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## MONOPOLE MAGNETIC FUEL CONDITIONING - TECHNICAL DOCUMENT NOVEMBER 1, 2011

Ambivalence toward “magnetic fuel conditioners” is understandable.

At best, without the rest of an engineered system to meet the fuel/air requirements, the energized fuel alone does not increase the economy much, and sometimes it reduces it by throwing off the fuel/air ratio.

The science of the ortho-hydrogen dynamic behind magnetic conditioning is defined, shown and rated for every complex hydrocarbon fuel molecule listed in the Engineers’ Handbook (CRC). This technology was used in NASA hydrogen rockets for many years.

In order to apply it correctly to an engine, the system’s fluid dynamics had to be engineered to correctly support increased ionization at ignition. A FUEL MAGNET CANNOT DO THAT.

The system Technology was engineered by Peter Kulish, many years ago and has been continuously updated ever since. The Technology puts a positive charge into the fuel and a negative charge into the air (oxygen). This de-clusters all the fuel associations into single molecules with a positive spin potential, which creates the more volatile ortho-hydrogen, while the oxygen is given a negative spin potential; this dual synergistic functionality of the higher attraction of the opposite charged fuel and oxygen potentials creates a greater ionization dynamic, resulting in releasing more heat/energy. Results: increased economy and reduction of the unburned emissions, now used as fuel.

Another part of the system is the coolant energizer system, which creates lower surface tension in the coolant. Adding this system helps increase heat transfer efficiency in the engine head and cooling jackets. Results: greater reduction of emissions, and increase in economy occurred.

Previous to its addition to the system technology, the non-energized cylinder walls would attenuate the new energy from the periphery of the gaseous envelope. By energizing the cylinder walls, the gaseous envelope did not lose any of its ortho-hydrogen energy. This helped to increase the economy and reduce the emissions.

Testing has been done throughout the world, and it demonstrates that the correct electromotive force of magnetism provides a real breakthrough in creating major fuel savings and pollution reductions.

The following are International EPA gasoline and diesel tests of these engineered systems. The Mark 2 and now newer Mark 3 FuelAid Technology Systems have much better results than the original Mark 1 Monopolar Design.

The following materials are on file and available on request.

1. Fuel Test – Mark 1 Monopolar compendium

- Pennsylvania State Emissions Testing
- India Ministry of Surface Transportation
- US Air Force MEEP (Military Equipment Evaluation Program) Diesel testing
- Chile EPA
- Malaysia Sirim testing
- German/American VTEC Laboratories
- EPA Test/ SRI LANKA (Ceylon) Diesel Emissions testing
- Nepal – EPA – Emissions testing
- BRAZIL EPA Diesel Testing
- California State Emissions testing

2. Mark 2 Brazil EPA Diesel Test on Mercedes – **25% savings, 80% emissions reduction**. Brazil EPA Mark-2 Test System Pictures.
3. Mark 2 Gasoline Testing (economy / emissions) – **Average 20% savings, 80% emissions reduction**
4. Mark 2 Diesel School Bus – **30% savings**
5. Mark 3 Transit Van Industry Test – **38% savings**
6. Mark 3 Brazilian Model 8.1 12 liter Mercedes Industry test – **52% & 69% savings** (probably helped clear spray pattern). 8.1 System pictures & Metro Bus system pictures
7. La Monica Tractor Industry tests – **32.7% savings**