

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



COST COMPARISON (Asheville, NC; 9 June 2015)
PURCHASED VS RE-REFINED OIL PRODUCTS

<u>PRODUCT</u>	<u>PURCHASE COST</u>	<u>RE-REFINED COST</u>
Diesel Fuel	\$2.89-5.09/gallon	only 18-70¢/gallon
Diesel Lubricity Additive	\$7.96-26.99/gallon	only 18-70¢/gallon
Diesel Anti-Gel	\$2.89-63.80/gallon	only 18-70¢/gallon
Top Oil (upper cylinder lube)	\$7.96-98.99/gallon	only 18-70¢/gallon
Turbine Fuel	\$2.54-2.89/gallon	only 18-70¢/gallon
Burner Fuel	\$2.31-3.29/gallon	only 18-70¢/gallon
Two-Cycle Oil	\$29.67-96.98/gallon	only 18-70¢/gallon
Bar Oil	\$10.95-25.96/gallon	only 18-70¢/gallon
Sharpening Oil	\$7.96-15.96/gallon	only 18-70¢/gallon
Hydraulic Oil	\$15.00-48.97/gallon	only 18-70¢/gallon
Cutting Oil	\$21.74-28.30/gallon	only 18-70¢/gallon
Concrete Form Release Oil	\$13.95-34.99/gallon	only 18-70¢/gallon

How is this possible?

GGF makes Micro Refineries that economically remove solid contaminants such as metals, and also separates water-based contaminants such as acids & salts, 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...Contaminated fuels are still fuels – just contaminated...Almost all of that is potentially good fuel or fuel 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 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.**