

HOW ENERGY RELEASE[®] WORKS

ER makes a difference

ER is a pure chemical concentrate that is not diluted with oil, and is designed to be added to your existing oil to protect against heat, friction and wear within your vehicle's systems. Activated by heat and friction, ER significantly smoothes the rough surfaces of internal metal components by actually modifying the first few microns of the metal surface. This unique process results in stronger and smoother metal surfaces. ER is not a typical oil additive, but the first "true" and "original" Antifriction Metal Conditioner.

ER is unique

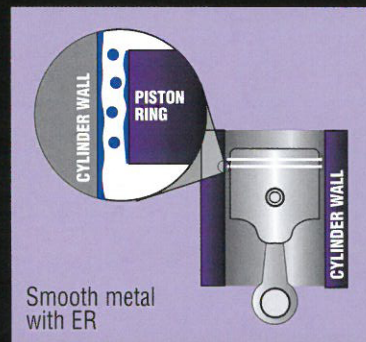
One 16oz. bottle of ER treats your entire vehicle: Engine, Transmission, Crankcase, Differential for about the same price as other engine only treatments! ER is a "No-Oil" non-flammable pure concentrate and does not contain Teflon[®], Moly, Graphite, Zinc, metals, or other fillers commonly found in additives. ER is compatible with all synthetic and petroleum oils, greases, gear lubes, and hydraulic fluids.

What happens inside your car's engine

Energy Release chemically smoothes rough metal surfaces, significantly reducing friction, heat and wear.



Microscopically, metal surfaces are quite rough. Contact between them produces friction, heat and wear.



Energy Release chemically smoothes rough metal surfaces, significantly reducing friction, heat and wear.

Falex Test Proves ER Protects

These electron microscope photos show the results of moving parts under pressure. Each bearing (Timken[™] Rollers) was systematically failed to show that ER smoothes the surface and helps protect against lubrication failure.



High Grade Oil Only



ER Added to Oil

ER Usage

Engine/Crankcase

Crankcase—2oz. ER per qt. initially (16:1)*
On subsequent applications, add just 1 oz. of ER per pt. of oil.

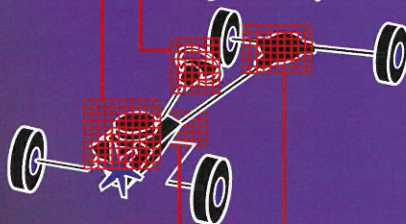
* Based upon a 5 quart crankcase

2-cycle engines—Initially, use 1oz. ER per qt. of 2-cycle oil (32:1) NOTE: Mix ER with oil thoroughly PRIOR to adding to fuel or injector reservoir. On subsequent applications, add just 1/2 oz. of ER per qt. of oil (64:1).

Power Steering

Normal size system—2oz. of ER

Large size system—3oz. of ER



Differentials

Up to 80wt. oil—2oz. of ER per qt. (16:1)

Over 80wt. oil—4oz. of ER per qt. (8:1)

Transmissions

Automatic—1/2oz. of ER per qt. (64:1)

Manual—2oz. of ER per qt. (16:1)

TESTIMONIALS

The following champions use ER to protect their investment



Grave Digger

Feld Motor Sports, Dennis Anderson
2010 World Racing Champion
Monster Jam World Finals

"Under the adverse conditions we compete in, ER helps keep our equipment together. ER has increased the life span of our drive train components."



Competitive Edge Racing School

"More Than An Experience... This Is Real Racing"

Randy Koch, President/Lead Instructor

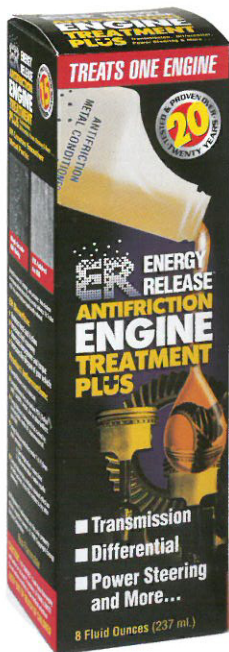
At Competitive Edge Racing School, our cars run more laps in a year than most race teams! Energy Release keeps our engines running cooler and significantly reduces wear. ER saves us from costly repairs and keeps our cars on the track. We wouldn't run without it!



J&B Motorsports

J&B Motorsports and Vista Mfg. Inc.

"During that critical time, when oil alone cannot keep the rotating surfaces from failing, ER keeps the surfaces perfectly protected... we are extremely impressed and completely satisfied with the results of ER's entire product line."



Sammy Swindell

3-Time World of Outlaws National Champion

"I use Energy Release in all my vehicles. My personal ones, my racing ones and my toys. Energy Release helps us to finish races and run up front."

QUESTIONS & ANSWERS

Q. What exactly is Energy Release?

A. ER is a liquid chemical formula designed to be added to your existing oil to improve and protect moving metal parts. ER is activated by heat and friction to protect against wear created by the moving parts in your engine. ER is not a typical oil additive, but the first "true" and "original" Antifriction Metal Conditioner. ER significantly smoothes rough surfaces of metal by modifying the first few microns of the metal surface. This unique chemical process results in a stronger and smoother metal surface.

Q. What makes ER different from other engine additives?

A. ER is a "No-Oil" non-flammable pure concentrate, and does not contain Teflon**, Moly, Graphite, Zinc, metals, or other fillers commonly found in additives. ER is compatible with all synthetic and petroleum oils, greases, gear lubes, and hydraulic fluids.

Q. What are some of the benefits I can realize by using ER?

A. When friction and wear are reduced in any vehicle or equipment that has moving parts any of the following may occur: increased performance, improved combustion efficiency, increased fuel economy, reduced operating temperatures, quieter operation, reduced oil consumption, extended oil life, easier cold starts and extended vehicle life.

Q. Is ER expensive? How much does it take to treat my entire vehicle?

A. Not at all. It takes just 2 oz. of ER per quart of oil to treat any engine. Also, when you consider that just one 16 oz. bottle of ER can treat all lubricated systems of an average size vehicle, there is no other product that can beat ER on price.

Q. Is ER a "One Time Treatment"?

A. No. There is no "permanent cure" for friction and wear. To obtain maximum results and wear protection in your vehicles, you should add at least 1 oz. of ER per quart of oil every time you change the oil. This way ER will always be there to smooth newly exposed rough metal surfaces that occur throughout the normal wear cycle of your vehicle.

Q. Is it true ER can be used in my engine, transmission, differential*** and even my air conditioner?

A. Yes. This is what makes ER so practical. ER is the first product that can be used in every lubricated system of your vehicle. The same concentrated formula used in your engine can also be used to protect your transmission, differential, power steering and A/C system. This "Total Vehicle" treatment ability makes ER the most universal and cost effective product available.

Q. Other additives claim to be "Metal Conditioners." How can you tell for sure?

A. Special tests like the ASTM 2782 Timken™ Brake Test or the "Pin & Block" test have been developed to test friction between moving parts. These tests give conclusive evidence of ER's ability to truly condition metal. This is especially evident when you wipe the bearing surface dry of all lubrication and run bare steel-to-steel with heavy pressure. Also, the Electron Microscope Photographs shown in this brochure show ER's true "Metal Conditioning" ability.

Q. How can I prove that ER is working to reduce the wear in my vehicle?

A. A simple "oil analysis" test performed at your local oil testing facility can verify this fact. Just take a clean sample of your used oil, before-and-after using ER, to any certified test lab for an "oil analysis." These tests typically cost \$20.00 to \$30.00 each and usually come with a printed report on all of the wear patterns in your engine.

Q. Where else can I use ER?

A. It's almost limitless! Remember, ER can be used in all equipment that has moving parts such as: motorcycles, ATV's, watercraft, boats, lawnmowers, weed eaters and chain saws. Remember; ER is not a lubricant, but works in applications where lubricants are found such as: oils, gear lubes, greases, hydraulic fluids, diesel and 2-cycle fuels and even in machining and metal working fluids. Visit our web site at www.energyrelease.com for more information.

Q. Often celebrities are seen endorsing additives, but does this mean that they actually believe in the product and use it?

A. All of ER's endorsements have come as a result of personal use of Energy Release in their own vehicles. There are many national and world champion racers that use ER simply because it works. Note: ER does not pay for any endorsements. For detailed information on our racing program, racer hot links, and exciting interactive action, log on to www.energyrelease.com.

** Teflon is the registered trademark of Dupont for PTFE products. All brand and product names are trademarks or registered trademarks of their respective holders.

*** ER should not be used in limited slip differentials.

