CONFIDENTIAL INFORMATION MEMORANDUM

UniPower

September 2011

Control No: 9723

EXECUTIVE SUMMARY

The UniPower Liquid is a breakthrough innovation with multiple commercial and industrial applications within the Energy Sector (defined, for the purposes of this document, to include power generation, electricity transmission & distribution, and emissions reductions and fuel efficiency). The Liquid was invented by Nadim Hazime who is the sole owner of the intellectual property. Mr. Hazime has entered into an exclusive sale, distribution, and marketing agreement with MCP Energy located in Ra'anana, Israel. As part of its agreement, Mr. Hazime has assigned to MCP Energy the exclusive mandate to sell all of its intellectual property.

Mr. Hazime has discovered through testing that the UniPower Liquid

- Reduces the electrical resistance/impedance in transmission & distribution cables substantially, thereby reducing the electricity loss incurred across the grid
- Lowers the electrical consumption in a residential/commercial property without impacting the performance of the appliances being used (HVAC, lights, refrigerator, etc.)
- Increases the calorific value of fossil fuels (coal, butane, methane, petrol, and diesel) which enables less fuel to be used during the generation of power or the operation of an internal combustion engine
- Creates a cleaner burn of fossil fuel; thus, lowering the harmful emissions like CO, hydrocarbons, and diesel "black smoke".

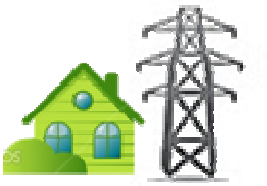
The Liquid is a mixture of water and specific natural minerals combined together using a proprietary process. The base formula and its derivatives are a trade secret as is the complex process in which they are mixed. Due to the complex nature of the mixing process, it is believed by Mr. Hazime that the process is not replicable by reverse engineering. The production facility is located in Northern Israel and can produce up to 10,000 liters of Liquid during a regular working day.

It is the desire of Mr. Hazime to sell, transfer, and assign the ownership of all intellectual property rights of the UniPower Liquid to a stable entity that is capable of testing, manufacturing, distributing, and identifying new uses of the Liquid on a global basis.

Product Application Summaries

Current testing of the Liquid by Mr. Hazime and MCP has focused on the Energy Sector which is defined to include Power Generation, Transmission & Distribution, and Emissions and Fuel Efficiency. A summary of the applications are provided below.

Power Generation



Transmission & Distribution

Emissions & Fuel Efficiency

Power Generation Efficacy and Emissions Reduction

The United States is currently the biggest producer and user of electricity in the world. The US generates electricity primarily from fossil fuels: Coal (44%), Natural Gas (24%), and Petroleum Liquid (1%)[1]. All of these energy sources emit an abundance of gases into the atmosphere when combusted including Carbon Dioxide, Carbon Monoxide, Nitrogen Oxides, Sulfur Dioxides, and particulates. The Company tested the efficacy of its Liquid in the following simulated environments:

Coal Fired Plants

The Company tested the impact of the Liquid on calorific value of coal in a simulated power generation environment. The tests, performed by the Environmental Services Company Ltd (ESC) http://www.enviro-services.co.il/, treated 5kg of coal with the UniPower liquid prior to burning. Once dry, the coal was burned at various time intervals and the calorific value measured. Official results show that the Liquid increases the caloric value of coal by up to 8.85%. Furthermore emitted smoke and other airborne pollutants were witnessed to markedly decrease, although no specific data was recorded. Please see Appendix A for more detail on the testing protocol followed.

Butane Fired Plants

Field tests to understand the effects on the combustion of butane when percolated through UniPower Liquid have shown initial positive results.

In internal tests performed by UniPower Energy Ltd. management on Butane Gas (household gas), 2.5 kilogram of gas which would be expected to produce approximately 12.000 Kilo Calories per 1 kilo, actually produced an additional 5.8 %. While gas treated with UniPower Liquid actually lasted 24.8% longer. More detailed documentation of tests is currently being carried out will be provided. Please see Appendix B for more detail on the testing protocol followed.

[1] Energy Information Administration (EIA) Annual Energy Outlook 2009

Electricity Transmission and Distribution Efficacy

It is estimated that the National Power Grid loses somewhere between 5-8% of electricity generated in the transmission and distribution process due to the resistance of the cables and in each of the connection points. The Company has performed tests to better understand the impact of the Liquid on electrical resistance [impedance] and electrical consumption.

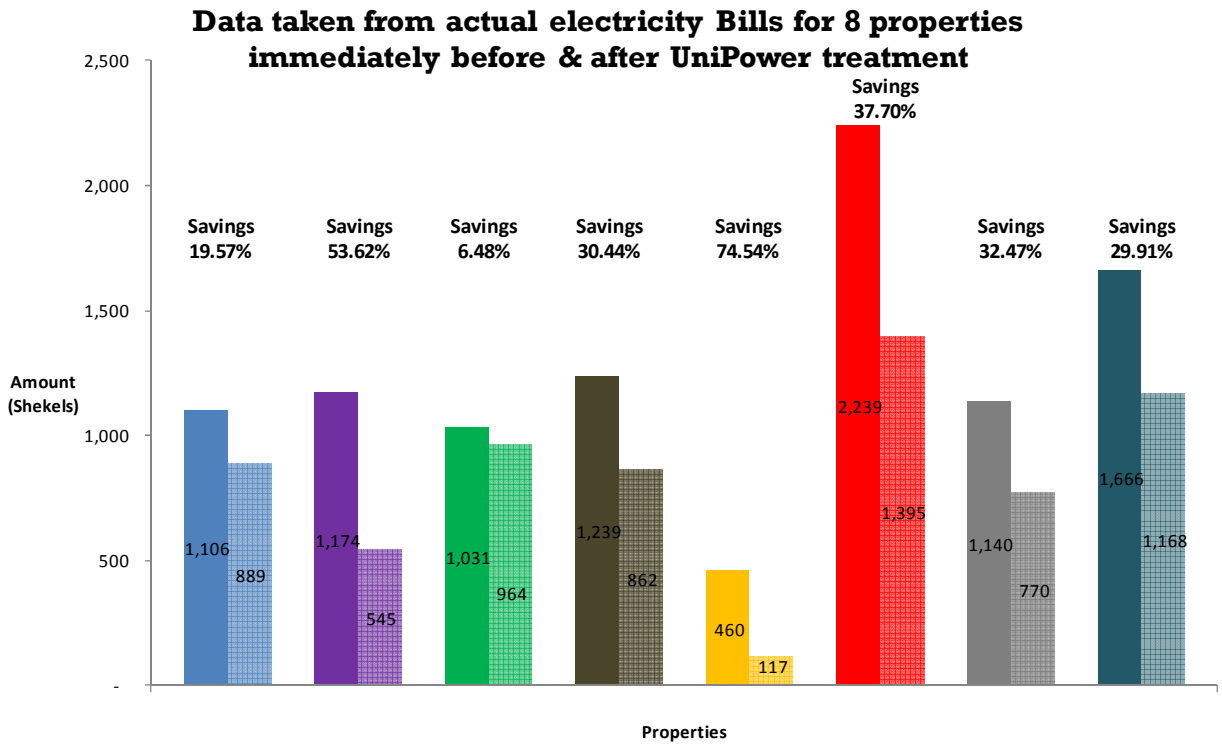
To test the Liquid's impact on electrical current and resistance, The Company conducted a number of low voltage bench tests. In the tests, the Liquid was sprayed over non-insulated and insulated electrical conductors that were connected to end point appliances: 500 watt halogen lamp, three 60 watt (total 180 watt) incandescent lights, and a 2200 watt space heater. Measurements were taken at frequent intervals that seems to indicate a decrease in resistance [impedance] while simultaneously decreasing electrical consumption. Further tests are being performed to support these findings.

Commercial/Residential Electrical System Treatment

Initial field testing by the Company has demonstrated positive results for reducing electricity consumption in a commercial/residential environment. In conducting this test, the company collected the utility bills from a group of eight property owners to understand the financial savings realized after the treating of a property. Figure 3 shows a graphical representation of the effects of treating the electrical systems of the eight properties with the UniPower Liquid (before and two months after). The field test demonstrated the following benefits:

- Improved conductivity and insulation resulted in the lowering of electrical utility bills
- The eight property owners experienced an average reduction of 35.59% off of their utility bill resulting in significant savings.

Figure 3: Shows the overall results for eight Israeli properties treated with UniPower Liquid



Please see Appendix C for more detail on the testing protocol followed.

Emission Reduction and Fuel Efficacy

According to Bill Ford, CEO of The Ford Motor Company, there are about 800 million vehicles on the road today worldwide[2]. The vast majority of those vehicles are powered by an internal combustion engine. These engines release undesirable gas emissions which negatively impacts air quality, human health, and global warming. Two of the worst gases are unburned Hydrocarbons (HC) and Carbon Monoxide (CO). According to data from the United States EPA (Environmental Protection Agency), 47% of Hydrocarbon emissions in the atmosphere can be attributed to on-road and off-road vehicles. This same source reveals that in the United States alone, 60% of CO emissions come from vehicle exhausts and in congested urban areas up to 95% of CO emissions are attributable to on-road and off-road vehicles.

Based on the successful tests with electricity, the Company conducted internal tests on several combustion engines to determine impact on emissions. Three petrol vehicles were tested in sequence: 1996 Citroen, 2005 Citroen, and a 1993 Safari V6.

1996 Citroen

2005 Citroen

1993 Safari

Each vehicle was fitted with an inexpensive modification– a small canister containing the oxygen rich UniPower Liquid. The canister was installed between the fuel tank and the engine to precisely infuse the fuel with the Liquid (please see Appendix F for an illustration and pictures of the canister)

[2] NPR, Morning Edition, March 3, 2011

A baseline measure of each vehicle was taken at a test center, approved by the Israeli Ministry of Transport, while the vehicle was operating at low and high revolutions per minute (RPM). The vehicles were taken back to the testing center after the canister was installed and the results in Table 2 were recorded [note: the vehicles were tested at different times; with each new test the Company expanded the emission variables recorded]. Please see Appendix D for more detail on the testing protocol followed.

Table 2

Vehicle	Item Measured	Result from Baseline
1996 Citroen	CO	-74%
2005 Citroen	HC	-62%
2005 Citroen	CO	-80%
1993 GMC Safari	HC	-57%
1993 GMC Safari	O_2	+48%
1993 GMC Safari	CO	-53%
1993 GMC Safari	CO_2	+2.7%

In addition to the petrol fueled vehicles, The Company tested the Liquid on the emissions (K coefficient) of a diesel powered vehicle: a 1997 Ford Transit. The K coefficient measures soluble organic fraction a.k.a "black smoke." Following a similar protocol to the petrol vehicles, the Israeli Ministry of Transport recorded the results in Table 3.

1997 Ford Transit

Table 3

Vehicle	Item Measured	Reduction from Baseline	
		Day 1	Day 2
1997 Ford Transit	K coefficient	-96%	-99.50%

Please see Appendix E for more detail on the testing protocol followed.

To support UniPower Energy Ltd's internal testing efforts, Volkswagen's Richard Lab has agreed to conduct research on V8 diesel engines. Early results indicate an improvement in fuel consumption by 8% with a reduction of smoke emissions -20%. Considerable decreases in Carbon Monoxide and Hydrocarbons was also registered and recorded.

How it Works

Electricity

The test results for the transmission & distribution of electricity indicate that following the treatment of electrical equipment with UniPower Liquid, power consumption and resistance/impedance appears to diminish over time. The Company has come to the hypothesis, without completing further testing, that some form of chemical or electrochemical reaction takes place on the surface of the conductors after the spraying is complete, and that this effect may somehow (at this point unexplained), improve the conductivity of the connections between the electrical supply and the end device (electrical appliance).

Fuel Combustion

The testing completed to date for the burning of coal, butane, petrol and diesel indicates that the oxygen rich UniPower Liquid supports clean combustion of fuel. The cleaner burn of the fuel increases its caloric value of the fuel, and increases the burning temperature which burns off more of the harmful gases.

APPENDIX A: Power Generation Efficacy and Emissions Reduction

Coal Fired Plant

Testing Authority:
This was a third party test designed and administered by Environmental Services Company Ltd.

Objective:
To test the impact of UniPower Liquid on the calorific value of coal in a simulated coal fired power generation plant.

Testing Protocol
Materials:

- 5 kg burning coal
- One liter UniPower Liquid
- A coal burning furnace Calorimeter

Method:

- Create a control group and establish baseline
  - Measure out a 700 g pile of coal to serve as the Control Group (Lot 0)
  - Burn Lot 0 in the combustion chamber and take a calorific measure
- Immerse 5 kg of burning grade coal in 1 liter of UniPower Liquid for 5 minutes
- Allow coal to air dry naturally (approximately 3 hours , drying times will vary based on weather/temperature conditions)
- Divide the treated coal into seven 5 kg lots
  - Burn Lot 1 in the combustion chamber after 1 hour and take a calorific measure
  - Burn Lot 2 in the combustion chamber after 2 hours and take a calorific measure
  - Burn Lot 3 in the combustion chamber after 4 hours and take a calorific measure
  - Burn Lot 4 in the combustion chamber after 6 hours and take a calorific measure
  - Burn Lot 5 in the combustion chamber after 12 hours and take a calorific measure
  - Burn Lot 6 in the combustion chamber after 24 hours and take a calorific measure
  - Burn Lot 7 in the combustion chamber after 48 hours and take a calorific measure

Results:
The results in Table 3 were provided to UniPower Energy by ESC

Table 3

Date of Test	Test Description	Cal/g	% Change
14-Dec-09	Calorific value of coal measured BEFORE coal treated	7,388	
14-Dec-09	Calorific value of coal measured TWO hours after treatment.	7,542	2.08%
14-Dec-09	Calorific value of coal measured TWELVE hours after treatment.	8,042	8.85%

Test results show that the calorific value of the treated coal reached its peak treated 12 hours from immersing the coal in the UniPower Liquid.

Appendix B: Butane Fired Plants

Testing Authority:
This was an internal test designed and administered by UniPower Energy Ltd.

Objective:
To field test the calorific impact of UniPower Liquid on household (butane) gas.

Testing Protocol
Materials:

- 2 Butane gas cylinders (approx. 2.5 kg gas)
- 2 pressure regulators, 30 milibar with flame collector
- 5 meter gas hose
- 2 x 10 liter cooking pots
- 1 gas ring 1 kg power hour
- 1 set of Digital Scales (maximum 20 kg)
- 1 thermometer
- 1 lab timer

Method:

- **Prepare and establish a Control data set**
    - Weigh gas in the tank prior to the test
    - Connect tank to gas regulator
    - Connect regulator to gas hose
    - Connect hose to the gas ring.
    - Add 5 liters of tap water to a 10 liter cooking pot and place pot on gas ring
    - Turn gas ring on high and start timer
    - Record length of time required for 5 liters of water to reach the boiling point
    - Record length of time required for 5 liters of water to evaporate
    - Record length of time required for gas tank to empty
    - Weigh empty tank

- **Prepare and establish a Test data set**
    - Weigh gas in the tank prior to the test
    - Dip gas hose in UniPower Liquid for 30 minutes and let air dry
    - Connect gas tank to UniPower Liquid container, filled with 40% UniPower Liquid, 60% air (butane will percolate up through the Liquid and collect at the top of the container)
    - Connect hose from UniPower container to gas ring
    - Add 5 liters of tap water to a 10 liter cooking pot and place pot on gas ring
    - Turn gas ring on high and start timer
    - Record length of time required for 5 liters of water to reach the boiling point
    - Record length of time required for 5 liters of water to evaporate
    - Record length of time required for gas tank to empty
    - Weigh empty tank

Results:
The results recorded for this test are included in Table 4.

Table 4

Test Description	Control (untreated)	Test (UniPower)	Time Comparison	Percentage Differences
Time to boil 5 liters of water	14 mins 19 secs	13 mins 30 secs	49 secs	5.8% less time to boil treated gas
Time evaporate 5 liters of water	1 hour 36 mins	1 hour 32 mins	240 secs	4.2% faster evaporation time
Time to consume tank of gas (2.5Kg)	5 hours 12 mins	7 hours 41 mins	8940 secs	UniPower treated gas lasted 24.8% longer

UniPower Liquid

- Reduces the time required to boil 5 liters of water by 5.8%
- Reduces the time required to evaporate 5 liters of water by 4.2%
- Increases the calorific value of butane by 24.8%
- Appears to increase the calorific value of the gas
- Gas infused with UniPower Liquid has lower combustion, without compromising the calorific value of the gas

Appendix C: Electricity Conductivity and Increased Insulation

Testing Authority:
This was an internal test designed and administered by UniPower Energy Ltd.

Objective:
To field test the impact of UniPower Liquid on the electricity consumption of a typical Israeli residence

Testing Protocol
Materials:

- Two liters of UniPower Liquid
- Four spray bottles
- Two laborers (one of whom is an authorized electrician)

Method:
Eight customers of UniPower Energy Ltd. volunteered to have their property's electrical systems treated with UniPower Liquid, for each residence the following method was followed:

- Electrical bills collected for2 month period prior to test to establish baseline
- Electrical meter recorded
- Electrical system to be prepared
    - All electrical appliances to be unplugged from outlet
    - Electrical outlets to be exposed (removal of faceplates, outlet covers, etc.) all wiring to be left intact
    - All light bulbs from lighting fixtures to be removed, all wiring to be left intact
    - Electrical/Fuse box to be open, all wiring to be left intact
- UniPower Liquid to be sprayed in full concentration directly to the exposed electrical surfaces ensuring all surfaces are covered. Electrical system sprayed while energized- it is not necessary to switch off the electricity, but if the system shorts during the spraying process it should then be left off for the remainder of the treatment process.
- All appliances should be sprayed on plug and electrical board. But not electronic components (fridge, oven, a/c). Small items can be immersed or sprayed (hairdryers, irons). Electronic devices (TV, computers, etc not treated, except for plugs.) Light bulbs, small electrical devices and circuit breakers immersed in the liquid.
- Liquid to be allowed to air dry completely, without outside intervention (e.g., towels, dryers, etc.) Drying cycle usually about 4 hours, but dependent on ambient conditions.
- All electrical outlets covered, light bulbs replaced, and appliances plugged back into electrical system
- Consume electricity as normal, no new appliances added nor removed from the properties during testing period

Results:
The invoices collected for each property before and after the testing period are summarized in Table 7.

Table 7

Contract No.	From	To	Amount (in shekels)	Change From Baseline
1794187	11/25/2007	1/22/2008	1,105.7	
1794187	1/23/2008	3/26/2008	889.4	-19.57%
3674909	11/29/2007	2/2/2008	1,174.4	
3674909	2/3/2008	3/26/2008	544.7	-53.62%
2009966	11/20/2007	1/20/2008	1,031.2	
2009966	1/21/2008	3/19/2008	964.4	-6.48%
1858181	1/21/2008	3/22/2008	1,239.0	
1858181	3/23/2008	5/24/2008	861.9	-30.44%
1687519	11/26/2007	1/22/2008	460.4	
1687519	1/23/2008	3/23/2008	117.2	-74.54%
1786081	11/25/2007	1/19/2008	2,239.1	
1786081	1/20/2008	3/18/2008	1,395.0	-37.70%
1805807	11/27/2007	1/29/2008	1,139.8	
1805807	1/30/2008	3/26/2008	769.7	-32.47%
2438294	9/22/2007	11/21/2007	1,666.5	
2438294	11/22/2007	1/21/2008	1,168.1	-29.91%
Average Electricity Consumed by Property				-35.59%

Conclusions:

- Following treatment of UniPower Liquid, the electrical load decreased without any additional electrical consumption
- The amount of electricity consumed in a typical property decreased on average by 35.6% leading to considerable financial savings.

Appendix D: Emission Reduction: Petrol Fueled Vehicles

Testing Authority

This was an internal test: the protocol was designed by UniPower Energy Ltd. and the testing was administered by the Yarka Center an emissions testing facility licensed by the Israeli Ministry of Transport.

Objective:

To field test the impact of the UniPower Liquid on the emissions of petrol fueled vehicles..

Testing Protocol

Materials:

- Three automobiles of varying size and age [note: the vehicles were tested at different times; with each new test the Company expanded the emission variables recorded]
- Three UniPower stainless steel canisters for infusing the petrol and UniPower Liquid (See Appendix F for a diagram of the canister)
- Three liters of UniPower Liquid (less than 1 liter/vehicle) to be poured in the canister after installation
- Motorscan 8060 Exhaust Gas Analyzer
- One mechanic to install the canister in each vehicle
- One 1 Employee of the Yarka Center to operate the exhaust analyzer

Method:

- Three old and problematical vehicles with performance issues were intentionally selected for the test.
    - 2005 Citroen C15 , Vehicle registration No.: 42-522-57, Chassis no.: 1217, 1500cc engine
    - 1996 Citroen C15, Vehicle registration No.: 95-957-04, Chassis no.: 7185 1500cc engine
    - 1993 GMC Safari, Vehicle registration No.: 67-179-08, Chassis no.: Y1GKDM15Z3PB509702U; V6- 4,300 cc engine
- Test each vehicle at Ministry of Transport emission testing center to establish baseline measure for each vehicle
    - Each vehicle was delivered warm to the emission testing center
    - Testing center used the Motorscan 8060 Exhaust Gas Analyzer, placed in the exhaust pipe, the analyzer tests the contents of the exhaust for 10 minutes. Each vehicle was measured at low RPM and high RPM
- Immediately after baseline testing, one UniPower canister (see below pictures of a stainless steel canister mounted to the vehicle's chassis) was mounted in each car between the fuel tank and engine, each canister was filled 2/3 full with the UniPower Liquid

- Each vehicle was operated for one hour to allow ample time for the UniPower Liquid to infused with the petrol and then was returned to the emission testing center
- The testing center followed the same protocol as above for testing emissions

Results:
The Yarka Center recorded the following results for the three petrol fueled vehicles (Tables 8-10):

Table 8
Manufacturer: Citroen; Model C15, Production year: 2005
Vehicle registration No.: 42-522-57, Chassis no.: 1217, 1500cc engine

Date	Examination time	UniPower Container	Checking description	Symbol	Standard (max)	Result
01/05/2010	**10:44:28**	**Before installation**	Carbon Monoxide	CO	0.3 % max 833 Rpm	0.05%
					0.2 % max 2459 Rpm	0.12%
01/05/2010	**13:59:27**	**After installation**			0.3 % max 714 Rpm	**0.01%**
					0.2 % max 2528 Rpm	**0.01%**
15/05/2010	**12:38:27**	**Two weeks after installation**			0.3 % max 833 Rpm	**0.00%**
					0.2 % max 2467 Rpm	**0.00%**
Conclusions: Following the installation of the UniPower Energy container and after a 30 minute drive, CO levels dropped by 80% at low RPM and by 92% at high RPM. Fourteen days after the installation and first test, the instrument was unable to detect CO levels because they were too low.						

Table 9

Manufacturer: Citroen; Model C15; Production year: 1996

Vehicle registration No.: 95-957-04, Chassis no.: 7185 1500cc engine

Date	Examination time	UniPower Container	Checking description	Symbol	Standard (max)	Result
01/05/2010	**10:37:15**	**Before installation**	Carbon Monoxide	CO	0.5 % max 836 Rpm	0.62%
					0.3 % max 2464 Rpm	0.71%
01/05/2010	**13:44:29**	**After installation**			0.5 % max 904 Rpm	**0.16%**
					0.3 % max 2496 Rpm	**0.22%**
Conclusions: Following installation and a 30 minute journey, CO levels dropped by 74% at low RPM and by 70% at high RPM.						

Table 10

Manufacturer: GMC; Model Safari; Production year: 1993

Vehicle registration No.: 67-179-08, Chassis no.: Y1GKDM15Z3PB509702U; V6- 4,300 cc engine

Description	Baseline Measure	Standard	Result after device installed	%Change	Optimal Reading for the combustion Engine
Fuel residue testing (Hydrocarbons)	400	≤400	173	-57%	A reduction in Hydrocarbon levels
Oxygen residues	1.04	Almost none	1.54	48%	Lower reading preferable; but Oxygen rich UniPower Liquid actually increase the levels of Oxygen residues
Carbon Monoxide (environmentally one of the most damaging gases)	1.9%	max 3.5%	0.88%	-53%	Reduction in the level of Carbon Monoxide
% Carbon dioxide, perfect combustion	13.43%	16% max	13.8%	2.70%	A slight increase in Carbon Dioxide preferable for optimal combustion
Formula (λ)	0.999	0.970 – 1.030	1.008	0.90%	Within the standard range
Conclusions: Significant reductions in Hydrocarbons & Carbon Monoxide and small reduction in level of Carbon Dioxide. Oxygen residues increase significantly as a result of the oxygen rich UniPower Energy liquid. Improved fuel consumption 13.2% in the city and 14.1% on the highway.					

Appendix E: Emission Reduction: Diesel Fueled Vehicles

Testing Authority

This was an internal test: the protocol was designed by UniPower Energy Ltd. and the testing was administered by the Yarka Center an emissions testing facility licensed by the Israeli Ministry of Transport.

Objective:

To field test the impact of the UniPower Liquid on reducing diesel vehicle smoke emissions.

Testing Protocol

Materials:

- One diesel fueled vehicle
- One UniPower stainless steel canister for infusing the UniPower Liquid with the diesel fuel (see Appendix F for a diagram of the canister)
- One liter of UniPower Liquid to be poured in the canister after installation
- Naman Namtech Diesel Smoke Meter
- One mechanic to install the canister in the vehicle
- One employee of the Yarka Center to operate the smoke meter

Method:

- Select a 1997 Ford Transit to use in the test
    - 1997 Ford Transit, Vehicle registration No.: 48-218-28, Chassis no.: 9974, 2000cc engine
- Measure the smoke emission of the vehicle at Ministry of Transport emission testing center to establish baseline measure for each vehicle
    - The vehicle was delivered warm to the emission testing center
    - Testing center used the Namen Namtech Diesel Smoke Meter, placed in the exhaust pipe, the analyzer tests the contents of the exhaust for 10 minutes
    - A measurement was taken at low RPM and high RPM
- Immediately after baseline testing, one UniPower canister was mounted in the vehicle between the fuel tank and injection pump (it is important that the canister will get the diesel in a state of low pressure)
- The canister was filled 2/3 full with the UniPower Liquid
- The vehicle was operated for one hour to allow ample time for the UniPower Liquid to infused with the petrol and then was returned to the emission testing center
- The testing center followed the same protocol as above for testing emissions

Results:
The Yarka Center recorded the following results for the diesel fueled vehicle (Table 11).

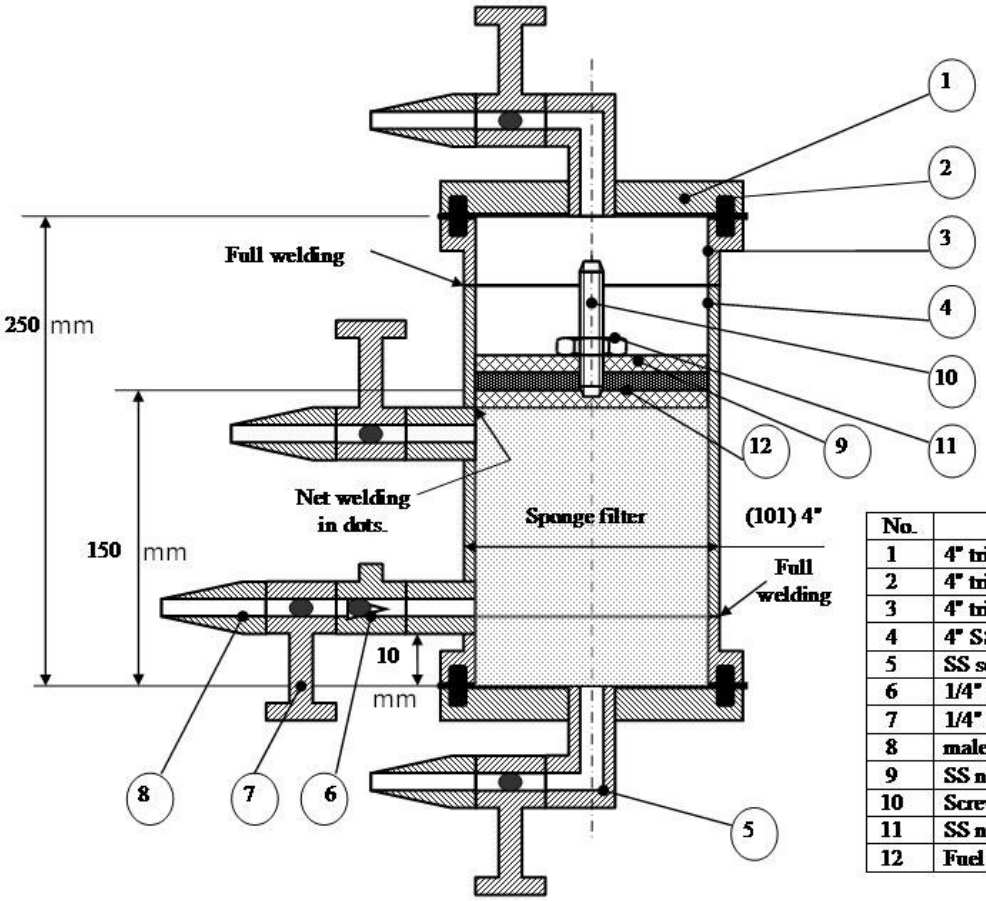
Table 11
Manufacturer: Ford; Model Transit; Production year: 1997
Vehicle registration No.: 48-218-28, Chassis no.: 9974

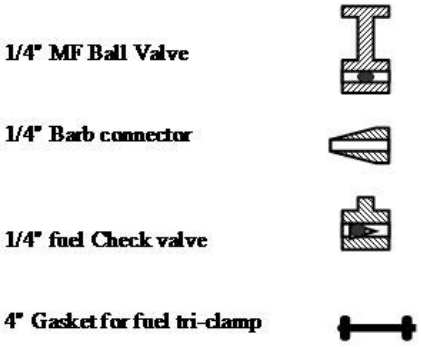
Date	Examination time	UniPower Container	Checking description	Symbol	Standard (max)	Result
02/06/2010	**15:55:22**	**Before installation**	Darker smoke	K[3]	K≤2.0	K=27.4
04/06/2010	**10:40:11**	**After installation**			K≤2.0	K=1.1
05/06/2010	**14:36:44**	**After installation**			K≤2.0	K=0.4
Conclusions: Following installation the K coefficient dropped by 96% and within 24 hours has dropped by 99.5% from the original reading. (K coefficient is a measure of dark smoke.)						

[3] * K Coefficient is a measure of dark smoke

APPENDIX F: ILLUSTRATIONS OF THE PETROL & DIESEL FUEL CANISTERS

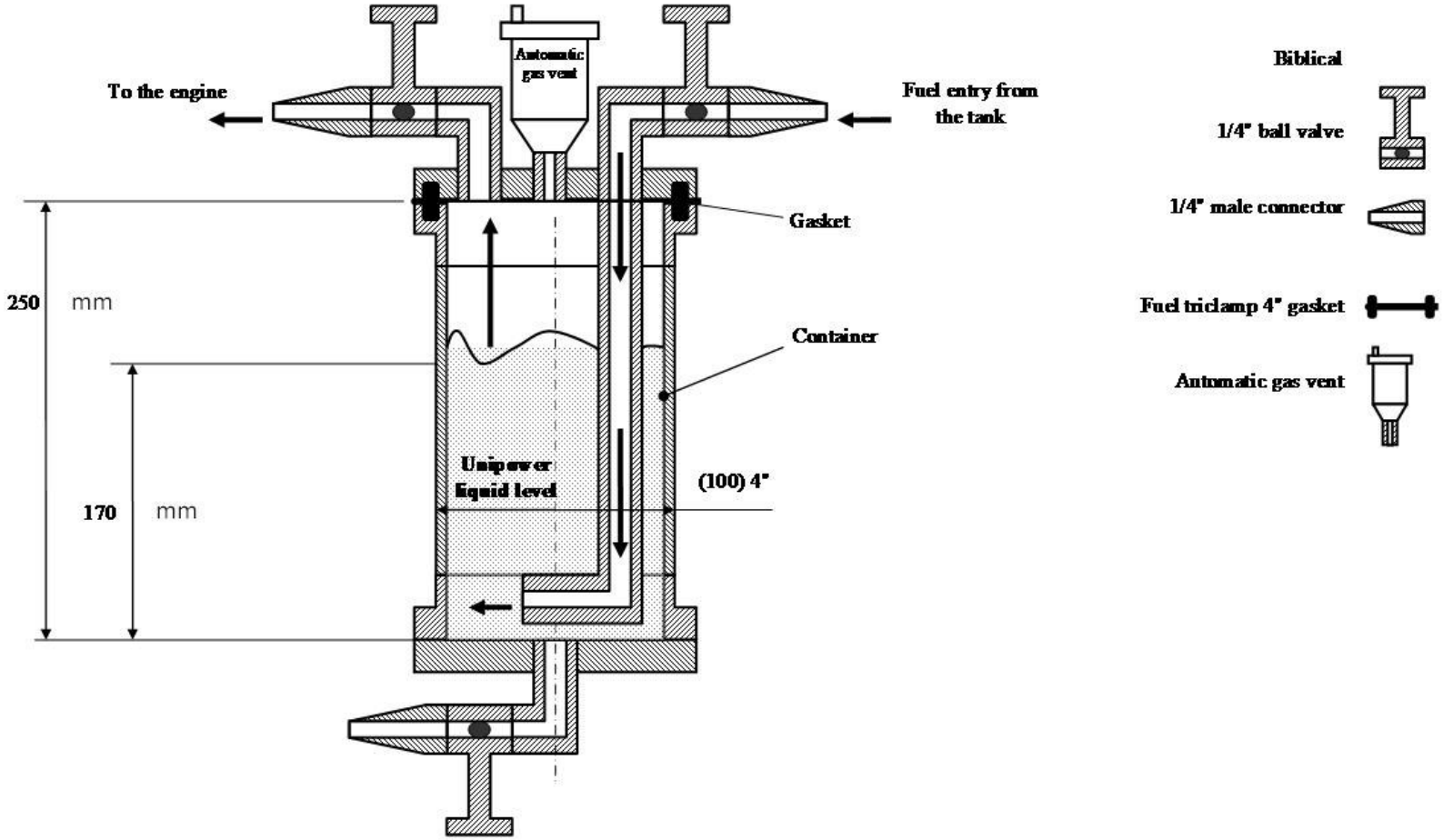
Large Petrol Canister



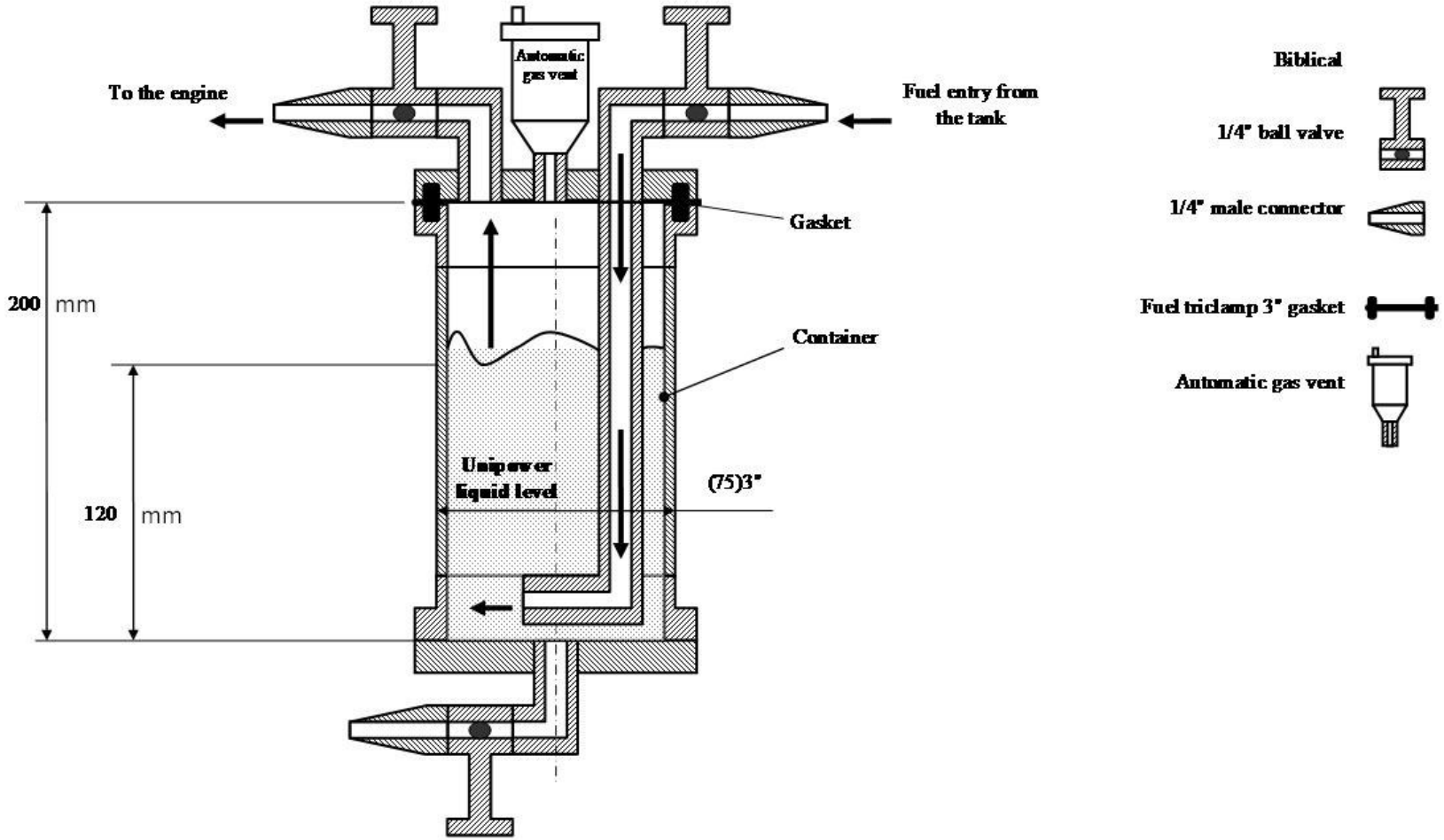


No.	Description	Material	Qty.
1	4" tri-clamp cap	316 Stainless Steel	2
2	4" tri-clamp gasket	EPDM	2
3	4" tri-clamp ferule	316 Stainless Steel	2
4	4" SS tube 2 mm thickness	316 Stainless Steel	1
5	SS screw angle 1/4" 90°	316 Stainless Steel	2
6	1/4" heck valve for fuel	Bronze	1
7	1/4" Ball valve MF	Chrome plated brass	4
8	male connector 1/4" x 9 mm	Chrome plated brass	4
9	SS net 10 mm Dia every 5 mm	316 Stainless Steel	2
10	Screw rod M6 length 30 mm	316 Stainless Steel	1
11	SS nut M6	316 Stainless Steel	1
12	Fuel paper filter	Fuel paper filter	1

Canister for Diesel Vehicles above 2000 cc



Canister for Diesel Vehicles up to 2000 cc



Transparent Canister Installed In a Test Vehicle

Transparent Canister with Fuel (top) and Liquid (Bottom)