

Important Information from GGF
Proud Makers of Green Gold Filters Micro Refineries



Are You Killing Your Diesels?

MOST OLDER DIESELS ARE DAMAGED BY LOW-SULFUR DIESEL FUEL

The original Diesel Fuel was Plant Oils which are almost pure lubricant that kept the engines safe from the extremely high operating pressures in the injection pumps and cylinders, and from the extremely high temperatures generated to produce diesel ignition.

Early Petroleum Diesel Fuel had *some* Lubricity. To make sure diesel engines lasted the million+ miles they were designed to run, it used to be normal for Diesel operators to dump the old oil from oil changes into their fuel tanks. As on-board filters became more expensive, clogging caused this to cease to make good sense.

Now there's a REAL Problem...

Low Sulfur Diesel Fuel has nearly no lubricity and its use can cause, and does cause, greatly accelerated wear on injection systems, and combustion chambers, especially on older engines

What can I do about it?

You are now Forced to Buy Costly Lubricity Additives to protect your engines. *BUT...*

...Once again, the use of waste oils is feasible, possible, and affordable thanks to GGF Micro Refineries.

How is this possible?

GGF makes Micro Refineries that economically remove solid contaminants such as metals, and also separate water-based contaminants such as acids, in one single step without the need for heat, electricity or chemicals.

You can probably drive coast-to-coast and back on one Micro Refinery. How is this possible?

Waste oils and contaminated fuels are all around us. During wartime it is common for retreating troops to contaminate their left-behind fuel. Most smaller restaurants will give you their old cooking oil if you ask respectfully; many shops will give you their waste motor, transmission, hydraulic and even newer transformer oils (WMO) and many **farmers and equipment operators have waste oils left over from oil changes and normally have to pay to have it hauled away...and contaminated fuels are still fuels** – just contaminated...Almost all of that is potentially good fuel or lubricity additive *IF it is well cleaned.*

Virtually any Diesel engine can run on any combustible oil. Most older & Military Diesels thrive on any oil they can squeeze through their injectors. - but *please check compatibility. Do your research to be sure your equipment is compatible.* Likewise, some Turbines and many heavier-oil Burners thrive on oils for fuel.

BUT don't I have to convert my engine to use waste oils? In most cases, NO. The myth that an engine has to be converted is just a myth. It may be necessary to replace some fuel hoses and filters, or to add a fuel heater or resistance heaters to the injector lines, but all that might cost \$150...NOT \$3000. *It is smart to thin or cut waste oils to suit your engine. We've used diesel fuel, and gasoline (up to 20%) (stale gas can be great.)*

BUT don't I have to make cooking oil (WVO) into biodiesel? For many engines, NO. Besides, making biodiesel is messy, uses toxic chemicals, and *if not perfectly made* (as Asheville's EMS fleet found to their dismay) it can make a mess of fuel systems...Whereas cleaned WVO makes great fuel for many engines.

BE PREPARED TO SURVIVE - AND DRIVE - ON WHATEVER YOU CAN FIND

**For more information, please call us at 828-333-4658
or visit our website at: www.wasteoiltofuel.com
for detailed information, videos and links to informative websites.**