

TUNING FOR EFFICIENCY *with REDEX additive*

Getting the most out of our available horsepower without extensive mechanical modifications, is an ambition that can now be realised. Engine efficiency is reflected either in more miles per gallon, or in improved acceleration—one cannot normally have it both ways at once! Willing horsepower is usually the hardest worked and REDEX engineers are concerned to ease the burden on over-strained 'horses'. REDEX is an Oil and Fuel Additive which performs a number of vital functions in a highly stressed engine. In petrol, REDEX is an upper cylinder lubricant providing lubrication to dry cylinder walls on every cold start. It will prevent hard carbon deposits forming on valves and piston rings—a major cause of poor compression—and give much longer periods between de-cokes.

As an extreme pressure lubricant in engine and gearbox REDEX increases oil film strength, cuts down frictional heat. As a synthetic liquid wax, it ensures lubrication at high temperatures, preventing possible seizure during periods of high stress and tight bearing conditions. REDEX blends completely with all fuels and all grades of lubricating oil. REDEX is added to petrol, one penny shot (approx.

part REDEX to three parts oil. In gearbox one part REDEX should be used with five parts oil.

The table below shows how acceleration and fuel consumption figures can be improved after the cars have been 'REDEXED', and subsequently after ignition and carburation have been adjusted to take advantage of the power released by REDEX.

	Fuel Consumption at steady 30 MPH			20-40 MPH in top (yards)		
	MPG before REDEX	MPG after REDEX	MPG after tuning	Before REDEX	After REDEX	After tuning
Jaguar 3.4	20.95	23.5	24.15	131	106	106
TR3	32.85	36.05	37.6	105	90	84
Morris Oxford	33.7	36.58	37.6	140	126	119
Austin A35	51.21	55.65	58.19	98	87	84
Standard 8	44.14	49.2	51.21	126	112	105

Before REDEX treatment the engine is checked. After taking performance times and making an accurate petrol consumption test the sump is drained and filled with REDEX. Plugs are removed and 2 or 3 ozs. of REDEX poured through each plug hole and left to soak for 20 minutes. Plug holes are covered with rag and the starter motor is operated to eject surplus REDEX and plugs replaced. The engine is started and set to run at a fast tickover for 15 minutes, during which time a pint of REDEX is bled into the inlet manifold. The sump is then drained and refilled with one part REDEX to three parts oil. Sparking plugs and contact breaker points are then cleaned and adjusted, and the timing accurately reset. It is possible to obtain a quick and more accurate ignition setting by using a REDEX tuning gauge than by reference to flywheel markings. Carburettor adjustments should be made and the car can be rechecked for performance and consumption.

For more details of REDEX and REDEX instruments, write your name and address in the margin and send this advertisement to:-

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