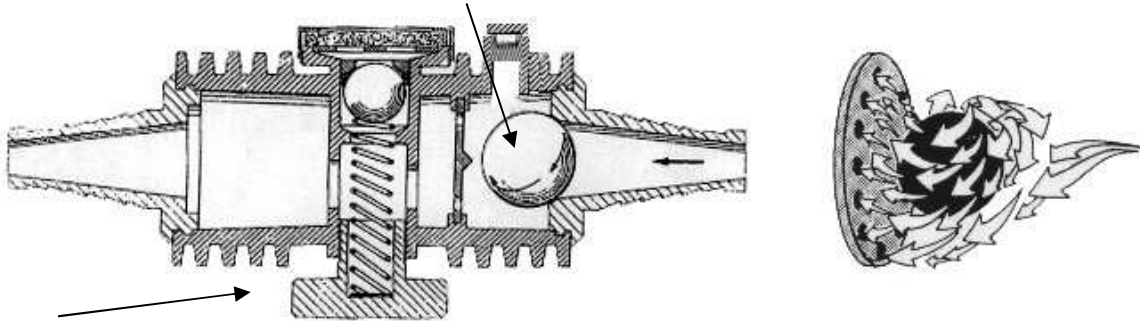


# TEST YOUR GAS MILEAGE RIGHT!

The RAMJET is a patented energy booster that positively WORKS! Satisfied users and independent testing laboratories have proven dramatic performance benefits. You, too, can enjoy more engine pep and more clean power with significant savings in fuel costs that will progressively increase as odometer miles accumulate! To prove your vehicle's improved performance fuel savings (to yourself and others) you must test the RAMJET correctly and keep accurate records. It's not difficult, but still, many motorists goof! These tips will help you test your M.P.G.

## 1. REVOLVING SPINNER atomizes wet blow-by (condensates) for a cleaner burn even in short-trip cold weather



## 2. TUNING KNOB permits optional fine-tuning of the air/fuel ratio for maximized performance

### MAKE THESE PROOF TESTS

1. Ask your mechanic to make quick "before and after" exhaust emissions tests. If levels of HC and CO are high, they indicate an engine is WASTING fuel-but after the RAMJET is installed, reduced emissions will immediately show the potential for future fuel savings. A second emissions test after 1,000 or more miles will confirm less pollution and further fuel savings as the engine cleans itself of harmful carbon deposits.

2. Make your own road tests to compare fuel consumption. After installing the RAMJET, allow at least a 1,000-mile "run-in" period for maximum benefits. In fairness, try to repeat the SAME driving pattern and same operating conditions over the same roads. To minimize variables (like rate of acceleration, road surface, grades, wind, speed, etc that often change in seconds), average out your MPG over a span of at least TEN tankfuls.

3. You will notice "peppier" engine performance with quicker starting plus faster acceleration for passing.

4. Exhaust smoke usually will appear lighter in color, too-especially after a long run indicating more complete combustion resulting in less pollution.

5. Further proof of a cleaner burn is a quick visual check of the spark plug electrodes.

6. In many vehicles, audible pinging will be reduced, allowing you to use a cheaper or lower octane gasoline for additional savings! Or if you are a "hot rodder, " you can often advance your ignition timing for maximum power and acceleration.

Remember, all tests should be done over a period of time and/or distance sufficient to allow the RAMJET's "Blow-By Atomizer" to help clean out the engine combustion chambers and thus maximize fuel savings. The longer time and mileage test, the better.

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When laboratory or road testing any vacuum sensitive retrofit device such as the RAMJET, -the testing procedure must be such that it can be REPEATED before and after installation. It should also include a reasonable amount of high engine load (low manifold vacuum) operating conditions that the average vehicle owner experiences, like the following:

**TYPICAL HIGH LOAD FACTORS. WHEN THE MOST FUEL IS USED.**

**-THIS IS WHEN THE RAMJET HELPS SAVE THE MOST GAS:**

1. Driving against head wind
2. High speeds (at conditions below)
3. Climbing hills or grades
4. Aggressive driving (a 33% penalty)
5. Excessive acceleration (when passing, entering freeway, in heavy traffic, etc.)
6. Rough, bumpy roads
7. Sandy or gravel roads
8. Rain, slush or snow
9. Wind, turbulence (windows open at high speeds, luggage rack, unusual vehicle configuration)
10. Under-inflated tires
11. Wheel mis-alignment
12. Dragging brakes
13. Retarded timing/but-of-tune
14. A "tired" high mileage engine
15. Heavy passenger load (car pooling)
16. Heavy luggage
17. Pulling a trailer
18. Air conditioner use cuts MPG 20%
19. Use of power accessories (lights, defroster, etc.)
20. Snow or ice accumulation on top of beneath vehicle
21. Short trips in cold weather can cut MPG up to 50%



**TYPICAL LIGHT ENGINE LOAD OPERATING CONDITIONS WHEN THE FUEL**

**EFFICIENCY IS GREATEST.**

- A. Driving on dry, smooth level road
- B. Idling
- C. Going down hills surfaces at low to moderate speeds
- D. Deceleration or coasting (engine does not work hard)
- E. Light "feather-foot" acceleration

**\* For maximized performance, the RAMJET's air tuning valve must be adjusted to open correctly under load, otherwise results may be less. However, the RAMJET's "Turbo-Spinner" will function at all times to atomize and energize blow-by particulates for cleaner combustion and long-term fuel savings in both carb and fuel-injected cars and trucks.**

REMINDER: Fuel consumption comparison cannot be made with any degree of accuracy before and after ANY product is installed unless the test procedure can be faithfully DUPLICATED.. For comparison tests to be valid, repeatability is essential and must be conducted under identical conditions with all variables controlled. Good test repeatability can be accomplished either by carefully controlled laboratory method or the procedure recommended by the Society of Automotive Engineers (J 1082).

FLEET ROAD TESTS: A less accurate but still valuable type of long-term testing can be accomplished by car or truck fleets whose daily operating conditions are SIMILAR (same driver, same load, same distance, same weather, etc.).

IT PAYS TO KEEP RECORDS! Economy experts recommend that motorists (like fleet owners) keep an on-going record of fuel consumption. This will often reveal what would otherwise be an unnoticed drop in fuel economy-often caused by deterioration in a vehicle's general mechanical condition or because it simply needs a tune-up.