

Must-Have Ski-Doo 600 H.O. SDI Bolt-On!

SNOW TECH

September 2007

Display Until September 30th, 2007

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SNOW TEST

The Ultimate Test?

By Jim Beilke

Even though we have been (favorably) using the Fitch Fuel Catalysts for several years to keep our fuel fresh, I was still surprised by our latest experience. I hadn't used my salmon boat for the last couple of years, so you could say it had been sitting idle for almost three.

The gas gauge indicated there was still 10 to 12 gallons left in the tank. Under normal circumstances, this fuel was getting older and badder by the day - certainly by now so cruddy you didn't want to



run it through the 115 hp Yamaha (two-stroke) outboard hanging on the back. It probably wouldn't even start, let alone run smoothly at the necessary 2 mph trolling speed. Thoughts of plugged carb jets were ominous.

I talked to our Managing Editor, Kevin, and wondered if I should get that old gas out of the tank and start over with fresh. He asked if I had dropped in any Fitch Fuel Catalysts back when I was using it. I admitted to doing just that, and that I had even installed the right number of catalysts for the size of the tank. His response was to not-to-worry, that the fuel would be just as fresh as ever and the motor would probably run just fine. He went on about all of the lawn mowers, garden tillers, snow blowers, and seasonal equipment that he had installed Catalysts into that now start first time every time. Some of these used to require fresh gas every season after sitting idle for months (and years, in some cases).

Still semi-skeptical, I dropped the boat into the lake for a check out. It not only fired right up, but ran like yesterday through all the speeds and trolled without a sputter. Flat out amazing. Granted, Yamaha makes some outstanding outboards (Photo Editor Keith has a HPDI Yamaha 200 HP on the back of his Ranger, and Production Manager Bill has an EFI Yamaha 200 HP on the back of his Ranger) but to be able to count on the fuel not gumming everything up is cheap insurance and peace of mind.

We occasionally comment on the Fitch Fuel Catalysts simply because they have saved us so much trouble with our periodic use equipment. After months of sitting we get easy starts on everything, every time. They are used by all of the staff in even the smallest of gas engines with the smallest tanks. They are incredibly effective in keeping all of our equipment ready to run, even after setting all summer, or all winter. My next experiment is with the inline catalyst on my '04 GMC pick-up. More on that later.

For additional information, visit www.fitchfuelcatalyst.com

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