

**The Elusive
High Mileage Carburetor**

by

Larry D. Wagner

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***A NOTE FROM THE AUTHOR**

You will find that within this book I express very strong views on automotive efficiency and energy and of the big business and big government that control them.

I thank God that I live in a country that is still free enough to allow me to state these views through the press. One thing that must be understood though, is that the information offered in this book is based on my personal opinion. The agencies I mention could well charge me with slander if I made an effort to convince you, the reader, that my opinion was absolute fact! So, I will stress again, this book is based on my opinions, no matter how harshly or bluntly stated.

You will consider this information and weigh it for yourself. I hope it helps you to form convictions regarding these issues that you can be comfortable with as true.

ALSO

This book contains information on several types of fuel systems that I have experimented with. Information is given to those who wish to duplicate our efforts with these systems. Though we found the most fantastic increases in our testing to come from the unit described in this book as the Complex System, we found that it is not a project for the amateur inventor. There are still factors to be solved in building it for consistent use. The system described as the Simple System has been built by thousands of citizens. Judging by the mail we've received, many of our readers have been delighted with increases in mileage of up to 250 percent.

Therefore, I advise you, if you are interested in your own experimentation in fuel saving devices, try the Simple System first.

Use caution in your work and Good Luck.

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Александр Александрович!

Ваше участие в жизни нашей кафедры и
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всегда было и будет для нас примером
высокого человеческого достоинства,
человечности, ответственности и
самоотдачи. Мы всегда с радостью
вспоминаем о тех годах, когда мы
вместе с вами работали над проблемами
математического анализа, и благодарим
вас за то, что вы дали нам возможность
принять участие в решении этих
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С уважением,
Александр Александрович!

Профессор А.А. Александрович!

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годах, когда мы вместе с вами работали
над проблемами математического анализа,
и благодарим вас за то, что вы дали нам
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С уважением,
Александр Александрович!

FORWARD

Much of the public has constantly heard stories from friends or relatives about someone in the next county or state who, in his garage, has built a carburetor that attained fantastic mileage, then was met with some unexpected fate. The bulk of the American public will choose to believe that such rumors are nonsense.

Unfortunately, the average American has the opinion that if it were possible to attain such an increase in gasoline mileage, then it would have been done long ago by the automotive industry. They have no reason to doubt this. After all, if they could produce a full-size car that could attain anywhere near 100 m.p.g., they would conserve fuel. Look how darn small the newer cars are.

And what about the United States government? Every week there's something new on the news programs about energy conservation.

No. Any idea that the automotive industry or the government is making an effort to cover up a fuel saving device is utterly ridiculous.

I can understand why the public feels this way. It is indeed what we have been shown by the government and who can doubt the complete honesty and integrity of our perfect government? Everyone knows that if they say that something is so, then it is so.

We are not everyone. We were at one time, but recent experience has permanently changed that. What we have seen has saddened and sickened us. We still believe that this country is the greatest in the world. Only, it is the people of this country that have made it great, not the international monopolies and owned politicians that effect it so greatly.

This book will show you the conclusions that we have come to face. We are not political fanatics. We do not jump fences or stage demonstrations out of overwhelming enthusiasm. We are tired and need the support of the public to attain our goals. In order to acquire your support, you

need to be enlightened to a reality that has not been visible to the public since its inception. Yes, bias and pieces surface around the country and turn into gossip. Here in this book you will see the whole picture and decide for yourself. With the information that you will gain, you would need to be an incurably closed-minded person not to provide us with your support.

Being closed-minded and sticking your head in the sand may temporarily block out unpleasant things; but as in Hitler Germany, this only allows matters to get dangerously out of control.

We hope that if this book does reach the public, it will inspire you to actively pursue the truth and do everything within your power and the power of your social organizations to overcome any injustice being done to us. Copyright 1981 Larry D. Wagner Tacoma, Washington

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Chapter 1 In The Beginning

I began my experience in the mechanical field at the age of eighteen as a jet engine mechanic in the United States Air Force.

While in the service, I re-designed the turbine section of the jet engine. The change was submitted to the Air Force through their suggestions program. After several months of evaluation, the suggestion was returned to me. I was told that the change was too major for the military to be able to implement on existing aircraft engines. They recommended that I submit it directly to the engine manufacturer for evaluation.

This I did. Unfortunately, the patent attorney that I selected to represent me took me too lightly. He assumed that due to my youth and lack of formal education, the idea could not have much merit. Due to his careless attitude and poor advice, I lost all rights to the manufacturing of this change. It is now being used in jet aircraft.

After my time in the service, I drifted around for a while from job to job, hoping to find a place of employment that might value intelligence over how much formal education one had. I finally ended up comfortably as a large marine thrust systems assembly and test mechanic. Some time later when the business came into some financial difficulty, I was laid off.

I am fortunate to possess the gift of creativity. I decided at this time to profit from it directly, rather than allow another company to benefit from it, or lose, as I did with the jet engine modification, to a large company.

I had been intrigued for some time with the concept of attaining higher gas mileage by converting gasoline into a pure vapor. If there was anything to it, I assumed that it shouldn't be a project too expensive to pursue myself. And God knows, there was a demand for it.

I spent several months researching the theory behind

vaporization. I found there to be a great deal of interest already existing on the topic. There were so many stories of vaporizers that had been proven so successful around the country that, according to the reports, attained as much as 150 miles to the gallon. This only helped to inspire me. I consulted with universities, chemists, and physicists for information. In the end, I found the theory to be extremely sound. Not only could higher gas mileage be obtained, but according to the theory involved, the engine should run cooler, last longer, and have a tremendously lower amount of toxic emissions.

Why was it then, that these units were not being utilized? It seems insane!

As much as this country needed this, and as much as the government was screaming for energy conservation and cleaner emissions, how could this technology be kept from the public.

At the time, I wasn't concerned. What I was concerned with was that I knew there was a great demand for it and I was going to make a fortune.

By this time, I was running low on personal funds. A personal friend of mine, Billy J. Seay, had enough faith in me to feel that I knew what I was doing, and offered to assist me. Soon after, we formed a partnership.

After a long and cold winter spent in my garage at a drafting table, I emerged with a set of blueprints. It wasn't until early that summer that we could find someone that was willing to spend their time and money to build a unit.

The test vehicle selected was a 1975, one-ton Ford pickup truck. The engine was a 351 cubic inch engine. We rigged a one-pint can under the hood for a fuel tank.

The director of the National Car Drivers' Association was among the witnesses on the rainy morning that we had selected for the test. The location of the test was just off the track at the Seattle International Raceway.

I was quite nervous. I almost wished that the test would be delayed. It is very stressful to stand, watching how months of work will function in an actual test. Most of the morning was spent making final adjustments and safety checks.

The vaporizer unit was designed to operate using waste engine heat. For this reason, the vehicle had to be started on

the conventional carburetor to obtain the desired engine heat. As the truck was warming, I climbed into the front seat with two of the machinists that assisted in building the unit. Two more were standing in the bed of the truck, peering over the cab into the engine compartment. I was holding temperature gages in my lap to monitor the temperature of the carburetor inlet and the heat exchanger core. One of the onlookers described the appearance of the vaporizer: "It looks like a chrome octopus attached to the engine."

It had already become apparent that morning that in the design, there was a problem with the exhaust gas restriction through the primary heat exchanger core. We could not attain the desired amount of heat for vaporization at idle. Once the engine was put to a load, the temperature would soar to the desired level. Because of this factor, I decided that if the test was to be conducted at this point, it would need to be made with the truck driving at least 45 miles an hour, therefore putting the engine under a load.

There was quite a bit of excitement. Aside from the observers in the truck, there were more following in the chase car. We placed a magnetic flashing yellow beacon on the roof and started off. Upon gaining about 45 MPH, the temperature of the primary heat exchanger attained the desired heat. The switch that directed the fuel flow from the carburetor to the vaporizer was thrown to the on position. Almost instantly there was a surge of power. This was because the vapor being introduced into the engine in addition to the fuel already passing through the fuel jets, a certain amount of gasoline was still in the carburetor bowl after the fuel flow was shut off. Once the bowl emptied, the engine gained r.p.m.'s and then slightly lost power. Then we steadied at 50 MPH. The engine was running so smoothly and quietly that if we were not still cruising at 50 MPH, we would have suspected the engine died. The engine was expected to run smoother however. Once the fuel is converted to a vapor, the density and distribution of the vapor is tremendously more even, therefore causing the engine to run much more smoothly. Using the one-pint gas can, we logged just a hair over 80 miles to the gallon. There was cheering and even shock. Although we had all seen it, we still doubted our success. We kept looking for some factor

that we had overlooked that gave us an inaccurate total. We were expecting something closer to 40 miles per gallon.

After some re-rigging, we managed to get the truck to idle on the vaporizer. While the rest of the mechanics were forward tinkering with the unit, I became curious. According to my calculations, the exhaust should be almost completely free of all carbon monoxide and hydro-carbon content if the fuel was being burned so completely. I went back to the exhaust pipe and sniffed. And sniffed again. It was like a blow dryer. I could not smell much of anything except a hot breeze. I knew that it was primarily composed of carbon dioxide, no more harmful than what we exhale from our lungs. Of course, with all the shock of the day, I doubted my own observation. I called the foreman back for his opinion. He bent down and sniffed, then raised himself excitedly, giggled, and seconded my opinion. Everyone had to observe and offer their opinions also. It was an amusing sight: all five of the mechanics were bent over with their backsides up in the air, sniffing the exhaust. Unanimously, we agreed that we couldn't smell any toxic gases. Again, feeling that this was too good to be true, we all doubted ourselves. Feeling that we just wanted to believe it so much, we much have just smelled what we wanted. So, we went to the next vehicle without a vaporizer, started the engine, and sniffed it's exhaust fumes. We choked. The intensity of it burned our eyes and throats.

We finally agreed that the exhaust was definitely cleaner on the test vehicle.

At this time, my partner and I were in seventh heaven. We could picture cars getting 80 m.p.g. coast to coast with the Wagner label on the vaporizers under the hoods.

Our success did bring us to our first realization. How could it be so easy? The only conclusion that we could come to was that there was a reason that these things weren't out for public use. Maybe, there was some validity to these rumors that we had been hearing about oppression. If it was true that these things had been snuffed out by the hundreds, how could we come to the opinion that we could succeed at something that no one else had succeeded in doing.

Before blindly jumping into an attempt to manufacture our device, we decided to step back and take a good look at

what we to had overcome.

In this analysis, we came into the following information. This is a basic history of gasoline vaporization and the political intervention as we understand it.

Consider that this is only our opinion, although it is based on the testimonies of oil company employees, college professors and graduates, inventors and their relatives, automotive industry employees, politicians, and in many public documentations that are available to the public. I am assuming that even if my opinion may not be a popular one with some governmental officials and large companies, I have the freedom to express it because this is the United States.

