

# HOW TO GET A TUNER...

In the first place the most likely technician to become “tuners” are the ones who work in “performance” shops. If you see that advertised in the Yellow Pages, they are who you are looking for. These are guys who modify cars (especially race cars) to get high performance. They are doing in reverse, to get more power, what we are doing to get better economy. If any shop has a dynamometer (“dyno”) they most likely have who you are looking for. There is little other reason to have a dyno. If they do “tuning” of engines (I do not mean tune-ups, either) they most likely have who you are looking for. The performance guys are your very best bet. As for the guys who do emissions testing for the state, NO, they are most likely NOT who you are looking for. They only know what the government has told them to set things at to get good emissions and most of them are unwitting gatekeepers themselves. They do not understand the total system.

What do you do to get a potential “tuner” interested? Send them to the PICC/ (YOUR URL) site to get the basic concept. Tell them they can see the concept there. To get them interested, tell them... The whole idea of using water gas can be summed up in one statement. We are using H<sub>2</sub>O gas as an additive right at the cylinders to “crack “ or catalyze the fuel. Much research has been done by MIT on the effects of Hydrogen to increase the flame spread and hasten the burn process. Water is injected into super jets to increase their power for the same reason. H<sub>2</sub>O in gas form is NOT in itself used as a fuel. It makes the fuel more dynamic, and it increases the power output and burn potential, thereby giving us the ability to reduce the fuel. There are a few other systemic things we do in our modification kit to help break the long chains of the fuel to burn it more efficiently, but we still have to contend with the computer that was programmed by Detroit to minimize fuel economy if our economizing could interfere with their desire to wear out the engine with carbon build up and sludge. We have developed an Optimizer mini-computer that we can tie in with their on line computer and keep it from going into default mode when the system, in their opinion, runs too efficient for too long.

To recruit a tuner tell them... We need technicians who have developed a complete understanding of the emissions control systems on the modern day cars and can use our state-of-the-art Optimizer to adjust the system of modified cars to our engine modification to maximize fuel economy. We are NOT trying to get more power out of the engine. We are trying to reduce the fuel consumption. At today’s gas prices, ALL CONSUMERS in America want that. We want you to consider taking our training course and, our dealer will guarantee you to earn a minimum of \$100 per hour and, if you have the skills to tune the vehicles our mechanics modify, you can earn anywhere from \$300 to \$400 per hour! Just watch a short DVD on the tuning process. It is a part of the two day classroom experience and three day “hands on” training program we offer to those who want to learn our process and start making from \$3,000 to \$4,000 a day doing what they love, or, at the very least, earn \$100 an hour installing out modification kits. You can become one of the highest paid professionals in your county (including doctors and lawyers) while doing what you like to do. You can also attend the first day of our training absolutely free. If, by the end of the first day, you are not convinced this is it, go home and pay nothing for that day! If you want to experience the DVDs of the class, BEFORE paying anything for the training, you can get them to watch for free. After you watch them you can decide whether or not you wish to be certified and pay for the training. That is like saying, “Eat the meal, and if you did not enjoy it, do not pay for it.” We cannot get fairer than that.