



E-85 Introduction

This web-site is being designed to lend technical help in areas where nitrous oxide and alternative fuels may be employed. The alcohol of choice to use in a blended fuel is ethyl alcohol or better known as ethanol. Ethanol is made from distilled sugar cane, fermented corn, and other such agricultural goods. E-85 is made with 85% ethanol and 15% gasoline which is designated by its name. E-70, would be 70% ethanol. A major difference between gasoline and alcohol is that alcohol has no hydrocarbon atoms in it. Another characteristic of alcohol is that each atom has less heat energy than gasoline, but there are more of them during each firing event which in turn generates more power. A 30-32% richer mixture generally has the potential for 3-5% more power.

E-85 Dyno Results

With alternative fuels becoming more and more popular, we would like to thank all those who helped make our E-85 project a success. As you all know, this may be the first dyno data involving all E-85 and nitrous oxide. Presently, we know of no other data. We personally consider the project a great success and believe that this is the next step to putting nitrous cars at the forefront. Being 15% gasoline and 85% ethanol, the fuel exhibits characteristics much like that of gasoline, but appears to be far more forgiving and the engine seems to run much cooler. The air/fuel and nitrous/fuel curves are much different than that of 100% gasoline. The additional oxygen makes a huge difference in total fuel volume. Our peak power without nitrous netted 771 hp and 607 peak torque. After 14 pulls, we turned on the nitrous. With a typical 300 hp nitrous jet, the little 434ci mouse made 1132hp total and never caught its second wind. All of our pulls averaged between 1100-1150 EGT. This combination could make 1350-1400 hp and be reliable power. Some may look at this as nothing new so far as power is concerned, but notice that I said reliable, not to mention more environmentally friendly and someday this fuel truly could make us less dependant on foreign oil. Issues with condensation, corrosion, etc, will not be as problematic as methanol.

We want to especially thank Quick Fuel Technology for their help. Zach bent over backwards to see that our carburetors were calibrated properly and was on stand-by for 3-4 days giving technical help. Pete Johnson at Roberts Machine in Midland, Texas gave great support and worked diligently for several days to make the project a success. Many others helped as well (Billy R, Earl E, Greg P etc. etc.). We would like to thank Mike and Kyle at Cold Fusion Nitrous for their support. I also want to thank my son Brent Dyer for his help and support and burning the mid-night oil to get our web-site up and running. I apologize if anyone has been left out. Please stand-by for up-dates in the future.

For additional info call: Ricky Dyer @ 281-633 6620
Brent Dyer @ 281-799 7244
Christie Dyer @ 281-261 3067 for orders



Engine Specifications:

434 C.I. SBC
 4.155 in. Bore x 4.00 in. Stroke
 13.9 : 1 Compression
 Cam: 284/296 @ .050 Duration---- .753/.682 Lift 112 LS
 6 inch Oliver rods
 18 degree Chevy/CFE cylinder heads--- flow 370/270 @ 28 in.
 Hogan's sheet metal intake
 QuickFuel Technology 850cfm E-85 carbs
 50 wt. Valvoline racing oil
 MSD 7AL ignition
 8 NGK motor only plugs gapped @ .030 in. ---- 30 degrees ignition lead
 9 NGK nitrous plugs gapped @ .026 in. ---- 18 degrees ignition lead

No Nitrous

With Nitrous

RPM	C tq	C hp	C tq	C hp
5800	<u>607</u>	670		
5900	605	680		
6000	600	686		
6100	603	700		
6200	599	707		
6300	587	705	<u>920</u>	1103
6400	590	719	907	1105
6500	594	735	897	1110
6600	587	738	885	1112
6700	588	750	882	1125
6800	587	760	870	1126
6900	575	755	862	<u>1132</u>
7000	567	755	840	1120
7100	562	760	836	1130
7200	559	767	824	1130
7300	555	<u>771</u>	799	1111
7400	543	765	786	1107

Torque Increase: 313 ft. lb.
HP Increase: 361 horsepower

Benefits of E-85 come from less toxic emissions, cleaner engines, less national dependency on foreign oil resources, and benefit to the economy of domestic agriculture.