



ENGINE GUARD OWNERS MANUAL

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Introduction

Engine Guard features:

- Displays current operating temperature at almost any given point on a vehicle, machine or device, and can be programmed to sound an alarm when a 'higher than normal' temperature is reached.
- Dual sensor model available or system can be upgraded at a later time.
- Can display voltage using input 2 (replaces the dual temp sensor option)
- Can be used as an audible low oil pressure alarm on vehicles with an oil warning light (using input 2)
- Can trigger other devices such as fans or water injection with the use of a relay (not supplied)

Main components:

Display - usually mounted within sight of the driver or operator. It features a large LED display and also the controls that are used to adjust the settings as required. The Display is standard across all models. Can be set to show either degrees Celsius (°c) or Fahrenheit (°f)

Bolt on Sensor - 10mm diameter ring connector with a highly responsive temperature sensing device embedded in the barrel of the connector. It can be bolted to the heat source such as the engine or transmission. A 5m cable is supplied as standard on the Sensor. The cable can be lengthened or shortened.

Fluid Sensor – A 1/8 NPT threaded fitting with a highly responsive temperature sensing device embedded in the tip. It can be threaded into appropriately sized hydraulic fittings or holes can be drilled and tapped as required. A 5m cable is supplied as standard on the Sensor. The cable can be lengthened or shortened.

Coolant Hose Adaptor – An adaptor of appropriate diameter is added to a radiator hose to allow the sensing of the temperature of the coolant flowing through it.

The choice of adaptor sizes is 26 to 42 mm in 2mm increments.

Voltage Interface – a compact external wiring loom to allow for the measurement of input voltage or for use as a low oil pressure alarm.

ENGINE GUARD Models:

- EG01/1 - single bolt on temp sensor
- EG01/2 - dual bolt on temp sensor
- EG01/3 - single bolt on temp sensor and voltage meter or low oil pressure alarm
- EG01/4 - single fluid/coolant temp sensor
- EG01/5 - dual fluid/coolant temp sensor
- EG01/6 - dual temperature bolt on (input 1) and fluid/coolant sensor (input 2)
- EG01/7 - single fluid/coolant temperature sensor (input 1) and voltage meter OR low oil pressure alarm (input 2)

Optional accessory available to suit fluid/coolant sensor:

H designates one coolant housing.

DH designates dual coolant housings

Please note: If the Engine Guard is supplied as a single temperature sensor model, a second sensor (temperature, oil pressure or voltage) can be added at a later time. This requires a change to the Parameter settings (See section on Adjusting Parameters).

IMPORTANT: It should be noted that the Engine Guard is a precision digital device, and will provide long term reliability and accuracy. The temperature sensors are mounted externally to the source of heat such as the engine, gearbox, transfer case, etc. Subsequently, it indicates the approximate temperature of the mechanism within. It does not show the absolute temperature at the source. For example, a petrol engine may be producing combustion temperatures of 1000+ deg C. However, the temperature at an external surface or at a point on the cooling system may be far lower. However, this external temperature typically correlates to the internal temperature.

The temperature shown on the Display Module is only a guide and should not be considered an absolute indication of overheating.

Additionally, the low oil pressure warning alarm relies on the factory oil pressure switch and circuitry. Under most conditions these systems will trigger at an oil pressure deemed by the manufacturers to be 'low'. It should be noted however that engine damage can *still occur at pressures at or even above this point.*

As the manufacturers of the system we do not take any responsibility for damage that may arise or occur as a result of overheating or any other mechanical defect or failure.

NOTES:

- Please read the Owner's Manual before proceeding with the installation or operation of the system, and if you are unsure about installation please contact the vehicle manufacturer, Dealer or a qualified trades person
- Avoid operation of the Display whilst driving
- Avoid installing the system on a vehicle that has been in operation to reduce the chance of burns
- DO NOT attempt to install the sensor(s) on an operating engine- injury may occur.
- Wear appropriate protective clothing and equipment, and have fire safety in mind at all times whilst installing the system.
- This device is only to be used for the purpose for which it is intended.
- This is an independent monitoring system and does not connect to, or communicate with, any other vehicle system(s).
- DO NOT connect the Display to any other temperature sensors other than those supplied by ENGINE GUARD
- DO NOT connect the Display to any other voltage interface other than those supplied by ENGINE GUARD
- The Display must be mounted so as to NOT obstruct or interfere with the driver's vision and/or operation of the vehicle, and adhere to any relevant legislation.
- A 5amp fuse(s) MUST be used when connecting to the power source, ie batteries or ignition.
- Cleaning is recommended with a soft damp cloth only. No chemicals or abrasive cleaners are to be used.

Installation of Engine Guard

The system should be installed and then the vehicle should be driven for at least 10 minutes at highway speed or under load. This allows the highest normal operating temp to be recorded in the memory. The alarm set point(s) can then be adjusted using the automatic set point function (See Quick Guide: Set Point Adjustment)

1 Display installation

Select the location for the Display. The Display is usually located in the cabin of the vehicle, boat or machine where it is easily viewed by the operator. The location should be out of direct sunlight and in a dry, protected area. The Display should be within 5m of the Sensor and voltage interface as this is the standard length of the cables supplied.

The Display is supplied with self-adhesive tape on the rear of the enclosure, and can be mounted in different ways using this tape. For example, the rear tape can be used to mount the Display flush on the dashboard or surrounds (suggested). Alternatively, the Display can be mounted on any flat surface near the driver/operator that is within sight.

Note: The dashboard or other mounting surface must be clean and free from grease, silicon and polish. Products such as 'ArmorAll®' will prevent the self-adhesive tape from adhering- ensure that you wipe over the surface with methyated spirits, thinners, acetone, etc.

The cable loom that exits the Display should be secured to the vehicle at regular intervals to reduce the possibility of damage. Cable ties or other fixing should be used to secure the cables to the vehicle as near to the Display as possible.

The Display power is supplied to the positive (red cable) and negative (black cable) and should be connected to an ignition switched 12v-24v DC supply. This supply **MUST** be fused (max 5 amp) or use a 5 amp inline fuse (not supplied). We suggest that the installer considers using a 'fuse tap' (otherwise known as an "Add-a-Fuse"). This is an accessory that plugs into the factory internal fuse box and adds a second fuse to an existing circuit and has a 'fly lead' that can be run to the positive (red cable) on the Display. These are not supplied in the kit as there are many different fuse types and dimensions.

A 12v mini alarm buzzer is supplied connected to the loom that exits the Display. It can be disconnected to allow for remote installation (for example, some distance from the Display) but please note the correct polarity of the connections before the buzzer is removed! The buzzer is secured using 2 x self-taping screws (supplied) and two side mounting flanges. The buzzer can be mounted behind the dashboard or nearer to the operator if it is being used in a noisy environment or is some distance from the Display.

2 Bolt on sensor installation

Select the location that the Sensor(s) will measure temperature. The Sensor(s) can be located at any point where a temperature measurement is required, but should not be subjected to heat in excess of 125degC/257degF. In particular, the Sensor and cable should not be located on or near the exhaust manifold, exhaust downpipes or turbo. The Sensor should also be located so as to avoid impact from stones or other debris if being used on driveline components such as the transmission or transfer case. Should the Sensor cable be located where impact may occur, use a wire covering such as split loom tube.

The ideal location(s) vary depending on the vehicle, boat or machine. As a general rule, the best location on most engines is on the cylinder head on the inlet manifold side.

Combustion takes place in the cylinder head, and it is most likely to increase in temperature if overheating occurs. Other locations (such as on the cooling system, radiator, hoses, etc) can be misleading if the coolant is not circulating or if not present due to leakage.

Some examples are:

- Under the thermostat housing bolt heads (if the bolts/studs are directly into the cylinder head)
- Directly to the cylinder head using a bracket bolt, etc.
- Directly to the cylinder head using unused tappings into the head using a short bolt (carefully measure the depth of the tapping prior to selecting a bolt..)
- On the external surface of a 'spin-on' oil filter, held in place by a stainless hose clamp (not supplied) to display oil temperature
- Under the edge of the upper radiator hose (a second stainless hose clamp **MUST** be used in addition to the factory clamp)
- On a sump bolt on gearboxes, transmissions
- On both outboard motor cylinder heads on a boat with dual engines
- On both the engine and the stuffing box/stern gland on a yacht
- On inboard engines (such as marine applications) on both the cylinder head and on the exhaust immediately 'down stream' of the raw water injection point.
- Engine temperature *and* oil temperature
- 2 points on one engine to assess the effect of different load, state of tune, turbo boost pressure, etc. For example, one sensor located on each bank of cylinders on a V8, or one sensor at the front of the cylinder head and one at the rear.
- 2 sensors can be used to see any change over time such as on the inlet and outlets of the radiator. This can be used to show reductions in efficiency in components such as the water pump, radiator, thermostat, etc

Important: Always re-torque the bolts back to the manufacturers recommended specification. If the bolt is torqued to a high specification, a flat washer should be placed on top of the ring section of the sensor to prevent damage due to excessive rotational friction.

Be careful to avoid damaging the Sensor- the 'barrel' of the connector houses the sensitive component that performs the temperature measurement. Avoid holding this part of the Sensor with pliers or twisting/bending that may crush the barrel.

3 Fluid/coolant sensor installation

The sensor is a 1/8 NPT thread fitting. It can be fitted to sense the temperature of coolant, engine oil, transmission oil or other fluids.

Installation of this sensor should only be performed by an experienced mechanic or fitter.

Fitment of the sensor to direct contact with coolant or oil requires consideration of the type of fluid in contact, the pressure of the system and appropriate sealing of the threads. Make sure an appropriate sealant is used on the threads such as Loctite 567.

4 Coolant hose adaptor installation

Tools and materials suggested:

- Stanley knife or cutting implement
- Flat blade screwdriver
- Marker pen
- Vehicle service manual
- Thread sealant such as Loctite 567 or Teflon tape

Important Notes:

- Work should only be performed when the engine is cold and by an experienced vehicle mechanic or fitter
- Refer to your vehicle service manual for procedures on draining and refilling of the coolant system
- Installing this item may affect your vehicle warranty. Please consult your vehicle dealer for advice before installation

Installation Procedure

- Drain coolant from the radiator or engine block.
- Identify where the adaptor is to be located on a relatively straight section of hose
- Measure the outside diameter of the adjacent hose barb to confirm the adaptor is the correct size
- Ensure that the sensor has been bolted tightly to the adaptor with sealant or teflon tape on the threads
- Mark the radiator hose for two cuts with a 25mm gap between
- Cut the radiator hose so that a 25mm section of radiator hose is removed
- Slide a hose clamp on each hose
- Insert the adaptor between the two cut ends and push each hose up over the barbs and against the central section of the adaptor.
- Tighten the hose clamps securely
- Check that the radiator hose has maintained its shape and does not have kinks that may restrict flow
- Replace the coolant in the radiator and top up the coolant system as per manufacturers specifications
- Run the wires from the coolant sensor to the Engine Guard display unit as per the instructions
- Start up the vehicle and check for coolant leaks around the adaptor. Re-check for leaks once the vehicle is at full operating temperature
- Re-check the tightness of the hose clamps after a month

5 Voltage Interface

Note: The Voltage Interface has 2 cables at one end (marked as "Sensor 2") and this end connects to the Display. The other end has only 1 cable and this input connects to the vehicle supply (for voltage) or oil pressure switch cable for low oil pressure warning.

Connect the Display loom cables marked 'SENSOR 2' to the Voltage Interface cables marked 'SENSOR 2'.

Important: The Voltage Interface is polarity sensitive. Connect the yellow/black trace cable on the Voltage Interface to the yellow/black on the Display, and connect yellow to yellow.

The single input cable (yellow with black trace) must then be connected to the supply (positive) cable to be monitored. For example, this can be used to show vehicle alternator charge voltage, auxiliary battery charge in a dual battery set up, etc. Voltage range between 0vDC and 33vDC are shown as 0 – 330 (no decimal point- for example, 12vDC is shown as 120). An audible alarm can be set for either low or high voltage.

For use as a low oil pressure warning alarm, in most cases the single yellow/black input cable can be connected to the cable that leads to the factory oil pressure switch. This applies to single connector type oil pressure switches. These are the most common type and are found on the majority of vehicles.

The low oil pressure alarm is triggered when the 'line voltage' in the oil pressure warning light circuit is less than the default setting of 6v (adjustable- see Page). Most low oil pressure warning systems use a 'normally closed' switch. When the oil pressure is low, the switch is closed (earthed)

and this completes the circuit to the oil pressure warning light. This drops the line voltage to below 6v and triggers the alarm ("oil" is displayed and the Display flashes). When oil pressure is sufficient, the switch opens and the line voltage increases above 6v and this disables the alarm ("PrE" or pressure is displayed)

If installing with multiple connector oil pressure switches, please seek advice from a qualified auto electrician or mechanic.

6 Running wires from the sensor to the display

The Sensor cables should be secured at regular intervals using cable ties or similar.

VERY IMPORTANT: For maximum reliability, a cable tie should be used within the 150mm section of corrugated loom tube on the Sensor cable, and attached to a bracket or mounting point of the same object (engine, transmission, radiator etc.). This reduces repeated bending or twisting of the sensor due to movement or vibration.

Avoid running the cable near any source of extreme heat (such as exhaust manifold or turbo) or near the ignition system.

Typically, the cable can then be run parallel to the existing engine wiring loom to the chassis or body of the vehicle.

Unwind the entire length of cable and run to the firewall, or to the Display location if no firewall exists.

If applicable, run through the firewall being careful not to damage the outer PVC sheath on the cable. We suggest that you use the existing wiring loom grommets as an entry point into the cabin, or a new hole and grommet can be added to the firewall if necessary.

Re-seal around any points of entry into the cabin with an appropriate sealant.

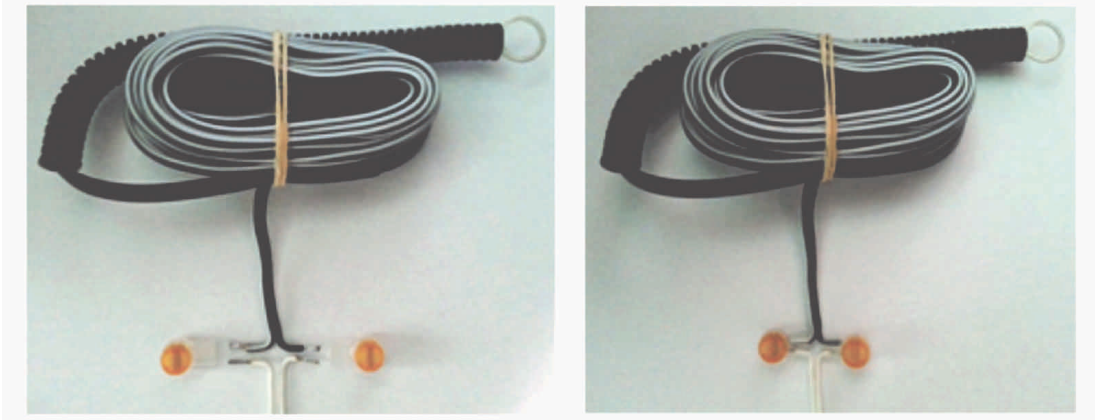
Excess cable should be wound neatly and cable-tied in a safe location on the vehicle such as behind the dashboard. This leaves the maximum cable available if the Display or Sensor is to be re-located at a later time.

To connect the sensor cable to the Display cable, use the connectors supplied, or solder and insulate with tape or heat shrink tubing (not supplied). Each sensor connection requires 2 connectors.

NOTE: There is no polarity of the temperature sensor cables, and so they can be connected either way without affecting the system. However, the Voltage Interface cables are polarity sensitive and MUST be connected the correct way.

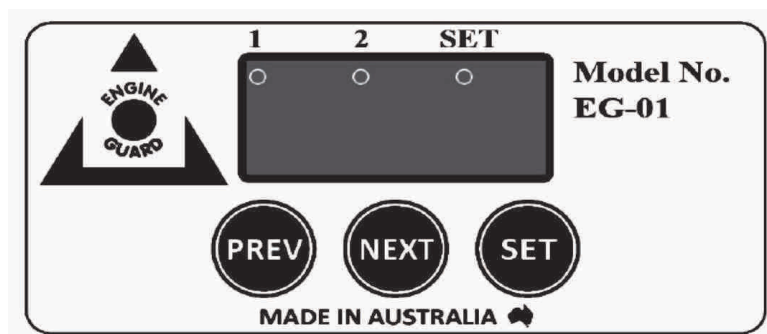
The connectors are designed to join the bare, tinned wires via the 'U' contacts once compressed. The sealant within the housing provides a seal against moisture. To use the connectors, carefully push the end of ONE of the pair of sensor wires into one of the ports, and push ONE of the pair of Display wires into the other port. Using pliers or grips, compress the orange inner housing firmly until it is flush with the outer housing- this will drive the 'U' contacts into the wires. Repeat the process with a second 3M connector for the other wires in the pair.

See diagram:



Engine Guard Operating Instructions

The Display is controlled by 3 press buttons:



On power up:

Software version (1.03) is displayed, then the Engine Guard cycles through the following:

Model EG01/1 and EG01/4

- The input *type* being shown on 1 being 'deg' (degrees)
- The current alarm set point on 1 (if no setting has been made, '- - -' is shown)
- The Display then returns to current temperature input on 1.

Model EG01/2, EG01/5 & EG01/6

- The input *type* being shown on 1 being 'deg' (degrees)
- The current alarm set point on 1 (if no setting has been made, '- - -' is shown)
- The input *type* being shown on 2 being 'deg' (degrees)
- The current alarm set point on 2 (if no setting has been made, '- - -' is shown)
- The Display then returns to current temperature input on 1.

Model EG01/3 & EG01/7

- The input *type* being shown on 1 being 'deg' (degrees)
- The current alarm set point on 1 (if no setting has been made, '- - -' is shown)
- The input *type* being shown on 2 - 'inL' (voltage / low voltage alarm) This is the factory default setting
- The current voltage alarm set point on 2 (if no setting has been made, '- - -' is shown)
- The Display then returns to current reading on input 1.

The input *type* on 2 can also show:

- 'OIL' (*oil pressure*)
- 'inH' (*voltage / high voltage alarm*)

To change input types, please refer to **Adjusting Parameters** (Page 9). If "dEG" is selected the Display cannot display temperature with the Voltage Interface installed.

Normal operation:

PLEASE NOTE: Refer to the "Quick Setting Guide" for instructions to adjust the alarm set points for temperature and voltage

Model EG01/1 and EG01/4:

- TEMP 1 is displayed (dot steady under 1)
- To show SETPOINT 1 (SP1) press NEXT (dot steady under 1 and SET)
- To return to TEMP 1, press NEXT

Model EG01/2, EG01/5 & EG01/6:

- TEMP 1 is displayed (dot steady under 1)
- To show TEMP 2 press NEXT (dot steady under 2)
- To show SETPOINT 1 (SP1) press NEXT (dot steady under 1 and SET)
- To show SETPOINT 2 (SP2) press NEXT (dot steady under 2 and SET)
- To return to TEMP 1, press NEXT

Model EG01/3 & EG01/7:

In "InL" mode (input 2 shows voltage with low voltage alarm)

- TEMP 1 is displayed (dot steady under 1)
- To show Voltage on input 2 press NEXT (dot steady under 2)
- To show SETPOINT 1 (SP1) press NEXT (dot steady under 1 and SET)
- To show SETPOINT 2 (SP2) press NEXT (dot steady under 2 and SET)
- To return to TEMP 1, press NEXT

In "InH" mode (input 2 shows voltage with high voltage alarm)

- TEMP 1 is displayed (dot steady under 1)
- To show Voltage on input 2 press NEXT (dot steady under 2)
- To show SETPOINT 1 (SP1) press NEXT (dot steady under 1 and SET)
- To show SETPOINT 2 (SP2) press NEXT (dot steady under 2 and SET)
- To return to TEMP 1, press NEXT

In "oil" mode (low oil pressure alarm)

- TEMP 1 is displayed (dot steady under 1)
- To show input 2 press NEXT (dot steady under 2). If the oil pressure is above the factory oil pressure switch minimum, 'PrE' (pressure OK) is shown. Insufficient oil pressure is shown as 'OIL' and the display flashes with the audible alarm.
- To show SETPOINT 1 (SP1) press NEXT (dot steady under 1 and SET)
- To return to TEMP 1, press NEXT.

*Please note: The factory default set point (6v or below) is not normally displayed in OIL mode.

If 'PrE' is displayed, pressing SET for 2 seconds will change the display to show the current input voltage- normally the voltage of the factory oil pressure warning light circuit. This indicates the oil pressure switch is open. The voltage will drop below the set point (6v) when the switch is closed (earthed) indicating low oil pressure and this will trigger the audible alarm. To change the display back to 'PrE' press and hold SET again for 2 secs.

To change the factory default low oil pressure set point (note- the engine must be running):

- Select input 2 and 'PrE' will be shown
- Press and hold the SET button for 2 secs until the current voltage input is shown.
- Press the NEXT button twice and the default set point will be shown (6V).
- Press SET again for 2 secs and the default set point can be changed by increasing or decreasing using the PREV or NEXT buttons.
- Press SET again to exit.
- To return the display to 'PrE', either reboot the Display, or with input 2 displayed (showing the current voltage) press and hold the SET button for 2 secs. The new alarm set point will not be displayed unless these steps are reversed.

Other Notes:

Temperatures greater than 150 degC are displayed as 'Hi'
Temperatures below 0 degC are displayed as 'Lo'

Sensor faults are also displayed:

'OPn' indicates no sensor or incomplete circuit
SHt' indicates short circuit in sensor or wiring

Adjusting Parameters

Please Note: Engine Guard displays are delivered with appropriate settings. Parameters do not need to be adjusted for normal use.

Please Note: The alarm set point is NOT adjusted in parameter mode - see "Quick Guide":

The following parameters can be viewed and adjusted, with reference to which parameter (P) needs to be adjusted;

- Changing from one temperature sensor input to two inputs (P1)
- Changing the input function from temperature sensor to oil pressure alarm or to voltage alarm (P1)
- Buzzer or external output sounding continuously or intermittently (P2)
- The time delay between the set point being reached and the buzzer sounding. Ie the sensitivity of the buzzer. (P3 and P4)
- The length of time that the buzzer is silenced (P5 and P6) when the set button is pressed
- LED screen brightness (P7)
- The stored maximum temperature reached (P8 and P9)
- Changing temperature units from Degrees Celcius to Fahrenheit (P10)
- The buzzer sounding at start up (P11)

To enter Parameter mode:

- with TEMP 1 displayed press and hold the SET button for 10 sec.
- Pressing the PREV and NEXT buttons will step through each parameter in the list. (See Table below for Parameter List)

The parameter being displayed is identified by 'P#' briefly before displaying the parameter value or setting. For example, P2 can be set to allow for the alarm buzzer output to be set to steady for use as a relay power supply. To do this, P2 would be set to *ON* rather than the factory default *OFF*.

To edit the parameter:

- Press SET and adjust the setting with the PREV or NEXT buttons (SET dot flashing).
- After the final parameter (P.11) 'End' is displayed.
- To exit, press the SET button once when 'End' is displayed.

Exiting parameter mode also allows the user to recall the default settings. (see Table below)

To recall the default settings, press the NEXT button until 'End' is displayed. Press and hold the SET button for 5secs until '---' is displayed. The Engine Guard is now reset and the default settings are restored.

A technician can also undertake a complete reset of the Engine Guard which will erase the Calibration and other non-user resettable parameters- this should not be attempted by the Owner.

Parameters:

P1 – Input mode:	OFF – no input 2 (default on single temp sensor models) dEG – temperature (default on dual temp sensor models) OIL – low oil pressure alarm inL – low voltage alarm (default on EG01/3 and EG01/7 models)
P2 – Alarm output steady:	inH – high voltage alarm OFF (intermittent - default) ON (steady)
P3 – TEMP 1 Alarm Delay:	1 sec is default (range available 1-100)
P4 – TEMP 2 Alarm Delay:	1 sec is default (range available 1-100)
P5 - TEMP 1 Alarm Reset:	5 sec is default (range available 1-100)
P6 - TEMP 2 Alarm Reset:	5 sec is default (range available 1-100)
P7 - Brightness	5 is default (range available 1 to 5)
P8 - Max TEMP 1 recorded	
P9 - Max TEMP 2 recorded	
P10 – TEMP units	C (default – F optional)
P11 – BUZZ on start-up	ON

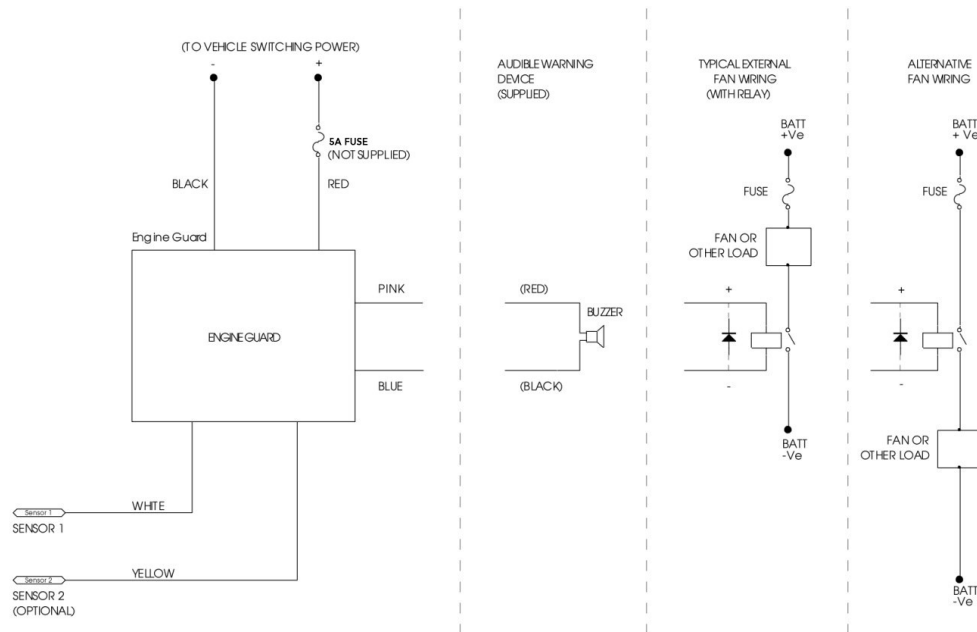
Triggering an External Device

Engine Guard can be used to trigger an external device by a relay such as; water injection, fan or warning light.

To enable this function, Parameter 2 needs to be changed to ON. See “Adjusting Parameters” section above. The factory default setting of Parameter 2 is 'OFF' being intermittent sounding of the buzzer. This setting needs to be changed to a continuous output (ON).

Set up a relay circuit as per the diagram below. The buzzer is removed and the wiring that was used to sound the buzzer is instead used to trigger the relay. The buzzer will therefore no longer be available as an alarm function.

The Engine Guard unit will be negative switching the relay as per the diagram below:



Troubleshooting

Issue	Solution
No Display on start-up	No 12v supply or reverse polarity- check input wiring and test for voltage
Alarm sounds on start-up	TEMP1 and/or TEMP2 alarm temperatures are set below the current engine temperature- increase to above current temperature.
Display is intermittent or erratic	No 12v supply or reverse polarity- check input wiring and test for Sensor wiring may be loose, or sensor is not firmly bolted to engine
Display reads 'OPn'	Sensor wiring not properly connected or damaged
Display reads 'Sht'	Sensor wiring short circuit. Check for wiring damage

Engine Guard Limited Warranty

The Engine Guard system is warranted by the manufacturers to the original retail purchaser, to be free from defects in material and workmanship under normal use.

Time period:

Warranty coverage on the Display Unit for a period of 12 months from the date of purchase, while owned by the original purchaser and is not transferable.

Warranty coverage of the Sensor(s) assembly for a period of 30 days from purchase.

During each of the respective limited warranty periods, all original parts subject to this limited warranty determined to be defective in materials or workmanship, will be repaired or replaced by the manufacturers, at its option directly or through authorized resellers, free of charge except for shipping or other transportation charges. Reseller labour charges are not covered under this warranty.

Notice:

This warranty applies only where:

The system is correctly installed as per the manufacturer's specifications and for uses that the manufacturer approves

The system is not altered in any way and correctly maintained

The system is not subjected to environmental conditions such as extreme heat, moisture or vibration beyond the manufacturers intended thresholds

The system is not accident damaged or not deliberately damaged in any way

The system is not used in any form of motorsport

The manufacturers shall not be responsible for incidental or consequential damages. This limited warranty is the only warranty applicable to Engine Guard systems, and is expressly in lieu of any other warranty. Any warranty implied as to fitness of purpose is not covered under this limited warranty. While every effort has been made to ensure the accuracy of the information contained herein, the purchaser should satisfy themselves of the suitability of the product for their nominated use. This limited warranty gives you specific legal rights and you may also have other rights which vary from jurisdiction to jurisdiction.

PROUDLY MADE IN AUSTRALIA

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