REFORM X

MULTIPURPOSE OIL TREATMENT

REFORM X is a premium quality oil treatment containing superior additives packaged like: Dispersant, Anti wear, Anti Oxidant, Viscosity improver and Detergent Cleaners.

REFORM X Specially formulated for use in both diesel and gasoline engines.

REFORM X for use in all automotive engines and miscible with all engine oils.
It is prepared according to European and USA standard and is highly recommended for Japanese Engines including for Turbochargers system

REFORM X suitable for use as " Leak STOPS", when the seals dry out ***(shrink and crystallize)***. Used for seals on pumps, motor engines, hydraulic system, automotive transmissions etc It is reduces noise in rear ends, gear & transfer cases for less friction, and reduces oil contamination, and carbon build up.

- ¤ Maintains key lubricating properties longer
- ¤ Fights wear and oxidation
- ¤ Increase oil pressure
- ¤ Improves oil viscosity
- ¤ Reduces operating temperatures
- ¤ Reduces friction and engine noise
- ¤ Reduces oil consumption
- ¤ Enhances engine performance and power
- ¤ Stops Leaking
- ¤ Reduce Noise in rear ends, transmissions system, Gear Box

Add directly to engine oil when engine is warm. 150 ml treats 3 to 5 Liters of engine oil (5 - 8 % Volume Oils) For Large Engines (Truck, Buses, Tractors) and engines with excessive wear add 10% maximum life is extended.

Density @ 15°C Kg/L	1.009
Kin Viscosity @ 40°C	1500
Viscosity Index	550
Flash Point °C	270
Dropping Point, °C	0.5

***1.Detergent additives**, dating back to the early 1930s, are used to clean and neutralize oil impurities which would normally cause deposits (oil sludge) on vital engine parts.*
***2.Antiwear additives** or wear inhibiting additives cause a film to surround metal parts, helping to keep them separated.*
***3.Antioxidant additives** retard the decomposition of the stock oil.*
***4.Viscosity modifiers** make an oil's viscosity higher at elevated temperatures. This combats the tendency of the oil to become thin at high temperature. The advantage of using less viscous oil with a VI improver is that it will have improved low temperature fluidity as well as being viscous enough to lubricate at operating temperature. Most multi-grade oils have viscosity modifiers. Some synthetic oils are engineered to meet multi-*