

WE LIVE IN A MASSIVE ENERGY FIELD

MOST PEOPLE ARE NOT AWARE OF THE FACT, BUT WE LIVE IN A MASSIVE, INEXHAUSTIBLE ENERGY FIELD :



IT'S SUPPOSED TO BE A JOKE, ALTHOUGH IT IS NOT FUNNY FOR US HUMANS WHO ARE IN THE SAME CONDITION, BUT TWO SMALL FISH ARE SWIMMING ALONG WHEN A BIGGER FISH PASSES THEM AND REMARKS "THE WATER IS LOVELY TODAY ISN'T IT" AND THEN ONE OF THE SMALL FISH ASKS THE OTHER "WHAT'S WATER?". THAT IS SUPPOSED TO BE FUNNY BECAUSE THE FISH ASKING THE QUESTION IS COMPLETELY IMMERSSED IN WATER AND COULDN'T SURVIVE WITHOUT IT. THE HUMOUR DISAPPEARS IMMEDIATELY YOU REALISE THAT MOST PEOPLE ARE IN THE SAME POSITION AND WOULD ASK "WHAT IS THE UNIVERSAL ENERGY FIELD?" EVEN THOUGH THEY ARE IMMERSSED IN IT AND COULDN'T SURVIVE WITHOUT IT.

BECAUSE OF THIS SEVERE LACK OF KNOWLEDGE, WE MISS OUT EVERY DAY OF OUR LIVES, WE DO NOT ACCEPT WHAT IS BEING OFFERED TO US AS A FREE GIFT. FOR EXAMPLE, WE CAN GROW FRUIT AND VEGETABLES, BUT WITHOUT MAJOR EFFORT WE COULD EASILY HAVE MUCH GREATER RESULTS WITH SIX CROPS PER YEAR AND EACH CROP BEING FOUR TIMES LARGER. HOW? WITH A LARGE GREENHOUSE LIKE THIS :



THIS STRUCTURE WAS BUILT IN CANADA BY LES BROWN AND IT PRODUCED FOOD FOR HIM CONTINUOUSLY IN SPITE OF THE BITTER CANADIAN WINTERS. THE STRUCTURE IS A PYRAMID.

CUCUMBERS GROWN OUTSIDE AVERAGE ONE POUND IN WEIGHT EACH WHILE THOSE GROWN INSIDE THE PYRAMID AVERAGE FOUR POUNDS EACH. TOMATO PLANTS AVERAGE 10 TO 14 POUNDS PER PLANT OUTSIDE WHILE 50 TO 60 POUNDS PER PLANT INSIDE.

CABBAGES GROWN OUTSIDE WEIGH 3 POUNDS WHILE INSIDE THEY ARE 12 TO 13 POUNDS EACH. INSIDE , RADISHES GROW TO FOUR INCH DIAMETER, LETTUCE ARE TWO TO THREE TIMES LARGER, BEANS GROW TO 25 INCHES LONG AND 1.25 INCHES WIDE.

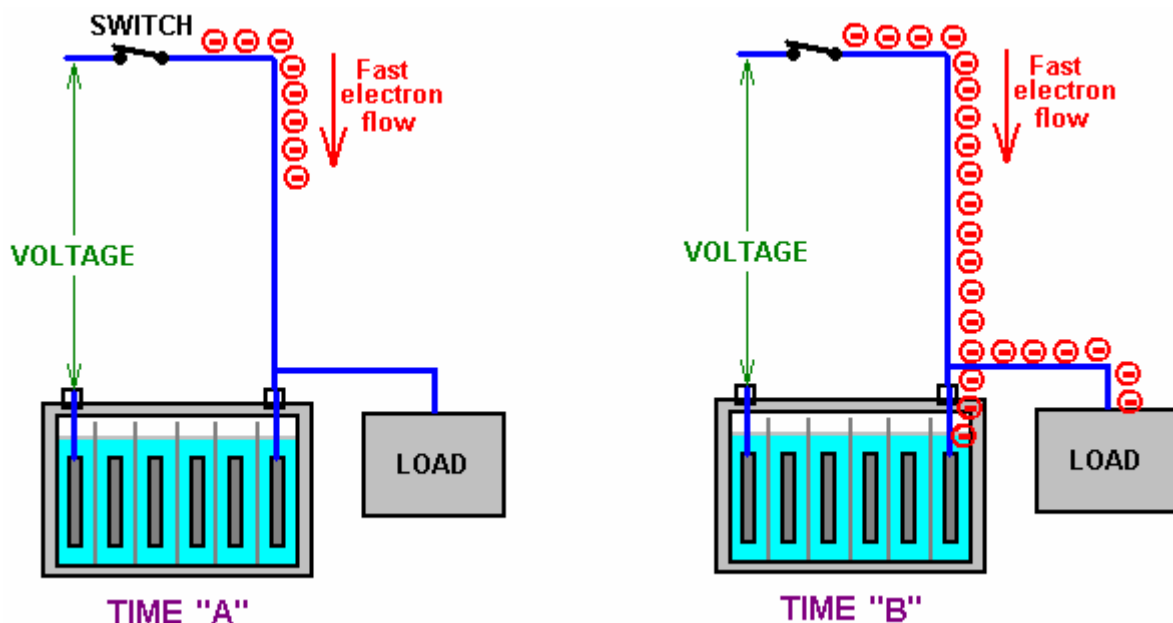
GROWING TIMES ARE THE SAME BUT THE PYRAMID DRAWS WATER UP OUT OF THE GROUND AS NEEDED, GETS RID OF PESTS AND PREVENTS DECAY OF ANY TYPE.

A PYRAMID CAN BE BUILT FROM ANY RIGID MATERIAL BUT IT NEEDS TO BE ALIGNED NORTH-SOUTH AND HAVE SIDES WHICH SLOPE INWARDS AT 51 DEGREES, 51 MINUTES, 14 SECONDS. THE DIMENSIONS WHICH LES BROWN USED WERE 46 FEET 10.5 INCHES ALONG EACH OF THE FOUR BASE EDGES AND 44 FEET 4.5 INCHES FROM A BASE CORNER TO THE PEAK. IT IS ESSENTIAL TO HAVE EVERY CORNER AND APEX JOINED TOGETHER.

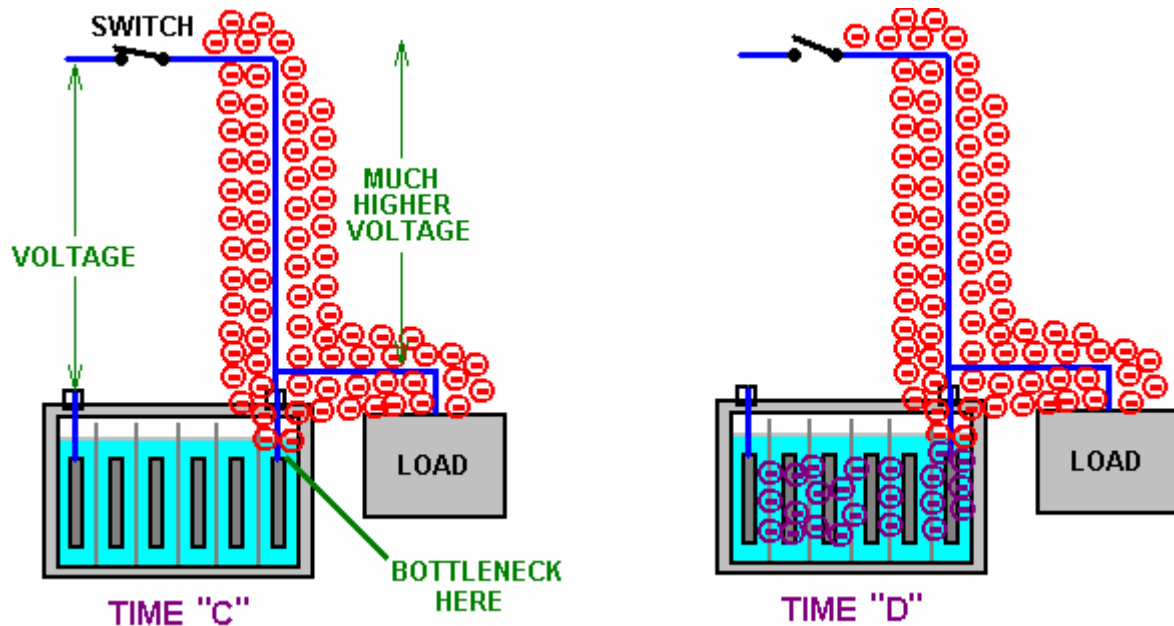
A PYRAMID CAUSES THE UNIVERSAL ENERGY FIELD TO FLOW UP THE EDGES AND THROUGH THE STRUCTURE AND THE EFFECT SPILLS OUT TO PLANTS AROUND THE BASE AS WELL. IT HAS ENORMOUSLY BENEFICIAL EFFECTS ON PLANTS, ANIMALS AND HUMANS.

THAT IS ONE WAY TO ACCESS THE UNIVERSAL ENERGY FIELD AND ANOTHER IS TO USE A COIL OF WIRE.

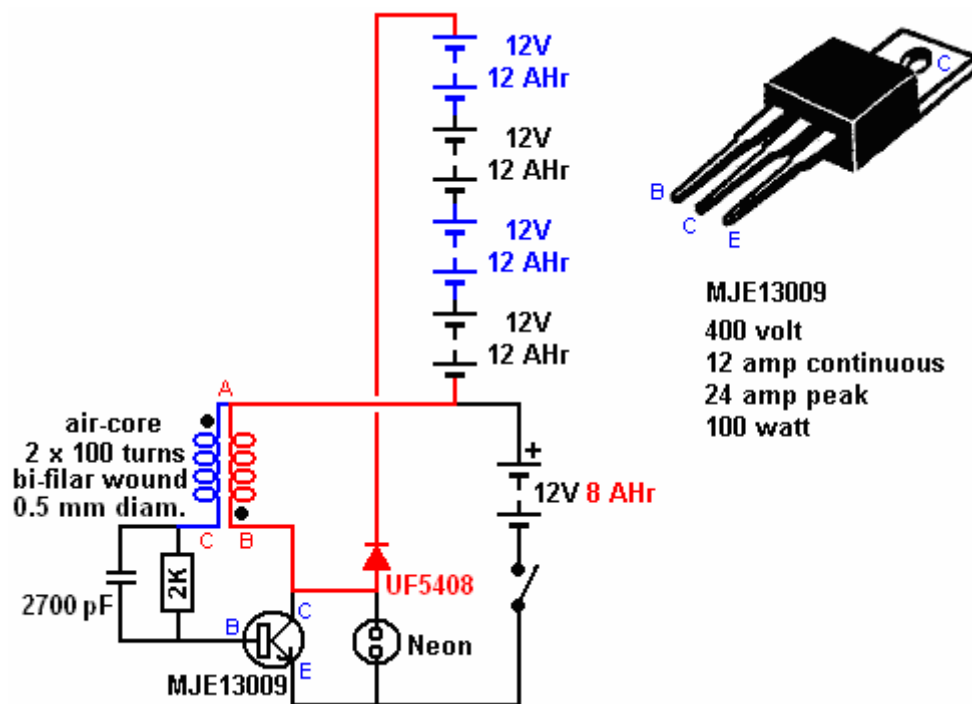
BATTERIES ARE CHARGED BY APPLYING A HIGH ENOUGH VOLTAGE TO THEM. BUT THE RATE OF CHARGE IS NOT CONSTANT. IN THE FIRST SPLIT SECOND, THE VERY LIGHT ELECTRONS FROM THE CHARGING SOURCE SPIRAL DOWN THE OUTSIDE OF THE CONNECTING WIRE AT THE SPEED OF LIGHT. WHEN THEY REACH THE BATTERY BEING CHARGED THERE IS A PROBLEM AND THAT IS THE FACT THAT THE CHARGING CURRENT INSIDE THE BATTERY IS CARRIED BY MUCH HEAVIER IONS AND THEY DON'T MOVE AT THE SPEED OF LIGHT :



A TINY FRACTION OF A SECOND AFTER SWITCHING ON, THE ELECTRONS REACH THE BOTTLENECK OF THE HEAVY BATTERY IONS AND SO THEY PILE UP IN A GREAT CLUSTER :



THIS HAS THE SAME EFFECT AS IF A MUCH HIGHER VOLTAGE SOURCE HAD BEEN CONNECTED TO THE BATTERY, CAUSING A MUCH GREATER RATE OF CHARGING. THIS EFFECT ONLY LASTS FOR A FRACTION OF A SECOND, AND IF YOU ARE USING A DC CHARGING SOURCE, IT ONLY OCCURS ONCE DURING THE CHARGING SESSION. HOWEVER, IF WE CHOOSE, WE CAN ARRANGE OUR CHARGING CIRCUIT TO DO THIS SWITCH-ON STYLE OF CHARGING THOUSANDS, OR HUNDREDS OF THOUSANDS OF TIMES EACH SECOND:



THERE IS A ROOM-TEMPERATURE SUPERCONDUCTOR OF THE UNIVERSAL ENERGY FIELD AND WE CALL IT A “PERMANENT MAGNET”. EVERY PERMANENT MAGNET DIRECTS A CONTINUOUS STREAM OF ENERGY THROUGH IT (ALTHOUGH NOT AS SHOWN IN SCHOOLS WHERE THE FIELD IS DISTORTED BY HUNDREDS OF TINY “IRON FILINGS” WHICH THEMSELVES ACT AS TINY MAGNETS DURING THE SCHOOL DEMONSTRATION.

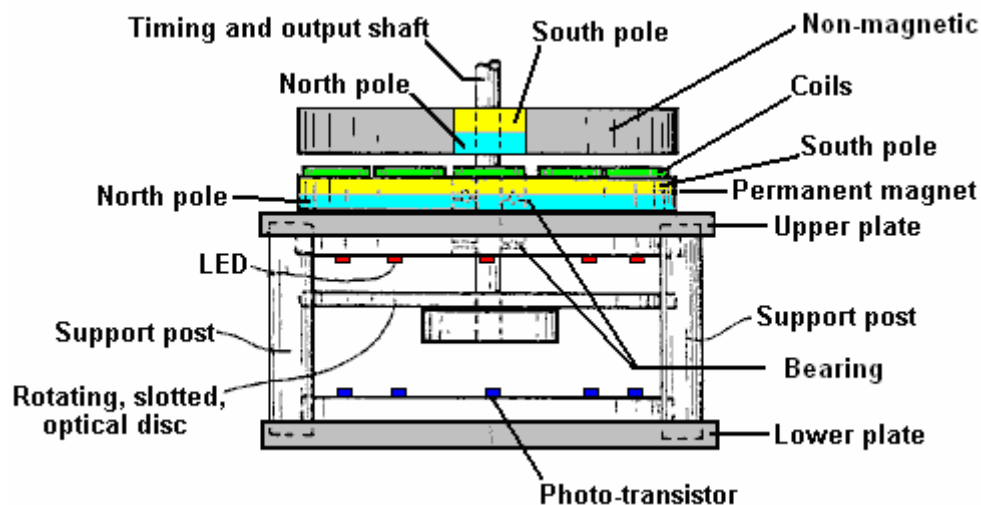
THE PEOPLE WHO HAVE BEEN OPPOSING THE INTRODUCTION OF FREE-ENERGY FOR MORE THAN 100 YEARS NOW TELL US “MAGNETS HAVE POWER BUT THEY CAN’T PERFORM WORK”. THAT STATEMENT IS AS SILLY AS A STATEMENT CAN BE. MAGNETS DO NOT HAVE

POWER, INSTEAD, THEY CHANNEL THE UNIVERSAL ENERGY FIELD THROUGH THEM, AND, THEY MOST CERTAINLY CAN DO USEFUL WORK.

TAKE THE PERMANENT MAGNET MOTOR OF CHARLES FLYNN AS AN EXAMPLE :

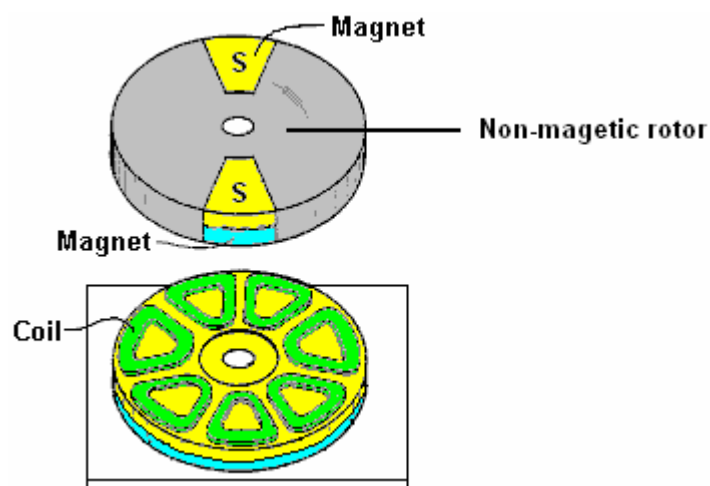
THE VERY IMPRESSIVE PERMANENT MAGNET MOTOR OF CHARLES FLYNN IS SHOWN IN PATENT US 5,455,474 OF OCTOBER 1995. THE PATENT STATES THAT THE MOTOR PRODUCES “A SUBSTANTIAL AMOUNT OF OUTPUT ENERGY AND TORQUE”.

BECAUSE IT HAS A BATTERY YOU MIGHT MISTAKE IT FOR A MOTOR WHICH IS POWERED BY ELECTRICITY, BUT IT IS MOST DEFINITELY NOT. IT IS A MOTOR WHOSE POWER COMES FROM PERMANENT MAGNETS AND THERE IS ELECTROMAGNETIC SCREENING DRIVEN BY A 9-VOLT DRY BATTERY. WITH THAT DRY BATTERY, THE MOTOR REACHES 20,000 RPM. THE BASIC DESIGN IS BASED ON THIS ARRANGEMENT :



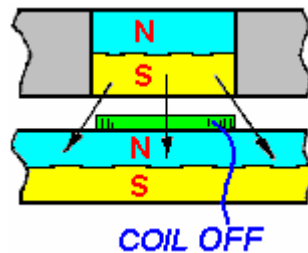
THE VERTICAL OUTPUT DRIVE SHAFT IS MOUNTED ON TWO BEARINGS ATTACHED TO THE “UPPER PLATE” AND THEY MAINTAIN THE GAP BETWEEN THE ROTOR AND THE RING MAGNET ATTACHED TO THE UPPER PLATE. THE MAGNET EMBEDDED IN THE NON-MAGNETIC ROTOR CONTINUOUSLY PULLS DOWN TOWARDS THE RING MAGNET.

AS DRAWN, THERE IS NOT THE SLIGHTEST INCLINATION FOR THE ROTOR TO ROTATE AS THE ROTOR MAGNET PULLS STRAIGHT DOWN. THE CHALLENGE IS THEREFORE TO PRODUCE A POWERFUL ROTATIONAL MOVEMENT FROM THE ARRANGEMENT. THESE ARE THE WORKING PARTS :



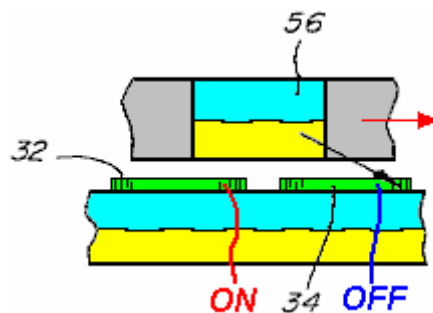
THE KEY FACTOR IS THE SET OF SEVEN COILS AND THE TWO ROTOR MAGNETS. IF ONE ROTOR MAGNET IS DIRECTLY OVER A COIL, THEN THE OTHER MAGNET WILL BE HALF WAY BETWEEN TWO OTHER COILS. THIS IS A CLEVER ARRANGEMENT.

WITH NO COIL POWERED UP, THE SITUATION IS THIS :



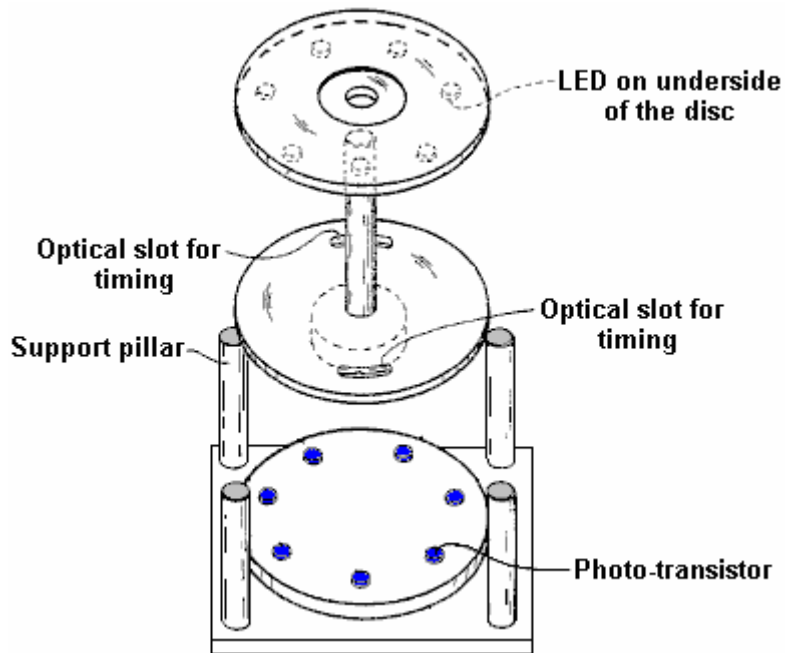
THE SOUTH POLE OF THE ROTOR MAGNET IS ATTRACTED TO THE NORTH POLE OF THE STATOR RING MAGNET. THE ATTRACTION IS MOST STRAIGHT DOWN, BUT THERE IS ALSO A PULL TO THE RIGHT AND A PULL TO THE LEFT BUT THESE BALANCE OUT SO THERE IS NO MOVEMENT.

HOWEVER, THE OPPOSITE ROTOR MAGNET STRADDLES TWO COILS :



AND IF WE WERE TO TURN ON MAGNET "32" IN SUCH A WAY THAT IT OPPOSES THE ATTRACTION BETWEEN THE ROTOR MAGNET "56" AND THE STATOR RING MAGNET, THEN THERE WILL BE A SIDEWAYS PULL TOWARDS COIL "34" AND THE MAGNET WILL MOVE IN THAT DIRECTION AND THEN STOP.

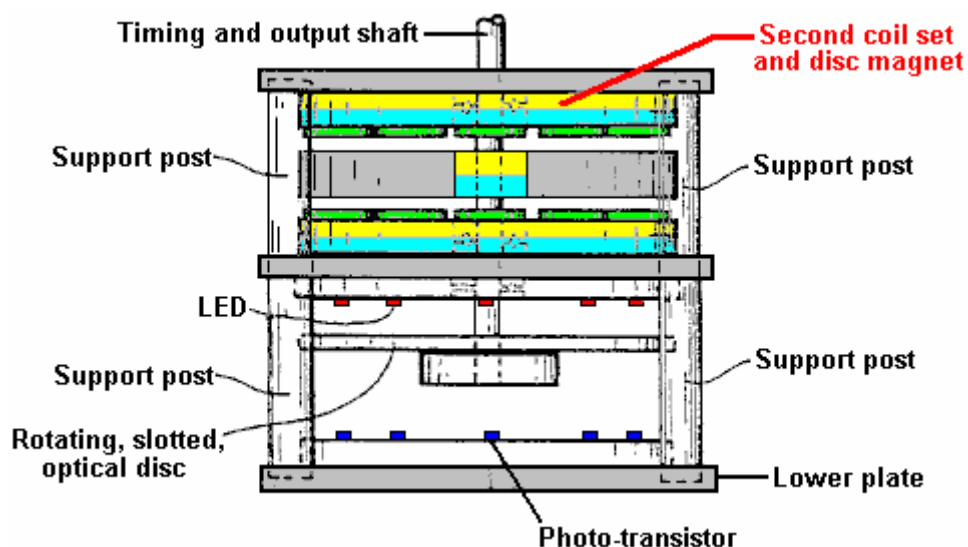
BUT WE DON'T WANT IT TO STOP, SO WE SWITCH ON COIL "34" AT JUST THE RIGHT MOMENT AND THE PROCESS REPEATS. THE SWITCHING ON IS DONE BY A TIMING DISC WHICH IS ATTACHED TO THE ROTOR :



THE TIMING DISC HAS THREE PARTS. ONE HOLDS SEVEN LIGHT-EMITTING DIODES, ANOTHER HAS SEVEN MATCHING PHOTO-TRANSISTORS OR LIGHT-DEPENDENT RESISTORS (THESE ARE POSITIONED EXACTLY UNDER THE SEVEN COILS) AND FINALLY, THE OPTICAL DISC HAS TWO SLOTS CUT IN IT AND POSITIONED EXACTLY UNDER THE TWO ROTOR MAGNETS.

THE ROTOR IS THE ONLY MOVING PART IN THIS MOTOR. THE OPTICAL DISC IS ATTACHED TO THE ROTOR AND IT SWITCHES ON THE COIL CONNECTED TO THE PHOTO-TRANSISTOR BELOW IT WHEN LIGHT SHINES THROUGH THE SLOT. WITH SEVEN STATOR COILS, THE MOTOR IS SELF-STARTING, AND IN THE STYLE SHOWN SO FAR, ONLY ONE COIL IS POWERED UP AT ANY ONE TIME.

THE NEXT STEP IN THE DEVELOPMENT OF THE MOTOR IS TO ADD ANOTHER STATOR RING MAGNET ABOVE THE ROTOR, LIKE THIS :



THE SWITCHING FOR THE EXTRA COILS IS IDENTICAL TO THAT OF THE LOWER SET OF COILS AND THE ROTOR RECEIVES A MUCH BETTER BALANCED AND LARGER THRUST.

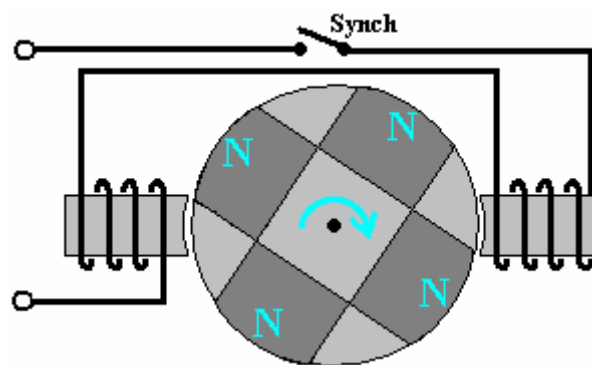
WHILE THERE IS MORE DETAIL ON THAT AT <https://youtu.be/P4ElvBcFFXI> LET US MOVE ON TO THE PERMANENT MAGNET MOTOR OF ROBERT ADAMS.

WHEN HE WAS 70 YEARS OLD, ROBERT ADAMS OF NEW ZEALAND DESIGNED A VERY EFFECTIVE MOTOR/GENERATOR. HE WAS TOLD TO DESTROY HIS DEVICE OR HE WOULD BE KILLED. ROBERT DECIDED THAT AT HIS AGE, HE HAD VERY LITTLE TO LOSE AND SO HE PUBLISHED HIS DESIGN.

HIS MOTOR OVERCOMES THE LENZ'S LAW DRAG EFFECT AND THROUGH CLEVER ENGINEERING, ACHIEVES A POWER OUTPUT WHICH IS EIGHT TIMES GREATER THAN THE INPUT POWER. ALTHOUGH IT DOES NOT LOOK AS IF IT IS, HIS DESIGN IS ACTUALLY A PERMANENT MAGNET MOTOR.



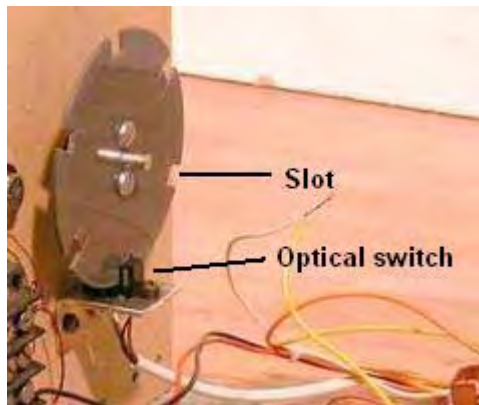
THE DIAGRAM OF HIS MOTOR WHICH IS SUPPOSED TO SHOW HOW IT WORKS IS THIS :



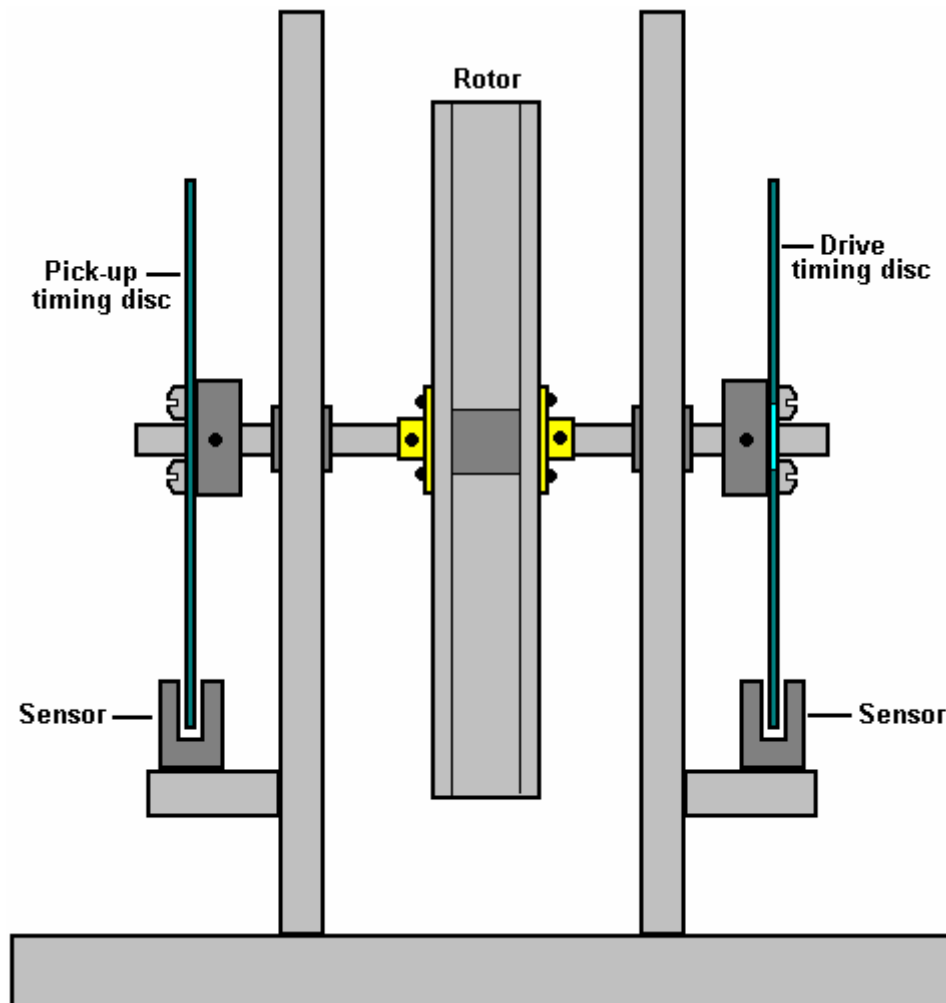
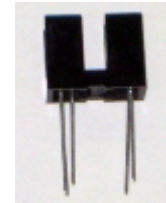
THIS GIVES THE IMPRESSION THAT THE ROTATION OF THE ROTOR CARRYING THE PERMANENT MAGNETS IS DRIVEN BY ELECTRICAL PULSES LIKE JOHN BEDINI'S FAMOUS MOTOR. IT ISN'T. THIS IS A PERMANENT MAGNET MOTOR AND THE ROTATION OF THE ROTOR IS CAUSED PRIMARILY BY THE MAGNETS IN THE ROTOR BEING ATTRACTED TO THE SOLID IRON CORES OF THE TWO "DRIVE" ELECTROMAGNETS SHOWN IN THE DIAGRAM ABOVE.

THE ELECTROMAGNETS CONFUSE PEOPLE AS THEY DON'T REALISE THAT THE LEVEL OF POWER APPLIED TO THEM IS SO LOW THAT IT ONLY JUST CANCEL'S THE BACKWARD DRAG OF THE MAGNETS AS SOON AS THEY PASS THE ELECTROMAGNET CORES. THAT HAPPENS FOUR TIMES PER ROTATION AND THE POWER IS ONLY SWITCHED ON WHEN THE ROTOR MAGNET IS EXACTLY ALIGNED WITH THE ELECTROMAGNET, AND THEN ONLY BRIEFLY.

THESE TWO ELECTROMAGNETS ALONG WITH THEIR VERY CAREFULLY TIMED ELECTRIC PULSES ARE THE ENTIRE DRIVE FOR THE GENERATOR. THE TIMING OF THE "DRIVE" COIL PULSES IS ARRANGED BY AN OPTICAL TIMING DISC OF THIS TYPE :



SENSOR :



LET'S CONCENTRATE ON THE DRIVE FOR THE MOMENT. AFTER MUCH EXPERIMENTATION, ROBERT FOUND THAT THE MOST EFFICIENT ARRANGEMENT IS WHEN THE CORES OF THE "DRIVE" ELECTROMAGNETS HAVE HALF THE CROSS-SECTIONAL AREA OF THE CROSS-SECTIONAL AREA OF THE ROTOR MAGNETS. SO, IF THE ROTOR MAGNETS HAVE A CIRCULAR CROSS-SECTION, THEN THEIR DIAMETER WOULD BE TWICE THAT OF THE DRIVE ELECTROMAGNETS.

ROBERT ALSO FOUND THAT THE BEST GAP BETWEEN THE ROTOR MAGNETS AND THE DRIVE ELECTROMAGNETS IS ABOUT HALF AN INCH WHICH IS 12mm.

A FURTHER TWEAK TO THE DRIVE SYSTEM IS THE FACT THAT THE DRIVE ELECTROMAGNETS ARE FED A CONTINUOUS STREAM OF ELECTRIC PULSES. WHEN A COIL IS POWERED UP AND THEN THE CURRENT SWITCHED OFF, THE COIL GENERATES A

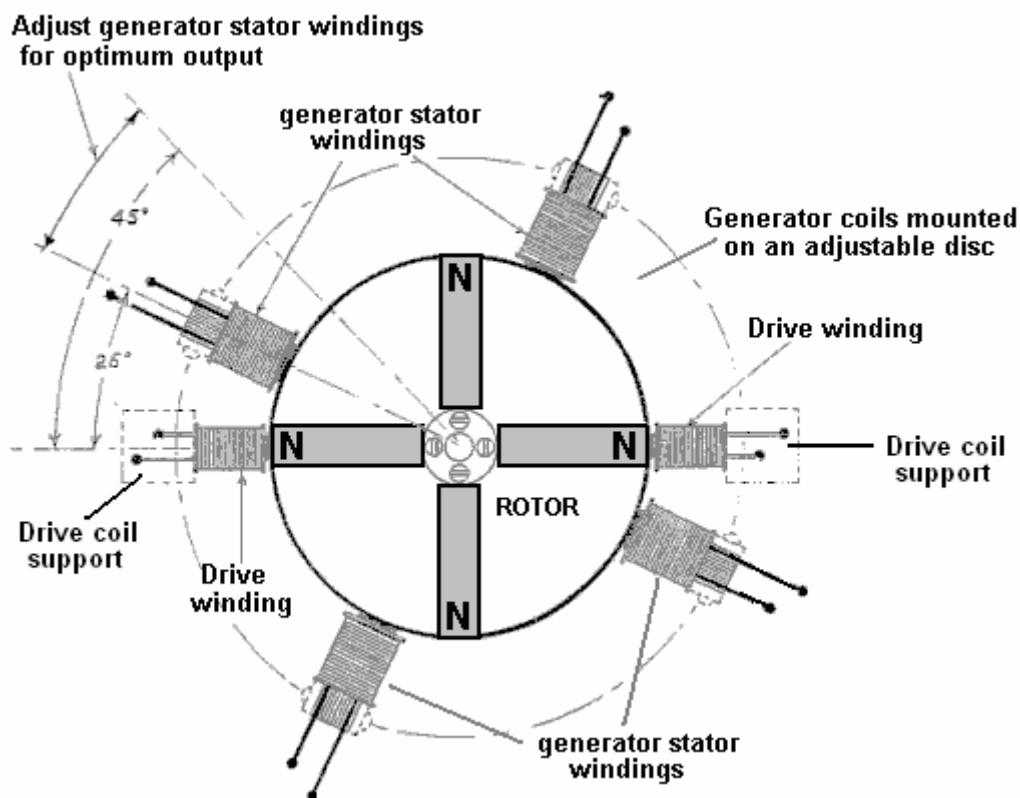
REVERSE VOLTAGE PULSE SOMETIMES CALLED THE “BACK-EMF” PULSE. IN ROBERT’S MOTOR/GENERATOR THOSE BACK-EMF PULSES ARE USED TWICE.

FIRST, AS THE COILS WERE ENERGISED IN ORDER TO OPPOSE THE ATTRACTION BETWEEN THE ROTOR MAGNETS AND THE ELECTROMAGNET CORES, THE BACK-EMF BEING IN THE OPPOSITE DIRECTION, CAUSES THE REVERSE EFFECT, INCREASING THE ATTRACTION TO THE NEXT APPROACHING ROTOR MAGNET.

SECOND, ROBERT RECTIFIES THE BACK-EMF PULSES AND FEEDS THEM BACK TO THE DRIVE BATTERY AND THAT RECOVERS 95% OF THE CURRENT NEEDED TO MAKE THE GENERATOR WORK.

NOW WE COME TO THE POWER GENERATING SYSTEM AND ONE PERSON WHO REPLICATED THIS DEVICE HAS AN EXCESS OUTPUT OF 33 KILOWATTS AND THAT POWERS HIS HOUSE AND HIS BUSINESS.

THE POWER GENERATION IS THROUGH FOUR ADDITIONAL ELECTROMAGNETS WHICH ACT AS PICK-UP COILS. THIS IS ROBERT’S DRAWING OF HIS ARRANGEMENT :



NOTICE A NUMBER OF THINGS HERE : THE FOUR GENERATOR COILS ARE PHYSICALLY ATTACHED TO A DISC OR RING WHILE THE TWO DRIVE COILS ARE MOUNTED SEPARATELY. THIS MEANS THAT THE GAP BETWEEN THE GENERATOR COILS AND THE DRIVE ELECTROMAGNETS CAN BE ADJUSTED WHILE THE MOTOR IS RUNNING.

ALSO, THE WIDTH OF THE CORES OF THE GENERATOR COILS IS VERY MUCH GREATER THAN THE WIDTH OF THE CORES OF THE DRIVE COILS, AND THE GENERATOR COILS ARE NEARLY SQUARE IN THIS DRAWING.

NEXT, NOTICE THE PROPORTIONS OF THE ROTOR MAGNETS – THEY ARE VERY MUCH LONGER THAN THEY ARE WIDE, SEPARATING THE OUTER NORTH POLES FROM THE INNER SOUTH POLES.

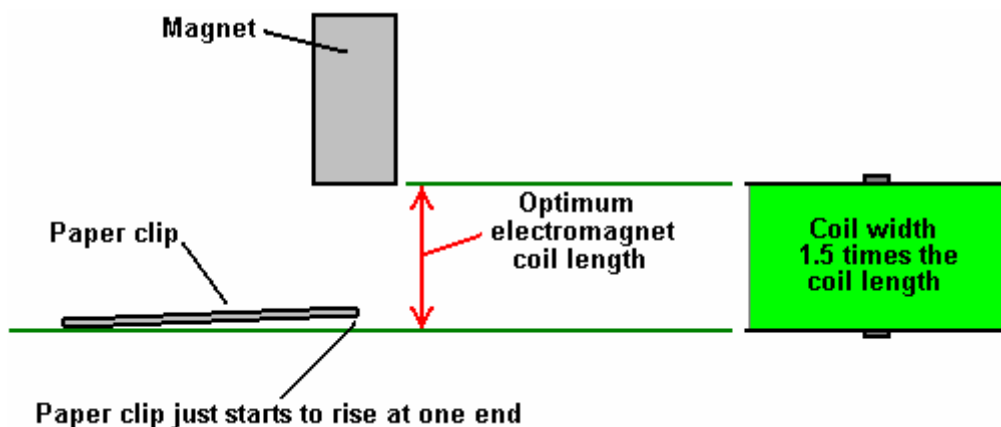
HOWEVER, A POINT WHICH SEEMS TO ESCAPE MOST PEOPLE IS THE FACT THAT A CRITICAL PART OF THE DESIGN IS THE TECHNIQUE OF CUTTING OFF THE OUTPUT POWER AT THE APPROPRIATE MOMENT. CUTTING OFF THE OUTPUT POWER SOUNDS ALL WRONG TO MOST PEOPLE AND YET IT IS A VERY IMPORTANT THING TO DO.

THE REASON IS THE SAME AS FOR THE DRIVE COILS. IF YOU DON'T CUT OFF THE ELECTRICAL CONNECTION, THEN THE ATTRACTION BETWEEN THE SOLID IRON CORES OF THE GENERATOR COILS AND THE ROTOR MAGNETS TRIES TO PULL THE ROTOR MAGNETS BACK TOWARDS THE FIXED GENERATOR COIL CORES – AN EFFECT CALLED “DRAG”. BUT, IF THE OUTPUT CURRENT GENERATED IN THE COILS BY THE PASSING MAGNETS IS CUT OFF AT JUST THE RIGHT INSTANT, THEN THE BACK-EMF GENERATED BY THAT CUT-OFF CAUSES A MAGNETIC FIELD IN THE GENERATOR COILS WHICH BOOSTS THE ROTOR ON ITS WAY INSTEAD OF DRAGGING IT BACKWARDS.

ROBERT ALSO RECTIFIES THAT BACK-EMF PULSE AND FEEDS IT BACK TO THE DRIVE BATTERY. SO FAR, THIS IS A HIGHLY EFFICIENT SYSTEM.

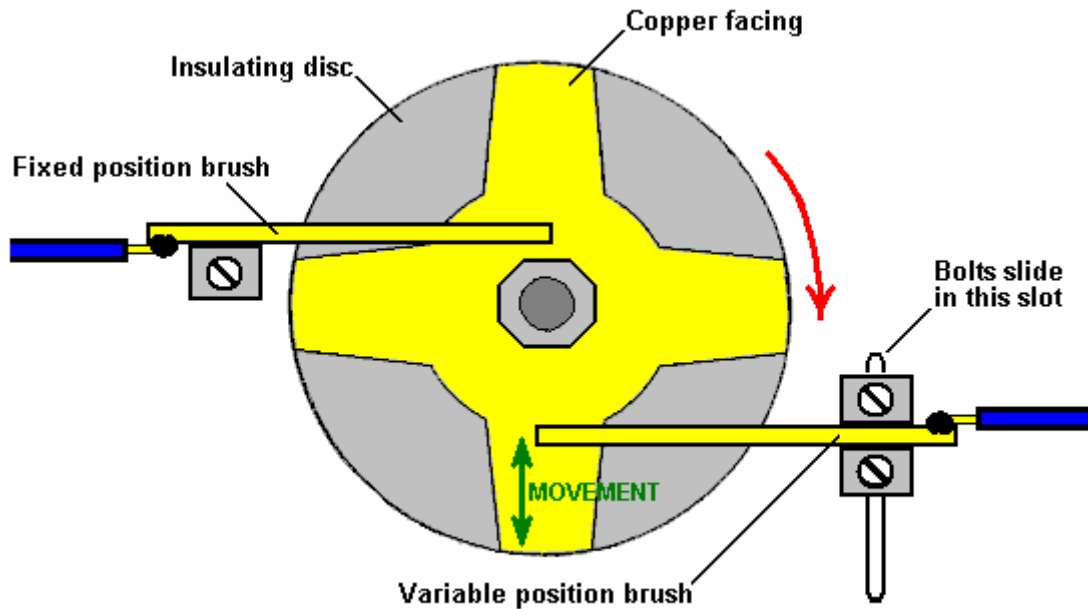
ROBERT'S DIAGRAM DOES NOT SHOW WHEN THE GENERATOR COILS ARE BEST SWITCHED ON OR OFF. A BUILDER WITH A FORUM ID OF “MAIMARIATI” FOUND OPTIMUM SWITCHING WITH SWITCH ON AT 42 DEGREES AND SWITCH OFF AT 44.7 DEGREES. THAT TINY 2.7 DEGREE PART OF THE ROTOR TURN GAVE HIM AN INPUT OF 27.6 WATTS AND AN OUTPUT OF 33.78 KILOWATTS WHICH IS A COP=1223 OR 122,300% WHICH IS SPECTACULAR.

IT IS SUGGESTED THAT A GOOD LENGTH FOR THE GENERATOR COILS IS SHOWN WHEN YOUR PARTICULAR ROTOR MAGNETS JUST START TO LIFT ONE END OF A 32mm PAPER CLIP OFF THE TABLE LIKE THIS :

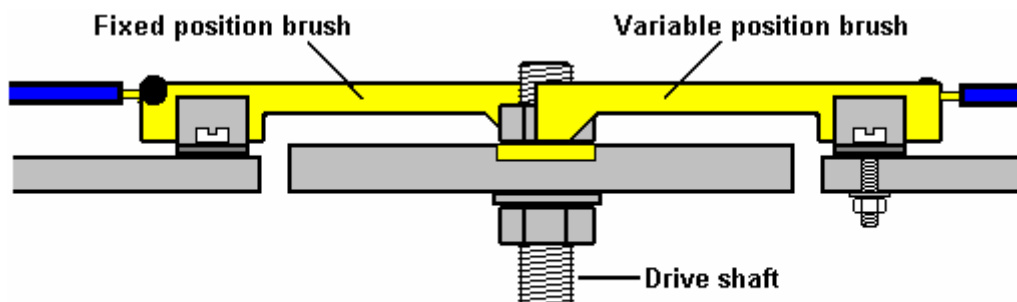


ROBERT TAKES HIS DESIGN FURTHER BY USING SHORT PULSES OF CURRENT.

THIS IS SOMETHING WHICH IS DONE AFTER THE ROTOR OPERATION HAS BEEN OPTIMISED USING CONTINUOUS BATTERY POWER, THAT IS, AFTER MOVING THE GENERATOR COILS ON THEIR DISC TO FIND THE VERY BEST PERFORMANCE POSITION. ROBERT PREFERRED TO USE MECHANICAL CONTACTS ON A ROTATING DISC AS SHOWN HERE :

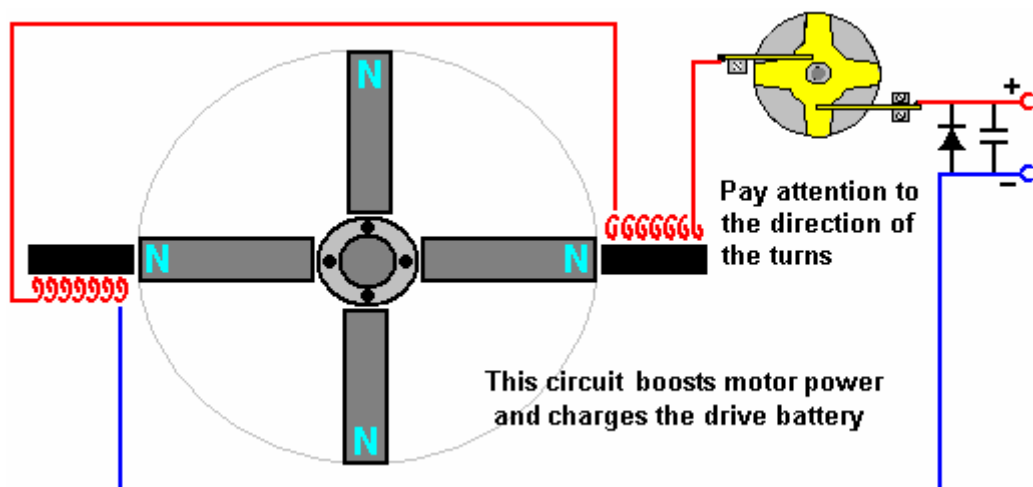


TIMING GEAR - TOP VIEW

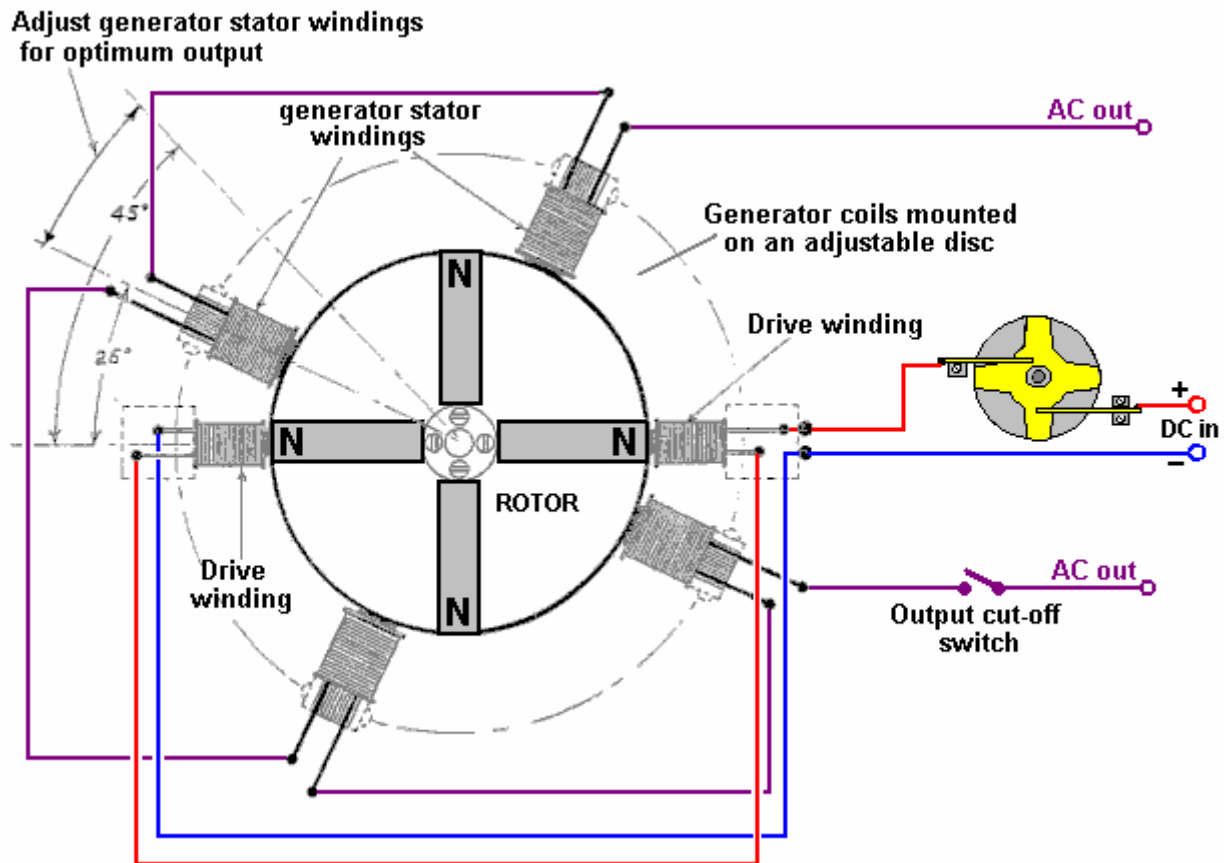


TIMING GEAR - SIDE VIEW

THE OBJECTIVE IS TO ADJUST THE VARIABLE POSITION BRUSH CONTACT TO GET THE INPUT POWER CONNECTED TO THE MOTOR/GENERATOR FOR ONLY ABOUT 25% OF THE TIME. THE TIMING DISC SHOWN ABOVE IS ATTACHED TO THE ROTOR SHAFT AND SO NO ADDITIONAL POWER IS NEEDED TO ACHIEVE THE SWITCHING, AND THE SWITCHING ALLOWS CURRENT FLOW IN BOTH DIRECTIONS WHICH IS CONVENIENT.



THE OVERALL ARRANGEMENT IS LIKE THIS :



ROBERT ADAMS ADVISES THE FOLLOWING :

1. USE ONLY PURE IRON FOR THE CORES OF THE DRIVE AND GENERATOR COILS.
2. WIND THE GENERATOR COILS WITH A RESISTANCE IN THE RANGE OF 10 TO 20 OHMS FOR A SMALL MODEL.
3. USE A VOLTAGE BETWEEN 12 VOLTS AND 36 VOLTS FOR A SMALL MODEL.
4. FOR A SMALL MACHINE, MAKE THE CONTACTOR STAR DISC 1 INCH MAXIMUM DIAMETER.
5. KEEP WIRING SHORT AND OF A LOW RESISTANCE.
6. FOR A SMALL MACHINE, USE A FUSE OF 500 MILLIAMPS TO 1 AMP.
7. INSTALL A SWITCH FOR CONVENIENCE AND SAFETY.
8. USE SMALL BEARINGS. DO NOT USE SEALED BEARINGS DUE TO THEIR GREASE DRAG.
9. USE ONLY SILVER CONTACTS FOR THE PULSE SWITCHING.
10. IF USING POWERFUL MAGNETS, VIBRATION BECOMES A PROBLEM.
11. THE AIR GAP IS NOT CRITICAL, BUT REDUCING IT INCREASES BOTH TORQUE AND INPUT POWER IN PROPORTION.
12. FOR HIGHER VOLTAGE AND LOWER CURRENT, CONNECT THE GENERATOR COILS IN SERIES.
13. IF THE DRIVE COIL WINDINGS ARE LOW RESISTANCE AND THE INPUT VOLTAGE IS HIGH, THEN IT IS ADVISABLE TO USE A TRANSISTOR TO ELIMINATE SPARKING.
14. TUNING THE POINTS IS VITALLY IMPORTANT UNLESS USING TRANSISTOR SWITCHING.
15. USE FERRITE MAGNETS FOR ALL INPUT VOLTAGES BELOW 120 VOLTS.
16. IF CONSTRUCTING A LARGE MODEL INVOLVING LARGE SUPER-POWER MAGNETS, THEN GREATER POWER IS NEEDED TO DRIVE THE MACHINE, THE GREATER THE

TORQUE, THE GREATER THE VIBRATION, THE GREATER THE COPPER CONTENT, ETC.

PLEASE REMEMBER THAT ANY WIRING THAT YOU USE NEEDS TO BE ABLE TO CARRY THE CURRENT WITHOUT OVERHEATING.

TO SUMMARISE THEN, A PROPERLY BUILT ADAMS MOTOR IS A SMALL, DESK-TOP DEVICE WHICH PULLS IN FROM THE UNIVERSAL ENERGY FIELD, A GREAT DEAL OF EXCESS ENERGY WHICH CAN POWER A HOUSEHOLD, PROVIDING HEATING, COOLING, SMOKE-FREE COOKING, LIGHTING, CLEAN WATER AND POWER FOR COMPUTERS, MOBILE PHONES, E-READERS, MP3 PLAYERS ETC.

NOTES : <http://www.free-energy-info.com/Aether.pdf>

EBOOK : <http://www.free-energy-info.com/PJKbook.pdf>

VIDEO : <https://youtu.be/OFHvuB3sdQs>