



Local Distributors:

B J Littlewood & Associates Pty Ltd Orders by phone or email.

Smaller quantities available from 1 litre

43 King Street or P O Box 1024
Warners Bay SW 2282 Mob: 0415 496 406 Email:
byronic1@bigpond.net.au

We believe in the product such that we have 4 personal vehicles and 2 x 140 HP Suzuki Outboards "Bitronised". We have used the product since 1993 and know how good it is. 10% + more power out of any vehicle, petrol or diesel, two or four stroke, any age and longer time between oil changes. We have used the product in 2001 Nissan Patrol 4.2 diesel(naturally aspirated) completed over 250, 000 km; 2004 Nissan Patrol 4.2 turbo intercooled diesel(110,000km); 2009 Nissan Patrol 4.8l Petrol....amazing results. Those who use the product love it!

Orders by phone or email.

Save Diesel Fuel - Save Money - Save Petrol – Reduce Emissions

Bitron EP40 Powertrain & Gear Formulation (EP Metal Treatment)

- Optimises the efficiency of the drive train
- Compatible with ALL mineral & synthetic gear oil and hydraulic fluids
- Reduces friction and wear
- Will not void warranties
- Backed by our product liability insurance
- Pure petroleum-based
- Non-corrosive
- No solids, PTFE or metal

Available Container sizes:-- 5L, 20L, Plus 75L & 200L Drums.



Bitron EP40 Powertrain & Gear Formulation is engineered to be compatible with gear oils, hydraulic oils as well as Automatic Transmission Fluids. It is designed to reduce friction in extreme pressure situations, contributing to a reduction in wear and tear and operating temperatures. Bitron EP40 Powertrain & Gear Formulation as a "**Metal Treatment**", coats the metal with a protective layer of molecules. It will actually be attracted to the "**HOT SPOTS**", of high wear because the extra friction creates extra heat and so extra negative charge, whereas conventional oil **will** run away from "**Hot**

Spots". The reduction in friction leads to less waste of energy (energy lost in the form of heat & 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. **HELPS to SAVES FUEL.**

Bitron EP40 Powertrain & Gear Formulation is probably one of the more versatile products in the Bitron family. Its uniquely engineered pure hydrocarbon base makes it completely compatible with a wide range of different gear oils, bearing oils, & hydraulic oils including industrial machine shop; machining, drilling & cutting fluids.

Directions:--

Initial Treatment:--- If the condition of the oil in the reservoir to be treated is considered OK, then add the Bitron EP40 Powertrain & Gear Formulation at a ratio of 10% to the oil capacity of the reservoir being treated.

Subsequent Treatments:-- Add Bitron EP40 Powertrain & Gear Formulation at the rate of 5% to the OIL capacity of the reservoir being treated with each oil change, as recommended, by the equipment manufacturer.

The Bitron needs to be reapplied only when the fluid is changed according to the manufacturer's guidelines. ***If unsure of treatment ratios and special applications contact your distributor.***

Bitron EP40 Powertrain & Gear Formulation is not compatible with brake fluids and should never be added to brake or clutch systems where brake fluid is used.

Some Industrial Machines' "Wet Clutches" may FAIL if Bitron EP40 is used. Check with your Bitron Distributor.

Treatment results should include:

1. Smoother, faster shifting of gears in manual and automatic transmissions.
2. Reduction of transmission gear howl and vibration.
3. Less torque loss and increase in actual power to the drive train.

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 or sintered bronze in their make up, and can be treated with Bitron. Bitron EP40 Powertrain & Gear Formulation as a "Metal Treatment" coats and protects the complex systems of metal gears that make up the remainder of any transmission or gearbox.

Bitron EP40 Powertrain & Gear Formulation will assist in the protection of the automatic transmission or gearbox from friction and reduce the heat build-up which destroys the effectiveness of the fluid (the major cause of failure). Note: Bitron is non-corrosive and cannot negatively affect the material of the seals or gaskets. It is a metal treatment and treats only the metal surfaces. Caution: Bitron will not restore damaged seals that are already hardened and cracked.

Points to note:

1. Automatic transmissions that have dirty fluid or have not been maintained regularly should be serviced by "**flushing**" out the System, before being treated with Bitron EP40 Powertrain & Gear Formulation.
2. Differentials or standard transmissions in which the OIL is considered to be OK, can be treated with Bi-tron EP40 at the rate of 10% Bitron EP40 to the volume of the OIL capacity in the case. OIL changes can be performed per manufacturers guidelines.
3. Do not overfill transmissions, differentials, transfer cases or power steering reservoirs.

Differentials, Gears and Transfer Cases:-- For regular, limited slip or Posi-Trac differentials, gears and transfer cases, mix at 5% Bitron EP40 Powertrain & Gear Formulation to the OIL capacity volume. Differentials are subjected to considerable heat and friction due to the loads and stress of gears. Laboratory tests and actual use have proven the Bitron decreases internal oil temperatures in differentials anywhere from 5-20 degrees C. The pressures in these systems are huge and the metal surfaces are subject to severe stresses. Bitron will not interfere with the biting points of these systems but will protect the metal from excessive wear.

Treatment results should include:

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

Caution Bitron EP40 Powertrain & Gear Formulation 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 or power steering:

Bitron EP40 Powertrain & Gear Formulation is compatible with all steering units. Mix at 5% by volume of OIL capacity.

Treatment results should include:

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

Note: Bitron is not intended to restore mechanical failure.

Hydraulic systems:

Bitron EP40 Powertrain & Gear Formulation as a "Metal Treatment" is completely compatible with hydraulic oils, **ONLY** treats the metal, **NOT** the oil. 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. **You should check with the BITRON supplier as to amount of Bitron EP40 needed.**

Boiling Point for Component 32% 153.33°C (300°F) @ 760.00 mm Hg

Vapour Pressure for Component 32% 3 mm Hg @ 20°C (68°F)

Specific Vapour Density Air =1.1

Specific Gravity 1.09 @ 21°C (69.8°F)

Percent Volatiles 30-35%

Evaporation Rate Slower than Ether

Flash Point: Open Cup 126°C (259°F)

Explosion Limit: (Lowest value of Component) Lower 1% Upper 7%

Total Base Number TBN 4.6

Bitron EP20 Engine

Treatment

- Engineered for internal combustion engines including two-stroke
- Reduces friction & wear - Optimises engine performance
- Compatible with all mineral and synthetic oils
- Will not void warranties - backed by our product liability insurance
- Pure petroleum-based - Non-corrosive
- No solids, PTFE or metal



Available Container sizes: 5L, 20L, Plus 75L & 200L Drums.

Bitron EP20 Engine Treatment is a unique 100% pure petroleum-based metal treatment that is compatible with all motor oils, including synthetics. Bitron EP20 Engine Treatment is engineered specifically for the internal combustion engine (Petrol, Diesel, LPG) and should not be confused with

ordinary additives which have marginal benefits. It is a "**metal treatment**" that does not replace your engine's oil. Bitron coats all metal surfaces with a protective layer of molecules. Without Bitron, within hours of turning your engine off, virtually no oil remains on engine parts. Bitron EP20 Engine Treatment helps protect your engine from wear, 90% of which occurs during cold starts in the first critical moments before the motor's oil fully circulates.

Unlike most oil additives and engine treatments, Bitron will not interfere with engineered tolerance and cannot adversely affect engine performance. Bitron 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 non-corrosive, contains no plastic particles, PTFE resins (Poly Tetra Fluoro Ethylene – Teflon), molybdenum disulphide, lead or any other metal. Bitron helps break the vicious cycle of heat from friction expanding the metal which causes more friction, which may ultimately cause engine failure.

Conventional oil becomes less viscous at elevated temperatures and **flows away** from heat. Bitron, 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 Bitron. **This provides increased lubrication of the metal where it is needed most.** The unique specially developed and proven product can be a tremendous boost to the efficiency of vehicles and machinery. To maximise these benefits, you should utilise the entire Bitron product line. **Helps to SAVE FUEL.**

Directions for use:-

Initial treatment:-

Add Bitron EP20 Engine Treatment at a ratio of 10% of the OIL capacity in the sump, using your existing oil. Run the engine for approximately 800km or 8 hours before performing an oil change and replacing the oil filter/s.

Subsequent treatments:-

Add Bitron EP20 Engine Treatment at a ratio of 5% of the OIL capacity in the sump, with each oil change as recommended by the equipment manufacturer.

If unsure of treatment ratios and special applications contact your distributor.

The cleaning action of the Bitron EP20 Engine Treatment may lead to a blackening and thickening of the oil, due to hydrocarbon build-up that was already in the engine before Bitron was added. Note that it is these contaminants that have made the oil dirty & thickened, not Bitron. The condition of the oil should be checked frequently (especially during the first 800km or 8 hours) and changed as soon as it has thickened, or at regular maintenance intervals.

Note: In new equipment and vehicles the initial 10% treatment maybe omitted.

Points to note:-

1. While Bitron EP20 Engine Treatment can be added to oil of any condition, its abilities will be enhanced if it is added to fresh, clean oil.
2. Using less than the recommended amount of Bitron EP20 Engine Treatment may reduce its effectiveness
3. The use of Bitron EP20 Engine Treatment in an engine does not affect its ability to be rebuilt. Rebuilt engines require a running-in period, prior to the addition of Bitron products.
4. **To carry out an OIL ANALYSIS:-** First obtain the containers and instructions from a recognised "Oil Analysis Testing Business" and follow the Instructions. 1st. Sample, taken from Sump Oil, before treating with Bitron. Optimally, 2nd. Sample should be taken from the Sump Oil just before the 3rd.

Oil change. Depending on the results, the testing person may suggest that the interval between oil changes may be extended. Can possibly save a lot of money on oils over time.

5. Care should be taken not to overfill your engine.

Treatment results should include:-

- A quieter and smoother engine with a lighter and quicker throttle response
- An increase in top-end RPM
- Less decrease in speed while hill-climbing requiring fewer gear changes
- Easier cold weather starting
- Releasing of piston rings that are fouled or frozen from hydrocarbon residue
- Reduction in oil consumption and hydrocarbon emissions
- Maximising of compression and horsepower
- Improvement in fuel efficiency due to reduction of friction throughout the engine

ALL THESE RESULTS WILL MEAN A SAVING IN FUEL CONSUMPTION.

Turbo chargers:-

Turbo chargers often have tremendous problems with high RPM causing lubricants to oxidise very 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 carbonise, leaving carbon and sludge residue. Bitron EP20 Engine Treatment will reduce the friction and heat in turbo chargers, and prevent carbon build-up.

Warranties:-

There is often a question concerning the possible threat of cancellation of warranties by the manufacturers should additives be used in their equipment or vehicles. Not only will Bitron not void warranties, it will probably dramatically extend the working life of your engine, its oil and its components. Like oil, Bitron is purely hydrocarbon in its make-up and so is compatible with all mineral and 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 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 either by the manufacturer's warranty or our own product liability insurance.

Product Specification:

Boiling Point for Component 32% 153.33°C (300°F) @ 760.00 mm Hg

Vapour Pressure for Component 32% 3 mm Hg @ 20°C (68°F)

Specific Vapour Density Air =1.1

Specific Gravity 1.09 @ 21°C (69.8°F)

Percent Volatiles 30-35%

Evaporation Rate Slower than Ether

Flash Point: Open Cup 126°C (259°F)

Explosion Limit: (Lowest value of Component) Lower 1% Upper 7%

Total Base Number TBN 4.6

Bi-tron (Bitron) Fuel Conditioner (B.F.C)

"Bi-tron (Bitron) is an amazing product.

A good diesel engine pumps 40% of it's fuel out exhaust unburnt.

The reason for this is:- when the fuel is injected into the combustion chamber, the droplets of fuel are all different sizes; the smaller ones burn very quickly and the larger ones only partially burn. When the Bi-tron (Bitron) Fuel Conditioner is added to the diesel fuel, **it is possible to get almost 100% fuel burn.** The Bi-tron (Bitron) fuel Conditioner has been engineered to make these droplets in the combustion chamber very close to the same size. There is a considerable increase in power available from the engine. If you do



not use this extra power, then there is a distinct possibility in saving a lot of fuel."

The B.F.C will take care of condensation & fungal growth in the tanks and will also help to stop the diesel from gelling in the cold temperatures."

The Sulphur content in Diesel was about 3000 PPM a few years ago. Now the Sulphur content is now only 50 PPM, and will get less shortly. The Sulphur was the predominant lubricant in the fuel, now without the sulphur, the fuel is very abrasive. The fuel companies say they have put enough lubricant into the fuel, however, I am not sure this will prove to be sufficient.

You need to treat your fuel with 1ml. Bi-tron (Bitron) Fuel Conditioner to 1 Litre fuel (1 L Bi-tron (Bitron) to 1000 L Fuel). This will be sufficient Bi-tron (Bitron) to put the lubrication into the fuel. Bi-tron (Bitron) Fuel Conditioners are 100% oil based.

No Additives

We all take vitamins as an antioxidant to ward off toxins; well the sulphur in the fuel was the antioxidant to stop the fuel deteriorating. Without the sulphur the fuel is losing it's volatility at a reasonable rate. The Bi-tron (Bitron) FUEL CONDITIONER will stop this from happening, and help the fuel to develop full power. All Diesel Storage Fuel Tanks should be treated with Bi-tron (Bitron) Diesel Fuel Conditioner.

All PETROL STORAGE FUEL TANKS should be treated with Bi-tron (Bitron) Gasoline/Petrol Fuel Conditioner to overcome the same problems as with the diesel fuel. The Bi-tron (Bitron) Gasoline Fuel Conditioner will help with fuel economy as well.

ROTARY FUEL PUMPS are ONLY fuel Lubricated. The ONLY lubrication above the pistons is the fuel. From experiments I've carried out on the "Cross Axis Machine", I have found that Bi-tron (Bitron) Fuel Conditioner is the only Fuel treatment that will lubricate the top piston ring and valves. The B.F.C will work under extreme heat and pressure. To look after your engines; fuel systems and fuel in storage, B.F.C should be used.

The Bi-tron (Bitron) Fuel Conditioners will give the best economical fuel results if used in conjunction with BOTH of the Bi-tron (Bitron) OIL TREATMENTS.

Bi-tron (Bitron) Company Product Guarantee

TO WHOM IT MAY CONCERN

- Bi-tron (Bitron) Treatments can be used ANYWHERE oil is used for Lubrication.
- Bi-tron (Bitron) Products contain NO Additives (Solids: Metals: Teflons).
- Bi-tron (Bitron) is 100% Petroleum Based.
- Bi-tron (Bitron) will enhance all fuels and oils.
- Bi-tron (Bitron) CANNOT harm any machinery.
- Bi-tron (Bitron) CAN only improve Machinery performance.
- Bi-tron (Bitron) WILL NOT void Warrantees.
- Bi-tron (Bitron) WILL Lubricate the Top Ring on the Piston as Bi-tron (Bitron) Fuel Treatment is ALSO a METAL TREATMENT.



BITRON EP30 PENETRATING LUBRICANT.

- Reduces friction, operating temperature and wear
- Pure petroleum based
- Non corrosive
- No solids, PTFE or metal
- Backed by our product liability insurance

Available Container sizes:- 125ml & 500ml Pump Spray Bottles, 5L, 20L, Plus 75L & 200L Drums

Bitron EP30 Penetrating Lubricant is a scientifically blended formula containing the unique Bitron metal treatment which coats and protects metal with a layer of molecules. *This product has no equal in the world* whenever rust, corrosion or drag is a factor.

Bitron EP30 Penetrating Lubricant not only penetrates through extreme rust and corrosion it also treats the metal surface with a layer of 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 treat. Use of this product provides for a long-lasting smooth operation of metal mechanisms.

Applications:-

- Sliding doors and windows
- Hinges and locks (even ignition switches)
- Valves and chains
- Rusty bolts/screws



- Electric and air tools
- Screw jacks
- Sporting equipment (especially fire arms)
- Bicycles (especially bike chains)
- Electrical terminals
- Drill bits and taps

Milling Cutters; Lathe Tools.

Benefits:

- Fast penetration
- Breaks down rust and corrosion
- Lubricates as it penetrates
- Cleans and retards electrical corrosion (outboard motors)
- Resistant to most acids and caustics
- Prevents rust and corrosion after use
- Speeds up drilling and tapping
- Cutting edges stay sharper longer
- Reduces power consumption
- Displaces water (especially in engine electrical equipment)

The application and benefit range is huge. It can be used for the simplest home needs or the most challenging industrial application. Bitron EP30 Penetrating Lubricant is highly recommended for general machine shop work, drilling and tapping. It is ideal for agricultural machinery as it does not collect dust.

NOTE:- *Bitron EP30 Penetrating Lubricant contains petroleum distillates and may affect some plastics.*

We use the product and always stock sufficient supplies to Bitronise at least 10 vehicles. Larger orders may incur extra cartage/freight costs as this product is a petroleum product requiring strict transport security. Personal bitronising of vehicles may incur an extra charge.

Byron J. Littlewood
Managing Director