

# CleanBoost®

Engine and Metal Treatment

Can Be Used In  
Gasoline, Diesel or  
CNG Engines

Superior Camshaft  
Break-in Properties

Works In Manual  
Transmissions And  
Gear Boxes

Compatible With  
Mineral And Synthetic  
Oils



Catalytic Converter Safe

## Engine Metal Treatment

## PRODUCT DESCRIPTION:

**CleanBoost® EMT™ Engine Metal Treatment** is truly a new and unique lubrication chemistry. It provides a vastly superior level of protection without using Chlorinated Paraffin, Chlorinated Olephins, Graphite, Boron, Teflon (PTFE) or solvents. EMT's unmatched lubrication technology extends oil life and greatly reduces engine, transmission and gearbox component wear. **CleanBoost® is not spending millions on hype, instead we have spent our money on producing the finest lubricant package available. Don't believe us? [Try it your self and then you will be a believer in EMT.](#)**

## Applications:

**CleanBoost® EMT™** Trucking, Mining, Racing and Industrial Specialist choose Mettle Plus over Chlorine based products. EMT™ blends well with mineral and synthetic lubricants used in diesel, gasoline, and CNG engines. Works as a superior extreme pressure boundary layer lubricant in manual transmissions and gearboxes.

**CleanBoost® EMT™** Provides extreme pressure lubrication for camshaft break-in that eliminates camshaft and valve train failures during the first 30 minutes of new engine start up.

## BENEFITS:

**CleanBoost® EMT™** Will NOT change the chemical makeup of the OEM oil manufacture's specs of Phosphorus, Zinc, Magnesium, Calcium and other important detergents .

**CleanBoost® EMT™** Is designed to interact with metal surfaces in a molecular and chemical process to create a protective buffer on the surface of the metal.

**CleanBoost® EMT™** Reduces component wear on start up because the metal is treated, not the oil.

**CleanBoost® EMT™** Reduces friction which reduces heat which extends oil life by reducing oxidation of the oil.

**CleanBoost® EMT™** Provides a boundary layer between metal-to-metal areas where the film strength of oils are seriously thinned and is often completely depleted due to reduced clearances.



[www.combustionusa.com](http://www.combustionusa.com)

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