

## Engine Oil Flush

**Bardahl Oil Flush** is a highly concentrated mixture of particular solvents, oils, and the famous polar attraction formula. It cleans the engine of existing precipitations and prevents the formation of new precipitations.

**Bardahl Olie Flush** loosens stuck valves, valves, and piston rings while driving. It cleans the engine internally and therefore restores power.

### The problem

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Varnish, gum, coal, and sludge are by-products of the combustion process. These contaminants are generally kept in suspension by the crankcase oil and drained when oil changes. However, under certain circumstances, such as occasional or delayed oil spills, these precipitations can become too much and cause blockages and accumulations. Short journeys or irregular use of an engine result in increased sludge and gum formation.

Driving with a high engine temperature, such as driving a caravan, driving in the mountains, and a lot of traffic jams and city traffic cause increased varnish and coal formation. These driving conditions cause more contaminants than the engine oil can handle. Once this point is reached, precipitations form in the piston spring grooves, on the valves and valve guides, pistons and piston rings, and between the tumbler and tumbler shaft; they reduce the clearance and disrupt the adjustment. This means the irregular running of the engine, which results in inefficiency and possible long-term damage to the engine if left untreated.

When varnish comes between the tumbler and tumbler shaft, it causes clamping, which affects the valve spring tension and possibly builds up a residue on the valve stem. Contaminated piston spring grooves cause stuck springs. As a result, piston spring wear becomes very large, compression decreases, the engine loses power, and oil consumption increases.

Especially engines with hydraulic valves are susceptible to this phenomenon because of their close tolerance, meaning stuck valves immediately mean high wear to the camshaft. Stuck valve thrusters can be recognized by a ticking sound after a cold start.

### The solution

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The mixture of special solvents in **Bardahl Oil Flush** ensures that existing precipitations are dissolved, gum disappears from valves, stuck piston rings come loose, and sludge dissolves in the piston spring grooves.

**Bardahl Oil Flush** ensures that these precipitations are dispersed and remain suspended until the oil is drained during change. Bardahl's particular high-pressure components also provide a protective oil film on the metal surfaces to prevent precipitation from re-attaching.

By removing these precipitations and loosening stuck parts,

**Bardahl Olie Flush** ensures that the engine runs smoother and more efficiently again and that the power loss is restored. A better running engine also means a more economically friendly engine.



## Manual

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Pour a can (300 ml.) into the crankcase oil (max. ) 4,5 liter(stationary) operating hot engine. **Caution: Do not** allow oil levels to **rise above the maximum level**. Turn the engine on at idle speed for about 30 minutes (bring to operating temperature). Then add Motorflush min. Run at idle speed for 15min. Or the other option is to drive up to 50 kilometers.

**Important: Choose one of the two options, not both!**

Then change the oil and renew the oil filter.

This method ensures that valves that linger and compression springs come loose again. Add a can of Oil Booster + Turbo Protect to the new engine oil for maximum lubrication.

**Article number** 1032B

**Content** 300 ml