Top Tool

Equipment reviews

with Jeff Smit

pro one EXTREME LUBRICANTS AUSTRALIA

When we were approached by Pro-One to review some of its products – specifically its XPL-101 Penetrating Lubricant, Heavy Duty Oil Stabilizer and Multi-Purpose EP-2 Grease – we thought they would be just another penetrating lubricant, oil stabilizer and grease, the same as we have all seen over the many years in the trade.

So we decided the best way to get a good cross-section of outcomes and broad, diverse range of feedback was to get some of the TaT technical team involved.

First, the guys from Pro-One came to my workshop and gave me a demonstration of the differences between different penetrating lubricants and oil stabilizers. In this live demonstration, they used a triple cross-axis friction machine that tests the film strength in oils and lubricants. An inch-pound torque wrench applies pressure between a tapered roller bearing that has a C58 Rockwell hardness and a spinning race that has a C62 Rockwell hardness.

This demonstration is well worth watching and the dramatic difference between some penetrating lubricants and oil stabilizers certainly surprised me. (Pic's 1 & 2)

To see the video, go to youtube.com/watch?v=G-1e79BhvKc

The feedback from members of the technical team who were also treated to a live demonstration – COVID prevented some of the team from getting a visit – was very consistent. They were all very impressed.

The fundamental difference between Pro-One products and alternatives is the brand's Xtreme Pressure Lubrication formula, or XPL+.

XPL+ technology is formulated to be attracted to and activated by heat. Conventional lubricants migrate away from heat and will break down under high heat conditions. XPL+ lubrication technology is formulated to bond to metal even under extreme heat and pressure,

giving it film strength that is demonstrated to be 50 times more powerful than regular lubricants. These properties can be clearly seen in the demonstration.

PRO-ONE XPL-101 PENETRATING LUBRICANT

This is marketed as the most powerful spray lubricant on the market – quite a statement – and does not contain any harmful solvents or chlorine. Pro-One is very confident you will not settle for anything else once you use this environmentally friendly formula. Some of the features and claimed benefits include:

- **Extreme-performance film strength.**
- **50 times more film strength than typical spray lubricants.**
- **Penetrates and bonds to metal.**
- **Reduces friction and heat.**
- **Stops squeaks and reduces noise.**
- **Protectant for air tools.**
- **Frees sticky, corroded and rusty parts.**
- **Gun lubricant and cleaner.**
- **Protects metal from rusting.**
- **Displaces water and moisture.**
- **Non-toxic, environmentally friendly.**

Brendan Sorensen

There isn't much more difficult a task for a penetrating spray than replacing an exhaust manifold on a Nissan ZD30 engine. Knowing you usually end up with more broken studs than intact ones, we used XPL-101 to soak the manifold bolts and were pleasantly surprised when most of the fasteners actually came free intact. Inevitably, one stud still broke but we found XPL-101 worked well as a cutting fluid to drill the stud out – the fluid clung to the vertical surface rather than dribbling away and helped made short work of removing the recessed broken stud in the head.

Sideth Chiv

XPL-101 penetrating lubricant is very effective for working with loose exhaust components. If you have come across under-vehicle exhaust-temperature sensors with the small nut thread, from experience you can tell how much torque is required for such a size before the hex nut or thread will start to deform. I was very surprised how well it was able to reduce the amount of effort required soon after application without fear of damage. Compared to my usual go-to water-dispersant lubricant and others claiming a freezing effect, this outdid them all. I'd also never noticed until now how handy a smaller can be when trying to reach exhaust-manifold nuts and bolts or oxygen (O2) sensors in awkward places.

Anthony Tydd

I've used XPL-101 and found it to be equal to or better than all the others I've used. I've used this on some ugly exhaust nuts that you'd expect to round, break or grab a thread on the way out and have been impressed by the amount of success. I have no idea how much it costs compared to other products but will definitely keep it in the shop.

Jason Smith

I have used this product with mixed results. The positive first. I used it on an external workshop key lock that was completely jammed or seized. The product was sprayed into the key area and after a little bit of manipulation the lock freed up and now works like new again. Given the product's water-dispersant characteristics, the lock should continue to work long into the future. (Pic 3)

7

I also sprayed the product around an O2 sensor I wanted to remove without damaging. I gave it a good soaking and plenty of time for the product to do its thing, and was then able to remove the O2 sensor without too much drama. (Pics 4,5,6)

In those two cases the product worked well. I've also sprayed the product on some completely jammed trailer hinges. It has not freed them yet but time will tell, so stay tuned.

Mark Rabone

XPL-101 penetrating lubricant spray works very well. I spent some time with Hasan Ozbal from Pro-One and also did a comparison test with Slick 50 grease that I used for many years (original good stuff no longer available). I even did a short video for him showing the products working and sent it to them.

Overall, they seem to be good products but I would like to use them for more time so I can give a better long-term review.

Jeff Smit

I decided to test the long-term lubricating qualities of XPL-101 by using it on a padlock attached to the workshop storage area. This lock is exposed to the weather, especially harsh southerly storms. This means I need to lubricate it regularly, at least every month, to ensure the lock operates. I have used every known lubricant I can think of, all with different results.

It's been more than two months now since I gave the lock a good spray of XPL-101 and it is working perfectly. We have also had an above average number of storms and rain, so normally the lock would have started to seize up by now. (Pics 7,8)

I've got to say I am impressed. The Pro-One will now be our go to spray.

PRO-ONE HEAVY DUTY OIL STABILIZER

We all know how critically important regular oil changes are for any vehicle. We have all seen the results of poor oil-change frequency far too often.

In our industry there is a real debate about oil additives. Do you need them? Are they really helpful? What about a near new car, will it jeopardize the warranty? These are all good points, so let's look at the claimed benefits of Pro-One's Heavy Duty Oil Stabilizer:

- **Extreme pressure protection.**
- **Slows oil burning and oil leaks.**
- **Slows blow-by.**
- **Helps restore compression.**
- **Improves performance.**
- **Easier starting at all temperatures.**
- **Increases oil pressure.**
- **Extends engine life.**
- **Stops thermal breakdown.**

Marty Hosie

While this isn't the kind of product we would generally use, I took the opportunity to try it out on a 2003 Hyundai Accent 1.6-litre with 300,000km on the clock.

The vehicle was with us for a few days for a range of repairs and had a very noticeable engine top end rattle/tap when started cold that would fade out to a degree as the engine warmed up.


8

The difference after using the Pro One Oil Stabilizer was quite surprising. After using it, the cold-start noise was completely gone. We verified this over the next few days each morning.

Sideth Chiv

I have been hesitant to use oil additives in the past as the change in viscosity concerns me. I tested Pro-One Heavy Duty Oil Stabilizer in my own vehicle so it could be closely monitored.

The vehicle is a 2009 Honda Civic Type R that has 110,000km on the clock and a higher than usual oil-consumption issue that was still waiting to be addressed. It has recently started flashing a low-oil warning before six months have been reached, requiring at least 1.2 litres of oil. Keep in mind this is a one-owner vehicle and regularly serviced at six-month intervals regardless of the distance travelled.

During a recent oil change, I used the Pro-One product at the recommended ratio. So far, after two months, I have not noticed any oil loss and there is very little oil discoloration. This little Honda engine loves to sit in the higher end of its rev range and it now feels smoother and the power response is more noticeable.

I'll continue to monitor the product's performance at the six-month mark and report back again. (Pics 9, 10)

Jeff Smit

We have a customer with an Audi A3 powered by the 1.8-litre turbo-petrol CDAA engine. It has an ongoing oil-consumption issue and she is in every month with the oil light on and the engine requiring around 1.2 litres of oil. This has been a regular occurrence for the past six months or more.

We decided to use this vehicle as a test case for Pro-One Oil Stabilizer. At service time, we did the standard oil and filter change together with the correct amount of oil stabilizer. That was three months ago and she has not had the low-oil light come back on yet – a good sign.

We asked her to pop in so we could check the level and, to our surprise, the oil level was only just under the full mark.

Even the customer has been pleasantly surprised with that result. She reported the vehicle ran better and smoother – a win/win result. I am now keen to use this product on more vehicles and further monitor the results but given this example, I'm confident of more positive results for my customers.

For more information go to **pro-one.net.au**


9

10

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