

Omega 992

DESCRIPTION:

Omega 992 "Power Jet" is a Fuel Injection Booster which is added to both gasoline and diesel cars through the fuel tank at fill-up, It is designed and engineered to restore fuel injector efficiency rapidly so that "as new" performance is attainable. In addition, Omega 992 helps control "vapour lock" (water in the fuel system) which can cause hard-starting, rough idle and sluggish throttle response.

An added benefit of Omega 992 is that, since the system is introduced through the fuel tank, its special oxidation inhibitors will protect the tank, the fuel line, the fuel pump, the injector itself and also all internal parts of the engine from the onset of rust.

SOAKDOWN:

Although injectors are kept relatively cool during engine operation, the heat "soakdown" on shutting/switching off forms deposits from the fuel on the nozzle itself. These deposits impede and reduce the proper atomization of the fuel flow into the engine cylinder which, in turn, causes loss of power, poor acceleration, rough idling, hard starting and a host of other problems.

(* Heat soakdown occurs because, when an engine is switched off, the oil pump -which circulates engine oil in and round engine parts -also ceases operating; the cooling fan is switched off; and the engine coolant system (radiator) also is no longer operating. Therefore, immediately an engine is switched off, the latent engine heat "soaks" into the engine and, with no cooling aid, the temperature temporarily increases dramatically before dissipating into the ambient atmosphere).

CAUSE OF INJECTOR DEPOSITS:

The principle source of gasoline injector fouling is the fuel composition; the fouling deposits are mainly gums and coke. This fuel composition effect is attributed to olefins and diolefins in the fuel. These form deposits at temperatures between 90-105°C (162-221°F) -the heat soakdown region!!! The problem can occur, even in new cars, within the first 3,000 to 7,000 miles (4800

to 11,000 km) of operation.

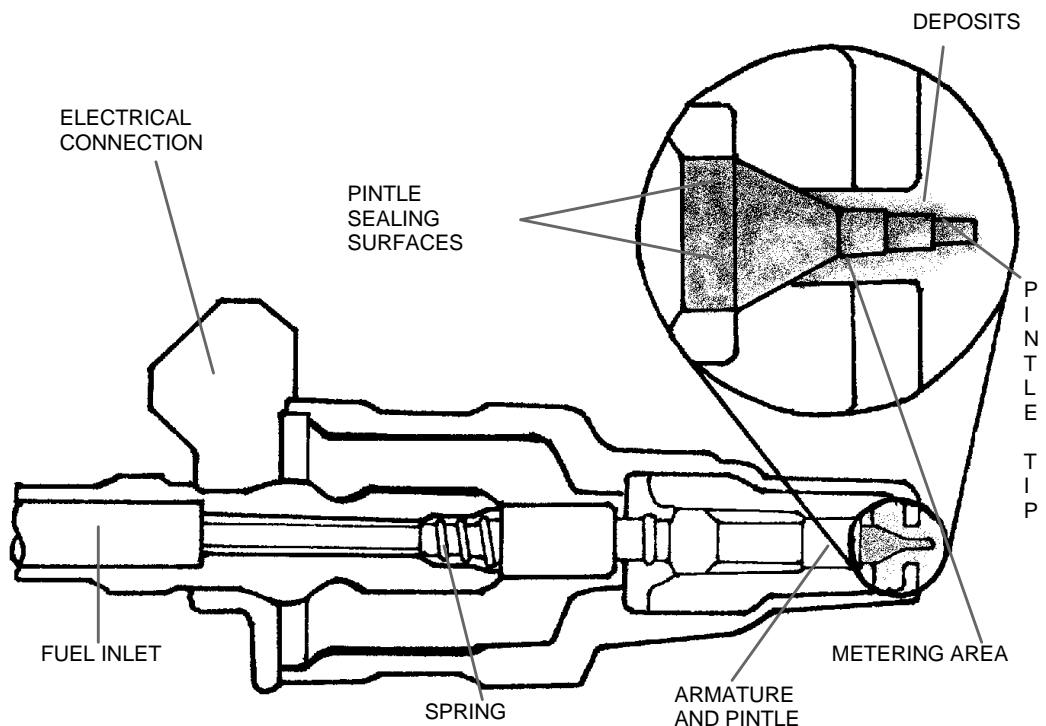
EXISTING FUEL INJECTOR DEFICIENCIES:

Port-type fuel injection has literally taken the automotive world by storm. Current estimates suggest that 90% of new U.S. model cars and 65% of new European models are fitted with fuel injection engines. The Japanese models, due to their export orientation, is adapted to fit different markets, but the trend is unmistakably toward fuel-injected models being in the majority.

Of the types of fuel injectors used, the mechanical type is less prone to injector clogging problems while the most vulnerable is the electronic multipoint injection system.

OMEGA 992 'POWER JET':

At the injector tip, where deposits form in and around the pintle tip (see diagram below), the pressurized flow of Omega 992 "Power Jet" dislodges the deposits and carries these away into the combustion chamber of the engine, to be ignited and burned away -leaving the fuel injector's metering area clean and back within tolerance. By removing the deposits, the vital and precise metering to vaporization is restored and the engine operates "as-new" again.



APPLICATION:

Precise measuring of dosage is possible thanks to the special Omega 992

applicator. Omega 992 comes concentrated and dosage rates are therefore economical.

ECONOMY (COMPACT) CARS WITH FUEL CAPACITY OF APPROX. 8-10 GALLONS (30-38 LITRES)	1/2oz.(15ml.) every fill-up
MEDIUM-SIZED CARS WITH FUEL CAPACITY OF APPROX. 10-18 GALLONS (38-70 LITRES)	1oz.(30ml.) with every fill-up
LARGE CARS AND LIGHT TRUCKS WITH FUEL CAPACITY OF OVER 20 GALLONS (76+LITRES)	1oz. (30ml.) to every 16 gallons (60 Litres)

Omega 992 is effective for both fuel injected gasoline (petrol) and diesel vehicles. (All diesel engines use fuel injection).

MAGNA INDUSTRIAL CO. LIMITED

Total Quality Maintenance

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MATERIAL SAFETY DATA SHEET

DATE 01-Aug-14

SECTION 1 - IDENTIFICATION OF THE SUBSTANCE/PREPARATION AND COMPANY

Product Name/Code Omega 992

Company Identification

Omega Manufacturing Division,
Magna Industrial Co. Limited,
1801, Guardian House,
32 Oi Kwan Road,
Wanchai, Hong Kong.

Distributor

Alshawi Trading,
Block 351, Road 51, Bldg 20, Manama - Bahrain.
www.alshawitrading.com
info@alshawitrading.com
P.O.Box 33526

Telephone (852) 25775187
Fax (852) 25773190

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Fax (973) 1755 5108

SECTION 2 - HAZARDS IDENTIFICATION

Irritant

SECTION 3 - COMPOSITION/INFORMATION ON INGREDIENTS

<u>Ingredients</u>	<u>CAS Number</u>	<u>Wt.%</u>	<u>Classification</u>
Lubricating oils (petroleum), Hydrotreated spent	64742-58-1	60-100	-

SECTION 4 - FIRST-AID MEASURES

Eye Contact: Flush with plenty of water for at least 15 minutes. Seek immediate medical attention.

Skin Contact: Wash thoroughly with soap and water. Obtain medical attention in case of skin irritation or other cause for concern.

Inhalation: Move patient to open air.

Ingestion: Do not induce vomiting. Seek immediate medical attention.

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Specific Gravity: 0.90
Vapour Pressure: N.A.
Boiling Point: 100°C
Melting Point: N.A.
Flash Point: 70°C
Flammability: N.A.
Evaporation Rate: N.A.
Solubility in Water: Insoluble

SECTION 10 - STABILITY AND REACTIVITY

Stable under normal condition.

Materials to Avoid: Strong oxidizing agents, hydrogen peroxide, chromic acid, bromine and extreme heat.

Toxic compounds may form on thermal decomposition. Hazardous combustion products: Dense smoke, carbon monoxide, carbon dioxide.

SECTION 11 - TOXICOLOGICAL INFORMATION

There is no lethal dose information available.

Inhalation: Inhalation of vapours can cause irritation of the respiratory tract. High concentrations of oils, mists or vapours can cause chemical pneumonitis.

Skin: May cause irritation, drying and cracking.

Eyes: Cause irritation.

Ingestion: May cause irritation in mouth and stomach, thirst, nausea, vomiting, diarrhoea, with possible collapse if large amounts ingested. Aspiration of material upon vomiting may cause chemical pneumonitis.

SECTION 12 - ECOLOGICAL INFORMATION

No ecological information is available at present.

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SECTION 13 - DISPOSAL CONSIDERATIONS

Comply with all local and national regulations regarding disposal.

SECTION 14 - TRANSPORT INFORMATION

UN Number : Not regulated

IATA Class : Not regulated, Packing Group: Not regulated

IMDG Class : Not regulated, Packing Group: Not regulated

Not considered hazardous for transport purpose.

SECTION 15 - REGULATORY INFORMATION

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SECTION 16 - OTHER INFORMATION

R-phrases: -

S-phrases: -

Remarks: We believe the statements, technical information and recommendations contained herein are reliable, but they are given without warranty or guarantee of any kind, express or implied, and we assume no responsibility for any loss, damage, or expense, direct or consequential, arising out of their use.