

Auto-Rx Fast Track Application on the Ford Escort

In some of the things that I ponder from time to time, I had often wondered what would happen if you took two bottles of Auto-Rx and cut the mileage in half (1500 at the time). Now I'd have no problem doing this ..except that I had no vehicles to test it on. I would have used some of the extended fleet ..but most of them had already used Auto-Rx.

I approached Frank for his thoughts and to see if he'd be willing to chip in a bit on the product in terms of reduced costs. It piqued his interest and he agreed. This was a good thing since I was on a hobby budget and his discounts made my \$\$ go a good bit further.

In any event, I had a good random thought that made Fueltankerman pop into my head. He had often commented that he had a vehicle with advanced mileage and that he didn't use any cleaners and whatnot ..and didn't really see much sense to UOA. It wasn't that he was against any of it, just that he didn't see the point given his success with what he'd been doing.

Now Dan's Escort was well cared for maintenance wise. Here's what he had in accumulations at about 190k. Nothing too serious here. Just what we would consider normal film accumulations over that duration of use with a fair shake at good maintenance.

I think I have them all in the right order here.

The test vehicle:



1993 Ford Escort



Original photo of valve train, before Auto-RX treatment. Note that this valve train is pretty clean to begin with. Some slight brown varnish coating, but no sludge..



Here is the filter media from the AATG filter used during the cleaning phase. It's got a lot of pasty, syrup looking black goo in it.



After the test run of AutoRX the darker areas are lightening up. These rockers are bronze in color naturally, I believe...even if you scrape them lightly they don't appear to have varnish on them. Here is the valve train at about 1500 miles into the rinse phase. It's getting cleaner, and I see some surfaces showing the natural aluminum color of the cast cylinder head, whereas before varnish had coated the whole area. Filter change @ 1500

Here is a photo which I took shortly after my 3200 mile OCI. The top end is getting cleaner all the time. What varnish like stuff is there can actually be rubbed off with your finger. The rockers are still the same color, but I think that is the natural color of the metal there... what you can see is the aluminum surface of the head getting cleaner, which I would assume means that the inside of the engine is getting cleaner as well.

I can't tell all of you how much of a sport Dan was on this. All that I did was provide some Auto-Rx and a couple of test kits and he was game for it all. I appreciate his willingness to do all the real work in this experiment. I couldn't have asked for a more willing and engaging partner. Truly a great guy. I also want to thank Frank Miller, inventor of Auto-Rx, in extending me some latitude in pricing so that I could pull this off.



In hindsight, I might have started off at 1000 miles instead of 750. Dan was an ideal test subject in that he really didn't have much wrong, had not too complicated valve cover, advanced mileage ..and the will to do the work. Most importantly, he'd never bothered with any cleaning agents. Dan reports performance/drivability improvements as well as mpg gains. I'll leave the impressions to him.