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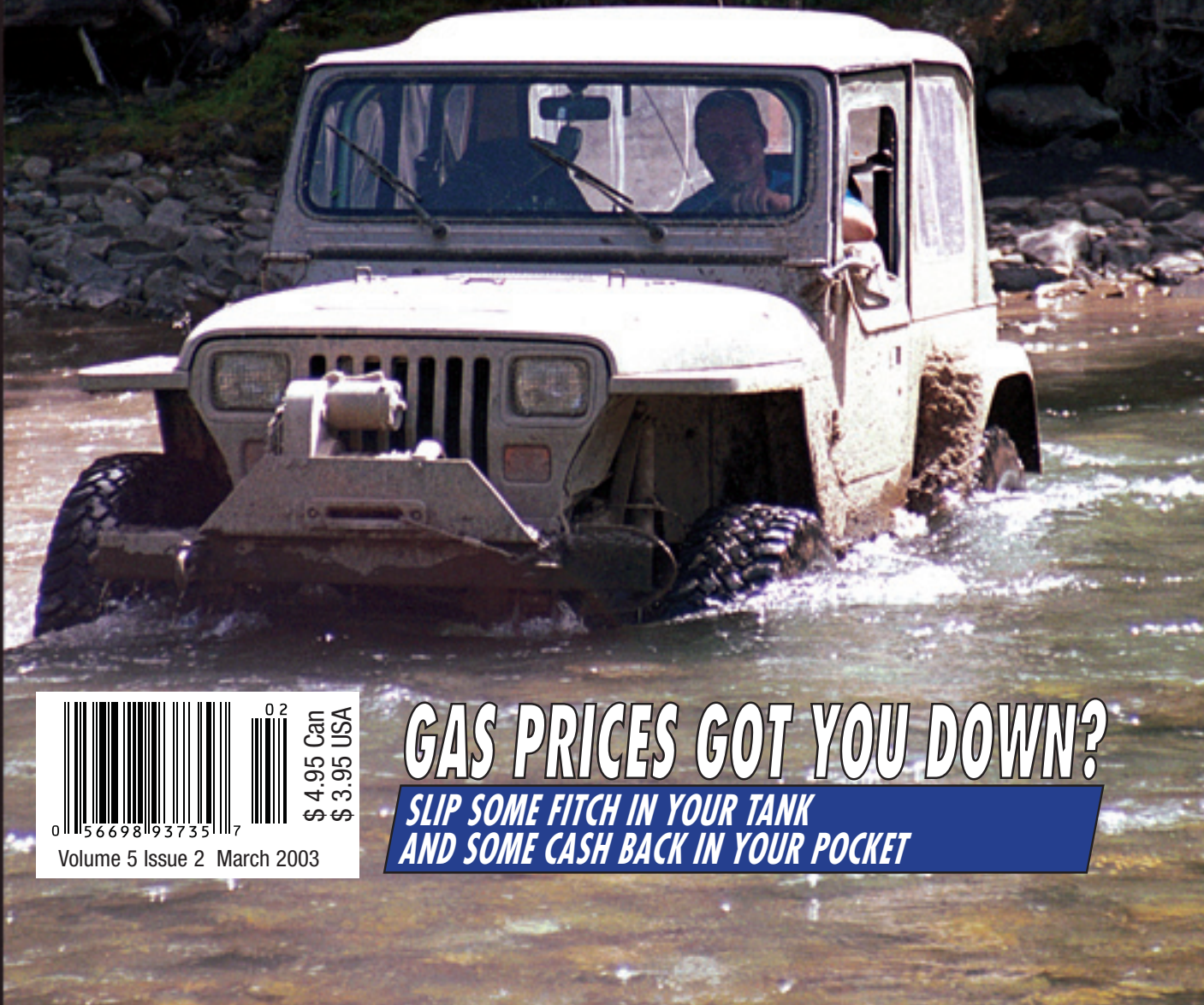


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GAS PRICES GOT YOU DOWN?

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AND SOME CASH BACK IN YOUR POCKET**

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Written/Photography by: Albert Vandervelde

Have you been to the gas pump lately? With regular gas pushing 90 cents per litre and premium now almost a \$1.00 per litre (that would be more the 4 bucks a gallon folks), it's a good time to have a look at the unique gas-saving, emission-reducing Fitch Catalyst system.

Yeah, I know you have all heard of all the "other" gas saving devices on the market. If you installed every piece of fuel-saving equipment on your vehicle we should all be getting 100 miles to the gallon in our big block Chevy trucks, right? Well, we all know that isn't the case.

What the Fitch system does offer is a unique and effective approach for users of all types of fuel, whether it's regular gas, diesel, two-stroke mix, or marine gas.

By nature, fuel starts to break down as soon as the refining process takes place. We have all heard how fuel "goes bad" after sitting for too long. But how do you know if the fuel you buy at the pump hasn't already been sitting for months before you fill up at the gas station? What the Fitch system does – in a simplified explanation – is re-refine the gas before it is burned in your engine. This process returns the fuel to peak octane levels – regardless of age.

This small unit is designed to drop into a motorcycle fuel tank or gas container. This gives you an idea of what is inside the larger vehicle-size canister. The pellets are made up of specialized alloys which restore fuel to its refined octane values for better performance, combustion and cleaner burning.



The Fitch system comes in a variety of sizes for everything from your lawn mower, to your motorcycle, vehicle or ship. The canister Fitch system we have installed on our Cherokee includes a kit with everything you need to complete the install in under a half-hour. Installation kits are individually tailored for different vehicle makes.



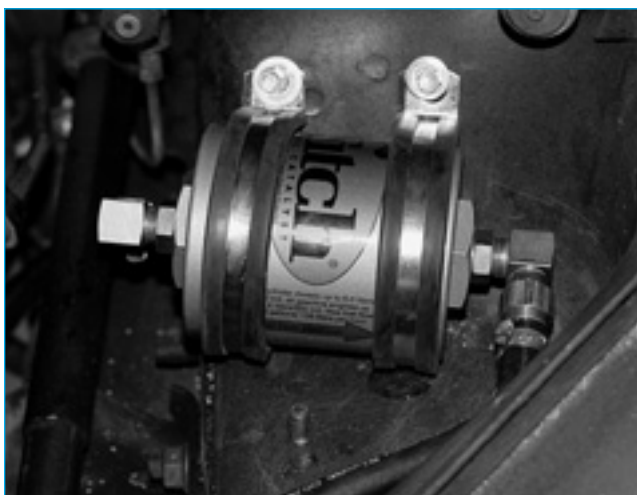
The install kit we received came with two straight and two 90-degree fittings. Hydraulic-style connectors prevent any fuel leakage. Make sure you install the canister with the arrow pointing in the direction of fuel flow.



The install kit for our Cherokee included these stock-style fuel clips. The line snapped right into place on the fuel injection rail. Fitch recommends installing the system as close to the engine as possible.



The install kit also comes with a pair of clamps to hold the canister in place. We found a good spot inside the engine bay and used the two 90-degree fittings. Two holes needed to be drilled in the fender skirt to mount the canister. All the hardware you need is included with the install kit. It took us about a half-hour to install the canister – benefits to your engine begin immediately.



This allows your vehicle to extract the maximum amount of energy from the fuel while allowing the least amount of particulate matter to escape down the exhaust pipe.

Without performing a second mileage test, I have already noticed a fuel consumption decrease with the Fitch system. For those in areas where exhaust gas testing is mandatory, the added benefit of cleaner exhaust fumes is that passing the air-care test becomes easier.

For this reason, we have started our testing process by taking our modified Cherokee through the Vancouver emissions testing process. Our second mileage test will incorporate an “after Fitch” emission test and an initial cost-to-savings time frame. Stay tuned.

Suppliers

Fitch Fuel Catalyst System
Distributed by:
PMC Ltd.
Kentville, NS, B4N 3V7
www.gofitch.com
1-866-gofitch



Update - 6 months

The Fitch fuel system is a simple bolt and plug together system designed to improve fuel economy and emissions from your tail pipe. The systems come in an array of configurations to suit your engine displacement and fuel line connections. I usually regard these types of products with a skeptical eye. They seem akin to snake oil and bad dreams.

With the system installed on our freshly re-built Jeep 4.0-litre, we started our testing. We waited until the engine had at least 1500 miles on it since fuel consumption generally improves after the break in time and we didn't want that to obscure our test results.

After a week we did a 100 mile test section. Even with the low gears we had installed, we were able to reach 20.4 miles per gallon, which was better than the 18.5 mpg we measured before installing the Fitch system. Recently, we went up a tire size, which slightly reduced our engine rpm at highway speed, and over a 590-km test we reach a phenomenal 23.39 miles per gallon from our stroked 4.0. To keep tabs on the engine emissions, we ran the Vancouver air care system twice: once before Fitch and once afterwards. We made a point of not adjusting anything during that two-week period. Keep in mind our 4.0 doesn't have a catalytic converter. Hydrocarbons dropped from 187 parts per million (ppm) to 152 ppm, while carbon monoxide dropped from .86 ppm to .19 ppm, which is a substantial reduction in tail pipe emissions.