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Kreen oil flush

I put a hole in my oil pan @4000M (rough dirt road). I put a new one and filled it with 15-40 regular oils. I also added 16oz kreen which is supposed to keep your machine clean. Dark oil @ 4000 mi but not pitch black. I think the engine can't get very dirty inside @4000 mi but since I added thicker oil than I wanted, I'll add Kreen as well. Check the oil several times afterwards to make sure the level and oil is the only one that is slightly darker. After about 650 miles, the oil is darker than at 4,000 miles. There's more nonsense in the machine than I thought. Conclusion: It worked. Also put some in the fuel and notice the power increase. ----- Kreen is made by Kano Labs @ www.kanolabs.com I've been using it for about 6-7 months now. It's unlike any other cleaner I've ever used. This is the derivativ of one of their other products, Kroil-- which is the best nut/bolt easing I've ever used. I have many customers using WD40 as a lubricant. Although it has some lubrication properties, it is --retily solvent--if you get oily reral, spray WD40 on your hands before using a cleanser--it will dissolve most of the fat. Kreen's consistency is WD40. The way I think it works is that it gets into all the nooks and crannies of detergent in longing oil and gets crapola hanging in the oil before yawning in no time. I've used it in all my cars, trucks, and generators. You also put it in your fuel and it decarbonizes and cleans it. After running 50 gallons of treated fuel through my Onan generator, I had a large amount of soot at the dump. The engine is quieter and runs better. At the same time I put it in my Golf oil. I also put it in fuel--I see more power. The tank is currently treated with DEE-ZOL and I have seen a decrease in power. I've seen power increases in gas vehicles as well. Mileage is hard to calculate because my fuel comes from my own tank (the cheapest gas station locally is \$2.12.9). I loved it so much, I went through 2 five-gallon pails in the first 6-7 months and just received 55 gallon drums. ----- Engine does get dirty inside, even with regular oil changes and more with dino oil. I've separated the high mileage machine that looks clean inside, except for the lacquer layer part. No mud, just a nice camel color even painted on top of all surfaces. The hot oil is broken down into carbon and varnish. Varnish limits the oil aise and isolates the internal engine parts, reducing heat transfer to the oil, which increases the temperature and cause more oil ruptures and varnish formation. Condensation in the machine is combined with varnish and carbon, creating mud. In addition, condensation is mixed with the burning of by-products, including sulfur, to create acids that attack machine metals. Once I became convinced that regular oil changes were not enough I started watering my engine periodically. In In VW dir I have a bilstein flushing machine engine. I chose to add an 8 oz flush gunk machine and let the machine idle 5 minutes. I drained the oil and then added 4 cheap qt, sold, fumed, could hardly give it dino oil and aggressively drove the car for 10-15 minutes. Afterwards I drain the oil again and replace the filter. The oil in my TDI doesn't turn black for several thousands of miles after watering it. Without flush it's black right away. I would worry about leaving a strong solvent in the crankcase for a long period of time, however. I hate bumping into threads after all these years but I always hear that you should only use synthetic oils in our TDI and never use oil additives for it. Do you all agree or do you suggest adding things like Kreen, Marvel Mystery Oil or Auto-RX to clean the inside of your diesel engine? I wouldn't bother, certainly for a newer car. The oil becomes black from the soot in the blowby, and no amount of flush machine will fix it. If you want to look clean, install a bypass oil filter that filters soot. I agree that Kroil works very well as a penetrating oil for rusty bolts or other stuck fasteners. Now I'm going to stop agreeing. All these oil additives including Kreen just make your wallet thinner. If you run the correct synthetic in your engine and change your oil at the right time you don't need those things. Follow this forum how much oil-related damage can you count reported here? Thanks guys. That's what I thought. I always use 5w40 synthetic oil and change it at 5,000 miles so even though I'm almost at 300,000 miles I wouldn't worry about it. Kroil, good stuff. Kreen, maybe snake oil. Don't use it. Using the correct oil for your engine is all you need to do. Replacing oil at 5K miles is a waste of resources. Look at your maintenance schedule. I believe it says 10K miles for oil changes. If nothing else on your engine breaks down, you can easily go 400K miles without any oil change problems at 10K intervals. Replacing oil at 5K miles is a waste of resources. It blows me away that people just can't shake the 3k miles of oil change that has been pushed on the public for decades. Especially when they blow sometimes \$10 per liter on stuff. Yup. I remember 3K oil changes and 10K tune-ups. The past is what it is, the past. Time to move on to the modern age..... I just bought some Kreen and I heard great things about this internal machine cleaner. What is the best way to use this product? I want to drain the kuartof oil and add this stuff to the old oil and let the engine run when it's hot then let stand for a day rather than replacing the oil/filter. Joe In any normal case use it exactly as instructed. Good and fast results. I just bought some Kreen and I heard great things about this internal machine cleaner. What is the best way to use this product? I want to drain the kuartof oil and add this stuff to the old oil and let the engine run when it's hot then let stand for a day rather than replacing the oil/filter. Joe In any normal case use it exactly as instructed. Good and fast results. It is faster than MMO? Yes. It really seems diesel fuel will work too, cheaper, and more readily available. I've run a full crankcase of diesel before and it works fine. NOTE: DO NOT drive a car with a crankcase full of diesel, and I do not recommend it without an oil pressure gauge attached. But, dump in a full 5-1 quart maybe 400-500 miles before doing your oil change. Do that 2-3 OCl in a row and I'll bet you'll have a cleaner machine. I just ordered some Kreen from Kano Labs. Know what is the best way to use this? As a pre OC flush only or 1k with 16oz in crankcase? 16oz for full OCl? The car I use is a neglected Toyota 3.0, not badly reviewed but looks ugly. I'll go with the manufacturer's direction. Then again, I will not put such an unknown product on my machine. Kroil is the best penetrating oil I've ever used. Many stores use it for stubborn and rusty parts. I would put Kreen in the same category, even though I have no experience. Kano Labs seem to know their stuff. Keep us told us about how it happened. I've used this on three three 50 far. My goal is to pre-clean before running ARX. It's doing its job. Even dipsticks come clean. Even on a Toyota Sluggler. It is an aggressive solvent type cleaner. Although they don't suggest 20 minute walk times I don't think I'll run it more than 1000 miles. When I drained an enriched pint of Kreen Oil it was clearly solvent impregnated. Be careful how you use it. Kano is an amazing company that offers amazing products. From Fortune 500 497 companies using Kano products. I use Aero-Kroil to clean all my weapons and if you need bolts to be removed, there's nothing better. It's a powerful thing. JB80, PB Blaster and others, they can't even compare. At least in my experience. I use it now in my two vehicles. RVS has repair properties. I have read the technical data on both. They work. In my mind, start with an aggressive cleaning agent (as long as your machine is not a known hitter) like Kreen. I'd say 500-1000 miles. Then go to a more refined approach like MMO or ARX. If you don't get the results, you need to work your way up to RVS. MMO is more aggressive than ARX yet, I don't believe, as widespread. ARX can help with many other vehicle woes such as major seal leaks. This is not the nature of MMO. If you need a fix, after you finish mve your cleaner to the RVS. I thought I'd have one vehicle that needed it. It's all a matter of how aggressive you want to get. I also recommend as a better filtering system after you do all this work. Go to the bypass filter section of this site to learn more. Maybe you can find a more definite course for your needs. I'm going to flush with kreen and run an MMO. I've tried ARX when it was a bitog flavor this year (lots of bottles on many cars) because it didn't impress in the slightest. I was tempted to claim snake oil but it was only my opinion and my \$\$ that went out the window. I'm going to flush with kreen and run an MMO. I've tried ARX when it was a bitog flavor this year (lots of bottles on many cars) because it didn't impress in the slightest. I was tempted to claim snake oil but it was only my opinion and my \$\$ that came out I'd be interested in your results with Kreen because my dad owned a 1979 Pontiac Bonneville with 200,000 miles that was really gripped, amazing it kept going. I've used this on three machines so far. My goal is to pre-clean before running ARX. It's doing its job. Even dipsticks come clean. Even on a Toyota Sluggler. Why do you pre-clean before using something designed to clean the machine? I will choose a cleaner and use it, if it doesn't work then try something else. JMO I tried to Some Kreen a few months ago. But it can't be shipped to California? It may have something to do with CA's environmental laws, things look potent on the sheet. I spoke to them yesterday and asked them what they recommended, they claimed it could be run for a full 3K OCl using about 16oz in a 5 qt frying pan. To be honest that scares me a little bit, a really potent solvent running in oil that long, or will the solvent burn with a 75f flash point? Will this pint knock the grade oil? I ran about 300 miles. All cars run smoother and seem to like the addition. When I dried the oil it was clearly affected by Kreen. It smells like a solvent and also dilutes the oil. It's not all together bad if you try to clean the machine. I am sure if we could run something thin water and through the machine (without losing lubrication) that would be ideal. The thinner the product, the more cleaning capability it will do. Also thinner products will easily drain everything it takes into the pan. So when you drain it, it's all out. As for pre-cleaning I'm not comfortable running it for 3k miles. I know it is solvent and also know that Kano makes a superior product that is thoroughly researched. I'll trust them before one of the 20 minutes the machine is rinsed. There are many ARX reports that take significantly longer to be effective in the cleaning process. If you want as much dirt as possible before your ARX treatment (or MMO) I think Kreen is an excellent choice. I think it's a matter of confidence. You have to choose what you are comfortable with. Keep in mind Kano is an industry supplier and if they make something that negatively impacts your seal, it won't be on the market. Their market share and their reputation are at stake. They don't take that lightly. Good luck That's an expensive thing, \$50 for a gallon? Yes \$50 a gallon and \$17 dangerous shipping. Still when I think what I spent on other internet only products over the last few years seems cheap compared to if it works well. Yes \$50 a gallon and \$17 dangerous shipping. Still when I think what I spent on other internet only products over the last few years seems cheap compared to if it works well. Whats the ratio of mix to say 5qts? They say 16oz to 5-6 qt pan to 3k OCl and 8oz in 20 gal fuel. 1 Gal seems to be doing 4 cars using it in gas and oil so the price is not bad at all considering. I guess a good bottle of fuel care and a quick flush can or QT MMO would be close to \$17 per car costing this. They must have recently increased the price. I bought a gallon for \$ and they sent me 4 quarts to avoid dangerous charges. Still got delivery though. As for the price, you are right, in the arena of cheap Kreen additives per ounce. The best gasoline additive, to my knowledge, is Techron and at 6-7 bucks for 12oz that makes Kreen better value. Is it effective? I don't know. But that's it. worth a try. This item is used in equipment that is much more expensive than we have. Hope it's good for you. Well if things work I mean really work it will be worth it but for over \$50 I will pass! Kreen came today, the instructions are a little different from what the guy told me on the phone. It can be used as a flush by adding qt and running it for an hour. The normal dose is 16 oz in oil and gas every 1k. I use it on 2 test donkeys now. 1) 99 F150 5.4 100k goes well, no mud but has little lash adjuster lashes and chain tension noise at a cold start, no piston slap. Using zero oil between oci.6qt capacity used 16 oz 2) 95 Toyota Tercel 1.5 105k without mud but lots of varnish, using about 1qt every 1,500.Motor is quiet and otherwise goes well. Capacity 3 qt used 8oz. I want to try it first before I put it in a more expensive car that has some varnish and mud problems. I suspect these green toxic things should burn pretty quickly if they say 16oz is ever 1k. It comes in 4 cans of well packaged qt. Time will tell, I'll start another thread with any updates. Last edited: May 11, 2010 Kreen came today, his instructions slightly different from the one the person said to me on the phone. It can be used as a flush by adding qt and running it for an hour. The normal dose is 16 oz in oil and gas every 1k. I use it on 2 test donkeys now. 1) 99 F150 5.4 100k goes well, no mud but has little lash adjuster lashes and chain tension noise at a cold start, no piston slap. Using zero oil between oci.6qt capacity used 16 oz 2) 95 Toyota Tercel 1.5 105k without mud but lots of varnish, using about 1qt every 1,500.Motor is quiet and otherwise goes well. Capacity 3 qt used 8oz. I want to try it first before I put it in a more expensive car that has some varnish and mud problems. I suspect these green toxic things should burn pretty quickly if they say 16oz is ever 1k. It comes in 4 cans of well packaged qt. Time will tell, I'll start another thread with any updates. Can you take before the photo?? does it have a strong chemical odor? What does it smell like? Meaningful photographs are almost impossible with Expeditions and Toyota without removing the cover which is a big project especially on Exp, toyota gaskets are too expensive just to see. I can see there with the flash so I can see if there is any improvement on the Toyota that has heavy varnish staining, the clean Ford is already just pure shiny metal. I will to get some from Infiniti and Honda when I did. Pine smells and strong chemistry (not as strong as Chemtool), the color is transparent green. Very thin like thinner paint or alcohol, with a little slippery. What I'm looking for in this engine is a noise reduction start up on ford and the removal of varnish and reduced oil consumption on Toyota. They recommend it for an overnight piston soak that might be interesting to say the owners of saturn and Cadillac N* if successful. As a side note I noticed as I poured pour into the Toyota it immediately dissolves the varnish on whatever it touches, whether it continues to do that when diluted in oil remains to be seen. I will try to be as silent as possible and keep the butt dino out of the equation, if it works well then the money is well spent otherwise I have no problem cursing it into the snake oil category. I just think your coins are discarded you'll want some sort of scientific evidence no matter how meaningful you might think it is but if the gasket is pricy I see your point. Page 2 Try this in Aurora with Shortstar 3.5L which is known for its oil consumption from coked oil rings. The last OCl added 1 pint with 6qts Rotella 10w30 with a 2nd pint added on the first top up. 2000 miles in OCl and consumption increased from 1qt/300 miles to 1qt/500 miles. Will run one more pint and turn into a fresh T5 10w30 with another Kreen pint to see if it has any more effect. It's quite expensive for a car with 150,000 miles but under 500 miles per quart of oil and about 600 miles per week of driving that adds fast, too. It works, it does take not only miles but during the OCl period it will reduce oil consumption if it is caused by sediment on the ring, nothing fixes mechanical problems. It is an old thread but over the last 5 years I have tried it on many cars and still have a high opinion of the product. Like anything else it's not magic in a can but doing what they claim and if you're not satisfied the company will give you your money back without songs and dance performances. I changed the VOLVO V70 PCV system (fire trap) to cure oil consumption of up to 1 quart or more per thousand miles, the new fire trap is not Many. I also tried Rislone 2-3 times and it also did not slow down oil consumption. I'm going to try this Kreen in a Volvo, the main problem is finding a way to deliver it to a California address. Last edited: Jun 16, 2015 2015

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