

OEM BENEFITS

The benefits of using CamGuard to the become obvious upon inspection of an engine at teardown. Lack of deposits on the hottest parts of the engine such as the pistons, valve guides and turbo bearings directly affect the need for Service Bulletins (SB) or Service Instructions (SI) see Figures 1 and 2.

Figure 1. CamGuard Certification Engine – 531 hours



Exhaust valve guide – **No** deposits and 0.0002 wear typical for this engine

Mitigate Lycoming Service Bulletin 388 – Valve wobble test?

Figure 2. CamGuard Certification Engine – 531 hours



Free floating piston pin – Deposit free

Mitigate Lycoming Service Instruction 1492?

Providing Direct Benefits to an Engine OEM

In addition to mitigating service requirements, the use of CamGuard also lowers the complaint levels of consumers in the field. For example, the superior wear protection of CamGuard directly addresses mid time upper cylinder problems, cylinder bore and valve guide wear, which would normally require early top end servicing in high power Continental engines. See figure 3.

The corrosion protection offered by CamGuard specifically addresses pitting/spalling valve train failures on Lycoming engines. See figures 4, 5 and 6.

CamGuard contributes to building brand-recognition for engine durability.

CamGuard reduces warranty exposure risks.



Figure 3.
Example of a severely worn
Continental IO-520 cylinder at
740 hours.

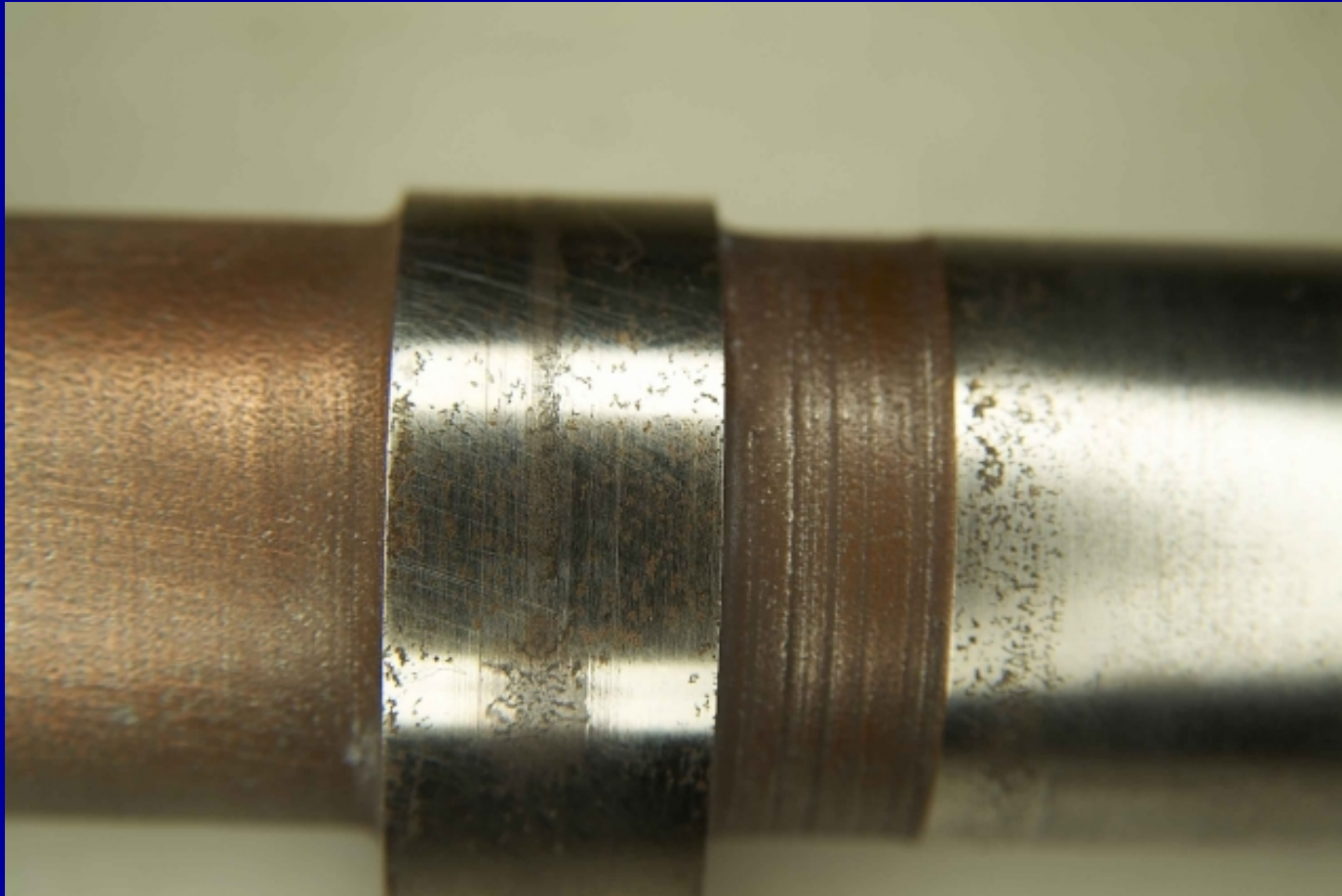


Figure 4.
Example of Lycoming cam pitting corrosion - precursor to
subsequent valve train failure.

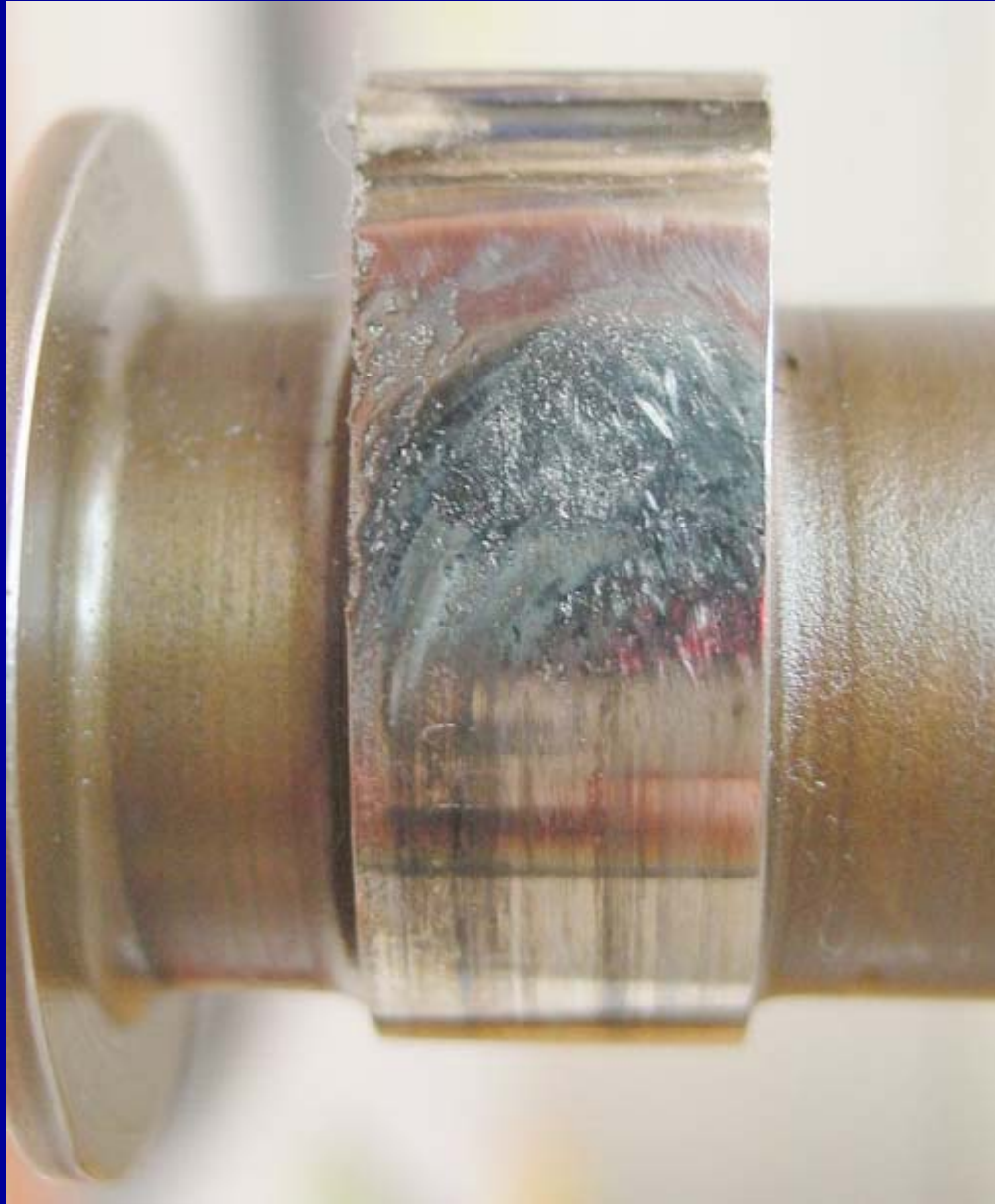


Figure 5.
Example of catastrophic
spalling failure.



Figure 6
Example of corroded rocker shafts (typical w/o CamGuard Use).