

Why Choose Star Tron® Instead of Emulsifiers?



—VS— EMULSIFIERS

Reduces water molecule's cluster size and disperses it slowly, eliminating condensation and buildup that could lead to phase separation without having negative impacts on fuel lubricity or fuel pumps, while improving combustion, starting, and power.	Emulsifies large quantities of water instantly, putting it through the fuel system and engine rapidly, reducing fuel lubricity, which can damage fuel pumps and clog filters, while lower combustion temperatures create excessive hydrocarbon emissions and combustion chamber carbon deposits.
Does not alter any fuel parameters outside of ASTM or OEM specs even if overdosed. Can not void warranty.	Can readily alter fuel parameters outside of ASTM and OEM fuel specs for water and viscosity. May void warranty.
Prevents fuel from aging and forming gum and varnish deposits that harm engine performance.	De-stabilizes fuel, increasing formation of gum and varnish deposits that harm engine performance.
Removes combustion chamber carbon deposits.	Increases combustion chamber carbon deposits.
Improves fuel ignition characteristics, lowering engine octane demand requirements and raising octane in off-spec fuels.	Increases octane, but engines will require advancement of ignition timing to utilize this increase effectively.
Dissolves solid fuel contaminants such as gum, resins, and old varnish back into fuel. Can clean and restore dirty, stale fuel.	Does not recover old fuel, other than emulsifying water bottoms.
Improved combustion reduces all harmful exhaust emissions, including: HC, CO, CO ₂ , SO _x , aldehydes, and NO _x .	Impaired combustion increases hydrocarbon (soot) emissions. Water lowers NO _x by reduction of combustion temperature.
Improved combustion decreases fuel consumption.	Reduced combustion increases fuel consumption.
Pure fuel formulation requires just 1:4,000 treatment, (0.004%) to accomplish all benefits, and is completely harmless if overdosed.	Chemical formulation requires approximately 1:1 treatment, or 1% emulsifier for every 1% water in the fuel, which easily leads to overdosing.
Can be mixed in at any time, in any fuel, in any engine, to gain full benefits of economy, power, emissions reductions, injector and fuel system cleaning, sludge and carbon deposit reduction, as well as water dispersal and control. The amount of water in the fuel is irrelevant, as the bulk of the fuel is purified immediately, and water bottoms are slowly dispersed with new gas.	Pointless if fuel tank is dry, and chemical emulsifiers themselves are proven to contribute significantly to carbon deposits. Emulsifiers have been tested many times by engine manufacturers, and found to cause significant problems in piston engines. The amount of emulsifier is directly tied to the amount of water in the tank, which is an unknown. They require agitation to mix, and are easily overdosed.