

## WHAT IT DOES

Using inductive energy generated by powerful magnetic circuitry our unit impacts the molecular structure of the forming solids and reverses the process causing the solid forming material to return to solution just prior to the primary filter, the result is a cleaner, faster combustion that transfer more power to the axle and less unburned fuel up the stack.

Due to re-circulating fuel systems most of the clean treated fuel is delivered back to the tank preventing the formation of tank sludge. This process keeps tanks and fuel lines free of sludge and solids. No additives are necessary.

Today's diesel fuel is refined totally different than that of 15-20 year ago. Catalytic Cracking produces a far greater volume of light and middle distillate products from each barrel of crude oil, however the stability timeline of the refined fuel has been dramatically reduced.

"The fact is, some devices actually do improve fuel mileage... And so it is with the Mag-Tek Fuel Conditioner" Doug Wilson - Product Analyst Caterpillar Inc.



**ACTUAL INSTALLATION**

The Mag-Tek Fluid Conditioner Technology has proven itself in the following industries:

**TRUCKING AND TRANSPORTATION**  
**OILFIELD APPLICATIONS**  
**PROCESS WATER TREATMENTS**  
**FOOD PROCESSING / AGRICULTURE**  
**MANUFACTURING**



 **MAG-TEK INC.**

122 E. Wisconsin • Edinburg, Texas 78539  
Phone: 956-289-1406 • Fax: 956-289-1412  
E-mail: [info@magtekinc.com](mailto:info@magtekinc.com)  
Website: [www.magtekinc.com](http://www.magtekinc.com)

MAG-TEK Magnetic Fluid Conditioning Units are manufactured under the following patents:  
US Patent # 5871642 / US Patent # 5178757

Distributed by:

**MAXIMUM  
PERFORMANCE**  
**INCREASED  
FUEL ECONOMY**  
**LONGER ENGINE LIFE**



*This Product  
Really Works*

# “PETRO MAG”

from

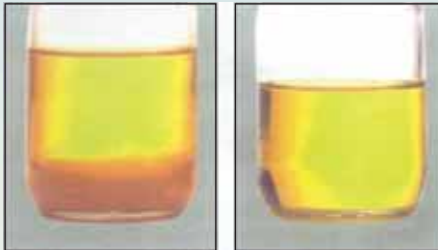
## MAG-TEK

### **BENEFITS**

- Improved Fuel Economy
- Extends Engine Life
- Reduces Hydrocarbon Emissions
- Cuts Downtime and Maintenance Costs
- Eliminates the Need for Diesel Additives
- Greatly Reduces Filter, Fuel, and Injector Problems
- Easy Installation - No Maintenance

Through a process known as “polymerization”, the agglomeration of paraffins and asphaltenes to form solids, diesel fuel begins to degrade almost as soon as it is refined. Diesel fuel is inherently unstable, therefore fuel breakdown and degradation is an unavoidable natural process. It is accelerated through transportation, storage, exposure to heat, engine pressures, condensation, microbial contamination, cracking, blending, etc. Resulting fuel sediments, not even visible at first, will impact and damage fuel injection equipment. Over time, fuel breakdown by-products will accumulate and from tank sludge; if not remedied, this will lead to deposits on filters, loss of power, excessive smoke and emissions and may ultimately result in injection and engine failure.

### **HOW IT WORKS**



**UNTREATED**

**TREATED**

Developed from the same technology and patent used by major oil companies to treat crude oil for “paraffin and asphaltene” these units are engineered for large diesel engines with re-circulating fuel systems. Tested and proven results on highway tractors on highway tractors, buses, large stand-by generators, and marine engines.

### **Specialized Fuel Units**



Custom units designed for their specific applications.

Downhole drilling (oil field application – where the technology originated), ships, locomotives, mining equipment, etc.



### **The Results Demonstrate the Effectiveness of Mag-Tek Fuel Conditioners**

Similar to Cetane boosters or diesel additives, our fuel conditioners break down the paraffin and asphaltenes naturally found in diesel. Our units help keep them in solution to be burned cleaner and more efficiently for optimum economy and performance.

Olson-Ecologic Engine Testing Laboratories is a comprehensive, independent, state-of-the-art emission testing facility capable of accommodating a wide spectrum of engines. The Quality Management System at their testing facility is registered as being



**Transient & Steady-State Engine for Development, Durability & Certification in accordance with CFR, EPA & CARB protocols.**

in conformity with ISO 9001:2000 and has received compliance recognition from CARB and US EPA. Olson-Ecologic provides the capabilities for advanced research, engineering and testing of various aftermarket products and new technologies.

### **Summary of Independent Lab Testing Results MFC unit for Heavy-Duty Diesel Engines**

Olson-Ecologic Labs January 2006, EPA & CARB Protocol

#### **Ultra Low Sulfur Diesel**

2001 Cummins M-11 400E rebuilt to 2005 Specs

Description	HC	CO	NOx	Particulates	Fuel Consumption
Improvement	12.5%	-1.0%	-2.1%	3.6%	<b>4.7%</b> Improvement In Fuel Economy