

100%
Australian Made
and Owned



Cost effective solutions to vehicle & machinery problems

Keep your engine running cleaner
and more efficiently, for longer.



Cost Effective Maintenance

Phone (07) 3376 6188
costeffective.com.au

Common problems...

Smoke & Oil Consumption?

Overheating Engines & Transmissions?

Common Rail Injector Rattle?

Black Diesel Engine Oil?

White Smoke at Cold Start?

Engine Sludge?

Hard-Starting?

Cylinder Blowby?

Engine Carbon?

Poor Fuel Economy?

Power Loss?

Dirty Injectors?

DPF and EGR Problems?

Rather than offering a mere “band-aid” fix, our Aussie-made range of highly concentrated, high ‘treat rate’ products address and correct the root cause of problems.

...easily fixed

PROBLEM	POTENTIAL CAUSES	WE SUGGEST:
Noisy injector rattle from your Diesel engine? Poor economy & performance?	Fine tolerances, high pressure & high temperatures of CRD fuel systems can break down the diesel. Deposits form and injector lubrication suffers, causing injector hesitation, over-fuelling and detonation rattles. CRD Fuel enhancer quickly and easily fixes the root cause! It disperses deposits and boosts lubrication to the pump and injectors to restore precise operation. Ongoing use keeps the problem at bay!	 page 4
Rough idle? Hard starting? Poor acceleration? Diesel smoke?	Fuel system deposits cause rough idle, poor acceleration, smoke & bad fuel economy in petrol and diesel engines. Fix the root cause with Cleanpower! It quickly and safely dissolves and disperses fuel system deposits to restore a sweet idle and crisp, instant acceleration. Ongoing use prevents the re-occurrence.	 page 6
Black smoke? Power loss? Fouled EGR valves? Clogged diesel particulate filters?	Carbon build up in diesel combustion chambers, turbos, DPFs and EGRs might be due to excessive city driving, light work, excess idling or other factors. Doesn't matter! They're signs of poor fuel combustion. Fix the root cause with FTC Decarbonizer! It burns fuel cleaner producing less soot! And actively burns off existing carbon...to keep it at bay!	 page 8
Power loss? Smoke? Oil use? Blowby? Sticking piston rings?	Don't ever put clean oil in a dirty engine again! Sludge and carbon deposits in petrol & diesel engines occurs with time, but also when not running right or poor servicing. Operation and performance deteriorates. Fix the root cause by restoring pristine cleanliness to all oil wetted parts with Flushing Oil Concentrate. You'll always have a clean engine for the fresh oil change.	 page 10
Notchy or difficult gear changes?	Some gear shifts are just not that smooth! It's a lubrication thing! The recommended grade of oil may be perfect for gears and bearings, but not quite right for the shifting mechanism. Fix the root cause by adding AW10 Antiwear to boost the oil's lubrication power. Shifting becomes smoother and easier.	 page 12

Have you been told
your injectors need
replacing? Well, in over
80% of cases they don't!



CRD Fuel Enhancer

CRD injectors and fuel pumps operate at extremely high pressures (up to and beyond 30,000 psi). Such pressures also create very high fuel temperatures... high enough to degrade the diesel at times, and leave fouling deposits that create havoc with the exceptionally fine tolerances within the fuel injection equipment. The higher temperature also reduces the diesels lubricity, which in some cases can be marginal anyway. CRD Fuel Enhancer cleans deposits, reduces wear and protects against rust.

DOSAGE GUIDE:

10mL treats 80L fuel. Do NOT overdose.
Not suitable for petrol engines. DPF compatible.

AVAILABLE IN:

250ml – 4x4's and small vehicles;
1L, 5L – Trucks; 20L – Fleet



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"After being told I was up for a new set of injectors (due to a bad rattle), I did a quick Google search and found your CRD Fuel Enhancer. After only 3 tanks, I don't need new injectors, and have to thank you for saving me big \$\$\$\$. Fuel economy is now consistently back under 10L/100kms and the exhaust is cleaner."

– Paul, QLD



"Toyota Commuter with the 3L Turbo Diesel had a bad injector rattle at around 250,000kms. CRD Fuel Enhancer fixed it, and it has now done over 530,000kms on the original injectors. It still runs like it did when we purchased it new."

– Stu, Brisbane2Byron Express, NSW



"We took our Kia Sorento to Cape York in 2016, using CRD Fuel Enhancer for all of the trip. An accompanying Prado and myself filled with diesel at the same pump at the same time. The Prado was 30km from Coen when it had injector breakdown, resulting in the need for an engine rebuild. Contaminated fuel was found to be the cause... It's my opinion that I was able to avoid the same consequence thanks to CRD protecting the Sorento's injectors."

– Max Sargent, VIC

Find out more at **costeffective.com.au**

Don't spend big \$\$\$
on fuel pumps and
injectors...



Cleanpower Fuel Treatment

Cleanpower is a highly concentrated and extremely efficient fuel system detergent that quickly and safely cleans the entire fuel system. It restores lost performance and efficiency due to fouling injector tip deposits, and provides superior fuel atomization.

An upper cylinder lubricant is incorporated for additional lubrication. Anti-rust protection is powerful. Improved fuel atomization provides cleaner fuel combustion with less residue for deposit formation. Engine idle and operating performance is optimized. Combustion chamber cleanliness improves.

DOSAGE GUIDE:

10mL treats 80L fuel. We strongly recommend to double dose the first tank for best results.

AVAILABLE IN:

250ml – 4x4's and small vehicles;
1L, 5L – Trucks; 20L – fleet



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CEM'S PROJECT CAR:

*"After sitting in a farm paddock for over 5 years, Jimmy and I were amazed at how well the Cleanpower worked in this old **Series III Land Rover**. We dumped the old stale fuel, filled the tank with the recommended dose of Cleanpower and after a few goes, she fired up and didn't miss a beat!"*



*"My **93 GQ Patrol TD 4.2** has just done a full mechanical rebuild over the last 12 months. The motor was fully rebuilt to turbo specs and fitted with a Mitsubishi TD05 Turbo. The fuel system was cleaned and ran great until 10,000kms. There was a fair bit of dirty diesel happening in our district. The motor on starting reminded me of the lister auxiliary I had in my boat idling rough until warmed up. Within 1 tank of using Cleanpower it is starting straight up, idles smooth, increased power 2 fold and down to 10.3L/100km cruising at 110km/hr... This product is worth more than its weight in gold."*

- Rodd, QLD

Find out more at costeffective.com.au

**Extends engine life.
Cut smoke, deglaze and
de-coke your engine,
turbo and DPF.**



FTC Decarbonizer

- Safely decoke engines
- De-glaze cylinders
- Cut smoke
- Faster turbo response
- Boosts power
- Extends EGR life
- Cleans DPF filters
- Kills diesel growths
- Ideal marine uses

DOSAGE GUIDE:

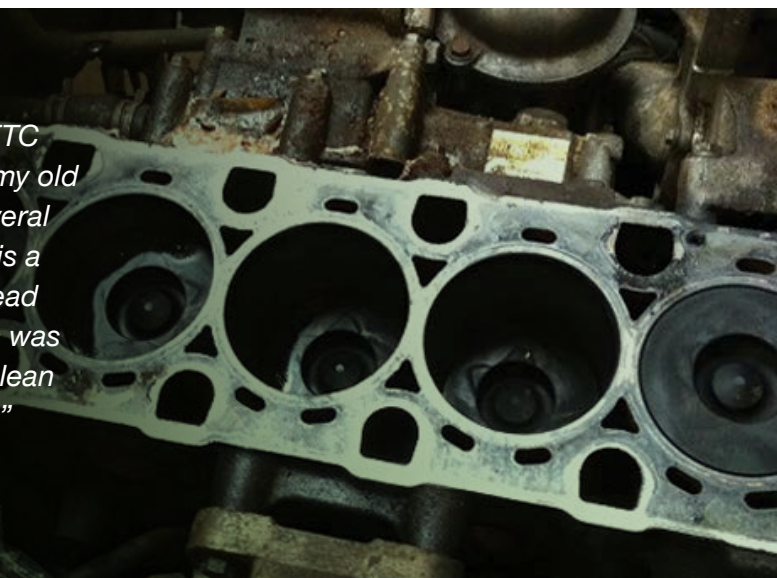
1L treats 1600L fuel. We strongly recommend to double dose the first tank for best results. DPF compatible.

AVAILABLE IN:

1L – Engines up to large 4x4's;
5L – Engines < 350HP; 10L, 20L – Larger engines

"I've been using FTC Decarbonizer in my old Discovery for several years now. Here is a photo with the head off. My mechanic was amazed at how clean the pistons were."

– Bob, North QLD

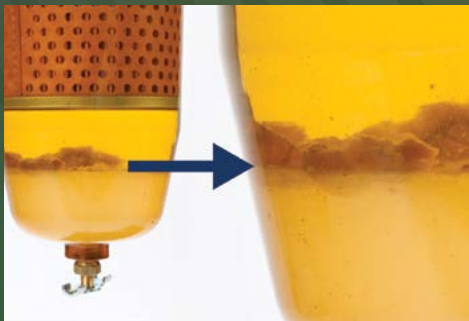


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*"My **Series 60** developed an oil use and blowby problem at 400,000kms after an in-chassis rebuild. Running your Flushing Oil Concentrate (in combination with FTC Decarbonizer) tightened up the blowby and oil burning. I've continued to use CEM products and 6-7 years later, the truck is still going great."*

– Phil Riseley, Riseley's Bulk Haulage



Fungi, bacteria and moulds can grow in your diesel fuel and cause serious engine damage! The safe, fast and easy way to kill diesel growth is with FTC Decarbonizer added to the fuel. FTC Decarbonizer is extremely effective in killing both the live organisms, and the highly resistant spores. It then dehydrates the slimy mass. As a result little, or no fuel filter clogging occurs after treatment.



"The FTC Decarbonizer worked like magic. I had travelled about 1000kms when the effect became obvious, since I only do short trips. The smoking of the engine has disappeared and it purrs like a kitten."

– George, QLD

Save over 80% of engines from a rebuild by removing heavy carbon and sludge.



Flushing Oil Concentrate

Gunked up engines can become so constipated by deposits, that they seem like they're worn out! Flushing Oil Concentrate (FOC) restores pristine cleanliness to the whole oil wetted side of engines. FOC is formulated with detergents and dispersants that specifically target sludge and hard packed carbon. FOC is added to the engine oil, where it has a powerful action to dissolve/resuspend sludge and deposits from pistons, rings, cylinder bore (glaze), valve gear, oil cooler, oil galleries and sump. Engine rebuilds can be avoided where performance and efficiency have deteriorated due to sticking rings, poor oil circulation etc.

DOSAGE GUIDE:

Clean up – 125mL for every 10L oil.

Maintenance – 25mL for every 10L oil thereafter.

DPF compatible.

AVAILABLE IN:

250mL, 500mL – 4x4's and small vehicles;

1L – Trucks; 5L – Fleet



**AFTER
FLUSH**

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*"This **Ski Centurian V8** had 2 cylinders with low compression (both 80psi), so we used Flushing Oil Concentrate to remove sludge and free up sticking piston rings. We then changed the oil and filter. Wow! All cylinders now on 160psi! The engine oil is now nice and clean, so it can do its job properly. Needless to say, the owner is rapt that we didn't have to pull the engine down."*

– In 2 Inboards, QLD



*"I bought this old **Isuzu truck** off a mate, and couldn't get more than 75kph out of it! It was down on power, but using Flushing Oil Concentrate, I removed 2L of sludge and picked up an extra 20kph! I use FOC every time in all my diesel engines now."*

– Neil, Western QLD



Nissan Patrol GQ TD42 at 250,000kms.

"Engine was rattly on first start up in the mornings and was quite sluggish. Also complained about the dirtiness of the engine oil (black as soon as it was changed). Carried out two engine flush treatments and engine oil became clean and is still relatively clean after 3500kms, engine is running smoother and feels like it has gained some extra power, not to mention how much sludge was removed from the engine."

– Got Candy Mechanical, WA

**Postpone rebuilding
gearboxes, diffs,
hydraulics and engines.**



AW10 Antiwear

Did you know that up to 25% of the horsepower an engine produces is lost because of internal friction? This means that a 225HP engine actually develops 300HP in the combustion chambers, but loses 75HP before it reaches the flywheel. Approximately half of this horsepower is then lost between the piston rings and cylinder walls.

AW10 Antiwear is the modern, powerful way to reduce engine friction and increase usable horsepower. It increases the load carrying ability of the oil dramatically without increasing its viscosity to reduce frictional losses. Dynamometer testing has demonstrated a 13% power increase in a diesel Navara, and 6% increase in a V6 Commodore. It is also highly effective in 2 stroke oils.

DOSAGE GUIDE:

Engines: Add to oil at 2% (20ml/1L)

Transmissions: Add to oil at 5% (50ml/1L)

Hydraulics/Auto Transmissions: Add to oil at 1% (10ml/1L)
DPF compatible.

AVAILABLE IN:

1L – 4x4's & small vehicles;
5L, 20L – Trucks & Fleet

"This stuff is the greatest! It has to be the slipperiest thing this side of a banana peel on a boat ramp. Bugger me! Old Milo (Landcruiser Troopcarrier) is shifting gears a lot sweeter since that injection of AW10. I felt the slicker change almost immediately. But the ultimate test was chucking a capful in the two-stroke fuel in Mungo's ancient 25HP Mercury outboard. The bloody thing ran smoother and rattled less almost straight away."

– The famous 'Roothy'
Australian 4WD action



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*"The **18sp Road Ranger** was running hot... up to 120°C on a hot day working hard. I bought AW10 Antiwear last week and I'm happy to report in the current heat wave, it sat on 80°C most of the time and up to 85°C once briefly."*

– Gary, QLD



Toyota Prado 150. *"The automatic gear shifts became so smooth and clunk free after the addition of AW10, that I'd often look at the dash to confirm it had actually changed gear...unreal! Combined with CEM's other products, AW10 contributed to my excellent fuel economy of 6.1L/100km!"*

– Norm the Postie, NSW



"I was in a remote part of my property 30kms from home when my quad bike engine stalled. A stick had punctured the oil filter and I'd lost all the oil. I hit the key but it didn't turn. Second time she started, and I rode all the way home at 30kph. I put a new filter on, oil and my insurance policy – AW10 Antiwear! Several years on, and that engine still doesn't use oil."

– Neil, Western QLD

Reduce engine blowby,
boost power and avoid
expensive engine
rebuids.



Truckie's Blowby Pack

Engine blowby is a serious problem!

It doesn't go away on it's own, and will only get worse if left untreated. As many truck drivers know, accelerated engine wear leads to a costly engine rebuild or even engine failure.

Engine Blowby problems or Cylinder "Blow-by" results in excessive crankcase pressure, and is a common problem encountered by most truckies at some stage in their career. Concern is certainly justified, as it typically means an expensive engine rebuild is necessary, and this is usually recommended by mechanics and dealers.

Fortunately, Engine Blowby can be reduced, and expensive engine rebuids avoided.

Engine wear is not the most common cause of blowby. Piston ring deposits that cause fouling in the ring groove, along with cylinder glaze account for approximately 80% of blow-by issues.

As founder, Brid Walker explained, *"Blowby... When you're faced with a possible rebuild, you need to ensure that your money is well spent! Our advice is always to get everything clean first. Then you know where you're at!"*

Using a combination of our **Flushing Oil Concentrate** and **FTC Decarbonizer**, hard baked on carbon is dissolved, dispersed and removed from all lubricated parts, as well as combustion and exhaust spaces. Cylinder glaze is safely burnt off and Blowby is reduced.

PACK SIZES: Small – 5L FTC + 1L Flush (will treat one Prime Mover)
Medium – 10L FTC + 1L Flush
Large – 20L FTC + 1L Flush
FLEET QUANTITIES AVAILABLE

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SPOTTING BLOWBY IS EASY

This Cummins came in with excessive blowy, one look at the fumes coming from the breather confirmed the Blowby problem.



"I was reading Big Rigs at work one night when I came across the Advert that stated 'Save \$24,000 on Detroit 60 Engine rebuild....' Owning a Detroit 60 with 1.8 million k's which was also lacking in power and fuming, I decided to give it a go.

I spoke to Jimmy from CEM. He was very helpful and told me the procedure for using the product. I rang him several times with queries and he was most obliging.

After applying the product I was in awe at the performance I was receiving from the truck after a few hours of working. It was running smoother, cooler, not using oil, and overall the performance is truly unbelievable. I thought I was due to get a rebuild however after now using your product I don't need to proceed down this road. I would highly recommend this product to ANY one for improvement in the performance of any truck."

– Richo, NSW



Since 1984, our goal has always been to provide our customers with the lowest cost solutions to their maintenance problems. That's the reason for our name...

Cost Effective Maintenance!

Only products that meet our performance standards, and provide an economic return on investment are offered to our customers. With decades of experience helping owner operators, small fleets and even major mine sites using in excess of 100 million litres of diesel pa, we pride ourselves in addressing the root cause of all problems we address, rather than offering "band-aid" fixes.

Our products are designed to achieve exceptionally long service life from engines, transmissions, diffs, final drives, hydraulics and all lubricated components. Fleet owners reduce the number of rebuilds per annum, and those savings go straight to their bottom line! Year after year!

And then there's your fuel costs. Keeping engines and drive trains clean, boosting lubrication performance and enhancing combustion are CEM's keys to reducing machinery fuel costs.

It's a sound business decision to invest in Cost Effective Maintenance. It provides a positive return on investment, and improves YOUR driving/operating pleasure. Many customers swear that their vehicles actually run "better than new!"

If you need advice, give Jimmy, Matt or Brid a call on (07) 3376 6188

Order online: costeffective.com.au

FREE DELIVERY AUSTRALIA WIDE

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