



SFR 100 Petroleum Oil Fortifier

SFR 100 has been the flagship of SFR products as the leader in extreme pressure oil fortifiers. SFR 100 has been tested more than any other additive on the market with warranty approved engine tests as well as extensive industrial testing. Literally millions of users around the world have validated this exciting technology.

SFR 100 Oil Fortifier is a composite of super-concentrated additives that dramatically increase the effectiveness and durability of lubricants in automotive and industrial applications. Used in combination with your present lubricating fluids it significantly reduces friction, harmful deposits, corrosion and parts wear resulting in the extension of equipment and lubricant life in addition to improved operating efficiency and power.

BENEFITS:

- Reduces Wear
- Provides Extra Protection Against Corrosion-Reserve Alkalinity
- Extends Oil Change Interval
- Improves Cleaning in Industrial Equipment
- Multiple Uses-Gear Boxes, Hydraulics, Engines, Transfer Cases, Differentials

SFR 100 is the original SFR oil fortifier developed in 1988 as the only fully fortified product on the market. Based on extreme pressure agents as its main technology, **SFR 100** actually contains many more additives to improve a lubricants performance. These include detergents, dispersants, anti-oxidants, anti-wear agents, acid neutralisers, corrosion inhibitors, and as noted extreme pressure agents.

SFR 100 is petroleum based and developed for a wide variety of applications. It can be used in engines, hydraulics, gear-boxes, differentials, transfer cases, compressors and most anywhere lubricants are used. This technology has more testing than any other product that we have ever produced, not counting the millions of satisfied users. SFR 100 is not recommended for automatic transmissions that rely on friction, and can be used in limited amounts in hydrostatic drives as well as limited-slip differentials.

Today, as equipment has become more and more complex and sophisticated, newer technologies have been developed. See other industrial products for more information. If you want one product to use in all applications, then SFR 100 is the right choice and has been proven over many years by millions of users.

SFR 100 is the original SFR formulation engineered to be used in most all applications. Use 180 ml to 200 ml (5%) with each 4 litres of lubricant the first application. On subsequent applications use 120 ml (3%) with each 4 litres of lubricant.

SFR 100 can be used in engines, hydraulic systems, gear-boxes, manual transmissions, transfer cases and differentials.

SFR 100 is not recommended to be used in limited slip differentials and automatic transmissions that require friction.

Available in 245 ml, 1, 4 and 20 Litre containers.

Question:

What is **SFR 100** Oil Fortifier?

Answer:

SFR 100 is a composite of super-concentrated, multi-functional additives that dramatically increase the effectiveness of motor oils and lubricants. SFR significantly reduces friction, wear of component parts, and inhibits rust as it provides contamination control and extended filterability. SFR improves the performance of even the finest synthetic and petroleum motor oils and industrial lubricants.

Question:

Does using **SFR 100** affect my warranty?

Answer:

*Absolutely not! **SFR 100** has been thoroughly tested by independent laboratories. **SFR 100** delivers the performance as documented. **SFR 100** has been proven safe and very effective in numerous industrial applications such as: basic steel making, marine service, injection moulding, mobile hydraulic equipment, farming, heavy duty diesel and petrol engines, and multiple applications in general manufacturing and machine tool industries.*

Question:

Why the need for five oil fortifiers instead of the one **SFR 100**?

Answer:

*This question gets asked a lot and deserves some attention. Originally when we developed **SFR 100** in 1988 the additive market was just developing around extreme pressure agents. EP additives were deemed necessary but not found in most all oils. Gear oil and metal working applications were the only place they were being used. Thus, most formulations for oil fortifiers were fairly simple as this industry category developed.*

Technology has increased at an extremely rapid rate. With highly specialised engines and equipment, customers are demanding greater performance. With this improved performance comes the added stress on the engine or machine.

Marketers in the additive treatment industry have focused entirely on the extreme pressure agents and therefore most formulations are based on only one main ingredient, figuring motor oil would suffice in the other areas, such as: oxidation control—the life of the oil, corrosion protection—caused by high heat and contaminants, detergency to keep these high performance engines etc. clean, friction modifiers to aid in metal to metal contact that is not extreme but does cause wear, thermal stability under high heat and heavy loads—called shear stability in the industry.

At SFR we have always looked at every possibility to improve engine and equipment performance. This led to a multi-functional approach to maximise performance. In other words not just concentrating on extreme pressure but all of the lubrication needs. In doing this the more simplistic formulations like SFR 100 had to give way to more specialised and complex formulations. Making only one product to use in all applications could still be done, but certain additives had to be left out, and others might not aid in friction reduction. For example, in an engine if a cracked headliner occurs or a blown head gasket, water and anti-freeze are injected into the motor oil. With motor oil, which floats on water, immediate seizure of the engine is inevitable. With SFR 100, the product was developed to be heavier than water, therefore staying on the metal and emulsifying therefore mixing with the water and anti-freeze to provide film strength. Though this saved many an engine, in a compressor where water from condensation is manufactured every day, this was not a desirable characteristic. With a compressor you want to de-emulsify so that you can separate the oil from the water and not have to change the oil regularly. As we investigated, we found more and more situations like this. Would it be easier to make only one product? Of course, but with the sophistication of equipment today, we had to look at specialising in each equipment group. This included: Petrol Engines, Diesel Engines, Hydraulics, Compressors, and Gear Boxes. We found that we could make much more effective products and include more additives when we formulated with this approach.

Testing has shown that by concentrating on one specific category such as petrol engines, we could make a product to make the petrol engine perform at its highest level possible. And the same for gear boxes etc. We could even add warranty packages to meet warranty requirements along with our proprietary additives. Thus at SFR we not only concentrate on treating the metal, but the oil as well and for each type of equipment that quite frankly requires different additives. In addition, we have developed synthetic products with improved properties over the SFR 100, which is a petroleum based product. We encourage all of our loyal customers and distributors to move to the synthetic products, which is the future in the lubricant industry when it comes to performance.