

TOTAL INTAKE SYSTEM CLEANER

RED LINE TOTAL INTAKE SYSTEM CLEANER, when used as directed, provides complete intake cleaning by safely and effectively removing carbon build-up, cleaning the vehicle's upper engine and intake systems from the plenum to the catalytic converter. It helps eliminate rough engine idle, knocking, pinging and engine run-on, while reducing emissions and restoring power and performance. RECOMMENDED FOR PFI, GDI, HYBRID AND DIESEL ENGINES. CAN ALSO BE USED IN VEHICLES RUNNING PERFORMANCE FUELS, SUCH AS E-85.

PRODUCT / APPLICATION HIGHLIGHTS:

- Pre-charged at 50 PSI to provide consistent dispensing throughout.
- Cleaner discharges extremely cold (at -25F) to prevent hydro-lock in (warm) engine.
- Standard s-hook applicator with 3-foot hose designed for optimal spray into intake system.
- Available s-hook applicator with 8-foot hose designed for optimal spray into intake system AND throttle control from driver's seat.
- Normal time to perform service: 10 minutes.

GAS ENGINE RECOMMENDED SERVICE PROCEDURE

STANDARD S-HOOK APPLICATOR WITH 3-FOOT HOSE (1087568-INCLUDED IN CASE) OR AVAILABLE S-HOOK APPLICATOR WITH 8-FOOT HOSE (1089075-SOLD SEPERATLY)

- 1 Create access to the intake system for the s-hook applicator hose via the engine air intake system in front of the engine throttle body. For best results, this should be at or as close as possible to the engine throttle body (see images below).



BEST

(INTAKE HOSE AT ENGINE THROTTLE BODY)

NOTE

If you are unable to gain quick access of the air intake system at the engine throttle body, you can install s-hook applicator at a more accessible entry point in the air intake and still effectively clean, provided you are beyond the air filter box and the intake cleaner does not spray directly onto a MAP or MAS sensor. In this circumstance, the engine needs to remain up at recommended RPM range (2500-3000) while spraying the Total intake system cleaner (to create additional draw).

Product can safely be run through turbo-charger or inter-cooler (gas or diesel).

- 2 Start vehicle and make sure engine is at operating temperature before performing service. Begin cleaning process by depressing the applicator spray trigger (slowly at first, allowing the engine to adjust for the air-to-fuel mixture).

NOTE

For best results, raise the engine RPM up and modulate the spray at first to allow engine to accept cleaner (5 second burst, then release for 3 seconds). You will likely need to repeat a few times until engine management starts to accept the ratio difference and the engine RPM has a minimal fluctuation. Once this is achieved, you should be able to lengthen the spraying time (with the goal of a continual spray). Various factors effect this outcome (s-hook position in relation to throttle body, size of throttle body/air intake-smaller diameter systems can take more finesse).

Service can normally be performed at engine idle on a warm engine, depending on the vehicle air intake system/throttle body size (larger the diameter the better). However, the best procedure is to keep engine RPM in the 2500-3000 range during the service to prevent any engine stalling. The optimal way to achieve this is by performing with the available s-hook applicator with 8-foot hose.

RED LINE® SERVICE CHEMICALS

GAS ENGINE RECOMMENDED SERVICE PROCEDURE: CONT'D

USE OF STANDARD S-HOOK WITH 3-FOOT HOSE (1087568-INCLUDED IN CASE)



USE OF AVAILABLE S-HOOK WITH 8-FOOT HOSE (1089075-SOLD SEPERATLY)



NOTE

It is recommended to stop spray and gradually rev engine up to 3,000 RPM+ a couple times at the halfway point (4 minutes after starting service) to prevent engine loading up.

3 Continue spraying the Complete Intake System Cleaner into the intake system until can has emptied.

4 Once can is empty, allow engine to idle for 2 - 3 minutes to allow remaining cleaner to run out and gradually rev engine up to 3,000 RPM one last time. Then, shut engine off, remove s-hook hose and reassemble intake hoses. Restart engine and check for smooth idle.

NOTE

If working with larger displacement engines (6 cyl and above) or it is believed that more deposits likely exists on the EGR valve, intake manifold or intake valves, a second cleaning is recommended.

5 Immediately after intake cleaning, use a fuel tank additive to clean fuel system as directed.

NOTE

If engine is believed to have a high amount of carbon build up prior to service, it is recommended to change engine oil/filter post service due to potential of intake cleaner/residual carbon burn off getting into the engine crankcase during service (piston or ring blow by).