



Morey's Diesel Smoke Killer Fuel Treatment

Over the last few years I have noted that there are an increasing number of injector failures attributable to fuel quality. The modern injector is very different to its predecessor. In the past the tolerances allowable were vast compared with those of today.

Today's injector manufacturers are expected to produce products that adhere to the strict regulations governing emissions and this has resulted in the nozzles having more but much smaller holes and much higher injection pressures in order to optimise fuel atomisation. The injector needle will open and close on a commercial vehicle more than a billion times in the course of its service life and on cars this happens as frequently as 10.000 times a minute if there are pre and post injection phases. It must also provide a seal of fuel pressure in excess of 2000 bar. The clearance between the nozzle needle and body is 0.002 mm. A human hair is 30 times as thick (0.06 mm) the nozzle hole diameters are 0.12 mm.+/-

Modern CRD. Injectors have become very sophisticated and have many more internal parts than ever. They rely on diesel for their lubrication. A vast number of failures seem to be caused either by abrasion of the internal parts due to a lack of lubricity or due to the build up of 'sticky' deposits on the working parts, notably the nozzle needles and flow valves. Diesel storage tanks (especially your vehicle's fuel tank) haven't changed over the years and condensation is an ongoing problem. Condensation occurs when hot fuel is returned to the cool, breathable (access to the atmosphere) fuel tank. This results in air containing moisture being drawn into the tank. Fuel filters are meant to remove the water from the fuel however; I see an awful lot of injectors with rusty innards and in the worst cases, nozzle tips being blown off. Water in the fuel also robs the diesel of its lubricity leading again to excessive wear. In the good old days when an injector developed a fault, the engine would splutter and miss. Now with higher pressures and lower tolerances injectors tend to 'fail' rather more problematically, sometimes resulting in extensive engine damage.

Morey's Diesel Smoke Killer is a premium diesel additive specially formulated with the latest technology and the best materials available today. Morey's Diesel Smoke Killer cleans your injection system, especially important with the newer high pressure, Common Rail Injection systems. In addition it contains a special lubricating agent to prevent wear and corrosion of metals in contact with fuel. In order to protect your fuel system, giving your engine optimum life and performance. Morey's Diesel Smoke Killer contains amongst other things a Cetane improver, this along with biocidal properties, improves combustion to prevent fuel wastage Reducing injector scuffing, increasing fuel system life, and significantly saving fuel.

The fuel saving is due to better combustion, your vehicle will feel perkier, should you chose to enjoy the power do not expect a big fuel saving. If you drive sensibly, you will see an increase to M.P.G. of about 8 to 15%. With the price of diesel as it is we are sure you too would like to enjoy that fuel saving.

