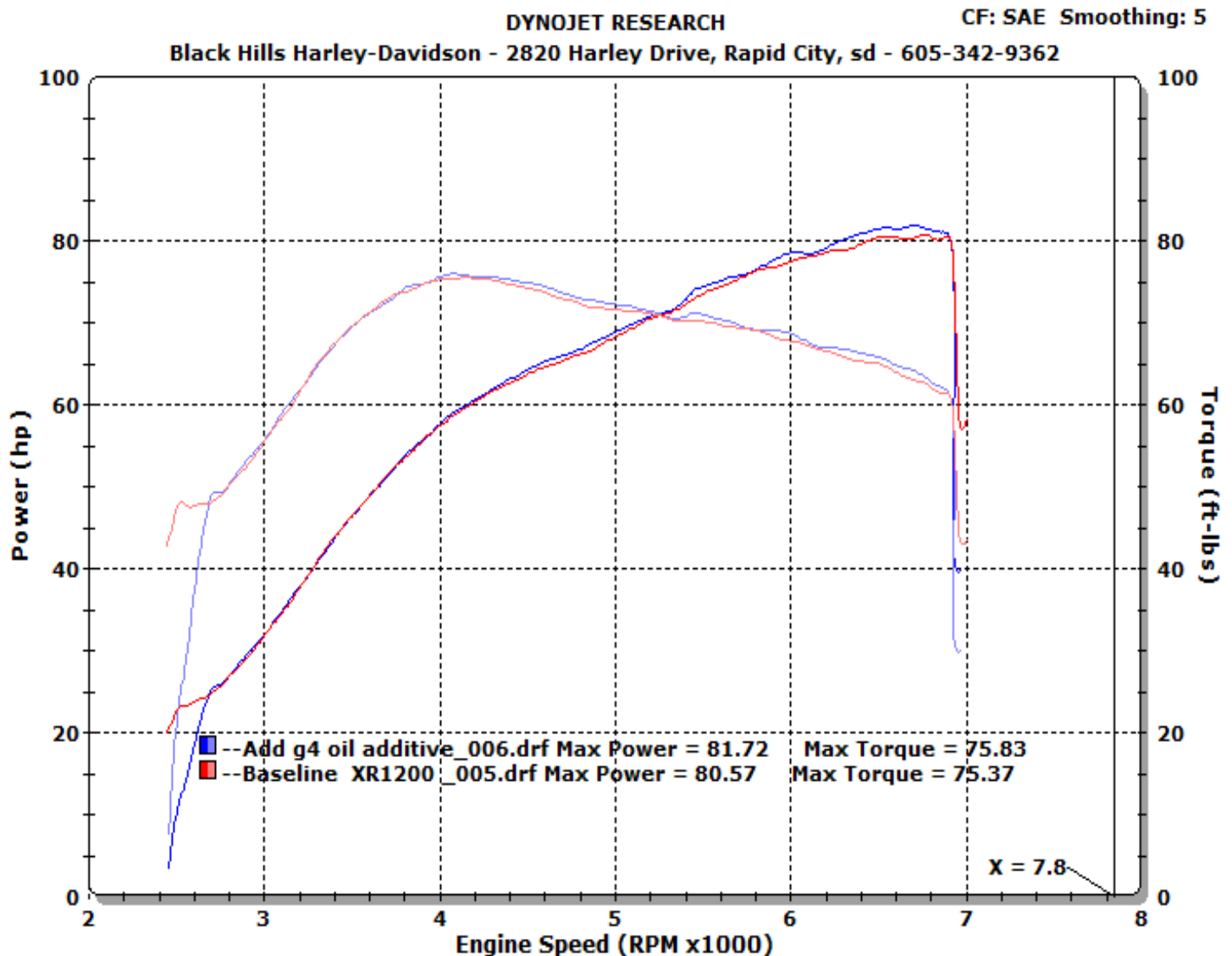




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Dyno Test Results

Make:	Harley Davidson	Model:	XR-1200
Engine:	V Twin	Tested By:	Black Hills Harley Davidson
Before:	75.37 ft-lbs Torque	After:	75.83 ft-lbs Torque
Before:	80.57 hp	After:	81.72 hp





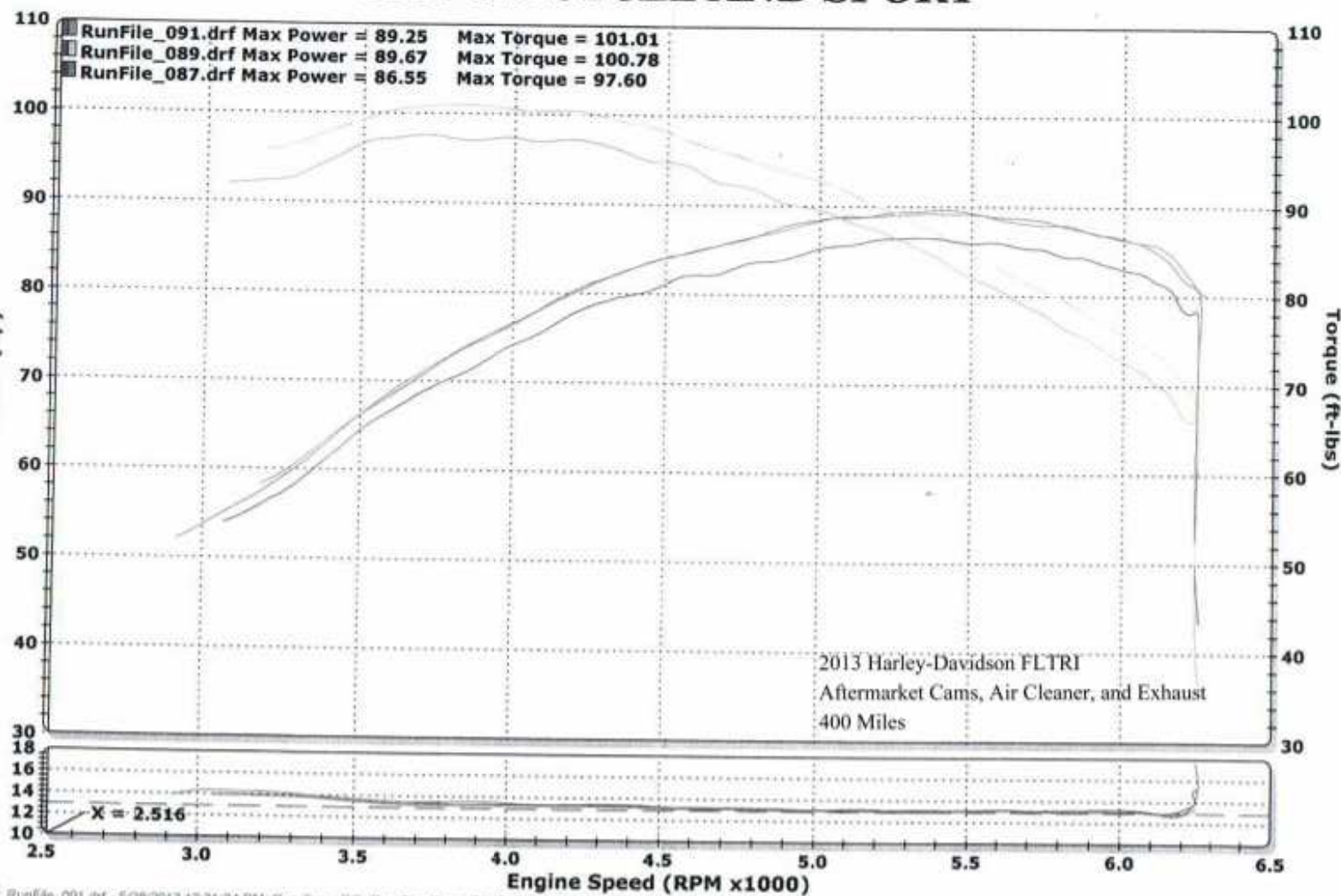
Dyno Test Results

Make:	2013 Harley Davidson	Model:	Road Glide (FLTR)
Engine:	Twin Cam 103	Tested By:	Ray C's Harley Davidson
Before:	97.60 ft-lb Torque	After:	101.01 ft-lb Torque
Before:	86.55 hp	After:	89.25 hp

DYNOJET RESEARCH

CF: SAE Smoothing: 5

RAY C'S CYCLE AND SPORT



RunFile_091.drf - 5/26/2013 12:31:24 PM Run Type: RD Run Conditions: 74.48 °F, 29.01 in-Hg, Humidity: 42%, SAE: 1.02
Max Power = 89.25 Max Torque = 101.01

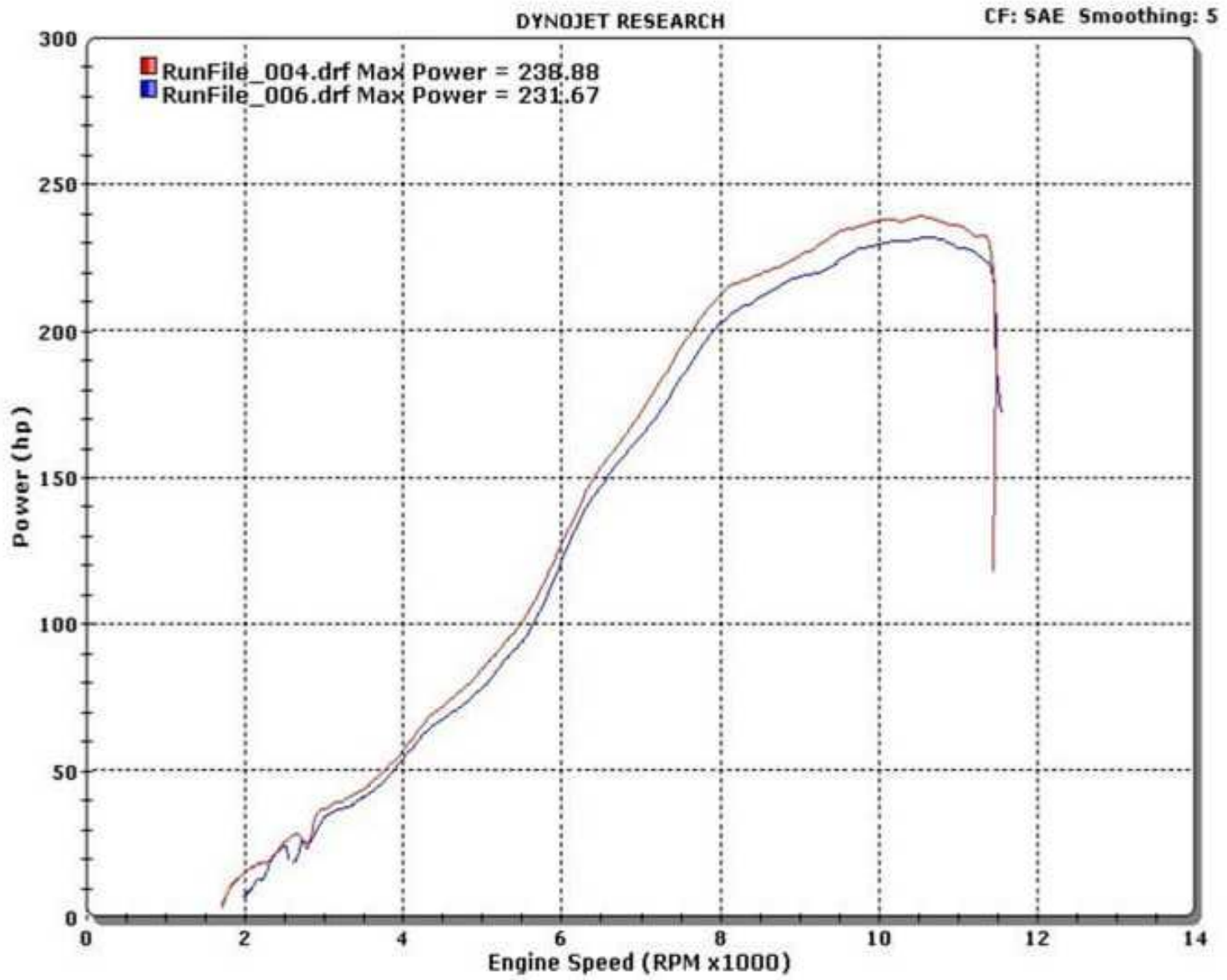
RunFile_089.drf - 5/26/2013 12:31:24 PM Run Type: RD Run Conditions: 74.48 °F, 29.01 in-Hg, Humidity: 42%, SAE: 1.02
Max Power = 89.67 Max Torque = 100.78

RunFile_087.drf - 5/26/2013 12:31:24 PM Run Type: RD Run Conditions: 74.48 °F, 29.01 in-Hg, Humidity: 42%, SAE: 1.02
Max Power = 86.55 Max Torque = 97.60



Dyno Test Results

Make:	Suzuki	Model:	Hayabusa
Engine:	1300cc	Tested By:	Performance Cycle and Dyno
Before:	231.67 hp	After:	238.88 hp





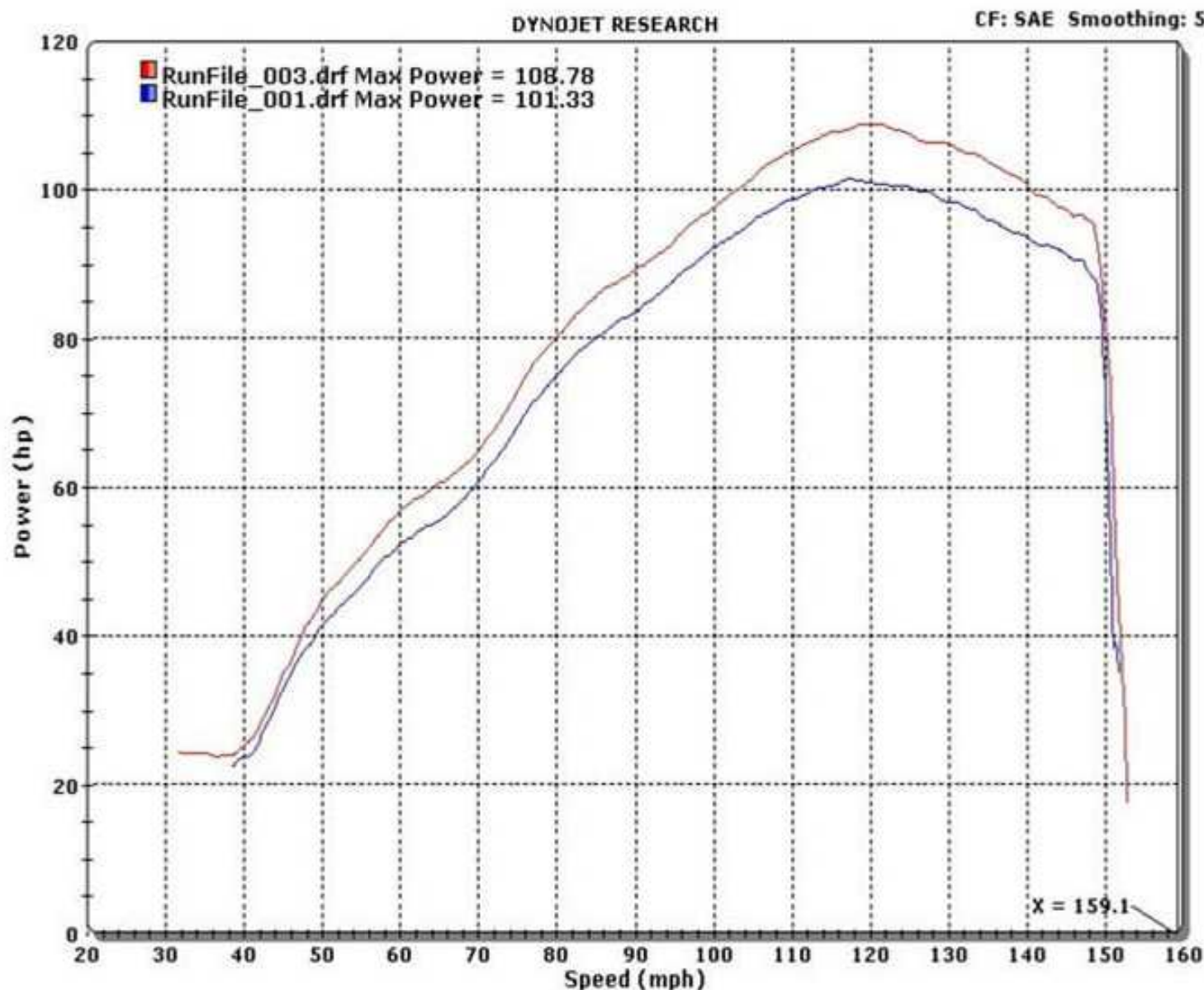
G4 Xtreme
High Performance



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Dyno Test Results

Make:	Honda	Model:	GSX-R600 w/Mod
Engine:	4-stroke, liquid-cooled, DOHC, 90°V-Twin	Tested By:	Performance Cycle and Dyno
Before:	101.33 hp	After:	108.78 hp

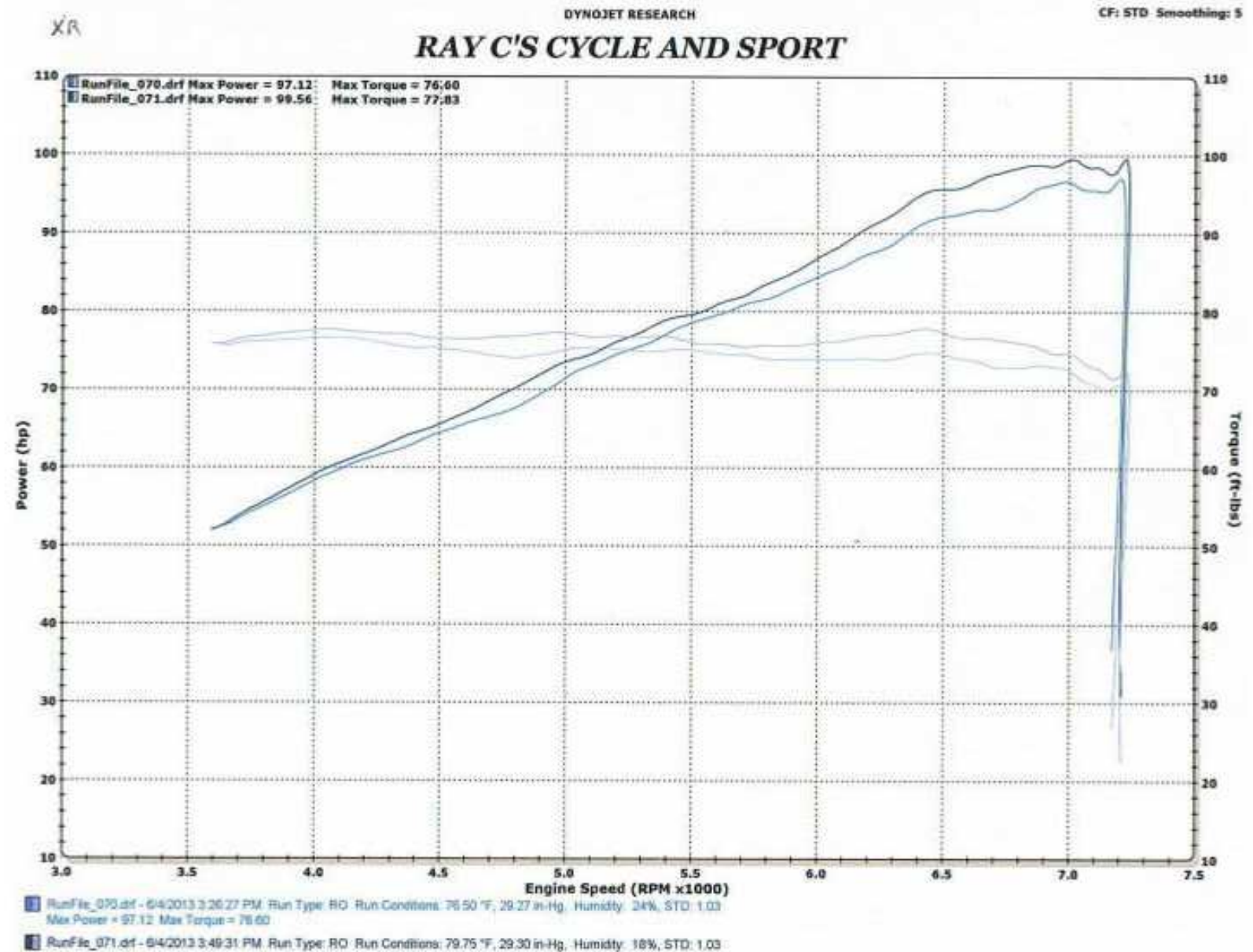




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Dyno Test Results

Make:	Harley Davidson	Model:	XR-1200 w/Mods
Engine:	V Twin	Tested By:	Ray C's Harley Davidson
Before:	76.60 ft-lbs Torque	After:	77.83 ft-lbs Torque
Before:	97.12 hp	After:	99.56 hp





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High Performance



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Dyno Test Results

Make:	Honda	Model:	CRF450
Engine:	Single Cylinder-Four Stroke	Tested By:	Performance Cycle and Dyno
Before:	52.34 hp	After:	54.25 hp





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High Performance



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Dyno Test Results

Make:	Honda	Model:	CRF450 w/Mod
Engine:	Single Cylinder-Four Stroke	Tested By:	Performance Cycle and Dyno
Before:	60.06 hp	After:	62.33 hp

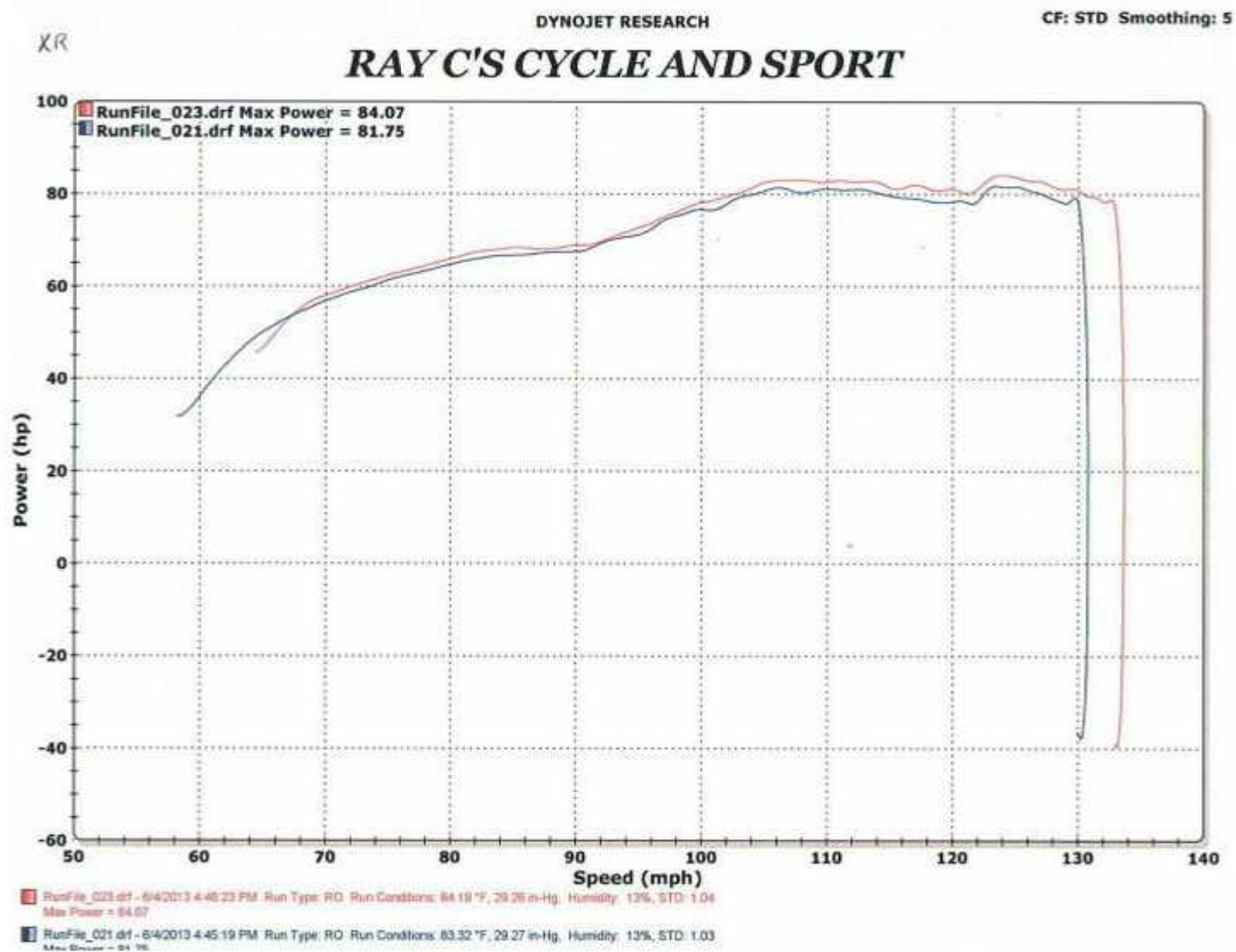




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Dyno Test Results

Make:	Harley Davidson	Model:	XR-750 w/Mods
Engine:	V Twin	Tested By:	Ray C's Harley Davidson
Before:	81.75 hp	After:	84.07 hp





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Dyno Test Results

Make:	2008 Harley Davidson	Model:	Screamin' Eagle
Engine:	Twin Cam 110	Tested By:	Ray C's Harley Davidson
Before:	111.72 ft-lb Torque	After:	118.41 ft-lb Torque
Before:	101.24 hp	After:	109.20 hp

DYNOJET RESEARCH

CF: STD Smoothing: 5

RAY C'S CYCLE AND SPORT





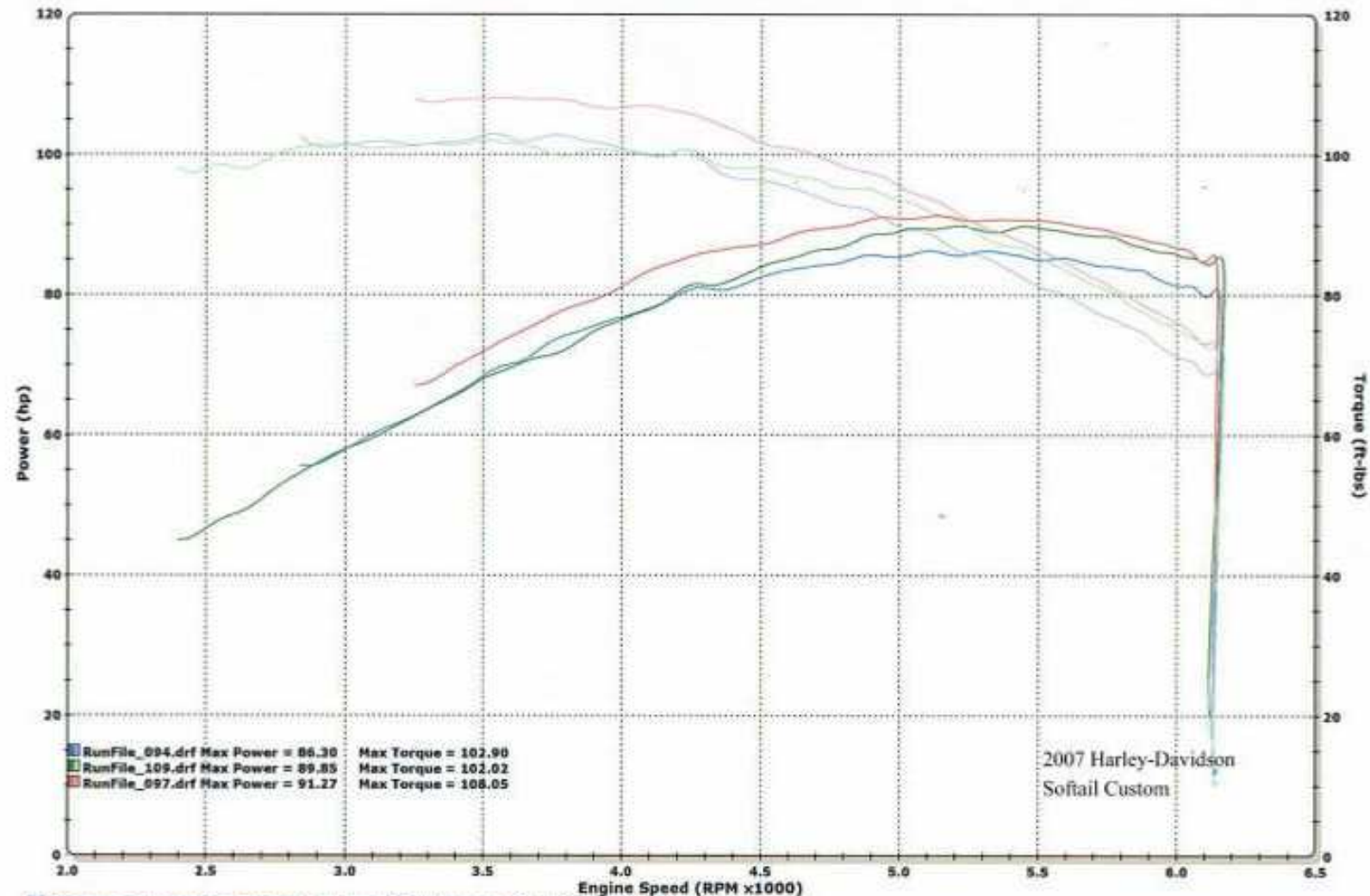
Dyno Test Results

Make:	2007 Harley Davidson	Model:	Softail Custom STD
Engine:	V Twin 4-Stroke	Tested By:	Ray C's Harley Davidson
Before:	102.9 ft-lb Torque	After:	108.5 ft-lb Torque
Before:	86.30 hp	After:	91.27

DYNOJET RESEARCH

CF: STD Smoothing: 5

RAY C'S CYCLE AND SPORT



RunFile_094.drf - 5/28/2013 12:45:24 PM Run Type: RO Run Conditions: 75.01 °F, 28.98 in-Hg, Humidity: 42%, STD: 1.04
Max Power = 86.30 Max Torque = 102.90

RunFile_109.drf - 6/13/2013 3:19:15 PM Run Type: RO Run Conditions: 80.63 °F, 28.93 in-Hg, Humidity: 36%, STD: 1.05



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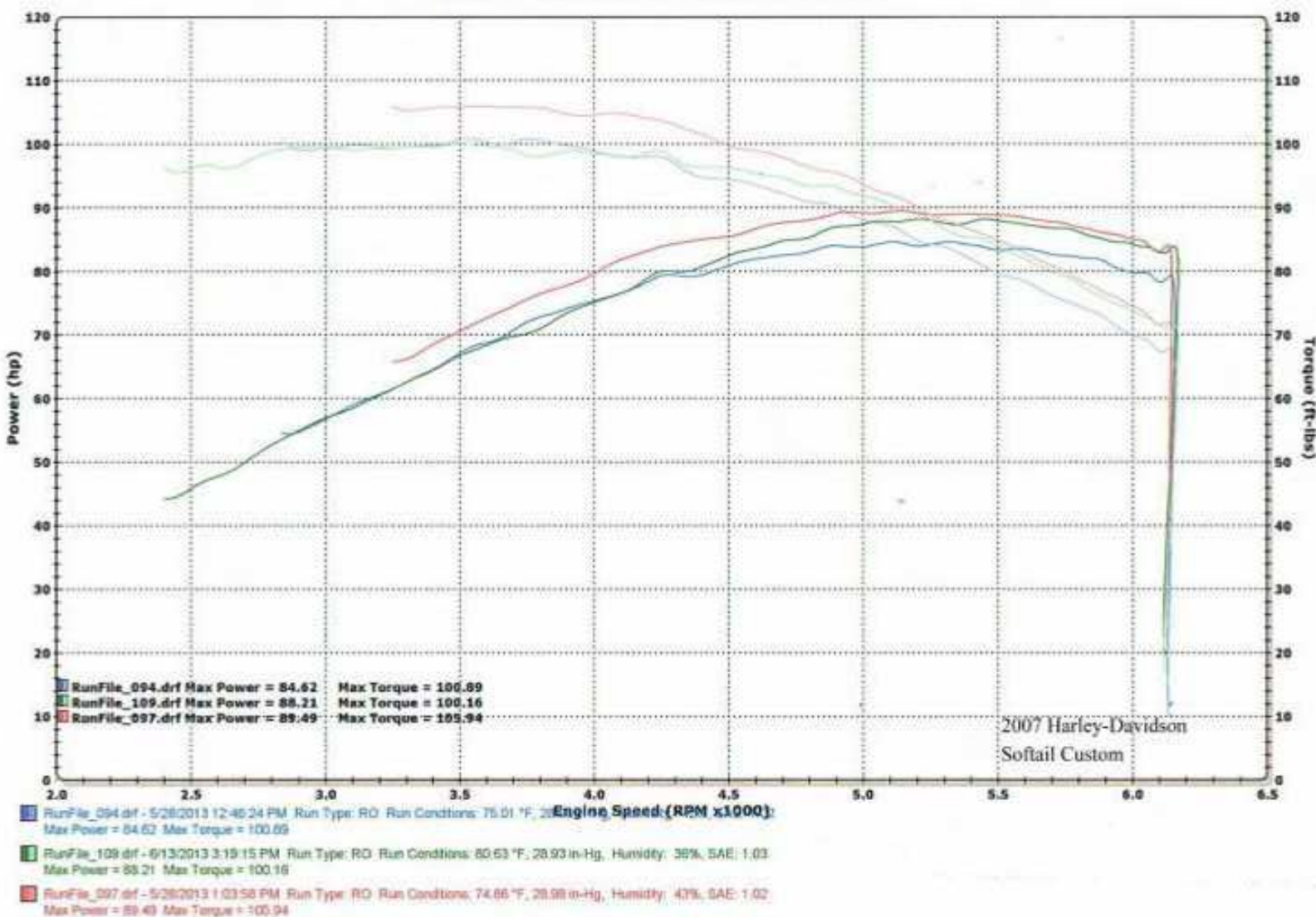
Dyno Test Results

Make:	2007 Harley Davidson	Model:	Softail Custom STD
Engine:	V Twin 4-Stroke	Tested By:	Ray C's Harley Davidson
Before:	100.89 ft-lb Torque	After:	105.94 ft-lb Torque
Before:	84.62 hp	After:	89.49 hp

DYNOJET RESEARCH

CF: SAE Smoothing: 5

RAY C'S CYCLE AND SPORT





Dyno Test Results

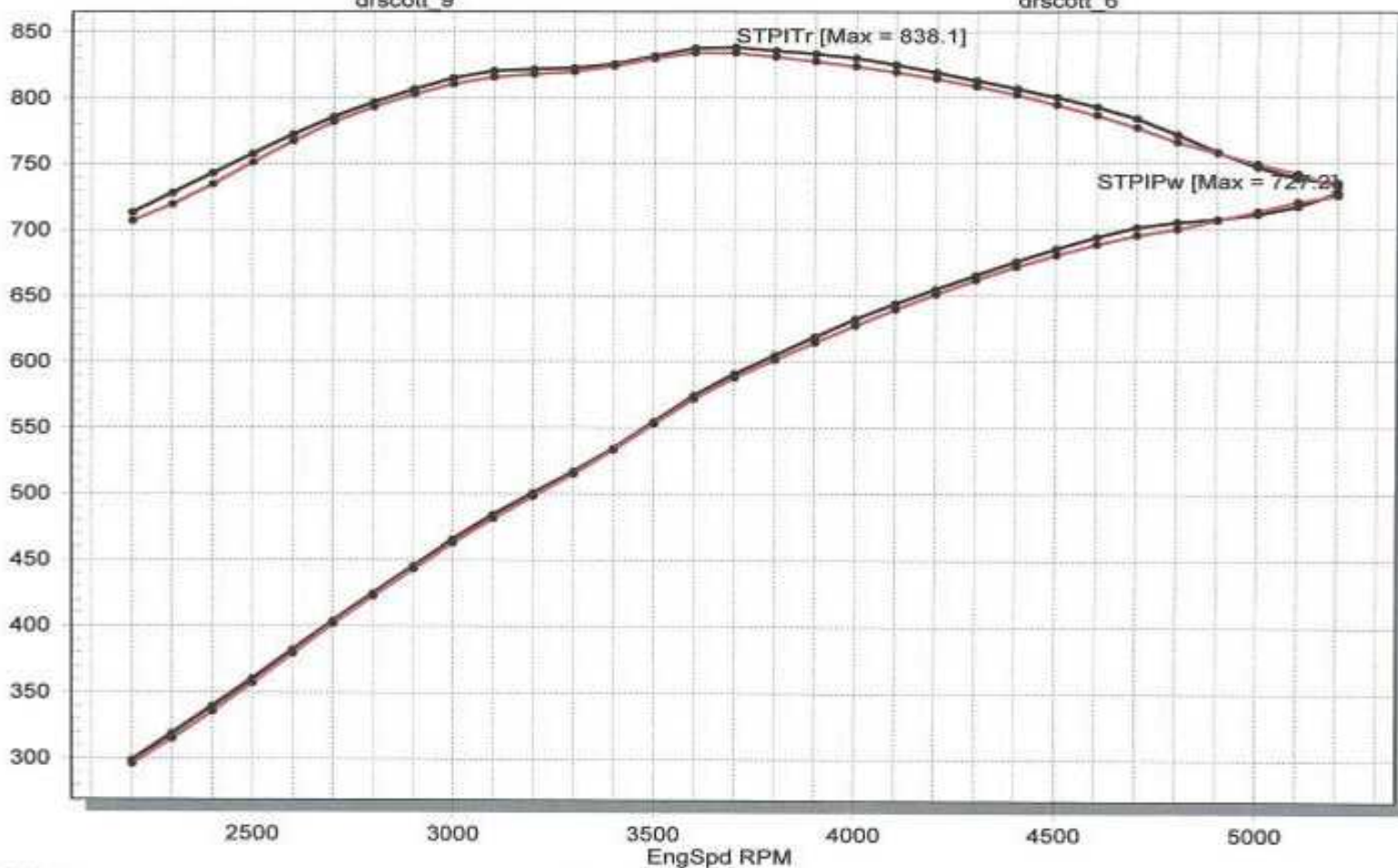
Make:	Chevy	Model:	Big Block
Engine:	V8 w/ Super Charger	Tested By:	Tyler Crockett Marine Engines
Before:	834.1 lb-ft Torque	After:	838.1 lb-ft Torque
Before:	725 hp	After:	727.1 hp

STP J-607 Corrected Power with Interia Correlation

drscott_9, drscott_6,

drscott_9

drscott_6





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Dyno Test Results

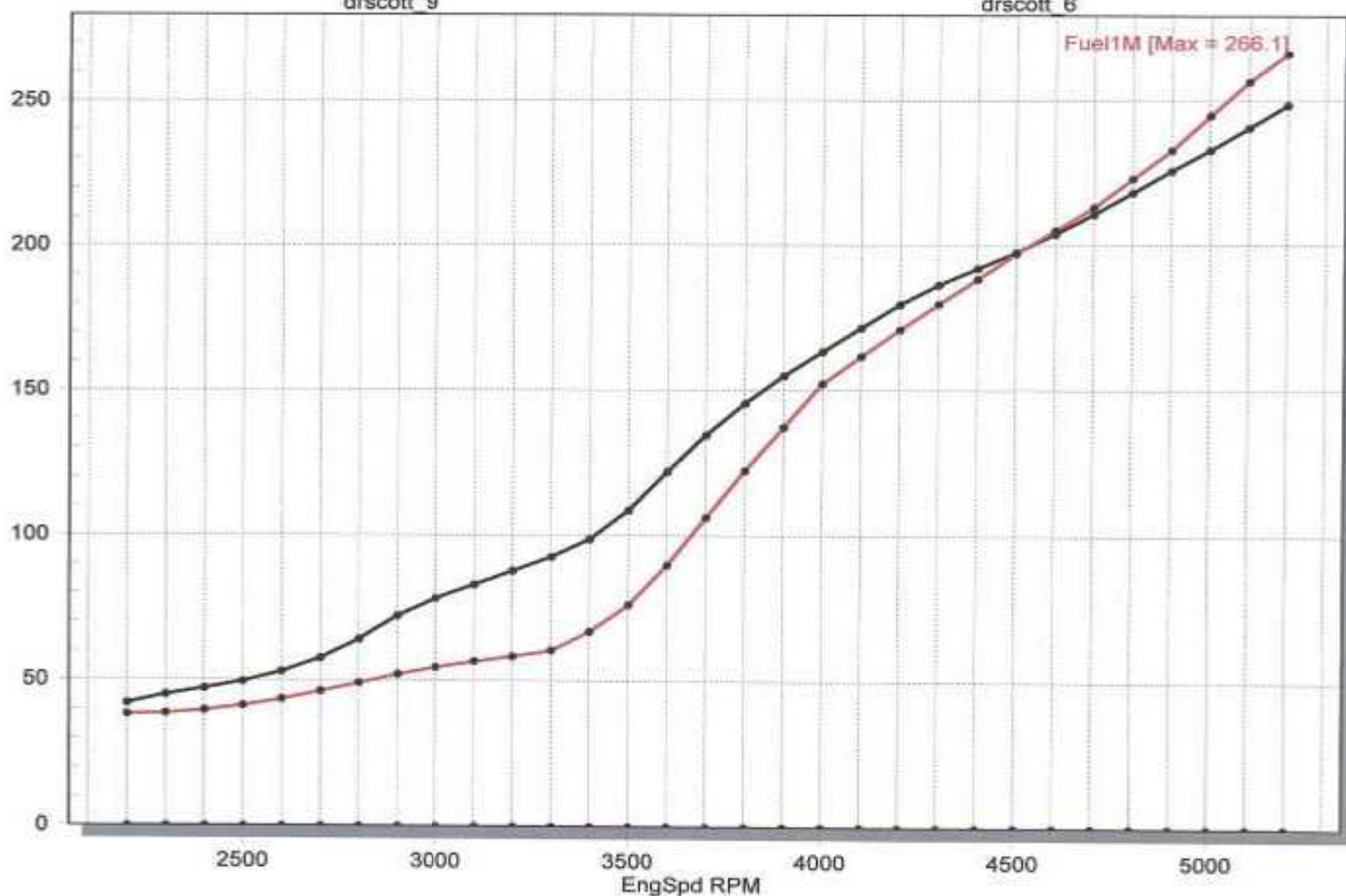
Make:	Chevy	Model:	Big Block
Engine:	V8 w/ Super Charger	Tested By:	Tyler Crockett Marine Engines
Before:	266.1 Fuel Consumption	After:	248.4 Fuel Consumption

Air and Fuel Flows

drscott_9, drscott_6,

drscott 9

drscott 6





Joe,

It was a pleasure meeting with you and your associates to discuss your G4 Xtreme Oil.

As I told you I would test your product on our Dynojet 250i but am not anticipating seeing much if any performance increase. I have tested many products over my years in the Racing Industry. From Atlantic cars in the 80's. WOO and NASCAR through 90's to the AMA Pro Series for the last 14 years. Others that make similar claims as you do, and as expected yielded nothing. Imagine my surprise when I tested G4 Xtreme Oil on the little 450 Honda. All I can say is WOW!!!! It lived up to exactly what you said it would do and performed awesome. On the 450's it is hard to gain any power without significant cost. All I can say is ***Your Product Works Period***

We are building several 1000cc and 600cc Mini-Sprint Powerplants and also our own in-house car for 2014 Season. We will be using it in the PCD Mini-Sprint and all motors that go out the door from PCD.

Thank You

Donnie Stear

Owner/Builder/Tuner

Performance Cycle and Dyno

Harvard, IL 60033

<http://www.pcd-1.com/>



Joe,

I am writing you this letter to inform you and your group about my experience with your product G4 Xtreme. As you are aware I am the Service Manager at Kegel Harley-Davidson the World's Oldest Family Owned Harley- Davidson Dealer so you can imagine how many of these types of product we see and that don't live up to their claim. I am very surprised at how well your product performed and lived up to every claim you made when we met. My initial thought at our first meeting to discuss the product and you showing me the lubricity test was "another seen on T.V product".

After seeing a gain in horsepower and torque with your product on the Dynojet 250i, two of my lead technicians put the product in their personal motorcycles. I had them report back to me and they both noticed "less vibration of the engine, transmission shifter smoother and they noticed cooler operating temperatures.

We are extremely impressed that the level of performance that G4 Xtreme brought to the motorcycles was maintained and did not lose any performance which is what we seen in other products that make similar claims. This is when I knew you have a good viable product. We will be adding G4 Xtreme to our line of oils to sell as a premium oil change to all of our clients and we look forward to working with you and your group.

Thank You,

Kenny Kegel

Service Manager

Kegel Harley-Davidson



Hello Joseph,

Thank you and your crew for allowing me to use G4 in my personal race car. I have tried many limited slip additives in the differential and the differential continues to chatter when hot. I put G4 in the differential and the chatter was gone. I use a transmission with straight cut gears. The straight cut gears will naturally make a whining noise while driving. I put G4 in the transmission and the whining noise decreased. You have a great product. I want to continue to use your product.

Thank You !!

George Cichon
Mazda RX7 #39 GT3
SCCA





Charlie,

Thank you for allowing us a chance to use G4 Xtreme. We treated our Go-Karts for the second half of our race season. I have always been skeptical about using enhancement type products but after you explained the benefits to me of possible horsepower and torque improvements I thought I would put your product to the test. For the last couple seasons there were two teams that we have been chasing for the championship and apparently we just needed a little extra power to win. After treating the engine with the G4 Xtreme we noticed quicker lap times, more power going into the corners and faster acceleration off the starting line. Do to these improvements we won our last 3 Championship Qualifying Races and our First Championship. We know our Engines and I would give all the credit for those wins to your product. I look forward to using it the whole season next year. I would definitely recommend the use of G4 Xtreme because it lives up to all of the claims you have made.

Thank You,

Ed Deming

Deming Racing



AREA 51 CYCLES

541-A East CLUB DRIVE

Gastonia, NC 28054

www.area51cycles.com

Joe,

First thank you for stopping by and giving me a demo on your product. I am very cautious about new products that are introduced into my industry (motorcycle repair) but with your hands on demo I was sold enough to try it in my own motorcycle engine and transmission, after about 300 miles or so I noticed my valve train noise became quiet and the transmission also shifted smoother, so being that there was a noticeable change in my case and what I saw in the demo I am 100% sure your product works, I will be selling it at my shop and will recommend it to all my customers.

Thanks,

A.J. Hall

Owner/Mechanic

Area 51 Cycles

Gastonia, NC 28054

www.area51cycles.com