



Clogged Combustion System

Combustion efficiency for new car engine oil combustion system should be properly controlled. However, the oil combustion could not reach 100%.

This is because there is a small portion of the oil which could not be fully burnt, thus resulting in carbon monoxide and hydrocarbon – the exhaust fume. A part of it may stick to combustion chamber or piston, piston ring or exhaust air pipe surface. Eventually it becomes a compound – the carbon deposit.

During the car engine operating process, air from intake channel would combine with atomising oil sprayed and then compound oil gas is created. It will then enter combustion chamber through intake channel, and would be exploded by electrical sparks after being compressed. Subsequently it would move the piston, and the burnt exhaust smoke would be emitted through the exhaust valve, and finally released to the air. In the exploding process of this compound oil gas, chemical reaction would result in granular carbon. The carbon granules would stick to the cylinder internal surface and become carbon deposit. Subsequently the accumulated carbon deposit would increase in quantity. This would cause reduction in cylinder

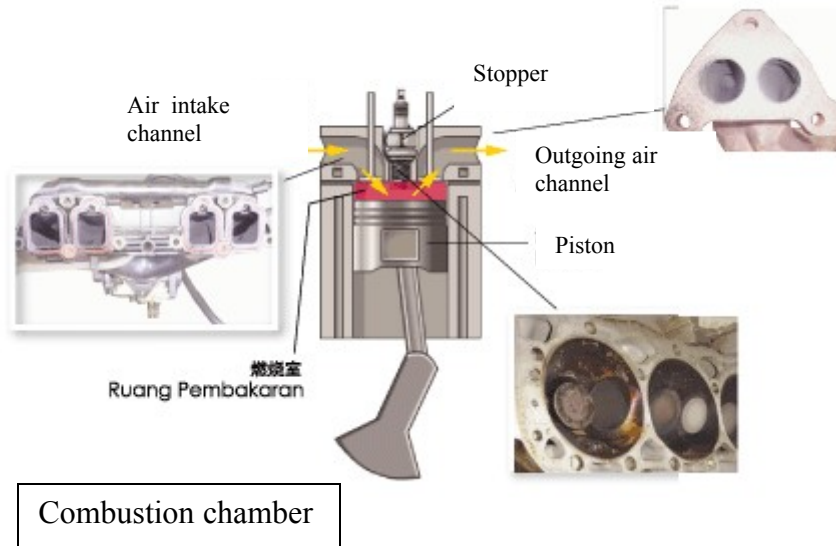


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dimension and air input quantity. It would also block the incoming valve and exhaust valve. This would prevent full combustion of oil gas compound, and decrease oil combustion efficiency. Fuel consumption would increase when this condition worsens, and engine power would clearly decrease. Exhaust gas emission would increase and cause serious environmental pollution. Foreign consultants conclude, if the engine and exhaust system is blocked by 15%, engine power would decrease by 50%.

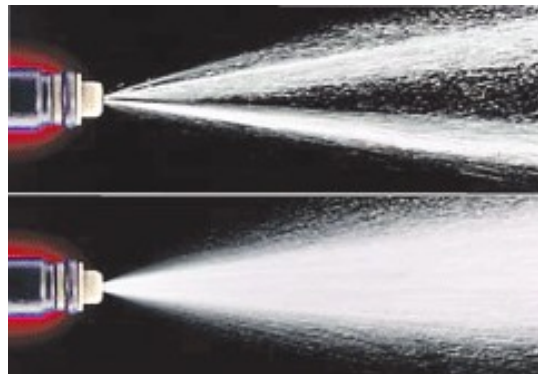


Clogged Combustion System (as shown in the illustration)



Clogged Fuel Jet

The main function of fuel jet is to balance the sprayed fuel in order to improve petroleum gas combustion, which would subsequently facilitate oil burning. If the jet is clogged, then petroleum gas burning would decrease, and would cause a decrease in the level of burning in the whole burning system.





Dangerous carbon deposit

- 1) Substantial carbon deposit in the cylinder would reduce the cylinder dimension and air input quantity, and would block the incoming valve and exhaust valve. This may prevent full combustion of oil gas compound and may reduce fuel burning efficiency. Rate of fuel consumption would seriously increase, and engine power would obviously weaken. It would also reduce cooling effect of engine. If heat conduction performance is bad, then the heat conduction coefficient would only be 1/50 times at cast iron or steel. This may cause the engine to be too hot and extremely reduce efficiency power and economic saving rate.
- 2) Engine burning rate would decrease, and exhaust fume emission rate would rise. Finally a serious environmental pollution would ensue.
- 3) When carbon deposit substantially accumulates at upper part of the piston, combustion chamber dimension would become narrower, and this would cause early flame and deflagration, abnormal explosion, beating and friction, subsequently shorten engine useful life.
- 4) When the carbon deposit accumulates at the valve and valve surface, the valve cover would no longer be tight and gas leakage would occur; engine would be hard to start and powerless, valves would be easily burnt and eroded, and other unfavourable conditions may



occur.

- 5) If there is a substantial carbon deposit at the valve channel and valve rod, it may speed up friction between of valve pipe and valve stick, or even more seriously, it would cause both parts to be blocked and worsened, and finally damaged.
- 6) If there is a substantial carbon deposit at the piston ring channel, piston ring chamber would be narrower, and could not expand and finally damaged. Piston ring elasticity is lost, causing difficulty for the valve to be tightly closed. More seriously, it may break piston ring and may scratch the perforated cylinder.
- 7) Fuel jet nozzle would be blocked when carbon deposit accumulates, and the engine could not be easily ignited.
- 8) Carbon deposit accumulated at the combustion chamber would block the spray hole and cause difficulty in igniting the engine.
- 9) If there is a substantial carbon deposit at the spark plugs: When they are sprayed with fuel, this means there will be parallel electric circuit among the spark electron, finally there will be electrical leakage at the spark plugs and sparks would weaken. Even more seriously, the park plugs may not work anymore. If there is a substantial carbon deposit sticking at wall of the silencer pipe, exhaust block would increase. If the exhaust is not cleaned, it would raise engine temperature, and reduce its power.



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- 10) If there is an excessive carbon deposit in the combustion chamber, it would change density rate, and reduce fuel combustion power, finally there would be engine denotation and rapidly damage the car.

Considering the above factors, it is noticeable that engine power combustion system is very important. Its combustion power would determine whether the engine is powerful or not.



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CF1 CARBON TERMINATOR is the latest Japanese formulation. It is formulated from plant raw material combined with natural based oil, not containing any chemical compound, and specially designed to solve the problem of carbon deposit blockage at the combustion chamber cylinder block.

When CF1Carbon Terminator is used on the engine, engine must be ignited until it reaches the operating temperature so that carbon deposit could be eradicated and loosened. If the car engine temperature is high, **CF1 CARBON TERMINATOR** would be transformed into vapour, and fill up room space quickly. In the action of high temperature and oxygen, carbon deposit at metal could be quickly eradicated and loosened. The loosened carbon deposit would become thick smoke and emitted through the exhaust system.

When **CF1 CARBON TERMINATOR** is used, it could clean fuel jet nozzle quickly, clean the carbon deposit and waste material in the incoming air channel, incoming air valve and combustion chamber, enabling fuel to be burnt fully, and subsequently raising engine power and



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performance, thus saving the cost of fuel material. Definitely you would be driving your car happily, not experienced previously. It would also calm the engine and it would not vibrate. Obviously, it could reduce exhaust fume emitted by the engine. Besides that, **CF1 CARBON TERMINATOR** does not contain any chemical material. Therefore it is environmental friendly.

We must use **CF1 CARBON TERMINATOR** at the right time, with the aim of eradicating and loosening carbon in the combustion system.

Uniqueness of CF1 CARBON TERMINATOR



It could clean and loosened carbon sticking at the metal air incoming valve, fuel jet nozzle and combustion chamber without having to remove and reinstall the engine.

- It could clean the gelatin and carbon deposit quickly, maintaining cylinder cleanliness.
- It could improve and extend fuel jet nozzle life
- It could facilitate circuit system and fuel supply
- It could reduce engine damage, reduce maintenance and overhaul costs
- It could improve acceleration and facilitate engine ignition, thus enabling you to drive cheerfully.
- Extending engine life.

It could operate and continue without having to remove and install the engine. It does not contain any chemical material, and environmental friendly. It enables full fuel combustion, reduces rate of fuel combustion, improves fuel combustion effectiveness and extends engine life, as well as saves money. It could clearly improve engine power and performance and reduce release of exhaust gas from the engine.



Proper use of CF1 CARBON TERMINATOR

- 1) Preparation before using the product: check your car fuel (whether gasoline or diesel), lubrication oil (whether petrol engine lubrication or diesel engine lubrication), is there sufficient cooling material or not? Fuel content in a gasoline tank (Prior to using this product, a car needs fuel. Usually 1 bottle, better still, it should not be less than 10 litres), then ignite the engine, until the temperature rises to a normal level, while the exhaust fan and engine fan operates properly. Only then you may use this product.
- 2) Get a vacuum tube in negative pressure condition at the air intake channel situated at the back of the throttle valve, it is better if it is located near the throttle valve. Note: do not use vacuum tube located at the throttle valve.
- 3) Adjusting fuel level at the throttle valve, regulating engine revolution speed at 2000 revolutions, and maintaining engine revolution speed at 2000-3000 revolutions while using it. In the process of using the product, its idle speed should not be less than 1500 revolutions, do not step on the accelerator, and [touch the pedal](#), revolution speed should be enhanced.



- 4) Carbon Terminator would be sucked into the vacuum suction channel nozzle which is in negative pressure condition. If there are 2 or more nozzles, then the Carbon Terminator should be equally distributed among the in the same quantity, so that the quality of carbon eradication could be ensured.
- 5) Adjusting Carbon Terminator flow speed. Preferably the flow speed should be 180ml per 10 minit. Examine and ensure that the resultant foam does not enter vacuum suction channel nozzle so that carbon claning could be done properly. (Note: Control the flow strictly, it should not be too fast, for it would damage the engine).

(Note: 180 ml Carbon Terminator is only for a sedan car. For a bigger engine, truck or bus, quantity used should be higher.)

After the product is used according to the usual steps, carbon cleaning could be done without having to remove and reinstall the engine. Ignite the engine in 2000 revolutions/minute for 5 minutes. Then, revolution speed should be raised to kurang 3000 revolutions/minute for 10 minutes. Carbon cleaning process dapat could be done at the original place to achieve a good carbon cleaning effect.



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CF1 CARBON TERMINATOR is suitable for all types of engine using petrol or diesel power.

Care Method

1 bottle of this product is recommended for each car travel of 8,000 – 10,000 Km.