DIESEL TURBO LIFESAVER™

TECHNICAL BULLETIN

OIL PUMP PRE-LUBERS VS. DTLS PRE-LUBER

HOW OIL PUMP PRE-LUBERS WORK:

These systems are comprised of an electrically driven oil pump that picks up oil from the drain pan of the engine and then distributes it throughout the engine. These systems also claim to cool turbo bearings by circulating oil after the engine is shut down.

WHY OIL PUMPS ARE A BAD IDEA THAT CAN CAUSE TOTAL ENGINE FAILURE THAT YOU GET TO PAY FOR:

Oil pumps, in theory are a good idea. However, in real life the installation of these devices are a bad idea. The numerous oil hoses, lines and fittings required to install a pump and the pump seals themselves are all places that can leak oil (see diagram on next page). Hoses and lines can be knocked off or vibrate loose. The lower oil pick up line is especially susceptible since running over something (even a empty cardboard box!) can loosen or shear it off completely. Pump seals can and do leak. Any of which can cause a total loss of oil pressure which will destroy your engine.

Take a guess on who gets to pay for a new diesel engine that costs in excess of ten thousand dollars when this happens? Not the engine manufacturer (Cummins, Navistar, etc.)! You added the component(s) that leaked oil. Not the oil pump manufacturer! They will probably blame it on a poor installation. Not the installer! He will probably say you ran over something or the oil pump parts were defective. So if you want to drive your truck again, YOU get to shell out your hard earned cash to buy a new motor.

CAN AN OIL PUMP REALLY COOL YOUR TURBO?

Yes in theory, IF you let the pump run long enough. However, reality is again a different story. Oil pump type systems claim they circulate oil after you shut the engine off to cool turbo bearings. Cooling a turbo when idling the engine takes 5 - 15 minutes depending on the type of engine. Remember modern engines are primarily WATER COOLED (oil does provide some cooling, but the vast majority of engine heat is removed through water cooling). How long must oil alone (without the benefits of water cooling) be circulated to remove enough heat to properly cool a turbo? Twice as long as idling? Three times as long? How much battery power can you use to run this pump and be sure your truck will start next time you get in? How will constantly draining the batteries affect battery life?

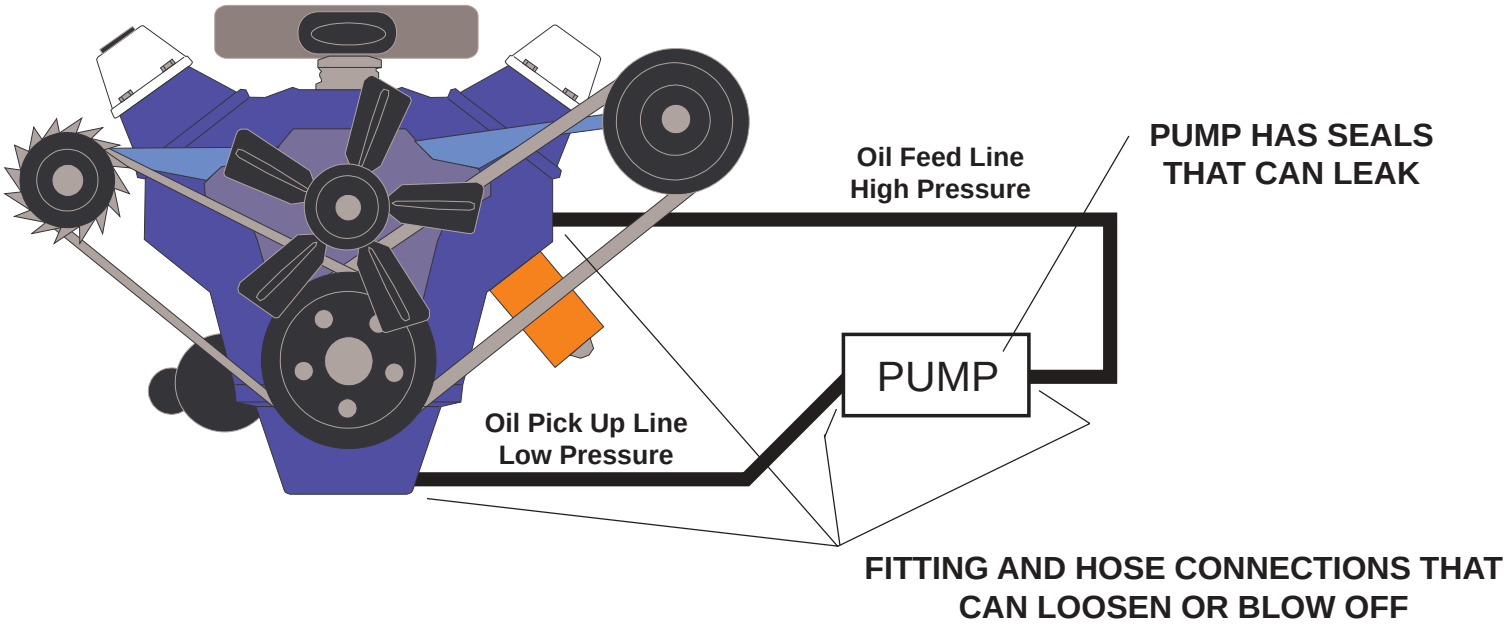

FIG 1. TYPICAL OIL PUMP INSTALLATION

OIL PUMP COLD WEATHER VICES:

In cold climates, oil gets THICK. So thick that electric pumps cannot pump it. So thick that they draw so much electrical power that they blow 40 amp circuit breakers. In these conditions, electric pumps tend to blow their own seals and kill your batteries so your truck cannot start.

HOW DIESEL TURBO LIFESAVER'S PRE-LUBE FEATURE WORKS:

Diesel Turbo Lifesaver accomplishes engine pre lubing by cutting the fuel flow to the motor (so it will not start), and then allowing you to crank the motor with the key. When the engine is cranking, the internal oil pump inside the engine is distributing oil throughout the engine. The sharp mind may ask - Isn't this the same as a dry start since the internals are moving? No this is not the same as a dry start since the engine is moving at a slow 200 (approximate) rpm with no loads from combustion which puts most, if not all of the strain on rings, bearings, etc. When you pre-lube your engine in this manner, you have not compromised your engine warranty in any way.

ANY WAY YOU CUT IT, DIESEL TURBO LIFESAVER IS THE CHEAPEST AND BEST METHOD OF PRE-LUBING YOUR ENGINE!

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