The Engine Room

A Fuel Catalyst To Help Fuel Burn Cleaner

After three years of testing on its boats, the Packard Boat Company has begun distributing a product that Packard president Bud Finkl calls amazing: a proven catalyst in cartridge form for treating fuel, either diesel or gasoline, prior to combustion. It is installed in the main fuel line after the primary filter, or simply inserted in a fuel tank.

According to Finkl, who has been around boats and motors longer than Noah, the Fitch Fuel Catalyst has been proven effective in major laboratory tests and aboard his boats.

In Finkl's words, "All manufacturers of internal combustion engines have long known the pollution problems generated from incompletely burned fuel as evidenced by exhaust-gas readouts."

The partial solution to this problem was close electrical management of the engine's fuel characteristics and the addition of a catalytic converter in the exhaust system for the automotive field. This was not inexpensive."

He continues, "More recently, the addition of fuel injection further improved undesirable exhaust pollutants. A by-product of this system was a sizeable increase in fuel economy, particularly in the mid-range of operation."

Finkl points out that fuel injection offers now to marine engines is certainly a help but not the complete answer:

"But the addition of a Fitch Fuel Catalyst to any marine engine — 2-cycle or 4-cycle, gas or diesel — is a giant step ahead for clean engine technology at low cost," he observes.

Finkl says he has seen proof that emissions of carbon monoxide can be reduced by as much as 65 to 90 percent, and unburned hydrocarbons are reduced by the same amount. Nitrous oxides have a reduction of about 30 percent.

But there is an additional bonus. According to Finkl, his lovely Packard runabouts show a five to 10 percent reduction in fuel consumption.

Finkl notes that after a few months of operation, the apparent octane rating for gas engines is increased by about two to three points. With new engines this occurs in a much shorter time.

Besides a seven-percent reduction in fuel consumption, diesel engines have a similar bonus. The apparent fuel octane rating is increased about two points, plus an 80 to 90 percent reduction in exhaust smoke.

We haven't tried one of these yet, but we have a lot of confidence in Bud because of his long history as a boat builder and racer and his knowledge of both inboard and outboard engines.

by Rick Eyerdam

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