

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-174
Relating to Exemptions under Section 27156
of the Vehicle Code

THE MAGNETIZER GROUP, INC.
"FUEL-ENERGIZER" DEVICE

WHEREAS, Vehicle Code Section 27156 and Title 13 California Code of Regulations (hereafter "CCR") Section 2222(e), authorize the California Air Resources Board (ARB) and its Executive Officer to exempt add-on and modified parts from the prohibitions of Vehicle Code Section 27156.

WHEREAS, the Magnetizer Group, Inc. has applied to the ARB for exemption from the prohibitions of Vehicle Code Section 27156 for the "Fuel-Energizer" device.

WHEREAS, pursuant to the authority vested in the Executive Officer by Health and Safety Code Section 39515 and in the Chief, Mobile Source Division by Health and Safety Code Section 39516 and Executive Order G-45-5, the Air Resources Board finds:

1. The "Fuel-Energizer" is an add-on magnetic device that is attached to the fuel line in a motor vehicle.
2. The fuel line is part of the required motor vehicle pollution control system.
3. The "Fuel-Energizer" is intended for use with a required motor vehicle pollution control system.
4. The "Fuel-Energizer" by being installed in the fuel line alters the original design of a motor vehicle pollution control system.
5. The "Fuel-Energizer" is a device subject to the prohibitions of Vehicle Code Section 27156 and an add-on part as defined by 13 CCR Section 1900(b)(1).
6. The "Fuel-Energizer" does not reduce the effectiveness of any required motor vehicle pollution control device.
7. The Air Resources Board, in the exercise of technical judgment, is aware of no basis on which the "Fuel-Energizer" device will provide either a decrease in emissions or an increase in fuel economy.
8. It has not been determined what effect use of the "Fuel-Energizer" may have on any warranty, either expressed or implied, by the manufacturer of a motor vehicle on which the device is installed.

9. The "Fuel-Energizer" is not a certified motor vehicle pollution control device pursuant to Health and Safety Code Section 43644.
10. The Air Resources Board by granting an exemption to The Magnetizer Group, Inc. for the "Fuel-Energizer" does not recommend or endorse in any way the "Fuel-Energizer" for emissions reduction, fuel economy, or any other purpose.

IT IS HEREBY RESOLVED that the "Fuel-Energizer" is exempt from the prohibitions of Vehicle Code Section 27156 for installation on 1987 and earlier model-year gasoline or diesel-powered vehicles subject to the following conditions:


1. This exemption shall not apply to any device, apparatus, or mechanism advertised, offered for sale or sold with, or installed on, a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.
2. No changes are permitted to the device as described in the application for exemption. Any changes to the device, applicable model year, or other factors addressed in this order must be evaluated and approved by the Air Resources Board prior to marketing in California.
3. Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of this product shall not be construed as an exemption to sell, offer for sale, or advertise any component of the product as an individual device.
4. Any oral or written references to this Executive Order or its content by the Magnetizer Group, Inc., its principals, agents, employees, distributors, dealers, or other representatives must include the disclaimer that the Executive Order or the exemption it provides is not an endorsement or approval of any fuel economy or emissions reduction claims for the "Fuel-Energizer" and is only a finding that the device is exempt from the prohibitions of Vehicle Code Section 27156.

THE MAGNETIZER GROUP, INC.
"FUEL-ENERGIZER" DEVICE

EXECUTIVE ORDER D-174
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Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after ten day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination after hearing that grounds for revocation exist.

Executed at El Monte, California, this 18th day of April, 1988.


K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF THE MAGNETIZER GROUP, INC.'S FUEL-ENERGIZER DEVICE
FROM THE PROHIBITIONS IN VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13, OF THE
CALIFORNIA ADMINISTRATIVE CODE

April, 1988

Issue Date: April, 1988

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CALIFORNIA ADMINISTRATIVE CODE

by

Mobile Source Division

State of California
Air Resources Board
9528 Telstar Avenue
El Monte, CA 91731

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

The Magnetizer Group, Inc., of P.O. Box 1000, Gardenville, PA 18926, applied for exemption from the prohibitions in Section 27156 of the California Vehicle Code for their fuel-energizer device. The device is designed for installation on 1987 and older model-year gasoline and diesel-powered vehicles.

Previously, the Air Resources Board exempted two similar devices; "Polarion-X" by AZ Industries, Inc. and "Petro-Mizer MKI" by P and M Research and Development Laboratory, with the same basic operating principles. Based on the engineering evaluation of the device and exemption of similar devices, the staff believes that the fuel-energizer device does not have any adverse effect on exhaust emissions. The staff recommends that the fuel-energizer device be exempted from the prohibitions in Vehicle Code Section 27156 and that Executive Order D-174 be issued.

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I. INTRODUCTION

The Magnetizer Group, Inc., of P.O. Box 1000, Gardenville, PA 18926, has applied for exemption from the prohibitions of Section 27156 of the California Vehicle Code for their fuel-energizer device models FE-1 and FE-HD. The device is designed for installation on 1987 and older model-year gasoline and diesel-powered vehicles.

The applicant submitted two samples of the device, one of each model, for our inspection and evaluation. The applicant also submitted drawings and specifications of the device for our evaluation.

II. CONCLUSIONS

Based on the engineering evaluation of the device and previous exemption of similar devices with the same operating principles, the staff's engineering judgement is that the fuel-energizer device does not have any adverse effect on exhaust emissions.

III. RECOMMENDATIONS

The staff recommends that the Magnetizer Group, Inc. be granted an exemption from the prohibitions in California Vehicle Code Section 27156 for their Fuel-Energizer device and that Executive Order (E.O.) D-174 be issued.

IV. DEVICE DESCRIPTION

The Fuel-Energizer is a magnetic device which is designed for installation on fuel lines. It consists of two models; FE-1 and FE-HD. FE-1 is designed to fit around small diameter fuel lines (less than 1/2") and is held in place by two locking ties. The device is a "U" shaped steel plate with a hole on each side and two cube magnets with dimensions of 1/2" X 5/8" X 3/4" mounted therein. The south pole of the magnets face towards the fuel line and the north poles face the steel plate. The device is encased in a plastic coating in order to hold the magnets in place and prevent the steel plate from corroding. The FE-HD unit is designed for larger diameter fuel lines (larger than 3/8"). The dimension of the magnets are 1/2" X 5/8" X 2-3/8". It uses a flat steel plate to hold the fuel line in place. Appendix A contains figures of both models of the device and Appendix B shows the installation instructions.

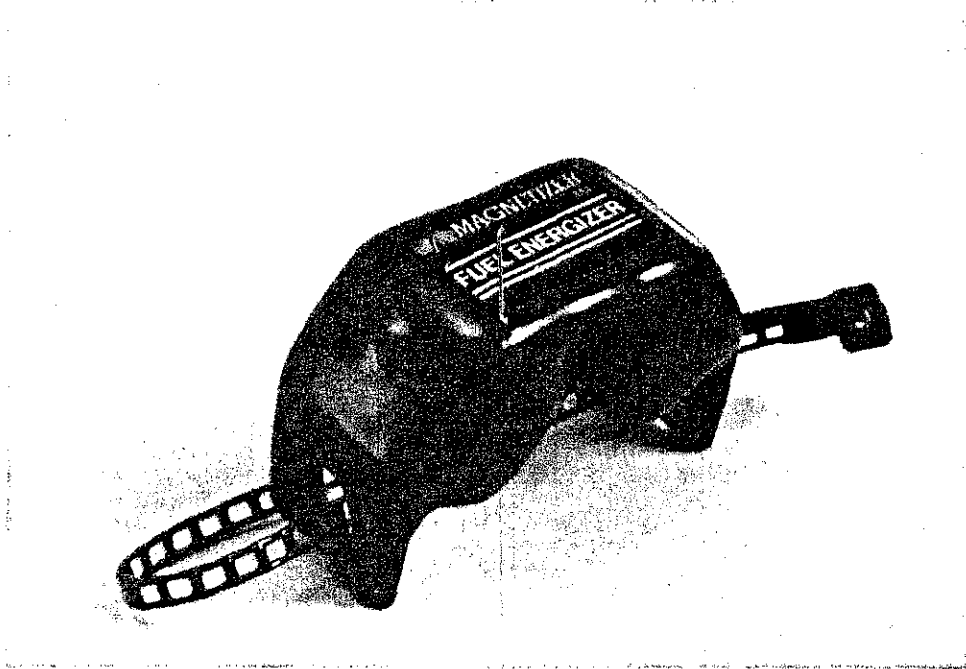
V. DISCUSSION

The Magnetizer Group, Inc. claims that when their device is installed on a vehicle's fuel line, it will alter the ion polarities of the fuel which will improve vaporization, air/fuel mixture, combustion rate, engine performance and fuel economy. They submitted several testimonials concerning the benefits of the device. They also submitted comparative steady-state emissions test data to support their claim.

The Air Resources Board (ARB) did not perform any emission or fuel economy tests to substantiate the claims made by the manufacturer. No adjustments such as timing, EGR, fuel metering or any other engine adjustments are included in the installation instructions. It is the staff's opinion that the technical principles underlying the stated

function of the device are not capable of producing any effects on emissions and fuel economy. The ARB exempted two similar devices; "Polarion-X" by AZ Industries, Inc. and "Petro-Mizer MKI" by P and M Research and Development Laboratory. Based on the exemption of these two similar devices and an engineering evaluation of the Fuel-Energizer device, the staff recommends that the Fuel-Energizer device be exempted from the prohibitions in Vehicle Code Section 27156.

MAGNETIZER FUEL ENERGIZER



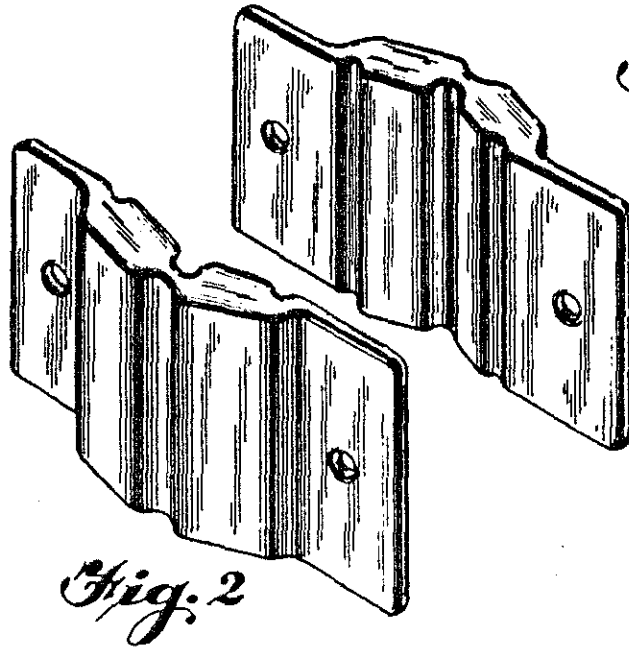


Fig. 3

Fig. 4

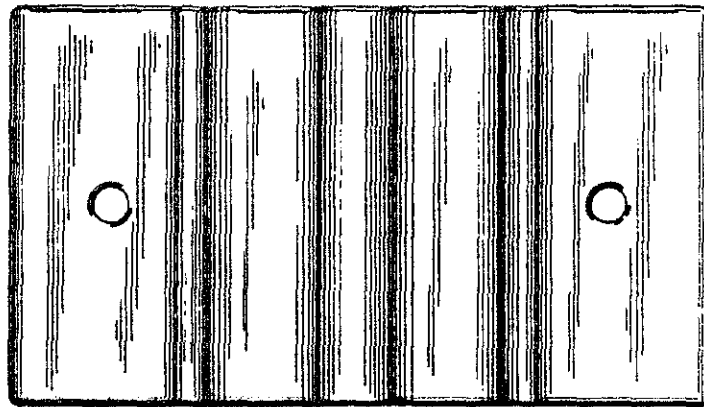


Fig. 5

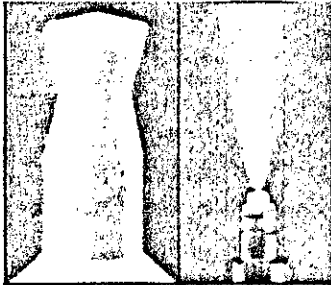


WHY A MAGNETIZER FUEL ENERGIZER?

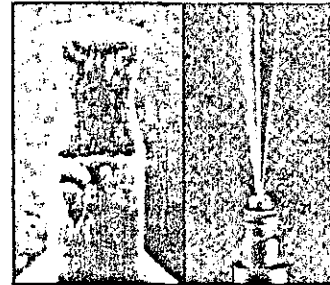
Today's fuels leave a natural carbon residue that clogs lines, jets, carburetors and injectors which leads to poor fuel economy, high heat post-ignition carbon build-up, and internal engine damage.

Today's blend of various gasolines cause ping (fuel & power loss from poor octane) and vaporization (stalling) because the fuel's composition cannot keep up with the very hot running high-tech engines of today.

Paraffin build-up in diesel & home fuel systems is a natural phenomenon which clogs lines, jets and causes hard cold-weather starting, smoking, higher maintenance costs, and poor fuel economy.



These pictures are photomicrographs of a clean (left) and a normal (right) fuel-injector pintle and pictures of the gas spray from the injector of each pintle. It is obvious that the clogged injector gives an inefficient spray resulting in TREMENDOUS FUEL WASTE.



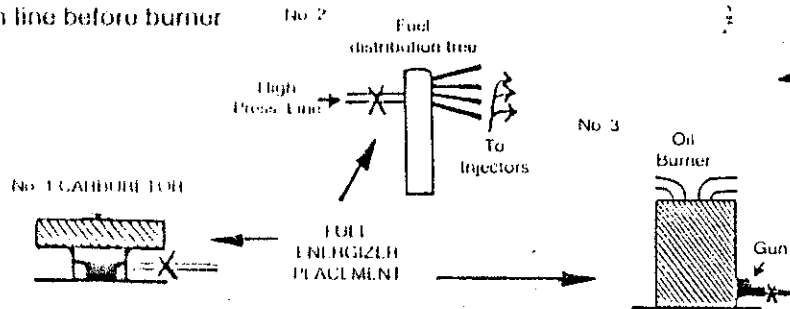
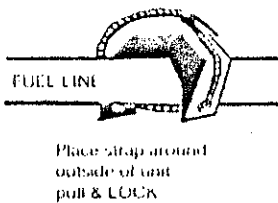
THE MAGNETIZER FUEL ENERGIZER WILL SOLVE ALL THESE PROBLEMS!

The **MAGNETIZER** ionically bonds oxygen to the hydrocarbon molecule for a more efficient and explosive gas. Magnetizing the fuel also polarizes the mixture by replacing the chaotic, natural gas mixture with an evenly-charged, uniformly-aligned gas, which results in a total burn for complete BTO output (no hot spotting), and better fuel efficiency. The magnetic fuel also attracts and removes previous carbon build-up in the jets, injectors, & engine for even higher efficiency.

INSTALLATION: The fuel energizer should be clamped on:

1. Gasoline Motors: On gas line just before carburetor
2. Diesel or Gas: On pressure fuel line just before distribution tree to all injectors
3. Home Fuel Oil Lines: On line before burner

INSTALLATION INSTRUCTIONS



The **MAGNETIZER FUEL ENERGIZER** has been designed utilizing very high-frequency specially-focused permanent magnets (not available to the public). The **MAGNETIZER GROUP, INC.**, which provides these magnets, offers the only primary free-energy source that can give **TREMENDOUS SAVINGS** through the natural and permanent scientific method of magnetism.

"WELCOME TO THE MAGNETIZER WORLD OF NATURAL SAVINGS"

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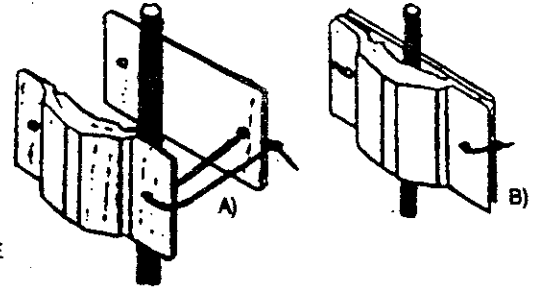
THE **MAGNETIZER GROUP, INC.**, P. O. BOX 1000, GARDENVILLE, PA 18926

PATENTS PENDING

EASY TO INSTALL - SIMPLY STRAPS ON

HOW?

1. PLACE ONE TIE STRAP THROUGH 1ST SET OF HOLES (SEE FIGURE A).
CAUTION: DO NOT PULL TOO TIGHT.
2. POSITION EACH UNIT OVER PIPE AND INSERT 2ND STRAP THROUGH REMAINING HOLES AND TIGHTEN EACH STRAP UNTIL THE UNIT FITS SNUGLY AROUND THE PIPE (SEE FIGURE B).

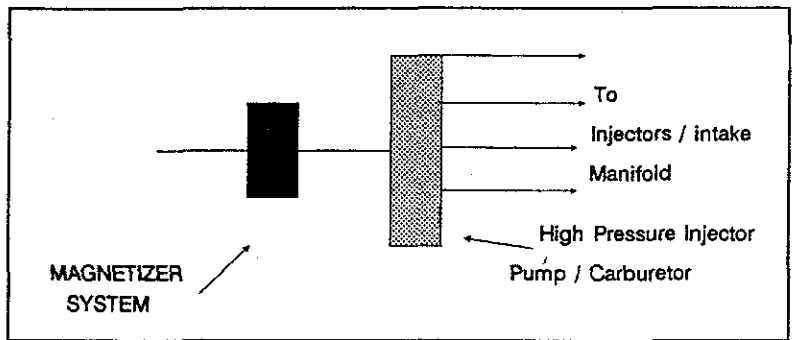


TRUCK INSTALLATION

THE FE-HD WILL FIT FUEL LINES OVER 3/8" OR STEEL BRAIDED RUBBER LINES.

IN FUEL INJECTED ENGINES THE FE-HD MUST BE BUTTED AGAINST THE INJECTOR PUMP.

IN CARBURETED ENGINES THE FE-HD MUST BE BUTTED AGAINST THE CARBURETOR



ENGINE STABILIZATION PERIOD

THE STABILIZATION PERIOD IS THE AMOUNT OF USE (TIME)

IT TAKES TO DISSOLVE THE CARBON/VARNISH BUILD-UP AND FULLY SATURATE (MAGNETIZE) ALL THE STEEL PARTS BETWEEN THE FE AND THE COMBUSTION CHAMBER. UPON INSTALLATION, THE ENGINE WILL RUN SMOOTHER AND START EASIER. ECONOMY MAY INITIALLY FLUCTUATE AS THE CARBON & VARNISH PARTICLES BREAK OFF AND DISSOLVE IN THE SYSTEM. THESE DISSOLVING PARTICLES BRIEFLY CAUSE VERY MINOR JET-CLOGGING BUT CREATE NO PROBLEM AS THEY NATURALLY DISSOLVE DURING THE PERIOD. THE STEEL PARTS ALSO BECOME FULLY SATURATED ALLOWING THE FUEL TO FLOW FULLY ENERGIZED. THE STABILIZATION PERIOD LASTS APPROXIMATELY 1000 MILES. THE ECONOMY/POWER (PERFORMANCE) GRADUALLY INCREASES OVER THE 1000 MILE PERIOD RESULTING IN TOTAL EFFICIENCY AT THE END OF THE STABILIZATION PERIOD. THE FE PROVIDES MOST ENGINES WITH "HIGH-TEST" DETERGENT CLEANING PERFORMANCE ON LOWER OCTANE GAS OR DIESEL.

COLD WEATHER GELLING

A COMMON PROBLEM IN COLD WEATHER IS GELLING (PARAFIN WAX BUILD-UP) IN DIESEL FUEL LINES. THIS PROBLEM CAN BE SOLVED BY PLACING AN ADDITIONAL MAGNETIZER UNIT ON THE FUEL LINE BUTTED AGAINST EACH FUEL TANK. (MAY REQUIRE 2 UNITS)

HOME HEATING INSTALLATIONS

THE FE-HD IS SUITABLE FOR LIQUID PROPANE, FUEL OIL, ETC.

FOR THESE USES, PLACEMENT MUST BE ON THE FUEL LINE JUST BEFORE THE BURNER INJECTOR GUN, AFTER THE FUEL FILTER.

NOTE: THE FE-HD IS NOT SUITABLE FOR NATURAL GAS USE. NATURAL GAS HEATERS REQUIRE THE FE-NG SYSTEM.

