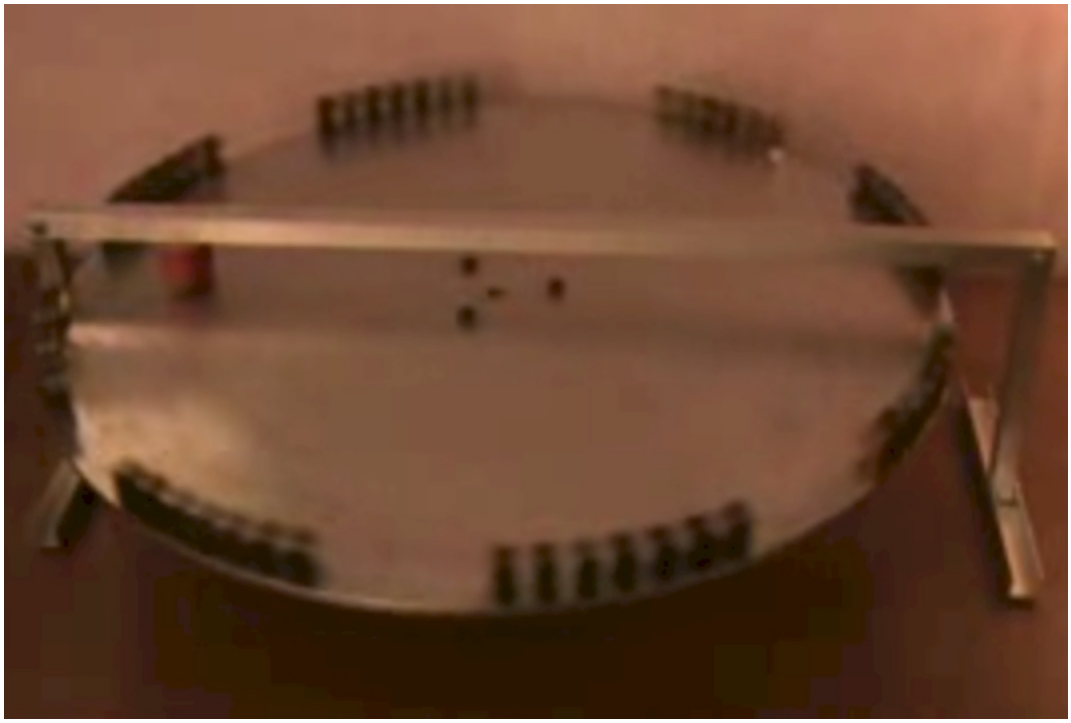
# Mylow Magnet Motor Plans



# Version 1.1

## Based on the Video Posted April 3, 2009

**By Sterling D. Allan**
Updated April 21, 2009

# Mylow Magnet Motor Plans
# Version 1.1

**By Sterling D. Allan**
April 4, 2009; Updated April 28

***A concise and clear set of instructions of how to build (hopefully) a working all-magnet motor as described by Mylow, who is the first person we know of who has replicated Howard Johnson's Stonehenge model from three decades ago. This document is an adjunct to the open source project at http://MylowMagnetMotor.com***

On March 17, 2009, in an ongoing video series he was posting about his Howard Johnson all-magnet motor ("Stonehenge" model) replication attempt, Mylow posted a video showing his motor accelerating then reaching an equilibrium speed – something that modern physics would say is impossible. He said he was showing the world how to do this, encouraging others to replicate and improve on what he had done.

This manual sets forth the information he has conveyed to us through a series of videos, emails, and phone conversations; as well as information gleaned from a few individuals who have already begun to seek to replicate Mylow's magnet motor.

MYLOW121363 is the former YouTube username of a Chicago inventor who for now wishes to keep his identity anonymous. We just call him "Mylow". More information on this project can be found on our project site, which Mylow has approved to be designated the "official website": http://MylowMagnetMotor.com That is a shortcut domain that will take you to http://PESWiki.com, which is a publicly editable website, where you are invited to join with us in this exciting venture.

We are hopeful that these plans will result in a working magnet motor, though it is still too early to certify that this is actually the case. *As more time goes by and people have not yet been able to replicate his work, we are less optimistic that this will be an easy task. Getting the proper configuration of magnets with the substitute*

**Sterling D. Allan** is CEO of the New Energy Congress and of Pure Energy Systems (PES) Network, Inc.

He has been in near daily phone contact with Mylow since March 17, 2009, when Mylow first posted a video showing his Howard Johnson magnet motor accelerating and then reaching equilibrium at a near constant speed. There has been only one other new acquaintance with whom Mylow has been speaking by phone – a person Sterling recommended to Mylow to answer and screen his avalanche of emails on his behalf.

PES Network operates several websites including PESWiki.com, a publicly editable news and directory service covering breakthrough clean energy technologies. PES was established with open sourcing as its primary mission and capability. The New Energy Congress is an association of energy professionals from around the world who review the most promising claims to existing and up-and-coming energy technologies that are clean, renewable, affordable, reliable, easy to implement, safe, and legitimate. From this ongoing review, they generate a Top 100 Clean Energy Technologies listing. They also endeavor to facilitate the emergence of some of the more promising exotic technologies into the marketplace. Sterling has been immersed in renewable energy, putting in approximately 100-hour weeks, for eight years.

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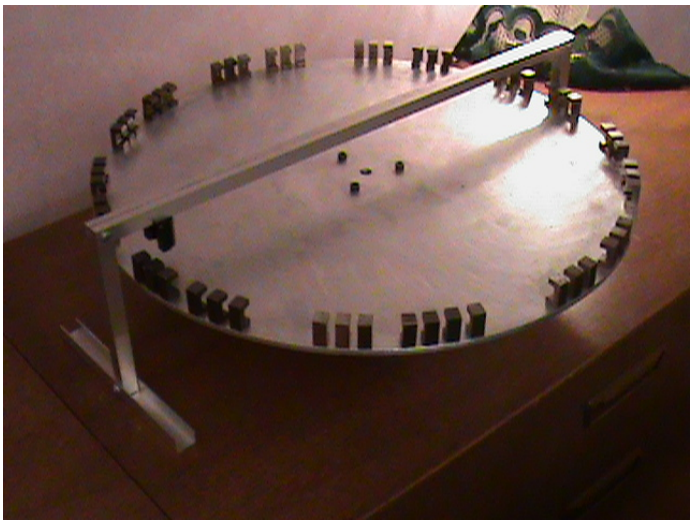
*magnets has proven to be quite difficult.* Please let us know if you have been able to build a working magnet motor using these plans. Let us know of anything that might need to be corrected, updated, clarified, etc. Our contact information can be found at the end of this manual as well as on the contact page of our websites. After we've verified a working set of plans, we can give more specifics, and eventually make a kit available.

We expect that magnet motors can provide **non-polluting, 24/7/365 continuous output** with no fuel requirement; can be made portable, and can be made governable. In short, they could eventually replace every motor and engine application presently on the market at a price point that is much cheaper than existing technologies.

By **open sourcing** this design at http://MylowMagnetMotor.com, we hope to accelerate the emergence of this disruptive technology into the marketplace in the myriad of sizes and applications. This can create millions of jobs and make energy affordable and available to every corner of the earth: land, sea and sky. We do ask for a 3% royalty on all commercial developments, to be split three ways between Mylow, Howard Johnson's heirs and assigns, and PES Network, Inc. for the administration and promulgation of this technology.

This set of plans is called "**Version 1.1**" because it is not based on the very first motor Mylow demonstrated on March 17, which used an alnico (originally said to be iron) stator magnet that rapidly demagnetized. Rather, these plans are based on the more powerful alnico stator magnet that Mylow installed on his system on April 1, 2009. After reviewing this manual on April 5, Mylow wrote: "These plans are ok."

# I. Overview



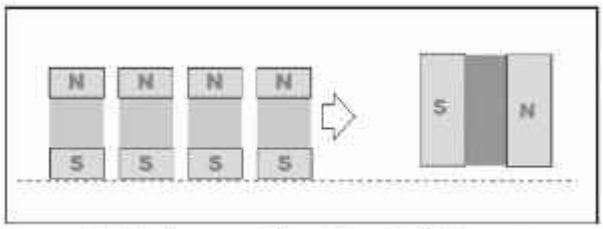
The Mylow Magnet Motor consists of an aluminum **rotor** disc lined around the circumference with small, square-edge C-shape channel magnets standing upright and facing toward the center of the disc. They are arranged in sets, with small gaps between each rotor magnet in the set, followed by larger gaps between sets. Symmetry is NOT what is sought here. The non-symmetry may be a key factor in this motor working.

The second key ingredient to this motor is the single **stator** (stationary) magnet, which is suspended by a stator assembly to bring it close to the rotor magnets, from the inside.

The **speed** of operation is proportional to the distance between the stator and the rotor magnets, as well as the magnetic strength of the magnets. For this replication, you will want to go with weak magnets, inasmuch as this assembly is not engineered to withstand high rotation speeds.

The magnets are **attached** to the aluminum with Crazy Glue, to make it easy to adjust things in the process of finding an optimal arrangement. They will come unglued fairly easy, whether from banging into something, or from the centripetal force of high rotation speeds, or from being

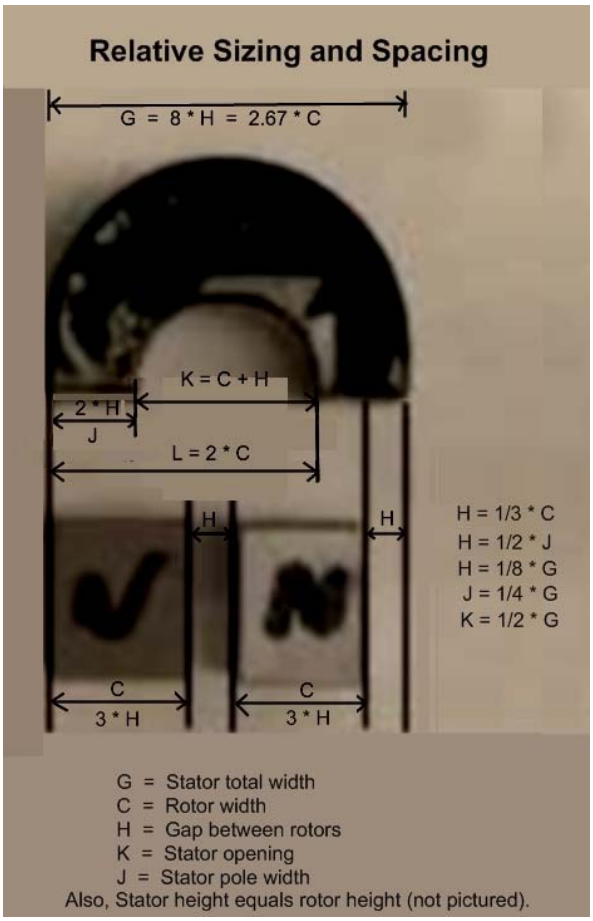
pulled into the stator magnet.



Mylow's magnetic pole orientations

The **polarity** of all magnets is leg to leg. In Mylow's motor the "N" pole of the rotor magnets are upward, while the "S" pole bottom is glued to the rotor. The Stator magnet is arranged perpendicularly to the rotor magnets. Turned one way, the motor turns in one direction. Switched 180-degrees, the rotor turns in the opposite direction. This would probably also hold true for the rotor magnets. If they were affixed up-side-down, and the stator magnet were the same, then the rotor would spin in the opposite direction.

While the **vertical height** of the stator magnet (positioned horizontally) is approximately the same as the vertical height of the rotor magnets, in his later videos, Mylow has the bottom of his stator magnet positioned level with the bottom of the top lip of the rotor magnet. In his earlier videos, the rotor magnet was down nearly level with the rotor magnet. The higher elevation apparently works better.




**The relative size and spacing of the magnets** is probably an important factor. You should try to have your magnets be close to these proportions, especially G = 2C + 2H. The image to the right is based on the original alnico magnet Mylow used, in comparison to two rotor magnets (top view). The alnico magnet upon which these plans are based is slightly larger. Mylow suggested that the width of the stator magnet (G in this diagram) be at least as wide as two rotor magnets plus two small gaps. The spacing in the newer set-up is much closer to H=2/3*C.

While we will give the **dimensions** of the materials used by Mylow, bear in mind that based on Mylow's various videos and reports, there appears to be a fairly wide window of operation. This does not appear to be something that requires exact replication in order to work. I will indicate those areas where I think there is probably some wiggle room. Of course the closer you get to these plans, the more likely it will be that you will end up with a working device. We invite you to report your successes and failures for the benefit of others in the project. See http://peswiki.com/energy/OS:MYLOW:Forums for some options of where you can participate.

# II. Open Source Project Plan

Mylow posted his videos for all to see, encouraging people to replicate and improve on what he

had done. We established http://MylowMagnetMotor.com (which forwards to PESWiki.com) to house that open source project.

We expect that as people replicate this and experiment with different orientations and materials, that many improvements will be made to the design. This instruction manual is based on the best information available at present. We plan to update these instructions on occasion accordingly. We also expect that there will be multiple plans available for various applications.

# III. Cautions

Generally speaking, one should always wear **safety goggles** when using strong magnets.

Because the stator and rotor assembly are positioned by hand in this set-up, it will be fairly easy to accidentally cause the rotating rotor magnets to **collide** with the stationary stator magnet, causing things to come unglued and to bunch together.

This early version doesn't really have any significant dangers. The speed is low and the magnetism is low. If you happen to chose stronger magnets, be aware of the likelihood of **pinching** your skin with the magnets. If you modify this design and end up with a device that has higher rotation speed, you will need to guard/protect against rotor magnets becoming detached and flying off.

# IV. Why I Believe This is Real

In answer to those who have criticized me for selling plans (an adjunct to what is available for free from our open source pages) even before Mylow's motor has been replicated by someone else, here are the reasons why I believe this thing, starting with the most important to least.

- I've long believed in the possibility of an all-magnet motor being able to provide base-load power. It is not perpetual motion. It is harnessing some new aspect of magnetism that hasn't yet been appreciated by science, but will.

- In one of the configurations I tried, though I did not get it to run, I did measure a slower slow-down time compared to having the stator backed off all the way; indicating that a net assist was occurring.

- Howard Johnson was required to have a working model in order to get a patent from USPTO. He has three patents.

- Mylow's design is very close to Howard Johnson's Stonehenge model.

- The myriad of videos Mylow posted are very convincing, showing acceleration followed by maintenance of an equilibrium speed, accompanied by very gradual slowing due to magnet depletion. Though not skeptic proof, the videos do reveal a lot and correlate with what Mylow has been telling us verbally.

- The movement of the motor as shown in Mylow's videos is consistent with what I would expect from a magnet motor.

- The audio elements in the videos are consistent with what is happening visually, and with what I've heard over the phone as we've talked.

- The partial replications that I've seen and personally experimented with exhibit similar (though not complete [yet]) movement to what is shown in Mylow's videos.

- Al Witherspoon said he saw Howard Johnson's motor running in 1978, and has been a friend/neighbors/business associate with HJ until he passed away last year. He is convinced Mylow's motor is for real.

- The level of skill required to pull off a hoax are far beyond what Mylow possesses, whether it be embedding hidden motors or induction or video editing or other means of giving the appearance that shows up in his videos. The background, between the lines, things that I've been able to pick up while talking to Mylow by phone have been consistent with what he has been telling me. He lives in an apartment, drives truck hauling things around Chicago, works near his residence, has a wife and twin brother, etc. These are not aspects that would be present if he had the level of skill required to fake all of this. And what would be his motive? He's not ever asked for money.

- Mylow has never once exhibited even the tiniest interest in getting money from this. It has been hard for me to even broach the subject with him. With many inventors, and certainly fraudsters, that's the first thing on their mind: money.

- The magnets deplete (I'm hopeful that a configuration can be found that doesn't result in depletion, e.g. neodymium magnets in a plastic assembly)

- The stator magnet gets cold, which is what others have predicted and observed in related modeling.

- History often shows that the weak and simple confound the mighty. New wine can't be put into old bottles. The establishment is too stick on themselves. The recent MIB incident is part of this transition phenomenon -- the old guard fighting the new thing that will make them obsolete.

- With the old guard in the middle of tearing down the economy to establish their world dictatorship, the timing is right for the emergence of a revolutionary, empowering technology like this.

- More, this is a partial list.

I think that is a very good list of reasons to believe in Mylow's claims and support the open sourcing of this design, and prepare some clear plans for those who want things distilled better than what is available for free on our site.

# V. Materials List

More information can be found about materials options and sources at http://peswiki.com/index.php/OS:MYLOW:Plans

## Magnets in general

Care should be taken when handling alnico material since it is brittle and can chip or break if dropped on a hard surface. Also, because it has a low resistance to demagnetization, it will lose power if it is stored improperly (poles repelling each other). For best results, store magnetized alnico so that pieces are attracting each other, or with a steel keeper.

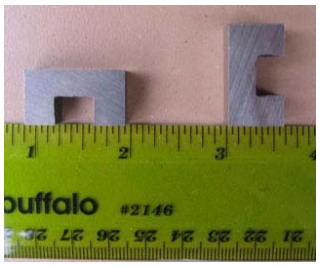
## Stator Magnet


http://www.allmagnetics.com/alnicohoursehouse.htm -

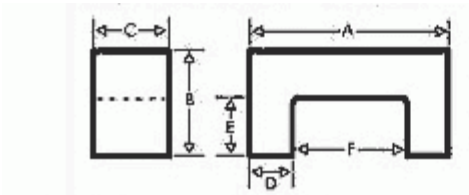
HS811N is in stock and costs $11.76 each (if not in stock, use part number 07270). Mention the promotion code "PES", and you'll get a 5% discount. Minimum order from them is $30, or you will incur a $5.00 service fee. This is the magnet that Mylow used in his most recent video dated April 3, 2009. Phone: 714-632-1754; Fax: 714-632-1757 ask for Felix. Email: <felix {at} allmagnetics.com>

If you try another magnet, it is probably important that the horseshoe magnet not be wider at the hips than the legs. If anything, the legs should be further apart than the hips.

## Rotor Magnets




As of April 21, 2009, we are not yet able to recommend a magnet that is known to work. The magnet used by Mylow is no longer manufactured. Below are the dimensions of the magnet that he used. He did say on April 15 that the M-646 magnet (source private until function is confirmed) is very close to (1/4 larger than) the magnets he has been using.



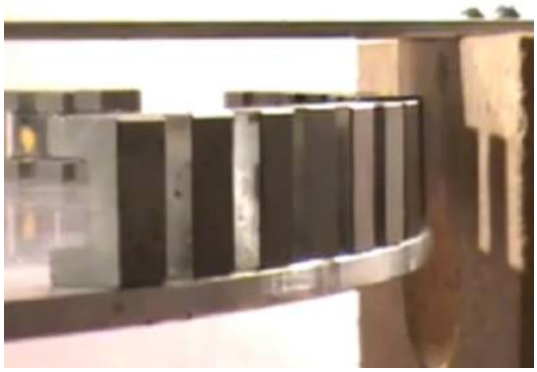

*Measurements by PMMTester of Mylow's stator and rotor magnets that Mylow mailed to PMMTester around April 6, 2009.*

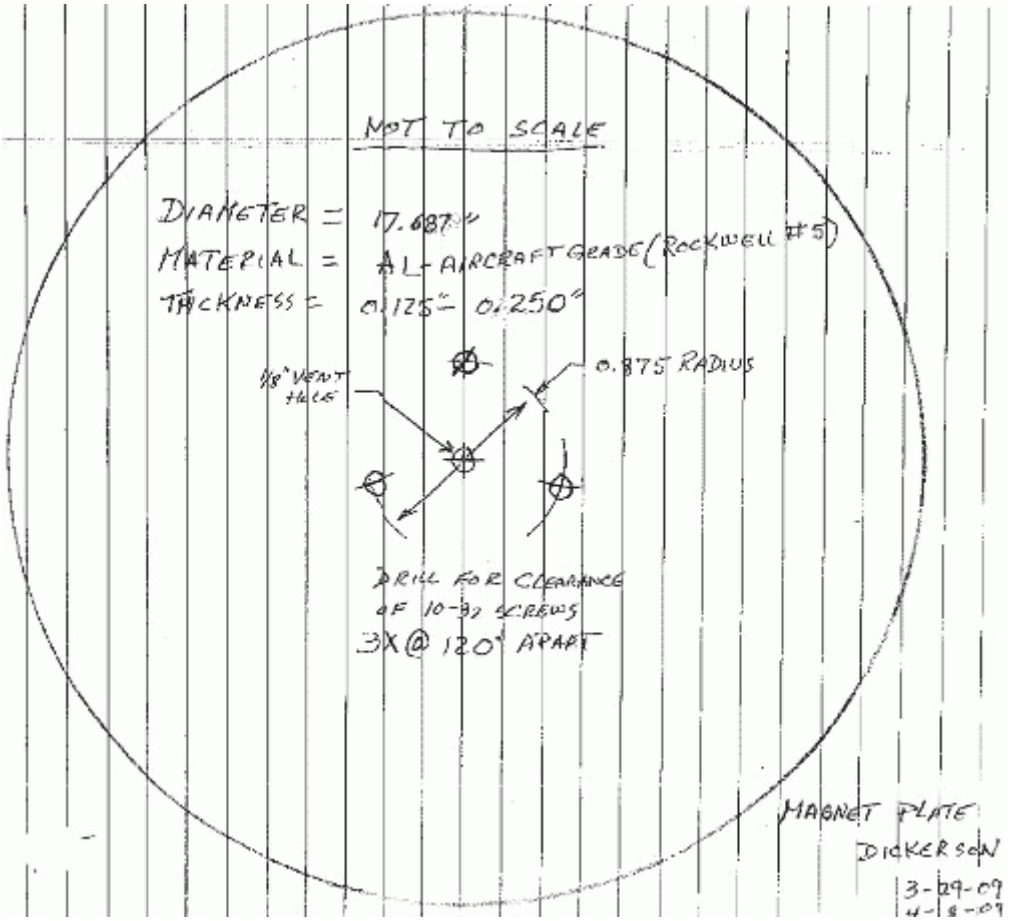
| ACH79 (From AllMagnetics.com) | | MYLOW Rotor Magnet | |
|---|---|---|---|
| A=.79 | B=.445 | A=.794 | B=.445 |
| C=.364 | D=.189 | C=.368 | D=.185 |
| E=.245 | F=.412 | E=.243 | F=.424 |

Note, the ACH79's from AllMagnetics.com have not been in stock, but they are bringing them back on line due to the interest that has been shown. Expected by mid May.

## Aluminum Rotor Disc

Mylow's rotor disc is made of 3/16 inch thick (we don't have the exact measurement yet) aluminum, lathed to 17 11/16 inches in diameter. He used Aircraft Aluminum, Rockwell Grade 5 (not certain), which comes in 8' x 4' sheets, and is very hard to find. Another kind of aluminum and thickness is most likely going to work. That said, PMMTester writes: After repeated measurements I am betting the aluminum disk is 3/16" in thickness and is ALCLAD 2024 (see FAQ). After looking at multiple shots of the finish of the disk edge it appears to be a milled finish on a rotary table, not the turned finish one would expect from a lathe.





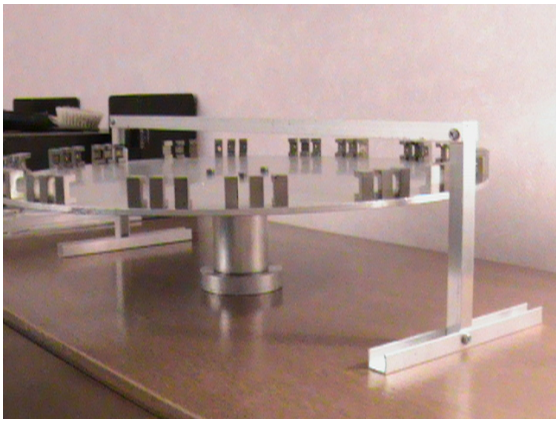

## Stator Frame

This is probably the most simple part of the design. Mylow used aluminum. That is probably not crucial, but until that is determined, it would be best to use aluminum.

Mylow's earlier stator assembly, which worked, included pressed wood supports. His later stator assembly (v. 1.1) was made of ½" x ½" aluminum channel extrusion.

The horizontal support for the single stator magnet should be longer than the rotor diameter by at least 4 inches, to allow free movement and adjustment of the stator toward and away from the rotor.

The vertical support for the horizontal member should be high enough to clear the top of the rotor magnets. The height can be adjusted by adding spacing under the vertical supports.



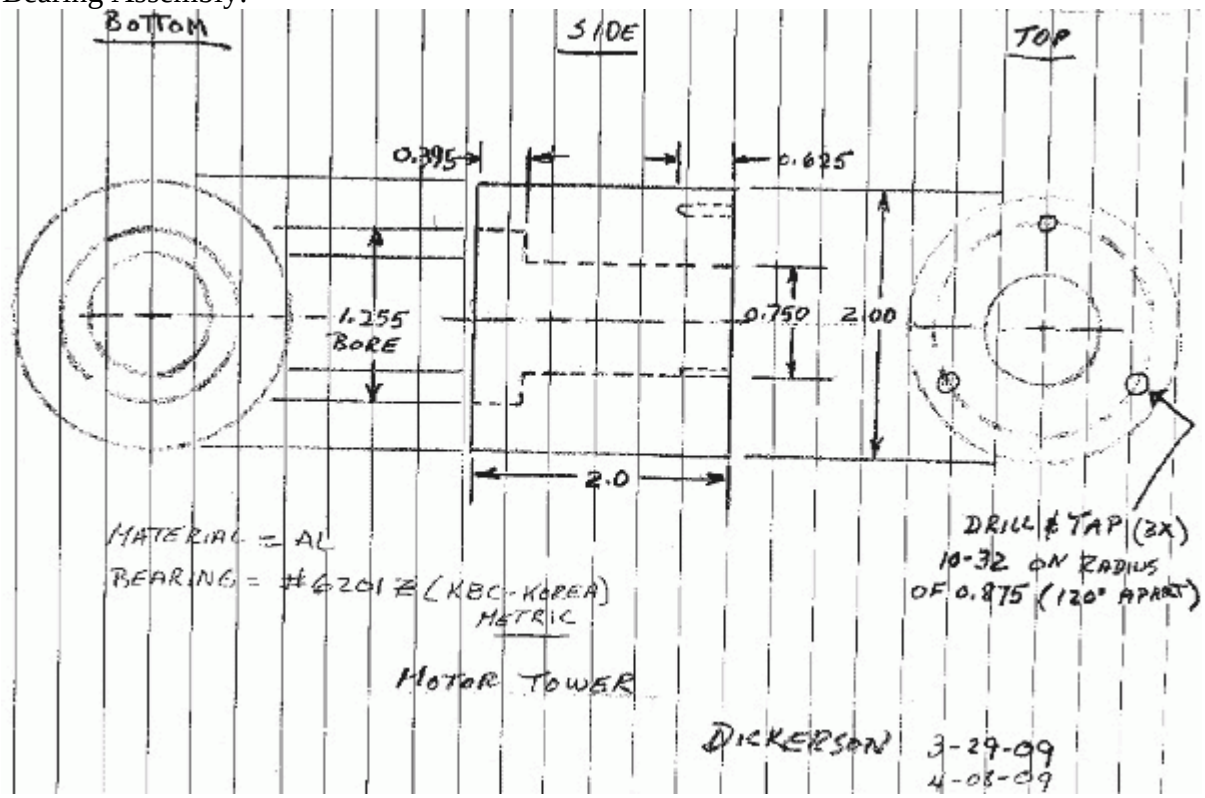
## Rotor Bearing Assembly

The specifications on the bearing assembly are most likely not crucial. It would probably be good to stay away from iron. The idea is to allow the rotor to spin freely, without wobble. Other bearing designs could easily surpass what Mylow is doing both in stability and lubricity.

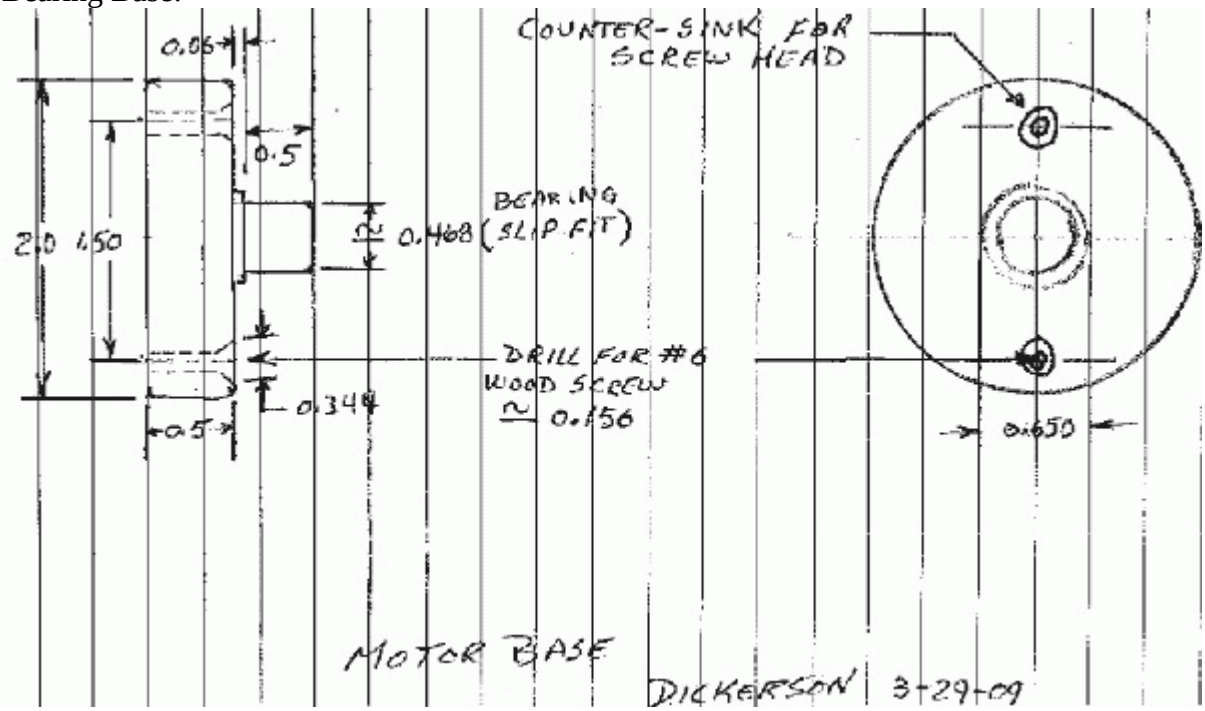
Mylow's aluminum ball bearing assembly was made by his brother several years ago. Three non-magnetic screws are used to fasten the bearing to the rotor. Mylow's brother said the bearing goes all the way through.

The ball bearing is press fit into the aluminum cylindrical stand. The shaft is short, and the shaft component is the part that sits on the bench top. That is not crucial.

Bearing Assembly:



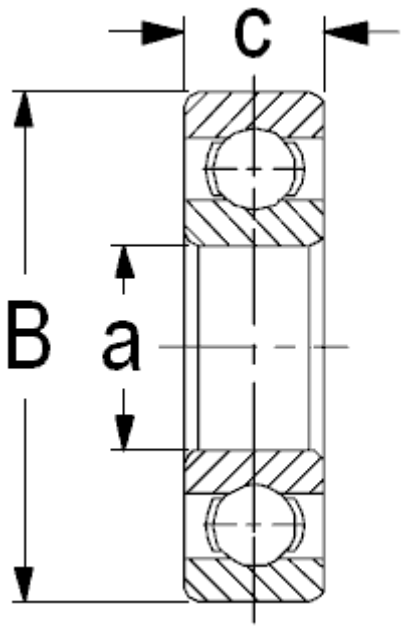

Bearing Base:




## Bearings

Dickerson recommends http://www.thebigbearingstore.com/servlet/the-422/6201-Radial-Ball-Bearing/Detail

| Bearing Number | Boundary dimensions(mm)* | | |
|---|---|---|---|
| TBBS | a | B | C |
| 6201 | 12 | 32 | 10 |




This bearing comes in both a sealed and a shielded version. The 6201-2RS ball bearing has two contact rubber seals one on each side of the ball bearing.

## Screws

All screws in the assembly should be non-magnetic. You will need 3 to fasten bearing assembly to rotor disc; and 4-10 to fasten stator assembly.

## Rubber Feet

These can be purchased from most hardware stores. The size and composition are not critical, but should be the same size to prevent wobble. Something around ¼ inch in diameter and height would be good. You will need at least three for the rotor bearing, and at least four for the stator – two for each side. These are to keep these members from sliding.

## Glue

According to Mylow, an important principle here is that the magnets should touch the aluminum if possible. Hence the use of hot glue is probably not a good idea as it creates too much of an insulating factor between the magnets and the aluminum.

**Crazy Glue** for gluing the magnets to the aluminum.

**Super Glue** for gluing the rubber feet to the bearing base and the stator assembly feet.

Razor Blades

You will need something like a razor blade to scrape off the Crazy Glue when you remove magnets to adjust them, or when they fall off for some reason.

# VI. Assembly Instructions

(Your set-up may vary.)

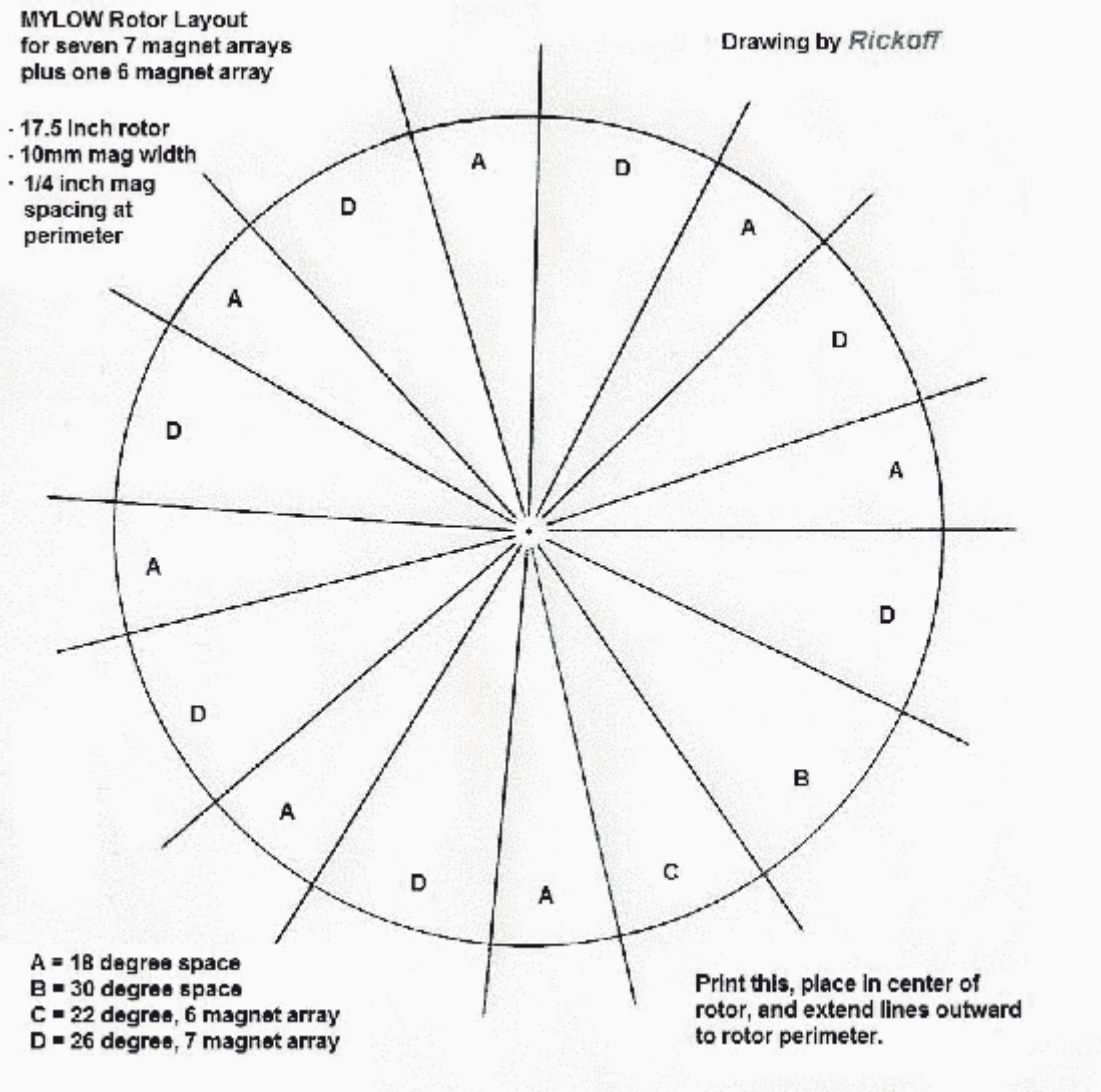
1. Assemble the **stator apparatus**.
    a. Attach the two legs to the horizontal member.
    b. Super Glue four rubber feet to the bottom of the legs.
    c. Glue the stator magnet to the horizontal member about four inches in from one of the legs, with the arc of the magnet facing the middle of the horizontal member.
2. Assemble the **rotor bearing** apparatus.
    a. The bearing should tightly fit into the aluminum cylinder around it.
    b. The base male component fits up inside the bearing female component.
3. **Attach the bearing apparatus to the rotor disc**.
    a. Test the rotation of the disc without any magnets attached. It should spin freely.
4. **Glue the rotor magnets in place**, N up, using Crazy Glue (so they are easy to remove and adjust if necessary). This is the crucial aspect of getting the motor to work, in addition to getting the spacing from the stator to the rotor magnets right.
    a. See memo below regarding "Magnet Spacing Principles"
    b. Regarding finding the proper placement of magnets on the rotor, Mylow recommends:
        i. Set up a small pattern (e.g. 2-3 sets)
        ii. When you feel a smooth momentum of the rotor magnets pulling by the stator magnet, that's the pattern you're looking for.
        iii. Repeat that pattern through the rest of the rotor.
        iv. Fill out the final set so that the gap between the last set and the first set is approximately the same as the other gaps between sets.
        v. Remember, non-symmetry is most likely a key here.

**Memo: Magnet Spacing Principles:**

- One of the crucial aspects seems to be the relationship between the size of the rotor magnets and the size of the stator magnets. Mylow posted a video on April 13 showing various rotor-stator magnet combinations that either have worked already or would probably work. The relationship that you are aiming for both size-wise and spacing-wise when placing the rotor magnets on the disc is that Ax3 + B + C = D, where
    - [A] is the width of the rotor magnet (looking at the back side of the channel magnet with its N side up)
    - [B] is the gap between two rotor magnets
    - [C] is "plus a little bit" (e.g. about 1/8 A)
    - [D] is the distance from the outside edges between the two legs of the horizontally-oriented stator magnet
- Also, B should be about ½ A.

- It is not necessary to have the spacing exact (whether between individual magnets in a set, or the gap between magnet sets). In fact, a certain amount of non-symmetry is probably important. Mylow's spacing is not exact. Think "chaos theory" and nature.
- The gaps between rotor magnet sets should be nominally the same. This will most likely mean that one of the sets will have fewer magnets than the other sets. If there is just a small fraction of magnets in the extra set, then it might be better to have one set have 1-2 extra magnets.
- The elevation of the stator magnet in relation to the rotor magnets does not appear to be nearly as crucial as other variables. In Mylow's first working system, the stator magnet was down nearly at the same level as the rotor magnets. In later systems, he had raised the stator magnet so that its bottom was about horizontal with the bottom of the top lip of the rotor channel magnets.

The following is an analysis of Mylow's version 1.1 set-up. Remember, though, that these are using magnets that are out of stock and no longer available (and now demagnetized), so it would not be good to consider this as a reliable template.



# VII. Operation

Once you have completed the assembly steps, you are ready to operate the motor.

1. Position the rotor assembly on a flat surface with at least 6 inches of free space around it. Give yourself plenty of room.
2. Bring the stator assembly into place so that the stator magnet horizontal member is situated over the center of the rotor and the stator magnet is far back from the rotor magnets. You will want to maintain this alignment over the center of the rotor.
3. Move the stator assembly so that the stator is about 1.5 inches away from the rotor magnets.
4. This particular set-up will not self-start, so you will need to do something to get rotation going.
    a. Give the motor a spin by hand.
        i. If it giggles or begins accelerating too fast, back the stator magnet to a greater distance from the rotor magnets.
        ii. If the rotor doesn't begin accelerating, stop the rotor and try spinning it in the opposite direction.
        iii. If that doesn't work, try moving the stator magnet closer to the rotor; repeat (a or b).
    b. Find the "sweet spot", as it is called by Mylow
        i. Slowly move the rotor just past the "cog" point, which is the point of resistance where the rotor wants to stop.
        ii. Let go of the rotor, and it should start spinning from there, if it is a true "sweet spot".
5. Adjust the distance between the stator and the rotor magnets to modify the speed. Closer = faster. Further = slower.
6. If these things don't work, you may need to try different rotor magnet arrangements. It took Mylow 8-10 hours to get the magnets arranged right to work with the newer magnet I sent him (listed above). I recommend this order of priority:
    a. Try changing the distance between sets of magnets. Make sure you have some non-symmetry there.
    b. numbers per sets
    c. gap between individual magnets – make it smaller, make it larger, make it non-uniform (e.g. +/- 1/16 of an inch)
7. To reverse direction of spin, reattach the stator magnet up-side-down, flipping it 180 degrees. Or flip all of the rotor magnets so S is up rather than down.

# VIII. Principles & Variables

You should try to go with **weaker magnets** for this replication. Stronger magnets will require better engineering to prevent detachment of the rotor magnets.

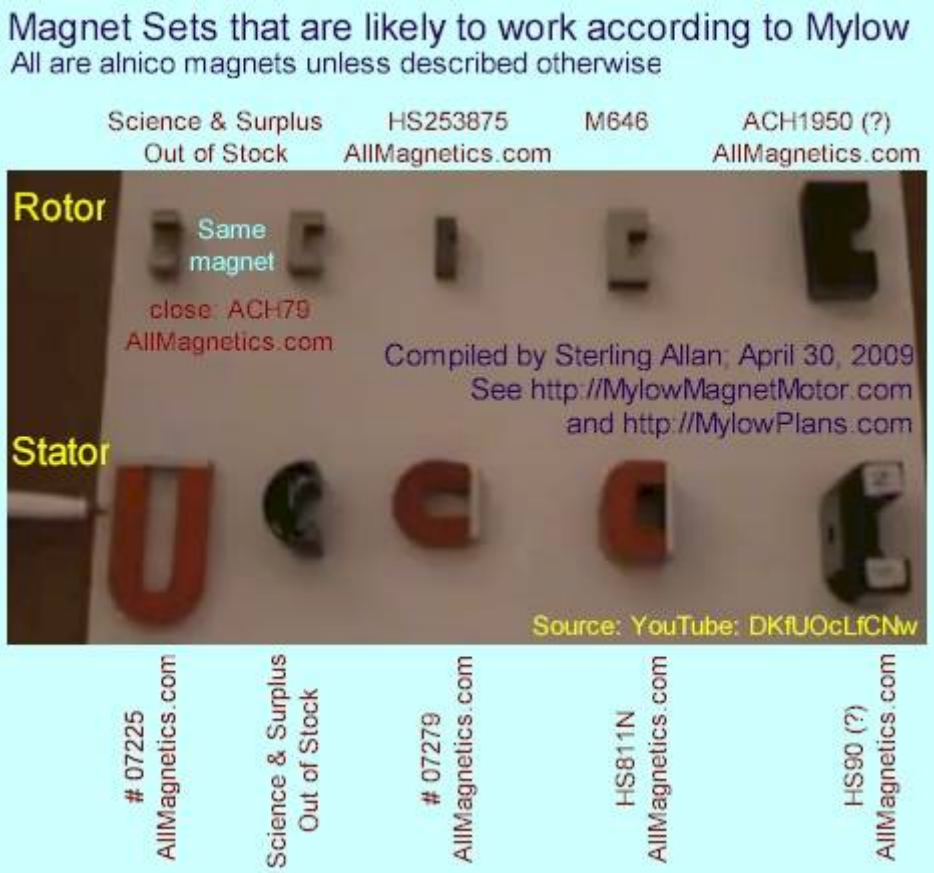
Mylow said that you do not want to seek uniformly magnetized magnets for the rotor magnet. Remember, non-symmetry is a key here.

The field shapes of these two magnets are going to be very different. Mylow's have been the former (as of Apr. 9, 2009). Eclypes M4144ANK are the later.

Stronger magnets will also require different **gapping** between the

rotor magnets. There is a timing issue involved in the spacing that will help you optimize your system.

The **channels on the rotor magnets** should probably not be small. Here are some rotor-stator magnet combinations that Mylow said either have worked or are likely to work. See associate video.




I'm guessing that the **U-shape** is crucial, but that the magnet shapes and proportions don't have to be identical to Mylow's. The rotor magnets probably need to be nominally square in the corners, though some rounding may still work. I'm guessing that an arc shape will probably work as well for the rotor magnet. Likewise, the stator magnet Mylow is using is arc shaped, but the system would probably work if that were replaced by a channel,

It would be a good idea to use a **longer stator assembly** to allow wider adjustment of the stator magnet distance.

We don't yet know if the **aluminum** material in the rotor is required for operation. The Eddy current phenomenon that arises when magnets are passed in vicinity by aluminum, creating a braking effect, may be part of what makes this design work. Or it could be an impediment, which if removed would take away the equilibrium speed phenomenon, causing the motor to speed to destruction if no load is present. I'm guessing that it is an impediment, not a requirement.

Mylow did not use the **Permeability Plate** in the most recent build because they made it spin too fast. He did show it in some earlier videos (not showing full rotation). They seemed to increase the effect.

# IX. Resources

- http://www.youtube.com/user/projectmagma - Mylow's channel
- http://groups.yahoo.com/group/MYLOW-News - A newsletter for replicators.
- http://MylowMagnetMotor.com – Open Source Project page
  - http://peswiki.com/index.php/OS:MYLOW:Latest – Project updates page
  - http://peswiki.com/index.php/OS:MYLOW:Videos
  - http://peswiki.com/index.php/OS:MYLOW:Plans
  - http://peswiki.com/index.php/OS:MYLOW:Variants
  - http://peswiki.com/index.php/OS:MYLOW:FAQ
  - http://peswiki.com/index.php/OS:MYLOW:Replications – post yours here
  - http://peswiki.com/index.php/OS:MYLOW:Forums
  - http://peswiki.com/index.php/OS:MYLOW:Correspondence_with_Mylow
  - http://peswiki.com/index.php/OS:MYLOW:Theory
  - http://peswiki.com/index.php/OS:MYLOW:Strategy
  - http://peswiki.com/index.php/OS:MYLOW:Legal
  - http://peswiki.com/index.php/OS:MYLOW:Related_Sites
- http://groups.yahoo.com/group/MYLOW_MagMo - email forum for those involved in replicating and improving the technology
- http://OverUnity.com/index.php?topic=7039.0;topicseen – Primary replication bulletin board thread at OverUnity.com
- http://peswiki.com/energy/Directory:Magnet_Motors – Other designs
- http://peswiki.com/energy/OS - Other open source projects and resources

## Contacts:

For an up-to-date list of contacts, see http://peswiki.com/energy/OS:MYLOW:Contacts for project contact info, and http://pureenergysystems.com/contact/ for PES contact info.

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(Presently screened by Pmmtester on behalf of Mylow)

# Mylow Magnet Motor Plans

# Version 2.0

## Based on the Videos Posted by Mylow Beginning April 29, 2009

**By Sterling D. Allan**
May 3, 2009, updated May 13, 2009

# Mylow Magnet Motor Plans
# Version 2.0

**By Sterling D. Allan**
May 3, 2009, updated May 13, 2009

***A concise and clear set of instructions of the best we know so far [not complete] about how to build (hopefully) a working all-magnet, bar-magnet motor as described by "Mylow". This document is an adjunct to the open source project at http://MylowMagnetMotor.com***

On March 17, 2009, in an ongoing video series he was posting about his Howard Johnson all-magnet motor ("Stonehenge" model) replication attempt, Mylow posted a video showing his motor accelerating then reaching an equilibrium speed – something that modern physics would say is impossible. He said he was showing the world how to do this, encouraging others to replicate and improve on what he had done.

That version, which we presented Version 1.1 plans for, has proven to be more difficult to replicate than one would think given the seemingly simplicity of the design. Getting the spacing between magnets and the spacing to the stator magnet apparently takes an intuitive gift to find (until Physics catches up and provides the equations by which these things can be calculated and engineered.)

After much controversy and skepticism, on the evening of April 29, Mylow once again astonished us with yet another video, this one being composed of bar magnets rather than channel magnets around the rotor disc. This one appears to have more power. The next day he showed it running in reverse. Then on May 3 he displayed it running on a glass table. And the videos (backup) keep coming.

This manual sets forth the information he has conveyed to us through a series of videos, emails, and phone conversations; as well as information gleaned from a few individuals who have already begun to seek to replicate Mylow's magnet motor.

**Sterling D. Allan** is CEO of the New Energy Congress and of Pure Energy Systems (PES) Network, Inc.

He has been in near daily phone contact with Mylow since March 17, 2009, when Mylow first posted a video showing his Howard Johnson magnet motor accelerating and then reaching equilibrium at a near constant speed. There has been only one other new acquaintance with whom Mylow has been speaking by phone – a person Sterling recommended to Mylow to answer and screen his avalanche of emails on his behalf.

PES Network operates several websites including PESWiki.com, a publicly editable news and directory service covering breakthrough clean energy technologies. PES was established with open sourcing as its primary mission and capability. The New Energy Congress is an association of energy professionals from around the world who review the most promising claims to existing and up-and-coming energy technologies that are clean, renewable, affordable, reliable, easy to implement, safe, and legitimate. From this ongoing review, they generate a Top 100 Clean Energy Technologies listing. They also endeavor to facilitate the emergence of some of the more promising exotic technologies into the marketplace. Sterling has been immersed in renewable energy, putting in approximately 100-hour weeks, for eight years.

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MYLOW121363 is the former YouTube username of a Chicago inventor who for now wishes to keep his identity anonymous. We just call him "Mylow". More information on this project can be found on our project site, which Mylow has approved to be designated the "official website": http://MylowMagnetMotor.com That is a shortcut domain that will take you to http://PESWiki.com, which is a publicly editable website, where you are invited to join with us in this exciting venture.

We are hopeful that these plans will help you in your quest to replicate this magnet motor, though it is still too early to certify that these plans are adequate. Please let us know if you have been able to build a working magnet motor using these plans. Let us know of anything that might need to be corrected, updated, clarified, etc. Our contact information can be found at the end of this manual as well as on the contact page of our websites. After we've verified a working set of plans, we can give more specifics, and eventually make a kit available.

**Follow up:** Be sure you bookmark the page where you downloaded these plans so you can access updated plans as they are made available. Also, you'll want to subscribe to our newsletter for replicators where we will make announcements about updates, successes, and other important developments of interest. You might also want to participate in our replicator's discussion list.

We expect that magnet motors can provide **non-polluting, 24/7/365 continuous output** with no fuel requirement; can be made portable, and can be made governable. In short, they could eventually replace every motor and engine application presently on the market at a price point that is much cheaper than existing technologies.

By **open sourcing** this design at http://MylowMagnetMotor.com, we hope to accelerate the emergence of this disruptive technology into the marketplace in the myriad of sizes and applications. This can create millions of jobs and make energy affordable and available to every corner of the earth: land, sea and sky. We do ask for a 3% royalty on all commercial developments, to be split three ways between Mylow, Howard Johnson's heirs and assigns, and PES Network, Inc. for the administration and promulgation of this technology.

This set of plans is called "**Version 2.0**" because it is a significant step forward from the very first motor Mylow demonstrated on March 17. These plans are based on the more powerful motor that Mylow showed on April 29, 2009.

# I. Overview

The Mylow Magnet Motor consists of an aluminum **rotor** disc lined around the circumference with bar magnets arranged like railroad ties. The rotor magnets are nominally evenly spaced, but Mylow recommends staying away from exact measurements. Think chaos theory and the variance of nature. In the motor he

videotaped on April 29, the magnets did not go all the way around, but were arranged in two sets of 18. He said he also built one earlier with magnets all the way around except for one spot, which is necessary for the flux effect to work. The polarity of these magnets is through the thickness, not the length; and N is up.

The second key ingredient for this motor are two offset **stator** (stationary) magnets, which are suspended by an aluminum tubing stator assembly. These are polarized N-S across the two legs (remagnetized from an original polarization of N-S from back (arch) to front (legs), as they were when taken from a regular motor (part # unknown).

The stator magnets are **arranged** such that they point down to the rotor magnets, with one polarity leading and the other trailing. The polarity of the two off-set stator magnets have N on the same side, and S on the other side, and that they are not N-S; S-N in their relationship. Mylow has not yet confirmed that the motor will spin in the opposite direction if he switches direction of the stator magnets, or if he switches the polarity of the rotor magnets to S up.

The **speed** of operation apparently is proportional to the magnet strength and perhaps to the distance between the stator and the rotor magnets (though the latter may be more a matter of going in/out of sync). If you are going to use stronger magnets, you'll need to build your assembly more sturdy than what Mylow used in his demonstration.

Mylow **attached** his magnets to the aluminum with Crazy Glue, to make it easy to adjust things in the process of finding an optimal arrangement. They will come unglued fairly easy, whether from banging into something, or from the centripetal force of high rotation speeds, or from being pulled into the stator magnet.

The **horizontal width** of the two offset stator magnets, including the gap between them (positioned pointing down at the rotor bar magnets) is approximately the same as the horizontal length of the rotor bar magnets, in his later videos, Mylow has the bottom of his stator magnet positioned level with the bottom of the top lip of the rotor magnet. In his earlier videos, the rotor magnet was down nearly level with the rotor magnet. The higher elevation apparently works better.

While we will give the **dimensions** of the materials used by Mylow, bear in mind that based on Mylow's various videos and reports, there appears to be a fairly wide window of operation, but that finding the right combination is not easy at all. This does not appear to be something that requires exact replication in order to work. I will indicate those areas where I think there is probably some wiggle room. Of course the closer you get to these plans, the more likely it will be that you will end up with a working device. We invite you to report your successes and failures for the benefit of others in the project. See http://peswiki.com/energy/OS:MYLOW:Forums for some options of where you can participate.

# II. Open Source Project Plan

Mylow posted his videos for all to see, encouraging people to replicate and improve on what he had done. We established http://MylowMagnetMotor.com (which forwards to PESWiki.com) to house that open source project.

We expect that as people replicate this and experiment with different orientations and materials, that many improvements will be made to the design. This instruction manual is based on the best information available at present. We plan to update these instructions on occasion accordingly. We also expect that there will be multiple plans available for various applications.

# III. Cautions

Generally speaking, one should always wear **safety goggles** when using strong magnets.

Because the stator and rotor assembly are positioned by hand in this set-up, it will be fairly easy to accidentally cause the rotating rotor magnets to **collide** with the stationary stator magnet, causing things to come unglued and to bunch together.

This early version doesn't really have any significant dangers. The speed is low and the magnetism is low. If you happen to chose stronger magnets, be aware of the likelihood of **pinching** your skin with the magnets. If you modify this design and end up with a device that has higher rotation speed, you will need to guard/protect against rotor magnets becoming detached and flying off.

# IV. Why I Believe This is Real

In answer to those who have criticized me for selling plans (an adjunct to what is available for free from our open source pages) even before Mylow's motor has been replicated by someone else, here are the reasons why I believe this thing, starting with the most important to least.

- I've long believed in the possibility of an all-magnet motor being able to provide base-load power. It is not perpetual motion. It is harnessing some new aspect of magnetism that hasn't yet been appreciated by science, but will.
- Howard Johnson was required to have a working model in order to get a patent from USPTO. He has three patents.
- Mylow's design is very close to Howard Johnson's Stonehenge model.
- The myriad of videos Mylow posted are very convincing, showing acceleration followed by maintenance of an equilibrium speed, accompanied by very gradual slowing due to magnet depletion. Though not skeptic proof, the videos do reveal a lot and correlate with what Mylow has been telling us verbally.

- The movement of the motor as shown in Mylow's videos is consistent with what I would expect from a magnet motor.

- The audio elements in the videos are consistent with what is happening visually, and with what I've heard over the phone as we've talked.

- The partial replications that I've seen and personally experimented with exhibit similar (though not complete [yet]) movement to what is shown in Mylow's videos.

- Al Witherspoon said he saw Howard Johnson's motor running in 1978, and has been a friend/neighbors/business associate with HJ until he passed away last year. He says Mylow's design is very close to HJs.

- The level of skill required to pull off a hoax are far beyond what Mylow possesses, whether it be embedding hidden motors or induction or video editing or other means of giving the appearance that shows up in his videos. The background, between the lines, things that I've been able to pick up while talking to Mylow by phone have been consistent with what he has been telling me. He lives in an apartment, drives truck hauling things around Chicago, works near his residence, has a wife and twin brother, etc. These are not aspects that would be present if he had the level of skill required to fake all of this. And what would be his motive? He's not ever asked for money.

- Mylow has never once exhibited even the tiniest interest in getting money from this. It has been hard for me to even broach the subject with him. With many inventors, and certainly fraudsters, that's the first thing on their mind: money.

- The magnets deplete (I'm hopeful that a configuration can be found that doesn't result in depletion, e.g. neodymium magnets in a plastic assembly)

- The stator magnet gets cold, which is what others have predicted and observed in related modeling.

- History often shows that the weak and simple confound the mighty. New wine can't be put into old bottles. The establishment is too stick on themselves. The recent MIB incident is part of this transition phenomenon -- the old guard fighting the new thing that will make them obsolete.

- With the old guard in the middle of tearing down the economy to establish their world dictatorship, the timing is right for the emergence of a revolutionary, empowering technology like this.

- More, this is a partial list.

I think that is a very good list of reasons to believe in Mylow's claims and support the open sourcing of this design, and prepare some clear plans for those who want things distilled better than what is available for free on our site.

# V. Materials List

More information can be found about materials options and sources at
http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0

## Magnets in general

Care should be taken when handling alnico material since it is brittle and can chip or break if dropped on a hard surface. Also, because it has a low resistance to demagnetization, it will lose power if it is stored improperly (poles repelling each other). For best results, store magnetized alnico so that pieces are attracting each other, or with a steel keeper.

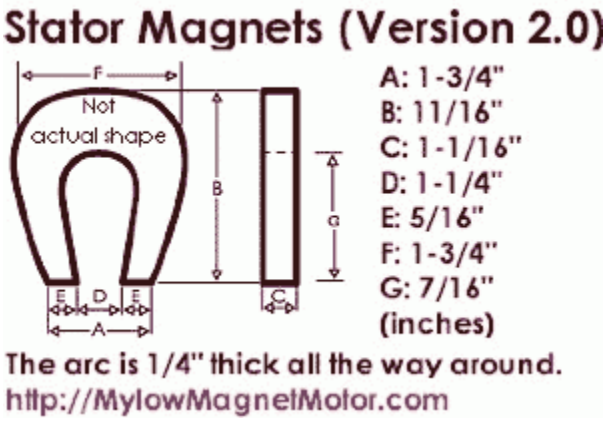
## Magnet Ratios

One of the crucial aspects will probably be the relationship between the size of the rotor magnets and the size of the stator magnets. The above magnet substitutions go with a 1/8-inch shorter rotor magnet, and a 3/16 inch wider stator magnet that what Mylow used. We hope that works, but if it doesn't it may be wise to source a stator magnet that isn't so wide, and if anything is slightly more narrow. The ratios should be sought to be maintained.

The Ratio Mylow has is as follows, R + R + S = T, where:
(R) is the width of the stator magnet (as viewed from the top, parallel to the stator bar
(S) is the small gap between the two stator magnets (~1/2 the width of the rotor magnet)
(T) is the length of the rotor magnet.

## Stator Magnet

**Horseshoe Magnets Used by Mylow in April 29-May 3 Videos**

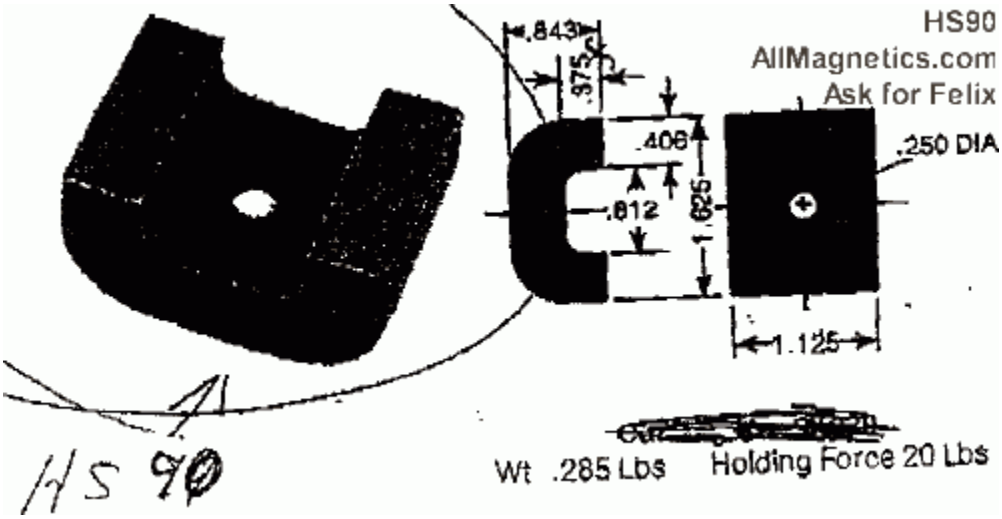



Regarding the stator magnets shown in the April 29-30 videos, Mylow pulled them from a regular electromagnetic motor, and then threw the non-functional motor away, so we don't have part numbers. So replicating this thing exactly is going to be a challenge.

He said he got the motor from Science and Surplus in Chicago. He also said that before he threw it away after pulling the magnets out, he noted that it had a stamp on it; and if he remembers correctly, it said: 12.5 Volt, 1.6 Amp (probably 2), 25 Watt [he told PMMTester 12 V, 2.1 amps (remember, he's not a scientist)]. ShuShu (sp?), Made in Japan.

The magnets were originally magnetized from the back (arch side) to the front (leg side). He said he used the remagnetizer that AllMagentics.com loaned him, and changed the pole orientation to N on one leg and S on the other. He left it on there for two days.

**Alternative Horseshoe Magnets**




This is the magnet that Mylow said worked with his bar magnets, but it "wobbled" (he had not yet come up with the two off-set stator arrangement) . Reference: around 5min 55sec in Mylow's Magnets video: http://www.youtube.com/watch?v=Zln6rekLIVQ#t=5m55s

Available from http://www.allmagnetics.com/alnicohoursehouse.htm - HS90, alnico, with polarity from one leg (N) to the other (S). Ask for Felix and mention promotion code "PES" for a 5% discount.


You'll need at least two of these.

**Horseshoe Magnets Used by Mylow in May 12- Videos**

In his most recent instruction videos, beginning May 12, Mylow is using the HS811N from AllMagnetics.com (ask for Felix and use promotion code: "PES" for a discount; also known as 07270 from TheMagnetSource.com)

## Rotor Magnets

Mylow used two sets of 18 magnets, but he wished he had more to fully populate the rotor (minus one position). So I recommend that you get around 60 magnets to give you that flexibility. Technically, these are "block" magnets, with the polarity through the thickness.

**Bar Magnets Used by Mylow**
(Not available, not made?)

Mylow got his magnets originally from Radio Shack three decades ago. They no longer carry these magnets. Mylow's bar magnet dimensions are 1/2 x 1/2 x 2 inches. The polarity is magnetized radially (through thickness, not length).

**Close Alternative Bar Magnets**

**Option 1: AllMagnetics**


CB-65 from http://AllMagnetics.com - Ceramic Blocks 3/8" x 3/8" x 1 7/8" (2 pcs). More accurately: 0.393" t, 0.400" w, 1.875" l. Ask for Felix and mention promotion code "PES" for a 5% discount.
Same as item H at http://www.magnetsource.com (Part No. 07043).
These magnets are also available from Home Depot (SKU# 902262).

These are magnets ones Mylow is using in his replication tutorial video series begun on May 9.

I recommend getting 60 of these so you have the option to fully populate (minus one spot) the rotor disc, and to have some left over in case some are damaged or have the rounded edge along the length.

**Option 2: WITTS**

~~World Improvement Through The Spirit ministries (http://WITTS.ws) has around a thousand 1/2 x 1/2 x 2-inch ceramic magnets on hand. (minimum order of 50). Contact Timothy Thrapp at +1-330-231-1408; email: wits2011@yahoo.com Mention promotion code "PES" for a 5% discount.~~
They want $6.00 for each magnet – which is major gouging.

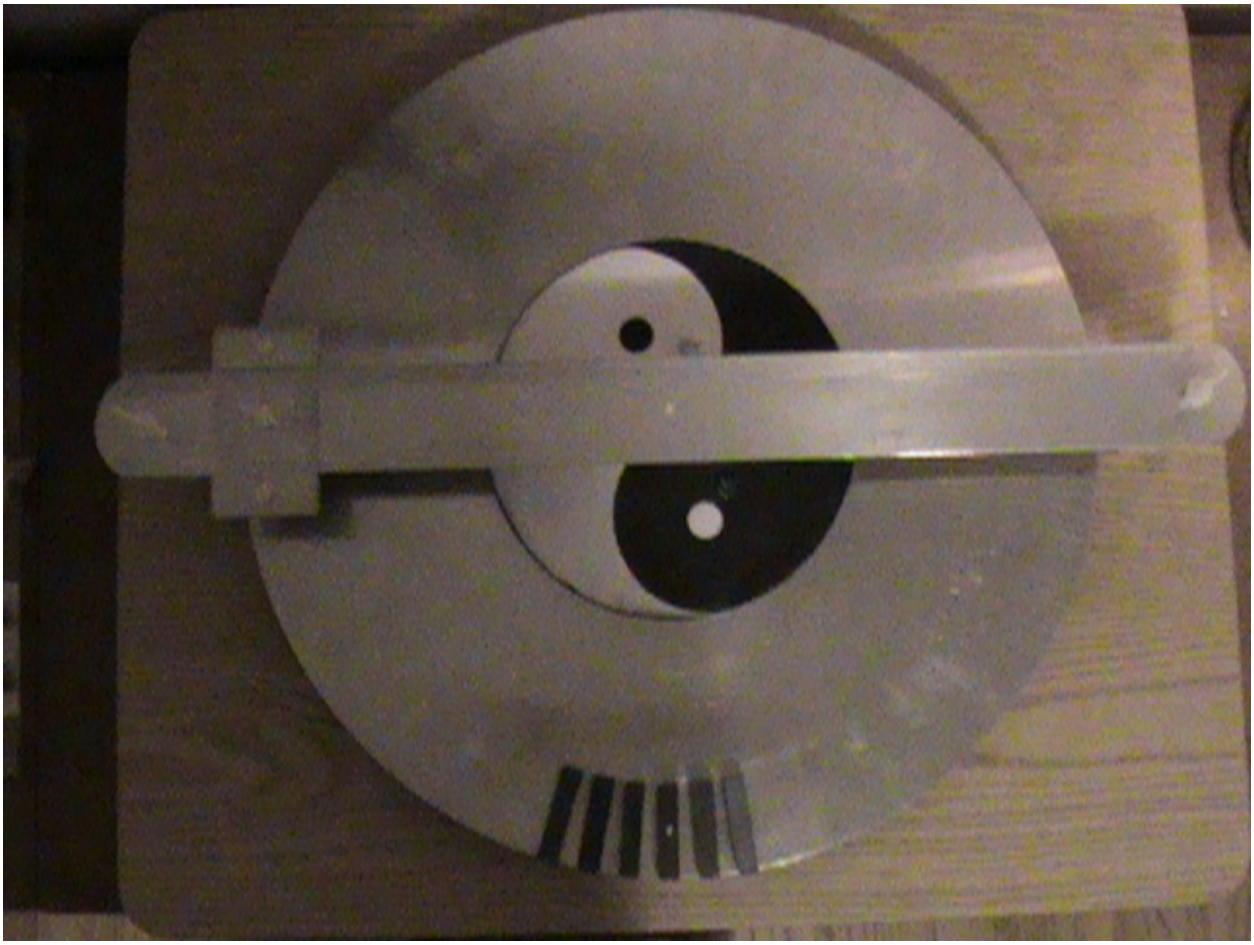
Remember, just because the magnets are the same size, doesn't mean they are of the same strength & composition and will behave the same. That has yet to be determined.

## Magnet Follow-up

Two of the HS-90s and 60 of the CB-65 magnets have been sent to Mylow, which he should receive on May 5. We're hoping he will figure out the configuration for these readily-available magnets and let us know what that is. That will hopefully greatly accelerate the replication success.

## Bob's Rotor/Stator Parts and Suppliers

Since May 9, Mylow has been using the rotor/stator made by "Bob" of Utah County. Bob provided a list of specifications, supplies and supplier used to build the Mylow instructional rig.



1. **Aluminum Disc.**
   a. Diameter. 452mm (Cut from a 18 x 18 aluminum plate from the local sheet metal shop.)
   b. Thickness. 3.2mm
   c. Grade unknown. We assume it is 1100 or 3003 These are the most common grades and are available anywhere.

2. **Bearing Assembly.**
   a. Polycarbonate disc 9.5mm x 127mm dia. Drilled to receive a Nylon sleeve (Cut from a 12 inch square sheet of 9.5mm polycarbonate from US Plastic)
   b Nylon sleeve. 12.6mm OD, 9.4mm ID A bearing is inserted in each end of sleeve. (Local hardware store)
   c. Bearings. 2 Flange ball bearing. 9.4mm OD 6.5mm ID 3.2mm thick. (Hobby town)
   d. Polycarbonate plate holding the bearings is bolted to Aluminum Disc.
   e. Another identical Poly disc is drilled to receive the shaft.
   f. Shaft is 6.5mm brass rod, 28mm long. (Hobby town)
   g. Poly plate holding the shaft is bolted to the base.
   h. a dozen 1/4 inch nylon or aluminum bolts. (Home Depot)

3. **Base.** A slab of anything large enough to accommodate the rotor with a little extra to hold the stator supports.

4. **Stator Assembly**.

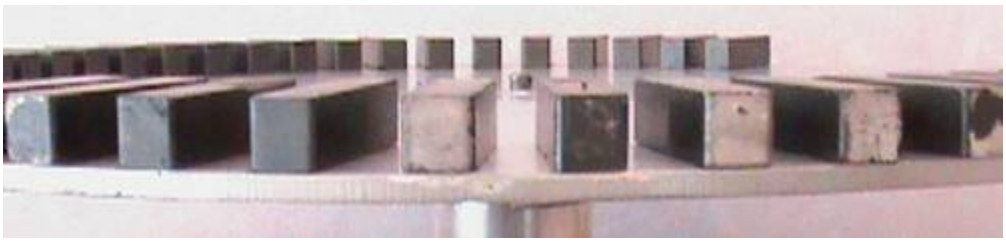
a. Two inch x 2 feet aluminum bar drilled on each end to allow a 1/4 inch bolt to slip into it.
b. 1.375 Dia. cast acrylic rod. (US Plastic) drilled and threaded on both ends to receive 2 inch by 1/4 inch threaded Nylon or aluminum bolt. Bolted to the base. (Cut off the head of the top bolts to allow the bar to be attached.)
c. Two 1/4 inch wing nuts. (Home Depot)
d. Vertically adjustable Stator Mechanism was built to slide along the bar using trimmings from the aluminum rotor.

There is more to building this than just having the parts, but this should be most everything needed and where to get it.

"Bob"

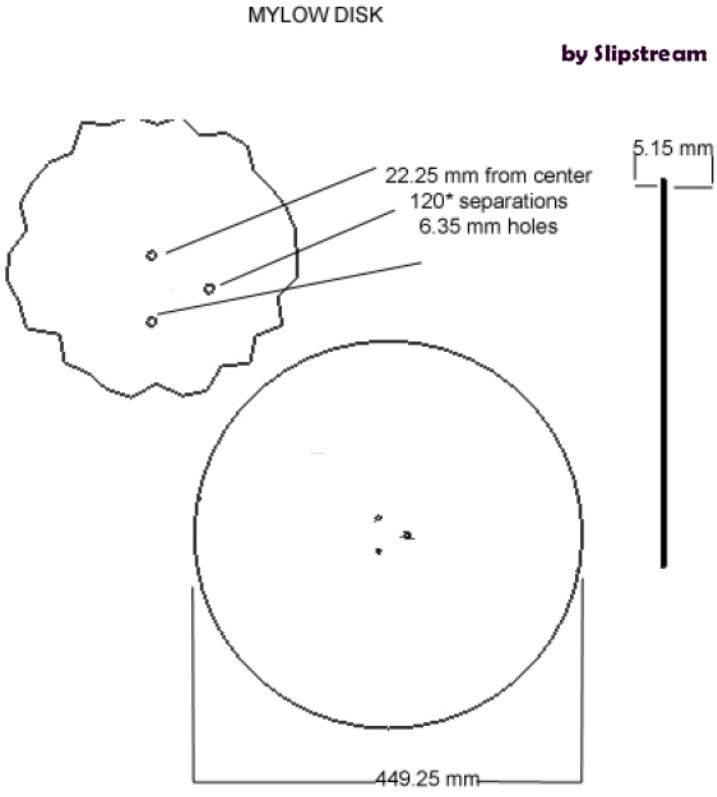
## Aluminum Rotor Disc

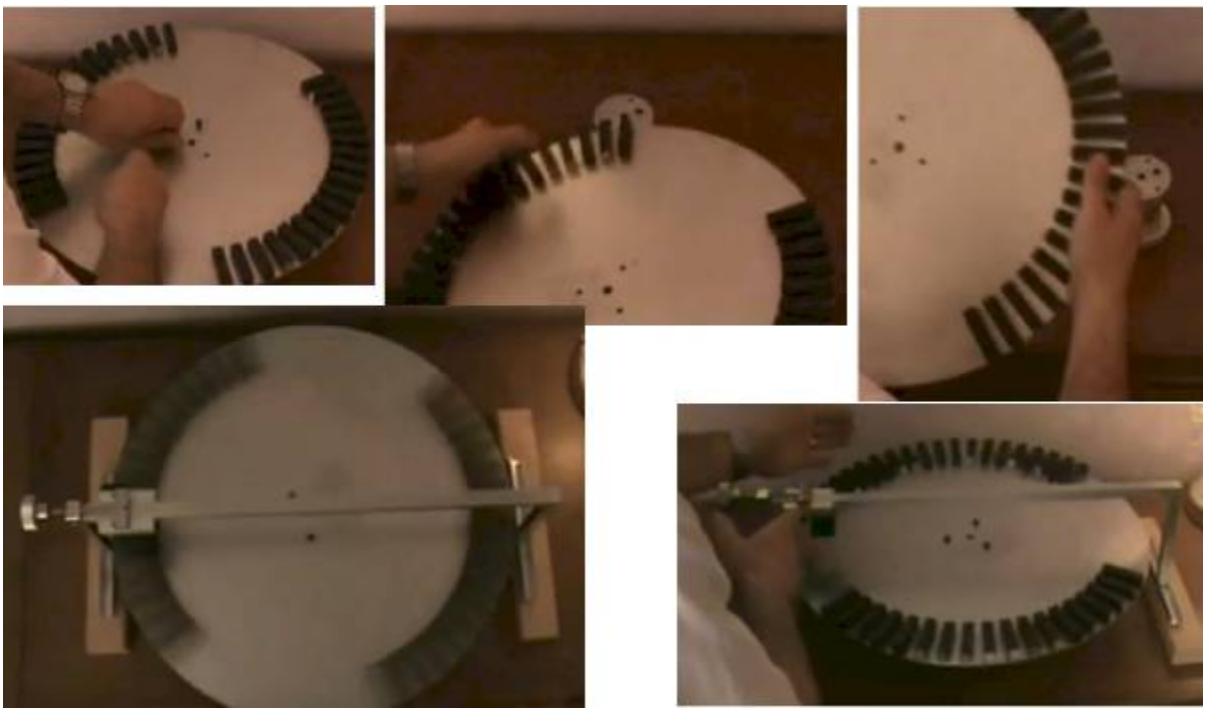
Mylow's own rotor disc is made of 3/16 inch thick (we don't have the exact measurement yet) aluminum, lathed to 17 11/16 inches in diameter.

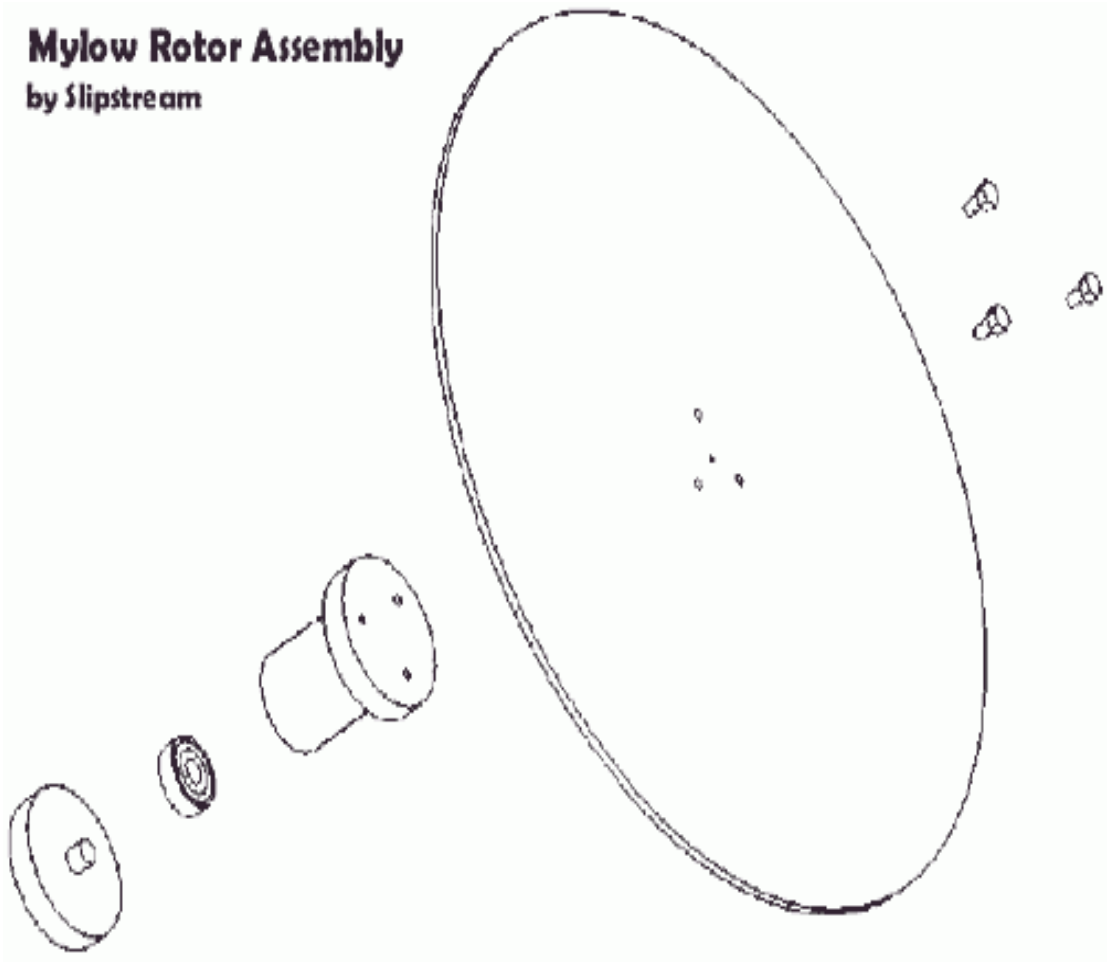


The magnets in the above photo taken May 4, 2009 are ½ x ½ x 2 inches.

He said he used Aircraft Aluminum, Rockwell Grade 5 (not certain), which comes in 8' x 4' sheets, and is very hard to find. Another kind of aluminum and thickness is most likely going to work. That said, PMMTester writes: After repeated measurements I am betting the aluminum disk is 3/16" in thickness and is ALCLAD 2024 (see FAQ). After looking at multiple shots of the finish of the disk edge it appears to be a milled finish on a rotary table, not the turned finish one would expect from a lathe.

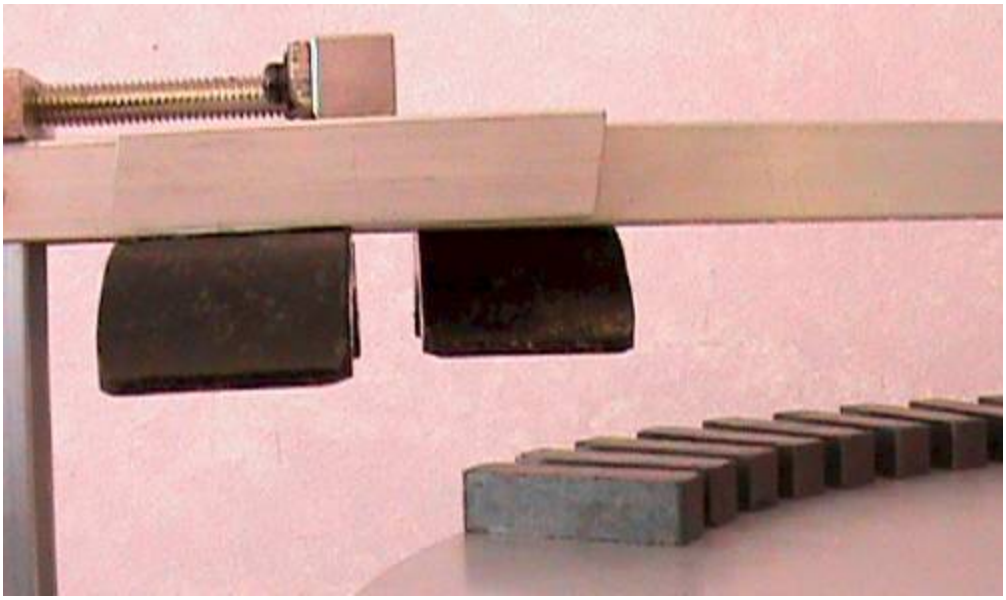





Mylow Rotor Assembly
by Slipstream

# Stator Frame

You will need some way to adjust the stator magnet spacing both relative to the circumference of the rotor, as well as the gap between the magnets perpendicular to tangent. There needs to be a space between these. I'm guessing that the extending of the off-stator magnets above and below the length of the rotor magnet is not going to be that big of a deal. But Mylow says it is very important to have a gap between the two magnets.



FYI, The gap between the two stator magnets in the May 4, 2009 photo is 5/16 inches.

Notice that there is an overlap between the two stator magnets as relative to the circumference of the rotor disc. It looks like the trailing lip of one is ahead of the trailing lip of the other. It looks like Mylow lucked out with his stator magnet placement relative to circumference in that he just seats them in the middle of the U-channel aluminum that is affixed next to the main U-channel cross member of the stator support bar.

The N-S orientation of the two stator magnets will be the same, relative to the circumference of the rotor disc. One direction will yield rotation in direction. Swapping them 180-degrees will yield rotation in the opposite direction.

Mylow's stator frame was made of ½" x ½" aluminum channel extrusion. That is probably not crucial, but until that is determined, it would be best to use aluminum. Mylow's earlier stator assembly, which worked, included pressed wood supports.

Note that the frame includes an adjustable mechanism for moving the stator left and right over the rotor magnets. He adjusts his vertical altitude just by placing books and such under the stator legs. On May 4, he measured the distance from the bottom of the stator to the top of the rotor magnets to be 1-1/8 inches.

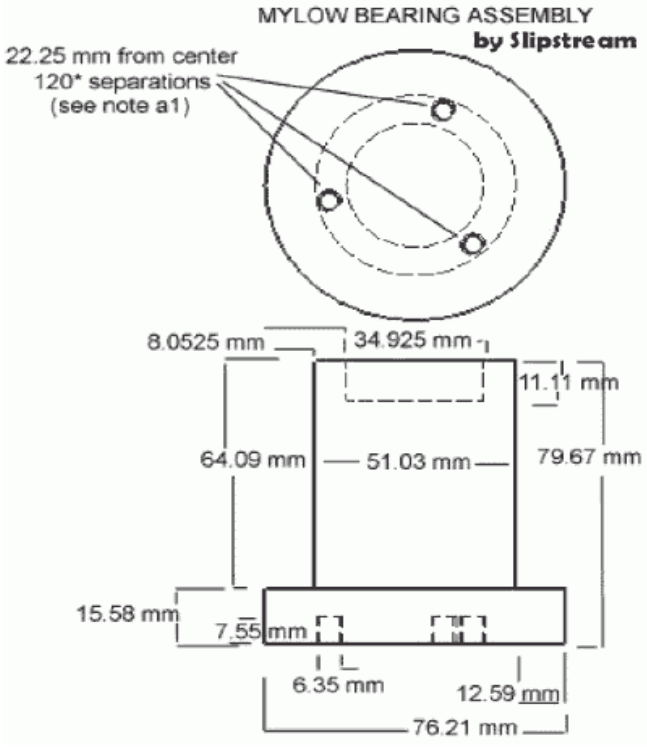
## Rotor Bearing Assembly

The specifications on the bearing assembly are most likely not crucial. It would probably be good to stay away from iron. The idea is to allow the rotor to spin freely, without wobble. Other bearing designs could easily surpass what Mylow is doing both in stability and lubricity.

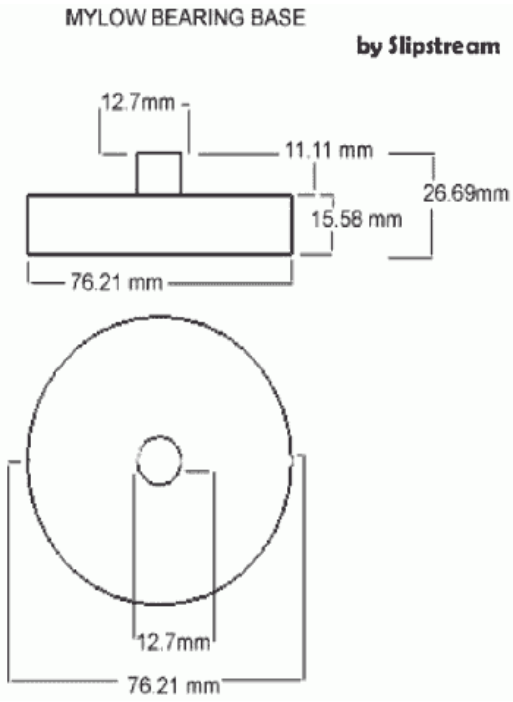
Mylow's aluminum ball bearing assembly was made by his brother several years ago. Three non-magnetic screws are used to fasten the bearing to the rotor.

The ball bearing is press fit into the aluminum cylindrical stand. The shaft is short, and the shaft component is the part that sits on the bench top. That is not crucial.

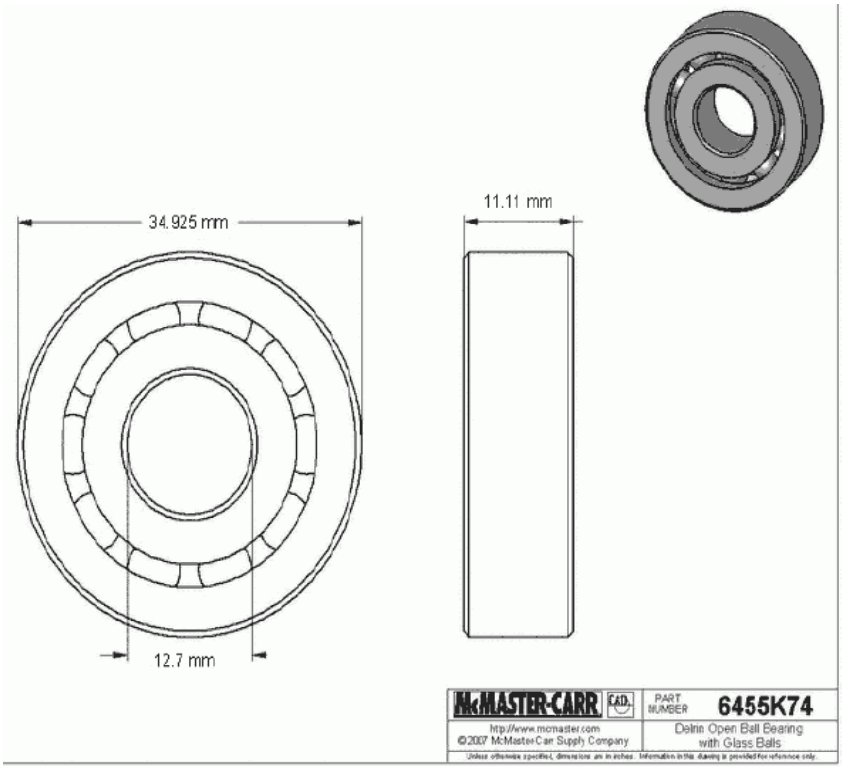
**Bearing Assembly:**




**Bearing Base:**


MYLOW BEARING BASE
by Slipstream
12.7mm
11.11 mm
26.69mm
15.58 mm
76.21 mm
12.7mm
76.21 mm

## Bearings




## Screws

All screws in the assembly should be non-magnetic. You will need 3 to fasten bearing assembly to rotor disc; and 4-10 to fasten stator assembly.

## Rubber Feet

These can be purchased from most hardware stores. The size and composition are not critical, but should be the same size to prevent wobble. Something around ¼ inch in diameter and height would be good. You will need at least three for the rotor bearing, and at least four for the stator – two for each side. These are to keep these members from sliding.

## Glue

According to Mylow, an important principle here is that the magnets should touch the aluminum if possible. Hence the use of hot glue is probably not a good idea as it creates too much of an insulating factor between the magnets and the aluminum.

**Crazy Glue** for gluing the magnets to the aluminum.

**Super Glue** for gluing the rubber feet to the bearing base and the stator assembly feet.

Razor Blades

You will need something like a razor blade to scrape off the Crazy Glue when you remove magnets to adjust them, or when they fall off for some reason.

# VI. Assembly Instructions

(Your set-up may vary.)

1. Assemble the **stator apparatus**.
    a. This is a fairly straight-forward process. If you don't want to use the adjustment mechanism Mylow is using, you can merely move the stator by hand.
    b. Super Glue four rubber feet to the bottom of the legs.
    c. Glue the stator magnets to the stator assembly per the principles describe above.
    d. The gap (horizontal parallel to the stator support bar) between the two stator magnets in Mylow's apparatus is 5/16 inches.
2. Assemble the **rotor bearing** apparatus.
    a. The bearing should tightly fit into the aluminum cylinder around it.
    b. The base male component fits up inside the bearing female component.
3. **Attach the bearing apparatus to the rotor disc**.
    a. Test the rotation of the disc without any magnets attached. It should spin freely.
4. **Glue the rotor magnets in place**, N up, using Crazy Glue (so they are easy to remove and adjust if necessary). This is the crucial aspect of getting the motor to work. See memo below regarding "Magnet Spacing Principles".
    a. FYI, Mylow measured the inner then outer distances between a few of his rotor magnets. Inner gap: 5/16, 5/16, 4/16. Outer gap: 9/16, 8/16, 9/16, 9/16, 17/32, 8/16, 10/6. Note that these are not uniform gaps. He laid down a uniform system one time, and it did not work.

**Memo: Magnet Spacing Principles:**

- Mylow said that what he does is glue down a few magnets and test them through the stator. When he glues a magnet on one side of the disc, he glues one with the same spacing on the opposite side of the disc (180-degrees). When he likes the feel, he then takes a piece of paper from a legal pad and etches marks on it where the inside and outside edges of the magnets are, then he uses that as a stencil to lay down the same number of magnets after that. Then he tests the magnets going through the stator to see how they feel. "None of the gaps are exact matches. It doesn't work when you make them exact."
- One of the crucial aspects will probably be the relationship between the size of the rotor magnets and the size of the stator magnets. (Elaborated above.) Think "chaos theory" and nature.
- On May 12, Mylow said that the spacing on the perimeter of the disc between rotor magnets should not exceed the spacing between the stator discs.
- The elevation of the stator magnet over the rotor magnets does not appear to be nearly as crucial as other variables.

Here is the arrangement of magnets as Mylow had them on his disc May 4, 2009.

# VII. Operation

Once you have completed the assembly steps, you are ready to operate the motor.

1. Position the rotor assembly on a nominally flat surface with at least 6 inches of free space around it. Give yourself plenty of room.
2. Bring the stator assembly into place so that the stator magnets are situated directly over the center of a rotor magnet length.
    a. FYI: The distance from the bottom of Mylow's stator to the top of his rotor magnets is 1-1/8 inches.
3. Turn the rotor so it is at the beginning of a row of magnets. The stator should pull the rotor magnets by, with enough flywheel and small enough cog to make it to the next set of magnets, where the effect is repeated, gradually accelerating until an equilibrium speed is reached.
    a. If you have been successful, be sure to scribe a mark on your motor where each magnet is so that you can replicate it if the magnets fall off somehow.
    b. Take a video and post it at YouTube, and let us know, or post it directly on our Replications page.
4. If this doesn't work, you will need to try different rotor magnet arrangements. It took Mylow three days to find the arrangement that worked. I recommend this order of priority:
    a. Try changing the distance between individual magnets. Make sure you have some non-symmetry there.
    b. Try changing the numbers of magnets per set.

5. Mylow said that the speed is controlled by the height of the stator magnets above the rotor magnets.
6. To reverse direction of spin, reattach the stator magnets, flipping them 180 degrees. Or flip all of the rotor magnets so S is up rather than down.

# VIII. Principles & Variables

(In addition to what is presented above.)

The **disc diameter** is probably not a highly crucial component, but changing it will require finding the proper spacing of magnets to work with the different circumference. You could try tighter circumferences just by scribing a line on your rotating disc as a reference point.

You should try to go with **weaker magnets** for this replication. Stronger magnets will require better engineering to prevent detachment of the rotor magnets.

Mylow said that you do not want to seek uniformly magnetized magnets for the rotor magnet. Remember, non-symmetry is a key here.

We don't yet know if the **aluminum** material in the rotor is required for operation. The Eddy current phenomenon that arises when magnets are passed in vicinity by aluminum, creating a braking effect, may be part of what makes this design work. Or it could be an impediment, which if removed would take away the equilibrium speed phenomenon, causing the motor to speed to destruction if no load is present. Mylow seems to think it is a requirement.

Once working, adding a **Permeability Plate** could augment the effect.

# IX. Resources

- http://groups.yahoo.com/group/MYLOW-News - A newsletter for replicators.
- http://groups.yahoo.com/group/MYLOW_MagMo - email forum for those involved in replicating and improving the technology
- http://www.pureenergysystems.com/os/MagneticMotors/Mylow/v2.0/Photos - 22 photos from Mylow, sent May 4, 2009
- http://MylowMagnetMotor.com – Open Source Project page
    - http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0
    - http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0:Instructional_Videos
    - http://peswiki.com/index.php/OS:MYLOW:Latest – Project updates page
    - http://peswiki.com/index.php/OS:MYLOW:Videos
    - http://peswiki.com/index.php/OS:MYLOW:Plans
    - http://peswiki.com/index.php/OS:MYLOW:Variants
    - http://peswiki.com/index.php/OS:MYLOW:FAQ
    - http://peswiki.com/index.php/OS:MYLOW:Replications – post yours here
    - http://peswiki.com/index.php/OS:MYLOW:Forums
    - http://peswiki.com/index.php/OS:MYLOW:Correspondence_with_Mylow

  - http://peswiki.com/index.php/OS:MYLOW:Theory
  - http://peswiki.com/index.php/OS:MYLOW:Related_Sites
- http://peswiki.com/energy/Directory:Magnet_Motors – Other designs
- http://peswiki.com/energy/OS - Other open source projects and resources

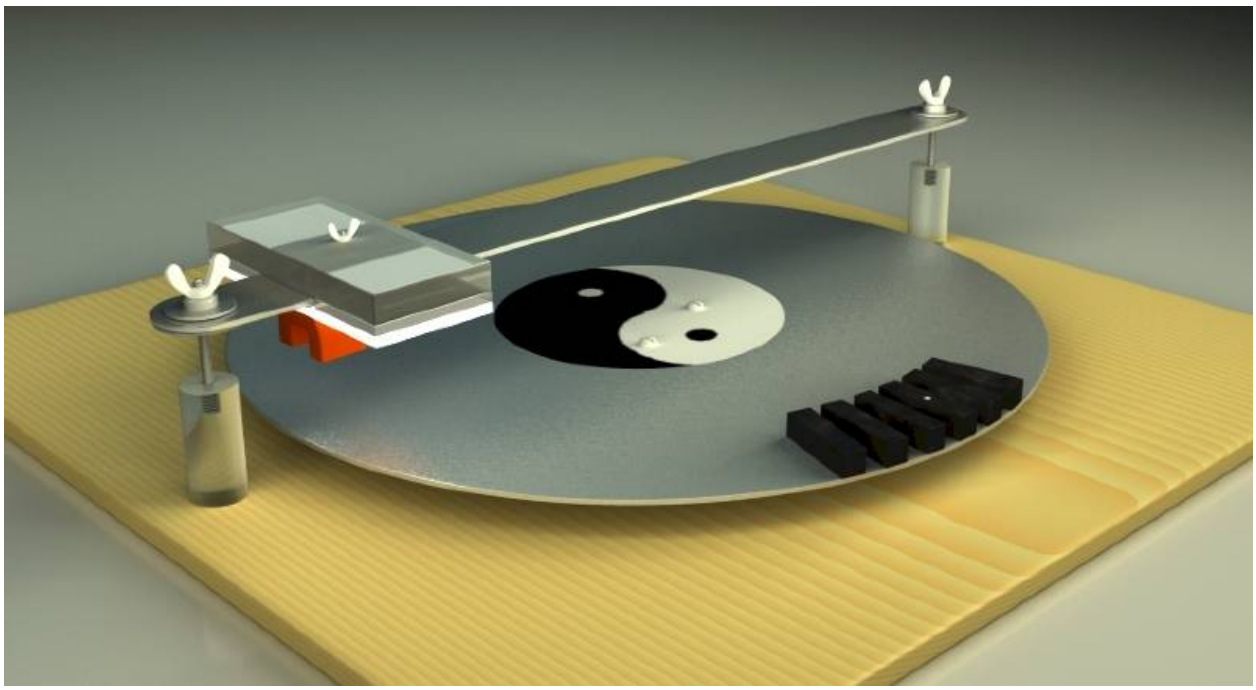
## Contacts:

For an up-to-date list of contacts, see http://peswiki.com/energy/OS:MYLOW:Contacts for project contact info, and http://pureenergysystems.com/contact/ for PES contact info.

**Project Director**
Sterling D. Allan
4157 NW Pinion Cir.
Eagle Mountain, UT 84005
Email : <sterlingda {at} pureenergysystems.com>
phone: 801-407-1292 (Mountain time)

**Mylow Correspondence**
Email : <mylow {at} pureenergysystems.com>
(Presently screened by Pmmtester on behalf of Mylow)

# Mylow Magnet Motor Plans



# Version 2.1

## Based on the Video Posted by Mylow on May 13, 2009

**By Sterling D. Allan**
May 16, 2009

# Mylow Magnet Motor Plans Version 2.1

**By Sterling D. Allan**
May 16, 2009

***A concise and clear set of instructions how to build (hopefully) a working all-magnet, bar-magnet motor as described by "Mylow", using presently-available magnets. This document is an adjunct to the open source project at http://MylowMagnetMotor.com***

On March 17, 2009, in an ongoing video series he was posting about his Howard Johnson all-magnet motor ("Stonehenge" model) replication attempt, Mylow posted a video showing his motor accelerating then reaching an equilibrium speed – something that modern physics would say is impossible. He said he was showing the world how to do this, encouraging others to replicate and improve on what he had done.

That version, which we presented Version 1.1 plans for, has proven to be more difficult to replicate than one would think given the seemingly simplicity of the design. Getting the spacing between magnets and the spacing to the stator magnet apparently takes an intuitive gift to find (until Physics catches up and provides the equations by which these things can be calculated and engineered.)

After much controversy and skepticism, on the evening of April 29, Mylow once again astonished us with yet another video, this one being composed of bar magnets rather than channel magnets around the rotor disc. This one appears to have more power. The next day he showed it running in reverse. Then on May 3 he displayed it running on a glass table. And the videos (backup) keep coming.

On May 9, Mylow received from us a set of magnets that are readily available in today's market, as well as a rotor-stator assembly with known dimensions and specifications. Then on May 12 he told me that he got that motor

**Sterling D. Allan** is CEO of the New Energy Congress and of Pure Energy Systems (PES) Network, Inc.

He has been in near daily phone contact with Mylow since March 17, 2009, when Mylow first posted a video showing his Howard Johnson magnet motor accelerating and then reaching equilibrium at a near constant speed. There has been only one other new acquaintance with whom Mylow has been speaking by phone – a person Sterling recommended to Mylow to answer and screen his avalanche of emails on his behalf.

PES Network operates several websites including PESWiki.com, a publicly editable news and directory service covering breakthrough clean energy technologies. PES was established with open sourcing as its primary mission and capability. The New Energy Congress is an association of energy professionals from around the world who review the most promising claims to existing and up-and-coming energy technologies that are clean, renewable, affordable, reliable, easy to implement, safe, and legitimate. From this ongoing review, they generate a Top 100 Clean Energy Technologies listing. They also endeavor to facilitate the emergence of some of the more promising exotic technologies into the marketplace. Sterling has been immersed in renewable energy, putting in approximately 100-hour weeks, for eight years.

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running with just six magnets on the rotor. He posted a video of this on May 13. ***The present instruction manual describes how to make that motor.***

This manual draws from information Mylow has conveyed to us through a series of videos, emails, and phone conversations; as well as information gleaned from a few individuals who have already begun to seek to replicate Mylow's magnet motor.

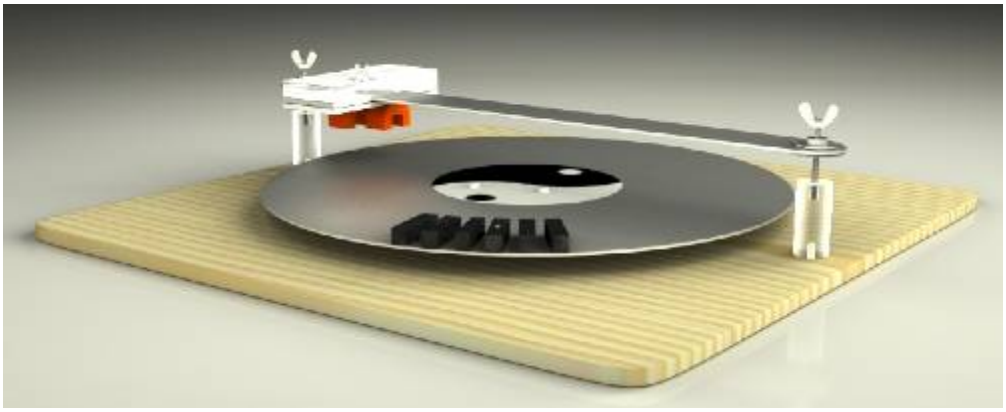
MYLOW121363 is the former YouTube username of a Chicago inventor who for now wishes to keep his identity anonymous. We just call him "Mylow". More information on this project can be found on our project site, which Mylow has approved to be designated the "official website": http://MylowMagnetMotor.com That is a shortcut domain that will take you to http://PESWiki.com, which is a publicly editable website, where you are invited to join with us in this exciting venture.

We are hopeful that these plans will help you in your quest to replicate this magnet motor, though it is still too early to certify that these plans are adequate as we are still waiting for the first independent replication to emerge. Please let us know if you have been able to build a working magnet motor using these plans. Let us know of anything that might need to be corrected, updated, clarified, etc. Our contact information can be found at the end of this manual as well as on the contact page of our websites. After we've verified a working set of plans, we can give more specifics, and eventually make a kit available.

**Follow up:** Be sure you bookmark the page where you downloaded these plans so you can access updated plans as they are made available. Also, you'll want to subscribe to our newsletter for replicators where we will make announcements about updates, successes, and other important developments of interest. You might also want to participate in our replicator's discussion list.

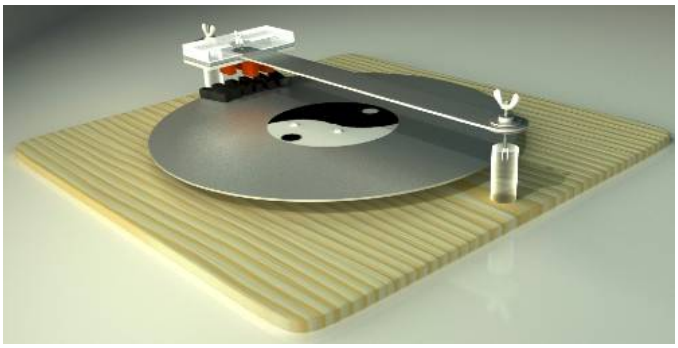
We expect that magnet motors, once figured out, could provide **non-polluting, 24/7/365 continuous output** with no fuel requirement; can be made portable, and can be made governable. In short, they could eventually replace every motor and engine application presently on the market at a price point that is much cheaper than existing technologies.

By **open sourcing** this design at http://MylowMagnetMotor.com, we hope to accelerate the emergence of this disruptive technology into the marketplace in the myriad of sizes and applications. This could create millions of jobs and make energy affordable and available to every corner of the earth: land, sea and sky. We do ask for a 3% royalty on all commercial developments, to be split three ways between Mylow, Howard Johnson's heirs and assigns, and PES Network, Inc. for the administration and promulgation of this technology.



# I. Overview

The Mylow Magnet Motor version 2.1 consists of an aluminum **rotor** disc lined around the circumference with bar magnets arranged like railroad ties. The rotor magnets are nominally evenly spaced, but Mylow recommends staying away from exact measurements. Think chaos theory and the variance of nature. In the motor he videotaped on May 13, there was just one set of 6 magnets, compared to an earlier version (videotaped April 29) that had two sets of 18 magnets. He said he also built one earlier with magnets all the way around except for one spot, which is necessary for the flux effect to work. The polarity of these magnets is through the thickness, not the length; and N is up.



The second key ingredient for this motor is a set of two offset **stator** (stationary) magnets, which are suspended by an aluminum stator assembly. These are polarized N-S across the two legs.

The stator magnets are **arranged** such that they point down to the rotor magnets, with one polarity leading and the other trailing. The polarity of the two off-set stator magnets have N on the same side, and S on the other side, and that they are not N-S; S-N in their relationship. Mylow has not yet confirmed that the motor will spin in the opposite direction if he switches direction of the stator magnets, or if he switches the polarity of the rotor magnets to S up.

The **speed** of operation apparently is proportional to the magnet strength and perhaps to the distance between the stator and the rotor magnets (though the latter may be more a matter of going in/out of sync). If you are going to use stronger magnets, you'll need to build your assembly more sturdy than what Mylow used in his demonstration.

Mylow **attached** his magnets to the aluminum with Crazy Glue, to make it easy to adjust things in the process of finding an optimal arrangement. They will come unglued fairly easy, whether from banging into something, or from the centripetal force of high rotation speeds, or from being pulled into the stator magnet.

The **horizontal width** of the two offset stator magnets, including the gap between them (positioned pointing down at the rotor bar magnets) is approximately the same as the horizontal length of the rotor bar magnets, in his later videos, Mylow has the bottom of his stator magnet positioned level with the bottom of the top lip of the rotor magnet. In his earlier videos, the rotor magnet was down nearly level with the rotor magnet. The higher elevation apparently works better.

While we will give the **dimensions** of the materials used by Mylow, bear in mind that based on Mylow's various videos and reports, there appears to be a fairly wide window of operation, but that finding the right spacing of magnets is not easy at all. What does appear to be needed is a gift with magnets, and it appears so far that this gift is extremely rare. Even if you space your magnets just as Mylow has them, not all magnets are the same, so that doesn't We invite you to report your successes and failures for the benefit of others in the project. See http://peswiki.com/energy/OS:MYLOW:Forums for some options of where you can participate. We recommend the Mylow_Magmo Yahoo discussion list.

# II. Open Source Project Plan

Mylow posted his videos for all to see, encouraging people to replicate and improve on what he had done. We established http://MylowMagnetMotor.com (which forwards to PESWiki.com) to house that open source project.

We expect that as people replicate this and experiment with different orientations and materials, that many improvements will be made to the design. This instruction manual is based on the best information available at present. We plan to update these instructions on occasion accordingly. We also expect that there will be multiple plans available for various applications.

# III. Cautions

Generally speaking, one should always wear **safety goggles** when using strong magnets.

Because the stator and rotor assembly are positioned by hand in this set-up, it will be fairly easy to accidentally cause the rotating rotor magnets to **collide** with the stationary stator magnet, causing things to come unglued and to bunch together.

This early version doesn't really have any significant dangers. The speed is low and the magnetism is low. If you happen to chose stronger magnets, be aware of the likelihood of **pinching** your skin with the magnets. If you modify this design and end up with a device that has higher rotation speed, you will need to guard/protect against rotor magnets becoming detached and flying off.

The methods for removing magnets and glue can be hazardous: razor blades, acetone, etc.

# IV. Why I Believe This is Real

In answer to those who have criticized me for selling plans (an adjunct to what is available for free from our open source pages) even before Mylow's motor has been replicated by someone else, here are the reasons why I believe this thing, starting with the most important to least.

- I've long believed in the possibility of an all-magnet motor being able to provide base-load power. It is not perpetual motion. It is harnessing some new aspect of magnetism that hasn't yet been appreciated by science, but will.

- Howard Johnson was required to have a working model in order to get a patent from USPTO. He has three patents.

- Mylow's design is very close to Howard Johnson's Stonehenge model.

- The myriad of videos Mylow posted are very convincing, showing acceleration followed by maintenance of an equilibrium speed, accompanied by very gradual slowing due to magnet depletion. Though not skeptic proof, the videos do reveal a lot and correlate with what Mylow has been telling us verbally.

- The movement of the motor as shown in Mylow's videos is consistent with what I would expect from a magnet motor.

- The audio elements in the videos are consistent with what is happening visually, and with what I've heard over the phone as we've talked.

- The partial replications that I've seen and personally experimented with exhibit similar (though not complete [yet]) movement to what is shown in Mylow's videos.

- Al Witherspoon said he saw Howard Johnson's motor running in 1978, and has been a friend/neighbors/business associate with HJ until he passed away last year. He says Mylow’s design is very close to HJs.

- The level of skill required to pull off a hoax are far beyond what Mylow possesses, whether it be embedding hidden motors or induction or video editing or other means of giving the appearance that shows up in his videos. The background, between the lines, things that I've been able to pick up while talking to Mylow by phone have been consistent with what he has been telling me. He lives in an apartment, drives truck hauling things around Chicago, works near his residence, has a wife and twin brother, etc. These are not aspects that would be present if he had the level of skill required to fake all of this. And what would be his motive? He's not ever asked for money.

- Mylow has never once exhibited even the tiniest interest in getting money from this. It has been hard for me to even broach the subject with him. With many inventors, and certainly fraudsters, that's the first thing on their mind: money.

- The magnets deplete (I'm hopeful that a configuration can be found that doesn't result in depletion, e.g. neodymium magnets in a plastic assembly)

- The stator magnet gets cold, which is what others have predicted and observed in related modeling.

- History often shows that the weak and simple confound the mighty. New wine can't be put into old bottles. The establishment is too stick on themselves. The recent MIB incident is part of this transition phenomenon -- the old guard fighting the new thing that will make them obsolete.

- With the old guard in the middle of tearing down the economy to establish their world dictatorship, the timing is right for the emergence of a revolutionary, empowering technology like this.

- More, this is a partial list.

I think that is a very good list of reasons to believe in Mylow's claims and support the open sourcing of this design, and prepare some clear plans for those who want things distilled better than what is available for free on our site.

# V. Materials List

More information can be found about materials options and sources at
http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0

## Magnets in general

Care should be taken when handling alnico material (HS811N) since it is brittle and can chip or break if dropped on a hard surface. Also, because it has a low resistance to demagnetization, it will lose power if it is stored improperly (poles repelling each other). For best results, store magnetized alnico so that pieces are attracting each other, or with a steel keeper.

## Magnet Ratios

Apparently, one of the crucial aspects is the relationship between the size of the rotor magnets and the size of the stator magnets. Mylow seems to suggest the following ratio.

R + R + S = T, where:
(R) is the width of the stator magnet (as viewed from the top, parallel to the stator bar
(S) is the small gap between the two stator magnets (~1/2 the width of the rotor magnet)

(T) is the length of the rotor magnet.


## Stator Magnet

In his most recent instruction videos, beginning May 12, Mylow is using the HS811N from AllMagnetics.com (ask for Felix and use promotion code: "PES" for a discount; also known as 07270 from MagnetSource.com)

## Rotor Magnets

On May 13, Mylow showed a video with just 6 magnets in the rotor position, and the motor appears to accelerate with just that many magnets. He plans to fully populate the rotor. I recommend that you get around 60 magnets to give you that flexibility. Technically, these are "block" magnets, with the polarity through the thickness.


These are CB-65 magnets from http://AllMagnetics.com - Ceramic Blocks 3/8" x 3/8" x 1 7/8" (2 pcs). More accurately: 0.393" t, 0.400" w, 1.875" l. Ask for Felix and mention promotion code "PES". Same as item H at http://www.magnetsource.com (Part No. 07043). These magnets are also available from Home Depot (SKU# 902262).

I recommend getting 60 of these so you have the option to fully populate (minus one spot) the rotor disc, and to have some left over in case some are damaged or have the rounded edge along the length.

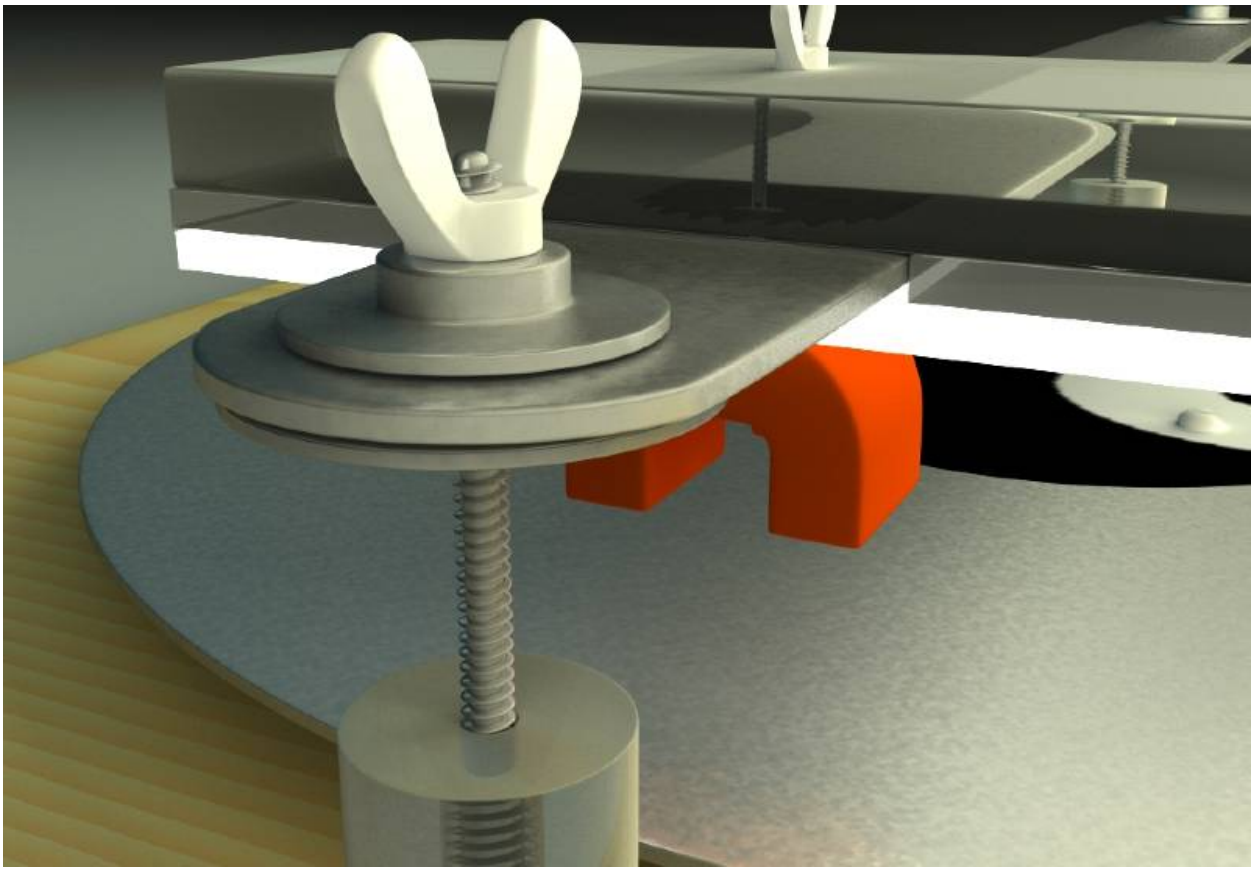
## Memo on Magnet Polarity

In physics, all magnets have two poles that are distinguished by the direction of the magnetic flux. In principle these poles could be labeled in any way; for example, as "+" and "-", or "A" and "B". However, based on the early use of magnets in compasses they were named the "north pole" (or more explicitly "north-seeking pole"), "N", and the "south pole" (or "south-seeking pole"), "S", with the north pole being the pole that pointed north (i.e. the one attracted to the Earth's North Magnetic Pole). Because opposite poles attract, the Earth's North Magnetic Pole is therefore, by this definition, physically a magnetic field south pole. Conversely, the Earth's South Magnetic Pole is physically a magnetic field north pole. (Wikipedia)

Hence, if the "N"-pointing end of a compass points to a magnetic pole, then you know that pole is "S". And if the "S"-pointing end of a compass points to a magnetic pole, then you know that pole is "N".

## Bob's Rotor/Stator Parts and Suppliers

Since May 9, Mylow has been using the rotor/stator made by "Bob" of Utah County. Bob provided a list of specifications, supplies and supplier used to build the Mylow instructional rig.



1. **Aluminum Disc.**
   a. Diameter. 452mm (Cut from a 18 x 18 aluminum plate from the local sheet metal shop.)
   b. Thickness. 3.2mm
   c. Grade unknown. We assume it is 1100 or 3003 These are the most common grades and are available anywhere.

2. **Bearing Assembly.**
   a. Polycarbonate disc 9.5mm x 127mm dia. Drilled to receive a Nylon sleeve (Cut from a 12 inch square sheet of 9.5mm polycarbonate from US Plastic)
   b Nylon sleeve. 12.6mm OD, 9.4mm ID A bearing is inserted in each end of sleeve. (Local hardware store)
   c. Bearings. 2 Flange ball bearing. 9.4mm OD 6.5mm ID 3.2mm thick. (Hobby town)
   d. Polycarbonate plate holding the bearings is bolted to Aluminum Disc.
   e. Another identical Poly disc is drilled to receive the shaft.
   f. Shaft is 6.5mm brass rod, 28mm long. (Hobby town)
   g. Poly plate holding the shaft is bolted to the base.
   h. a dozen 1/4 inch nylon or aluminum bolts. (Home Depot)

3. **Base.** A slab of anything large enough to accommodate the rotor with a little extra to hold the stator supports.

4. **Stator Assembly**.

a. Two inch x 2 feet aluminum bar drilled on each end to allow a 1/4 inch bolt to slip into it.
b. 1.375 Dia. cast acrylic rod. (US Plastic) drilled and threaded on both ends to receive 2 inch by 1/4 inch threaded Nylon or aluminum bolt. Bolted to the base. (Cut off the head of the top bolts to allow the bar to be attached.)
c. Two 1/4 inch wing nuts. (Home Depot)
d. Vertically adjustable Stator Mechanism was built to slide along the bar using trimmings from the aluminum rotor.

There is more to building this than just having the parts, but this should be most everything needed and where to get it. -- "Bob"

## Magnet Adjustment

You will need some way to adjust the stator magnet spacing both relative to the circumference of the rotor, as well as the gap between the magnets perpendicular to tangent. There needs to be a space between these. Mylow says that the gap between the two stator magnets should be greater than the largest gap between adjoining rotor magnets at the perimeter of the disc.


Notice that there is an overlap between the two stator magnets as relative to the circumference of the rotor disc. It looks like the trailing lip of one is ahead of the trailing lip of the other.

The N-S orientation of the two stator magnets will be the same, relative to the circumference of

the rotor disc. One direction will yield rotation in direction. Swapping them 180-degrees will yield rotation in the opposite direction.

### Screws

All screws in the assembly should be non-magnetic. You will need 3 to fasten bearing assembly to rotor disc; and 4-10 to fasten stator assembly.

### Glue

According to Mylow, an important principle here is that the magnets should touch the aluminum if possible. Hence the use of hot glue is probably not a good idea as it creates too much of an insulating factor between the magnets and the aluminum.

**Crazy Glue** for gluing the magnets to the aluminum.

**Super Glue** for gluing the rubber feet to the bearing base and the stator assembly feet.

### Razor Blades

You will need something like a razor blade to scrape off the Crazy Glue when you remove magnets to adjust them, or when they fall off for some reason.

## VI. Assembly Instructions

(Your set-up may vary.)

1. Assemble the **stator apparatus**.
    a. See Bob's dimensions above.
    b. The gap (horizontal parallel to the stator support bar) between the two stator magnets in Mylow's apparatus is around 7.35 mm (~0.290 inches).
2. Assemble the **rotor bearing** apparatus.
    a. See Bob's dimensions above.
3. **Attach the bearing apparatus to the rotor disc**.
    a. Test the rotation of the disc without any magnets attached. It should spin freely.
    b. **Glue the rotor magnets in place**, N up, using Crazy Glue (so they are easy to remove and adjust if necessary). This is the crucial aspect of getting the motor to work. See memo below regarding "Magnet Spacing Principles".

**Memo: Magnet Spacing Principles:**

On May 16, Mylow gave the following instructions.

No two magnets are the same. Each magnet needs to be individually treated.

It isn't really plausible to post a template and follow it.

First, he glues one bar magnet down. He runs it under the stator to get its feel (I didn't quite understand what is accomplished in this step).

Then he takes the second magnet. He holds it in place next to the first one with his thumb. He then runs them under the stator to feel how much it cogs (cog = resistance). He then moves the magnet one direction just a little bit, then he runs it by the stator again to see if the cog increases or decreases. He keeps doing this until he finds that place where the cog goes away.

Mylow thinks getting some kind of non-magnetic clamp would help in this process.

Once he finds that no-cog spot, he then scribes a line with a pencil on the disc to mark the place the magnet goes, and then glues the magnet in place. It is very important that you be able to glue the magnet right at that position, so be sure your markings are such that you will be able to put the magnet back in position.

As a double check, when the positioning is right, you should get that pendulum effect he shows in one of his tutorial videos. And the pendulum effect (rocking back and forth when pushes, like a spring) should take place directly under the stator, not to one side or the other.

He then repeats these steps with the next magnet; then the next.

As no two magnets are the same, no two spacings will be the same.

By the time he gets to the 5th magnet, he says he starts noticing a strange effect. The repulsive effect of the first magnet as the magnets go toward the stator begins to dissipate. The repulsion effect becomes a pull as the 2nd and 3rd magnets pass under the stator.

By the time you add the 6th magnet, if your bearing friction is low enough, you may get the SMOT device effect that he showed on May 13.

He said that by the time he got to the 7th, 8th and 9th magnet, that there was a bu-bump bounciness that began to come into the rotation. By the time he had the 12th magnet down, the bounciness was very pronounced. A cog had come into the middle of the set of magnets.

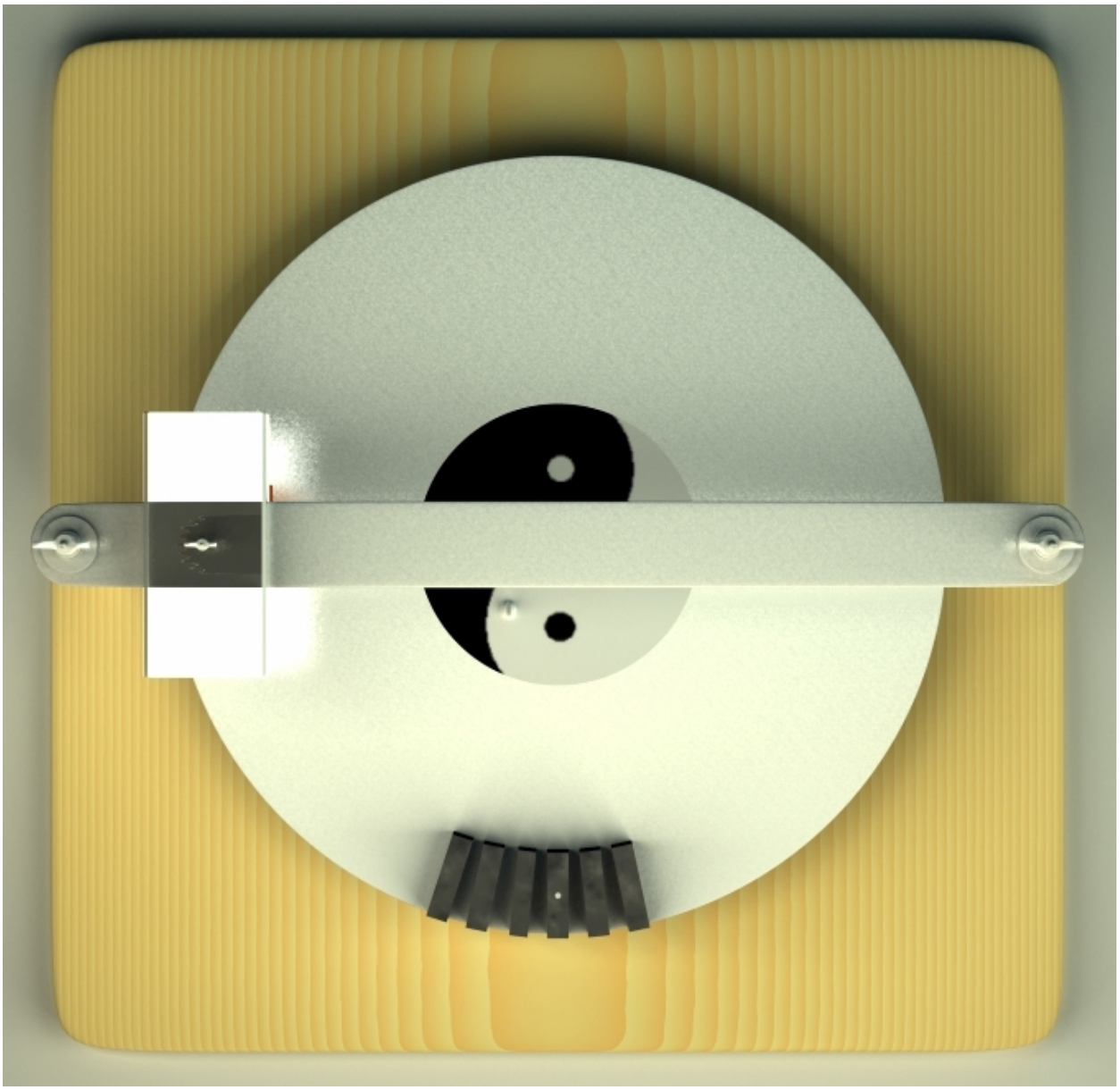
He then glued in the 13th magnet and then removed the middle magnet, so there were now two sets of six magnets, and the rotation became smooth.

(I presume that during all this time, from the 6th magnet on, he had acceleration if he let it go. He did tell me the other day that he did get acceleration with the 9-magnet configuration he showed in the caliper video.)

He cautions people that when they see this thing working, "It will change you." Make sure you stay humble and dedicated to the benefit of humanity.

- One of the crucial aspects will probably be the relationship between the size of the rotor magnets and the size of the stator magnets
- The elevation of the stator magnet over the rotor magnets does not appear to be nearly as crucial as other variables.

FYI, here is the arrangement of magnets as Mylow had them on his disc May 12, 2009.



The measurements Mylow made with a caliper on May 14, which included three more magnets to the right (a configuration that he said make the running smoother.

**Gaps of 9 rotor mags** - (Note: inner gaps are not exact, he used other side of caliper) from Right to Left

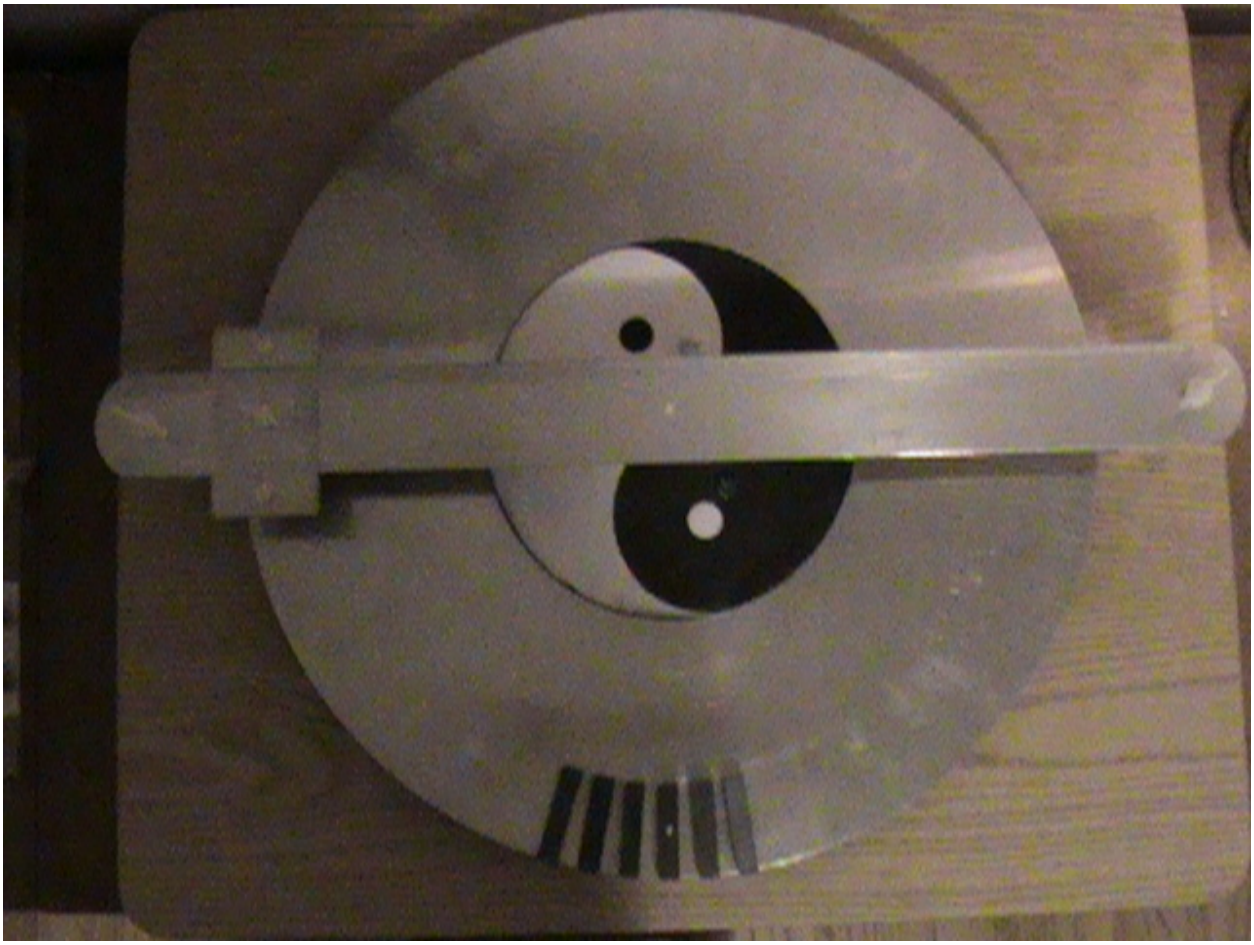
mag# outer inner

------- 3 new mags -------
1
10.00mm 4.39mm
2
9.67mm 6.15mm
3
8.71mm 4.87mm
------- original 5 below:
-------
4
8.95mm 5.38mm
5
9.39mm 6.48mm
6
9.11mm 6.50mm
7
9.96mm 5.45mm
8
9.43mm 5.90mm
9

**Stator Gap:** (parallel gap between horseshoe mags)
7.35mm
(7.12 was shown - after some caliper movement...)
(verbally stated off cam originally: 7.39mm & 7.31mm)

**Stator Thin Overlap Gap:**
(gap between overlap of horseshoe poles)
13.16mm minus thickness of horseshoe pole
(he measured inside of one gap, and then the outside of a horseshoe pole - so that thickness needs to be subtracted)

(minus about 8mm - don't have my digital caliper here)
equals about 5.16mm for Stator Thin Overlap Gap



Bear in mind that all magnets are not made the same, and some of the variance between magnets could be Mylow's gift to sense the differences and adjust the spacing accordingly.

See also http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0:Instructional_Videos – turns into version 2.1

# VII. Operation

Once you have completed the assembly steps, you are ready to operate the motor.

1. Position the rotor assembly on a nominally flat surface with at least 6 inches of free space around it. Give yourself plenty of room. Make sure there are not any magnetic objects in the vicinity.
2. Bring the stator assembly into place so that the stator magnets are situated directly over the center of a rotor magnet length.
3. Turn the rotor so it is at the beginning of a row of magnets. The stator should pull the rotor magnets by, with enough flywheel and small enough cog to make it to the next set of magnets, where the effect is repeated, gradually accelerating until an equilibrium speed is reached.

   a. If you have been successful, be sure to scribe a mark on your motor where each magnet is so that you can replicate it if the magnets fall off somehow.
   b. Take a video and post it at YouTube, and let us know, or post it directly on our Replications page.
4. If this doesn't work, you will need to try different rotor magnet arrangements. It took Mylow three days to find the arrangement that worked. I recommend this order of priority:
   a. Try changing the distance between individual magnets. Make sure you have some non-symmetry there.
   b. Try changing the numbers of magnets per set.
5. Mylow said that the speed is controlled by the height of the stator magnets above the rotor magnets.
6. To reverse direction of spin, reattach the stator magnets, flipping them 180 degrees. (Note, Mylow said that it doesn't work to run the motor with S upflip all of the rotor magnets so S is up rather than down.

# VIII. Principles & Variables

(In addition to what is presented above.)

The **disc diameter** is probably not a highly crucial component, but changing it will require finding the proper spacing of magnets to work with the different circumference. You could try tighter circumferences just by scribing a line on your rotating disc as a reference point.

You should try to go with **weaker magnets** for this replication. Stronger magnets will require better engineering to prevent detachment of the rotor magnets.

Mylow said that you do not want to seek uniformly magnetized magnets for the rotor magnet. Remember, non-symmetry is a key here.

We don't yet know if the **aluminum** material in the rotor is required for operation. The Eddy current phenomenon that arises when magnets are passed in vicinity by aluminum, creating a braking effect, may be part of what makes this design work. Or it could be an impediment, which if removed would take away the equilibrium speed phenomenon, causing the motor to speed to destruction if no load is present. Mylow seems to think it is a requirement.

Once working, adding a **Permeability Plate** could augment the effect.

# IX. Resources

- http://groups.yahoo.com/group/MYLOW-News - A newsletter for replicators.
- http://groups.yahoo.com/group/MYLOW_MagMo - email forum for those involved in replicating and improving the technology
- http://MylowMagnetMotor.com – Open Source Project page

    - http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.1
    - http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0:Instructional_Videos
    - http://peswiki.com/index.php/OS:MYLOW:Videos
    - http://peswiki.com/index.php/OS:MYLOW:Plans
    - http://peswiki.com/index.php/OS:MYLOW:Plans:Version_2.0
    - http://peswiki.com/index.php/OS:MYLOW:Latest – Project updates page
    - http://peswiki.com/index.php/OS:MYLOW:Variants
    - http://peswiki.com/index.php/OS:MYLOW:FAQ
    - http://peswiki.com/index.php/OS:MYLOW:Replications – post yours here
    - http://peswiki.com/index.php/OS:MYLOW:Forums
    - http://peswiki.com/index.php/OS:MYLOW:Correspondence_with_Mylow
    - http://peswiki.com/index.php/OS:MYLOW:Theory
    - http://peswiki.com/index.php/OS:MYLOW:Related_Sites
- http://peswiki.com/energy/Directory:Magnet_Motors – Other designs
- http://peswiki.com/energy/OS - Other open source projects and resources

## Credits:

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# Contacts:

For an up-to-date list of contacts, see http://peswiki.com/energy/OS:MYLOW:Contacts for project contact info, and http://pureenergysystems.com/contact/ for PES contact info.

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