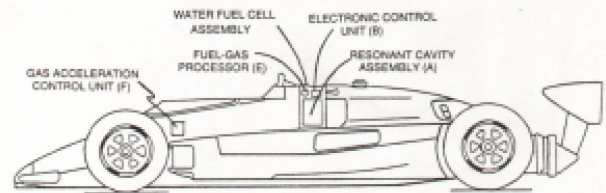


Fuel-Gases / Quenching Tube

The liberated and traveling **Fuel-Gases** enters into and is passed through a patented **Fuel-Gas Processor (E)** that performs and functions as a **Gas Ionization Chamber** when another Voltage Intensifier Circuit (A3) is activated by Gas Acceleration Control Unit (B/F), as illustrated in Figure 2 as to Figure 7

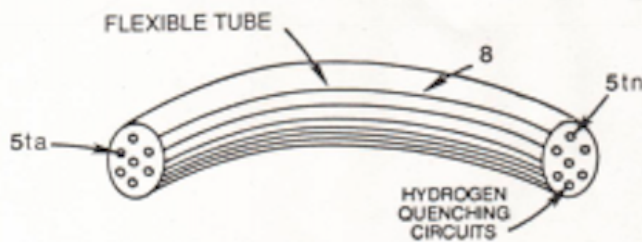
Figure 2

Figure 7



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Figure 7: Indy "500" Car



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Figure 3: Spark Arresting Gas Line

Voltage Intensifier Circuit (A3) is

interlocked with **Safety Control Circuit (D)** through **Electronic Control Unit (B)**.

Gas Bleed-Off Valve prevents unwanted gas pressure during engine "turn-on stage".

The Fuel-Cell Assembly of Figure (7) is directly retrofitted to the car engine without engine-change since the patented **Hydrogen Gas-Mixture** co-equals the burn-rate of Alcohol (from 325cm/sec. to 44 cm/sec.), as illustrated in Figure 4 as to Figure 5.

Non-combustible gases (gases that do not support the Gas Combustion Process) supplied by the Water intermixes with the liberated hydrogen and oxygen gases to form the hydrogen gas-mixture (44 cm/sec.)

The hydrogen gas-mixture remains constant regardless of the gas flow-rate since water acts and performs as a Gas-Mixing Regulator.

Figure 4

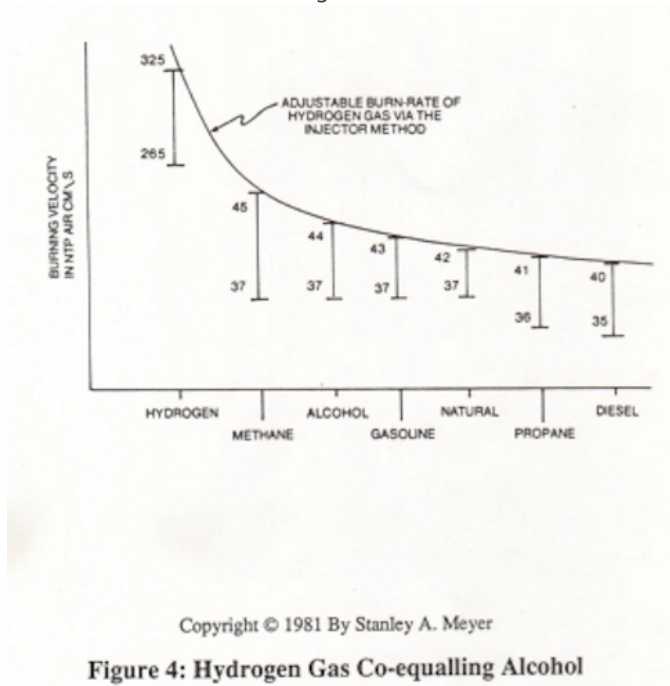


Figure 4: Hydrogen Gas Co-equalling Alcohol

Figure 5

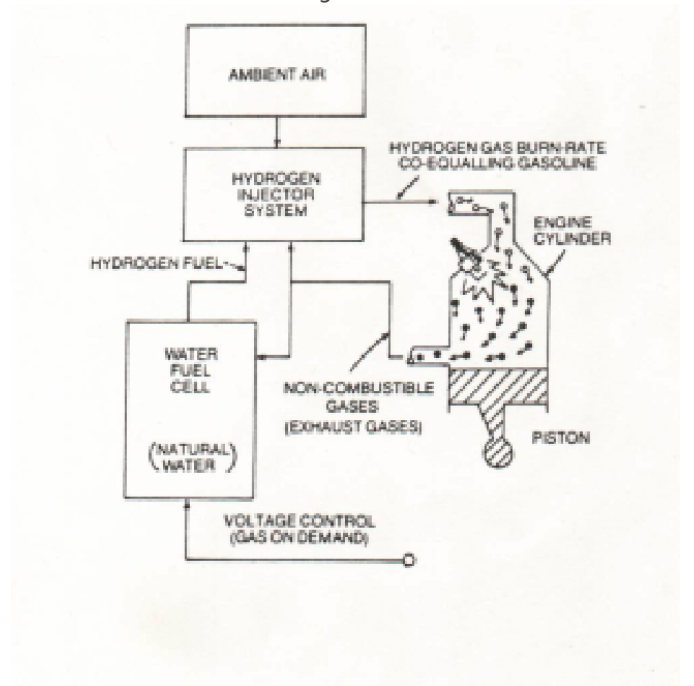


Figure 5: Recycling Non-Combustible Gases

Original Content

RE: Water Power Car

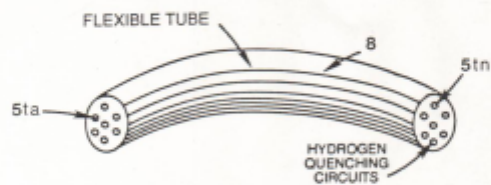
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The liberated and traveling **Fuel-Gases** enters into and passes through an patented **Fuel-Gas Processor (E)** that performs and functions as an **Gas Ionization Chamber** when another Voltage Intensifier Circuit (A3) is activated by Gas Acceleration Control Unit (B/F), as illustrated in Figure 2 as to Figure 7.

Voltage Intensifier Circuit (A3) is interlocked with Safety Control Circuit (D) through Electronic Control Unit (B).

Gas Bleed-Off Valve prevents unwanted gas pressure during engine "turn-on stage".

QUENCHING TUBE



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Figure 3: Spark Arresting Gas Line

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Revision #3

Created 2024-03-26 04:27:24 UTC by Chris Bake

Updated 2024-03-27 16:19:39 UTC by Chris Bake