

US2 2 CYCLE OIL

Highest ISO-E-GD+ Rating Available!
One mix for all 2-cycle engines!



- A Petroleum Based Product!
- High Performance Formula!
- Smokeless - Environmentally Friendly
- 60% Less Oil Required!



UNITED STATES MOTOR POWER, LLC.
2010 ENERGY DRIVE, SUITE B • EAST TROY, WISCONSIN 53120 • USA
262-642-7969



US2 2-Cycle Oil

US Motor Power is pleased to announce we will be supplying a 2-cycle engine lubricant that will be recommended to all its customers and their subsequent consumers. We have concluded months of testing on various engine applications and experienced excellent results. It seemed the more we tried to burn up our engines the better the results...this 2-cycle oil (US2 Motor Oil), is the very best high performance formula that we have ever used...an outstanding 70:1 mixture ratio of 1.8 ounces of oil to fuel. It's petroleum based and great for break-in running as well as another revenue stream for you.

2-Cycle Oil Gallon Mix Pouch and Pre-measure Bottle

- Easily understood mixing for all
- Easy-measure, no-leak pouches
- Add 1 pouch to 1 US gallon, Imperial gallon or 4 liters of fuel
- Larger 20-gallon mix bottle squeeze/measure
- Environmentally friendly (less exhaust)
- Increased and improved performance and engine life
- One mix for ALL 2-cycle engines
- One mix for all ratios
- Smoke free operation
- Contains fuel stabilizer
- Reduced engine break-in period
- Resist combustion chamber deposit-induced pre-ignition
- Prevent ring sticking
- Inhibit deposit formation
- Reduce scuffing
- Resist spark plug fouling



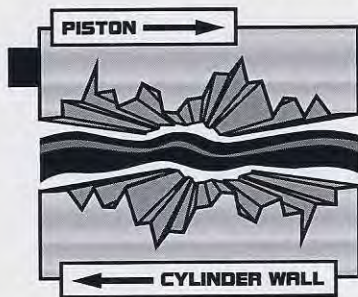
The Technology

All machined metal surfaces have a surprising amount of surface roughness, even after the break-in period has been completed. A magnified view shows these surfaces include microscopic peaks and valleys that present difficulties for lubrication.

Complete separation of contact surface requires that an oil layer with a thickness of at least twice the height of the tallest peak be maintained in order to eliminate metal to metal contact.

To assist in surface separation, additives are used in lubrication formulation to help smooth the peaks and valleys.

All current oil formations include some method of accelerating surface improvement. Separating oils by their built-in surface improvement technology yields 3 lubrication classifications:

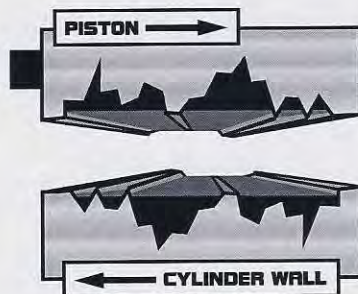


Generation 1 Motor Oil: Conventional Lubrication

This picture shows a cylinder surface after break-in with 1st generation lubricant. The first oils simply **formed a liquid cushion** between moving parts and allowed microscopic surface roughness to slowly smooth through abrasion. Later, chemicals were added which formed metallic salt layers on the sliding surfaces to slowly wear away surface irregularities.



Surface after break-in with conventional lubricant.

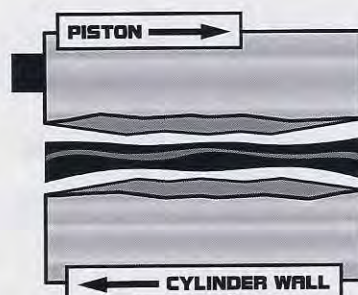


Generation 2 Motor Oil: Solid Lubrication

This picture shows a cylinder surface after break-in with solid lubricant. The second generation oil development was a lubricating medium containing graphite, molybdenum, Teflon or other solid additives that formed a protective layer under pressure and **filled in microscopic pits and valleys** to form a smooth sliding surface. Instead of wearing away metal, they built up on the metal surface.



Surface after break-in with solid lubricant.



Generation 3 Motor Oil: US2 Motor Oil Performance Activated Lubrication®:

This process involves neither abrasion nor build-up. It produces an action that **causes the metal surfaces to restructure**. The metal deforms and rapidly produces super-smooth, hardened, sliding surfaces. The harder the engine is run, the more effective the lubricant becomes.



Surface after break-in with US2 Motor Oil Performance Activated Lubrication®.