



ISO 9001:2000 CERTIFIED

BAR'S LEAKS TECHNICAL BULLETIN

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Page 1 of 2

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Bar's Leaks DiFM 5-gram
Cooling System Treatment

Part #: J-100

COOLING SYSTEM TREATMENT

Bar's Leaks Professional DiFM Cooling System Treatment 5-gram tablets are the perfect product to use any time servicing the cooling system, including parts replacement and flush & fills. Inhibits the formation of rust and scale, keeps the system clean, neutralizes pH imbalance, controls electrolysis, lubricates and seals internal, external and coolant-to-oil leaks.

Compatible with ALL types and brands of antifreeze including conventional green or blue (Silicate-Based) and extended life red/orange or yellow (OAT/HOAT) coolant. Also works in systems containing only water. When used in water alone, it is also recommended to use a cooling system anti-rust and water pump lube.

Protects the entire cooling system. Will not damage cooling system and is non-toxic. Tablets fully dissolve in minutes. Harmless to ALL plastic, metals, aluminum, hoses and connections.

Same tablets as used by many OEM auto and truck manufacturers.

General Motors (3634621)

Ford Motor (F6SE-19A511-AA)

Chrysler (0431-8005)

DIRECTIONS

Install directly into radiator per dosage chart. If vehicle does not have a regular radiator cap, remove top hose where it connects to the top of radiator and install tablets in hose. Tablets may be crumbled or pre-dissolved in warm water for easier application.

DOSAGE

Automotive, Fleet, Over-the-Road Vehicles and Stationary Equipment.

INITIAL TREATMENT – Install 4 tablets per gallon of cooling system capacity.

For Preventative Maintenance – Install 2 tablets per gallon of cooling system capacity every 15,000 miles.

Equipment Hours

250 hours for every 10,000 to 15,000 miles

500 hours for every 15,001 to 25,000 miles



SEALS AND STOPS

- Radiator tank seam seal leaks
- Head bolt threads
- Core plug leaks
- Hose connections (Cold Water Leaks)
- Coolant to oil leaks
- Most other internal & external leaks
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HELPS

- Prevent the formation of rust and scale
- Control electrolysis
- Neutralize pH imbalance
- Lubricates water pump seal

ASTM D3147 LABORATORY TEST

Standard Test Method for Testing Stop-Leak Additives for Engine Coolants

This test method covers screening procedures for the preliminary evaluation of leak-stopping materials intended for use in engine cooling systems.

Gum/Gel Before	No
Gum/Gel After	No
Particles Before	No
Particles After	No
Screen	0.030
Final Round	0.025
Final Slot	0.015
Fluid Lost, mL	600

The results of this test show that a 0.025 round hole and a 0.015 wide slot (crack) can be successfully sealed with this product.

Part Number:	J-100
UPC Item:	0 46087 01105 8
UPC Case:	N/A
Bottle Size:	100 - 5 gram tablets per jug
Bottle Dimensions:	3.6 x 3.6 x 6.6
Bottle Cube:	86
Dosage:	Install 4 (four) tablets per gallon of cooling system capacity
Case Pack:	1 Jug
Case Size:	4.0 x 4.0 x 7.3
Case Cube:	117
Case Weight:	1.5 pounds
Pallet:	TI 60 HI 6 Total 360
Pallet Heights:	30 inches
Tariff Code:	3824.90.9270

PURPOSE OF A COOLING SYSTEM

Your engine creates up to 5,000 degrees of heat within the combustion chamber. Enough heat to melt the entire engine in less than 30 minutes! Approximately 1/3 of gasoline's energy is converted into usable power to propel the vehicle, 1/3 of the energy is dissipated out through the exhaust system, and the remaining 1/3 is carried off by the cooling system.

HOW DOES A COOLING SYSTEM WORK?

Coolant, which is a mixture of water and ethylene glycol (Antifreeze), is pumped throughout the engines water jacket drawing heat from the head, pistons, combustion chambers, cylinder walls, valves, etc. The heated coolant travels from the water jacket through a radiator hose, to the radiator, where aided by a fan, its air cooled and returned via the other radiator hose to the engine. Gas is **SAVED** and engine life **INCREASED** when the cooling system quickly reaches and maintains a very narrow operational range regardless of outside temperature extremes or engine load demands. Upon engine start up, the temperature must rise quickly, and then remain balanced – not too hot and not too cold! It's important to understand how the condition of the coolant and the condition of the cooling system components can affect the operational economy and life of your engine!