

TEC 2000

Field Report: Fallsbrook Motors

September 2026

TEC 2000 Field Report FR-2026-03

Executive Summary

Engine flush, fuel system cleaners and Oil Booster in routine service at Fallsbrook Motors, Streatham: a blocked VW Crafter oil filter

This report records a filmed interview with Simon, proprietor of Fallsbrook Motors in Streatham, south London, on 7 November 2025. Simon has used TEC 2000 products since his apprenticeship at a Ford main dealer around 2001-2002 and offers them to every service customer as an add-on, which most accept. Three cases are documented. A VW Crafter lease van on around 80,000 miles arrived with its oil filter completely blocked; after a new filter, two cans of flush with some flushing oil, 20 to 30 minutes of running, fresh oil and a second filter, the van went back out and, in Simon's words, "all seems to be all right". For diesels failing the MOT emissions test, the garage recommends new oil, air and fuel filters together with the flushes, which in Simon's experience normally brings emissions down to a level that passes the MOT. Simon runs Oil Booster in all his classic cars. Each case gives Simon's verbatim words with timestamps and TEC 2000's technical explanation from the product data sheets.

Garage. Fallsbrook Motors, 163 Fallsbrook Road, Streatham, London SW16, United Kingdom. Independent garage and MOT centre in Streatham, south London. A garage has stood on the site since about 1952, run by three generations of the Bate family before Simon took it over in 2019.

Interviewee. Simon, Proprietor, Fallsbrook Motors (took the garage over in 2019). Has used TEC 2000 products since his apprenticeship at a Ford main dealer, approximately 2001-2002.

Recorded. 7 November 2025, Fallsbrook Motors, 163 Fallsbrook Road, Streatham, London SW16; interview conducted by David (TEC 2000 UK) and Sławomir Goleniak (TEC 2000)

Source recording. <https://youtu.be/Wuyz3qRx6PA>

Products discussed. TEC 2000 Engine Flush, TEC 2000 Diesel System Cleaner, TEC 2000 Fuel System Cleaner, TEC 2000 Oil Booster

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1 Background

Fallsbrook Motors is on Fallsbrook Road in Streatham, south London. Simon dates the garage to about 1952 and the Bate family ("we think it sort of started in 1952"), who ran it for three generations before he took it over in 2019.

He started using TEC 2000 as an apprentice at a Ford main dealer, around 2001 or 2002. In his own workshop he offers the products with every service, and he uses them in his four classic cars.

2 Method

Filmed interview at Fallsbrook Motors on 7 November 2025, with questions from David (TEC 2000 UK) and Sławomir Goleniak (TEC 2000). Three recordings: IMG_4971.MOV (6 min 13 s, main interview), IMG_4970.MOV (1 min 57 s, drained Crafter oil and garage history) and IMG_4974.MOV (57 s, flushing after an engine replacement).

The recordings were transcribed with speaker labels and word-level timestamps, and every quotation was checked against them. Quotations are verbatim; hesitations and stammered repetitions are removed and other omissions are marked with an ellipsis. Each cites the raw file and second, and, where included in the published film (4 min 16 s), the film time for checking on YouTube. Where Simon answered a question that named a product or suggested an effect, the question is given.

Technical notes are TEC 2000's explanations, based on the TEC 2000 technical data sheets (Rev. 09.2026), not the interviewee's words. Images are photographs and video stills taken at the garage on the day.

3 Findings

3.1 Case 1: VW Crafter lease van with a blocked oil filter

Vehicle. Volkswagen Crafter lease van, around 80,000 miles (Simon: "I think around about 80,000 miles"). Engine type not stated.

Problem. The oil filter came out completely blocked with sludge. Showing the oil drained from the van, Simon estimated its service history: "I reckon it might only have had one oil change in that time" (IMG_4970.MOV 11.9 s). The garage expected to lose the engine.

Action. A new oil filter first, then two cans of flush with some flushing oil, a separate product not identified. Simon did not say the trade name: he said "two of these" while touching a TEC 2000 Engine Flush can on the workshop display rack (IMG_4971.MOV, about 189-190 s), and in

IMG_4970 he calls them "flushes". The engine ran for "a good 20, 30 minutes", then new oil and a second new filter.

Outcome reported. At the interview, a matter of days after the job ("just last week"), the van had left the garage ("it's gone out") and "all seems to be all right". No pressure readings or follow-up inspection are recorded.

Products. TEC 2000 Engine Flush (two cans; trade name not spoken, identified from the can Simon touched), Flushing oil (separate product, not identified)

"Just last week we had a VW Crafter. It was a lease van that had done, I think around about 80,000 miles. Took the filter out, which I've shown you a picture of, completely, completely all gunged up and obviously not doing its job. We thought we might have a, you know, it would be bye bye to the engine."

Simon, Fallsbrook Motors, film 02:14

"But we put a new filter in. Two of these in it, with some flushing oil. Ran it up for, you know, a good 20, 30 minutes. New oil, new filter again. And it's gone out and all seems to be all right."

Simon, Fallsbrook Motors, film 02:39

"So I think that's a testament to, you know, how good these products are."

Simon, Fallsbrook Motors

TEC 2000 technical note. TEC 2000 explanation. TEC 2000's in-oil flush is Engine Flush. A deposit-dissolving medium takes sludge, carbonised oil and varnish into solution rather than breaking it off in flakes, and a slow-evaporating fraction keeps the dissolved material in the oil until the sump plug comes out. Anti-wear and extreme-pressure components protect the engine while it runs on the deliberately thinned oil.

The data sheet lists long oil intervals, unknown service history and blocked oil passages among its intended uses, and extends idling from about 15 to 25-30 minutes where heavy carbon build-up is suspected. Data sheet dose: one 375 ml can per 4-5 litres of oil. The data sheet procedure ends with the used oil and the old filter out and a new filter in; Simon additionally fitted a new filter before the flush and used two cans together with some flushing oil.



[Figure 3.1.A] Simon's photograph of the oil filter removed from the VW Crafter, shown on the office monitor during the interview.



[Figure 3.1.B] Still from the raw interview recording (IMG_4971, 189.9 s). As he says "Two of these", Simon takes hold of a can of TEC 2000 Engine Flush on the display rack.

3.2 Case 2: Diesel vehicles failing the MOT emissions test

Vehicle. Diesel vehicles with an MOT emissions failure (general procedure; no individual vehicle named)

Problem. High emissions on diesels at the MOT. The subject was raised by David, who asked about the steps to lower emissions; his question is given with the quotation.

Action. Simon starts with parts: new oil, air and fuel filters, with "the flushes" alongside. The products are not named individually.

Outcome reported. In his experience the package normally brings emissions within MOT limits. He attributes this to the package as a whole, filters and flushes together. No smoke readings are recorded.

Products. "The flushes" (not named individually; the garage's service offer pairs TEC 2000 Engine Flush with a TEC 2000 fuel additive)

"DAVID: ... when you get a car in with really high emissions, what's your steps to lower the emissions? SIMON: So with diesels, we will, if we got a bit of an emissions failure, we'd normally recommend a new oil filter, air filter, fuel filter. And obviously the flushes to go along that."

Simon, Fallsbrook Motors, film 02:55

"And you would normally find that it will bring the vehicle's emissions down to the desired levels to get it through its MOT."

Simon, Fallsbrook Motors, film 03:12

TEC 2000 technical note. TEC 2000 explanation. Engine Flush works inside the oil and is drained before the vehicle returns to service; nothing from it goes down the exhaust. Where smoke comes from oil getting past piston rings stuck by carbon, freeing the rings lets less oil into the combustion chamber.

The garage's service offer pairs an engine flush with a fuel additive; the TEC 2000 fuel additive for diesels is Diesel System Cleaner. It travels with the fuel to the injector tip, dissolves tip deposits and restores the spray pattern, so fuel burns early and completely; the data sheet lists black smoke under load as a symptom of poor atomisation, and recommends a new fuel filter once the treated tank has been used. Both products are on display at Fallsbrook Motors, as shown in the figure below.



[Figure 3.2.A] TEC 2000 Diesel System Cleaner and Engine Flush on display at Fallsbrook Motors, with TEC 2000 information cards.

3.3 Case 3: Oil Booster in four classic cars

Vehicle. Simon's 1968 Jaguar 420 (recommissioned after many years off the road, not rebuilt), 1990 Jaguar XJS, 2006 Jaguar XK and 1967 Mustang

Problem. Ageing rubber seals in classic cars, which in Simon's words "start to crack".

Action. All his classics get Oil Booster; of the Jaguar 420 he says "I use the TEC 2000 products in it". He also uses Oil Booster on customers' high-mileage and older cars; that answer followed David's remark that he uses "the TEC 2000 Oil Booster", and the remark is given with the quotation.

Outcome reported. Simon gives a reason and an expectation, not a measured result: on older cars it is used "hopefully to stop oil burning or certainly reduce that". All four of his cars have TEC 2000 products.

Products. TEC 2000 Oil Booster

"All of my classic cars will always have an Oil Booster 'cause obviously seals, rubber seals, they start to crack and whatnot in the classic cars."

Simon, Fallsbrook Motors, film 03:22

"DAVID: And then also I know, you know, you use the Oil Booster as well, the TEC 2000 Oil Booster. SIMON: The Oil Booster, yeah, we use that in the more high mileage and older cars. Just helps with condition of seals and things like that, hopefully to stop oil burning or certainly reduce that."

Simon, Fallsbrook Motors

TEC 2000 technical note. TEC 2000 explanation. Oil Booster goes into fresh oil at the oil change. The data sheet states it is neutral towards seals and does not swell them; its work is on the oil side. A shear-stable carrier adds body to the oil film, two anti-wear film formers protect loaded surfaces, an acid-neutralising reserve deals with combustion acids, and an oxidation brake slows oil ageing, which the data sheet links to lower oil consumption.

It names two situations that match Simon's use: high-mileage engines with opened-up clearances, and vehicles that stand for long periods, where a more persistent film reduces dry starts and corrosion. It is preventive and does not reverse wear. Data sheet dose: one 375 ml can per 4-5 litres of oil.



[Figure 3.3.A] Simon beside his 1968 Jaguar 420 in the workshop.

4 How Fallsbrook Motors uses the products day to day

TEC 2000 is offered to every service customer as a paid add-on; most take it, a few do not. A counter sign reads: "Buy 1x engine flush and 1x fuel additive for £26! Usual price £32. Recommended with every service."

Asked by David whether he notices a difference using TEC 2000 engine flush, Simon said that customers who flush every year have engine internals that are always a lot cleaner when the

garage later does engine work. Among customers who use the fuel system cleaners he sees a lot less injector and fuel pump trouble, and customers also report better miles per gallon; that last point is the customers' account, not a garage measurement.

After the flush, Simon notes, the oil drains a lot quicker. The Engine Flush data sheet gives the reason: thinned used oil drains more completely, so less stays behind to contaminate the fresh fill. After an engine replacement the garage recommends a flush at the 1,000-mile return and at every service.

"We offer them to every customer that is having a service done as, like, a bolt-on to their service, which, you know, most of them go for."

Simon, Fallsbrook Motors, film 01:11

"There's a few that don't."

Simon, Fallsbrook Motors

"Fuel system cleaners, again, with customers that do use them, we notice we get a lot less, like, injector problems, fuel pump problems. Customers also report an increase in miles per gallon as well."

Simon, Fallsbrook Motors, film 01:39

"You always notice when you're draining the oil after adding the flush that it comes out a lot quicker, so it obviously dilutes that oil, meaning that you're getting more of the oil out of the engine."

Simon, Fallsbrook Motors, film 01:57

"So if we put a new engine in, a car would normally come back after 1,000 miles. We'd always recommend flushing it then and at every service interval."

Simon, Fallsbrook Motors



[Figure 4.A] The TEC 2000 service offer at the Fallsbrook Motors counter, pictured with a Diesel System Cleaner can and an Engine Flush can.

5 Technical background: how the products work

5.1 TEC 2000 Engine Flush

In-oil cleaner added before an oil change. The engine idles on it for about 15 minutes at operating temperature, then it drains with the old oil. Dissolves deposits rather than detaching them, with wear protection during the flush.

Product page: tec2000.com/products/tec-2000-engine-flush

5.2 TEC 2000 Diesel System Cleaner

Diesel tank additive that cleans the fuel path to the injector tip, binds free water and kills microbial growth in the tank. Compatible with high-pressure common rail, DPF and SCR systems at the recommended dose.

Product page: tec2000.com/products/tec-2000-diesel-system-cleaner

5.3 TEC 2000 Fuel System Cleaner

Petrol counterpart: dissolves gum, varnish and carbon from tank to intake valves and binds water, including moisture drawn in by E10 fuel.

Product page: tec2000.com/products/tec-2000-fuel-system-cleaner

5.4 TEC 2000 Oil Booster

Concentrated treatment for fresh oil. Stabilises viscosity and adds anti-wear, acid-neutralising and anti-oxidation reserve. Neutral towards seals.

Product page: tec2000.com/products/tec-2000-oil-booster-oil-additive

6 Key statements by Simon

Verbatim statements by Simon, Proprietor, Fallsbrook Motors (took the garage over in 2019), Fallsbrook Motors, recorded on 7 November 2025.

- “I’ve been using TEC 2000 products since I was an apprentice, so started using them in approximately 2001, 2002, when I worked at a Ford main dealer.” (film 00:59)
- “DAVID: You notice the difference using TEC 2000 engine flush? SIMON: We certainly notice a difference if we’re doing any engine work on our customers’ vehicles that do opt for the flushes every year. The engine internals are always a lot cleaner, so yeah, you can really tell that TEC 2000 does make a difference.” (film 01:21)
- “Took the filter out ... completely, completely all gunged up and obviously not doing its job.” (film 02:22)
- “And it’s gone out and all seems to be all right.” (film 02:52)
- “All of my classic cars will always have an Oil Booster ‘cause obviously seals, rubber seals, they start to crack and whatnot in the classic cars.” (film 03:22)
- “And they all have TEC 2000 products, so yeah. Used them for a long time.” (film 03:47)

7 References

1. Film: Simon, Fallsbrook Motors: a Volkswagen Crafter with a gunged-up oil filter (TEC 2000, YouTube, 4 min 16 s). <https://youtu.be/Wuyz3qRx6PA>
2. Article: Fallsbrook Motors, VW Crafter with a blocked oil filter (tec2000.com). <https://tec2000.com/blogs/testimonials/fallsbrook-motors-vw-crafter-blocked-oil-filter-sludge>
3. TEC 2000 Engine Flush. <https://tec2000.com/products/tec-2000-engine-flush>
4. TEC 2000 Diesel System Cleaner. <https://tec2000.com/products/tec-2000-diesel-system-cleaner>
5. TEC 2000 Fuel System Cleaner. <https://tec2000.com/products/tec-2000-fuel-system-cleaner>
6. TEC 2000 Oil Booster. <https://tec2000.com/products/tec-2000-oil-booster-oil-additive>

8 Source and verification

Statements by. Simon, Proprietor, Fallsbrook Motors (took the garage over in 2019), Fallsbrook Motors, 163 Fallsbrook Road, Streatham, London SW16, United Kingdom.

Recorded. 7 November 2025, Fallsbrook Motors, 163 Fallsbrook Road, Streatham, London SW16. On-camera interview conducted by David (TEC 2000 UK) and Sławomir Goleniak (TEC 2000).

Video. <https://youtu.be/Wuyz3qRx6PA>. Key statements appear at 00:59, 01:21, 02:22, 02:52, 03:22, 03:47 in the published film.

Verification. The statements attributed to Simon in this report are verbatim quotations from the recorded interview at Fallsbrook Motors on 7 November 2025. The passages marked with a film time can be viewed in the published film at <https://youtu.be/Wuyz3qRx6PA>.

Technical notes. Prepared by TEC 2000 from the technical data sheets of the products concerned.

Report. TEC 2000 Field Report FR-2026-03, first published September 2026. Published article: tec2000.com/blogs/testimonials/fallsbrook-motors-vw-crafter-blocked-oil-filter-sludge