



WHAT IS UNIGLIDE FRICTION REDUCING CONCENTRATE?

UNIGLIDE FRC is a 10W30 oil concentrate that treats metal surfaces. It reduces the coefficient of friction in such a way that it reduces heat build-up and the resultant wear, prolonging the effective life of the equipment treated. (Additives treat oil, Uniglide FRC treats metal!)

UNIGLIDE FRC has NO SOLID PARTICLES that could clog filters, build up on metal surfaces, reduce tolerances, generate temperature and "sludge" oil etc.

UNIGLIDE FRC is a clear oil concentrate that adheres to metal in such a way that it cannot be removed unless it is machined off, this affording you protection against cold start wear and heat build-up. (This is known as "adsorption"!)

UNIGLIDE FRC can be used in engines (petrol, diesel or gas), gearboxes (manual and automatic) and differentials (NOT FOR CLUTCH-PACK LIMITED-SLIP DIFFS, OK FOR VISCOUS LIMITED SLIP DIFFERENTIALS!).

You can also treat power steering pumps, hydraulics, industrial gearboxes, reduction boxes and many more! Uniglide is NOT restricted to automotive applications only, originally having been developed for heavy industrial use.

UNIGLIDE FRC is compatible with mineral and synthetic oils, extending the operating capabilities of these oils significantly i.e. -30 degrees C to 250 degrees C.

WHAT DOES UNIGLIDE FRC DO?

You can expect to experience the following, to a greater or lesser degree, after treating with UNIGLIDE FRC: - Increased engine idle speed, easier cold start, cooler running, better oil pressure, improved power delivery, quicker acceleration, reduced exhaust emissions and better fuel economy. These benefits are all related to the reduction in friction from the UNIGLIDE FRC treatment that ultimately reduces wear and extends equipment life.

WHAT CAN'T UNIGLIDE FRC DO?

UNIGLIDE FRC may reduce smoking in certain instances but can't repair worn or broken components! This is not a friction modifier (polymer) that is sometimes used to thicken the oil in an attempt to reduce oil "blow by" and smoking.

HOW OFTEN IS UNIGLIDE FRC APPLIED?

Directions for correct treatment dosages are on the packaging. Generally though, 10% by volume of the sump capacity for the first engine treatment, followed by 3% by volume for subsequent treatments. 10% for manual gearboxes and 5% for automatic transmissions, with just 3% in hydraulic systems.

NOT FOR ENGINES THAT HAVEN'T BEEN RUN IN AS BORE GLAZING CAN OCCUR.

Savings realized will outweigh the cost of product used to treat equipment, effectively allowing you to reap the benefits, FREE OF CHARGE!!

TESTS TO DATE.

Various tests have been carried out in independent laboratories to ascertain the reduction in wear, particle counts, rust prevention and copper corrosion capabilities. Vehicles have been tested on both engine and chassis dynamometers in order to get different opinions and most have shown definite improvements in torque and horsepower. Copies of these are available upon request.

UNIGLIDE FRC CAN BE ADDED TO OILS AT TIME OF BLENDING BY ANY MANUFACTURER TO ENHANCE PERFORMANCE EASILY AND COST EFFECTIVELY, CREATING A PRE-TREATED HIGH PERFORMANCE OIL!

For more details, please contact the UNIGLIDE HOTLINE on 61+ (0) 450 529 088 or email info@uniglide.com.au