

Catalytic-System Cleaner

Description

Protects the catalytic converter from clogging with soot. Cleans intake valves and the combustion chamber. Improves the combustion of the fuel. Clean engines reduce fuel consumption and therefore CO2 emissions. Prevents corrosion in the fuel system.



Properties

- protects the catalytic converter from clogging with soot
- guarantees optimum combustion
- cleans the intake tract, intake valves and combustion chamber
- prevents corrosion in the fuel system
- guarantees low fuel consumption with long-lasting effect

Technical data

Base	additive mixture in liquid carrier
Color / appearance	light yellow, clear
Regulation on Flammable Liquids Class (Germany)	A II
Flash point	> 61 °C
Pour point	-45 °C
Form	liquid
Odor	characteristic
Viscosity at 40 °C	<7 mm ² /s
Density at 15 °C	0,7989 g/ml

bottle has sufficient residual pressure. LIQUI MOLY cannot offer any warranty if the product is not used as specified in the product information or if dosing systems other than those indicated here are used. It is the responsibility of the user alone to verify the suitability of alternative dosing systems. To ensure optimum cleaning of the fuel system, we recommend adding Catalytic-System Clean (part no. 7110) to the fuel immediately after applying the additive. This will safeguard the cleanness of the complete engine system including the exhaust gas system.

Available pack sizes

300 ml Can sheet metal	8931 GB-GR-I
300 ml Can sheet metal	21311 ALGERIEN-GB-ARAB-F
300 ml Can sheet metal	21346 GB-ARAB-F

Our information is based on thorough research and may be considered reliable, although not legally binding.

Areas of application

Suitable for all gasoline engines with a catalytic converter.

Comment

Deposits in the catalytic converter based on manganese oxide cannot be removed.

Application

Pour additive into the LIQUI MOLY Pump-Spray Bottle (part no. 3316). Pump up the pump-spray bottle. Establish access to the intake tract, ideally behind the turbocharger. Please note that the access must be located immediately behind the air-flow sensor. Start the engine and spray the additive into the intake tract at short intervals while the engine is at moderate speed (2,000-3,000 rpm). If the speed does not begin to fluctuate, the intervals between spraying can be lengthened. If the speed fluctuates sharply (> 700 rpm), shorten the duration of spraying. For fine atomization, check regularly that the pump-spray