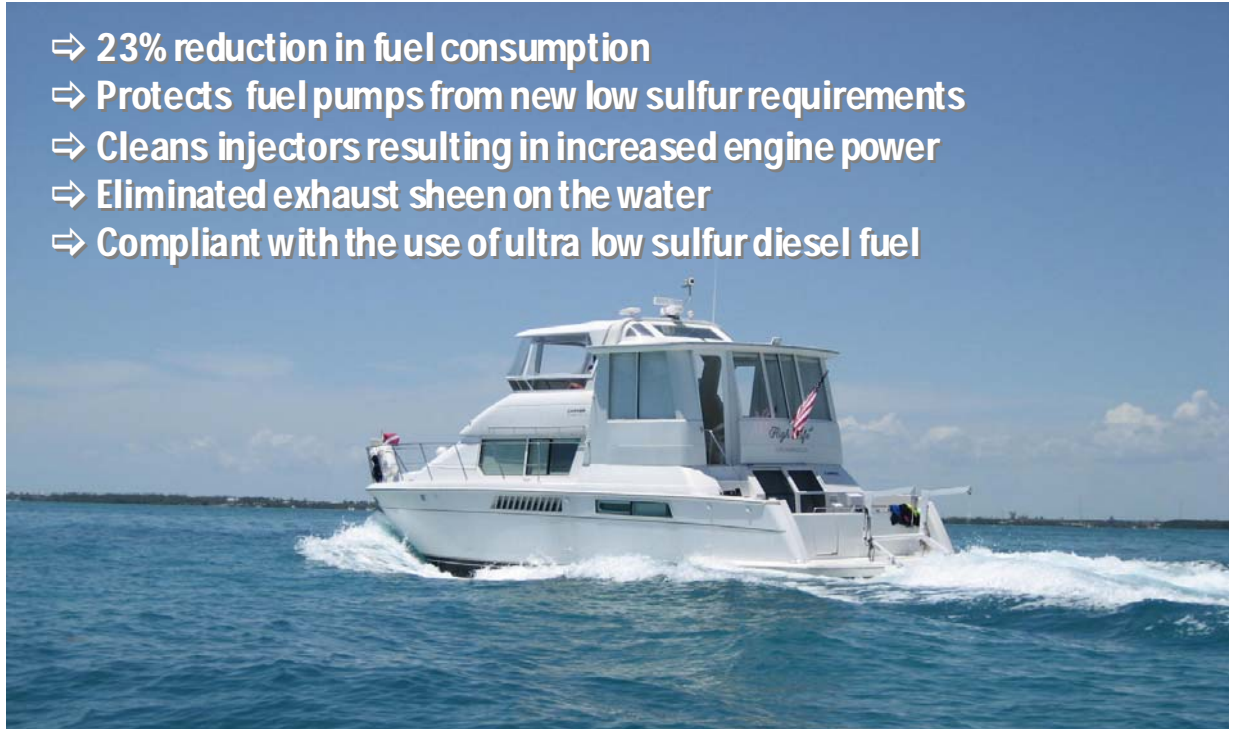


## 2420 BTU+ POWER SUPPLEMENT & CLEANER

ALLAN & TYGER TAKOUSIAN, Fort Lauderdale, Florida

450 HP Black Diamond Marine Engine • SIC 8811 Private Households

- ⇒ 23% reduction in fuel consumption
- ⇒ Protects fuel pumps from new low sulfur requirements
- ⇒ Cleans injectors resulting in increased engine power
- ⇒ Eliminated exhaust sheen on the water
- ⇒ Compliant with the use of ultra low sulfur diesel fuel



### CUSTOMER PROFILE

Allan and Tyger Takousian have been cruising the Florida Keys and the Bahamas the past ten years. Their current yacht, Highlife, is a fifty foot Carver with twin Cummins 6BTA Engines.

### APPLICATION

Two 450 HP Cummins Black Diamond Marine Engines with 700 gallon fuel carrying capacity.

### AREA OF INTEREST

Due to the fact that the boat is sometimes docked months at a time, the port engine began to have excessive exhaust smoke at idle.



### LE SOLUTION

LE Lubrication Consultant, Helmut von Schweinitz, recommended 2420 BTU+ Power Supplement & Cleaner to treat 700 gallons of fuel needed for a trip to the Florida Keys. The engines would

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be monitored for RPM/Speed and visual inspection of the exhaust.

### **CUSTOMER COST SAVINGS**

Highlife left port in Ft Lauderdale and traveled down the intercoastal waterway to Islamorada, Florida. When traveling the intercoastal waterway, there are only a few areas where such a cruiser can open up to top speeds. On those occasions, Allan noticed that the engines were running 70 rpm's less at 18 knots than it did prior to the addition of 2420 BTU+. When he arrived in Islamorada, while docking in port, Allan also noticed that the usual diesel exhaust sheen that he had previously seen on the water during prior operation of the boat, no longer existed. The return trip to Ft. Lauderdale was a 6.5 hour open sea excursion. During

this, the engines were set at 2300 rpm's. The Cummins manual states that at this RPM, 19 gallons of fuel per hour would be burned. This trip was run on the main aft tanks. When back at port, the fuel tanks were refilled and it was calculated that the engines burned 14.6 gallons per hour on the return trip. Allan attributes this 23% reduction in fuel consumption to LE 2420 BTU+. He likes the fact that the diesel treatment is conveniently packaged in pint bottles. The treat rate is one pint per 125 gallons of fuel and the treat can be added after fueling the boat.

When away from home port Allan reports *"I like the fact that I have one product that treats the poor fuel quality. It's to late when water and other unforeseen contaminants hit your fuel system."*



***Lubrication Engineers would like to thank Allan & Tyger Takousian, and LE Lubrication Consultant Helmut von Schweinitz for the information provided to prepare this report.***



**Helmut von Schweinitz**