



Product information

No Smoke – Engine Stop Leak

Bardahl No Smoke + Engine Stop Leak is a combination of hydro treated petroleum oil, ester compounds are selected polymers designed to increase compression, engine performance and control deposits whilst maintaining seal pliability and reducing vehicle emissions. It helps reduce engine wear and energy consumption, extending the useful life of engine parts.

The problem

As vehicles age engine parts become worn, rings, cam lobes and bearings lose their precision tolerances, increasing oil and fuel consumption. **Bardahl No Smoke + Engine Stop Leak** thickens motor oil and enhances anti wear performance, reducing the effect of engine wear on oil and energy consumption. Oil burns when it is forced past control rings or valves by the vacuum created as part of the combustion cycle. Excessive amounts forced from the crankcase in this manner can cause a dark smoky emissions of unburned hydrocarbons from the exhaust.

At the same time deposits formed by grit, sludge and other contaminants in high mileage engines attack the internal and external seals allowing oil to leak past and further increase seal wear.

The action

Bardahl No Smoke + Engine Stop Leak acts in several ways.

By augmenting the viscosity of motor oil. Engine compression is increased by the more viscous oil forming an improved seal between piston rings and cylinder wall. It restores the high temperature viscosity of oil preventing it from entering the combustion chamber and burning away. Proven anti wear chemistry in **Bardahl No Smoke + Engine Stop Leak** helps reduce engine wear, fuel dilution and their negative effect of wear and energy consumption.

Bardahl No Smoke + Engine Stop Leak chemistry disperses deposits in oil, makes seals more pliable and increases their volume. This action restores the sealing ability of dry or old seals thereby reducing or eliminating oil leaks.

Additional note

It is safe to use in diesel engines but is more susceptible to deposits from polymers used in multi-grade oil. Treatment rates are therefore recommended at from 5% to 10% for this reason.

Directions for use

At each oil change add the following quantities to the crankcase of a warm engine: 250 ml to four cylinder engines: 375ml to six cylinder engines and 500ml to eight cylinder engines. Between oil changes add **Bardahl No Smoke + Engine Stop Leak** at a sufficient level to control smoke emissions. It is safe to use in both petrol and

BARDAHL NL – OCD INTERNATIONAL

Maxwellstraat 41 - 2216GP Dordrecht - Postbus 9024 - 3301 AA Dordrecht

Tel (078) 6512322 - Fax (078) 6174848 - email: info@bardahl.nl - website: www.bardahl.nl



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diesel engines and mixes without problem in both mineral and semi synthetic motor oils. It is compatible with catalytic converters.

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