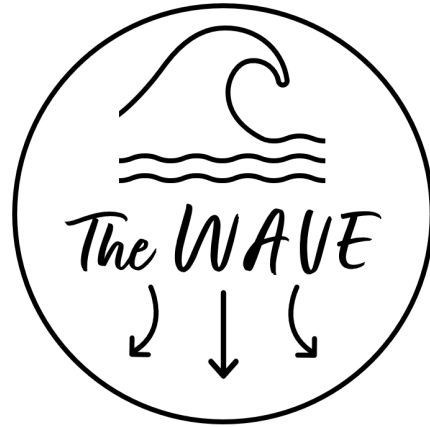


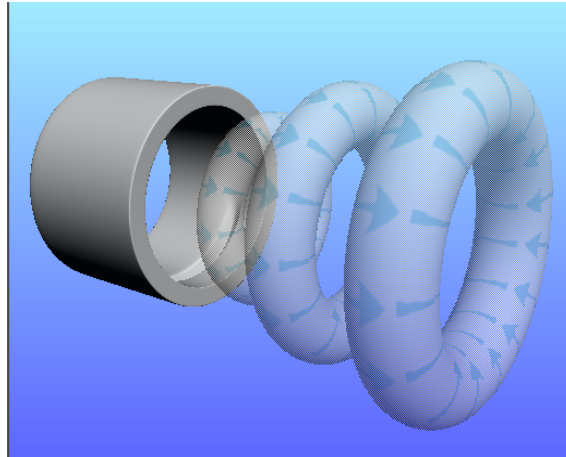
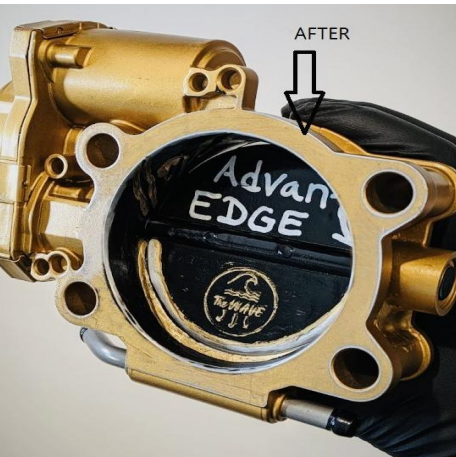


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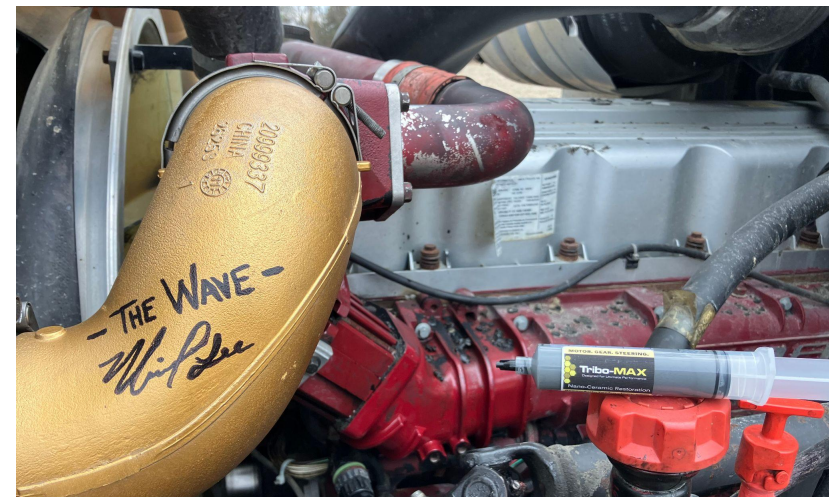
*Most Powerful Air-Stream Mod In The World!*

**Applies To ALL Engine Types**



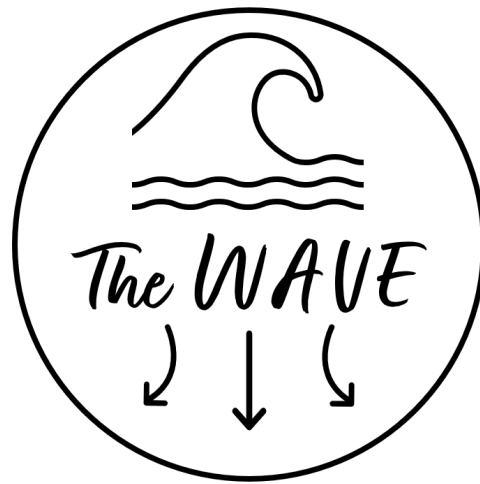
**Modification Available For Multiple Air-Stream Parts**

Including but not limited to The Throttle Body, Throttle Spacer, Carburetor, Turbo, Intake Manifold, Head, Air Intake Tube & More!





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### **What Is The Wave?**

The only air-stream modification of its kind performed on any gas engine, propane, diesel and more!

### **What Does The Wave Do?**

This WAVE shape amplifies the natural pressure wave in a dramatic fashion.

### **How Is The Wave Different Than Other Air Upgrades?**

Unlike the cheesy “swirling air devices” you might have seen...We are tapping into the vacuum wave that naturally is occurring in the engine already, then taking advantage of the otherwise wasted power potential.

### **What Is The Result Of The Mod?**

A drop in the pressure curve and a spike within the vacuum level to reach complete combustion for gasoline and propane, while the diesel operation results in a powerful mixing of the fuel on top of the piston.

*This creates better power all around and many reports of increased fuel mileage!*



## **How It's Made**

THE WAVE is hand-machined at a 15 degree angle into the material of the throttle assembly at the high pressure zone, right behind the throttle plate on the backside (or side facing intake manifold) using a custom carbide rotary bit.

## **How Exactly Does It Work?**

Let's describe the science behind The Wave for gas powered engines for now. This WAVE shape splits the incoming air stream by at least 40% creating a build of pressure in two different positions within the shape. One side of the angle builds air into a dense ball, while the other side of the angle does the same. When they collide, they are about 1,000 times more dense than the intake airstream!

When the crankshaft passes the 90 degree point and the piston slows down, the aerodynamics begin to reverse and the pressure begins to release from THE WAVE and the dense ball of air now shoots off and into the intake air rolling towards the intake valve.

Once the ball of air enters the chamber, there is enough turbulence to complete the blending process.

This causes a drop in the readings from 19 inches of vacuum, down to 28-29 inches of vacuum, and an upper range of about 6.

This is very important to know because below about 26 inches of vacuum, there isn't a liquid that we know of that can withstand that pressure and still stay in a liquid state.



## **History Of Our Gasoline**

In the 60's (and before then) our fuel chemistry was fairly simple, consisting of a few mid-level hydrocarbons.

Now because our fuel chemistry changed and the oil companies added higher-level hydrocarbons to the mix in order to keep the BTU content stable (smaller molecules), Our fuel pumps also needed to jump from 2-4 pound to 40 pound.

These higher-level hydrocarbons would struggle to be passed through the carb's openings and eventually stop them from working effectively.

So prior to the point of ignition, only a certain amount of the fuel is in a vapor state.

As that amount of fuel burns, it creates heat which then is applied to the next layer of hydrocarbons.

It then vaporizes, mixes with the oxygen, and burns.

Creating more heat, which is then applied to the next layer. So on and so forth.

This takes time, and because the fuel is only in the engine for a fraction of a second.

The small amount of what was vapor is where we get POWER from, while the rest is considered "waste fuel".

**According to the EPA, this amount is about 60% of what we pay for at the pump. We know this as 5+ emissions out the tailpipe, which is called Pollution. We also know this waste fuel as the blowby that mixes with our fresh oil causing sludge and destroying our engine!**

That means 60 cents of each dollar we spend at the pump is wasted out the exhaust making it harder for us to breath while contaminating our oil each time we drive.



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This is why we created The Tribo-MAX Brand.

Starting with Nano-Ceramic Restoratives in an easy to apply syringe added to each fluid.

Truly bar-none protection!

### **What Happens To The Waste Fuel With The Wave Mod Now Applied?**

After THE WAVE mod, there is an abundance of dense oxygen blasting into the chamber creating much more fuel available to be used to deliver power to your piston.

With modern computed engines, the O2 sensors recognize this mixture and send this information to the computer. The computer cannot increase the amount of air an engine draws in, so it must decrease the amount of fuel it delivers to keep the air/fuel ratio correct. Better fuel mileage as a result. With carbureted engines, a fine-tune using a vacuum gauge will do!

**Get The Wave Today!! You'll Be Glad You Did.**

**Michael**

**CEO of GAT**

**(507) 215-3817**

**GreenAutoTechnology@gmail.com**