

# WFC 421 - Illustrations

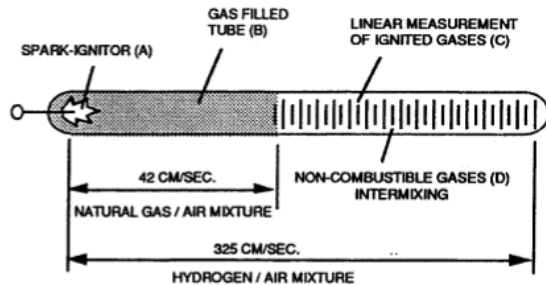


FIGURE 2-1: SPARK IGNITION TUBE

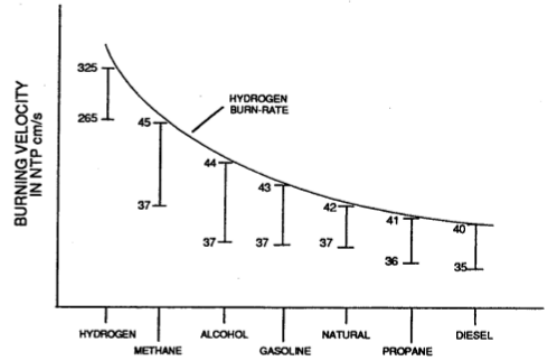


FIGURE 2-2: HYDROGEN BURN RATE

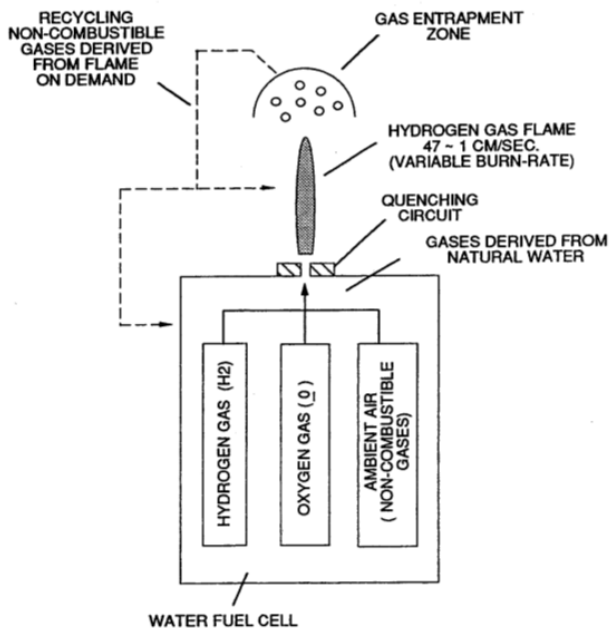


FIGURE 2-3: GAS MIXING REGULATOR

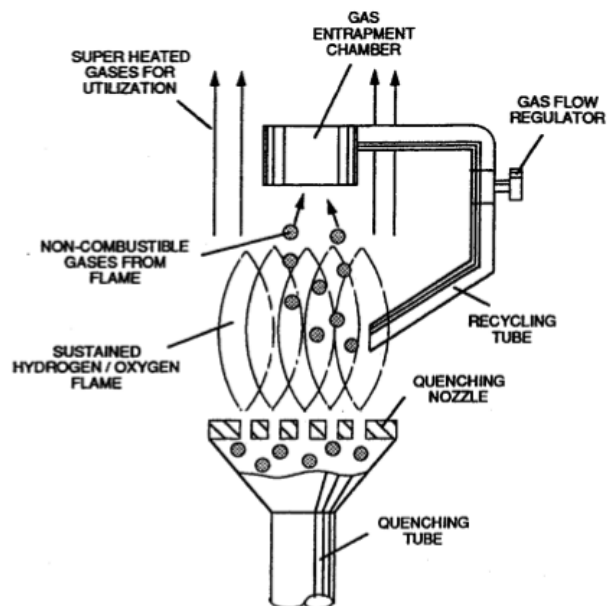
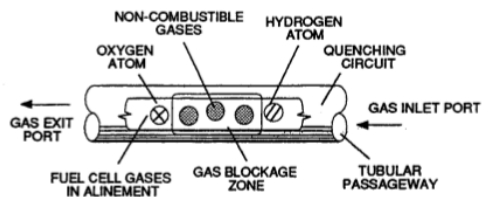


FIGURE 2-4: ADJUSTING FLAME TEMPERATURE



NOTE:  
 1) OXYGEN ATOM MUST UNITE WITH HYDROGEN ATOMS TO CAUSE GAS IGNITION.  
 2) TUBULAR PASSAGEWAY PREVENTS MOVING GAS ATOMS FROM REGROUPING.

FIGURE 2-5: PREVENTING GAS IGNITION

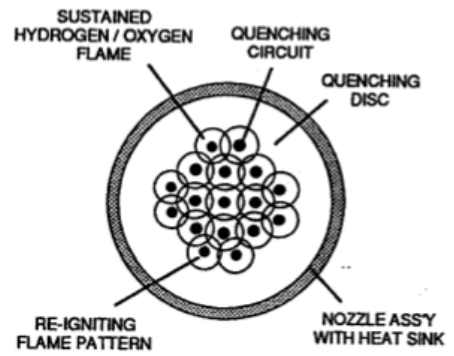


FIGURE 2-6: QUENCHING NOZZLE

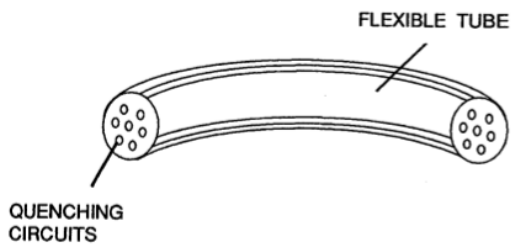


FIGURE 2-7: QUENCHING TUBE ALLOWS HYDROGEN TO BE DISTRIBUTED WITHOUT SPARK-IGNITION

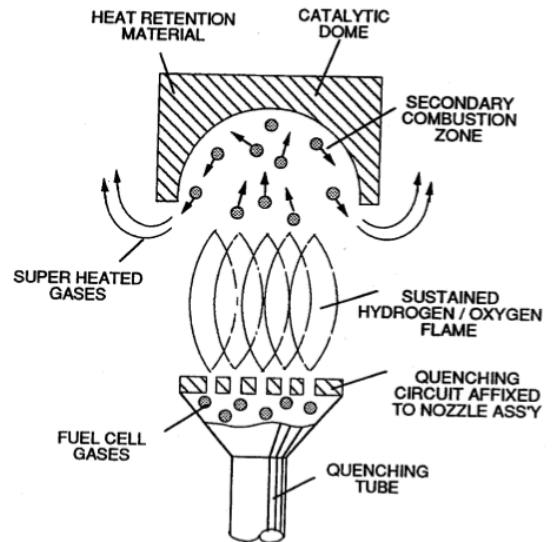


FIGURE 2-8: CATALYTIC BLOCK ASSY

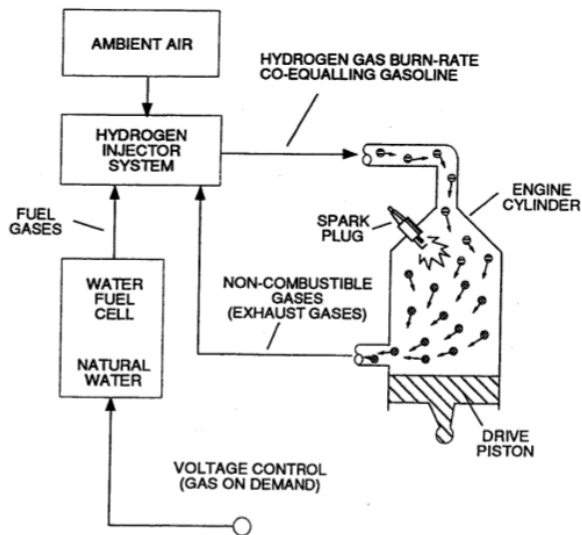


FIGURE 2-9: WATER FUEL CELL RETROFITTED TO A INTERNAL COMBUSTION ENGINE

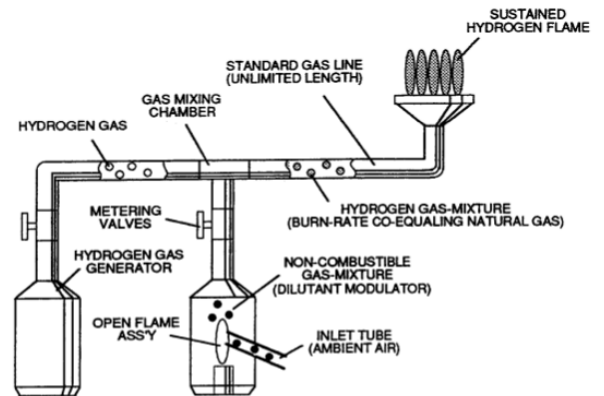


FIGURE 2-10: UTILIZING STANDARD GAS LINE TO TRANSPORT HYDROGEN GAS SAFER THAN NATURAL GAS

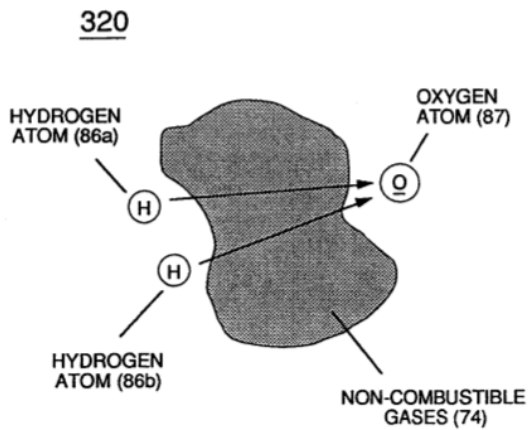


FIGURE 2-11: GAS MODULATOR

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