

# Gasoline Booster Concentrate



## BENEFITS

- Extend Spark Plug Life
- Improve Compression
- Stop Detonation
- Helps Seat Piston Rings
- Reduces Sticky Valves & Piston Rings
- Reduces Blow-By
- Clean Fuel Injectors & Carburetors
- Lowers Cylinder Head Temperature
- Removes carbon, gum and varnish deposits

**ATL Inc. Total Gasoline Treatment with PB 9000 CAN REDUCE EMISSIONS 50-90% Regular Unleaded and ATL Inc. TGT will outperform super unleaded in most engines AND extend spark plug life 2 to 3 times**

**Regular use helps:**

***Improve:***

- Horsepower
- Performance
- Mileage
- Engine Life
- Converter Life

***Helps to Eliminate:***

- Burned Valves
- Clogged Injectors
- Carburetor Icing
- Carbon Build-Up
- Moisture
- Vapor Lock

***Reduce:***

- Emissions
- Engine Wear

***Protect***

- Valves
- Cylinders
- Fuel Injectors
- Fuel Pump

- Sticky Valves
- Knocking and Pinging
- Diesel Run-on
- Gum & Varnishes
- Fuel Line Freeze-up
- Cold Starting Problems

- Fuel Consumption
- Maintenance Costs

## ***THE PROBLEM***

Since the oil crisis of 1973, the quality of gasoline has become progressively worse. This has resulted in more carbon deposits in the combustion chamber and on the fuel injectors, with a corresponding drop in octane. This affects the anti-knock quality of the fuel, causing knocking, pinging, poor performance, and high emissions.

## ***THE SOLUTION***

**ATL Inc. TGT** is specially formulated to solve ALL gasoline related problems.

## ***DEPOSIT CONTROL***

Over a period of time, harmful gum and varnish deposits form in the fuel delivery system, impeding the efficient operation of the fuel injectors or the carburetor. These deposits cause a stream of fuel that dribbles or squirts a liquid into the combustion chamber rather than a finely misted vapor, which the engine needs to burn the fuel efficiently. This liquid cooks in the combustion chamber, forming deposits rather than igniting to produce power. The unburned fuel causes more carbon deposits in the combustion chamber, which reduces the size of the chamber and increases compression. As the compression gets higher, it increases the engine's octane requirement. When this happens, a higher-octane fuel is needed or the engine will begin to experience knocking, pinging, dieseling (run-on) and poor performance.