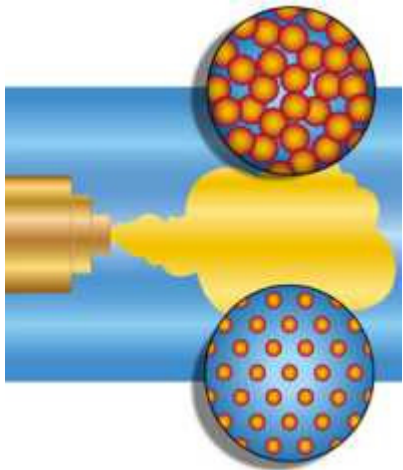


A Physics View of EnviroMagnetics Energized Fuel

The EME System is installed between the final fuel filter and inlet port, on the air line and radiator hose where applicable on internal combustion engines.

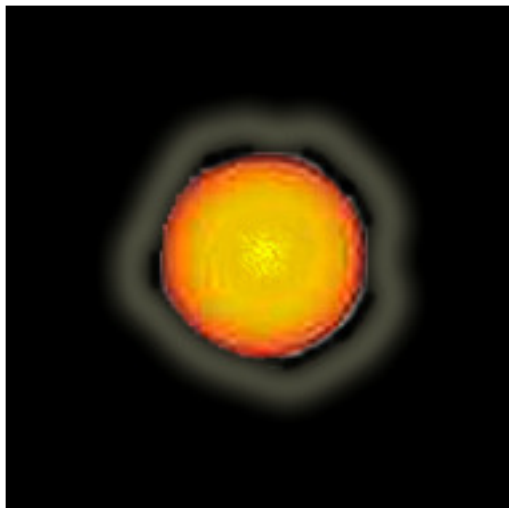


IN ANY COMBUSTION CHAMBER FUEL ALWAYS BURNS IN A SPRAY OF DROPLETS.

The smaller the droplets, the cleaner the burn.



BIG DROPS BURN DIRTY.



POWER CELLS

EnviroMagnetics Energizers (EME) energetically alter the spray pattern of fuel entering the combustion chamber.

In part, without the additional combustion efficiency increase of the EME potentiated air/oxygen ionization with the Ortho-Hydrogen fuel, the physics principles of Ortho-Hydrogen from the electromotive energies are described in great detail in "[Single Drop Diesel Combustion](#)" published by NASA and the Jet Propulsion Labs.

EMEs are installed between the final fuel filter and inlet port to the combustion chamber. They work a little like a car battery or a dry cell. In a car battery, electrons flow between lead and zinc plates. The electrolyte is battery acid. In a 1.5 volt AAA battery the electrolyte is a paste. In the EME field, the electrolyte is fuel. When fuel enters the EME field, a calculated percentage of electrons flow naturally into the lower absorbing electromotive potential of the diesel hydrocarbon molecule. The fuel is given a right-hand chirality [to overcome the natural negative electron state] and to dynamically bond with the left-hand chirality energy imparted into the air/oxygen prior to the combustion chamber.

With the fuel molecules having the same polarity, they *always* repel each other. When the fuel is sprayed into the combustion chamber, the electrons instantly try to escape from the drops of fuel. They break through the surface tension of each drop and force it to split into hundreds, even thousands of tiny microdrops. Microdrops burn cleaner than normal size drops for two reasons.

COMPRESSION RESISTANCE

First, since the microdrops are also positively charged by the electrons, they repel each other. Supported by energized cylinder wall surfaces to maintain non-attenuation of the internal gaseous charge, the micro-drops actually resist compression and with the air/oxygen left-hand chirality charge, the droplets are energetically attracted to the opposite charge of the air/oxygen making it ionically mix completely with the fuel. Normally, any spray of fuel quickly collapses into a puddle if there is no ignition. At low rpms, such as idle speeds, each squirt of natural fuel has time to begin to collapse which decreases combustion efficiency. Electromotively energized ionized fuel and air stays in a gaseous cloud longer and therefore burns more completely giving the dramatic fuel savings and emission reduction seen in pumps, gensets and on-the-road diesels.

MIDDLE MOLECULE BURN-THROUGH

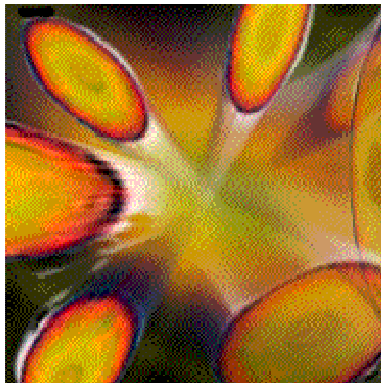
Second, another mechanism in part that is operating with the EME system is the sum of surfaces of millions of microdrops is exponentially greater than that of a few thousand normal size drops. (Think of the surface of a grapefruit. Now think of the total surface areas of 1,000 peas. Same volume. More total surface area.) On ignition, the fuel molecules on the surface of any drop always burn first. Those in the middle always burn last. In a big drop, the middle molecules may burn partially or not at all. Soot, smoke, NOX and most other emissions are basically unburned or partially burned "middles." When big drops break into microdrops, there are more molecules on more surfaces. Fewer in the middle. The surface molecules mix better with air and burn much more completely. Therefore, you get a cleaner burn on every ignition stroke. That means up to 85-95% less particulates and up to 99% less NOX, CO, and 20%-80% less CO2 after stabilization. It also means more power: 3% to 12% more flywheel torque per ignition stroke. Best of all it means better fuel economy. You get 10% to 38% better MPG or GPH after stabilization has been acquired. The EME Coolant System reduces engine temperature providing cooler longer running engines. The EME Fuel Saver System contains no moving components to break or wear out; no chemicals to replenish; no maintenance; no stress on an engine, genset, pump. Exhaust heat will increase 10-15°, which will burn off all the accumulated soot in your manifold in about 30 days. Basically, you install the EME and forget about it.

EnviroMagnetics Energizer Fuel System generates permanent electromotive energy and comes with a lifetime Power Warranty.

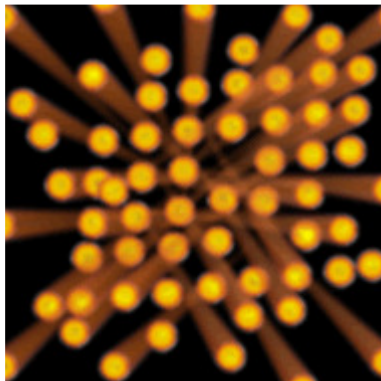


The correct number of electrons to induce the desired effect was defined by NASA as the Rayleigh Limit – 3.25×10^{27} electrons per drop per second. Given the correct charge, a normal droplet will break into *octolids* – eight equally shaped smaller droplets. These eight drops break into 64 microdrops, then 512, 4,096... and so on (Think of splitting a grapefruit into grapes, BB's, ... dust), until the combined strength of the electrons is no longer enough to break the surface tension of the last microdrop. It all happens in a few nanoseconds.

EnviroMagnetics Energizers IONIZE EACH DROP WITH A TINY ELECTRIC CHARGE



IONIZED DROPS BREAK INTO 8 "OCTOLIDS" OR MICRODROPS...



...AND THEN INTO 64, 512, 4,096...MORE MICRODROPS THAT MIX BETTER WITH AIR.

THIS EFFECT TAKES PLACE IN 5 to 15 BILLIONTHS OF A SECOND. - THE MICRODROPS RESIST COMPRESSION.

AS POSITVELY CHARGED DROPLETS, THEY MIX BETTER WITH NEGATIVELY CHARGED AIR.



YOU GET:



INSTEAD OF:

THE VIEW OF A LIMITED METHOD OR PARTIAL – What we are addressing here is a much broader ID of the total Molecular Physics involved. Especially, relating to the Standing Wave interaction used by Tesla – and the Non Linear World OF IONICS & MAGNETISM