

NMF AND THE POWERSTROKE 6.0

Dear Powerstroke 6.0 Owners,

Please consider this information before using NMF.

Bottomline upfront: NMF will clean the engine, and this could increase a Powerstroke 6.0's already high risk of injector failure.



Since the Powerstroke 6.0L came out in 2003, many PS 6.0L owners have enjoyed the performance of NMF and have used it with no issues. That said, we have received three reports from 6.0 owners of injector failure after applying NMF. There was no investigation into one failure. Investigation of the other two incidents revealed that much sludge had broken free of the engine and was suspended in the oil.

Since 1998, NMF has been used in thousands of gasoline-, diesel-, 2-stroke-, and alcohol-powered vehicles without issue. We believe there is not a way for NMF to damage any part of a vehicle; NMF contains no solid particles, leaves no residue, does not change the characteristics of oil, and prevents corrosion.

It is well-established that PS 6.0L engines regularly have inexplicable injector failures. Ford internal communications indicate that Ford knew the engine was defective in that way before putting it into production and continued production without informing the public or fixing the problem. For this reason, Ford was sued by customers in a class action lawsuit. A summary of the class action lawsuit is at the link <http://topclassactions.com/lawsuit-settlements/lawsuit-news/1598-ford-defective-60l-engine-class-action-lawsuit>. On that page below the summary hundreds of Ford F350 and F250 owners speak of spending thousands of dollars due to unexplainable injector failures after something as seemingly irrelevant as an oil change.

Were the three 6.0 injector failures related to NMF use? Possibly, but only three reports in 14 years is statistically a very low number. If there was a connection, what would explain it? Below is a theory that would make sense.

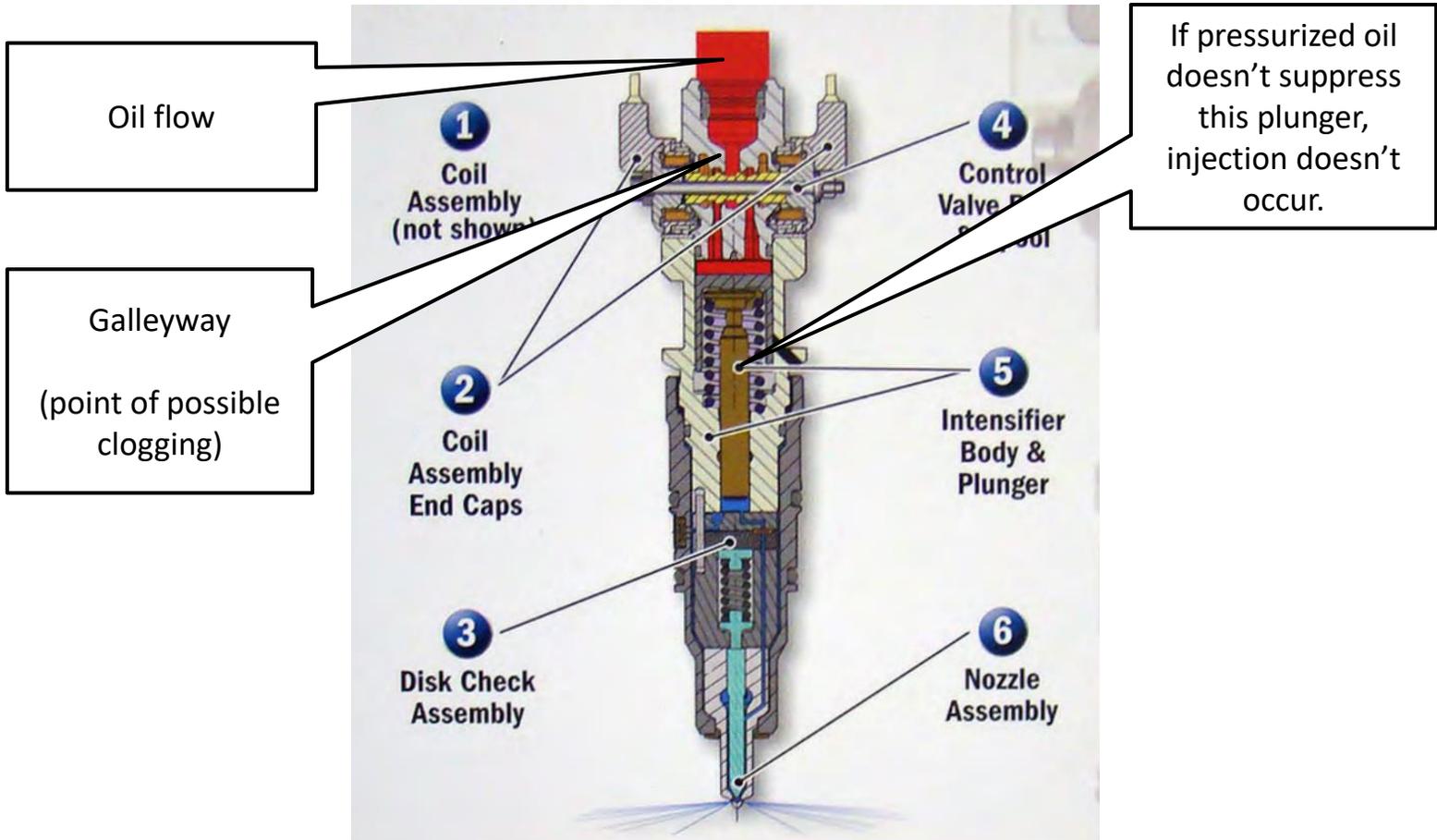
Fact #1: 6.0 injectors operate on a high-pressure system. Oil under high pressure pushes down a plunger which enables fuel to be sprayed into the cylinder. If there isn't high pressure, the plunger won't be suppressed and injection won't occur.

Fact #2: Upon activation, NMF begins cleaning the engine. Wear material and residue that had been clinging to the engine are suspended in the oil.

Theory: newly suspended residue, before it could be removed by the filter, clogged the 6.0's oil rails or injector galleyway, preventing adequate oil flow. Lack of oil pressure would preclude injection.

For perspective, on the next page let's look at a cutaway of a 6.0 injector:

Powerstroke 6.0 Injector



If this theory is true, why have there been no issues with other HEUI systems such as the Powerstroke 7.3? It's because the 6.0 oil rails and injector galleyway, about the diameter of a ballpoint pen tube, are by far the narrowest pathways for oil. For example, the 7.3 doesn't use oil rails. Instead, oil flows through the head directly into ports in the injector which are twice the diameter of the 6.0's galleyway.

If this theory reflects what happened in those reported cases of injector failure, what is the significance for PS 6.0 owners? For one, it would mean NMF is doing its job of cleaning the engine. Secondly, it would mean that although your 6.0 will most likely be among the vast majority with no issues, using NMF could possibly increase its already high risk of injector failure.

Please feel free to call me at 844-763-7250.

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