



Beyond International, Inc.
Exclusive Distributor of

CORROSION X[®]

NEW **REJEX[™]**

SPEED X[™]

REEL X[®]

AND
HANDI-SPRAY[™] TREATMENT SYSTEMS



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Products Description

CORROSIONX

CorrosionX is the most useful and versatile product of its kind. As one customer stated, "It's a complete service facility in a can." And, it's economical. Users estimate that a single 16-oz. can of CorrosionX will outperform and outlast 8 - 10 cans of the popular household "lubricant/penetrant," making it far more economical to use. A supervisor in a maintenance facility for a major oil company called it an "inventory reducer" because they use it for so many different applications.



STOPS AND PREVENTS CORROSION AND RUST

Use CorrosionX where you want corrosion control without a messy wax coating. A light spray of CorrosionX on power heads, generator sets and engines two or three times a year will keep them looking like new -- *even in saltwater conditions.*

A MULTI-FUNCTIONAL PRODUCT

In addition to its corrosion fighting properties, CorrosionX is also a super lubricant and penetrant. It lubricates under heavy loads and high temperatures. Use it on sheaves, hinges, locks, cables/wire ropes, windlasses or other rotating devices. *It is ideal for fishing reels and guns.* And, CorrosionX penetrates like nothing you've ever used. Corroded or rusted nuts, bolts or fittings can usually be removed in just a few minutes.

NOT HARMFUL TO THE ENVIRONMENT

The Volatile Organic Content (VOC) of CorrosionX is only 8.6% (the "popular" brand is 76% solvent). Plus it's available in non-aerosol, pump-up containers that are reusable and recyclable.

CORROSIONX HD
HEAVY DUTY



CorrosionX Heavy Duty is for super long-term protection against serious rust and corrosion assault. For those really tough jobs where you need the ultimate protection against moisture, the answer is new CorrosionX Heavy Duty. *There is no other product like it on the market today.* It is a high performance, thick-film version of CorrosionX. It was developed specifically to provide maximum protection against moisture intrusion and resulting rust and corrosion. Recommended for use on boat trailers by *Field and Stream.*

STOPS AND PREVENTS CORROSION AND RUST

CorrosionX Heavy Duty forms a dripless, dynamic, non-hardening, self-healing film that stubbornly resists erosion by splash or spray - including complete submersion in saltwater. It will slowly penetrate existing rust and corrosion, remove moisture and stop electrolysis. And then it seals moisture out. Unlike wax coatings, it will not dry out, stiffen or crack under stress. It will remain for hours on outdrives, even while underway!

MIL-C-81309E TYPE II
CORROSIONX
AVIATION



CorrosionX Aviation takes corrosion control to a new level. Featuring the latest advances in Fluid Thin Film Coating (FTFC) Technology, it is specially designed to displace moisture, stop corrosion instantly and provide long-lasting protection. Made in the USA, CorrosionX Aviation is qualified under Mil-C-81309E, Type II for application to airframes and is used extensively by the military. All CorrosionX products and application equipment have been assigned National Stock Numbers by and are available through the General Services Agency (GSA).

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Products Description

CORROSION^X FOR GUNS



NEW... CorrosionX FOR GUNS is now available in a 4 oz. (113.4g) plastic bottle, with an applicator tip that's ideal for firearms. It's easier than ever to apply the product, and get **maximum protection and performance.**

- Cuts through stubborn bore deposits for easier, more thorough cleaning
- Decreases fouling, even after hundreds or thousands of rounds
- Lubricates mechanisms, bores and ammunition better and longer than even products fortified with Teflon*
- Ideal for semi-automatics and automatics
- Sticks to metal like a magnet to prevent rust ... even in wet weather

REJEX



RejeX is an advanced polymer system that seals painted surfaces to guard against stains, including corrosive exhaust gases, oil, grease and bug acids. RejeX forms a long-lasting, glass-like barrier that prevents damage to paint from continuous exposure to exhaust gases and particulates.

- RejeX allows easy removal of turbine and piston-engine exhaust stains with mild detergent and water.
- RejeX significantly reduces damage from contaminants, such as bug acids and exhaust stains.
- RejeX eliminates the need for additional polishes or waxes on paint in good condition.

SPEED^X



THE UNBELIEVABLE EXTREME-PRESSURE LUBRICANT WITH POLAR BONDING CAPABILITY

Works under heavy loads and high temperatures. Actually polar bonds to the metal surface and will not sling off. Penetrates into sealed bearings.

Oils normally used for lubrication are displaced by moisture and their effectiveness is lost. Even under the best circumstances, they don't last very long. Not so with **SpeedX**. It actually polar bonds to metal and hugs it like a magnet. **SpeedX** releases the surface tension of moisture, displaces it and maintains a fantastic lubricating capability.

Use **SpeedX** for remarkable lubrication of: In-line Skates Skateboards, Roller Skates, Bicycles Gears, Derailleurs , Chains and Bearings and Other Sports Equipment.

SpeedX lubricates better than products with Teflon. It gives long-lasting, heat-resistant lubrication, decreases wear and extends the useful life of treated items. Skateboards, roller skates, chains and derailleurs operate smoother, quieter, with greater efficiency and last longer when treated with **SpeedX**.

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Products Description

REELX®



The best thing that's happened to your fishing reel since you took it out of the box!

ReelX is the new, hi-tech, extreme-pressure lubricant that stops and prevents wear, corrosion and rust. It contains no wax, tar, silicone or other solids; *So It Can't Gum-Up*. Outperforms all other lubricants, displaces moisture, and **WON'T HARM MONOFILAMENT**

MaxWax. A unique, synthetic wax barrier coating that provides maximum protection of all metals. MaxWax is effective in temperatures ranging from -60° F (-50° C) to over 390° F (200° C). It dries to a smooth, non-tacky, waxy film that remains pliable throughout its full operating range. It is resilient and bends with any movement of the coated surface, will not crack under stress and maintains its protective coat intact.

HANDI-SPRAY™ TREATMENT SYSTEMS

- One system - three sizes.
- Compact, convenient and easy to use.
- No special training required.
- Instructional video supplied with each unit.
- Designed for aviation, marine and industrial applications.
- Also sprays cleaning compounds such as Varsol®, mineral spirits or detergents.
- Available with extension wands ranging from 1" to 8' in length and from 1/8" to 1/4" in diameter. Lets you get into hard-to-reach areas with ease.
- Atomizing apparatus creates a dense, wet fog for thorough coating of



2.5 Gallon Tote
Required Air Pressure: 80 PSI
 @ 5 - 6 CFM
Capacity: 2.5 gallons
Weight: 22lbs



5 Gallon Handi-Spray™
Required Air Pressure: 80 PSI
 @ 5 - 6 CFM
Capacity: 5 gallons
Weight: 28lbs
Hose: 25'
Color: Blue



Belt Pak
Required Air Pressure: 80 PSI
 @ 5 - 6 CFM
Capacity: 1 quart
Weight: 7lbs
Hose: 3'



Cricket (1")



3 Foot



Superflex



8 Foot



6 Foot



Hook

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FLUID THIN FILM COATING (FTFC) TECHNOLOGY

WHAT IT IS AND HOW IT WORKS

Even though our Fluid Thin Film products may look and feel like ordinary oil, there's nothing "ordinary" about them. They are made up of more than a dozen different components, each designed for a specific purpose. The end result is remarkable... products that stop and prevent corrosion. They creep, penetrate, lubricate, are dielectric and displace moisture.

FLUID THIN FILM COATING DEFINED

Corrosion Technologies Corporation coined the term "Fluid Thin Film Coating" to describe the basic technology found in all our anti-corrosion products and to distinguish them from barrier coatings or wax-based sealants commonly used as corrosion inhibitors. They are not sealants, contain no wax, tar, silicone or solids and leave no sticky, gummy mess behind. Polar bonding with the metal surface makes CorrosionX cling like a magnet and resist being washed away. The film creeps and spreads until it reaches a minimum thickness of .00008".

CONTROLLING THE CORROSION PROCESS

A corrosion cell is similar to a tiny battery. There is an anode, cathode, electrolyte and a path of current. Eliminate any one of these elements and you can shut down the process. FTFC doesn't stop with just one, it removes two: it displaces electrolyte and leaves an ultra-thin dielectric film that blocks the path of current. And, because of its film thickness, it won't interfere with circuitry.

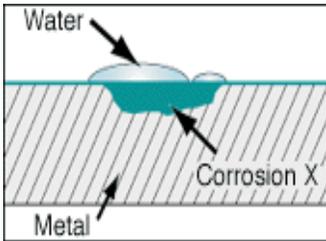
FTFC vs. BARRIER COATINGS

Barrier coatings are designed to keep moisture off the metal and prevent oxidation. It's good theory and there are some good products; However, there are major drawbacks. Frequently, the wax left behind is porous and allows moisture to get to the surface that's being "protected." If applied to existing corrosion, it can lock in the electrolyte and corrosion continues to grow. By contrast, CorrosionX, with FTFC technology, has no wax, tar, * Teflon® or silicone. When applied to existing corrosion, it displaces electrolyte (even saltwater) and leaves an ultra-thin, high-dielectric film that stops the corrosion process dead in its tracks.

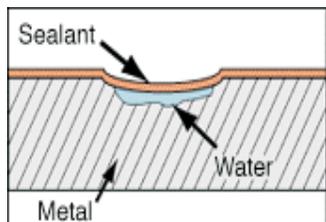
POLAR BONDING IS THE KEY TO FTFC SUCCESS!

Polar bonding is a term understood by few. Metal molecules have polarity (positive and negative poles). Visualise wearing a special pair of glasses that would reveal the molecular composition of a metal surface. You would see a field of +++ and --- signs.

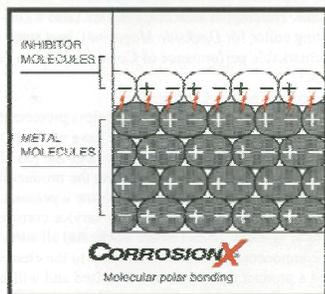
CorrosionX contains components that have molecules with +++ and --- too and, guess what? Positives are attracted to negatives and vice-versa, resulting in a magnetic attraction (polar bonding) between CorrosionX and the metal surface. The bond displaces moisture. Not so with normal oil... Its molecules have no polarity and, when it comes into contact with water, it floats and exposes the bare metal to moisture and Mother Nature takes over.



CorrosionX displaces moisture and stops the corrosion process



Sealants can trap moisture and allow corrosion to continue



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IS CORROSIONX THE MOST ECONOMIC PRODUCT?

YES, IT IS.

Why?



One can of CorrosionX does the same work as about 8 cans of its best-known competitor. Our formula sticks to the treated surface almost like a magnet, and it is thicker than other products. So there is much less waste than with a product like our competitor that is mostly solvent and quickly runs off or evaporates.

So, one application of CorrosionX will last months while the competitor must be re-applied many times during that same period. One coat of CorrosionX versus many coats of the competitor; that is great savings in money, time and effort using CorrosionX!

Whether you need a corrosion fighter, a lubricant or a penetrant, CorrosionX is your best choice. It sticks to metal almost LIKE A MAGNET; it creeps and seeps into microscopic spaces for total protection; and it lubricates even better than Teflon- fortified lubricants.

CorrosionX does not harden, dry or crack like other products. If it is scratched or wiped, it spreads over the unprotected area to fill in the scratch and create an unbroken film of protection. It is not easily removed with water or detergent making our formula the TOUGHEST on the market.

As one of our clients described the product, "CORROSIONX IS A MULTIFUNCTIONAL TOOL that replaces many items in our maintenance inventory. It is unique and it is even safe for use on electric and electronic components."

CorrosionX can REDUCE YOUR MAINTENANCE COSTS very significantly. There are literally hundreds of uses for CorrosionX in your plant, shop and home. Aircraft, boats, tools, knives, marine equipment, firearms, sport accessories, computers, electronics and household items are just a few of the places where CorrosionX can save you money, time and effort.



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Significant Users List

INDUSTRIAL/UTILITIES:

Alieska
Caterpillar
Chicago Water Department
Epcot Center
Georgia Pacific
Ingersoll-Rand
International Paper
City of Ft. Worth, TX
City of Mesa, AZ
City of Miami, FL
City of Sonoma, CA
Houston Light & Power Co.
Lockheed Space Operations
The Magic Kingdom
Master Lock
McDonnell Douglas Space Systems
MGM Studios
Misener Civil Marine Construction
Oklahoma Gas & Electric
Pacific Gas & Electric
Ringhaver/CAT Marine Engine Div.
Texas-New Mexico Power Co.
Western Geophysical
Westinghouse

AVIATION:

The Ages Group
AMR Combs
Eurocopter (Aerospatiale)
Chalks International Airways
Comair Air Academy
Confederate Air Force
Erickson Air Crane Co.
Gulfstream Aerospace Technologies
Learjet Corp.
McDonnell Douglas Helicopters
NOAA Aircraft Operations
Northrop Grumman Aircraft
Petroleum Helicopters
Raytheon Aircraft
Rockwell Collins
Saberliner Corp.
Textron Flight Service

U.S. Government:

U.S. Customs Service
U.S. EPA Marine Institute of Technology
FBI
U.S. Immigration & Naturalization Service
U.S. Army:
Aberdeen Proving Grounds
ARNG. Ellington Field, TX
Ft. Bragg, NC
Ft. Campbell, KY
Ft. Drum, NY
Ft. Eustis, VA
Ft. Gordon, GA
Ft. Hood, TX
Ft. Kobbe, Panama
Ft. Rucker, AL
Hunter AAF, GA
Red River Army Depot
U.S. Air Force:
Barksdale AFB, LA
Kadena, Japan
Patrick AFB, FL
Wright-Patterson AFB, OH
U.S. Navy:
Naval Underwater Systems Center
Charleston, SC
Jacksonville, FL
Norfolk, VA
Pensacola, FL
U.S. Coast Guard:
Astoria Air Station, OR
Cape May, NJ
Cherry Point, NC
Clearwater, FL
Corpus Christi, TX
Elizabeth City, NC
Governors Island, NY
Gulfport, MS
Ketchikan, AK
Kodiak, AK
Mobile, AL
Otis ANGB, MA
Port Angeles, WA
Savannah, GA
Silver Springs, MD

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METALLURGICAL ENGINEERING SERVICES, INC.

Consulting • Failure Analysis • Laboratory Testing

April 21, 1997

REPORT OF: Process of Corrosion Prevention & Removal

REPORT TO: Corrosion Technologies, Inc.
P.O. Box 551625
Dallas, Texas 75355-1625

IDENTIFICATION: 1 each Aerosol Can of *Corrosion-X*, 16 oz., Lot # 0641
1 each Aircraft Aluminum Sheet Metal - Field Corroded
1 each Carbon Steel Coupon, Heat #04900/AD, SAE-1020,
1" x 4" x 1/16", certified chemistry (Appendix)
1 each Vial Substitute Ocean Water; ASTM Standard
Specification D-1141 (Appendix)

PROCEDURES:

The above product aerosol was applied to the photographed 100-grit sanded finish of the solvent-cleaned carbon steel coupon and to an uncorroded area of the aircraft aluminum after 1,000-grit sanding and cleaning. The two coupons were examined with a stereomicroscope and photomicrographs produced at 10-20X. A Leica StereoZoom 6 microscope (s/n 071294) with a calibration due date of February 24, 1998 was used. The samples were photomicrographed after the Corrosion-X application, covered with the specified sea water, and allowed to react for 24 hours. After one day, the coupons were again photodocumented. Both samples were heated to 105⁰ C (212F) in a circulating-air precision furnace for three hours and photographed in this final configuration simulating a heated aircraft environment.

Three areas of the field-corroded, aircraft aluminum, laboratory designated "Areas A, B and C", were photomicrographed as received. The sampled areas of existing corrosion with aluminum oxide were examined and photodocumented after continuous exposure to Corrosion-X. Inspections were made after time lapses of 2.5, 5, 24 and 48 hours to show the effects of the product upon corroded aircraft sections.

A series of numbered slides was prepared of the photomicrographed areas for audio-video presentation.

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Process of Corrosion Prevention & Removal
Corrosion Technologies, Inc.
April 21, 1997
Page 2

RESULTS: The photomicrographs with identifying captions and magnifications are given as Figures 1-26. Slides, with numbers corresponding to the Figure numbers are given under separate cover.

TECHNICAL SUMMARY

The laboratory-tested product, Corrosion-X, successfully prevented corrosion of both carbon steel and aircraft aluminum when exposed to sea water for the time and temperature ranges described herein. Salt crystals had formed during the sea water evaporation directly upon the treated metal surfaces with no evidence of corrosion.

Sequential photomicrographs showed the step-wise removal of existing aluminum oxide and corrosion products from the surface of aircraft aluminum by means of the simple application of Corrosion-X to the corroded surfaces. In several areas the corrosion products exfoliated to bare aluminum metal which was protected by the product from further degradation.

Respectfully submitted,

METALLURGICAL ENGINEERING SERVICES, INC.


Douglas A. Stolk, P.E.
Metallurgical Consultant



DISTRIBUTION OF REPORT:
(1) Mr. Jim Van Gilder

Lab No. 12831

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ENVIRONMENTAL PROTECTION OF ARMY AIRCRAFT

APJ 1051-1



AMERICAN POWER JET CO

Water Displacing and Corrosion Prevention Compounds

Corrosion prevention compounds (CPC) come in a wide variety of formulations. Their purpose being to seal the surface of the metal to prevent oxidation, rust and corrosion.

'Evaluation of Selected Water Displacing Compounds (WDC's) on Army Aircraft', March 1990 by ARINC Research Corp. Sponsored by AVSCOM indicated that MILSPEC MIL-C-81039 and MIL-C-85054 were adequate for corrosion treatment if applied religiously. ARINC's evaluation recommended the use of a commercial product identified as ACF-50 because of its longer life and longer lasting benefits in hard to get to areas.

Corrosion-X

For several years the aircraft repair and overhaul industry and the Services have been using CPC products meeting MIL-C-81309E such as ACF-50. There is now a product on the market that is stated to exceed MIL-C-81309E called Corrosion-X. Where it exceeds the MIL-SPEC is in its ability to stop corrosion by penetrating the corroded area and applying a thin film of protectant to stop further electrolytic action. Corrosion-X is environment friendly. User Comments are as follows:

- Petroleum Helicopters, Inc.
 - Corrosion-X lasts about a year on aircraft interiors.
 - Most corrosion is now external.
- Chevron Oil - Aircraft Operations
 - Corrosion-X has reduced corrosion repair costs 50%.
 - All other aerosols eliminated.

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ENVIRONMENTAL PROTECTION OF ARMY AIRCRAFT

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AMERICAN POWER JET CO

- Army National Guard Support Facility - Houston Texas
 - Over the past four years of using Corrosion-X, we have seen a significant decline in the replacement of components due to corrosion. Highly recommend its use.
- 160th Special Operations Aviation Regiment - Ft Campbell, Ky
 - It works - the battalions want it - we're buying it.

Raytheon under contract to the U.S. Navy is using Corrosion-X on 51 Navy King Airs and 250 T-34's in

McDonnell Helicopters has assigned Part Nr. RM010012.

The Czech Republic has tested Corrosion-X Marine (same product, heavier concentration) and is applying it to 4,000 trucks being sold to China.

In October 1996 DLA and the Army officially sanctioned the use of Corrosion-X and assigned National Stock Numbers (NSN). Those NSNs appear in the Army Master Data File (AMDF) as of 31 Jan 1997.

Properly applied, Corrosion-X with its penetrant, water displacement and corrosion protectant properties virtually eliminates the need for operational aircraft electronics dehumidification and its related costs. Profit margin operations such as those of Petroleum Helicopters, Inc. and Chevron Oil who use Corrosion X have eliminated any thoughts of oil rig or flight line dehumidification.

Corrosion-X actually stops corrosion because it penetrates beneath the oxidation and displaces the electrolytes from the corrosion pits and then leaves behind a dielectric barrier that

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**ENVIRONMENTAL PROTECTION
OF ARMY AIRCRAFT**

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stops the transfer of electrons. According to the manufacturer, Corrosion-X compatibility with other materials is as follows:

- Rubber - No visible effect on Buna-N, Viton or Neoprene products. Slight swelling and/or softening of butyl rubber items.

- Adhesives and Sealants: Usually no effect but some adhesives may soften and sealant with silicone may experience slight swelling. Recommend a small test sample prior to widespread application.

- Painted Surfaces: Paints typically used on aircraft, automobiles and machinery are unaffected. Polishes and some wax coatings may be softened by application.

- Plastics: Compatible with most of the commonly encountered plastics such as: Acrylic, Polyester, Nylon, Vinyl, Teflon, Formica, Polyethylene and Polypropylene. Should there be any question when other types of plastics are involved it is suggested a small sample be tested.

- Fabrics: Absorbed into the fibers of most fabrics thereby creating slight staining. The stain is not permanent and may easily be removed with naphtha or mineral spirits.

- Composites: Compatible with all known composite materials.

CPC Assessment

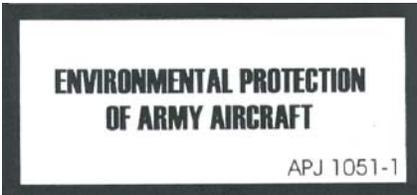
The use of Corrosion-X is authorized per TMI-1500-344-23, "Aircraft Weapons System Cleaning and Corrosion Control", Chapter 3. Corrosion-X is listed in QPL 81309-22, Amend 3, referenced in MIL-C-81309, authorized by the TMI and is available through GSA. Corrosion-X exceeds MIL-C-81309E Type II requirements in that it also stops corrosion.

The application of Corrosion-X Marine or Corrosion-X Heavy Duty may be appropriate to magnesium and water holding areas on aircraft stationed in severe corrosion identified locations.

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COST BENEFIT OF CORROSION CONTROL

To assess a sense of the potential of an effective corrosion preventive/inhibitor, the following provides a notional cost/benefit calculation. Corrosion-X is used to provide specificity in the calculation

4,657 Helicopters divided by 18 per Company = 259 Companies (AVUM)
259 Companies divided by 4 Companies per Battalion = 65 Bn (AVIM)

4,657 Helicopters x 3 gal (per acft) Corrosion-X = 13,971 gallons required
13,971 gallons @ \$48.00 per gallon = \$670,608.00 Annual Recurring Cost*

Applicators required: 259 (AVUM) + 65 (AVIM) = 324 x \$595 per applicator = \$192,780 (1 time equipment cost)

Corrosion-X reduce corrosion repair costs by 25%	= \$ 71,245,277*
Minus Recurring Corrosion-X Cost	\$ - 670,608
	= \$ 70,574,669
Minus One-Time Equipment Cost	\$ - 192,780
1st Year Savings	= \$ 69,381,889
Follow-on Annual Savings @ 70.6M	

Annual savings (cost avoidance) assumes that Military attained savings will be half of the claims by industry.

* Chevron Oil reports actual experience of 50% maintenance cost reduction. Petroleum Helicopters Inc. reports elimination of virtually all internal corrosion. Calculations for this report based on one half (or 25%) of the commercially realized results

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Corrosion X HD

Real World Case Studies

Whatever the application -- marine, auto, trailer, agricultural, industrial -- CorrosionX Heavy Duty is the best you can buy! Here are two case studies that point to the product's success:

Case #1

Situation: A swing bridge in Sergeant, Texas, operated by TX Dept. of Transportation requires two 5/8" x 600' cables to open and close.

Problem: Approximately 200' of cable is submerged under saltwater when bridge is closed. Rapid deterioration of the cables required replacement every 57 days on average.

Solution: Since the test cable had already been in use two weeks and rust was evident, the entire cable was first treated with CorrosionX Marine prior to applying CorrosionX Heavy Duty.

Results: The cable lasted 132 days and was replaced because of fatigue, not rust.

Case #2

Situation: Diesel Fuel Filtering, an Alameda, CA based company is in the business of filtering and purifying diesel fuel for boats at anchor.

Problem: It operates a 26' boat transported on a tandem-axle trailer. Both boat and trailer are in and out of saltwater on a daily basis, resulting in severe rust and corrosion of the trailer. Problems with electrical systems were common as saltwater attacked terminals and connections.

Solution: CorrosionX Heavy Duty was applied to springs, electrical connections, winch and other areas on the trailer susceptible to corrosion.

Results: Mr. Robert Sherman, owner of the company, wrote: *"CorrosionX Heavy Duty was applied about two months ago and, as of this date, the barrier coat is still visible and apparently stopping further saltwater corrosion. A welcomed side benefit is the lubricating property - the trailer springs no longer squeak."*

Savings: Undetermined but significant, according to Mr. Sherman. As he stated, *"It's obvious the trailer will have much greater longevity."*

Corrosion X for Guns

"If you are interested in ending your search for a do-everything firearms maintenance product, CorrosionX is worth a look."

Dick Metcalf
in his "Worth A Look" column
Shooting Times

"Absolutely the best all-around product I've ever used on a firearm."

Larry Bozka
Award-winning Outdoor Writer

"This could well be one of the most important new products to appear in recent years."

David R. Chicoine
Bullet 'n Press Magazine

The best metal protectant I have ever used. And, it's one of the most effective lubricants for .22 rimfire semi-automatic actions.

Chris Christian
Gunworld Magazine

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Speed X

Improved Sprocket Efficiency

"When I first treated the chain, I noticed it was quieter and smoother. The shifting was more responsive and accurate which is important when you're in a race. SpeedX also keeps the chain from rusting when it gets wet."

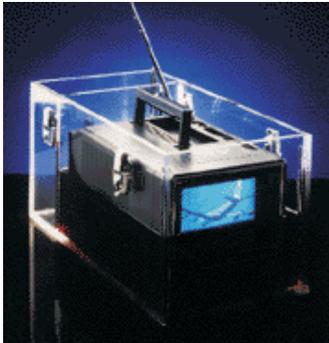
Rick Tinney, Cajun Cyclists Bicycle Racing Team

Go Faster

"Man, I've tried them all when it comes to slick stuff and SpeedX blows 'em all away. I've never gone so fast!"

Chas Hovitz, Dallas, TX

Corrosion X



This television is operating immersed in CorrosionX

Here's why: This demonstrates dramatically that CorrosionX is harmless to components found in electronic devices -- not even the speaker is harmed after more than a year of immersion. Since CorrosionX actually stops and neutralizes corrosion, water-damaged equipment can frequently be restored to use.

A true experience...

"When we started out into the remainder of Hurricane Gordon, the helm windshield wiper froze, reducing wheelhouse visibility to nil. I took the cover off the unit and doused it with CorrosionX Marine, put it back together, turned it on and it worked. A partially-opened port swiftly made our television a piece of saltwater junk. I took the cover off, doused it with your product. That night, I plugged in the television and miraculously watched the weather telling me that Gordon had fled back South."
- Tad Woodhull of Downeast Aero Marine in Owl's Head, Maine

Reel X

Here's what Carroll Hagood, ranked among the top 100 bass pros in the world, has to say:

"I've tried them all, but ReelX is the best. Casts are longer, gears are quieter, smoother, and no more rust or corrosion."



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WORTH A LOOK

Corrosion-X Marine

Isometimes think there are more different kinds of firearms lubes and rust-prevention compounds on the market these days than there are guns. However, I have recently become a believer in one particular item and have begun using it exclusively. The product is Corrosion-X Marine.

As a corrosion inhibitor, Corrosion-X Marine polar bonds to metal (water beads on it like car wax), prevents rust from starting even with extended exposure to rain, and withstands extreme handling abuse. It repels moisture with the thinnest of coats. I've rubbed hard with a salt-sweaty thumb on a barrel wiped down with Corrosion-X and moisture still beads. And its polar-bonding effect works to prevent existing rust from progressing—spray it on a gun where rust specks have already begun, and it'll stop it cold.

As a lubricant, Corrosion-X offers a lower coefficient of friction than even PTFE-fortified products (the teflon, semiteflon, and other polymer-bead compounds). Plus, since it was specifically designed for high-temperature machinery, it doesn't burn off or sublimate away during hot-action use. I recently used it to lube the yoke/crane cylinder-rotation shafts of two .357 Magnum revolvers during a 10,000-round endurance review, where 500-round



strings were standard. Corrosion-X worked longer and better than anything I've used before. The cylinder/yoke areas would get too hot to touch, but the lube did not dry up and was visibly still "moist" when I pulled off the cylinder.

As a penetrating agent, Corrosion-X Marine is remarkable. The manufacturer reports incidents where its application has freed the frozen actions of guns that have laid for weeks in the soaking ruins of building fires. That's pretty extreme.

If you are interested in ending your search for a do-everything firearms maintenance product, Corrosion-X Marine is worth a look.

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From: The News-Press
Fort Myers, FL

The News-Press

Sports

WEDNESDAY, OCTOBER 20, 1999

CorrosionX does indeed do miracles

I DO NOT OFTEN have much to say about specific products in this column, but I have discovered an anti-corrosion spray that works miracles, by even the strictest definition. What kind of miracles?

How about, CorrosionX raises the dead? Routinely, as it turns out.

My tale begins a couple of years ago at a gathering of outdoor writers where I met Jim Van Gilder, the owner of Corrosion Technologies. Van



BYRON STOUT
Outdoors

Gilder carries with him on his travels around the country a television that he plugs in and plays, submerged in Corrosion X. Cute trick, I thought, since it doesn't

short the TV out, but the world is full of cute tricks.

Then a fishing guide on Lake Okeechobee testified that CorrosionX had not only removed the rust from his hooks, it had sharpened them, too. Also cute, but if the truth be known, The News-Press buys me new hooks if I need them.

Finally, Van Gilder got up and said that his product blah, blah, blah, blah ... and "restores electronic circuitry." He mentioned a boat captain who had repaired a \$1,600 radar circuit board by scrubbing it down with CorrosionX and a toothbrush.

That struck a nerve — the one that still was jangled from six months earlier, when I had lost more than \$2,000 worth of camera equipment to an ocean wave that broke into my camera bag. I immediately had express-shipped the totally conked-out gear to Nikon Professional Services, which had eventually shipped it all back with the cryptic notation: "Not economically feasible to repair."

So I took a sample of CorrosionX home to my \$2,000 collection of paperweights — an N90S electronic camera body, two auto-focus lenses and an SB26 flash unit. I wasn't even smart enough to figure out how to take any of that stuff apart, so I just squirted CorrosionX into and upon the electronic contacts around the lenses, and inside the camera, and wherever else I could squirt.

Long story short — every single piece of the stuff revived well enough to use again. After six months of corroding, some of it only revived well enough for Nikon to undertake fixing it permanently, but all of it works to this day.

Eventually I tracked down the Fort Myers CorrosionX distributor, Edd Switlik, who listened patiently as I was relating my amazing testimonial. Then, as I was about to deliver the unbelievable punch line ...

"... And it revived," he guessed. "We have stuff like that happen all the time."

Switlik owns an aircraft aviation repair business at Page Field. Airplanes, as we know, are terribly expensive, and terribly, terribly bothersome when they suffer breakdowns while airborne. Switlik became the local distributor — letting go of the distributorship for another corrosion product — after he began experiencing CorrosionX miracles himself.

I now buy CorrosionX (in environmentally friendly trigger-spray bottles) and I

have many other miraculous tales, mostly regarding my boat. A few squirts have loosened steering that couldn't be persuaded with a 3-pound hammer.

There are, of course, technical explanations for what I refer to as miracles — things called Fluid Thin Film Coating technology and polar bonding. All I know is that if you have a corrosion problem — which is to say if you live in Southeast Florida — you

on-line www.corrosionx.com.

— Write Byron Stout at Sports, The News-Press, P.O. Box 10, Fort Myers, FL 33902, call 335-0494 or fax 334-0708.

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