



## Moisture in fuel a growing problem

**T**echnicians need to be aware that due to increasing ethanol fuel use by our customers a product, like Interject, that removes moisture from the fuel system is becoming more essential.

Once moisture is eliminated, ethanol has no detrimental effect on the fuel system, although the slightly poorer performance and lower economy is still going to be evident.

I have been using Interject for more than 20 years and we have never had to remove a fuel tank to eliminate the moisture, so it's distressing when a good friend and colleague of mine in Tweed Heads is trying to convince his boss that you don't have to spend hundreds of his customer's dollars removing the fuel tank of a late model ute to get rid of the moisture.

Everyone in my area of Lithgow to Blue Mountains follows my advice, but reaching the wider audience might require TaT's help.

I am a TaT subscriber and really appreciate the content of the magazines.

Regards

**Harry Holzmann**  
Blue Mountains Fuel Injection  
LITHGOW, NSW

*(The issue of moisture in fuel is a hot topic and getting hotter all the time. Moisture that up till now has not caused any issues is starting to cause problems due to the highly developed late model engines that just will not accept any moisture or contaminants in the fuel.*

*All TaT workshops use fuel additives, and there are a couple of good ones on the market, for the same reasons that Harry does.*

*Harry is right in highlighting the need for an additive of choice to help eliminate moisture, which is the price customers have to pay after being brainwashed into thinking ethanol is good for their cars as well as for the environment.*  
TaT Technical Team)

## How does it actually work?

Harry Holzmann of Blue Mountains Fuel Injection is considered an expert on the use of Interject to remove moisture or water from fuel tanks.

He reminds us that through his involvement with the co-inventor of the chemical and fuel injection servicing equipment, Leo Karnauchow, he visited many workshops in 1993 starting in Darwin, and ending in Adelaide.

They held fuel injection service seminars in TAFE colleges and workshops and found a receptive audience. Since then Harry has not only promoted Interject but took himself back to college to earn a Certificate IV in training and assessment and does part time TAFE teaching. According to Harry, there is absolutely no reason to remove a fuel tank to get rid of any water contamination these days.

Interject is an organic solvent and therefore considered harmless to the environment. It does not mix with the petrol, but sinks to the bottom, where the water is waiting to be absorbed. Using Interject will have it clean in minutes.

The Interject chemicals actually absorb all the moisture. A 250 ml bottle of Interject will absorb 250 ml of water to a burnable state. Interject will not release the water again until it is expelled into the combustion chamber.

Because Teflon, used for lubrication, is an important property of the product he has reported great success in diesel engines.

If there is a massive amount of water in the fuel tank it would be advisable to drain or syphon the fuel tank.

*It's great to get recognition after years of involvement with Interject. My thanks to the editor and to the technical publisher for getting this into the TaT magazine.*

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for the **JOB?**

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For those that have not yet experienced this publication, it comes out every 2 months and is dedicated to furthering the knowledge and understanding of our fellow mechanics. I have found the contents to be extremely helpful and written in a style that is easy to follow. Subscribing to TAT (The Automotive Technician) provides you with support as well as receiving the Magazine every 2 months. Cost is just \$130.00 per year, call them on 1300 828 000, or fax them on 1300 828 100, to join or for more information....

*Best Wishes,*

*Harry Holzmann, 0412 399 553; Blue Mountains Fuel Injection*



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