand for long periods. Simply go to your local service station and use their air facilities. Park your vehicle so that the valve stems are at either 5 or 7 o'clock position and, using the metal valve stem remover found in the accompanying plastic bag, remove the center of the valve so that the air rushes out. Snip the end from the pointed cap and place the plastic tube over the hole and the other end over the valve stem. Turn the bottle upside down and add the required amount of TSS (13" & 14" rimmed tires use 120 ml (4 oz.) per tire; 15" & 16" rims use 150 ml (5 oz.) per tire). If in doubt as to how much to use check the TSS Installation Manual (available as a sales aid), which lists all tire sizes and their required amounts. Replace the valve core and re-inflate to the recommended pressure. Repeat the procedure for each tire. Please bear in mind the TSS will not be fully installed until the tire has been driven for a short distance (i.e. around the block a few times).

Points to Note TOP

Note: When installing new tires we recommend that they be balanced and road tested before the installation of TSS.

The TSS is designed as a preventive measure and is not guaranteed to work in previously punctured tires. However, if you find a puncture object in the tread of the tire prior to installing Bi-Tron TSS, it may not be too late. Add TSS as described above, then, BEFORE removing the object inflate the tire and drive the vehicle around the block a few times to complete the installation procedure. (Please Note: Merely rotating the tire or spinning it on a tire balancer is not sufficient). Once the TSS is fully installed check the tire pressure then remove the object and immediately drive off. This should permanently seal the hole. If not enough TSS is used, the tire pressure is low or if the puncture object is removed before the TSS is fully installed, then a partial seal will form which will prevent the TSS from sealing the hole permanently. In these cases, or should a tire get a side-wall puncture or a rip (which the TSS unfortunately will not permanently seal) it is simple to apply a patch without losing the TSS. Remove the tire from the wheel, wipe the area of the hole with a damp cloth and apply the patch. The TSS will not affect the mended area or the warranty of the tire.

Note:

When installing heavy Duty TSS from the 19 L (5 gal. US) pail in larger tires (tube and tubeless) it is necessary to utilize the Tire Solution Pump (Item #2901). Read the instructions in the TSS Installation Manual for the correct amount of solution to use for the particular tire. The vehicle should be parked with the valve stem turned to the 1 o'clock position when using the Tire Solution Pump.

Caution: Not compatible with fluid filled or internally ridged tires.

Available Sizes	Item Code
TSS Bicycle 236 ml (8 oz.) (case of 6)	30501
TSS Auto 473 ml (16 oz.) (case of 6)	30561
TSS Auto 593 ml (20 oz.) (case of 6)	30581
TSS Truck Tube 1.89 L (1/2 Gallon 64 oz.)	30601
TSS Truck Tubeless 1.89 L (1/2 Gallon 64 oz.)	30621
TSS Truck Tube 19 L (5 Gallon)	30641
TSS Truck Tubeless 19 L (5 Gallon)	30661
TSS Wheelchair 236 ml (8 oz.) (case of 6)	30521
TSS Wheelchair 1.89 L (1/2 Gallon 64 oz.)	30541

For more information contact Alex Fraser Alex at 250-338-6334 or Toll Free 1-866-338-6334



Penetrating Lubricant

- Fast penetration
- Lubricates as it penetrates
- Breaks down rust and corrosion
- Prevents rust and corrosion after use
- Environment safe propellant
- Displaces water
- 1001 uses

Bi-Tron Penetrating Lubricant not only penetrates through extreme rust and corrosion, it also treats the metal surface with a polarised layer of oil molecules to reduce friction and wear and retard future corrosion. The product

differs from others in that the oil will actively seek out metal to protect and treat. Use of this product provides for long lasting, smooth operation of any metal mechanism.

Dry Wash to my knowledge is not available [AF]



Bi-Tron Dry Wash

|About| |Directions| |Points to Note|



FEATURES

- Cleans and protects leaving a showroom shine
- Cuts car wash costs
- Saves the environment by lowering water usage
- Eliminates minor scratches caused by car wash brushes

Can be used on any non porous surface

Hundreds of uses inside and outside the home

About [TOP](#)

Bi-Tron Dry Wash is a combination car wash, polish and protective glaze which is applied directly to a dirty surface without the use of water. It contains no waxes, nor is it simply a polish.

Waxes do a good job of protecting but often leave the paint dull. Polishes are great at removing minor stains, and are much more capable of rejuvenating dull paint work. But polishes are often abrasive and provide very little protection to the paint's surface.

Paint sealants protect well but cannot clean or polish and the surface must be virtually pristine before the sealant can be applied.

Bi-Tron Dry Wash is a mix of all of the best aspects of these products without any of the drawbacks.

Directions [TOP](#)

1. Park dry vehicle in a cool, shaded area
2. Shake bottle vigorously for 20 seconds
3. Pump the applicator bottle a few times to pressurise the sprayer
4. Spray a thin coat of Dry Wash with a sweeping motion on a two foot square area (NOTE: Only a small amount is required, too much is a waste)
5. Immediately spread the solution with a terry cloth, and begin polishing until a dry hazy film forms over the surface
6. With another clean terry cloth buff the dry haze to a shine when convenient

Points to Note [TOP](#)

It is essential that terry cloths be used to encapsulate dirt

Only a small amount is required, too much is a waste

Will work on any non porous surface

When the vehicle is extremely dirty dry wash should not be used to clean. Mud, clay, granules, heavy salt spray, bugs, tar and tree sap are examples of things that cannot and should not be polished with dry wash. Please let common sense be your guide, if in doubt rinse the vehicle before using dry wash.



bitron

an environmentally friendly product that will help you save money and extend the life of your vehicles

Alex Fraser, 420 Harmston Avenue, Courtenay, B.C. V9N 2X2 Canada
Tel # 250-338-6334 Fax # 250-338-6390 or call Toll Free 1-866-338-6334

Shop for Bitron Products,
<http://members.tripod.com/~GLENGARRY/bitron.html> Tel # 250-338-6334 Fax # 250-338-6390 or call Toll Free 1-866-338-6334

Canadian Prices

I can supply you with Bitron Products. I have some of the following in stock

- 30001 Engine Formulation 16 oz @\$46.00 a bottle or case of 6 at \$256.00
- 30021 Engine Formulation 8 oz @\$26.00 a bottle or case of 12 at \$278.00
- 30101 Gas Conditioner 12 oz @ \$29.00 a bottle or case of 6 at \$150.00
- 30181 Diesel Conditioner 12 oz @ \$29.00 a bottle or case of 6 at \$150.00
- 30361 2.4.6 Metal Treatment @ \$39.00 a bottle or case of 6 at \$209.00
- 30281 Penetrating Oil @ \$25.00 a can or case of 12 at \$231.00
- 30441 XL2 Two Stroke 12 oz @ \$40.00 a bottle or case of 6 at \$209.00
- Tire Safety Solution 16 oz Auto @ inquire a bottle inquire for case lots
- Tire Safety Solution 20 oz Auto @ inquire a bottle inquire for case lots
- Tire Safety Solution 8 oz Bike @ inquire a bottle inquire for case lots

Price above does not include shipping from Courtenay BC. or Warehouse
Fax me at 250-338-6390 or e mail me at jars@mars.ark.com with the quantity of products you wish to order and I will get you a cost total shipping included.

Shipping can be done by bus or courier. Which do you prefer??

Shipping from Warehouse includes taxes both GST & PST unless Tax Numbers are provided.

Shipping to the USA is done from the Warehouse, Vancouver, BC Area.

Thank you for your interest

Alex Fraser
Courtenay BC
1-866-338-6334 or 1-250-338-6334

updated 1/4/3