Olson Marketing
Monthly
May 2013 - Issue #21

Your Amsoil Information News Source

Series 500/600 High-Performance Brake Fluid

Product Description

AMSOIL Series 500 DOT 3 High-Performance Synthetic Brake Fluid and AMSOIL Series 600 DOT 4 Synthetic Racing Brake Fluid feature pure base stocks and robust additives that resist boil-off and the effects of water contamination more effectively than conventional brake fluids. AMSOIL Synthetic Brake Fluids deliver superior high-temperature performance in auto/light-truck, high-performance, racing and powersports applications.

Contamination

Water contaminates the brake system by seeping through microscopic pores in flexible brake lines and seals and through the reservoir fill cap when opened. Once inside, it quickly works to corrode brake parts, lines and seals, leading to eventual system failure. AMSOIL Synthetic Brake Fluids keep water in suspension, slowing its corroding effects. They lubricate and protect intricate braking components despite the inevitable water absorption associated with braking systems, delivering long-lasting performance.

Boil-Off

The extreme pressure and high heat common to braking can push conventional brake fluid beyond its boiling point. Even more problematic, water contamination can drop the boiling point of conventional fluid below safe standards. The unique chemistry behind AMSOIL Synthetic Brake Fluids increase their boiling point temperatures well beyond Department of Transportation standards.

What's inside?

MyAMSOILGarage™

Check it out by clicking HERE

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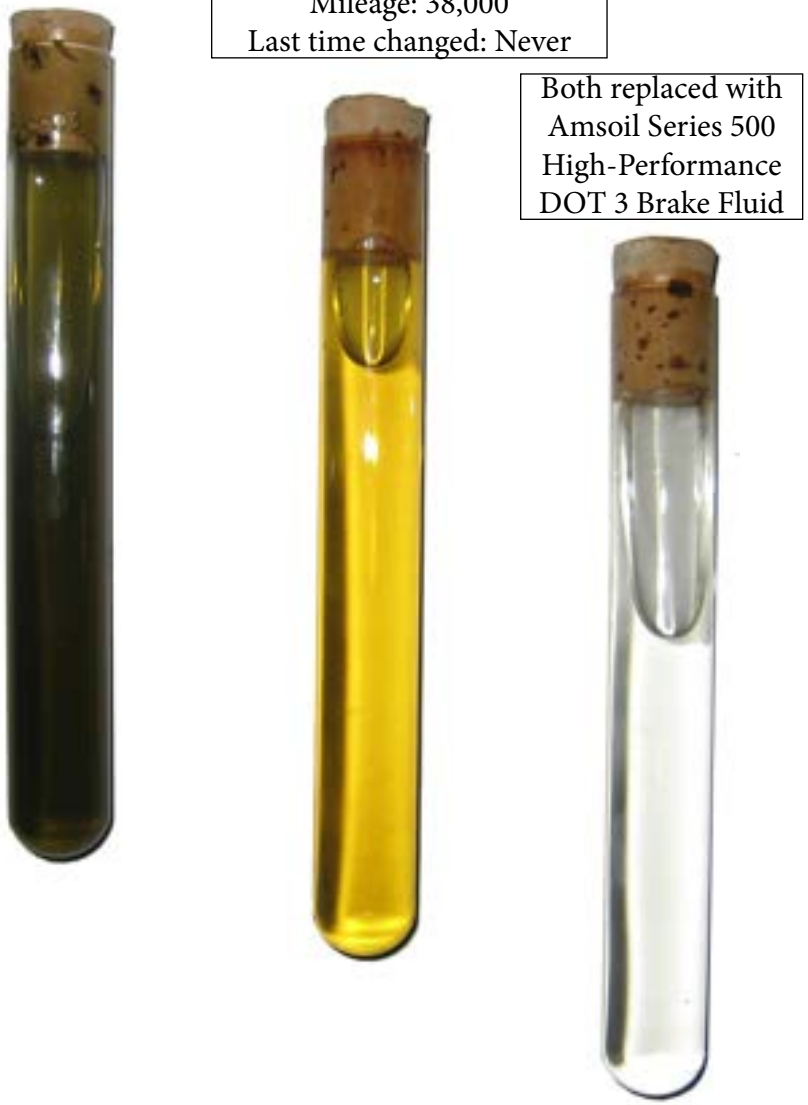
Exploring the Brake System

Brake fluid from 2001 Ford F150
Mileage: 98,000
Last time changed: Unknown

Brake fluid from 2008 Elantra
Mileage: 38,000
Last time changed: Never

Both replaced with
Amsoil Series 500
High-Performance
DOT 3 Brake Fluid



When was the last time...

When was the last time you had your brake system serviced?

The brake system is the most important system on a vehicle from a safety standpoint. Failure to service your brake system could result in a deadly accident. It is up to you to make sure your vehicle's brake system is in perfect operating condition before you get out on the road.

Did you know...

Did you know that your brake system should be serviced every year? Basic brake system service includes bleeding the brake lines or flushing the brake fluid, checking brake pads and rotors, and ensuring there are no leaks in wheel cylinders or calipers.

Most people never service their system until they have a major problem.

Brake System Basics

Gasses such as air can be compressed. However, fluids such as water, oil, and brake fluid cannot be compressed. The inability of liquids to be compressed is the basis of brake hydraulic system operation. Since liquids are not compressible, they can be used to transfer movement.

The Master Cylinder (which is operated by the brake pedal) provides the pressure to operate the brake system. Pushing on the brake pedal creates a force in the brake system which then controls the wheel cylinders and calipers, which in turn applies the brake pads to the rotors or drums slowing the vehicle. On a bicycle, squeezing the hand brake moves the brake pads against the wheel slowing the bicycle. The main difference is that vehicles use hydraulic oil (Brake Fluid) to create the force to control the brake pads rather than a metal cable pulling on the pads.

As brake fluid sits in your brake system, it will become contaminated with dirt and absorb water. Since water and other foreign material has the ability to be compressible, you will often notice that your brake pedal feels spongy. You will begin to notice that your brake pedal moves further down than usual or it requires more braking pressure to slow down the vehicle.

You should bleed your brake fluid every year and replace it every two years whether you are running Amsoil or conventional fluid.

The Altrum Minute

Although the market is flooded with products that promise restored health and vitality quickly and easily, most people find there are no quick, easy fixes. Rather, slow and steady changes bring about lasting improvements.

About five months ago, Chad Kritzman joined AMSOIL in the new position of Automotive Service Program Manager. At 42, Kritzman has held a desk job throughout his career.

In recent years, a sedentary lifestyle, chronic stress and bad nutrition began to take a toll. His description of himself told the story. "They say 60 is the new 40, but I am just not seeing it, or for that matter, feeling it," Kritzman said. "I am in my early 40s and I look, act and feel like a much older man.

"I'm overweight. Although I've never smoked a day in my life, I find it hard to climb a flight of stairs without losing my breath. I have hypertension, sleep apnea and feel tired during the day."

About seven years ago, Kritzman sought medical help for ongoing problems with his health that started him on a path of trying several interventions.

He fell into the mind-set that "one miracle pill would change my life," Kritzman said. "We are consistently bombarded by commercials promising a quick fix, and they had me hook, line and sinker."

He took stock of his situation. "I stood looking in the mirror thinking there has to be a better way," Kritzman said.

He talked with ALTRUM Manager Greg Sawyer and learned about natural supplements that might help with some of his problems.

"I was most interested in solving my tiredness problem, so I started taking A.J.'s Super Energy and Daily Nutritional Support," he said. " It has been awesome. I noticed a change right away and after about a week I felt fully awake and energized like I have not felt in a long time. These products really work."

According to Kritzman, he has more energy. "I am no longer in a medicated fog, all I had to do was give my body the nutrients it needed all along. I also now have the energy to exercise and start changing my lifestyle," he said.

Those lifestyle changes include drinking more water, eating less sodium and sugar. "I have completely overhauled my diet," Kritzman said. "I cut out simple carbohydrates.

As a result, Kritzman already has seen a significant reduction in his blood pressure.

He joined a gym and now runs, walks and lifts weights.

"I'm making progress," he said. "I'm still working on it and plan to learn more so I can continue to take charge of my health."

Learn more at:
AltrumOnline.com

Grow with AgGrand

Gerry Reid got involved with AGGRAND almost from day one. "Natural fertilizer is going to replace chemical fertilizer," said Reid. "It's the only route we can go for a better environment."

A West Virginia cattle farmer who kept detailed documentation of his business told Reid about the first time he used AGGRAND Natural Fertilizer 4-3-3 on his cattle fields. He purchased new spraying equipment and a season-worth of AGGRAND Natural Fertilizer 4-3-3 and AGGRAND Natural Liquid Lime at half what it used to cost him for chemical fertilizers. At the end of the season, he bailed 40 percent more hay than he had ever bailed in his fields before. His cattle used to consume 50 magnesium blocks a year, but he was able to reduce that to 12 because the cattle were better fed in his field. A pasture became ready to graze after 30 days instead of 90.

Learn more at:
AgGrand.com

Automotive Lingo

Bleeder Screw

Bleeder screws are air removal devices installed at the highest point in a hydraulic device. Calipers and wheel cylinders are always equipped with bleeder screws, and they are often installed on master cylinders and hydraulic valve assemblies.

The purpose of the bleeder screw is to aid in the removal of air or other contaminants in your brake lines. Since air is compressible, any air that is trapped in your brake lines will affect your braking abilities.

To remove air from the hydraulic system, the bleeder screw is opened after pressure is developed in the system. Since the bleeder opening is at the highest point, the lighter air will be removed, or bled, from the system.

Shop Talk

with Jon Olson

Here's a little trick when bleeding brakes...

The bleeder screw is a hollow screw type device. When opened, brake fluid is allows to flow through the opening. When the bleeder screw is closed, the system is sealed back up.

The bleeder screw is like a drinking straw. When twisted too forcefully it will collapse and break off. To prevent this, insert part of an old broken drill bit (of the same diameter as the bleeder hole) into the bleeder hole before using your wrench to loosen it.

Much like putting a metal rod in the drinking straw, it will add support to the bleeder screw and prevent it from collapsing and breaking off.

If all else fails and it is too rusted in, you can always bleed the brakes through the brake-line-to-caliper connection. However, this method is more difficult to ensure no air enters back into the system.

Don's Corner

with Don Olson

Just for the Health of it:

ALTRUM
(Natural Food supplements)

Super food Bee Pollen
Brain Power
Children's Chewable Multi's
Co-Enzyme Co-Q-10
Daily Enzyme Support
Ultra Daily Enzymes
Daily Garlic Support
Joint Formula
Memory Focus
Male Power
Nutritional Oils
Ultra Multi Vit/Min Tablets
Chewable C
Prostate Formula
Phyto Nutrient
Roborant Energy
Super Energy
"Calcium Complex
Upliftment Formula
Omega-3
Probiotics
Vision Power
Longevity Enzymes
Alfalfa
B complex
Vitamin C-600
Lecithin

Learn more at:
AltrumOnline.com

AGGRAND
(Liquid Organic Fertilizers)

Natural Liquid Bone Meal
Liquid Kelp & Sulfate of Potash
Natural Liquid Lime
Natural Organic Fertilizer

Learn more at:
AgGrand.com