|  |
| --- |
| SUMMARY OF FINDINGS   * Conversion costs of $259 if you do it yourself, or over $400 if you pay a shop to do it. * 97%+ removal of all previous coolant is mandatory in order to prevent corrosion. * Inhibitor deposition occurs on aluminium surfaces, which could cause issues in some radiators. * Engines run 115-140oF hotter (at the cylinder heads) with Evans products. * Stabilized coolant temps are increased by 31-48oF, versus straight water with No-Rosion. * Reprogramming ECU fan temp settings is mandatory to prevent the fan from running continuously. * Specific heat capacity of Evans waterless products ranges from 0.64 to 0.68, or about half that of water. * Engine octane requirement is increased by 5-7 numbers. * Computerized ignition must retard engine timing by 8-10o to prevent trace knock. * Engine horsepower is reduced by 4-5%. * Accelerated recession of non-hardened valve seats in older engines is possible, due to brinelling. * Viscosity is 3-4 times higher than what OEM water pumps are rated to accommodate. * Coolant flow rate through radiator tubes is reduced by 20-25% due to the higher viscosity. * Race tracks prohibit Evans products because they are flammable and slippery when spilled. |

|  |
| --- |
|  |

|  |  |
| --- | --- |
|  | Â© Copyright 2012 Applied Chemical Specialties, Inc. |