



by bluechem ■■



GERMAN
INNOVATION
AWARD '18
WINNER



HIGH - PERFORMANCE

MADE IN
GERMANY



CARBON X COMBUSTION CHAMBER CLEANER K1+K2

PROFESSIONAL COMBUSTION CHAMBER CLEANING WITHOUT DISASSEMBLY.

Component K1 (cleaning foam) is a specially developed high-performance formulation that dissolves and removes all operationally caused contaminations in the entire combustion chamber of an engine. The product removes carbon residues in the cylinder head area, in particular on the valves, the piston crown, the piston top land and in the area of the first piston ring. It also cleans the seats of intake and exhaust valves (if they are open). Residues in the EGR valve, the turbocharger and the air intake system (intake manifold to intake valves) are also reliably eliminated. Carbon X does not attack seals and is compatible with all engine components.

Component K2 (neutralizer) causes a chemical reaction which liquefies the previously introduced cleaning foam (K1) and binds the dissolved contamination. With the Carbon X Extractor (Part No. 34142), the resulting emulsion and the dissolved deposits can be removed safely from the combustion chamber. Since K2 has highly efficient lubrication additives with exceptionally high cohesion (extreme pressure additives), Carbon X protects the engine from high friction during the start-up process, thus preventing wear of the mechanical components. In addition, the seals are effectively protected.

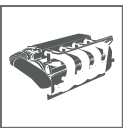
APPLICATION AREA	CONSUMPTION	TREATMENT TIME
Petrol and diesel engines.	500 ml for 4-8 cylinders (depending on cylinder capacity) or 2-4 EGR valves, turbocharger or intake systems.	15-20 minutes.

APPLICATION NODES

Combustion chamber: Remove the spark plug or injector and insert the probe into the combustion chamber through the resulting opening. Spray K1. The product increases its volume and expands into the inlet and outlet channels (if open). As soon as foam comes out of the access port, stop spraying and let react for about 15-20 minutes. To avoid overdosing by using K1, we recommend spraying the cleaning foam for a maximum of 5 seconds per combustion chamber.

After application of K1, insert the probe of K2 through the same access port, spray K2 generously and let it react until the cleaner is dissolved (about 4-5 min.). If necessary, spray several times. Extract the resulting emulsion using the Carbon X Extractor (Part No. 34142). Repeat the procedure for heavy soiling. After completion of the cleaning process and before the disassembled components (spark plug or injector) are installed, let the engine run at idle EMPTY 2-3 times for approx. 10 seconds via the starter to remove any residual quantities. We recommend that the openings (spark plug or injector) are covered with a cleaning paper, which absorbs the residual quantities and prevents contamination of the engine compartment. An existing or optionally available endoscope camera (Part No. 34141) can be used for checking the cleaning effects. For an optimal cleaning result, we recommend an additional cleaning of the air-intake system (Triple X Plus – Art.-No.: 33648) in order to eliminate the last contaminations.

EGR, turbocharger and intake manifold: The application can be carried out in the mounted and disassembled state. This depends on the accessibility. Disconnect the inlet and outlet lines from the EGR valve or the turbocharger, or open the intake manifold between the air filter box and the throttle valve. Spray cleaning component K1 into all areas. As soon as foam escapes from all access openings, stop spraying and let it react for approx. 15-20 minutes. Dissolve the cleaning foam with K2. For this purpose, rinse the EGR valve, the turbocharger or the intake line several times with the component K2. After assembling the parts, a test run of at least 20 minutes is required.



Content: 16.91 fl.oz
6 pieces (Kit K1 y K2)

Art.No.
34140BC

TO VISIT

