

Olson Marketing

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in partnership with Insane Oil of Omaha

Your AMSOIL Information News Source

Program Highlight: AMSOIL Metal Protector

Engines are dirty and bolts are corroded, rusty, and covered in gunk. I find that one of my most commonly ordered products that I use is [AMSOIL Metal Protector](#). When I explain it to people, I say that [AMSOIL Metal Protector](#) is like WD40 on steroids. However, that is not really an accurate statement as comparing [AMSOIL Metal Protector](#) to WD40 is much like comparing apples to oranges.

I use [AMSOIL Metal Protector](#) on almost every repair in almost every application. If I am tearing apart an engine, rebuilding a woodworking vise, or repairing an electrical system I use [AMSOIL Metal Protector](#).

**The quick summary of
AMSOIL Metal Protector
is as follows:**

Lubricates moving parts to silence squeaks without gumming up mechanisms. Penetrates to free rusty parts. Displaces moisture and helps prevent corrosion. Excellent for drying electrical systems and as a penetrating oil.



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Big Repairs Are Sometimes Necessary

In the months leading up to July 2022, I had noticed a little build up on a particular engine component and decided just to keep an eye on it. At the end of July, I was working through the routine monthly maintenance on my 2001 Ford F150 when I again noticed a little build up on one particular component (picture at bottom).

I decided to do some research as I wasn't sure what the specific part was called. I soon found out that it is called the Coolant Crossover. More specifically, the upper silver metal part is the Coolant Crossover and it is attached to the Intake Manifold. However, upon closer inspection, it is attached with several bolts that are screwed in from the bottom. Given that they are screwed in from the bottom, they can't be removed without removing a bunch of parts. After learning this, I decided to do further research to see what it would take to complete this repair.

As I continued my research, it was clear that this repair would involve removing a substantial amount of the many parts within the upper portion of the engine bay. Unfortunately, there was virtually no YouTube videos on this repair procedure, and the videos I did find were not good. Additionally, the repair manual had the directions but, as repair manuals go, the directions were very difficult to follow and the pictures were not good.

I decided to take then risk and begin the repair. I also decided to film the process. This would allow me to create more content for my YouTube channel, but it would also allow me to have record of what I remove, just in case I forgot where something went. This proved to be very beneficial as I did need to reference the video for a couple of components.

One additional thing I learned was

that as I removed more and more pieces, my grocery list of parts I was wanting to replace got longer and longer.

What was at first a little oozing stuff on a metal part ended up becoming a very large job. After all was said and done, I ended up replacing the Valve Cover Gaskets, Spark Plugs, Intake Manifold, Thermostat, Ignition Coils, Fuel Injector O-Rings, PCV Valve, Drive Belt, Fuel Filter, Flushed the Cooling System, did an Oil and Filter Change, and replaced the air filter.

The parts and products totaled about \$850. I estimated that if a mechanic were to complete the repair, it would cost in excess of \$2500. I took the opportunity to save some money and gain some education, as I have never completed this type of repair before without the guidance from a second person.

One of the biggest keys to success was to use plenty of [AM-SOIL Metal Protector](#) on every nut, bolt, and anything that needs to move but hasn't moved for 22 years. This helped prevent many broken bolts, bloodied knuckles, and angry words.

Overall, the repair ended up being successful and I was able to put together a lengthy video to add to my YouTube channel. I took it slow, worked meticulously, documented everything, and only had minor problems.

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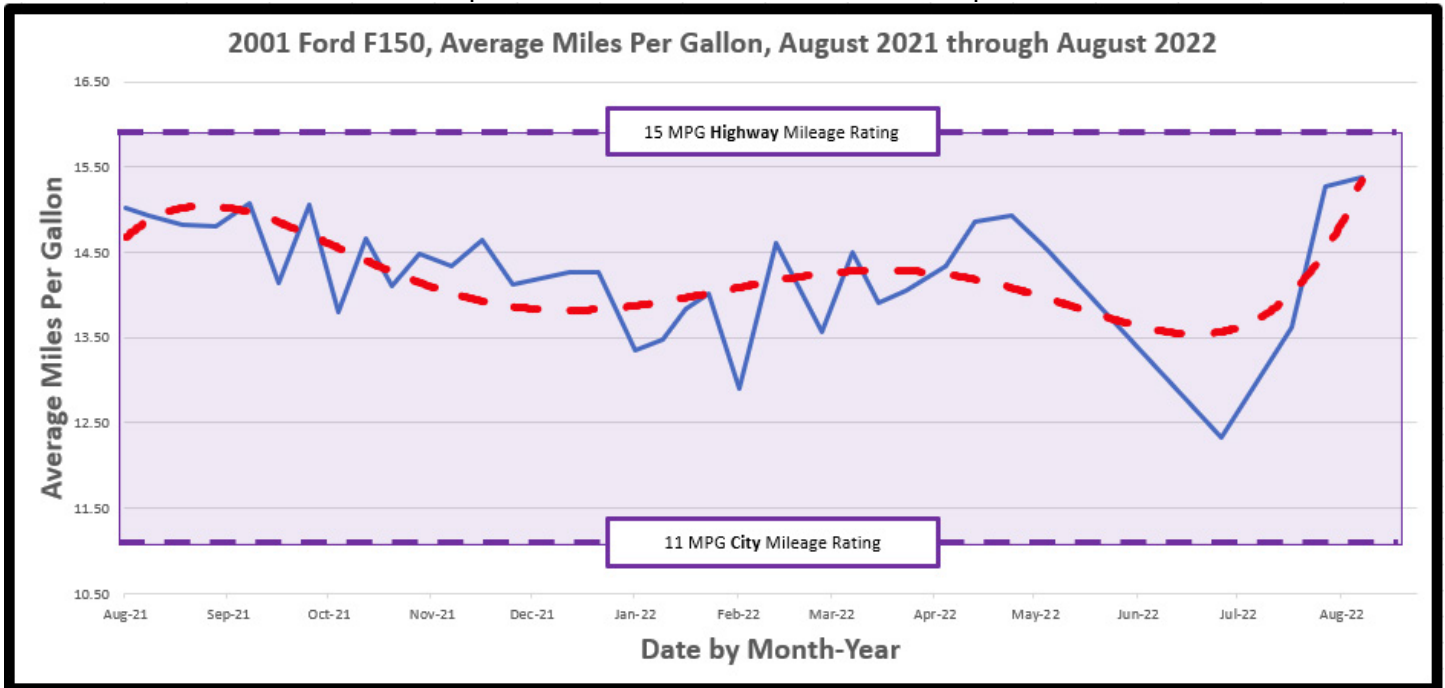


Big Repairs Are Sometimes Necessary...continued

If you click the picture at the bottom of the page, you will be directed to the video of this repair, or as I like to tell people, "55 minutes of excitement with Dr. Olson."

There were additional benefits to this repair beyond just fixing the leaking gasket. One such benefit I was very impressive with had to do with fuel economy. In the last four weeks since the repair, I have

seen a noticeable increase in my fuel mileage. I also have not had any loss of oil or coolant thus far. I will keep monitoring this and give you an update at the end of the year.



Shop Talk...

with Dr. Jonathan D. Olson, EdD
(Independent Amsoil Dealer #10458)

I wanted to take a moment and elaborate on the fuel mileage increase in my 2001 Ford F150 after the repair (discussed over the last 2 pages).

If I average my fuel data from January 2015 through July 2022, my total average is 13.2 Miles Per Gallon.

If I now average the limited data since the repair at the end of July 2022, my total average is 15.32 Miles Per Gallon.

Given that I average 7000 miles per year on this vehicle, prior to this repair I would use about 530 gallons of fuel each year. If I project the fuel economy after the repair, I would only use about 457 gallons of fuel. At a cost of \$3.50 per gallon, over the course of one year I would save an estimated \$250 just in fuel. This not even considering the fact that if I hadn't completed this repair, the Intake Manifold would have failed completely leading to other issues.

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