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| 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.
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