

POWER MODEL 2T-S



LUBRICATION TROUBLE TRACER



Observation :
Piston is coated with dark brown lacquer
Piston lightly polished. Engine difficult to start
Possible cause: Inadequate high temperature detergency from two stroke oil.
Remedy:
Rebuild engine to manufacturers specification
Start to use PowerModel 2T-S at 50/1



Observation :
Collapsed connecting rod bearing
Possible cause: Oil providing inadequate lubrication. Contamination by airborne dirt
Remedy:
Rebuild engine to manufacturers specification
Check and clean air filtration
Start to use PowerModel 2T-S at 50/1



Observation : Rusted cylinder liner.
Possible cause: Storage of engine in humid environment. Oil used may have inadequate corrosion protection quality
Remedy: Remove rust from cylinder liner & check piston ring. Consult engine makers correct storage procedure.
Start to use PowerModel 2T-S at 50/1



Observation :
Heavy deposit on spark plug.
Possible cause: Use of low quality with too high ash content (Motor car 4 stroke oil).
Remedy:
Replace spark plug.
Start to use PowerModel 2T-S at 50/1



Observation :
Piston is scuffed.
Possible cause: Use of poor quality oil with insufficient film strength.
Remedy:
Rebuild engine to manufacturers specification.
Start to use PowerModel 2T-S at 50/1



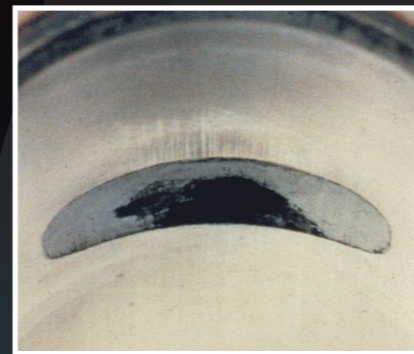
Observation :
Piston has hole right through it.
Possible cause: Use of oil with too high ash content eg low grade 2t oil or motor car 4 stroke oil.
Remedy: Replace piston and inspect engine for other damaged parts and replace.
Start to use PowerModel 2T-S at 50/1



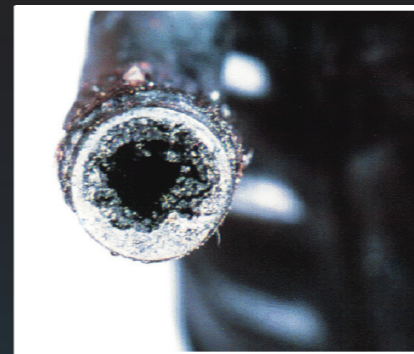
Observation :
Excessive smoke from exhaust.
Possible cause:
Too much oil in the fuel.
Use of low grade two stroke oil with poor smoke performance.
Start to use PowerModel 2T-S at 50/1



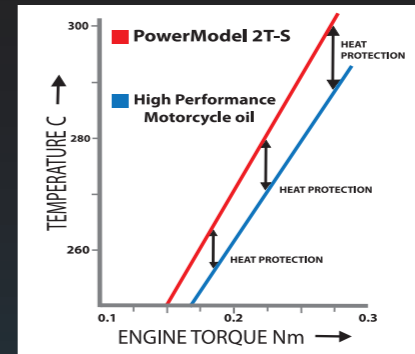
Observation :
Highly polished piston with dull grey polished surface
Possible cause: Inadequate air filtration due to operation in dusty conditions.
Remedy: Check sealing and condition of air filter & replace if necessary.
Start to use PowerModel 2T-S at 50/1



Observation :
Exhaust port is blocked with too much carbon. Engine power is reduced
Possible cause: Use of poor grade 2 stroke oil with poor burning properties. Too much oil in fuel
Remedy: Clean exhaust port and recommend correct fuel oil ratio.
Start to use PowerModel 2T-S at 50/1



Observation :
Carbon build up in exhaust system. Engine power is reduced.
Possible cause: Use of poor grade 2 stroke oil with carbon forming properties. Too much oil in fuel.
Remedy: Clean or replace exhaust system & recommend correct fuel oil ratio.
Start to use PowerModel 2T-S at 50/1



Observation : Engine runs hot on occasions. Temperature benefit Chart.
Possible cause: Incorrect carburetion
Remedy: Consult engine maker's instructions or return to dealer.
Switch to oil with safer running at high temperature protection.
Start to use PowerModel 2T-S at 50/1

Mix ratio up to 50:1 or according to manufacturer

Ratio of fuel to oil	ml of oil per litres of fuel			ml of oil per US gal/qt	
	1 litre	5 litres	20 litres	1 qt	1 gal
14:1	71	357	1428	68	270
15:1	67	333	1333	63	252
20:1	50	250	1000	48	189
25:1	40	200	800	38	151
32:1	31	156	625	30	118
40:1	25	125	500	24	95
50:1	20	100	400	19	76

Conversions: 1 US gal = 3.785 litres (3,785 ml) 1 US quart = 946.3 ml
1 US fl oz = 29.6 ml 1 litre = 1000ml

PowerModel 2T-S is a unique full synthetic high detergent 2 stroke oil that works at all ratios for 2 stroke gasoline air and water-cooled engines used in model aircraft, cars, & boats. It may also be used in 4 stroke engines when the manufacturer recommends a good quality 2 stroke oil. It is designed to provide high temperature protection required for conditions of sustained high power/rpm in restricted airflow conditions. PowerModel 2T-S offers:

- Safer running at high temperatures.
- Outstanding throttle response
- Cleaner exhaust emissions
- Outstanding film strength and piston cleanliness.
- Attractive odour.
- Protection while the engine is switched off
- Outstanding protection against fresh and saltwater corrosion



Accurate and easy mixing



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