

PROGRESS REPORT ON THE HAFC MODIFICATION...

THIS DATA IS NOT INTENDED TO BE USED FOR REFERENCES!
THE HAFC SAVES 50% OR BETTER... PERIOD!

As of August 29, 2007, in our shop, we have done the following:

1. Toyota Corolla 96 (4 cylinder) from 23 to 60 mpg first car we did (+160%)
2. **Hyundai 2000 (4) cylinder from 33 to 75 mpg then lost it (AFR) (+127%)**
3. **Chevrolet Monte Carlo 2004 (6 cylinder) from 30 to 50 (AFR) (+67%)**
4. **Chev Tahoe SUV 2004 (8 cylinder) from 15.57 to 25.3 mpg (AFR) (+63%)**
5. Honda Civic 1997 stick shift went from 31.42 to 50.6 mpg (+61%)
6. 1995 (OBD-I) F-150 (V-8) pickup went from 12.7 to 33 mpg (+159%)
7. **2002 Toyota Camry 42 mpg went to 63 or something (AFR) (+50%)**
8. **Cadillac 2000 V-8 Seville only increased a very few mpg (AFR) (10%)**
9. 2000 Grand Am went from 33.37 to 64.33 mpg Fuel Cell was not on (+93%)
10. *95 GMC Yukon V-8 throttle body went from 17.33 to no improvement (0%)
11. *95 Suburban V-8 throttle body increased about 5 mpg (16%)
12. 2002 Marquis V-8 went from 26.78 to 64.43 (retuned & it got 85) (+217%)
13. 1999 Honda CRV (4 cylinder) went from 26.73 to 62 mpg (+131%)
14. 1997 Dodge Ram Pickup was crap maybe a plugged cat (22.9 mpg) (+5.65%)
15. 1997 F-150 pickup went from 33.67 to 40 mpg (18%)
16. 2002 Dodge Neon (2.L) 4 cylinder stick shift from 39.2 to 73.53 mpg (+88%)
17. 1998 Plymouth Breeze 4 cylinder went from 38.46 to 77.84 mpg (+102%)
18. **John Scotese's Mazda 2006 from 46 to 92 mpg now 120 (AFR) 4X (160%)**
19. **Dutchman's 2007 Honda Civic from 33 to 85 (AFR)-4X test (158%)**
20. 2000 Jeep Wrangler (2.5 L) 4 cylinder from 17.3 to 26.58 no retune (+53%)
21. Subaru 2000 Legacy (2.5 L) (4) cylinder 32 to 63 (+97%)
22. 2000 Honda Accord EX (4) went from 28.4 to 55.9 mpg (+97%)
23. GMC Safari Van 1994 V-6 (4.3L) from 19.86 to 30.4 mpg (+53%)
24. 2004 Mazda MPV 6 cylinder from 23.4 to 43.47 mpg (+85%)

The 17 cars we did other than the AFRs (those above in bold are AFR) averaged an increase of 85% in fuel economy. Two of these were throttle body vehicles that got little or no improvement (see *.) If we just did multi-port injection, and no throttle body, we would have had an average of 96.5% for the 15 vehicles. Even with the 2 throttle body we only had four of the 17 vehicles that got under our 50% increase. The two cars we did with AFRs (18 and 19) that Mike hand modified to 4Xs got an increase of 160% and 158 % for an average increase of 159%! The Hyundai that we originally did got up to the 127% increase area before the computer took it away. If we average the other vehicles that had AFRs that we just did anyway, we get an average of only 47.5% increase using the 3X Optimizer. Even so, only one of the four would not have met the 50% increase guarantee. This indicates that the 4X will be a real winner with newer cars that are built more aerodynamic and efficient and should result in an even higher average increase. That is most likely why they went to the more sophisticated AFR sensors. I think our statement of an overall increase in mileage of between 50% and 100% has been demonstrated.