



It is impossible to provide a cutting edge engine with old coolant technology.

Engine builders and enthusiasts alike are never satisfied with the status quo --- you want your product to be the best. Advancements have taken place that has prompted the industry to rethink theories that have been long accepted and established. Some are cutting edge honing procedures, advanced metallurgy and state-of-the-art valve seat preparation to only name a few. But not much consideration has been given to the liquid we pour into the radiator until Evans Cooling Systems completely rethought the chemistry of cooling an engine.

We recommend engine oil and fuel type to our customers but rarely discuss the important aspect of coolant.

While other areas of engine technology have evolved, engine coolant though changed slightly, represented by the various color formulations seen today basically stayed the same --- a mixture of ethylene glycol and water in a 50/50 solution. There is no denying that traditional coolants work ---- there are not cars overheated all over the road, but a better chemistry was needed for engines to become more efficient and to address environmental concerns.

It can be looked at it in this manner: the old bias- ply tire held air and got the vehicle down the road but it cannot be compared to the performance, wear and overall improvement a modern radial brings to a vehicle. Just think of the Evans waterless engine coolant as a modern tire and traditional coolant as a bias-ply design.

A side benefit of the elimination of the water from the chemistry means that corrosion in the cooling system and engine is completely eliminated along with cavitation and there are no additives that become consumed. Evans coolants are lifetime coolants.

The real benefit of the modern chemistry is that it does not boil until 190 degrees C, virtually eliminating any chance of overheating in the radiator. This high boiling point is responsible for a drastic drop in the metal surface temperature of the combustion chamber in the cylinder head over traditional coolant when running and also during heat soak after shut-off. Since it will refrain from boiling more heat transfer occurs. Once the coolant does enter the nucleate stage the fact that it has a much lower surface tension means it releases from the water jacket with less system pressure and allows fresh coolant to come in contact with the region. Due to the unique chemistry the system operating pressure is lower since the Evans Coolant does not expand at the same rate as conventional coolants nor does it ever freeze.

All of these attributes of the Evans Coolant allow for a more aggressive fuel mixture and ignition curve (or boost pressure) since heat- induced detonation will be eliminated.

When the Evans Coolant is employed in a passenger car or heavy-duty application it will provide increased longevity of the engine and its components, the ability to use lower octane fuel and reduced maintenance cost since it will last the lifetime of the vehicle and limit thermal stress.

To convert from traditional coolant to the Evans Coolant all that is required is the complete removal of the old coolant and refilled with the Evans product.

For more information visit www.evanscoolants.com.au