

“ There are hidden comprises built into fuel and oil additives. But, what would happen if a development team were tasked with creating products that must only use the very best technologies and components regardless of cost? Well, now we have. ”

# Oilsyn® Velosyn

## For Petrol & Diesel Engines, & Manual Transmissions

### Next Generation Protection - Synergistic Friction Reduction

Oilsyn Velosyn - the first of its kind - is a synergistic combination of patented Nano Tungsten Disulfide ( $WS_2$ ) and Nano Borate blended in a 100% multi-Ester delivery package.



It provides an unrivaled balance of protection, wear/friction reduction, and fuel savings through a wide range of driving conditions, from critical cold engine start-up to more competitive full-throttle race conditions, in both petrol and diesel engines.

Nano  $WS_2$  and Nano Borate are two of the world's most lubricious substances. When combined, they provide far superior performance to conventional additives.

The load-bearing capability is off the scale at over 4,000,000 PSI, and the proprietary synthetic ester delivery package helps Velosyn penetrate and restore part-worn surfaces, reducing friction, wear, and oil consumption. The Nano  $WS_2$  and Nano Borate support each other to provide a reliable and consistent friction reduction regardless of oil temperature, engine RPM, or engine load. Oilsyn Velosyn is suitable for all oil types and viscosity classes in petrol or diesel engines, including those with turbochargers, direct injection, particulate filters, or catalytic converters (TWC).

Oilsyn Velosyn reduces temperatures in friction areas and improves heat transfer. It performs as a natural antioxidant, extending the life of the oil and reducing deposit build-up thanks to a high alkaline reserve, resulting in TBN (Total Base Number) gain and a reduction in dangerous acidity levels. Velosyn naturally impregnates and strengthens seals and improves their flexibility to prevent leaks and extend their service life.



#### Functions



EXCEPTIONAL LUBRICATION AND PROTECTION



REDUCES NOISE, VIBRATION, FRICTION AND WEAR

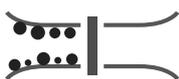


IMPROVES TRANSMISSION GEAR SHIFT QUALITY



HELPS RESTORE ENGINE COMPRESSION

#### Benefits



REDUCES OIL CONSUMPTION AND HARMFUL EMISSIONS



INCREASES ENGINE TORQUE IN ROAD AND TRACK VEHICLES



HELPS REDUCE FUEL CONSUMPTION



PROLONGS CLEANLINESS AND REVITALISES SEALS

#### Directions & Packaging

**Directions:** Shake thoroughly before opening. Add 200ml to 4-6L of any engine oil and 200ml to 2-3L of manual transmission or differential oil (non LSD only). Not suitable for 4T wet clutch motorcycles, automatic or CVT transmissions.

**Packaging:** Available in 200ml, 5 Litres, 20 Litres, 200L Drum and 1,000L IBC.

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### TEST RESULTS FROM ONE OF THE DEVELOPMENT VEHICLES

**2018 Mustang 5.0 with JLT intake.** This vehicle was chosen for its inherent challenges with lubrication, due to requiring a low viscosity 5W/20 oil. These issues are then exacerbated from engine tuning placing even greater demands on the host oil.

Fuel consumption, engine power and acceleration were tested before and after under the same conditions, including ambient temperature. The vehicle used the same 98 RON pump fuel throughout.

#### Fuel Consumption Improvement

Using an identical route of 44km with fixed cruise control and zero braking. Fuel consumption measurements were taken at 22.9km and 44km, both with and without Velosyn.

**Before** - 22.9km 8.8L, 44km 8.6L

**After** - 22.9km 8.5L (gains 0.3), 44km 8.4L (gain 0.2)

#### Acceleration Increase Using GPS - 80-180kph (5th gear)

Acceleration was tested before and after using GPS Race Logic and on the same section of track under the same conditions. The test was conducted in 5th gear from 80-180kph with traction control disabled.

**Before 9.23s**

Run	Time (s)	Distance (m)	End Speed (km/h)	Avg Accel (g)
1	9.23	334.68	180.00	0.31
Avg	9.23	334.68	180.00	0.31

**After 8.91s (gain 0.32s)**

Run	Time (s)	Distance (m)	End Speed (km/h)	Avg Accel (g)
1	8.91	326.95	180.00	0.31
Avg	8.91	326.95	180.00	0.31

#### Dynometer Engine Power Test

**Before 470hp @ 7200rpm. After 481hp @ 7200rpm.** Gain of 11hp peak and 20Nm at mid-range.

The greatest torque gain was 20nm@4000rpm. There was also a notable improvement in engine sound.

