ISSUER INFORMATION AND DISCLOSURE STATEMENT
PURSUANT TO
RULE 15c2-11

OMNITEK ENGINEERING CORP.

A California Corporation

1945 S. Rancho Santa Fe Rd.
San Marcos, CA 92078

Telephone: (760) 591-0089 Facsimile: (760) 591-0880

Federal Tax I.D. No.	CUSIP NO.
33-0984450	68215W 107

ISSUER'S EQUITY SECURITIES

COMMON STOCK

No Par Value
25,000,000 Shares Authorized
7,868,076 Issued and Outstanding

TRANSFER AGENT

Colonial Stock Transfer Co., Inc.
66 Exchange Place
Salt Lake City, UT 84111

Telephone: (801) 355-5740
Facsimile: (801) 355-6505

INFORMATION AND DISCLOSURE STATEMENT

ALL INFORMATION FURNISHED HEREIN HAS BEEN PREPARED FROM THE BOOKS AND RECORDS OBTAINED FROM OMNITEK ENGINEERING CORP. (THE "COMPANY") IN ACCORDANCE WITH RULE 15c2-11 PROMULGATED UNDER THE SECURITIES AND EXCHANGE ACT OF 1934, AS AMENDED, AND IS INTENDED ONLY AS INFORMATION TO BE USED BY SECURITIES BROKER-DEALERS.

NO DEALER, SALESMAN OR ANY OTHER PERSON HAS BEEN AUTHORIZED TO GIVE ANY INFORMATION OR TO MAKE ANY REPRESENTATIONS NOT CONTAINED HEREIN IN CONNECTION WITH THE COMPANY. ANY REPRESENTATIONS NOT CONTAINED HEREIN MUST NOT BE RELIED UPON AS HAVING BEEN MADE OR AUTHORIZED BY THE COMPANY.

I, WERNER FUNK, PRESIDENT OF OMNITEK ENGINEERING CORP., DO HEREBY REPRESENT THAT I HAVE REVIEWED THE WITHIN INFORMATION AND DISCLOSURE STATEMENT AND EXHIBITS AND THAT THE SAME ARE TRUE TO THE BEST OF MY KNOWLEDGE, ACCURATE AND COMPLETE.

OMNITEK ENGINEERING CORP.
A California Corporation

Dated: _____

By: Werner Funk
Its: President

OMNITEK ENGINEERING CORP.
A California Corporation

INFORMATION AND DISCLOSURE STATEMENT

All information contained in this Information and Disclosure Statement has been compiled to fulfill the disclosure requirements of 1 5c2 -11 promulgated by the Securities and Exchange Act of 1934, as amended. The enumerated items and captions contained herein correspond to the format as set forth in the Rule.

PART 1.

ISSUER AND SECURITY INFORMATION

Item i. The exact name of the issuer and its predecessor (if any):

The name of the Issuer is: **Omnitek Engineering Corp.**

Item ii. The address number of its principal executive offices:

1945 S. Rancho Santa Fe Rd. Telephone: (760) 591-0089
San Marcos, CA 92078 Facsimile: (760) 591-0880

Item iii. The state of incorporation, if issuer is a corporation: The Issuer is incorporated in the State of California.

A copy of the Issuer's Articles of Incorporation, as amended are attached hereto as Exhibit A.

A copy of the Issuer's By-laws, as amended are attached hereto as Exhibit B.

Item iv. The exact title and class of the security:

Common Stock, No Par Value CUSIP Number 682 15W 107

Item v. The par or stated value of the security:

The Company is authorized to issue 25,000,000 shares of Common Stock, No Par Value.

Item vi. The number of shares or total amount of the securities outstanding as of the end of the issuer's most recent fiscal year:

As of December 31, 2006, there were issued and outstanding 7,868,076 shares of Common Stock (adjusted to be representative of shares outstanding post forward split), No Par Value, of the Issuer held by approximately 54 shareholders of record.

Item vii. The name and address of the transfer agent:

The Transfer Agent for the shares of common voting stock of the Company is:

Colonial Stock Transfer Co., Inc.
66 Exchange Place
Sal Lake City, UT 84111

Telephone: (801) 355-5740
Facsimile: (801) 355-6505

Item viii. The nature of the issuer's business:

The problem of air pollution caused by vehicular exhaust emissions is globally recognized as the number one source of pollution that needs to be addressed now to prevent major health consequences. This is especially important in third world countries, where most of the engines are based on old technology and are therefore heavy polluters. Furthermore, the current dramatic increase in world oil prices and the high-polluting nature of diesel engines favors the use of clean-burning, readily available and inexpensive natural gas. Diesel emissions standards in the USA are also approaching levels that are getting more difficult to meet and many fleets must look for solutions to reduce the emissions of their vehicles in order to stay in compliance. At a time when even automobile manufacturers are having a tough time meeting future emission standards, the Company's technology looks promising.

Omnitek Engineering, Corp., a California Corporation, (hereinafter referred to as Omnitek or the Company) is a development-stage technology company engaged in the worldwide development, commercialization and application of state-of-the-art proprietary technologies for the transportation sector. The Company also offers advanced engineering services and project management, and is a leader in the development of advanced engine technologies and emissions control systems for internal combustion engines burning gasoline, diesel, natural gas (NG), liquefied petroleum gas (LPG) or hydrogen (H2). This includes passenger cars, commercial trucks and buses, off-road construction equipment, stationary industrial engines such as pumps, compressors and power generators, locomotives and ships. Using the Company's advanced electronic engine management system (EMS) a carbureted gasoline engine can easily be converted to electronic fuel injection (EFI). The EMS system can also be used to convert diesel engines, to engines using NG or LPG as fuel. The ability to cost effectively convert high-polluting engines to low-polluting engines, makes the Company's technology superior to the technologies of its competitors. The Company's electronic control unit (ECU) is currently being supplied to control one of the most successful diesel emissions control system in the world.

Omnitek has extensive expertise in converting gasoline and diesel engines to engines operating on clean burning NG or LPG and intends to offer not only conversion kits, but also complete engines. These engines can be used as a direct replacement for high-polluting diesel engines and will be offered in

four power configurations. The Company's advanced engine management systems and diesel-to-natural gas conversion technologies, have established Omnitek as a leader in the industry.

The Company's engine management system is currently in use by the largest automobile manufacturer in China and management is presently in negotiations with additional engine manufacturers in China. The Company's technology is also being used to convert heavy-duty diesel engines to operate on natural gas in India, China, Mexico, Bangladesh and Myanmar. The Company presently markets its products worldwide to engine manufacturers, system integrators, fleet operators, engine conversion companies and end-users.

Item ix. The nature of products or services offered:

- **Diesel-to-Compressed Natural Gas Conversion Systems**
- **New Natural Gas Engines**

Diesel-to-Compressed Natural Gas Conversion Technology

As of now, no direct competitors to the Omnitek Diesel-to-Natural Gas Conversion Technology have emerged. The three competing systems found in the market, "The Chinese System", "The Korean System" and "The Italian System" have virtually disappeared. Omnitek is currently supplying components to customers, which are used to upgrade engines that had previously been converted using components and outdated technology from above mentioned competitors.

Diesel engines come in all sizes and can be divided into two types; with turbo charger and without turbo charger.

1. Engines without a turbo charger can use a simple reducer/mixer system. Several companies are offering individual components that can be used on such engines, but these companies are not offering "complete kits." The Omnitek electronic engine controller, the most important conversion kit component, is currently considered the status quo in the industry. Furthermore, Omnitek is currently the only company with functioning components for large engines (10 to 16 liters) as used in buses and heavy duty trucks.

2. Engines with a turbo charger must use electronic fuel injection. Management only knows of two other companies that are offering outdated components that could be used on such engines. The Omnitek electronic engine controller, the most important conversion kit component, is currently considered the status quo in the industry.

In a demonstration where product was supplied by Omnitek and competing companies, the Omnitek technology has always performed superior and is now considered the status quo.

The big original equipment manufacturers such as Bosch, Delphi and Cummins do not supply conversion kits. The end user can only purchase new engines or CNG components and attempt a Do-It-Yourself conversion. The suppliers will not assist in any form of conversion other than new engine purchase.

The combined knowledge in this field held by the Omnitek management, engineers and its consultants is extraordinary. Our technology is unique and well proven.

New Natural Gas Engines

Under certain conditions it is not cost effective, or technologically feasible to convert a diesel engine to operate on natural gas. Emission standards sometimes dictate the use of highly sophisticated technology that cannot be easily retrofit onto an engine. Under those situations, purpose built alternative fuel engines are the only option.

Depending on power output, new CNG engines from Cummings, Volvo or Mercedes cost between $12,000 and $26,000. With the exception of the most affluent countries, this is out of the range that most bus and truck fleet operators can afford. The Omnitek natural gas engines range from $6,000 to $14,000. We strongly believe that the reliability of our technology, combined with our lower prices, makes our product extremely attractive to potential customers. These two elements we believe will overcome the advantage of name brand recognition held by our conglomerate competitors. However, we also believe that additional competitors will emerge as this market matures. Markets this large and with such a profit potential, will not go unnoticed.

The Omnitek dedicated compressed natural gas and LPG engines come in 100HP, 150HP, 200HP and 300HP configurations, at a price ranging from $6,000 to $14,000. The engines are a direct-fit replacement to the high-pollution diesel engines they replace.

Intellectual Property

The Company believes that its success will depend largely on its ability to obtain and maintain Patent protection for its present and future product lines. The Company has received protection or is awaiting registration for the following:

- US Patent No. 6,374,816 - Apparatus and Method for Combustion Initiation

- US Patent Pending No. 60/378,86 1 - Emission Control System

- US Patent Pending No. 746709930 - Multi-fuel Engine Conversion System and Method

The protection of proprietary rights relating to the Company's products and expertise is critical for the Company's business. The Company intends to file additional patent applications for each product as it is developed to protect technology and improvements that are considered important to the development of its business. The Company also intends to rely upon trade secrets, know-how, continuing technological innovation and licensing opportunities to develop and maintain its competitive position.

Although the Company intends to seek patent protection for its proprietary technology and products in the United States and in foreign countries, the patent positions of products such as the Company's, are generally uncertain and involve complex legal and factual questions. Consequently, the Company does not know whether any of the patent applications that it has and will consider filing will result in the issuance of any patents, or whether they will be circumvented or invalidated. There can be no assurance that all United States patents that may pose a risk of infringement can or will be identified. Additionally, the Company has not sought to identify foreign patent applications that might affect existing patent applications currently on file with the Unites States Patent and Trademark Office. If the Company is unable to obtain licenses where it may have infringed on other patents, it could encounter delays in product market introductions while it attempts to design around such intellectual property rights, or could find that the development, manufacture or sale of products requiring such licenses could be prevented. In addition, the Company could incur substantial costs in defending against suits brought against it on such intellectual property rights or prosecuting suits, which the Company brings against other parties to protect its intellectual property rights. Competitors or potential competitors may have filed applications for, or have received patents and may obtain additional patents and proprietary rights relating to, compounds or processes competitive with those of the Company.

The Market

One alternative fuel, compressed natural gas (CNG), has emerged as a perfect solution to the problems of high oil prices and high exhaust emissions. Readily available from local sources in many countries, it is inexpensive and clean burning. In some countries, the price of CNG is 10% to 50% of the price of diesel. Argentina has 1.5 million cars operating on natural gas; however none of the transit or commuter buses are currently operating on natural gas. These diesel-powered vehicles are the primary source of air pollution in most major urban centers, where thousands of such buses operate. Most of the urban centers in China, India, South America, Mexico and others around the world are faced with the same problem. Even as taxies and private cars in Beijing, Mexico City, Buenos Aires and Sao Paulo, are being converted to operate on natural gas, buses continue to operate on high-polluting diesel. It is estimated that approximately 150,000 to 250,000 diesel-powered buses and

heavy-duty trucks operate in the urban centers of Mexico and South America alone, and there are more than 200,000 in the largest cities in China alone.

The problem has been finding ways to cost-effectively retrofit/convert existing high polluting heavy-duty diesel engines to natural gas technology. Most attempts to utilize the same technology used to convert small car engines have not been successful to convert heavy-duty diesel engines. Previously available technology from Cummins and others have been of poor quality and highly expensive. Additionally, the technologies reduced the working horsepower of these engines significantly, making them less productive and the decrease in pollution levels were less than the anticipated levels.

It requires substantially different technology to convert a large heavy-duty diesel engine to natural gas. Omnitek has developed and perfected technology solutions for CNG that can be used to retrofit/convert polluting diesel engines to utilize clean-burning natural gas. Additionally, Omnitek is offering new dedicated natural gas engines to replace existing diesel burning engines. Both solutions are highly cost efficient, of excellent quality and reliability, and provide much more usable horsepower than any previous technology. Both solutions are currently in the field and proving themselves to be excellent performers. The savings in fuel costs to these end users have already more than paid for the cost of the retrofits and replacement engines. The Company has also found that the cleaner burning natural gas reduces wear on the engines such that maintenance costs are also being reduced.

The markets can be divided into two main groups:

1. Countries not requiring compliance with emissions standards, or no standards are in place (certification of engines and equipment not necessary therefore a shorter time to market); or,

2. Countries that require compliance with emissions standards (certification of engines and equipment necessary and therefore a longer time to market).

Omnitek has decided to focus primarily on countries not requiring compliance with emissions standards and secondarily on countries requiring compliance with emissions standards.

<u>Primary Market Countries:</u>

Thailand - Has emissions standards, but does not require compliance for CNG powered engines (retrofit or new). Omnitek has five customers in Thailand. The support of the Thai Government has helped make Omnitek the leader in this sector.

Myanmar - Currently has no emissions standards. Omnitek has two customers in Myanmar and is the leader in this sector.

Bangladesh - Has emissions standards, but does not require compliance for CNG powered engines (retrofit or new). Omnitek has two customers in Bangladesh.

Secondary Market Countries:

India - Has emissions standards, but compliance with the EURO III standard is not difficult. Omnitek has one exclusive importer in India, who supplies three customers with Omnitek products.

China - Has emissions standards, but compliance with the EURO III standard is not difficult. Omnitek has one exclusive representative in China since 2002, who supplies the market with Omnitek products.

United States - Has very strict emissions standards, which are difficult to comply with and certification has a high cost; certification to EURO IV can cost upwards of $100,000. Omnitek is supplying companies in the United States with products and also lends technology support.

Item x. The nature and extent of the issuer's facilities:

The Company's corporate office is located at 1945 S. Rancho Santa Fe Rd., San Marcos, California, 92078.

Item xi. The name of the chief executive officer and the members of the board of directors:

Name _____	Position
Werner Funk	CEO, President, Secretary, and Director
Jan Quiqley	CFO and Director
John Reed	Director

Werner Funk – Mr. Funk was born in Germany and has been a Director and the CEO of the Company from its formation in May of 2001. Mr. Funk has over 25 years experience in international business, manufacturing, engineering, marketing and internet commerce. He is responsible for management, marketing and new product design. His extensive knowledge of technology, marketing and international business has been largely responsible for the Company's growth and international market penetration. Mr. Funk was educated in Germany where he attended high school and vocational college for automotive technology, where he graduated with honors receiving a bachelor degree in automotive technology. While living in Germany, he worked for Mercedes-Benz and was assistant crew chief of a Porsche factory sponsored racing team. Mr. Funk moved to the United States in 1978. He started several successful businesses including Nology

Engineering Inc., a California Corporation, which designs, manufactures and markets automotive products for the performance aftermarket.

Janice M. Quigley – Mrs. Quigley has been CFO of the Company since 2003 and is responsible for the financial reporting and personnel management of the Company. Mrs. Quigley, a native of San Francisco, California, worked in the electronics industry for 27 years prior to relocating to San Diego in 1992. Ms. Quigley joined Advantage Lift Systems, Inc. (a manufacturer of heavy-duty vehicle hoists) in 1993 as controller. She was promoted to Chief Financial Officer in 1997 when the company acquired Globe Lifts (a manufacturer of light-duty vehicle hoists). She remained in this position until October of 2000 when the company was sold. Mrs. Quigley is also the CFO for Nology Engineering, Inc.

John Reed MD - Dr. Reed is an outside director of Omnitek and is actively involved in project evaluation and the development of marketing concepts. His knowledge of engines and engine management systems, as well as his experience in Mergers and Acquisition activities, make an important contribution to Management. Dr. Reed graduated from the University of California and holds Bachelors degrees in Science in Microbiology and Science in Immunology, as well as Arts in Public Health.

Item xii. The issuer's most recent balance sheet and profit and lost and retained earnings statements:

Copies of the audited consolidated financial statements of the Issuer, (Balance Sheet, Statement of Operations, Statements of Stockholders' Equity, Statement of Cash Flows, and Notes to the Financial Statements), for the year ended December 31, 2006 and 2005, with Independent Auditors' Report thereon of HJ & Associates, LLP, attached hereto as Exhibit C.

Item xiii. Similar financial information for such part of the two preceding fiscal years as the issuer or its predecessor has been in existence:

Copies of the audited consolidated financial statements of the Issuer, (Balance Sheet, Statement of Operations, Statements of Stockholders' Equity, Statement of Cash Flows, and Notes to the Financial Statements), for the year ended December 31, 2006 and 2005, with Independent Auditors' Report thereon of HJ & Associates, LLP, attached hereto as Exhibit C.

Item xiv. Disclosure whether the broker or dealer or any associated person is affiliated, directly or indirectly, with the issuer:

The Company has no knowledge of any broker-dealer(s) or associated person(s) who is submitting quotations with respect to the Company's Common Stock, who may be associated, directly or indirectly, with the Company.

Item xv. Disclosure whether the quotation is being published or submitted on behalf of any other broker or dealer, and, if so, the name of such broker or dealer:

None

Item xvi. Disclosure whether the quotation is being submitted or published directly or indirectly on behalf of the issuer, or any director, officer or other person, directly or indirectly the beneficial owner of more than ten percent (10%) of the outstanding units or shares of any equity security of the issuer, and, if so, the name of such person, and the basis for any exemption under the federal securities laws for any sales of such securities on behalf of such persons:

The Company has no knowledge of the quotation being submitted on behalf of the Company or any director, officer or ten percent shareholder of any of the Company's securities.

PART 2.

REQUIRED ISSUER INFORMATION

Item (a)(3) Required Issuer information:

Omnitek Engineering Corp. is a Non-Reporting company.

PART 3.

SUPPLEMENTAL INFORMATION

Item (b)(1) Describe the circumstances surrounding the submission of this application. Include the identity of any person(s) for whom the quotation is being submitted and any information provided to your firm by such person(s).

The Company is now submitting this application to ensure a quotation on the market in the Pink Sheets.

Item (b)(2) Has the issuer or its predecessor been subject to a trading suspension order issued by the SEC during the past 12 months?

No

Item (b)(3) Provide any Material information, including adverse information, regarding the issuer that your firm is aware of or has in its possession. If your firm does not possess such information, please state "None" below. Identify any applicable information by title and date.

None.

PART 4.

COMPLETE FOR OTC BULLETIN BOARD QUOTATIONS

Not Applicable

PART 5.

CERTIFICATION

This Information and Disclosure Statement and the attached Exhibits constitutes adequate and current information in respect of Omnitek Engineering Corp., and is being furnished to interested securities brokers or dealers, who may rely on it in submitting and publishing quotations on the common stock of Omnitek Engineering Corp. and will be furnished upon request to other interested securities brokers or dealers who may also rely on it in publishing quotations on the Issuer's shares of common stock.

Interested parties may contact:

Omnitek Engineering Corp.
Attn: Werner Funk
1945 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Telephone: (760) 591-0089
Facsimile: (760) 591-0880

With Copies Sent to:

George G. Chachas
Chachas Law Group P.C.
2445 Fifth Avenue
Suite 440
San Diego, CA 92101
Telephone: (619) 239-2900
Facsimile: (619) 239-2990

Executed pursuant to authorization of the board of directors of Omnitek Engineering Corp.

Omnitek Engineering Corp.

Dated:_____

By: Werner Funk
Its: President