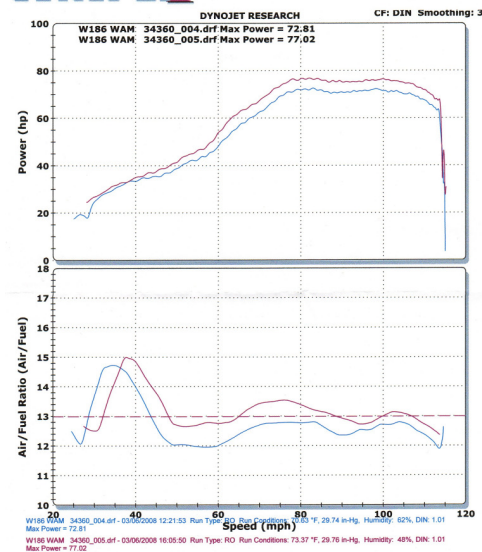


WINPEP 7 DYNOJET Performance Evaluation Program



UK Dyno Test completed 4th June 2008

(Test conducted at Tim Blakemore Racing)

The test bike is a year 2000 Ducati ST2 (944 Engine) with 34,400 miles on the clock (it had 2295 when I bought it 5 years ago). The bike is totally standard except for a 14 tooth gearbox sprocket. It's serviced annually by me with Rich of Louigi Moto adjusting the valves if they need doing. The bike was taken to Tim Blakemore in Bristol and put on the Dyno. Ducati figures are 83 hp at the crank. The actual reading at the back wheel is 72.81 hp. I added the Microlon as per instructions. 22 fl oz of Microlon was put in the engine and 2 fl oz in the fuel tank. I then road the bike on the motorway for 140 miles with the revs at 4000 - 5000 RPM. There was no increase in engine temperature, as I expected, during the running in period. The bike was then tested again with a reading of 77.02

**The net gain is 6% increase in BHP
5% increase in torque**

Jon Corner
Frome, Somerset.

It's simple to install

Perfect for all types and sizes of bike

MicrolonFTX

MICROLON FORK TREATMENT

A specialist one time fork treatment that improves the performance of standard Chrome forks to a similar performance of Nitride treated forks.

MicrolonFTX reduces the stiction in the fork providing safer cornering and braking in any conditions, rain or shine you will enjoy more control and feel on the road surface.

Improve the handling on your bike today

Install **MicrolonFTX**

RRP £41.99



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Motorcycle Performance

Treatment

for

ATV's

and Quads

Race Performance treatment

For

20cc to 99cc

100cc to 499cc

500cc to 999cc

1000cc to 1499cc

1500cc and above

Standard Performance treatment

For

20cc to 99cc

100cc to 499cc

500cc to 999cc

1000cc to 1499cc

1500cc and above



MICROLON ENGINE TREATMENT

Improved Performance

BHP and Torque

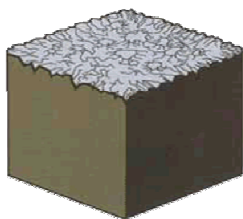
**Improved Economy 10% to 20%
and reduced Emissions up to 45%**

Treat your engine only once!

**Microlon first chemically cleans
The metal surface**

Microlon is added to the crankcase (motor oil) and the fuel tank. It is very important to follow the treatment instructions for your specific engine. *Complete instructions are included with the product kits.*

Microlon contains a powerful chemical solution that penetrates and thoroughly cleans an engine's internal metal surfaces before impregnating them.



Carbon, varnish, dust, metal particles and other deposits are dissolved and suspended in the motor oil and fuel, leaving the metal surfaces clean

The contaminants are flushed out at the next regularly scheduled servicing. This cleaning process is critical for the proper bonding between the pore structure of the metal and the Microlon film.

The metal is saturated with corrosion inhibitors and antioxidants

Microlon contains special antioxidants and corrosion inhibitors. These chemical compounds prevent engine damaging rust and corrosion, because they work through the fuels as well as the oil, both top and bottom ends of an engine are treated. This part of the treatment also contributes to smoother operation and longer engine life.

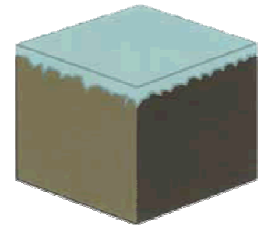


Microlon does not replace any of the oil in the crank-case. The cleansing compounds simply evaporate through normal engine operation within 1-2 hours

A permanent dry lubricant film penetrates and bonds with the metal surface.

Microscopic fractured resin particles are impregnated into the metal pores and become an integral part of the metal surfaces they protect. These particles actually mechanically lock into the matrix of the metal asperities and coat the surface. The resulting dry film lubricant is resistant to chemicals and capable of withstanding temperatures far in excess of normal engine operation.

The Microlon film has one of the lowest coefficients of friction of any material known to man, yet it is chemically inert and will not burn out, gum up or adversely effect anything in your engine.



After treatment, metal-to-metal contact becomes Microlon-to-Microlon contact

Microlon virtually eliminates raw metal-to-metal contact and replaces it with Microlon-to-Microlon contact. This changes the whole internal environment of an engine as metal surface imperfections are virtually eliminated. Friction, heat and wear are decreased while engine efficiency is increased, and your engine will never suffer from another "dry start" when all the other lubricants have settled to the bottom of the sump.

The two cubes in the illustration show how two pieces of metal treated with Microlon work together. Both surfaces now have new load-bearing surfaces that are almost friction free. The particles in the Microlon coating have tremendous lubricating properties. Each surface is "dynamic" which means the Microlon resins remain elastic under normal operating conditions and temperatures.

