

Introduction About Moletech

Moletech Fuel Saver's Patented Technology has created a breakthrough in the world of fuel efficiency and lower emissions. Using Molecule Reaction Technology Moletech will improve the efficiency of Gasoline, Diesel and Natural Gas. The product was tested for 3 years in over 300 vehicles before being commercially launched in June 2007 in Australia.

We have undergone official Government test procedures in the USA, Australia that have been included in this document. We continue to work with our distributors in many countries to gain further official Government testing. We are currently launching the product in many countries worldwide, with the products now available in USA, Australia, Canada, Spain, Portugal, Greece, United Kingdom, Taiwan, Hong Kong, China, Thailand, Indonesia, Singapore, Malaysia, New Zealand, Germany, and Austria.

With Moletech

- 1) Improved fuel consumption for Diesel 5-10%, Gasoline 10-20% and Natural Gas 7.50-15%.
- 2) Lowering of greenhouse gases and harmful toxic tailpipe exhaust emissions.
- 3) Increasing horsepower and torque
- 4) Improves the lubrication of the engine
- 5) Removes engine carbon build up
- 6) Last for over 10 years
- 7) 100% satisfaction guaranteed
- 8) Patented Technology – 2 year warranty

Installation & Result

It is important to read the detailed instructions, and FAQ's to determine the best method of installing the kit.

- 1) Drop the fuel sensor into the fuel tank – Rearrange and increase the oxygen in the fuel molecules
- 2) Under the air filter- Increase the inhalant amount of oxygen by 20% that improves combustion
- 3) Hitched onto the radiator hose – Improve the engine lubrication and lowers the water temperature



- ▶ Saves 10% to 20% on Gasoline
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Increases Torque
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years



Achieves Gasoline saving up to

20%
UP

Displacement: Under 3.0 liter (Gasoline)

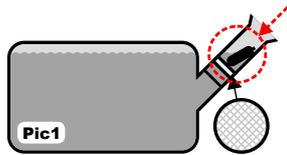
INSTALLATION PROCESS

FOR PETROL VEHICLES Kit # M01027 Install Fuel Sensor
Kit # M01058 Install Two Fuel Sensors

WARNING: Petrol / Gasoline is a hazardous substance and must be handled with extreme care.

Most passenger vehicles are fitted with an anti-siphoning device.

- It is usually found in the fuel filler tube.
- It will prevent the fuel sensor from entering the fuel tank (Pic1).



There are varying methods of installing the fuel sensor. Your workshop or mechanic will need to identify the most suitable installation procedure:

1. Through the sender or fuel pump via the access plate.
2. Through the neck of the tank by removing the anti-siphon.
3. Through the sender or fuel pump by removing the tank.

1) Through the Sender or Fuel Pump via the access plate

An access plate is usually found in the boot or under the back seat. (Pic2) In this case, under the back seat.

- Remove the access plate and remove the pump / sender unit (Pic3).
- Drop the fuel sensor into the tank.



NOTE: Generally most vehicle manufacturers recommend a new pump or sender gasket be installed when carrying out this process.

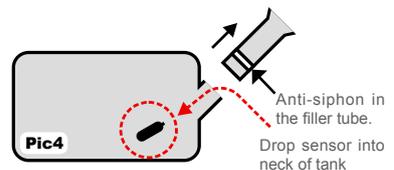
2) Through the Neck of the Tank by removing the anti-siphon

The filler tube is connected to the neck of the tank by a rubber connecting hose.

- Disconnect the hose and the filler tube.
- The anti-siphon will either be inside the filler tube, attached to the neck of the tank or integrated with the tank neck.

Anti-siphon inside the filler tube (Pic4)

- Drop the fuel sensor down the neck of the tank.



Anti-siphon attached to the neck of the tank (Pic5)

- Remove the anti-siphon
- Drop the sensor down the neck of the tank.



Anti-siphon integrated with the tank neck (Pic6)

- The fuel sensor cannot be dropped into the neck of the tank.
- The fuel sensor must be installed through the sender or fuel pump.



3) Through the sender or fuel pump by removing the tank

NOTE: This method is only used if your vehicle does not have an access plate.

The tank should be as close to empty as possible. A full tank of fuel is extremely heavy and can cause injury. Either drain the fuel from the tank or wait until you have consumed the fuel before commencing your installation.

- Disconnect all wiring and hose fittings associated with the tank.
- Loosen or remove devices that secure the tank.
- Remove or lower the tank.
- Follow the instructions above relating to installing the sensor through the sender or fuel pump.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.

Be sure the location allows access to thread a cable tie around the sensor.

- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic7).
- Use an appropriate plastic cable tie to secure the air sensor (Pic8).



Install the Water Sensor

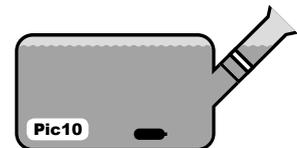
Use the metal clamp provided to attach the sensor onto the outside of the top radiator hose. Consider securing with a plastic cable tie (Pic9).



Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver to act on the fuel, the fuel sensor will need 30 minutes in contact with the fuel (Pic10) prior to Step 2.



Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

Example: If the maximum engine speed is 7,000 RPM, alternate RPM between 3,500 and 4,200 RPM.

- Less than 2 years old and 25,000 Kms, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Kms, rev the engine for 5 minutes.



Tank Size: Up to 15 Gallons
Displacement: Under 3.0 liter
Patented Technology : 2 Year Warranty
Content: Nano Negative Ion Fuel Saver – Air filter *1;
 Moletech Fuel Saver – Radiator hose *1;
 Moletech Fuel Saver – Fuel tank *1
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529

- ▶ Saves 10% to 20% on Gasoline
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Increases Torque
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years



Achieves Gasoline saving up to



Displacement: Between 3.0 liter – 6.0 liter (Gasoline)

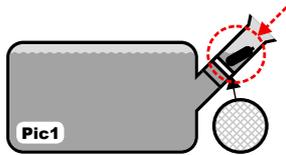
INSTALLATION PROCESS

FOR PETROL VEHICLES Kit # M01027 Install Fuel Sensor
Kit # M01058 Install Two Fuel Sensors

WARNING: Petrol / Gasoline is a hazardous substance and must be handled with extreme care.

Most passenger vehicles are fitted with an anti-siphoning device.

- It is usually found in the fuel filler tube.
- It will prevent the fuel sensor from entering the fuel tank (Pic1).



There are varying methods of installing the fuel sensor. Your workshop or mechanic will need to identify the most suitable installation procedure:

1. Through the sender or fuel pump via the access plate.
2. Through the neck of the tank by removing the anti-siphon.
3. Through the sender or fuel pump by removing the tank.

1) Through the Sender or Fuel Pump via the access plate

An access plate is usually found in the boot or under the back seat. (Pic2) In this case, under the back seat.

- Remove the access plate and remove the pump / sender unit (Pic3).
- Drop the fuel sensor into the tank.



NOTE: Generally most vehicle manufacturers recommend a new pump or sender gasket be installed when carrying out this process.

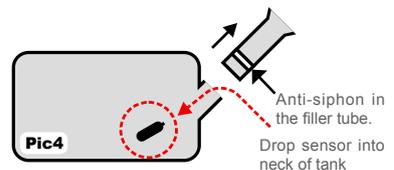
2) Through the Neck of the Tank by removing the anti-siphon

The filler tube is connected to the neck of the tank by a rubber connecting hose.

- Disconnect the hose and the filler tube.
- The anti-siphon will either be inside the filler tube, attached to the neck of the tank or integrated with the tank neck.

Anti-siphon inside the filler tube (Pic4)

- Drop the fuel sensor down the neck of the tank.



Anti-siphon attached to the neck of the tank (Pic5)

- Remove the anti-siphon
- Drop the sensor down the neck of the tank.



Anti-siphon integrated with the tank neck (Pic6)

- The fuel sensor cannot be dropped into the neck of the tank.
- The fuel sensor must be installed through the sender or fuel pump.



3) Through the sender or fuel pump by removing the tank

NOTE: This method is only used if your vehicle does not have an access plate.

The tank should be as close to empty as possible. A full tank of fuel is extremely heavy and can cause injury. Either drain the fuel from the tank or wait until you have consumed the fuel before commencing your installation.

- Disconnect all wiring and hose fittings associated with the tank.
- Loosen or remove devices that secure the tank.
- Remove or lower the tank.
- Follow the instructions above relating to installing the sensor through the sender or fuel pump.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.

Be sure the location allows access to thread a cable tie around the sensor.

- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic7).
- Use an appropriate plastic cable tie to secure the air sensor (Pic8).



Install the Water Sensor

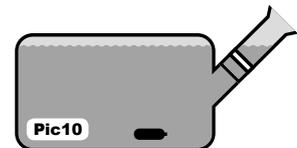
Use the metal clamp provided to attach the sensor onto the outside of the top radiator hose. Consider securing with a plastic cable tie (Pic9).



Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver to act on the fuel, the fuel sensor will need 30 minutes in contact with the fuel (Pic10) prior to Step 2.



Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

Example: If the maximum engine speed is 7,000 RPM, alternate RPM between 3,500 and 4,200 RPM.

- Less than 2 years old and 25,000 Kms, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Kms, rev the engine for 5 minutes.



Tank Size: Up to 30 Gallons
Displacement: 3.0 liter – 6.0 liter
Patented Technology : 2 Year Warranty
Content: Nano Negative Ion Fuel Saver – Air filter *1;
 Moletech Fuel Saver – Radiator hose *1;
 Moletech Fuel Saver – Fuel tank *2
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529

- ▶ Saves 5% to 10% on Diesel
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Increases Torque
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years



Achieves Diesel saving up to

10%
UP

Displacement: Under 6.0 liter (Diesel)

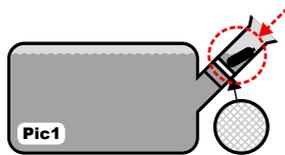
INSTALLATION PROCESS

FOR DIESEL VEHICLES UNDER 6 LITRE kit # M01034

WARNING: Diesel is a hazardous substance and must be handled with extreme care.

Most passenger vehicles are fitted with an anti-siphoning device.

- It is usually found in the fuel filler tube.
- It will prevent the fuel sensor from entering the fuel tank (Pic1).



There are varying methods of installing the fuel sensor. Your workshop or mechanic will need to identify the most suitable installation procedure:

1. Through the sender or fuel pump via the access plate.
2. Through the neck of the tank by removing the anti-siphon.
3. Through the sender or fuel pump by removing the tank.

1) Through the Sender or Fuel Pump via the access plate

An access plate is usually found in the boot or under the back seat. (Pic2) In this case under the back seat.

- Remove the access plate and remove the pump / sender unit (Pic3).
- Drop the fuel sensor into the tank.



NOTE: Generally most vehicle manufacturers recommend a new pump or sender gasket be installed when carrying out this process.

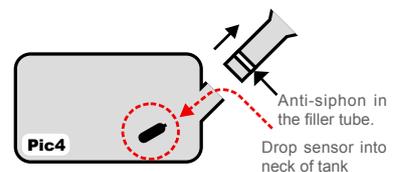
2) Through the Neck of the Tank by removing the anti-siphon

The filler tube is connected to the neck of the tank by a rubber connecting hose.

- Disconnect the hose and the filler tube.
- The anti-siphon will either be inside the filler tube, attached to the neck of the tank or integrated with the tank neck.

Anti-siphon inside the filler tube (Pic4)

- Drop the fuel sensor down the neck of the tank.



Anti-siphon attached to the neck of the tank (Pic5)

- Remove the anti-siphon
- Drop the sensor down the neck of the tank.



Anti-siphon integrated with the tank neck (Pic6)

- The fuel sensor cannot be dropped into the neck of the tank.
- The fuel sensor must be installed through the sender or fuel pump.



3) Through the sender or fuel pump by removing the tank

NOTE: This method is only used if your vehicle does not have an access plate.

The tank should be as close to empty as possible. A full tank of fuel is extremely heavy and can cause injury. Either drain the fuel from the tank or wait until you have consumed the fuel before commencing your installation.

- Disconnect all wiring and hose fittings associated with the tank.
- Loosen or remove devices that secure the tank.
- Remove or lower the tank.
- Follow the instructions above relating to installing the sensor through the sender or fuel pump.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.

Be sure the location allows access to thread a cable tie around the sensor.

- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic7).
- Use an appropriate plastic cable tie to secure the air sensor (Pic8).



Install the Water Sensor

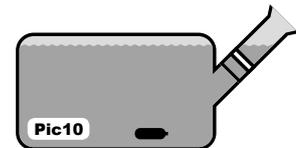
Use the metal clamp provided to attach the sensor onto the outside of the top radiator hose. Consider securing with a plastic cable tie (Pic9).



Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver to act on the fuel, the fuel sensor will need 30 minutes in contact with the fuel (Pic10) prior to Step 2.



Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

Example: If the maximum engine speed is 7,000 RPM, alternate RPM between 3,500 and 4,200 RPM.

- Less than 2 years old and 25,000 Kms, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Kms, rev the engine for 5 minutes.

Tank Size: 30 Gallons
Displacement: Under 6.0 liter
Patented Technology: 2 Year Warranty
Content: Nano Negative Ion fuel saver – Air filter *1;
 Moletech fuel saver – Radiator hose *1;
 Moletech fuel saver – Fuel tank *2
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529





- ▶ Saves 5% to 10% on Diesel
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Increases Torque
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years

Achieves Diesel saving up to



Displacement: Over 6.0 liter (Diesel)

INSTALLATION PROCESS

FOR DIESEL VEHICLES OVER 6 LITRE kit # M01041

Install the Fuel Sensors

WARNING: Diesel is a hazardous substance and must be handled with extreme care.

Down the Fuel Filler.

Over 6 litre trucks and busses have large high flow filler necks.

- Open the fuel filler cap
- Drop the Fuel Sensors into the tank through the filler neck (Pic1).



NOTE: On vehicles with fuel tank capacity above 300 litres, one M01041 kit will not be sufficient. See your dealer for details.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.



Be sure the location allows access to thread a cable tie around the sensor.

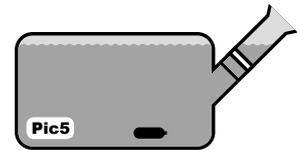
- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic2).
- Use an appropriate plastic cable tie to secure the air sensor (Pic3 & Pic4).

NOTE: On vehicles with fuel tank capacity above 300 litres, two Air Sensors are required. See your dealer for details.

Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver to act on the fuel, the fuel sensor will need 30 minutes in contact with the fuel (Pic5) prior to Step 2.



Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

E.g. If the maximum engine speed is 3,000 RPM, alternate RPM between 1,500 and 1,800 RPM

- Less than 2 years old and 25,000 Km, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Km, rev the engine for 5 minutes.

Tank Size: 60 Gallons
Displacement: Over 6.0 liter
Patented Technology: 2 Year Warranty
Content: Nano Negative Ion fuel saver – Air filter *1;
 Moletech fuel saver – Fuel tank *4
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529



▶ Saves 10% to 20% on Gasoline

▶ Lowers Emissions

▶ Increases Horsepower

▶ Increases Torque

▶ Easy to Install

▶ Removes Carbon Build Up

▶ Lasts Over 10 Years

Achieves Gasoline saving up to

20%
UP

Model: All kinds of scooters

INSTALLATION PROCESS

kit # M01003 kit # M01010

Install the Fuel Sensors

Drop the Fuel Saver sensor into the fuel tank. Wait 15 minutes for the effects of the Fuel Saver to act on the fuel.



Final Procedure - Complete the Process

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

E.g. If the maximum engine speed is 10,000 RPM, alternate RPM between 5,000 and 6,000 RPM

- Less than 2 years old and 25,000 Km, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Km, rev the engine for 5 minutes.



Model: All kinds of scooters

Patented Technology: 2 Year Warranty

Content: Moletech fuel saver – Fuel tank *1
Installation Booklet, Warranty Card, Stickers

Customer Service Hotline: 1800-584-3529



- ▶ Saves 10% to 20% on Gasoline
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Increases Torque
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years

Achieves Gasoline saving up to



Model: All kinds of motorcycles

INSTALLATION PROCESS

kit # M01003 kit # M01010

Install the Fuel Sensors

Drop the Fuel Saver sensor into the fuel tank. Wait 15 minutes for the effects of the Fuel Saver to act on the fuel.



Final Procedure - Complete the Process

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

E.g. If the maximum engine speed is 10,000 RPM, alternate RPM between 5,000 and 6,000 RPM

- Less than 2 years old and 25,000 Km, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Km, rev the engine for 5 minutes.



Model: All kinds of motorcycles
Patented Technology: 2 Year Warranty
Content: Moletech fuel saver – Fuel tank *1
Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529



- ▶ Saves 7.5% to 15% on LPG
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years

Achieves LPG saving up to

**15%
UP**

Displacement: LPG

INSTALLATION PROCESS

LPG (Liquid Petroleum Gas) Vehicles

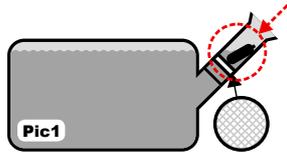
Kit # M01089 Kit # M01096

Install the Fuel Sensor, Kit # M01096 Only

WARNING: Petrol / Gasoline is a hazardous substance and must be handled with extreme care.

Most passenger vehicles are fitted with an anti-siphoning device.

- It is usually found in the fuel filler tube.
- It will prevent the fuel sensor from entering the fuel tank (Pic1).



There are varying methods of installing the fuel sensor. Your workshop or mechanic will need to identify the most suitable installation procedure:

1. Through the sender or fuel pump via the access plate.
2. Through the neck of the tank by removing the anti-siphon.
3. Through the sender or fuel pump by removing the tank

1) Through the Sender or Fuel Pump via the access plate

An access plate is usually found in the boot or under the back seat. (Pic2) In this case under the back seat.

- Remove the access plate and remove the pump / sender unit (Pic3).
- Drop the fuel sensor into the tank.



NOTE: Generally most vehicle manufacturers recommend a new pump or sender gasket be installed when carrying out this process.

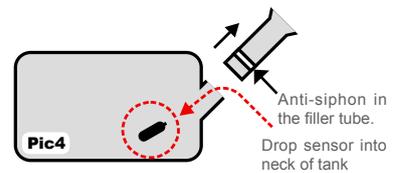
2) Through the Neck of the Tank by removing the anti-siphon

The filler tube is connected to the neck of the tank by a rubber connecting hose.

- Disconnect the hose and the filler tube.
- The anti-siphon will either be inside the filler tube, attached to the neck of the tank or integrated with the tank neck.

Anti-siphon inside the filler tube (Pic4)

- Drop the fuel sensor down the neck of the tank.



Anti-siphon attached to the neck of the tank (Pic5)

- Remove the anti-siphon
- Drop the sensor down the neck of the tank.



Anti-siphon integrated with the tank neck (Pic6)

- The fuel sensor cannot be dropped into the neck of the tank.
- The fuel sensor must be installed through the sender or fuel pump.



3) Through the sender or fuel pump by removing the tank

NOTE: This method is only used if your vehicle does not have an access plate.

The tank should be as close to empty as possible. A full tank of fuel is extremely heavy and can cause injury. Either drain the fuel from the tank or wait until you have consumed the fuel before commencing your installation.

- Disconnect all wiring and hose fittings associated with the tank.
- Loosen or remove devices that secure the tank.
- Remove or lower the tank.
- Follow the instructions above relating to installing the sensor through the sender or fuel pump.

Install the LPG Sensor

The LPG sensors are attached to the LPG gas feed line under the bonnet.



- * Locate the gas feed line
- * Using the clamps supplied, attach the LPG sensors (Pic7).

Sensors clamped to metal feed line.

NOTE: Some aftermarket LPG installations use 18 millimetre diameter gas hose. For these vehicles, optional 18mm clamps are available from your dealer. For others, secure the LPG sensors to the gas supply line with plastic cable ties.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.

Be sure the location allows access to thread a cable tie around the sensor.

- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic8).
- Use an appropriate plastic cable tie to secure the air sensor (Pic9).

cable tie shown from the outside



Pic8

cable tie shown from the inside



Pic9

Install the Water Sensor

Use the metal clamp provided to attach the sensor onto the outside of the top radiator hose. Consider securing with a plastic cable tie (Pic10).



Pic10

Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver Sensors to act on the LPG and fuel, 30 minutes must be allowed to pass prior to commencing Step 2.

Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

Example: If the maximum engine speed is 7,000 RPM, alternate RPM between 3,500 and 4,200 RPM.

- Less than 2 years old and 25,000 Kms, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Kms, rev the engine for 5 minutes.

Model: All kinds of vehicles (LPG)
Displacement: All
Patented Technology: 2 Year Warranty
Content: Nano Negative Ion fuel saver – Air filter *1;
 Moletech fuel saver – Radiator hose *1;
 Moletech fuel saver – *2
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529



Model NO: 01089



- ▶ Saves 7.5% to 15% on LPG
- ▶ Lowers Emissions
- ▶ Increases Horsepower
- ▶ Easy to Install
- ▶ Removes Carbon Build Up
- ▶ Lasts Over 10 Years

Achieves LPG & Fuel saving up to **15% UP**

Displacement: LPG (LPG + Gasoline Saver)

INSTALLATION PROCESS

LPG (Liquid Petroleum Gas) Vehicles

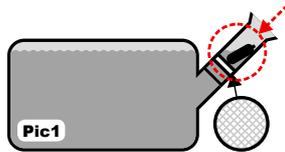
Kit # M01089 Kit # M01096

Install the Fuel Sensor, Kit # M01096 Only

WARNING: Petrol / Gasoline is a hazardous substance and must be handled with extreme care.

Most passenger vehicles are fitted with an anti-siphoning device.

- It is usually found in the fuel filler tube.
- It will prevent the fuel sensor from entering the fuel tank (Pic1).



There are varying methods of installing the fuel sensor. Your workshop or mechanic will need to identify the most suitable installation procedure:

1. Through the sender or fuel pump via the access plate.
2. Through the neck of the tank by removing the anti-siphon.
3. Through the sender or fuel pump by removing the tank

1) Through the Sender or Fuel Pump via the access plate

An access plate is usually found in the boot or under the back seat. (Pic2) In this case under the back seat.

- Remove the access plate and remove the pump / sender unit (Pic3).
- Drop the fuel sensor into the tank.



NOTE: Generally most vehicle manufacturers recommend a new pump or sender gasket be installed when carrying out this process.

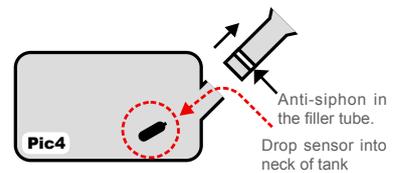
2) Through the Neck of the Tank by removing the anti-siphon

The filler tube is connected to the neck of the tank by a rubber connecting hose.

- Disconnect the hose and the filler tube.
- The anti-siphon will either be inside the filler tube, attached to the neck of the tank or integrated with the tank neck.

Anti-siphon inside the filler tube (Pic4)

- Drop the fuel sensor down the neck of the tank.



Anti-siphon attached to the neck of the tank (Pic5)

- Remove the anti-siphon
- Drop the sensor down the neck of the tank.



Anti-siphon integrated with the tank neck (Pic6)

- The fuel sensor cannot be dropped into the neck of the tank.
- The fuel sensor must be installed through the sender or fuel pump.



3) Through the sender or fuel pump by removing the tank

NOTE: This method is only used if your vehicle does not have an access plate.

The tank should be as close to empty as possible. A full tank of fuel is extremely heavy and can cause injury. Either drain the fuel from the tank or wait until you have consumed the fuel before commencing your installation.

- Disconnect all wiring and hose fittings associated with the tank.
- Loosen or remove devices that secure the tank.
- Remove or lower the tank.
- Follow the instructions above relating to installing the sensor through the sender or fuel pump.

Install the LPG Sensor

The LPG sensors are attached to the LPG gas feed line under the bonnet.



- * Locate the gas feed line
- * Using the clamps supplied, attach the LPG sensors (Pic7).

Sensors clamped to metal feed line.

NOTE: Some aftermarket LPG installations use 18 millimetre diameter gas hose. For these vehicles, optional 18mm clamps are available from your dealer. For others, secure the LPG sensors to the gas supply line with plastic cable ties.

Install the Air Sensor

The air sensor is installed in the air intake tube or inside the air filter housing. It is mounted on the pre-filtered (before the air is filtered) side of the air filter. It is held in place by the self-adhesive pad.

- Find a suitable location.
- Clean the selected area.
- Attach the sensor.

Consider securing the sensor with a plastic cable tie as outlined below.

Be sure the location allows access to thread a cable tie around the sensor.

- Drill two 2.5 mm holes on either side of the sensor.
- Ensure the opposite side of the drill site is clear (Pic8).
- Use an appropriate plastic cable tie to secure the air sensor (Pic9).

cable tie shown from the outside



Pic8

cable tie shown from the inside



Pic9

Install the Water Sensor

Use the metal clamp provided to attach the sensor onto the outside of the top radiator hose. Consider securing with a plastic cable tie (Pic10).



Pic10

Final Procedure - Complete the Process

Step 1

To allow the effects of the Fuel Saver Sensors to act on the LPG and fuel, 30 minutes must be allowed to pass prior to commencing Step 2.

Step 2

The Fuel Saver needs to be calibrated. Once calibrated the 'Molecule Reaction Technology' (MRT) is activated. The engine must be revved in neutral, alternating between 50% and 60% of maximum RPM to activate the system. This will complete the process.

Example: If the maximum engine speed is 7,000 RPM, alternate RPM between 3,500 and 4,200 RPM.

- Less than 2 years old and 25,000 Kms, rev the engine for 2 minutes.
- More than 2 years old or 25,000 Kms, rev the engine for 5 minutes.

Model: All kinds of vehicles (LPG Combo)
Displacement: All
Patented Technology: 2 Year Warranty
Content: Nano Negative Ion fuel saver – Air filter *1;
 Moletech fuel saver – Radiator hose *1;
 Moletech fuel saver – *3
 Installation Booklet, Warranty Card, Stickers
Customer Service Hotline: 1800-584-3529



Model NO: 01096



How to use Moletech

Moletech Fuel Saver will continue to improve with time. When the Moletech Fuel Saver is installed there is a “Molecule Reactive Environment” created in the vehicle. The Moletech Fuel Saver will have optimum result within 30 days on newer vehicles less than 2 years old. For vehicles older than 2 years, the optimum result can be achieved within 90 days. In the case where the vehicle is older than 10 years, the Moletech Fuel Saver will continue to improve performance for up to 12 months. This is due to the removal process of the carbon build within the engine, and is different on a case by case due to distance traveled, age of vehicle and current driving habits including distance and average speed after Moletech is installed.



Important Test Memos:

Please read the following memos carefully.

1. Testing vehicle should be over 1.9 liter.
2. Testing new vehicle should be around 2 years old.
3. Old vehicles around 5 years can get the better results once the carbon is removed.
4. Please make sure the engine oil is still fresh. Change the engine oil if necessary.
5. Testing speed should be controlled in a stable way and speed range.
6. Low Speed Test <Local>: 40 km/HR. No stop in midway.
7. High Speed Test <Freeway>: 100 km/HR. No stop in midway.
8. Please use the same kind of fuel to do the test.
9. Do not use the fuel that already contacted the fuel saver. Once the fuel contacts the fuel saver, the gasoline molecule has been changed.
10. The driver shall accelerate and brake smoothly, using the same visual reference points when possible.
11. For "modified" vehicle configuration mileage test, please refill the gasoline first. Make sure the gasoline is enough because you will not fill any gasoline after the fuel saver has been installed. Then, please install the fuel saver and wait exactly 30 minutes. Again, please don't fill any gasoline after this step; otherwise, it will take extra 30 minutes to wait for the molecule reaction. After 30 minutes, please step on the gas to 4500 rpm around 5 minutes before you start the test.
12. The fuel saver MUST contact with the gasoline for 30 minutes before the modified configuration mileage test.
13. Fuel mass of both two tests should be close to each other (Baseline and modified configurations). Others test procedures remain the same as last time.
14. Each car will only good for one baseline test and one modified test. If you try to uninstall the fuel saving sets and do the test again with the same car, the result will not be correct, as the fuel saver will continue to work for a period of time.



 **CEE Letter**

California Environmental Engineering (CEE)

ENVIRONMENTAL TESTING LABORATORY
2530 S. BIRCH STREET, SANTA ANA, CA 92707
Phone (714) 545-9822 Fax (714) 545-7667

July 3, 2007

Andrew Kelly
Mtech Saver Inc
267E Campbell Avenue, Suite 200
Campbell, CA 95008

Phone: 1 408 385 1033
Email Address: andrew.kelly@moletech.us

Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Testing.

EXECUTIVE SUMMARY

A "Proof-Of-Concept" test series was conducted using the **Moletech Fuel Saver** aftermarket device. The tests were accomplished using accepted **Federal Test Procedures (FTP)** at the California Environmental Engineering (CEE) - Center for Environmental Research in Santa Ana, California. The test protocol was based on **Federal Test Procedures** defined in CFR-40, Part 86, Appendix 1. The independent test facility is both EPA-recognized and CARB-certified. A representative light-duty gasoline vehicle (2004 Chevrolet Tahoe) was selected and used for the chassis-dynamometer tests.

The POC test series included three (3) FTP-Tests to establish an average "Baseline" without the **Moletech Fuel Saver Device (MFSD)**. After installing the Moletech System, the test vehicle was run 50(+) miles to familiarize the fuel supply and computer with the aftermarket device. Three additional FTP-Tests were accomplished for an average with the MFSD. The average baseline was compared to the average established using the **Moletech System** to determine accurate percentage figures for tailpipe emissions and fuel economy. Analysis of the database indicates a reduction in key vehicle tailpipe emissions and an increasing improvement in fuel economy using the Moletech Fuel Saver Device. This included a significant reduction in Total Hydrocarbons (THC) and Carbon Monoxide (CO).

The results of the limited but decisive test series is considered noteworthy and verifies with a high level of confidence the viability of the technology while indicating that more dramatic improvement could be expected and achieved with time. The device, as tested, provided results that are more dramatic than similar technologies previously evaluated.

Regards,



Joseph Jones
Research Director

DOTARS Executive Summary

Department of Transport and Regional Services

17/10/2007

Vehicle Emissions Test Report

EXECUTIVE SUMMARY

ADR-79/01 Emission Testing
ADR-81/01 Fuel Consumption Testing

Report MTC001b

AIR AUTOMOTIVE AUSTRALIA
7 / 71 Asquith Street
Silverwater NSW 2128

RE: Mtech Fuel Saver Device

TITLE: ADR-79/01 Type 1 test compliance measurement and ADR-81/01 fuel consumption measurement.

AIM: To measure the fuel consumption to Australian Design Rule 81/01 and demonstrate the compliance of the vehicle described below with Australian Design Rule 79/01 (Emission Control For Light Vehicles), Type 1 test requirements when fitted with an Mtech model M1058 fuel saver device.

VEHICLE: 2006 model, 3.6L Holden Commodore sedan with 4 speed automatic transmission.

TESTING LABORATORY: The test laboratory is a member of the FCAI correlation committee and has been assessed and certified as meeting the requirements of AS/NZS ISO-9001:2000 covering research, design and development services to the world producers of powertrain and engine management systems and provision of general engineering services. Certificate number 287/95. Department of Transport and Regional Services Test Facility Number T2335.

FUEL: UT-96 High Octane Unleaded was used for the emissions compliance testing on this vehicle. In accordance with item 7(b) of the Motor Vehicle Standards (Approval to Place Used Import Plates), Guidelines 2006 (No. 1) Amendment 1 23 August 2006, the test fuel used for this test complies with the requirements of the United States Code of Federal Regulations CFR 40 Part 86.113-04.

Clause 5.3.1.4 of ADR-79/01 has specific emission limits for all M category vehicles equipped with a positive ignition engine fuelled with unleaded petrol.

Appendix B of ADR-81/01 adopts United Nations-Economic Commission for Europe Regulation No. 101 for measurement of the emission of carbon dioxide and fuel consumption of MA category vehicles.

A series of tests were conducted to determine the effectiveness of the Mtech Fuel Saver aftermarket device. The test protocol was carried out in accordance with ADR-79/01 for emission testing and ADR-81/01 for fuel consumption testing.

Tested in accordance with clauses 5 to 5.2.4 and Annex 5 of Regulation 101, initial tests were conducted prior to the installation of the Mtech Fuel Saver device to establish a 'baseline' average. The Mtech system was installed and the test vehicle was driven through a number of cold start cycles to familiarise the vehicle's electronic systems with the aftermarket device. Final tests were carried out to obtain an 'Mtech system' average. The 'baseline' average was compared to the 'Mtech system' average. The results indicate an **increasing improvement in fuel economy** and a **reduction in vehicle tailpipe emissions**. This included a **significant reduction in greenhouse gases (28%)**.

Infrared Spectrum

Infrared spectrum study of MOLETECH activated gasoline

Chien-Chung Chen, Ph.D.
Graduate Institute of Biomedical Materials and Engineering,
Taipei Medical University

The study of molecular level change of commercial gasoline by
MOLETECH FUEL SAVER DEVICE by the FTIR spectrum

Instrumental:

Fourier Transfer Infrared Spectrometer (FTIR), Bio-Rad spectrometer,
FTS155/165 Win-ir

Material:

Gasoline, commercial gasoline from CPC gas station, grade 95.

A MOLETECH FUEL SAVER DEVICE provided by MOLETECH
GLOBAL LIMITED

Experimental Procedures and Results:

Two FTIR spectrums were obtained with following operative parameters:
Transmission mode, scanning resolution: 16, Scanning range: from 400
to 4000 cm^{-1} . The samples were the as-purchased 95 gasoline and
MOLETECH FUEL SAVER DEVICE M01027 pack treated 95 gasoline.
After obtaining these two spectrums, a subtraction was performed. The
spectrum of as-purchased gasoline was subtracted from that of the
treated one. The difference of the two spectrums was shown in Figure 1.
Clearly seen the three regions of the spectrum were changed. The main
one, from 2850 to 3050 cm^{-1} , representing the absorption of the CH of
the saturated and unsaturated hydrocarbon. According the research
paper by Wei et al (1), the ceramic powder absorbed the thermal energy
from its surrounding environment and released this thermal energy in the
specific wavelength, i.e. from few micron to 20 microns (from 2900 to
3300 cm^{-1} in wave number). This specific energy was in the concert
with the van de wall force between the gasoline molecules. Hence, the
intermolecular van de wall force was broken, resulting the change of
aggregation of gasoline molecules from cluster to single molecule. This
transfer changed several properties of the sample, such as surface
tension (2) and flash point. The surface tension of the treated gasoline
was decreased; causing the smaller droplets of the gasoline after it was

Infrared Spectrum

ejected from the nozzle. The smaller droplets, exposing larger surface area in the air, contact with oxygen for better combustion reaction, in term, better fuel efficiency (3).

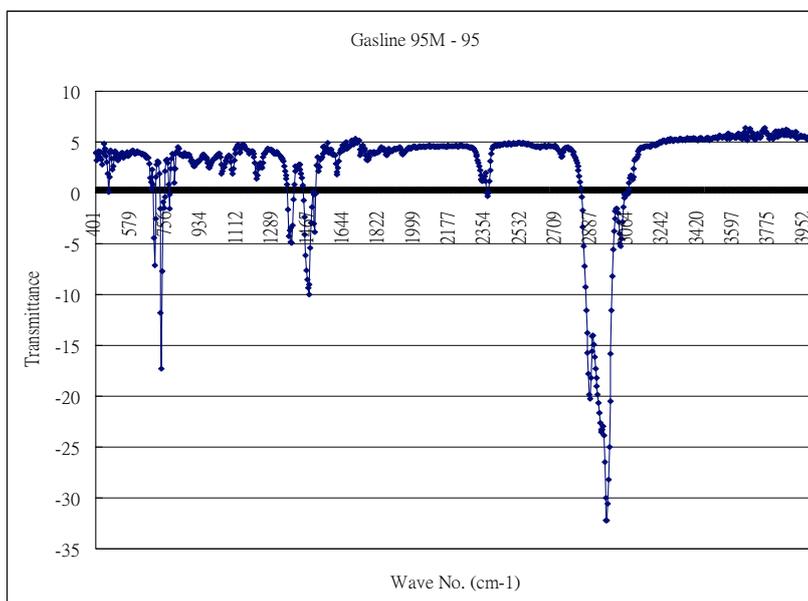


Figure 1. The subtracted FTIR spectrum of the ceramic treated gasoline

Conclusion:

Based on this FTIR study, we conclude that MOLETECH FUEL SAVER DEVICE can modify the properties of the commercial gasoline. These properties change was due to the change of molecular aggregation of gasoline from larger cluster to smaller cluster or even to single molecule, by breaking down the intermolecular van de wall force between the gasoline molecules. Along with other experimental data and several research papers, it is reasonable to see the fuel efficiency of the treated gasoline improved.

Reference:

1. Wei, Qingtang et.al, 2002, p24-28.
2. Pan, Yanfen et.al, Journal of The Chinese Ceramic Society, Vol 34, No. 5. 2006.
3. Chen, Lingshan et. al, Vol34, No. 5, Oct. 2005, P24-26

How Does It Work??

How does it work??

Moletech Fuel Saver is a technological breakthrough in a simple-to-use device that is easy to install.

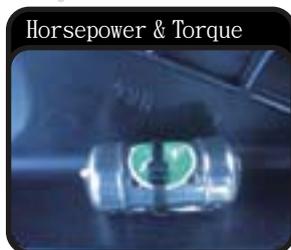
In summary, we restructure the environment for the fuel, water and air within the vehicle's operating system, to thereby deliver more kilometers per litre, reduce dangerous exhaust pollutants and most importantly, lower harmful greenhouse gases.



Save Fuel

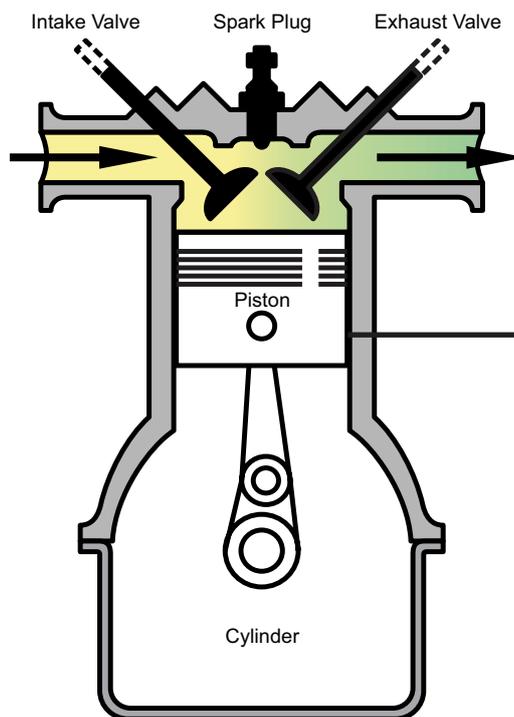
Molecular aggregation of gasoline from larger cluster to smaller cluster, or even to single molecule, by breaking down the intermolecular van der Waals force between the gasoline molecules.

Please read page 13 of MOLETECH POCKETBOOK for more info.



Horsepower & Torque

Increase 20% Oxygen, gives more horsepower and torque



Environmental Friendly

Environment after MToch

Fuel is more evenly combusted resulting in greater emissions



Increase Efficiency

Rearrange and reduce water coolant molecules and engine oil molecules to improve engine efficiency

We deliver these savings to petrol / gasoline, diesel and LPG.

FAQ's

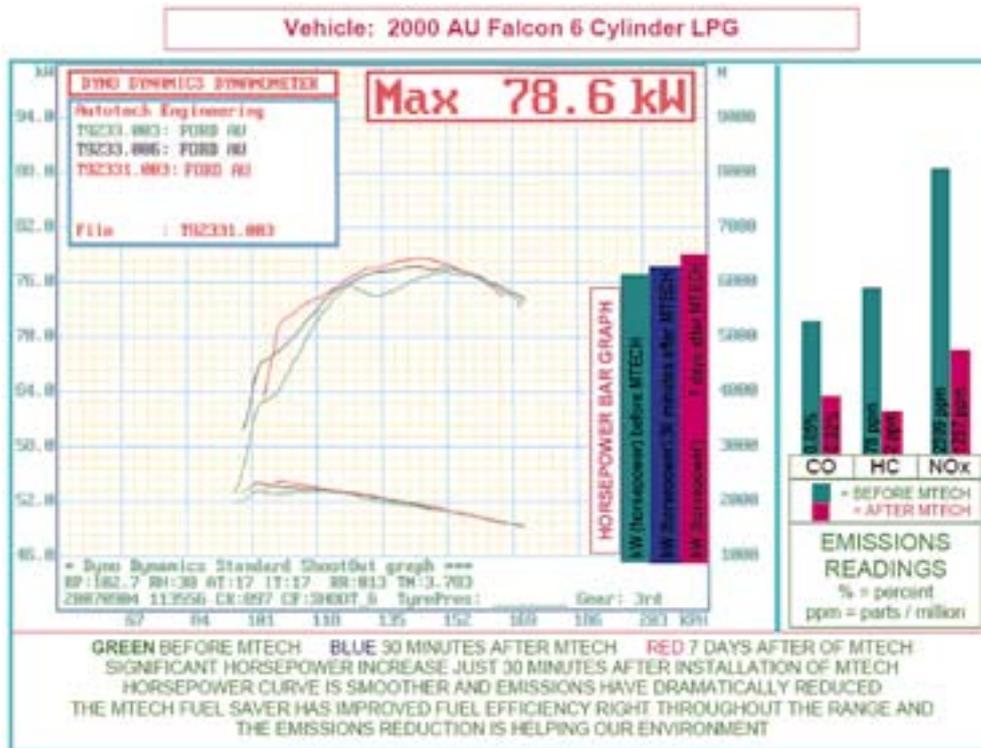
1. How much does the Mtech Fuel Saver cost?
The cost of the product varies according to the vehicle's engine capacity and fuel tank capacity.
2. How does the Mtech Fuel Saver produce more negative oxygen?
We use Nano Negative Ion technology which is researched and developed by ITRI (Industrial Technology Research Institute, Taiwan Government). The Negative Ion releases a negative electric charge in the oxygen molecule and activates it. Institute tests have shown that our Fuel Saver can increase the inhalant amount of oxygen by 20%.
3. What material is used to produce the Mtech Fuel Saver?
Aluminum alloys, stainless steel, ceramic and magnet have been investigated.
The new technology is applied best by using the ceramic.
4. What is the difference between the Mtech Fuel Saver and other fuel savers which use Magnet or Infrared?
Mtech Fuel Saver uses a revolutionary world leading technique called Molecular Reaction Technology. It is totally different to all other fuel saving devices around the world. We use a magnet within the petrol sensor as a temperature stabilizer only. This ensures the molecular reaction continues in freezing conditions.
5. Will the Mtech Fuel Saver perform if it is installed into a Diesel fuel tank that is badly contaminated with sludge or muddy water?
Many contaminants can reduce the performance of the Fuel Saver. We recommend that the tank be cleaned prior to installation to achieve best results.
6. Can the Mtech Fuel Saver dissolve or remove contamination from the Diesel fuel tank or clean the fuel filter?
Mtech cannot dissolve or remove contamination or clean a dirty fuel filter. In some cases, contamination can damage the Fuel Saver sensors. In other cases, it can cause the sludge to break down, move through the system and become trapped in the fuel filter. Best results are seen by cleaning contaminated tanks prior to installation.
7. What are the other benefits of installing the Mtech Fuel Saver?
It will remove carbon build up in the engine, increase the life of the engine oil, fuel injectors, and spark plugs. By reducing the amount of unburned emissions, the life of the catalyst (catalytic converter) will be extended.
8. What will happen if we don't install the Mtech Air Sensor into the air intake?
You will not receive the full benefits of increasing the inhalant amount of oxygen by 20%, which will result in a 2% to 3% loss in fuel savings.
9. Does the Mtech Fuel Saver rearrange the molecules of kerosene to make it more combustible?
Yes. Mtech works on kerosene just as it does on gasoline, diesel, natural gas, and liquid propane gas (LPG).
10. Do I need to perform the engine rev as stated in the final procedure every time I purchase fuel?
No. You only need to perform this procedure one time after completing the installation.



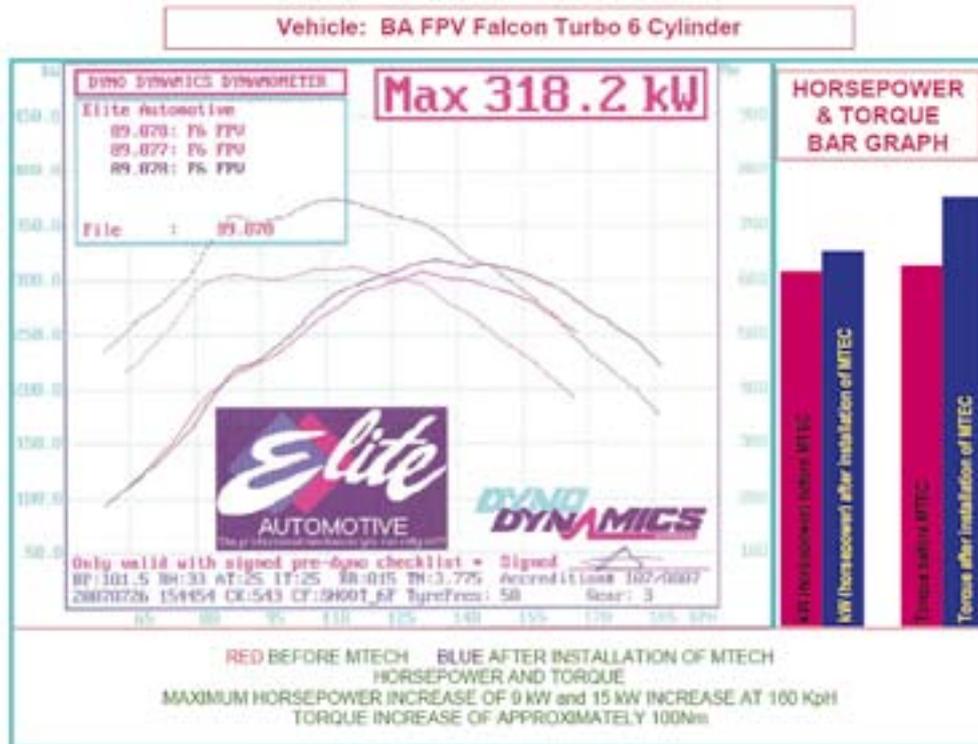
FAQ's

11. Can I double my savings by installing another Mtech Fuel Saver Kit?
No. Although installing another kit will reduce the time taken for the molecular reaction to take effect, the amount gained is negligible and does not warrant the extra expense of a second kit.
12. Do I need to adjust my fuel system?
No. You should not have to make any adjustment to see the improvement as long as the engine was well tuned prior to installation.
13. When can I expect results?
Most users have felt the extra performance within 30 minutes of installation. Only in a few cases will you need to drive some distances (in some cases up to 5000 Miles) before the effects of the Fuel saver are realized. Please make sure you check your mileage before you install Mtech.
Mileage is the sum of the total distance driven divided by the amount of fuel used. Many people believe they are receiving better mileage than they actually are. We recommend you take proper readings before installing Mtech.
14. Why 5000 Miles?
Poorly maintained engines and large amounts of carbon build-up can slow down the reaction of the Fuel Saver. It will however eventually become effective in time.
15. Do the climatic conditions make a difference?
Yes. In winter seasons engines are run more often without the vehicle moving; icy road conditions, etc. This can affect results. However they will still proportionally improve. Proper mileage tests will confirm positive results.
16. Could my mileage stay the same or even decrease? Why?
Yes.
 1. It is possible that your engine could temporarily decrease in mileage and increase in emissions after the initial installation. This would be due to poor maintenance, excessive carbon build-up, and is temporary. The Fuel Saver will eventually stabilize the system.
 2. In vehicles that do not have computer control of the idle speed, the idle can increase by as much as 500RPM. If this occurs, please ask your mechanic to reduce the idle speed or you will not save fuel in traffic.
 3. Ensure the Mtech Fuel Saver makes contact with the fuel. We have found that shortcuts have been taken during installation by dropping the Fuel Saver sensor down the filler neck. If a filter or anti-siphon device is fitted into the filler neck, the Fuel Saver sensor will not enter the fuel tank, and the fuel will not be treated.
 4. Ensure the engine is well serviced and the engine oil is in good condition. Change the engine oil if necessary.
 5. Any mechanical problem with the engine, in particular the fuel or lubrication system will cause the Fuel Saver to be ineffective.
17. Can I use Mtech Gasoline on diesel vehicles or Mtech Diesel on gasoline vehicles?
No. The diesel Fuel Saver is designed for diesel fuel and the gasoline Fuel Saver is designed for gasoline. The molecule reaction is different for each type of fuel. Installing an incorrect Fuel Saver sensor will give poor or negative results.

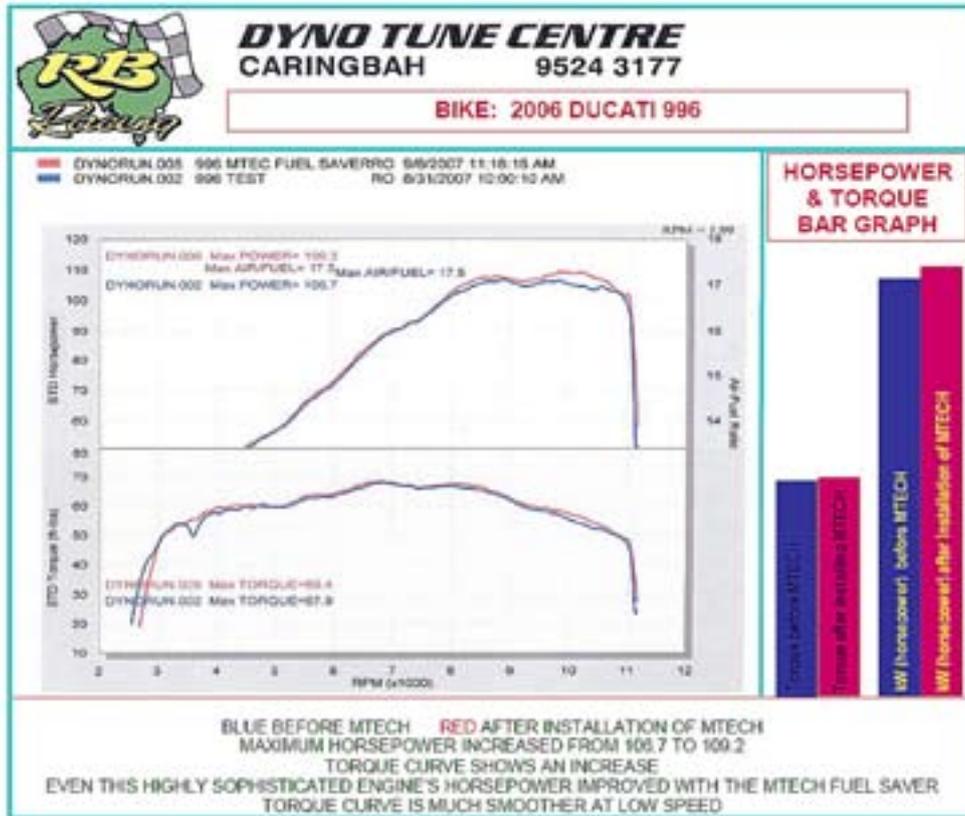
Taxi Dyno Test Report



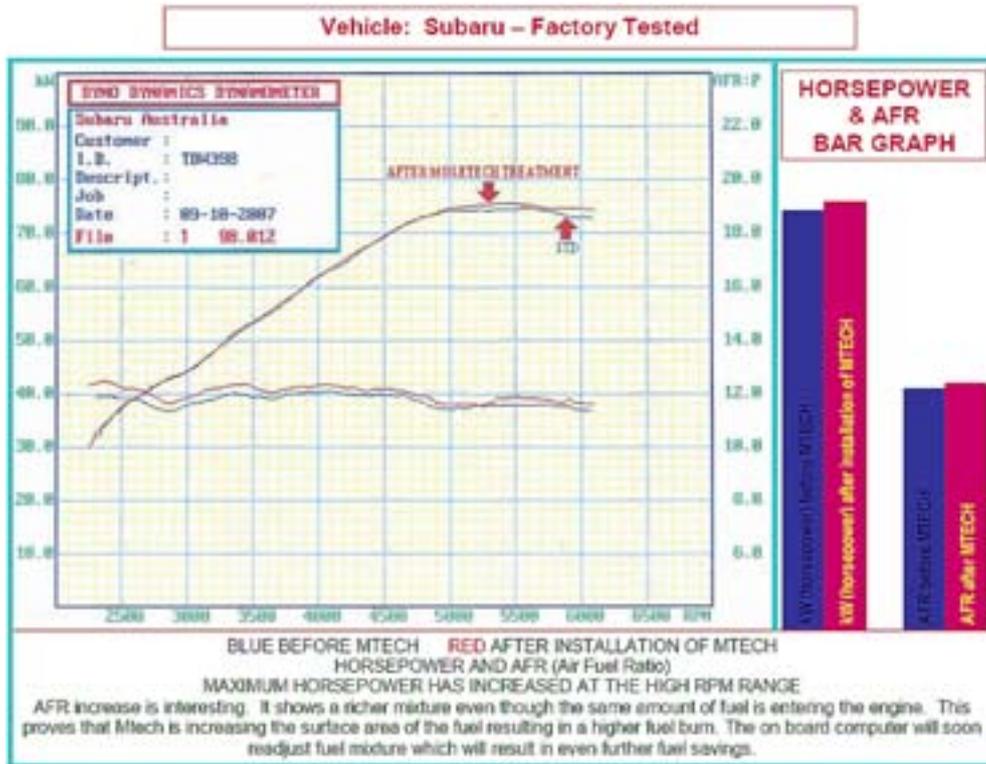
Ford Dyno Test Report



Ducati Dyno Test Report



Subaru Dyno Test Report



Mtech Satisfaction Guarantee

100% Money Back Guarantee

If you do not experience fuel savings, increased horsepower or improved performance within 90 days of having your Moitech Fuel Saver installed, please see terms and conditions on warranty registration card.



Mtech Satisfaction Guarantee



Name: _____

Address: _____ Zip Code: _____

Phone Number: _____ Email: _____

Date of Purchase: _____ MFS Model Number: _____

Supplier Name: _____

State: _____ Zip Code: _____

Country: _____ Vehicle Type: _____ Model No: _____

Message before Moletech Installation: _____

Message after Moletech Installation: _____

TWO (2) YEAR LIMITED WARRANTY

Moletech Fuel Saver Inc. ("Moletech") warrants the Fuel Saver ("Fuel Saver" or "product") against defects in materials and/or workmanship for a period of TWO (2) YEARS from date of purchase by the original purchaser ("Warranty Period"). Any improper use, abuse, neglect, careless handling, vehicle accidents, additional additives, damage from improper installation, repairs or removal of the product from the vehicle in which it was first installed, shall void this warranty.

If a defect arises and a valid claim is received within the Warranty Period, in its sole discretion, and as Moletech's sole obligation and liability under this warranty, Moletech will:

1. Repair the Fuel Saver using new components;
2. Replace the product with a new product that is at least functionally equivalent to the original product; or
3. Provide a credit to the purchaser, which the purchaser may use to purchase an equivalent model in the Moletech Fuel Saver range.

Conditions of Warranty Period

The Fuel Saver must be installed in the vehicle in accordance with the written installation guidelines provided by Moletech on Moletech's WWW site. The installation process cannot be altered in any way.

The Fuel Saver must be installed by a qualified mechanic. It is the qualified mechanic's responsibility to download the installation instructions from the Moletech WWW site, and not to rely on the installation instructions included with the product. The installation instructions included with the product are by way of example only; every vehicle and installation is different.

Obtaining Service

To obtain warranty service, please call Moletech Fuel Saver Customer Service at 1-800-584-3529 in the United States during normal business hours. Please be prepared to describe the nature of the problem. Any removal of an installed product must be authorized in advance by Moletech Customer Service. Failure to do so may void this warranty. The original receipt must accompany all claims under warranty. Purchase date must be within two years of the date the request is made to Customer Service.

Mailing information:
Mtech Fuel Saver US
PO Box 589
Lathrop, CA 95330



Certificate of Authenticity

Congratulations on your purchase of the Moletech Fuel Saver, the latest breakthrough in Molecule Reaction Technology (MRT), a product that will give you many years of motoring enhancement.

Our guarantee to you:

- Moletech Fuel Saver does not introduce any chemicals into your fuel system
- The use of this product does not void warranty on your vehicle
- This product has 'Proof of Concept' which supports all statements of its performance. (Performance will vary according to the make, model and condition of your vehicle.)
- This product can be installed by any Authorized Mtech Fitting Center or Mechanic

The Undisputed Leader

MTECH by Moletech is the world leader in Molecule Reaction Technology. MTECH has undergone the most stringent test procedures. Research and development for all global markets is on-going. MTECH is the fore-runner in the race to save fuel and reduce exhaust gas emissions. Molecule Reaction Technology reduces the level of Hydrocarbon, Carbon Monoxide and NOx (Nitrogen Oxides) output, which are the harmful emission pollutants.

We deliver these savings to petrol / gasoline, diesel and LPG.

Lowering Greenhouse Gases

MTECH by Moletech Fuel Saver has been tested by an approved USA EPA facility. During these comprehensive procedures, the test vehicle showed that green house gases were lowered, authenticating our contribution as carbon friendly.

Deaths Caused by Pollutants

Air Pollution death toll is higher than fatalities from road accidents. There are many illnesses and health issues linked to air quality. Each year a growing number of deaths are linked to air quality. The long term effects of air-borne toxins are causes of cancer. Globally many health departments are challenged with increasing numbers of air related illnesses.

We are doing our part

If every American vehicle had our system installed there would be a substantial decrease in greenhouse gases. For every vehicle per annum the average greenhouse gases that are dumped in the atmosphere are substantial. Visit our website and read the reports that are setting us apart from other devices. Visit www.moletch.us and go to reports, the specific report is issued by Murdoch University in Western Australia.

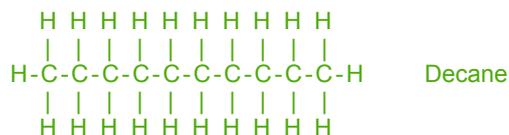
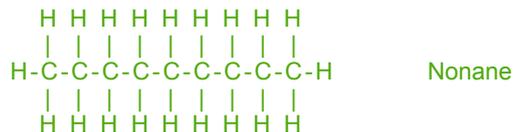
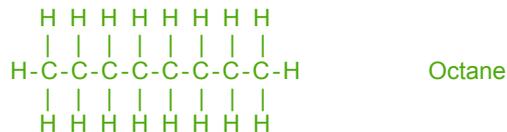
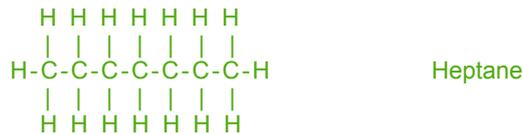
Mtech Facts and Information

Fuel Facts

What is Fuel?

Fuel is known as an aliphatic hydrocarbon. In other words, fuel is made up of molecules composed of nothing but hydrogen and carbon arranged in chains. Fuel molecules have from 7 to 11 carbons in each chain. Here are some common configurations:

Typical Molecules Found in Fuel



When you burn fuel under ideal conditions, with plenty of oxygen, you get carbon dioxide (from the carbon atoms in Fuel), water (from the hydrogen atoms) and a lot of heat.



Mtech Facts and Information

Fuel Additives

A common fuel additive is MTBE. MTBE is the acronym for **methyl tertiary butyl ether**, a fairly simple molecule that is created from methanol.

MTBE is added to **Fuel** for two reasons:

1. **It boosts octane.**
2. **It is an oxygenate**, meaning that it adds oxygen to the reaction when it burns. Ideally, an oxygenate reduces the amount of unburned hydrocarbons and carbon monoxide in the exhaust. MTBE started getting added to fuel in a big way after the Clean Air Act of 1990 went into effect. Fuel can contain as much as 10%-15% MTBE.

Problems Associated with Burning Fuel

1. The first problem is with smog and ozone in big cities.
2. The second problem is with carbon and greenhouse gases.

When a vehicle burns fuel, ideally, the fuel would burn perfectly and create nothing but carbon dioxide and water in the exhaust.

Pollutants Produced by a Vehicle's Engine

Unfortunately, the internal combustion engine is not perfect. In the process of burning the fuel, it also produces:

- Carbon monoxide
- Nitrogen oxides
- Unburned hydrocarbons

Carbon Facts

- If the carbon emissions from a vehicle's exhaust were collected as a solid, it would be extremely noticeable -- it would be like throwing a 5 pound bag of sugar out the window of your vehicle for every gallon of gas burned.
- The U.S. is releasing roughly 2 billion pounds of carbon into the atmosphere each day.
- Carbon is also a problem. When it burns, it produces large amounts of carbon dioxide gas. Fuel is mostly carbon by weight, so a gallon of gas might release 5 to 6 pounds (2.5 kg) of carbon into the atmosphere.

Mtech Facts and Information

Deaths Caused by Pollutants

The death toll from air pollution is higher than fatalities from road accidents. There are many illnesses and health issues linked to air quality. Each year a growing number of deaths are linked to air quality and the long term affect of air borne toxins are causes of cancer. Globally, many health departments are challenged with increasing numbers of air related illnesses.

Catalytic Converters

Catalytic converters have been designed in order to eliminate much of the pollution caused by vehicles, but they aren't perfect either. Air pollution from vehicles and power plants is a real problem in big cities. Catalytic converters are designed to reduce all three:

- **Carbon monoxide (CO)** - a poisonous gas that is colorless and odorless.
- **Hydrocarbons or volatile organic compounds (VOCs)** - a major component of smog produced mostly from evaporated, unburned fuel.
- **Nitrogen oxides (NO and NO₂, together called NO_x)** - a contributor to smog and acid rain, which also causes irritation to human mucus membranes.

How Catalytic Converters Reduce Pollution

In chemistry, a **catalyst** is a substance that causes or accelerates a chemical reaction without itself being affected.

In the catalytic converter, there are two different types of catalyst at work; a **reduction catalyst** and an **oxidation catalyst**. Both types consist of a ceramic structure coated with a metal catalyst, usually platinum, rhodium and/or palladium. The idea is to create a structure that exposes the maximum surface area of catalyst to the exhaust stream, whilst also minimizing the amount of catalyst required.

• Reduction catalyst

The **reduction catalyst** is the first stage of the catalytic converter. It uses platinum and rhodium to help reduce the NO_x emissions. When an NO or NO₂ molecule contacts the catalyst, the catalyst rips the nitrogen atom out of the molecule and holds on to it, freeing the oxygen in the form of O₂. The nitrogen atoms bond with other nitrogen atoms that are also stuck to the catalyst, forming N₂.

• Oxidation catalyst

The oxidation catalyst is the second stage of the catalytic converter. It reduces the unburned hydrocarbons and carbon monoxide by burning (oxidizing) them over a platinum and palladium catalyst. This catalyst aids the reaction of the CO and hydrocarbons with the remaining oxygen in the exhaust gas.

There are two main types of structures used in catalytic converters; honeycomb and ceramic beads. Most vehicles today use a honeycomb structure.

Mtech Facts and Information

Problems with Catalytic Converters

One of the catalytic converters' biggest shortcomings is that it only works at a fairly high temperature. When you start your vehicle cold, the catalytic converter does almost nothing to reduce the pollution in your exhaust

Catalytic converters in **diesel engines** do not work as well in reducing NOx. One reason is that diesel engines run cooler than standard engines, and the converters work more efficiently as they heat up.

Mtech Fuel Saver

A revolutionary new product is on the market that is like no other. **Mtech Fuel Saver by Moletech** incorporates Molecular Reaction Technology to reduce the fuel usage and decrease harmful emissions.

- Save up to 20% on Fuel
- Save up to 10% on Diesel
- Save up to 15% on LPG
- Increase Horsepower
- Decrease toxic emissions
- Decrease greenhouse gas emissions
- Easy to Install
- Lasts for 10 years

Explaining the Technology

Nano Technology refers broadly to a field of applied science and technology whose unifying theme is the control of matter on the molecular level in scales smaller than 1 micrometre, normally 1 to 100 nanometres, and the fabrication of devices within that size range. It is a highly multi-disciplinary field, drawing from fields such as applied physics, materials science, colloidal science, device physics, supramolecular chemistry, and even mechanical and electrical engineering. Nano Technology is seen as an extension of existing sciences using newer, more modern terms.

Nanometre (nm)

- 1 nm = 1/1 000 000 mm. One human hair is about 100.000 nm thick.
- In nanosize, the laws of quantum physics, and not of classical physics, are valid. Insulating materials may become electrically conductive and insoluble materials soluble.
- The smaller the particle gets, the higher the surface area is to the volume ratio. => Material gets more reactive with other materials.

Mtech Facts and Information

Molecule Reaction Technology (MRT)

Molecules "extremely minute particle". In a molecule, at least two atoms are joined by shared pairs of electrons in a covalent bond. It may consist of atoms of the same chemical element, as with oxygen (O₂), or of different elements, as with water (H₂O).

Van der Waals Force

Van der Waals Force, also called London Dispersion Force is induced. Van Der Waals Forces are found in non-polar molecules, such as hydrogen gas (H₂), carbon dioxide (CO₂), nitrogen (N₂). **Van der Waals Forces are weak attractive forces that hold these molecules together.**

Explaining the Product

Mtech Molecule Reaction Fuel Sensors

Mtech Fuel sensors, and the mix of metals and ceramics that they are made of, absorb the thermal energy from within the surrounding environment and release it in a specific wave length, breaking the intermolecular Van der Waals Force.

Before Mtech

Fuel molecules have a tendency to cluster together. At the point of combustion, the outer molecules protect the inner molecules from being covered with oxygen, resulting in some of the inner molecules remaining unburned.

When fuel is treated with the Mtech Fuel Sensors prior to combustion, a reaction occurs which separates the clustered molecules held together by Van der Waals Force, to a single fuel molecule. The surface area is increased, resulting in more effective oxidation, and the surface tension is released, resulting in less friction between the molecules.

This reaction and more effective oxidation will in turn reduce under-burned fuel which would normally accumulate on the internal parts of the engine causing engine wear, shorter engine life and higher maintenance costs. More importantly, the reduction in unburned fuel reduces the following emissions:

- **Carbon monoxide (CO)** – a poisonous gas that is colorless and odorless.
- **Hydrocarbons or volatile organic compounds (VOCs)** - a major component of smog, produced mostly from evaporated, unburned fuel.
- **Nitrogen oxides (NO and NO₂, together called NO_x)** - a contributor to smog and acid rain, which also cause irritation to human mucus membranes.

More efficiently burned fuel utilizes the energy capacity of fuel, resulting in an increase in power, lower fuel costs and more km per litre.

Mtech Facts and Information

Mtech Air Sensor (Using Nano Negative Ion)

The Technology

An **ion** is an atom or molecule which has lost or gained one or more electrons, making it positively or negatively charged. A negatively charged ion, which has more electrons in its electron shells than it has protons in its nuclei, is known as an anion.

How Negative Ions Purify the Air

Mostly all particles in the air have a positive charge or are positively ionized, while negative ions have a negative charge. Negative ions are drawn to these positively charged particles by magnetic attraction to one another. When there is a high enough concentration of negative ions in the air, they will be attracted to floating particles in large numbers. This causes the particle to become **larger, heavy and unable to remain airborne**. As a result, the particle will drop out of the air. The larger heavier pollutant particles can be collected by the vehicle air cleaner.

The Nano Negative Ion (anion) releases a negative electric charge in the oxygen molecules decreasing the amount of pollutant particles that would normally pass through the filter, which in turn leads to the sensor increasing the "effective amount of oxygen by up to 20%". It can improve the dissolved oxygen in petroleum molecules, effectively reducing the moist state of the filtered air, and improving the circulation of the filtered air.

By installing the Mtech air sensor in the air filter the fuel treated fuel molecules and treated air molecules are mixed perfectly. The result is a better and more complete combustion, allowing maximum efficiency and power to be obtained.

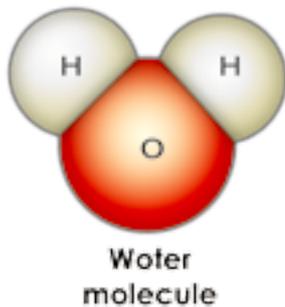
Water / Coolant Sensor

To understand the way the water and oils of the engine are treated by the Mtech sensor, we must first understand the make up of the water molecules themselves which we are breaking down.



Mtech Facts and Information

Water Molecules- How is a water molecule built up?



A water molecule consists of three atoms; an oxygen atom and two hydrogen atoms, which are bound together like little magnets. The atoms consist of matter that has a nucleus in the centre.

The difference between atoms is expressed by atomic numbers. The atomic number of an atom depends on the number of protons in the nucleus of the atom. Protons are small positively charged particles. Hydrogen has one proton in the nucleus and oxygen has eight. There are also uncharged particles in the nucleus, called neutrons. Next to protons and neutrons, atoms also consist of negatively charged electrons, which can be found in the electron cloud around the nucleus. The number of electrons in an atom equals the number of protons in the nucleus. The attraction between the protons and electrons is what keeps an atom together.

Kinetic Energy

When something is in motion it is said to have **kinetic energy**.

The increase of kinetic energy in the water, caused by the sensor, has a direct affect on the water molecules and the charged particles, which in turn breaks up the larger groups into smaller groups. The charged water particles then have a direct affect on the structure of the oil particles and improve their job in lubricating the engines moving parts.

In Summary

The Mtech sensor improves engine oil performance and protects your engine.

When the water coolant molecules pass the sensor there is a rapid increase of “electronic kinetic energy” and the large water molecule groups separate into smaller, more evenly spaced groups. As the charged water travels through the engine it affects the oil travelling through the oil galleries and will rearrange the groups of engine oil molecules offering improved lubrication and superior engine protection.

Mtech Facts and Information

The Importance of Water, Coolant and Oil Lubrication

The **cooling system** in most vehicles consists of the radiator and water pump. Water circulates through passages around the cylinders and then travels through the radiator to cool it off.

The radiator, generally made of aluminium, sits just behind the front grille of your vehicle. It consists of a series of tubes (known as the radiator core) which contain the above-mentioned coolant/water combination. Attached to these tubes are thousands of little metal (also aluminium) fins. These fins effectively increase the surface area of the radiator, exposing the heated fluid within to the cooler surrounding air. The heat gets whisked away by the atmosphere.

Even with the best motor oils that help to reduce friction by making everything slippery so the internal components slide past one another with a minimum amount of resistance, the engine still produces a vast amount of friction.

Friction creates heat, the enemy of engines far and wide. It is the job of your engine's cooling system to get rid of that heat as quickly and efficiently as possible.

Oil also plays an important part. The lubrication system ensures that every moving part in the engine gets oil so that it can move easily. The two main parts needing oil are the pistons (so they can slide easily in their cylinders) and any bearings that allow things like the crankshaft and camshafts to rotate freely. In most vehicles, oil is sucked out of the oil pan by the oil pump, run through the oil filter to remove any grit, and then squirted under high pressure onto bearings and the cylinder walls. The oil then trickles down into the sump, where it is collected again and the cycle repeats.

Summary

Mtech Fuel saver is a technological breakthrough, restructuring the environment for the fuel, water and air within a vehicle's operating system, thereby delivering more kilometres per litre, reducing dangerous exhaust pollutants and, most importantly, lowering harmful greenhouse gases.

- Mtech by Moletech is the world leader with their patented Molecule Reaction Technology.
- Mtech has undergone the most stringent test procedures. Research and development for the global markets is ongoing.
- Mtech is the forerunner in the race to save fuel and reduce exhaust gas emissions.
- Molecule Reaction Technology reduces the level of hydrocarbon, carbon monoxide and NOx (nitrogen oxides) output, which are harmful emission pollutants.
- The reported fuel savings are continually validated as more customers use the Mtech Fuel Saver in cars, trucks, buses, heavy industrial transport and recreational vehicles.
- Mtech delivers the savings to gasoline (petrol), diesel and LPG.



Mtech Facts and Information

Testing and Proof of Concept

Mtech Fuel Saver has been tested for 3 years on 300 different models of vehicles, totalling over 25 million kilometres. These tests were carried out on vehicles, testing and validating the technology, prior to commercialisation in late 2006.

The California Environmental Engineering (CEE) Testing Laboratory, which is a USA Government Environmental Protection Agency (EPA) recognized workshop has tested and confirmed a reduction in key tailpipe emissions and an increasing improvement in fuel economy using the Mtech Fuel Saver device.

Moletech is the first aftermarket fuel saving product to be officially recognised by the Californian Environmental Engineering Testing Laboratory in Santa Anna California.

Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Testing (Extract)

EXECUTIVE SUMMARY

A "Proof-Of-Concept" test series was constructed using the Moletech Fuel Saver aftermarket device. The test protocol was based on Federal Test Procedures defined in CFR-40, Part 86 Appendix 1. The independent test facility is both EPA-recognized and CARB-certified. Using the Moletech System to determine percentage figures for tailpipe emissions and fuel economy. Analysis of the database indicates a reduction in key vehicle tailpipe emissions and an increasing improvement in fuel economy using the Moletech Fuel Saver Device. This included a significant reduction in Total Hydrocarbons (THC) and Carbon Monoxide (CO).

The results verify with a high level of confidence the viability of the technology. The device, as tested, provided results that are more dramatic than similar technologies previously evaluated.

Joseph Jones
Research Director

Mtech Facts and Information

Lowering Greenhouse Gases

MTech Fuel Saver has been tested by a recognized USA EPA Facility and by DOTARS (Department of Transport and Regional Services) Australia. During these comprehensive procedures, the test vehicles showed that greenhouse gases were lowered, authenticating our contribution as carbon friendly.

Internal testing

Along with Government and university testing, Mtech Australia has conducted numerous dynamometer tests and in all cases tests confirm an increase in horsepower and a significant reduction in emissions. See examples below.

Dynamometer Power Testing Conducted In Australia

BA FPV Falcon V6 Turbo

- Maximum increase in horsepower of 9kw and 15kw increase at 160KPH
- Torque increase approximately 100nm
- Mtech has produced a more responsive engine, without sacrificing fuel economy

Dynamometer Emissions Test Conducted in Australia

- Vehicle was tested by Autotech Engineering, Granville, NSW – a highly respected performance workshop in Australia
- CO Tested drop from 0.5% to 0.02%
- HC Tested drop from 78ppm to 2ppm
- NOx Tested drop from 2599ppm to 1257ppm

In conclusion, the environment and rising fuel costs are issues that greatly impact on communities globally. Mtech's patented Molecule Reaction Technology is a viable solution to fuel saving and lowering greenhouse emissions and is available now to help address these important issues.



Testimonial from one of our happy customers

“It has always been my dream to own a Harley Davidson, now that I finally own one, I must give it the best and take good care of it. MTECH Fuel Saver does that to my bike. It has made my bike run a lot smoother. I’ve also noticed the difference in my fuel savings. It doesn’t seem much when it only takes \$20 to fill up, but when you do the sum over time, it adds up to be a lot of money. I am on track to save a lot of money. After this good experience with the product, I will be using MTECH Fuel Saver in ALL vehicles that I own both now and in the future. Thank you MTECH Fuel Saver.”

Tony Spence - Perth, WA



Testimonial from one of our happy customers

“I keep good records of fuel usage and my cab has been consistently using about 20 litres of LPG per 100 km. After installing MTECH Fuel Saver, I’ve gained an increase in mileage of 20%. A fantastic result. Overall, MTECH Fuel Saver has produced more horsepower and increased in mileage.

Thank you MTECH Fuel Saver.”



Testimonial from one of our happy customers

“I have been using MTECH Fuel Saver in my truck, a 11.9 litre Diesel Mitsubishi Prime Mover. I normally spend around \$100,000 per year on fuel. After installing MTECH Fuel Saver, I’ve noticed a solid 5% saving which gives me \$5,000 savings per year. MTECH Fuel Saver is easy to install, maintenance free and it works!”

Peter Moscardo - Auto Transporter Pty Ltd.



Testimonial from one of our happy customers

“I have always been the first to admit that I am the biggest sceptic around, but recently I was proved wrong in regards to a fuel saving device we were offered to test in our trucks. We tested one of our 12 ton bogie tilt trays for 4 weeks with remarkable results, gaining approximately 50klm extra per tank of fuel and also gaining an extra half gear on uphill climbs with identical loads and weights compared to pre-testing”

“We have since fitted 5 more trucks with the kits, each driver, including myself, also noticing a difference in power and fuel efficiency”

“Not only does this kit offer more power with reduced fuel usage, but it also reduces carbon build up and reduced exhaust emissions, which is a plus for our environment. When you look at the price of oil today (Thursday 8th November 2007) at just under \$100 US per barrel, we need all the savings we can get”

“I must stress that I have no involvement with the fuel saver company at all, they approached us to test the kits, but when I find something that does what it says I will happily spread the word. The good thing about these kits is that they last for 10 years and are able to be changed from vehicle to vehicle if updating”

“If you want to know more, feel free to ring us or email us and I will give you more information.”

The full transcript can be viewed on the Select Tilt Tray Group website. Just follow this link

<http://www.sttg.com.au/default.php?inc=services&catagoryid=7>