

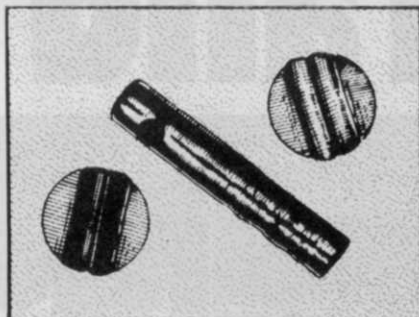
Synthetic oil resolves most two-cycle woes

Any mechanic worth his salt knows that two-cycle engines—especially those used on professional turf maintenance equipment—are susceptible to a bevy of problems. Things like spark plug foul-out, smoke, low speed load-up, pre-ignition, stuck rings, carbon build-up on the piston and exhaust ports, and broken pull cords from hard starting.

Several extensive users of two-cycle engines in South Carolina, however, have found that most such problems can be greatly reduced by switching to synthetic two-cycle oil.

"It's not a gradual change like losing weight," says P.O. Mead III, of Mead's Tree Service, Charleston. "You notice the result immediately." Mead contends that his chain saws run cooler in summer months and don't experience vapor lock. They also start easier. "When a man is 70 feet in the air, hanging by a belt and leans out to crank a saw, it's nice to have it start easily," Mead observes.

Personnel at the Marine Corps Recruit Depot, Parris Island, also rave

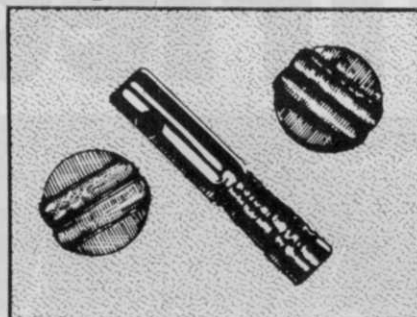


A diester-based oil shows only moderate wear after 4,250 lbs. direct load.

about Amsoil 100:1, a brand of synthetic oil.

"I have not had to unclog a muffler because of carbon build-up since switching," notes Olin Broome, who is responsible for the grounds maintenance equipment. "And I've bought only one box of spark plugs in the past six months" compared to the 50-60 plugs per month he was using before switching.

Both Willie Vining and Ronnie



A petroleum oil shows severe welding and galling. Test was ended with seizure at 750 lbs. direct load.

Lucas noticed dramatic reductions in spark plug replacement and carbon build-up. Vining is master craftsman for South Carolina's Horticultural Services Department, Columbia. Lucas is chief mechanic for The Greenery, Hilton Head Island. Lucas has also observed a decrease in re-wind assembly maintenance and replacement.

The Amsoil diester-based synthetic is an engineered lubricant from extremely pure man-made ingredients. It requires fewer additives yet reacts better with additive packages, has a nominal film strength (about 3200 psi), and has a very low coefficient of friction. Which is why it can be run at a 100-to-1 fuel-to-oil ratio.

The product's information sheet reads: "Amsoil two-cycle oil virtually eliminates spark plug fouling because it burns and exhausts much more cleanly than petroleum oils. Rings remain free and clean for improved compressing and combustion.

"Excessive carbon build-up on piston domes and exhaust ports is eliminated...no need for frequent maintenance, or the alternative mechanical damage due to detonation or heat build-up caused by these deposits."

The oil forms no gum varnishes, sludge, carbon or ash residues. Company representatives claim that, over a period of time, Amsoil will actually dissolve previously-formed deposits for a clean, efficient-running engine.

If a person or a company has an investment in two-cycle equipment and is interested in maximum performance and lubricant protection, then synthetic oil is worthy of investigation. **WT&T**

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