

Laser Distributor

430

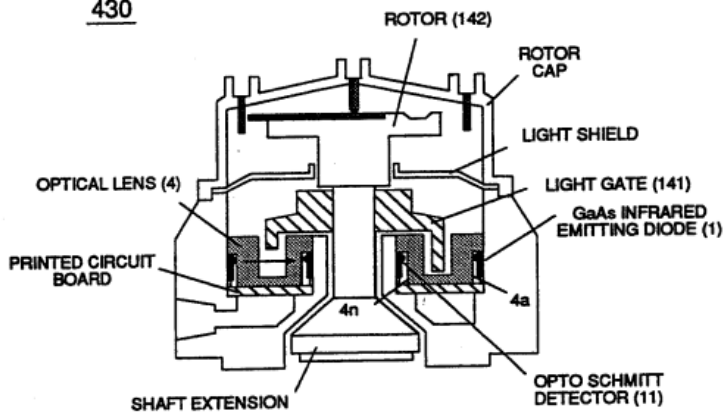


FIGURE 3-44: LASER DISTRIBUTOR

Laser Distributor assembly (430) of

Figure (3-44) functions in similar manner as **Laser Accelerator** (20) of Figure (3-10) except **light-gate** (141) of Figure (3-44) rotates in the same direction of **Spark-rotor** (142) and being displaced opposite to **rotor blade** (142), allowing intermixed **processed ambient air gases** (101) and **Fuel-Gases** (88) to enter **engine cylinder** (102) of Figure (3-38), as illustrated in **Injector Control Circuit** (300) of Figure (3-4).

Laser Accelerator (20) of Figure (3-10)

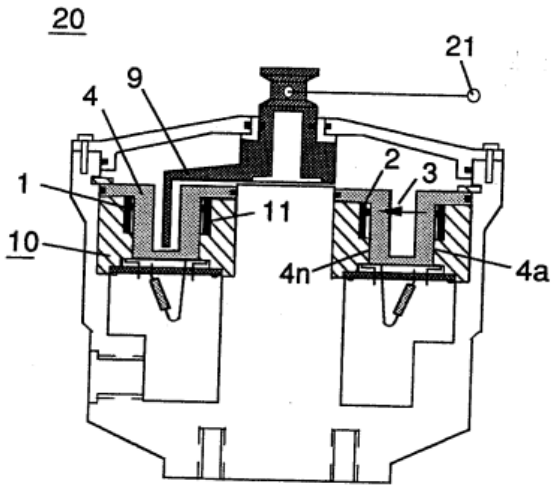


FIGURE 3-10: LASER ACCELERATOR

engine cylinder (102) of Figure (3-38)

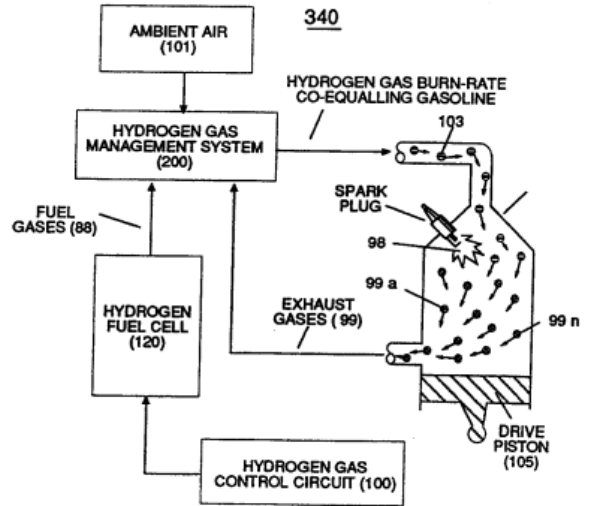


FIGURE 3-38: RETROFIT ENERGY SYSTEM

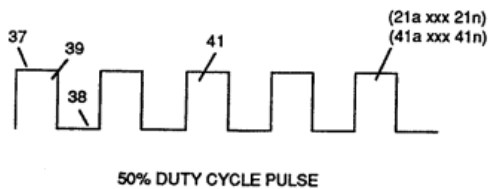


FIGURE 3-16: VARIABLE CLOCK PULSE TRAIN

Rotating **light-gate triggering circuit assembly (430)** sequentially activates **Pulse Shaping Generator (440)** of Figure (3-4) to produce a constant 50% Duty-cycle Pulse-Train (see Figure 3-16 once again) to **Analog voltage Generator (40)** of **Hydrogen Gas Management System (200)** of Figure (3-1) as to Figure (3-5).

Figure (3-1)

200

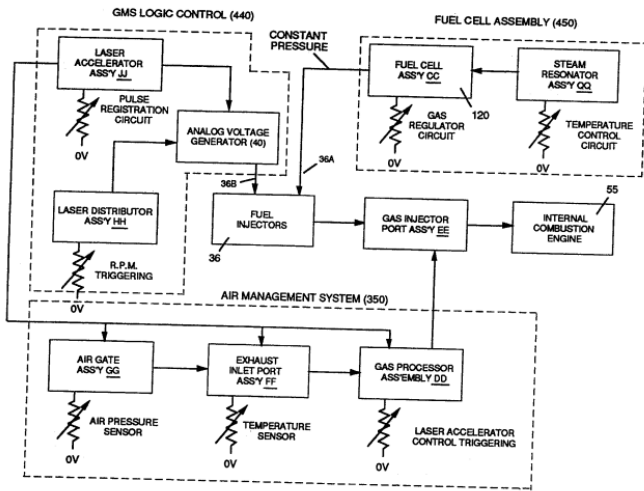


FIGURE 3-1: HYDROGEN GAS MANAGEMENT SYSTEM

Figure (3-4)

300

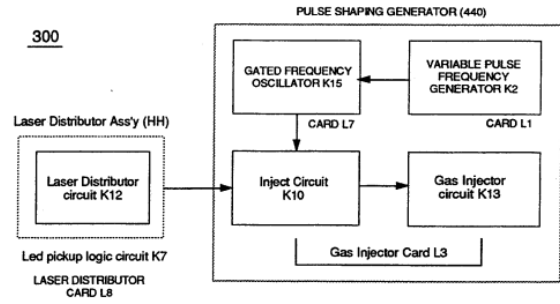


FIGURE 3-4: INJECTOR CONTROL CIRCUIT

Interlocking **Laser Accelerator output {J}** with **Laser Distributor output (HH)** of Figure (3-1) causes **Fuel-Injectors (36)** to be "Tuned" with both **Air Management System (350)** of Figure (3-2) and **Hydrogen Gas Control Circuit (100)** of Figure (3-5) to maintain constant **Fuel-mixing Ratio (290)** of Figure (3-3) during engine performance.

Figure (3-2)

350

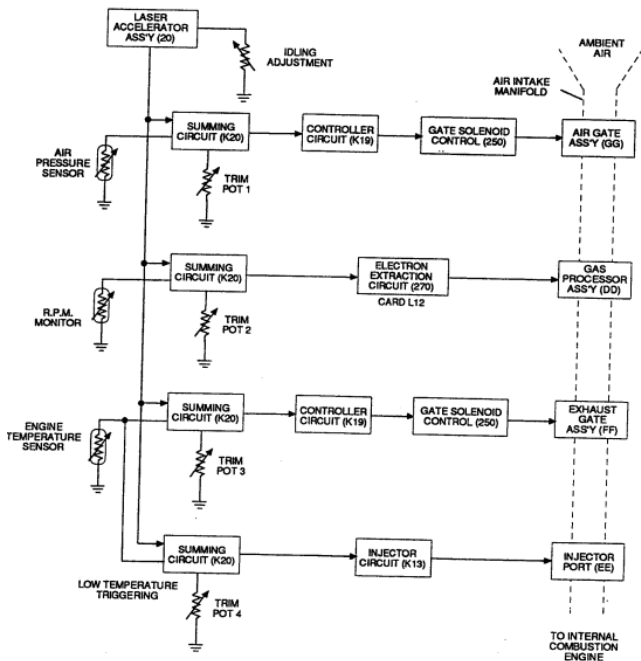


FIGURE 3-2: AIR MANAGEMENT SYSTEM

Figure (3-5)

100

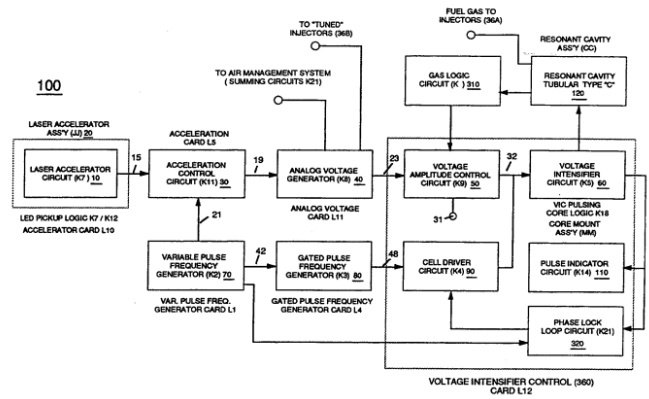


FIGURE 3-5: HYDROGEN GAS CONTROL CIRCUIT

As **Laser Accelerator** (JJ) advances toward "Peak" engine performance, **Fuel-Injectors** (36) open gate-time (on-time) increases proportionally.

Opposite or reverse movement of **Laser Accelerator** (JI) decreases **Injectors** (36) **on-time** which, in turns, reduces engine speed.

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