

## Panacea-BOCAF On-Line University

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### Overview



Leo Umila's GEET Bubbler containing 90% salt water and 10% gasoline

*Please note this document has been done to support open source free energy work AND/[help Paul Pantone.](#)*

*YES 3X my mileage.... many does not believe me when I say 3X even my friends here. I just smile to their comments... my wife believe me because I usually travel with her and noticed a big drops on our fuel consumption. - Leo Umila*

Panacea wishes to dearly thank [Leo Umila](#) for sharing his open source results with us all and for this original idea of using a GEET system as an on board **supplemental fuel system**. Leo has demonstrated an EASY fabrication method which utilizes the GEET system to give improved mileage and cut down emissions. There is a lot more involved in the installation process of a full GEET fuel system, **this "GEET booster" fuel supplementation system is a simpler conversion process which will make it easier for the community to adopt Paul Pantones teachings.**

**Despite this original concept not being a 100% GEET system, it was still able to give Leo up to 3X the gas mileage.**

Leo states that his system is far from perfect and can be improved. Leo hopes it will help others "start" and obtain some success. This document was compiled with the help of Leo and the vortex heat exchanger group.

## **Description**

Leo's car is a Diesel Mitsubishi L300 2.5 litre van type model from 1993. Leo made a twin reactor (aprox. 8-10 inches apart) and installed in the exhaust. He then copied the design of SPAD and G Tone (downloaded from the panacea university Paul Pantone course) for the vacuum going to the intake. He used ordinary steel pipes and copied the SPAD style of connection except for the reactor. You can see his bubbler (transparent hard plastic) going okay even at engine idle. Leo's GEET is mounted near the rear of his vehicle.

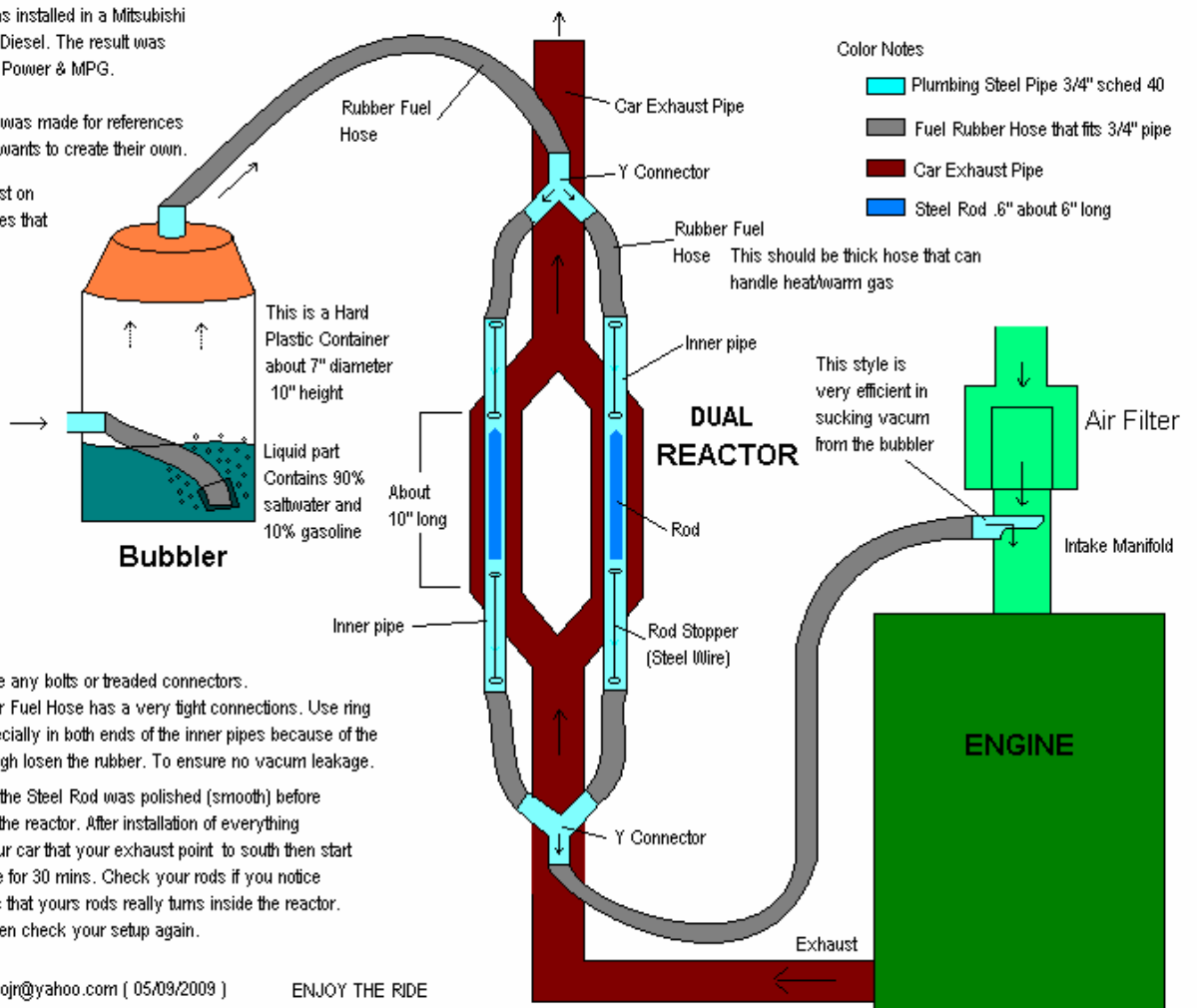
## **Replication**

*I have a little problem with time to experiments due to office works like others in this group. But we know very well that we cannot sleep well if we don't get GEET working (hehe). - What made it work good was maybe my connections. I believe i got a good vacuum on it. Leo Umila*

This setup was installed in a Mitsubishi Van L300 2.5 Diesel. The result was impressive in Power & MPG.

This Diagram was made for references to those who wants to create their own.

You may adjust on sizes and styles that fits you car.



Leo uses a 3/4 inch schedule 40 steel pipes and that is the same as a tube with an outer diameter of 1.05 inches and an inner diameter of 0.824 inches. **Leo also made his inner pipes very smooth inside.** He uses 2 GEET reactors (tube in tube sections) in parallel for better results. The length of the reactor is about 10" with about 6" rod in it. The dual reactors were connected through a Y pipe. Leo used a fuel hose to connect them all (w/ size that can fit a 3/4" pipe) the size of his inner and Y pipes are 3/4". He used a Y connection before and after the reactor.

### Bubbler



Leo uses 90% saltwater and 10% gasoline in his bubbler. Leo adds salt to water at about 1 1/2 table spoon of salt to about 450ml of water. It should taste like sea water. He always removes all the contents of the bubbler when cleaning. Leos states he does it at least once in 2 months and travels about 300km at an average speed of 30-50km/h.

There is no exhaust input in the bubbler; Leo is just using the engine vacuum to suck in fresh air to create the vapours. He did try inputting from exhaust but didn't work because it melted the rubber hose. If you experiment with this, please use flexible stainless steel hose.

### **Reactor Rod(s)**

The reactor rods were taken from a large long steel bolt, threaded section removed, then smooth section remaining is polished to be mirror smooth. Diameter of rod: 15.24 mm approximately only, might be a little more. Length of rod: 154.4 mm.

He cut both ends of the bolt the threaded part was also cut. All part of the rod was smooth. For centring stops he used some construction tie wire (they used to connecting steel bars) to form something like a rounded in both ends of the tie wire. Then put them in both ends of the rods purposely to stop them from moving forward/backward.

Leo did not put any centring bumps on his rods. He planned to put centring bumps but noticed his rods are working due to some lines that encircled the rods. Leo polished the rods to make sure it almost shines and so there were no lines before he put them into the reactor. He use an ordinary long bolt (perfect round) about .6" diameter (bolt used in the chassis) then get the best length out of it about 6" long.

Regarding the rod diameter, Leo calculated it that if it is true that the rod will turn inside it should have a good space to play considering the vacuum needed. He just imagined the rod turning inside with the air from bubbler that turns with the rod.

Considering the size of the inner pipe 3/4" that the intake manifold is sucking the rod was blocking about 3/4" the inside of the inner pipe. With the twin reactor, the intake manifold should suck better than a single reactor. Leo tried it and noticed the bubbler/intake manifold really sucking air in the bubbler even at idle.

NOTE IMPORTANT- **Leo positioned his car with the exhaust pointing south then pushed the pedal a little bit to have a higher rpm for 30 mins** then checked the rods and found out signs that the rod really turns inside the reactor. Leo describes that he got light blue colours and some rings that forms in the rod.

This is characteristic of the 30 minute burn in time to get the magnetic signature as stated in the GEET pay plans.

### Reaction chamber



Outer Tube: Typical thin wall exhaust tubing steel. Leo states that he is not sure of the size of the outer pipe because he did not try to measure it. However it is a little bigger than the size the exhaust pipes in his van, as this was the only available exhaust pipe he can find to use.

Inner tube: regular mild steel pipe polished very smooth inside

Inner tubes O.D. 26.67 mm

Inner tubes I.D. 20.9296 mm

Distance between centres of side by side dual reactors: 203.2 approximately only.  
Length of each tube in tube section length: 254 mm approximately only

### Connection



Leo used a common 3/4" steel pipes as my inside pipe and about 0.6" rod diameter 6"long. This was with black fuel hose (can handle hot/warm gas) as connectors. Also welded common 3/4" steel pipes as my Y connector then used ring lock to tighten the hose.

This went from the Bubbler - Y Connector - Dual Reactor - Y Connector - Intake Manifold

### Technical support

<http://groups.yahoo.com/group/VortexHeatExchanger/>

### Credits

The open source energy community

If you are able to contribute to this document in ANY way, IE- replication details, faculty info and or additional data please contact the non profit organization.

<http://www.panacea-bocaf.org>

<http://www.panaceauniversity.org>

