

October 7, 2002

RE: BX-100 / Greg Oakleaf

To Whom It May Concern:

I had Greg Oakleaf of Oakleaf Enterprises install a BX-100 hydraulic braking system on my Land Yacht motorhome at an Airstream Rally in Casa Grande, Arizona in March of 2001. Mr. Oakleaf told me that I would be able to stop my motorhome shorter and safer with more braking efficiency and power. I can honestly say I felt no difference at all.

I attended "A Brake Safety Clinic" at the Airstream Rally on October 4, 2002 in Albuquerque, New Mexico. A Mr. Lawrence Jones conducted the seminar. I asked him to inspect my BX-100 system to find out why it was not working. The BX-100 system was installed at the master cylinder which placed my brake lines within 1 1/2 inches from the exhaust manifold which could have boiled the brake fluid in my brake lines and could have caused total brake failure. Mr. Jones suggested I have him remove the system and reinstall my brake lines back into the master cylinder to eliminate the possibility of brake failure. Mr. Jones suggested I have him install a set of Brake Guards' HD-400 model on my motorhome and go for a test drive. I was hesitant because I already spent money for BX-100 that did not work! I agreed and Mr. Jones installed the Brake Guard HD-400 units. He said if I was not completely satisfied with the performance of the Brake Guard HD-400 units he would remove them immediately at no cost. Well I am absolutely (thrilled and amazed). I feel for the first time I have brakes on my motorhome that will stop me in a dramatically shorter distance - should the need arise.

Thank you Brake Guard and Lawrence Jones for a wonderful product. It does exactly what you said it would do at your seminar.

I also saw that the flair fittings on the BX-100 units were ground down flat on the male end which could have caused brake failure!

Sincerely,



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cc: Steve Chang, N.H.T.S.A.