



## **Eliminate the pressure and strain on Powersports equipment but eliminating the source**

Today's powersports equipment encounters overheating problems with frustrating regularity due to the nature of their design. The high output engines simply make more heat than the radiator size can handle, but the radiators are limited by space constraints. System upgrades like high pressure caps, fans, and surfactant additives can create a little more room between the operating temperature and the coolant boiling point, but overheating is only delayed, not avoided.

For the most part, differences in available coolants are limited to the types of additives they contain, how the water is treated, and the type of glycol that the water is mixed with. Many automotive additives like silicates are destructive in a powersports application because the pump seals are of a different type than those found in cars. De-ionized water quickly becomes ionized. If the coolant level is allowed to drop, cooling efficiency is lost. After time, the corrosion protecting additives are consumed or settle out and the system is no longer protected.

Most of the cooling system problems found in powersports machines are the result of the properties of water. Water has been the default coolant since the radiator was invented because it works and is easily available, but it's really not the best fluid for the job. Rather than going with the flow and trying to find new ways to make water work, Evans Cooling Systems, Inc. searched for alternative fluids that would be a true upgrade.

Back in the 1980's, Evans started experimenting with coolants in their road course race cars. The first coolants were thick and only appropriate for modified systems operating under controlled circumstances. As new developments were made, the hot rod community discovered the coolant; they were followed by heavy duty truck owners looking to expand their capability and cut their maintenance costs. In the late 1990's, the coolant formula evolved to the point it could be used with most stock passenger cars. Further changes came after the turn of the century leading up to a major shift around 2010. As the coolant blends became more specialized, attention was given to the unique demands of powersports equipment and the Powersports Coolant was released in late 2011 at the SEMA show in Las Vegas and the EICMA show in Milan, Italy.

Evans Coolant boils at 190C and makes little vapor pressure when compared to water. The waterless coolant does not boil over when conditions get tough. If the water content in the system is at the proper level of 5% or less, the pressure cap can be removed at operating temperature without hot coolant spraying out and burning bystanders. Evans is not corrosive and does not become corrosive over time. If it does not get contaminated with oil, water, or combustion byproducts, it will retain its properties indefinitely. Evans is a lifetime coolant.

There are many technical aspects to consider with regard to engine cooling and coolants, but one fact may stand out that will give a powersports machine owner great confidence. After their own independent testing and research, Honda decided to use Evans Powersports Coolant to protect their factory MX1 and MX2 team machines in the World MXGP Series.

For more information on Evans Waterless Engine Coolants, call 03 9318 9811 or go to [www.evanscoolants.com.au](http://www.evanscoolants.com.au)