

Add **APM-PRO™** to the machine's lubricating oil at the percentages below. If oil volume is critical, drain oil equal to the amount of **APM-PRO** being added. Use Standard ratio for most applications and Maximum ratio when machine is experiencing extreme wear.

Application	Standard	Maximum
Engine (size <6 L)	3%	6%
Engine (size >6 L)	6%	10%
Hydraulic system	3%	6%
Gearbox, differential, manual transmission, transfer cases	8%	15%
Compressors	6%	6%
Automatic transmission	See Below	
2 Stroke engine		

Additional Application Details

Automatic Transmissions

Automatic transmissions in consumer vehicles (cars, pickups) need only 60ml (2oz). The size of the transmission does not matter. If your transmission is sealed, make sure the treatment is applied by your mechanic.

For larger transmissions such as semi-trucks, use 4% volume of **APM-PRO** in the oil.

2 Stroke Engines

For a 2 stroke engine, **APM-PRO** must be added at 5% volume to the 2-cycle oil.

Then follow your equipment's instructions to mix the 2-cycle oil with the fuel but using oil that has been treated with **APM-PRO**.

The treated oil can be used as usual, and your 2 stroke engine will see improved performance.

Safety and Support

APM-PRO does not contain any chlorides, particulates, sulfur, heavy metal or PTFE. It will not change any tolerances or affect gasket materials. It also does not contain any toxic, flammable or hazardous material.

CAUTION: Keep out of the reach of children. Contains hydrocarbon derivatives. Flush eyes, wash skin with soap and water. If ingested do not induce vomiting and call a physician immediately.

For technical support inquiries contact support@zeclubrication.com or call **(855) 863-5111**.

There are numerous benefits you can expect to see after applying APM-PRO to any engine. Here are some suggested guidelines for measuring the performance improvements.

First, follow the recommended usage ratios from the table above.

As an optional step for first time treatments, many mechanics disconnect the negative (black) cable on the vehicle's battery for at least one minute to reset the ECU, allowing the engine to adjust to its new fuel efficiency.

Perform the baseline tests listed below to record the engine's pre-treatment performance. After running the engine under normal conditions for one week to achieve treatment of the metal surfaces, re-run the same tests and record the recommended post-treatment observations listed in the table.

Pre-Treatment Baseline Measures	Post-Treatment Observations
Cold cranking amps.	Reduction in cold cranking amps, indicating less friction
Individual cylinder compression.	Improved compression*
Spectrometric oil analysis results over several oil changes.	Reduction in wear metals
Typical fuel consumption.	Lower fuel consumption
Dynamometer tests to establish performance pattern.	Increased horsepower and/or torque
Exhaust emissions.	Reduced exhaust emissions

*Note that higher compression improvement is most likely with older engines that have carbon build-up (coking) causing piston rings to stick. The treating process helps free rings, thereby restoring and maintaining compression. The resulting compression increase can also increase cold cranking amps, and should be figured into cold cranking amp test results. Best cold cranking amps reduction after treatment is seen on engines that have not suffered reduced compression.

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