

Michael Colosimo Dec 24, 2019

Facebook

I have been using Xcelplus for over 20 years in all my cars. For the past 8 years in a VW GTD and it has never missed a beat. Just had my 255k service from VW and there is nothing wrong with it, no knocking, lifter noise at all. It's running as smooth as the day I bought it.

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Andrew Rice Feb 10, 2019



Facebook

At the moment we have a 2014 Holden V8 Caprice and a 1993 Ford Falcon S ute both of which have been treated with Xcelplus.

I grew up in Adelaide and our family knew one of the original importers of the original Slick 50. We have all been using it. Then subsequently we have been using Xcelplus and have recommended it to numerous people.

Over the years I have used the product in:

- CX 2200 Citroen 4 Cylinder
- CX 2400 Citroen 4 Cylinder
- CXi 2500 Citroen 4 Cylinder
- 1989 VN Commodore S V6
- 1990 Ford Fairlane Straight 6
- 1994 Ford Fairlane V8
- 1998 Holden Statesman V8
- 2003 Holden Statesman V8
- 2014 Holden Caprice V8 (current car)
- Yamaha DT 250 trail bike
- Yamaha RZ 250 road bike
- Chainsaws
- Whipper snippers
- Mowers
- Hedge trimmers
- Skicraft ski boat with 351 Ford V8 inboard motor
- Meos Spyder skip boat with 454 Chevy inboard motor

I would recommend using Xcelplus to anyone. I think it would be fair to say the harder an engine has to work e.g. boat ...or the older an engine is the more noticeable you will find the difference.

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Keith Ralfs Feb 7, 2019



I have a 2008 Citroen Berlingo 1.4 L van, @ 120,000 km the garage servicing the van failed to top-up the manual gearbox oil, & the gear whine was increasing - I purchased the Xcelplus Gear Treatment & poured the entire 300 ml into the

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gearbox. Within a few hundred km the gear whine ceased & the gear change improved. Now at 128,000 km the car is running the best it has in years - Very impressive

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James Taylor Jan 7, 2019

I am reviewing the Xcelplus 2 stroke Treatment and it is amazing. I noticed within 30 minutes the power of the scooter (Silver Kymco Bug Vibe ZX50 2008 49 cc ~80,000 km) increased significantly and it got better fuel economy. It just wanted to go all the time. Had to drop the idle speed back 3 times to get it perfect... but saving fuel is the best part.

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Stan Bielen Nov 12, 2018

I added the XcelPlus top end treatment to my 2014 Subaru Outback 2.5 L (~40,000 km) early in 2018. The effect on the car was almost immediate: Same routine but next morning the car was more responsive to the throttle and it took less time to warm up. The effect was most noticeable on startup especially in the cold. Also the fuel efficiency is better and power driving around town is noticeably improved.

I have been using the XcelPlus Engine Treatment for many years (including in this car) but I have never tried the Top End Treatment (aka Two Stroke Treatment) in a car. I wish I had tried this earlier.

Thanks XcelPlus

P.S. I have used the Two Stroke Treatment very successfully in Go-Kart racing for years.

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Steven Gean Nov 6, 2018

Its the Yamaha WR450 where Xcelplus impressed me. I treated it and in a trail ride lost the 800 ml of oil it holds. Lost it all. Didn't even know.

When I put the bike on the trailer is when I noticed all the oil had leaked out onto the bash plate. Fixed the leak. New oil. Good to go. Never damaged anything.

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TIM TAYLOR -- Oct 18, 2018

I have been using Xcelplus/Slick 50 for over 40 years and cannot speak highly enough about it.

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I first used it on a Mazda Bongo van that I used for a bread run and because of stopping constantly, the spark plugs oiled up all the time. After I added the Slick 50 to the motor, the vehicle ran so smoothly and never oiled up again. Amazing stuff!

I would have used it in 15 cars since and it has improved the performance and fuel efficiency every time.

Buy it and see for yourself !!!!!!!!!!!!!!!

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James Taylor Oct 14, 2018

I have used Xcelplus Engine Treatment 300 ml and it works amazingly. I would not have a car without it.

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My fuel use improved from 14 L/100 km (7.1 km/L) down to 8.2 L/100 km (12.2 km/L) (-41 %) after treatment of my 2000 Ford Falcon AU

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Ralph George Oct 5, 2018

In the early 90's I bought the original Slick 50 from a local retailer for my rather tired Toyota Station wagon, the one with the Holden motor in it. It was an ex Telstra vehicle so had been mistreated.

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When I bought it the motor, gearbox and diff were noisy. After putting the Slick 50 in the engine it had such a dramatic effect I also put it in the gearbox and diff. That made it a different car to run.

This was my daily work car and did a lot of kilometers but stayed reliable until one day when the water pump collapsed. Now I don't know exactly when the pump collapsed but I was on the highway at the time and pushing the car because I was running late for a job.

I stopped in town at the post office and noticed steam coming out from under the bonnet but didn't even look then as I really was late for the job.

The car started as per normal and I went to where I needed to be and parked. An hour or so later I had a chance to find out what was wrong, that's when I discovered that there was no bearing left in the water pump.

I know that this reads like a fake testimonial but it is entirely true. I've cooked car engines before so I know that this one should have been totally gone and would have been without the XcelPlus.

There is no other explanation possible. I abused that poor engine without the usual penalty.

I had a mechanic friend at the time who always said "Oil is cheaper than parts" let me tell you that Xcelplus is cheaper than oil over the life of your car.

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Harvey Holloway

Oct 5, 2018

I used this product since it has been invented in the seventies. I have always got at least double the miles from any engine between rebuilds, and have driven without oil pressure and without engine damage. The original was a great product and I wish I still had some.



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Dark Jedi

Oct 5, 2018

I remember in trade school in the 80's watching a Mercedes video about Slick 50. They had 2 cars, one had Slick 50 and one didn't. They drained the oil and drove both cars until failure. The Slick 50 car made it back to the shop from where the other car failed.

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Michael Ledford

Oct 5, 2018

We started putting 50 % Slick 50 in our extreme duty engines in 1980.

Pre using 50 % Slick 50 every extreme duty engine needed a rebuild every winter during our maintenance.

After using 50 % Slick 50 our extreme duty engines needed nothing but an external power wash once a year to break lose tar that had baked hard as a rock to the outside of the engines.

YouTube

Before Slick 50 we had to lower blast before rebuilding. After Slick 50 a simple hour spent cleaning the outside of the engines along with standard plug oil & filter changes they were ready for another full season of serious abuse.

In 1989 our engines started blowing again even with Slick 50 so we stopped using it. The oil rep who serviced our company informed us Slick 50 had changed formulas & it all made sense .

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Brian Sullivan Oct 5, 2018

I live in Australia and I was introduced to Slick 50 in about 1980. I worked for a national road making company as their maintenance manager and a guy called in one day and spoke to me about the product and I gave it a try in an engine that was showing high levels of aluminum in its scheduled oil sampling reports and starting to use oil. I was amazed when the next sampling came back as normal and the machine operator reported the oil use had gone back to normal. Then a little while later the product seemed to disappear from the market. However, shortly after that the original vendor arrived marketing a product called Camtron <aka Xcelplus> and it too had the same remarkable success.

I can testify to some amazing successes using that product from almost instantly quieting a very large gearbox on a manufacturing plant where a spur tooth had broken off and gone down through the gear train severely damaging several gears and roller bearings. This was a very heavily loaded box which I had to wait several months to get parts for and so bad was the noise I expected it to blow up at any minute. Not only did it save the box but it enabled me to run it for a further six months until the Xmas shutdown overhaul. I swear by the Slick 50 teflon additive and if your product is as good as the original Slick 50 then it must be good

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Will Stearns Oct 5, 2018

In 1980 I lost the oil plug on my Porsche....30 miles East of Casper Wy...and we all know when the light came on at 90 mph it was too late for the engine to survive....or was it....I had original Slick 50 and when my mechanic pulled the pan he found ZERO damage....not a damn thing was wrong with the engine....from that point on I have been a believer

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Bob Buidier Oct 5, 2018

It had an opposite affect on my engine. After treating with Slick 50, my gasoline engine sounded like a diesel. However, I ran it completely dry of oil 3 different times, and it never sounded different, nor drove different.



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Best engine treatment I ever used.

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Patrick Gatt Oct 5, 2018

I have a Red Ford BA Mk1 2003 with 400,000 km which I have owned for 5 or 6 years. A few years ago it was getting a bit noisy so I changed the oil and added some Xcelplus. The engine was noticeably quieter after treatment and the mileage dropped from 15 L/100 km (6.7 km/L) to 13.6 L/100 km (7.4 km/L) . That's an improvement of 10.5 %.

I just bought a White Ford BF 2006 Mk2 with 136,000 km. I changed the oil and then I decided to try the Xcelplus to see if it works... and it did magic.

My son Gene (an electrical engineer) is a regular passenger in the car so he knows what it sounds like. He asked me what I had done to the car as you couldn't hear the engine. You wouldn't know the car was running if you couldn't see the tachometer. Only the sound of the tyres could be heard. I told him I just changed the oil... and forgot I had put in the Xcelplus. He insisted I must have done something more because it was running too well. Then I remembered that I had added the Xcelplus.

Now Gene can't wait to put Xcelplus in his car.

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Broken Wrench Oct 4, 2018

i was in the small engine business when the original Slick 50 came out for 2-cycle engines. I had a customer lawn care service he bought Lawnboy commercial 2 cycle push mowers and Echo chainsaws and string trimmers. He had a crew that came back early with blown up equipment: they would run out of mixed gas and run them on straight gas. We sold him Slick 50 treatments for 5 lawboy, 5 saws and 5 trimmers. Each bottle made 5 gal of 2-cycle gas. Those units ran for 5 years before one Lawboy came in and it failed due to a bent crankshaft. We tore it down and it had no measurable wear. We tested the gas in the tank and it was straight gas without oil in it. We had a crankshaft straightener and put it back together and sent it back out .

In an 18 hp twin Briggs & Stratton engine with the original treatment the engine oil temp went down from 450 F (232 C) down to 195 F (91 C).



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In a generator set rated for 8000 W it produced 9500 W (+19 %). That is 2 hp more engine output.

The original product worked as advertised

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Jeff Polaras Oct 4, 2018

In 1983 I had a 1975 Volkswagen Scirocco... treated it with a can of the original Slick 50... mail order only. LOL A few weeks later I drove over a cement median and smashed the oil pan. Being an ignorant 16 year old... I drove 20 miles to community college and 20 miles back... with the oil light on the whole time. I stopped at shop... they dropped the oil pan and the oil pump was broken in 2 or 3 pieces. They put in a new oil pump and new oil pan and I was on my way. The mechanic couldn't believe I drove 40 miles with no oil pressure and zero damage.

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Johnie Taylor Oct 4, 2018

i used Slick 50 on a production based racing bike in 1984/5: a yamaha 350cc 2 stroke twin cylinder. The bike was new brought for that race class.

It was amazing, it was faster and revved higher then all the other similar bikes... so much so that I was accused of cheating as you weren't allowed to modify any part of the motor. I'm not a engineer I cant explain it.

It was expensive then, like \$50 bucks for the treatment when my wages were about \$200 per week. LOL

The motor stopped one day due to breaking the counter drive shaft of the crank. Also it was hard to treat in the first place as the motor had to be running and you treated one cyl at a time through the carbs while the motor was running.

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Soupper Soulger Oct 4, 2018

I sold hundreds of treatments of Slick 50 back in 1981-82 as a distributor. Only ever had two complaints. One guy wanted his money back only to find out later that his mechanic actually forgot to pour the product into the engine during a scheduled oil change. The other guy ended up under treating when I found out

he put half a can of product in his car and the other half in his wife's car. 5072

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Rex Drabble

Oct 4, 2018

Used it years ago in a toyota corolla, After 30 miles the idle speed had gone from 500 rpm to 1150 rpm, That engine ran quieter and had noticeably better acceleration.

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Jeff Smith

Oct 4, 2018

I used the original Slick 50 in a high mileage 1975 Dodge Coronet 318 motor in 1982 and it worked. I had a rear main seal leak and to fix it would've meant pulling the tranny, but Slick 50 did the job.....for another five years. This stuff worked.

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Dave Brittain

Oct 4, 2018

I saw a demo for Slick 50 back in the late 70's or early 80's. It was impressive! I saw it at the salespersons home and he pulled a horizontal shaft air cooled engine out of his garage and started it up. It had a clear plexi side cover and you could clearly see into the engine and there was not a drop of oil in it. The engine ran for about a half an hour till he shut it off and it was not hot just normally warm. He told me it had over a hundred hours on it. I used it in all of my cars after break in and every 100k. I never had an oil related failure or wear in any of my engines at all. For instance I purchased a brand new 88 Honda Civic and put Slick 50 in after break in. I got 46 miles to the gallon with it combined and 56 on the highway every time I checked the mileage with out fail. The engine after 418k on it ran perfectly and did not burn a drop of oil with out ever having the pan or head off of it. It still worked like it was new and I drove it hard often. One time taking it up to 125 miles an hour. Same thing goes for the engine in my Mustang and Tahoe. Everything else broke on the Tahoe but the engine always worked great. I purchased it for our new car a few years back after having some difficulty finding it and it was just not the same and did not seem to do a thing. Most engine wear is done during start up and severe use. Slick 50 coated everything in Teflon so it eliminated that wear. It is a shame we lost such a valuable product!

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Joel Collins Oct 4, 2018

In 1991 I purchased a Ford Ranger with a 4 banner and 5 speed. I use to have to down shift all the time to get up this one big hill. After putting Slick 50 in it I was able to get up the hill without down shifting...

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Dave Smith Oct 4, 2018

I put it in a 87 Ford with a 300-6 in it. The valves where loud in it. After the Slick 50 those valves where never loud again.

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The old truck ran like a top for many years for me, & was running well when I sold it:

It helped it, without a doubt as far as I'm concerned

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