



OPAL FUEL

OPAL is a highly refined fuel for spark ignition, four stroke and two stroke engines. It can be used in the following:

- Cars and bikes designed to use unleaded petrol of 91 octane.
- Outboard motors designed for unleaded petrol of 91 octane
- Small two stroke engines used in lawn mowers and similar equipment
- Generators designed to use unleaded petrol of 91 octane

IT IS NOT AN AVIATION FUEL AND SHOULD NOT BE USED IN AIRCRAFT.

TYPICAL PROPERTIES

PROPERTY	TYPICAL VALUES
Octane	91-93
Sulphur	Below 50 ppm
Benzene	Below 1 % vol
Total aromatic content	Below 5 %vol
Vapour Pressure at 40 deg C	Above 45 kPa
Colour	YELLOW

OPAL has been designed as an unleaded version of comgas. OPAL complies with the National Fuels Quality Standards of 2000 Petrol Determination of 2001.

USING OPAL IN OLDER VEHICLES

OPAL can be used in any vehicles built after 1986 designed for unleaded petrol with an octane of 91.

OPAL can be used in vehicles built before 1986 that are on the list of vehicles that can use unleaded petrol (contact the Technical Helpline for assistance). Vehicles built before 1986 that are not on the list will require an anti valve seat recession additive and their spark ignition timing may need to be retarded if they knock (ping) on OPAL.

USING OPAL IN OUTBOARDS

OPAL will work in all outboards that use a 91 octane unleaded petrol. If a mix of OPAL and oil is stored in a container it should be checked before using to ensure that the oil has not separated from the mix. This is good practice before using any two -stroke mix.

MAINTENANCE

Maintenance on outboards is critical and generally is done every 100hours of operation 6 months, items such as engine oil and filter, spark plugs, fuel filters (low and high pressure where fitted) and tappet adjustment.

Most Honda outboards have two fuel filters, low and high pressure and generally the high pressure filter is the one that doesn't get changed as it's out of site under the manifold which requires to be removed or mechanics don't know that theirs two filters.

Symptoms of a blocked fuel filter are loss of power, more noticeable under load and may also experience rough idling and hard starting.

OPAL REPLACING COMGAS

OPAL will mix readily with COMGAS. When OPAL replaces COMGAS a number of changes will be noticed. Firstly spark plugs and exhaust will become covered with a black deposit and the white deposit will disappear. This is normal and will cause no problems. If there is too much deposit and spark plug fouling occurs (causing hard starting) then the engine is running too rich and the carburetor or injection system needs to be adjusted to use less fuel.

If cars start knocking or pinging on OPAL then they need to be retuned so that the knocking or pinging stops. This will mean retarding the ignition timing or adjusting the management system.

OPAL REPLACING PETROL

There will be no difference when using OPAL in a car in place of regular unleaded petrol. When OPAL replaces regular unleaded petrol in storage tanks of service stations and other facilities rubber seals and valves will shrink slightly. If they start leaking then they will need to be replaced. In storage facilities where OPAL replaces petrol seals should be checked for leaks during the conversion period.

STORAGE LIFE

When stored under shelter in a sealed container, the storage life of OPAL is one year. When stored in opened containers or vehicle fuel tanks then storage life is reduced to one month due to loss of volatile components. Adding one third fresh fuel can restore performance.

**For further information, please call the BP Lubricants and Fuel
Technical Helpline 1300 139 700 local call
Or visit www.bp.com.au/fuelnews**