Omega
The Ultimate Lubricant

778

DESCRIPTION:

Omega 778 "TYPE II" Synthetic Engine oil is a second-generation, all-synthetic, high-performance engine oil engineered to surpass the performance envelope of ordinary synthetic engine oils.

While ordinary synthetic oils promise better performance, Omega 778 "TYPE II" actually provides that superiority through its carefully structured ALL SYNTHETIC "Zero Drag" lubricant components.

ORDINARY SYNTHETIC OILS:

Omega engineers studied existing ordinary synthetic oils and found that while they provide some advantages over mineral oils, they also suffer from problems inherent to lower-quality synthetics.

FIRST-GENERATION ORDINARY SYNTHETIC OILS	PROBLEMS
• Synthetics using a silicone base provide better thermal stability	• Poor lubricity for metal-to-metal contacting surfaces
• Synthetics using a polyalphaolefin formulation for better oxidation stability	• Does not respond to the addition of high quality additives packages
• Synthetics using diester fluid base for biodegradability	• Provides very poor hydrolytic stability (chemically reacts in the presence of water)
• Synthetics utilizing polyalkylene glycol to prevent carbon residues on vaporization	• Highly hygroscopic (absorbs water) and is incompatible with other synthetics.

SUPERIOR OMEGA 778 "TYPE II":

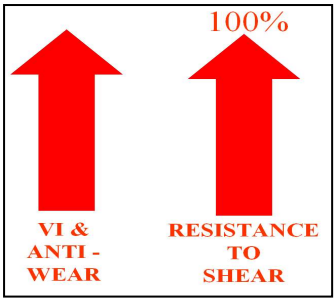
Omega 778 is a second generation engine oil that overcomes the problems inherent to ordinary first-generation synthetic oils. It utilizes **specific all synthetic components** to outperform even the finest mineral oils and ordinary first-generation synthetics.

- **EXTENDS LIFE OF CATALYTIC CONVERTERS**
  Ordinary synthetic oils shorten the life of expensive catalytic converters due to components in engine oil vapors that cumulatively reduce the efficiency in converting engine exhaust gas emissions. Omega 778 "TYPE II" provides decreased oil volatility and also oil consumption thereby extending the life of expensive catalytic converters.

- **SUPERIOR LUBRICITY FOR ENHANCED ENGINE PERFORMANCE**
  Pure Omega 778 "TYPE II" has enhanced anti-frictional characteristics (anti-wear) and is 100% resistant to oil shear. Ordinary engine oils, relying on VI improvers have the tendency to shear under service conditions causing them to thin out and therefore provide decreased lubricity.

  Omega 778 "TYPE II" has all-temperature viscometrics (naturally high viscosity index) that can provide full-bodied, highly efficient wear-reducing lubrication -even over a wide temperature range variance and extreme, heavy-duty service.

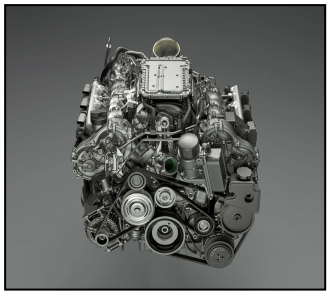
Omega 778 "TYPE II" provides easier engine cranking (starting) and immediately maintains a rapid flow of "zero drag" oil to all engine components, significantly reducing wear during cold starts-where the highest degree of wear usually takes place in an engine.



- **LOWERS FUEL CONSUMPTION**
  Omega 778 "TYPE II" minimizes fuel-wasting friction and promotes faster engine revolution with less mechanical effort exerted on moving engine components. For a given amount of fuel burnt, Omega 778 "TYPE II" provides both faster acceleration and/or better fuel economy.

- **EXTENDS OIL DRAIN INTERVALS SIGNIFICANTLY**
  Since Omega 778 "TYPE II" uses a very expensive all-synthetic formula, the user is compensated by a highly economical interval between recommended drain periods of over 25,000 kms in gasoline-powered cars. This is fully 5 to 6 times the recommended drain interval of ordinary engine oils. In long run, a vehicle owner will definitely reduce his/her maintenance budget by exclusively using OMEGA 778 because it offers reduced vehicle maintenance costs, better fuel economy, easier starting, reduced wear, faster acceleration and far longer drain intervals.

- **SUPERIOR ENGINE PROTECTION**
  The corrosive by-products of fuel combustion cause internal engine corrosion and rusting. Omega 778 "TYPE II" protects treated engines with very effective oxidation inhibitors, dispersants and detergents of a pure synthetic nature that keeps rings, pistons, bearings and engine internals spotless and free of damaging deposits of gums, lacquer and sludge. Omega 778 "TYPE II" - treated engines function effectively, efficiently and free of the problems usually inherent with running any vehicle.



- **TOP PERFORMANCE, EVEN WITH TURBOCHARGED ENGINES**
  Omega 778 "TYPE II" provides for trouble-free performance even in high output turbocharged engines, even at "soak-down" temperatures exceeding 325°C! Ordinary oils literally "cook" and char, forming highly abrasive residues. These residues in turn destroy turbocharger bearings.

MEETS & EXCEEDS VIRTUALLY ALL REQUIREMENTS:

Omega 778 "TYPE II" maximizes performance for all 4-stroke gasoline and heavy-duty diesel engines and exceeds the following service requirements:

API: SM / CF
ACEA A3/B3/B4-08
VW 502/505
MB 229.1

TYPICAL DATA:

TEST	ASTM TEST METHOD	TEST RESULT
		10W60
Appearance	Visual	Natural, Fluoro
Specific Gravity @ 15°C(60°F)	D-1298	0.850
Viscosity, cSt @ 40°C	D-445	148
Viscosity, cSt @ 100°C	D-445	22.1
Viscosity, cP @ -25°C	D-5293	6200
Viscosity Index	D-2270	178
Flash Point COC, °C (°F)	D-92	235(455)
Pour Point, °C (°F)	D-97	-36(-33)
Total Base Number, mg KOH/g	D-2896	8.88
Foaming Characteristics		
All Sequences After 10 min. Settling	D-892	Nil
Carbon Residue, Conradson, % Mass*	D-524	0.02
Ash, Sulphated, % Mass	D-874	1.068
Zinc, % Mass	D-4951	0.114
Phosphorus, % Mass	D-4951	0.104
Nitrogen, % Mass	D-5291	0.081
Calcium, % Mass	D-4951	0.273

The characteristics given above are typical of current production only and slight batch to batch variations should be expected.