

Stan Bielen  
28 Ormonde Rd  
Ferntree Gully 3156  
+61 (0) 401 495 881  
[SBielen@optusnet.com.au](mailto:SBielen@optusnet.com.au)

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*Power, responsiveness & fuel efficiency improved*

To whom it may concern,

I have been using the Xcelplus Engine Treatment in my cars for years and the Xcelplus 2-Stroke Treatment in go-kart racing even longer, with significant effects: More power, better fuel efficiency and less noise. However, I have never tried the Combustion Chamber Treatment (aka 2-Stroke Treatment) in a car.

Early in 2018, at ~40,000 km, I added the Xcelplus Combustion Chamber Treatment (CCT) to my 2014 Subaru Outback, AWD, 4-cylinder, 2.5 L FB engine with four valves per cylinder. N.B. The Xcelplus Engine Treatment was previously added to the Subaru circa 2016. The effect of the CCT on the vehicle was almost immediate:

The next day following the same routine, the car took less time to warm up and using the usual route, the car was more responsive to the throttle. The effect was most noticeable on start-up, especially in the cold. The car was so responsive, and the engine was so smooth.

The fuel efficiency is better, and power driving around town is noticeably improved. It feels like it has 98 octane petrol in it, but it is only 91 octane fuel. Putting 98 octane fuel in now gives even more power than it used to

I will have to think of more places to try Xcelplus!

I wish I had tried this earlier.

Yours sincerely

Stan Bielen

P.S. The car has been running well for the last 50,000 km but at ~92,000 km (28/11/21) a second Combustion Chamber Treatment was added (to a full tank of petrol) to see if it would improve further. After 100 km the engine is now so quiet I can't hear it and the economy seems to have improved even more.



*Figure 1 Subaru Outback 2014 2.5 L*