



The ULTIMATE Friction Eliminator

ZX1 IN ENGINES AND FUELS

- Improved economy
- More power
- Cold start protection
- Quieter and smoother running
- Reduced harmful exhaust emissions
- Less wear
- Upper cylinder lubrication via the fuel

ZX1 IN A GEARBOX OR DIFFERENTIAL

- Less friction, more economy
- Ideal protection when towing
- Quieter and smoother running
- Smoother and easier gear changes
- Suitable for all manual gearboxes
- Reduces friction dramatically

ZX1 IN A MOTORCYCLE

- In four-stroke motorcycles, use as in a car
- With two-stroke engines, mix 5% of ZX1 to your existing two-stroke oil then add to the petrol as recommended by the oil manufacturer

WHERE ELSE CAN ZX1 BE USED?

- In outboard and inboard marine engines
- In chainsaws, mowers, generators, hydraulic systems, compressors, pumps, engineering applications and anywhere that friction and wear are encountered and need to be overcome

Virtually eliminates friction and wear

Manufactured to ISO 9002
Nato Manufacturing Code U8809



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EXTRALUBE ZX1 TESTIMONIALS

“I own and operate a Daf LF 45 truck with a 3.9 diesel engine. It is a 54 plate with over 300,000 kms on the clock.

Before I added the 650ml of Extralube ZX1 to the 13 Litres of engine oil, my computer was telling me I was using 16.1 litres of diesel per 100km (or 62.5 miles).

After I had added the Extralube ZX1 treatment, and in a relatively short time e.g. hours, I was getting a reading of 15.7 Litres and ending with 14.9 Litres used per 100km.

1 Day after adding the Extralube ZX1 treatment, with mixed driving I was getting 15.0 -15.1 Litres reading, the lowest being covered with is truly remarkable saving.

I also noticed my engine was quieter and smoother, so I am really impressed with this product and I think I can get even better figures when I go on a long distance motorway run.”

Paul. E & L Distribution. Coventry

“I bought Extralube ZX1 to try and help my ageing 10yr old 1600cc petrol engine Xsara Picasso, and on the off-chance it worked!..... The Xsara has about 70,000 miles on the clock and had a variety of rattles, clunks and bumps, most of which I couldn't hear above the whine of the water pump, steering pump and the persistent pinking under any sort of load. After putting a couple of capfuls of Extralube ZX1 into the water pump, one in the steering pump and the rest in the engine I'm now driven to distraction by the rattling suspension !.

The steering and water pumps are now almost completely silent, the engine starts more easily and runs much more smoothly. What's more amazing is that the pinking under load has disappeared almost completely. I have been working on cars for years and have never found a long term cure to pinking, Extralube ZX1 seems to be that cure. Although I didn't

think to record fuel consumption before, I'm certain it has improved dramatically, as a creature of habit I'm inclined to fill up the same time every week, but it's now at least a day or two later”.

David Redfern

“I have noticed some differences since adding your Extralube ZX1. As I do the same journey under the same conditions every day it was fairly easy to notice. There is a definite reduction in engine noise; it is a good bit quieter now. What I thought was all road noise, was obviously a combination of road noise and the diesel engine. I can really only hear the road noise now, so a lot quieter.

Also, the fuel consumption is better now too!! I reckon that for doing the same speeds as before, 55mph-60mph, the revs have actually dropped by around 2000-2500 rpm, so this would obviously give me the better mpg!, before adding the Extralube ZX1, the highest mpg I managed to get (According to the on-board computer) was 55-57mpg. After the ZX1 treatment I have managed to get it up to 66mpg (manual quote 67mpg as the best you'll get). On average though, it is up to around 61-62, so still very pleased”.

William (Billy) Johnston

“I use Extralube ZX1 in my engine, auto gearbox and coolant system of a Mazda Bongo Friendee campervan and decided to try it out in the diesel as well.

The Bongo is well known for overheating, although I suspect that is mainly down to type of maintenance and unfortunately I had two major problems one after the other.

The first when the alternator pulley came adrift (cannot happen according to 3 seasoned mechanics and one auto electrician) which resulted in loss of coolant on a busy

bypass at going-home-time so I had to drive another quarter of a mile to a lay-by. Much to my amazement the repair garage said the head had not cracked and all was well after a replacement of alternator and coolant.

The second incident was in Wales a couple of weeks later when we got hit by a UFO from the opposite carriage way which took out the feed to the rear heater radiator, again dumping the coolant onto the road in pouring rain on a 2 lane carriageway where we spent a very nervous 20 minutes till the AA guy appeared.

Believe it or not Mike got down under the vehicle and joined the feed and return hoses together, topped up the system with water and when he was happy we set off with him following us for 10 miles just to make sure all was well.

Once again the head survived and to be honest I do feel it was down to using ZX1 and its 'magical' properties.

I am not by nature one for recommending products but my honest opinion is that ZX1 saved me having to shell out approximately £1300 for a new head”.

Mr J Birse



ZX1 BOTTLE available in 100ml, 250ml, 1 Litre, 5 Litre, 25 Litre & 205 Litre



The ULTIMATE Friction Eliminator

DOES NOT
CONTAIN PTFE



The ULTIMATE Friction Eliminator

- Virtually eliminates friction
- Impregnates all wearing surfaces
- Excellent cold start protection and anti-wear performance
- Superb high temperature and turbo protection
- Protects immediately
- Consistently improves fuel economy
- Reduced exhaust emissions
- Protects for up to 25,000 miles
- Compatible with Catalytic Converters

Long Term Protection is the Primary Function of ZX1

SUITABLE FOR ENGINES AND TRANSMISSIONS INCLUDING 2-STROKES

INSTRUCTIONS FOR USE

Treating your equipment

How much do I use?

Please refer to the Chart to determine the optimum quantity. Remove the oil filler cap and add the required amount. ZX1 is not an "oil additive", when "added" ZX1 purely uses existing oil to transport it's minute molecules to the metal wearing surfaces.

At normal operating temperature the ZX1 cleans and treats your equipment by impregnating and thermally bonding to the wearing surfaces without compromising any design tolerances. A 15 to 20 minute drive completes this simple treatment. ZX1 can be applied even without having to change your oil with the same instantaneous protection. It loosens any dirt and sludge that has accumulated so that when you next change your oil, that dirt is also drained out of your engine. 4-stroke motorcycles are treated in the same way as a car. ZX1 works with any petrol or diesel engine, turbo or non-turbo.

You now have cold/dry start protection.

It is generally accepted that most wear occurs during start up because cold, viscous oil has not been circulated and bare metal surfaces are rubbing together.

By treating with ZX1 you eliminate the problem of metal to metal contact and it follows that ZX1 reduces the workload of the oil thereby extending it's serviceable life.

Does ZX1 build on itself making a thick coating?

No, ZX1 is designed to form an extremely hard wearing substrate film which has no perceivable measurable thickness and will not build on itself to compromise design tolerances, because ZX1 is totally non-particulate it can be universally used in all systems including hydraulics.

Will I lose the ZX1 if I change my oil.

No, ZX1 impregnates and thermally bonds to the wearing surfaces, your engine is protected until the ZX1 is worn away.

My motorcycle has a wet clutch.

ZX1 only treats the metal surfaces and will not affect the composite fibre clutch plate.

How long will the treatment last?

ZX1 has lasted for up to 100,000 miles (160,000kms) however we recommend retreating every 25,000 miles (40,000kms) for the optimum long term benefit.

Can I use ZX1 with synthetic oil?

Yes, ZX1 will not change the characteristics of your favourite oil.

- Caution: We are currently looking at the makeup of new Hybrid Oils. Until we have further data available, we do not advise treating Hybrid Engines and Hybrid Oils with ZX1. However, we are aware these engines have been treated in the past without any issues.

ZX1 only needs a medium to transport it to the wearing surfaces. ZX1 also works in water, should a head gasket failure occur and water contaminates your oil, ZX1 will continue to protect all the internal moving parts.

A couple of capfuls in the cooling system will help protect the water pump.

What if I add more than recommended?

Don't worry if you add too much, any excess will remain in colloidal suspension within your oil until bare metal is exposed and the reserve ZX1 has to go to work.

Can I use ZX1 in my gearbox?

Yes, just add the ZX1 to your manual gearbox oil up to a ratio of 5% to the oil capacity of the gearbox, this also applies to the differential/final drive.

My car has an automatic transmission?

ZX1 is suitable for use in automatic transmissions where no metal to metal friction plates are present, most modern automatics have composite fibre to metal plates. We suggest adding ZX1 at a ratio of 2.5% to the oil capacity of the transmission.

- DSG transmissions treat as automatic gearbox.

How do I use ZX1 in my fuel tank?

To enhance upper cylinder lubrication and help reduce harmful emissions we suggest the following: initial treatment add 10ml per 10 litres of fuel. Add ZX1 then fill up with fuel. Make subsequent treatments at 1000 mile intervals using 5ml per 10 litres of fuel, this is only a suggestion you might feel that your engine would benefit from treatment at shorter intervals, of course any excess will benefit the exhaust system by smoothing the internal surfaces helping exhaust gases to dissipate quicker.

How to treat your two-stroke, motorcycle, out-board motor, chain-saw or lawn mower?

With all two-stoke petrol engines, add a 5% ratio of ZX1 to your existing two-stroke oil, then mix that oil to the petrol as recommended by the oil manufacturer.

With chain-saws, you can also add a 5% ratio of ZX1 to your sticky chain oil. It will keep the saw sharper longer and will make the chain guide bar last longer.

ZX1 can be applied neat on to a motorcycle chain. It will make the chain and sprockets last much longer.

Where else can ZX1 be used?

ZX1 can be used anywhere where friction wear occurs, such as in engineering applications to extend tool life whether milling, grinding or using a lathe. ZX1 can be added to your normal soluble or non-soluble cutting oils as it works as well in water or water-based lubricants as it does with engine lubricants. With wheel bearings, use EXTRALUBE ZX1 high quality synthetic grease that has ZX1 blended into it. It not only protects the bearings but reduces the frictional drag thus helping to save fuel as does ZX1 in the engine, gearbox and axles. ZX1 grease is exceptional with high speed components such as universal joints that require grease.

ZX1 can also be applied to 'dry' lubricate by heat pre-treatment. In excess of 60°C is required to thermally bond ZX1, heat up the component to be treated and apply ZX1 or heat up the component to be treated and immerse in ZX1. The component can be something like a motorcycle chain or a cutting tool for engineering applications.

When reassembling an engine, ZX1 can be used instead of or with the normal assembly oils offering outstanding protection to the metal parts when that engine is first started and continuing through-out its life.

ZX1 tried and tested.

ZX1 has been tested by the most rigorous testing procedures by standard industrial tests that are the benchmark of friction and wear lubrication performance worldwide, such as the Falex Test, Four Ball Test, Timken Test and a variety of others. Performed by: The Atomic Energy Authority, National Centre of Tribology, Inchape Testing Services, Caleb Bret.

All ZX1 products carry a N.A.T.O. Stock Number. ZX1 in only a 5% ratio added to an engine oil out-performed all other lubricants by a big margin and is certainly far more flexible than any other lubricant available today. ZX1 has also been proven in the field by motor racing teams, rally teams, bike racing teams, and many other areas where normal driving has been taken to the extreme.

Fuel treatment guide.

Fuel tank capacity in Litres	Initial treatment in Millilitres	Subsequent treatments in Millilitres
30	30	15
40	40	20
50	50	25
60	60	30
70	70	35
80	80	40

How much ZX1 do I use in my engine?

Engine size in cc	Volume ZX1 in ml
up to 500	125
500 - 1000	150
1000 - 1500	175
1600 - 1900	200
2000 - 2400	225
2500 - 3500	250
3500 - 4200	300
4200 - 4900	350
4900 - 5600	400
5600 - 6300	450
6300 - 7000	500

MICRO μ ZX1 SUPERGREASE FRICTION ELIMINATOR

- the only Lithium Complex based grease reinforced with ZX1 Micro Oil! During operation the non-particulate ZX1 migrates from the grease to components forming an extremely durable substrate film which becomes the wearing surface.

Designed to work at extreme loads and temperatures where conventional lubricants have proved inadequate.

ZX1 SUPERGREASE

- Provides extreme pressure lubricity.
- Protects all bearings and machinery.
- Virtually eliminates friction and wear.
- Lubricates and protects beyond the melt point of conventional greases.
- Prevents salt water ingress.
- Resists harsh chemicals and acids.
- Prolongs component & lubricant life.
- Extends maintenance intervals.
- Reduces downtime and service costs.

For use in all harsh environments, high speed, high pressure applications. Oilfield, Marine, Industrial, Agricultural, Aeronautical, Automotive. All bearings; slides and screws; swivel packings; rack and pinions, operating at extreme pressures and temperatures in hostile

environments such as: mud, water, steam, acids and alkalis. ZX1 SUPERGREASE has a shear strength to cater for peak loads well beyond the scope of other greases.

GREASE 400g
Also available in 500g TUB and 12.5kg BUCKET

C60 Micro Lube™ TRIGGER SPRAY

C60 Micro Lube is a precise molecular structure of components reinforced with Extralube ZX1 to produce an all purpose industrial strength lubricant which has tremendous penetrating and lubricating properties.

C60 dramatically reduces friction by penetrating metal surfaces, smoothing and sealing micro-pores outperforming all known spray lubes.

Designed for use in any environment, in extreme ranges of temperature, hostile offshore situations, or for domestic use around the house, car, motorcycle, boat, garden machinery.

C60 Penetrates and loosen rusted parts, even those where a hacksaw appears to be the last resort, frees jammed mechanisms,displaces moisture, invaluable under any engine cover especially when damp conditions prevail.

Your universal "Liquid Work Mate™" has arrived!

C60 "The Engineers Friend"



C60 TRIGGER SPRAY
300ml BOTTLE

C76 Micro Lube™ PIN OILER

C76 Micro Lube uses the same technology as C60 but includes extra components to provide a more viscous lubricant for situations where a spray is unsuitable. C76 can be applied via the special needle applicator precisely where it is needed for an infinite variety of uses and has been specifically developed for intricate mechanisms and those previously inaccessible locations without any mess.

Use C76 for Control cables, Gun mechanisms, Radio controlled and scale models, Fishing tackle, Racing & Mountain bikes, Hand tools, Locks, etc. Intricate Lubrication at your finger tips!



C76
50ml BOTTLE

INDUSTRY

WHAT EXTRALUBE ZX1 DOES FOR ENGINEERING

- Increases tool life up to 8 times
- Increases tool productivity.
- Reduces motor stress, point pressures and energy consumption.
- Minimises contact expansions by reducing heat.
- Prevents work hardening.
- Protects metals against corrosion and scuffing.
- Disperses damp.
- Reduces rejection rates.
- Releases jammed mechanisms
- Pre-treats components prior to assembly.
- Imparts efficient metal penetration, lubricity, cleansing and protection.



Micro μ ZX1 Grease proves its worth offshore reducing expensive downtime