

FOR FREE THINKING RESEARCHERS ONLY

**"REFRIGERANT ENGINE" OR
"AEROTHERMAL ENGINE"- "A.T.E."**

AN EXPERIMENTAL GASOLINE ENGINE
MODIFICATION.

- TURN AN OPEN INTAKE/OPEN EXHAUST
HEAT BASED GASOLINE ENGINE INTO A
"CLOSED LOOP" COLD REFRIGERANT
BASED ENGINE.

THE ULTIMATE ENERGY SOURCE FOR THIS
ENGINE IS HEAT.

IN PRACTICAL USE, HEAT IS PROVIDED BY THE
SUN, AND IS EXTRACTED IN AN ECONOMICAL
FASHION.

EXCESS HEAT ENERGY IS PRESENT IN
INEXTINGUISHABLE QUANTITIES ON PLANET
EARTH.

CONSTRUCTION

COMMON GASOLINE ENGINE, 2 CYCLE OR 4 CYCLE.

NOTE: 2 CYLINDERS MUST HAVE 180 DEGREE CRANKSHAFT. NO 3 OR 5 CYLINDER ENGINES. NO DIESEL.

1. CONNECT EXHAUST PIPE/TUBE TO INTAKE PIPE/TUBE AT CLOSEST POINTS POSSIBLE, WITHOUT LEAKS, MAKING ENGINE CLOSED LOOP OPERATION.
2. ADD A T-FITTING OR OUTLET CONNECTION TO THE EXHAUST/INTAKE LOOP, PREFERABLY NEARER THE EXHAUST MANIFOLD.
3. ADD A ONE WAY CHECK VALVE AT THE EXIT OF THE T-FITTING/CONNECTION. CHECK VALVE EXAMPLE- PARKER PNEUMATIC

VALVE OPENS AT 5-7 PSI (11 PSI MAXIMUM).

4. BEYOND THE CHECK VALVE, ADD A BALL VALVE TO REGULATE FLOW.
5. BEYOND CHECK VALVE/BALL VALVE ASSEMBLY, CONTINUE PIPE/TUBE TO INLET SIDE OF AN AIR CONDITIONING PUMP, THAT IS IN OPERATING CONDITION, AND ALREADY ATTACHED TO THE ENGINE.
6. OUTLET OF THE AIR CONDITIONING PUMP GOES THROUGH ONE OR MORE CONDENSER COILS, AND THEN TO A SMALL ACCUMULATOR ABOVE THE FUEL INJECTOR, WHICH IS MENTIONED LATER. CONDENSER MUST BE COOLED BY FAN AND/OR AIRFLOW.
7. REMOVE SPARK PLUG(S). MAKE AN ADAPTER TO INSTALL AN LPG/PROPANE

TYPE FUEL INJECTOR INTO SPARK PLUG OPENING. REPLACE SPARK PLUG WITH LPG/PROPANE INJECTOR ONLY. GASOLINE TYPE INJECTOR WILL NOT WORK. FUEL INJECTOR EXAMPLE- MOTORCRAFT PART #CM5153, FORD TRUCK WITH LPG.

8. THE FUEL INJECTOR IS FIRED AT TOP DEAD CENTER (TDC) AFTER COMPRESSION STROKE, AND REMAINS OPEN FOR APPROXIMATELY 90 DEGREES (THIS MAY VARY BY APPLICATION). A SMALL BALL VALVE ABOVE THE INJECTOR MAY REGULATE RPM/ENGINE SPEED.
9. CHARGE SYSTEM AS TYPICAL FOR AC SYSTEMS USING R12a REFRIGERANT, OR LESS FLAMMABLE PROPANE/LPG. CHARGE TO 3-7 PSI. DO NOT EXCEED 11 PSI.
10. ENGINE WILL RUN COLD. USE 5-20W

MOTOR OIL, 0-20W IN COOLER CLIMATES.
REMOVE THERMOSTAT, OR REMOVE
CENTER OF THERMOSTAT
(DEPENDING ON APPLICATION).

11. REGULATING ENGINE SPEED AND TIMING
PRESENT A CHALLENGE. MULTIPLE
CAMSHAFT TRIGGERS MAY PROVIDE A
GOOD WAY TO "TIME" THE LPG INJECTOR.
A PWM CIRCUIT MAY BE USED WITH A
VARIABLE RESISTER TO CONTROL ENGINE
SPEED. MAYBE A SMALL ELECTRIC MOTOR
AND SET OF POINTS AND VARIABLE
RESISTER (5 OHM). MAYBE MANUAL BALL
VALVES TO REGULATE FLOW.
12. COULD IT BE SIMPLER THAN THAT?

EFFECT

- THE INTAKE PLENUM IS PRESSURIZED TO A

MINIMUM 3.0 PSI

- THE INTAKE STROKE HAPPENS. CYLINDER COMPLETELY FILLED WITH REFRIGERANT.
- THE INTAKE VALVE CLOSES.
- THE PISTON MOVES FROM BOTTOM (BDC) UPWARD AND COMPRESSES THE REFRIGERANT.
- AT THE POINT WHERE THE PISTON REACHES TOP OF THE CYLINDER AND THE REFRIGERANT HAS REACHED MAXIMUM COMPRESSION PRESSURE, THE LPG INJECTOR THAT IS IN THE SPARK PLUG OPENING "OPENS" AND SPRAYS A SMALL BIT OF LIQUID REFRIGERANT INTO THE CYLINDER.
- THIS REFRIGERANT BEGINS TO EXPAND IN THE HOT PRESSURIZED REFRIGERANT IN

THE CYLINDER, PUSHING THE PISTON DOWN, GENERATING HORSEPOWER AND TORQUE.

- AT THE POINT THAT THE PISTON REACHES THE BOTTOM OF ITS POWERSTROKE AND BEGINS TO RETURN UPWARD, THE EXHAUST VALVE OPENS AND THE PISTON PUSHES THE NOW EXPANDED REFRIGERANT OUT OF THE CYLINDER PAST THE EXHAUST VALVE INTO THE COMMON LOOP MANIFOLD.
- HEAT ENERGY FROM FRICTION, COMPRESSION, AND ATMOSPHERIC HEAT WORK TOGETHER AS THE READILY AVAILABLE FUEL.
- GASOLINE IS ALSO A HEAT FUEL. WHEN GASOLINE BURNS, THE HEAT PRODUCED CAUSES ATMOSPHERIC GASES LIKE

NITROGEN TO RAPIDLY EXPAND, PUSHING THE PISTON DOWN.

- RATHER THAN USE GASOLINE, WHICH PRODUCES HUGE QUANTITIES OF HEAT THAT IS NEVER USED FOR POWER (BUT IS WASTED), WE MAY USE READILY AVAILABLE HEAT WITHOUT ANY WASTE OR TOXIC BY-PRODUCT.

THIS DISCOVERY WAS MADE BY A BRILLIANT YOUNG SCIENTIST AND INVENTOR- CHRIS HUNTER, OF FAIRBANKS, ALASKA.

MR. HUNTER WORKED FOR 9 YEARS, SPENDING LARGE SUMS OF HIS OWN MONEY TO COMPLETE THIS SYSTEM.

MR. HUNTER HAS OPENLY SHARED ALL OF HIS

DISCOVERIES WITH MANKIND.

MR. HUNTERS KNOWLEDGE AND EXPERIENCE ARE UNSURPASSED, IN MY OPINION. HE IS AN EXPERT MECHANIC, AND HAS WORKED WITH TURBINES, QUASI-TURBINES, WANKEL, SCROLL EXPANDERS, TESLA TURBINE, STEAM ENGINES, 2 STROKE BASH VALVE, HHO WATER FUEL, EXOTIC ELECTRIC MOTORS, AND THE LIST GOES ON.

THANK YOU MR. CHRIS HUNTER.

ADDENDUM

I WOULD RECOMMEND MONITORING LOOP PRESSURE AND INJECTOR PRESSURE WITH GAUGES. A TEMP GAUGE MIGHT BE HELPFUL TOO.

I ALSO WILL ADD A SMALL PROPANE TANK WITH A HOSE ATTACHED TO THE LOOP, AND

AN INLINE REGULATOR THAT WILL
AUTOMATICALLY ADD PROPANE WHEN THE
LOOP PRESSURE DROPS BELOW 3 PSI.

This design is similar to the Lee Rogers Air Car design and patent. Lee ran a car entirely on air only, in the 1970's, I believe. His exhaust was about 50f. degrees lower than the incoming air. He had modified the distributor on his Dodge V-8 with brushes on the rotor which I assume increased the "on" time of the air injector which replaced the spark plug. He also used one or more pumps ahead of the injector. His system was not closed, so he used more of the ambient air temperature as a fuel source. He also used a portion of the exhaust as the feed source for the pump. Lee attempted to manufacture and distribute a "kit" which could be retrofitted to existing vehicals. After finding someone in Brazil who claimed to be able to

help him, he and his family traveled there. They never returned, in fact they disappeared.

The information attached to this document is POWERFUL and DANGEROUS. The people who benefit from controlling fuel are insane murderers who can only be stopped by the people (the billions of US) using the methods employed by the super-wealthy.

The super-wealthy own over 90% of the world and it's wealth. That is 200 or so families leaving less than 10% of the planet to us 7+ billion. When that wealth is redistributed, everyone on the planet can be 20 times richer than they are right now.

We can change the planet in one literal 24 hour day. All we have to do is say "NO MORE LEADERS", "NO MORE SUPER-WEALTHY", "NO MORE CRIMINAL CORPORATIONS", "NO MORE

RELIGIONS CONTROLLING HUMANS WITH
UNSEEN FABRICATED GODS". We will one day
awake, soon, in our spirit self to act on this.

The instructions are written by Chris Hunter
primarily, and this document was prepared and
written by "mrgalleria" of you tube video
channel.