

# Water Fuel Injection System

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**WFC injector assembly** (10) of Figure (4-1) as to (30) of Figure (4-2) is design variable to be retrofitable by replacing fossil-fuel injector ports affixed to **jet engines** (see Figure 4-13)

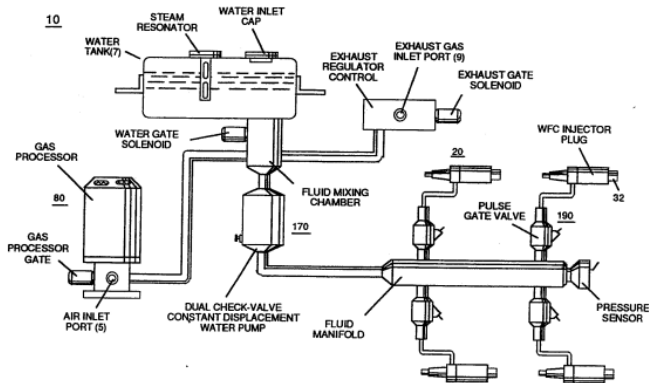


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

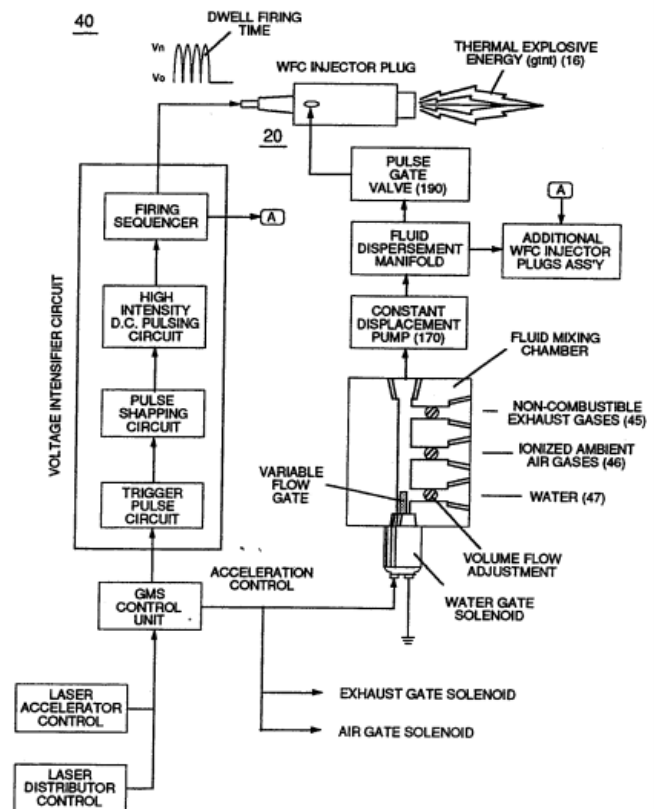


FIGURE 4-2: WATER FUEL MANAGEMENT (WFM) SYSTEM

**heating systems** (Figure 4-12), **rockets engines** (Figure 4-14), or even car **spark plugs** (130) of Figure (4-11)

Figure (4-12)

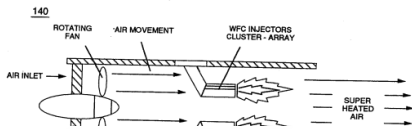


Figure (4-13)

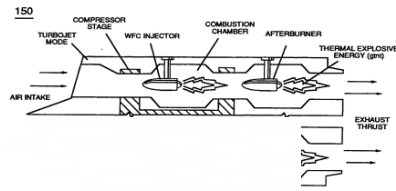


Figure (4-14)

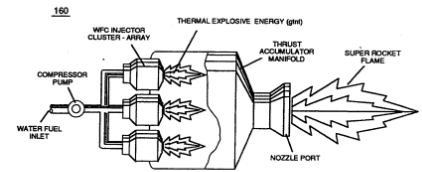


FIGURE 4-14: ROCKET ENGINE RETROFIT

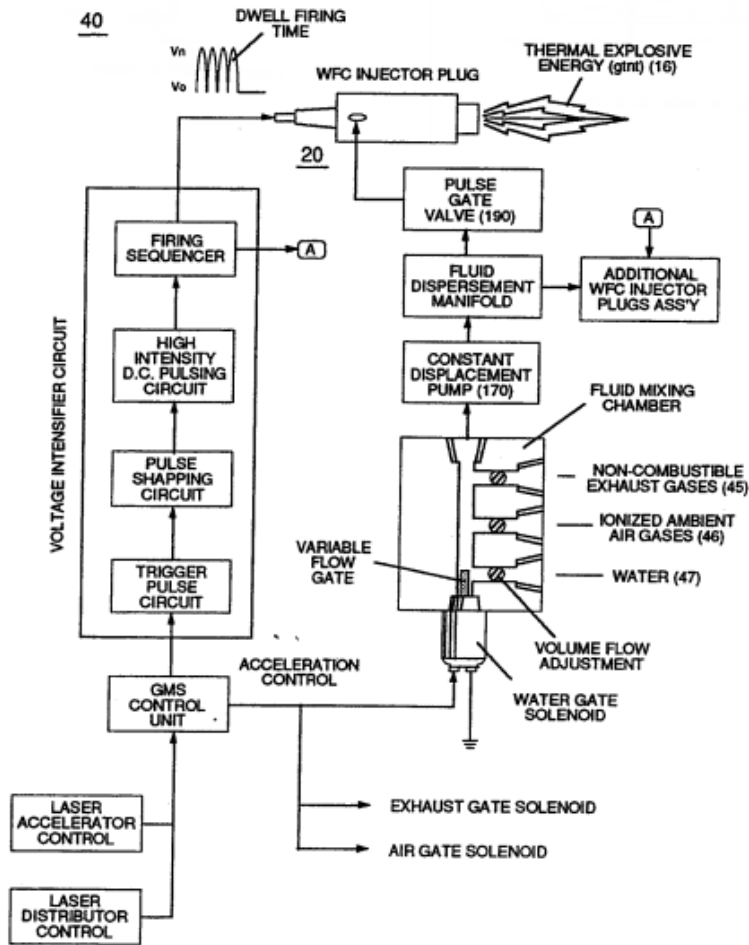


FIGURE 4-2: WATER FUEL MANAGEMENT (WFIS) SYSTEM

which simply uses **Water Fuel**

Management (WFMS) System **fluid-metering system** (40) to control **gas ignition** (16), as illustrated in (40) of Figure (4-2).

Sequential pulsing of **Water Fuel Injector** (20/30) of Figure (4-1) as to (40) of Figure (4-2) is system activated by **Pulse Gate Valve** (190) of Figure (4-1) to further control a predetermined **energy-flame** (16).

In essence, then, the **Water Fuel Injector** system (40) simply processes and converts water into a useful hydrogen fuel on demand at the point of gas ignition

... thereby, **co-equally** or **superseding** fossil-fuel safety standards

... especially when **ionized ambient air gases** (400 xxx 46n) and **non-combustible gases** (45a xxx 45n) are intermixed with **water supply** (47) prior to entering **Water Fuel Injector Plug** (20/30), as illustrated in (40) of Figure (4-2) as to (10) of Figure (4-1).

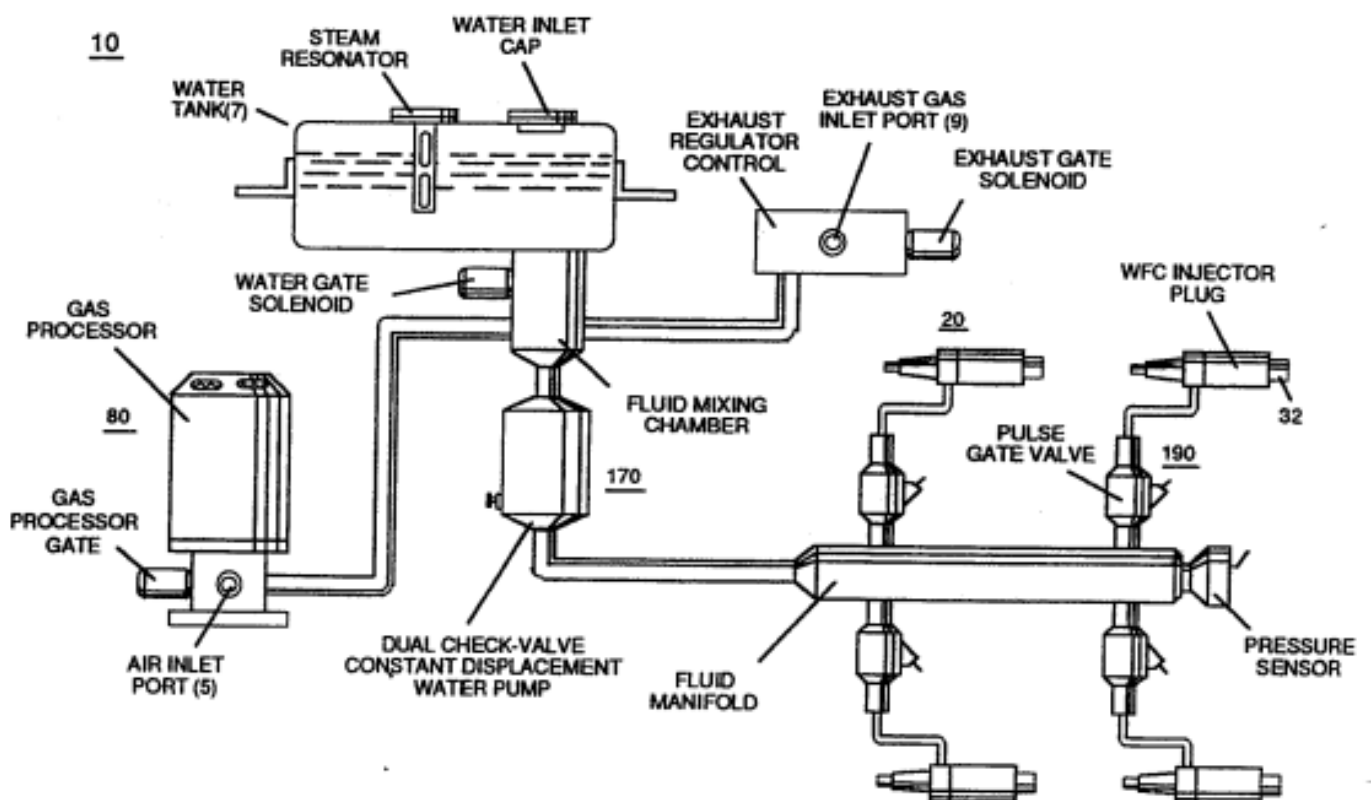


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

Revision #3

Created 19 December 2023 23:16:16 by Chris Bake

Updated 20 December 2023 04:43:51 by Chris Bake