

# We hope you're using Exxon Elite oil in your aircraft. And if not, we hope you read this before your next oil change.



Lycoming follower after 180 hours  
with Competitive Mineral  
20W-50 Multi-grade.



Lycoming follower after 240 hours with  
Competitive Semi-Synthetic  
15W-50 Multi-grade.



Lycoming follower with  
virtually no pitting after 300 hours  
with Exxon Elite 20W-50.

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**Here's something to consider before your next preflight checklist:** You may not know that extended use of some aviation oils can lead to camshaft pitting and scuffing – which could mean you might not reach your expected TBO. Solution? Use Exxon Aviation Oil Elite 20W-50 in your aircraft. Its special anti-wear/anti-scuffing additive enabled it to significantly outperform its leading competitors in a simulated wear performance test. Protect your engine today with Exxon Aviation Oil Elite. For more information, call 1-888-22-TIGER or visit [www.exxonelite.com](http://www.exxonelite.com).



That's why there's **EXXON**

All results based on Test CEC L-30-T-81, using followers and lobes from a Lycoming T10-540-J2BD engine on a MIRA test rig. Camshafts operated at 1,250 rpm, oil temperature 240°F, valve spring load set at normal (195 lbs.) for first 80 hours of test, increased to 50 percent overload (292 lbs.) to raise test severity. Test continued until 300 hours unless stopped due to severe surface damage.