Vapor Fuel System Offers Huge Increase in Fuel Mileage

Vapor delivery systems are nothing new. It is a well known fact that the vapor from gasoline burns, not the liquid, which is why we get all the videos of people trying to put out a match in a tank of fuel. Taking this fact, it becomes apparent that we could greatly increase the efficiency of our engines by vaporizing the fuel before it is ignited. Gerald Rowley has developed a system that does just that.

His design is called the V.A.P.S.T.E.R. This is an acronym for Vaporizing Accessory Producing Superior Tuned Engine Response. The system takes advantage of the fuel which is at ambient temperature and preheats the fuel to a specific range. Pre-heating fuel below its autoignite state does two things. First it conditions the fuel to burn more completely by exciting the fuel molecules and secondly the heat helps break down the longer molecular chains of hydrogen and carbon to burn more readily. When the fuel is not heated or catalyized before going into the cylinders the result is unburned fuel being burned in the vehicles catalytic converter. So much fuel is wasted by in the exhaust and the catalytic converter. Mr. Rowley has several models to preheat and the condition the fuel. Some models use the exhaust heat from the engine. Some models use electrical heat in addition to engine heat from circulating water and oil. The fuel is drawn from the vehicles main fuel tank then conditioned in a specialized preheater before entering the fuel rail of the engine. The heated fuel will partially change state and provide a cleaner and more complete combustion inside the chamber.

The benefits of the system are numerous. Probably the highest on everyone’s list is the substantial increase in miles per gallon. Aside from that, tailpipe emissions are greatly reduced and thanks to the more efficient burn, your engine will last longer.

Of course, Mr. Rowley has more than enough test data to verify the effects of the system. He himself has the prototype system hooked up to an early 90’s Mazda MX6, which would usually see about 30-31 miles per gallon on the highway. On one test with a reporter on board he was able to travel 45 miles on a gallon of gas. These specific tests were run from a separate 1 gallon fuel reservoir manually separated from the main tank of fuel of the car, a 50% increase.

There was also a large scale test done that yielded very similar results. A total of 10 tests were completed, with as many variables as possible kept the same. These tests were completed by a local third party scientist who is a renowned PHD and owns his own testing laboratory. Once the testing was complete, all of the data was compiled and then averaged to get a more accurate representation of the results. The test yielded an amazing 28.71% minimum increase in fuel economy.

Mr. Rowley has Beta Testing underway with local fleets in his area. In addition, he is in talks with a local University for testing his designs on diesel engines.

Recent testing at a certified emissions testing facility in the Southeast U.S. was completed. The results showed 25% reduction in emissions from the baseline set-up of the vehicle. Currently, a second patent has already been submitted supplying updates to the previous patented system. I am sure plans for production are being discussed. I will help spread the word as soon as they are available. Check back for updates on the system.