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Borner et al.

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(45) **Date of Patent: Mar. 18, 2014**

(54) **OPPOSED PISTON INTERNAL COMBUSTION ENGINE AND METHOD OF OPERATION THEREOF**

(76) Inventors: **Paul E Borner**, Wingdale, NY (US); **Matthew J Borner**, Wingdale, NY (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 465 days.

(21) Appl. No.: **13/111,995**

(22) Filed: **May 20, 2011**

Related U.S. Application Data

(60) Provisional application No. 61/349,248, filed on May 28, 2010.

(51) **Int. Cl.**
F02B 71/06 (2006.01)

(52) **U.S. Cl.**
USPC **60/595**

(58) **Field of Classification Search**
USPC .... 60/595; 180/165, 242, 307, 308, 302, 180/305; 123/46 R, 495, 46 B
See application file for complete search history.

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(57) **ABSTRACT**

An internal combustion hydraulic engine for producing a supply of pressurized hydraulic fluid includes a frame, a pair of pivot pins, two levers, and combustion assemblies and hydraulic assemblies mechanically communicating with each other through the levers. Each of the assemblies includes a pair of opposed pistons engaged to the levers with a variable volume chamber between them, the piston faces being movable boundaries defining the variable volume chamber. In cyclic operation, a compressed fuel-air mixture in a first combustion chamber detonates, driving the combustion pistons apart. The pistons drive connecting rods, pivoting the lever arms, the lever arms, in turn drawing apart the pistons of a first hydraulic assembly, driving together the pistons of a second hydraulic assembly to produce pressurized hydraulic fluid, and driving together the combustion pistons of a second combustion assembly into which a fuel-air mixture has been introduced, compressing the mixture therein.

20 Claims, 38 Drawing Sheets

HYDRAULIC ENGINE

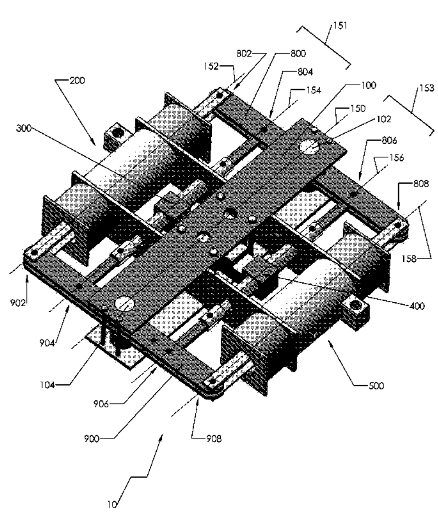


FIGURE 1. HYDRAULIC ENGINE

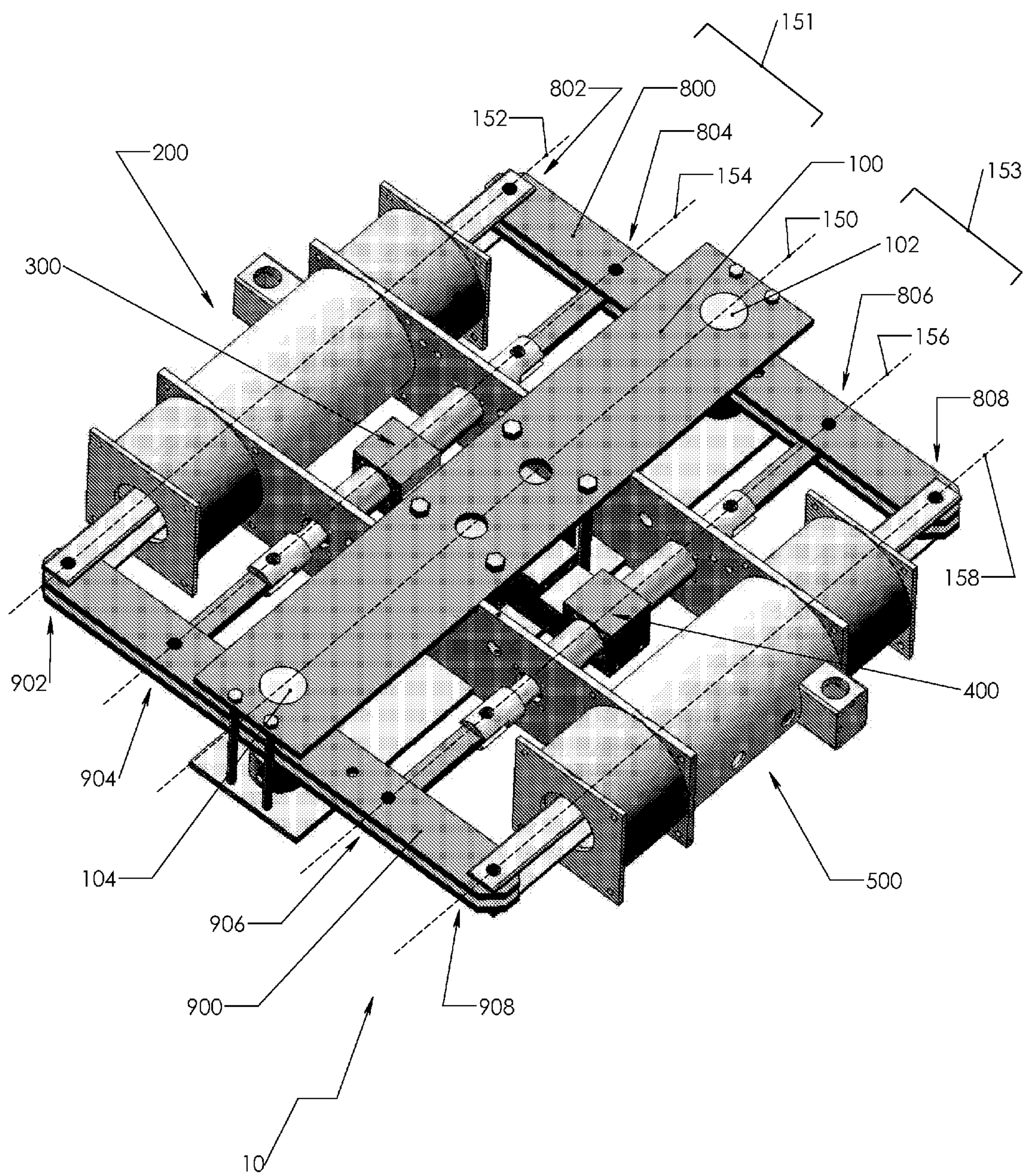


FIGURE 2. ENGINE FRAME

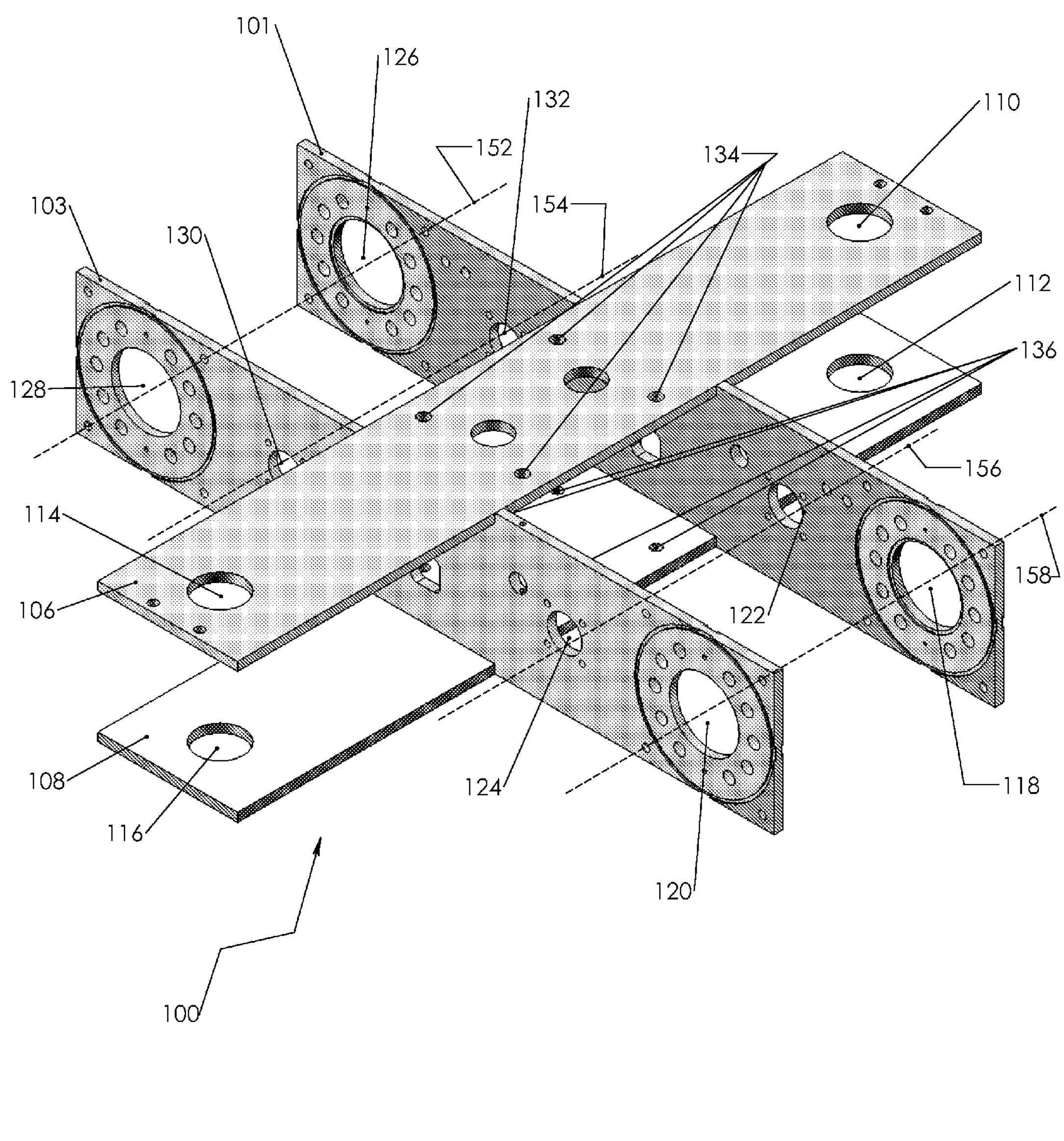


FIGURE 3. ENGINE LEVER ARM

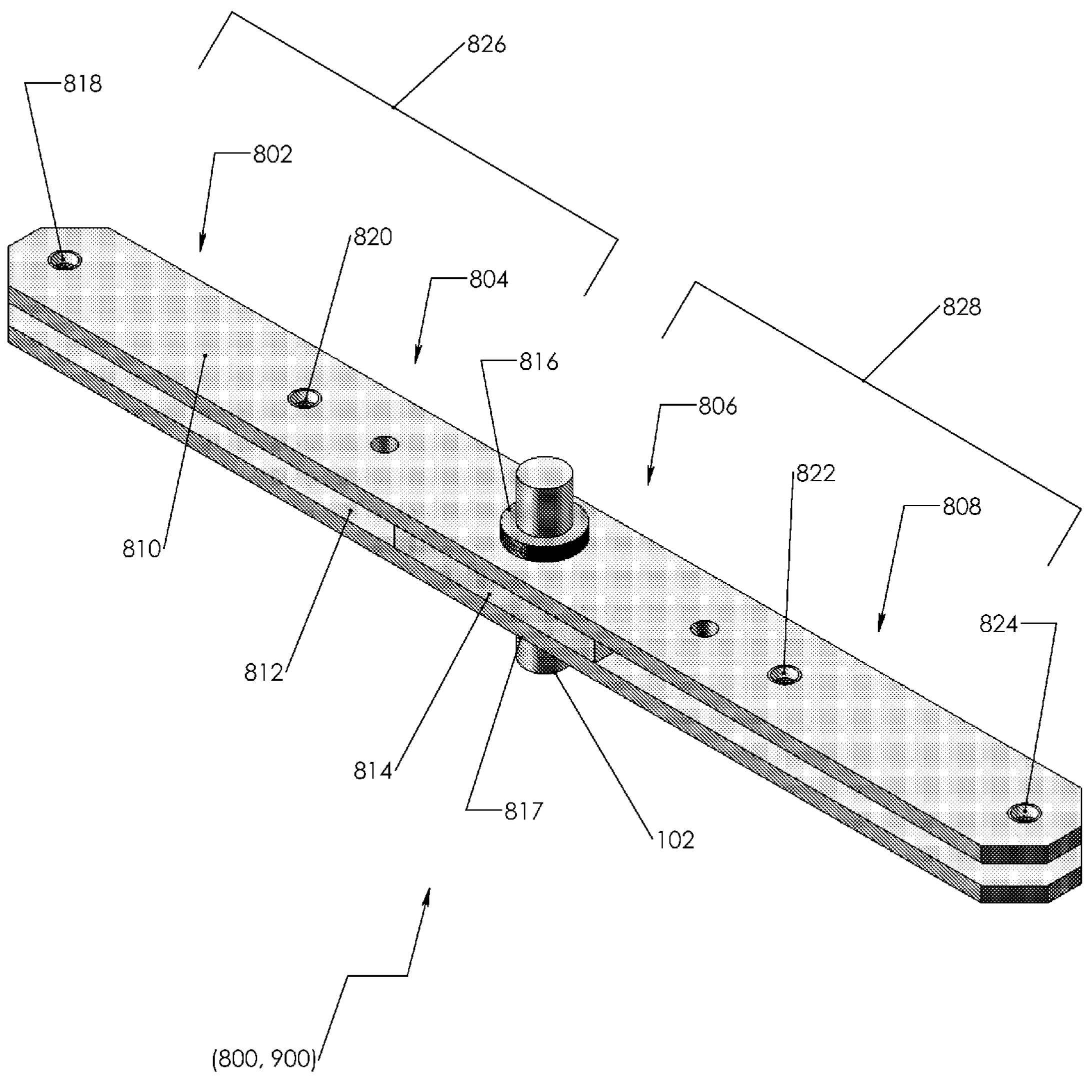


FIGURE 4. ENGINE HYDRAULIC ASSEMBLY

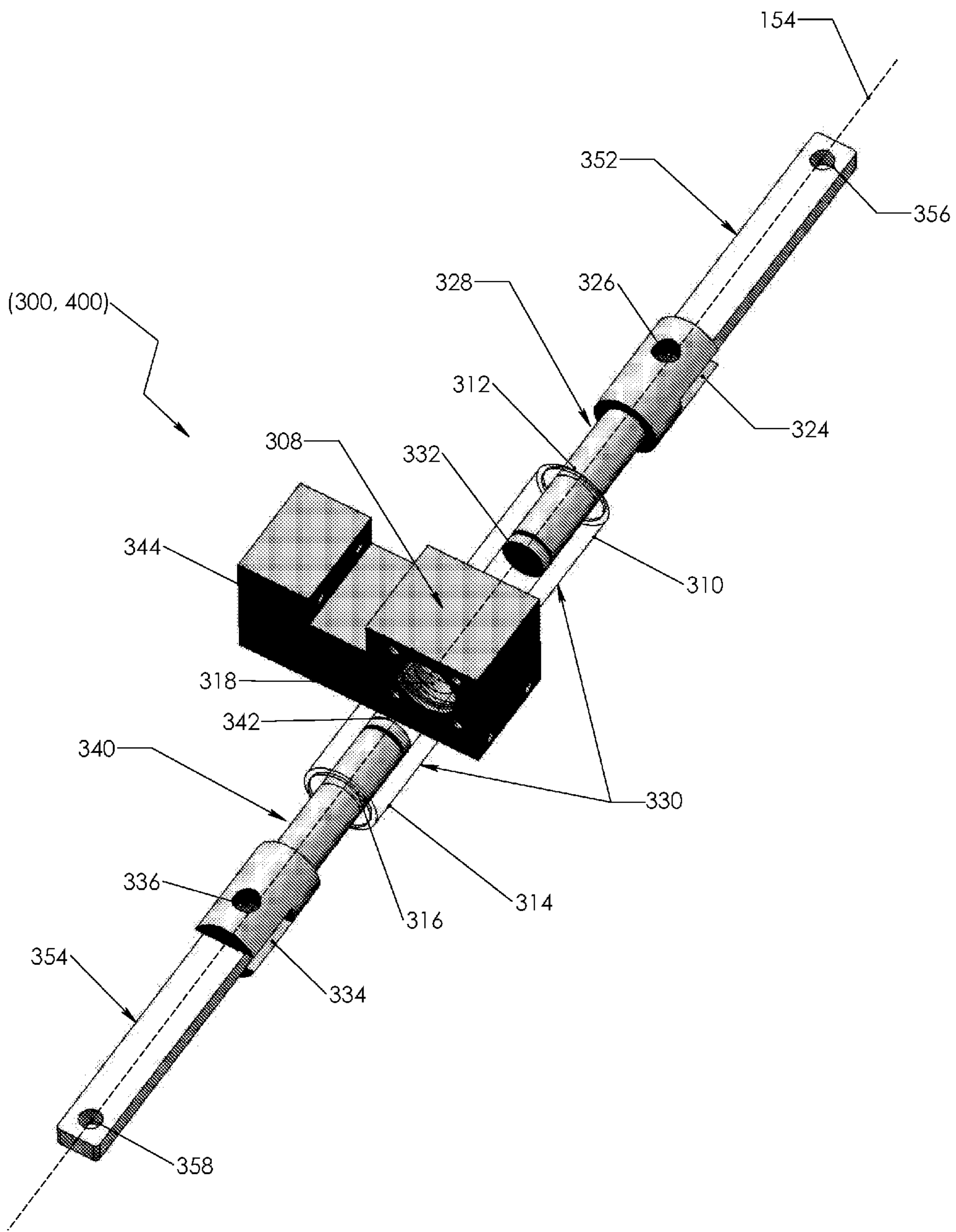


FIGURE 5. HYDRAULIC PISTON ASSEMBLY

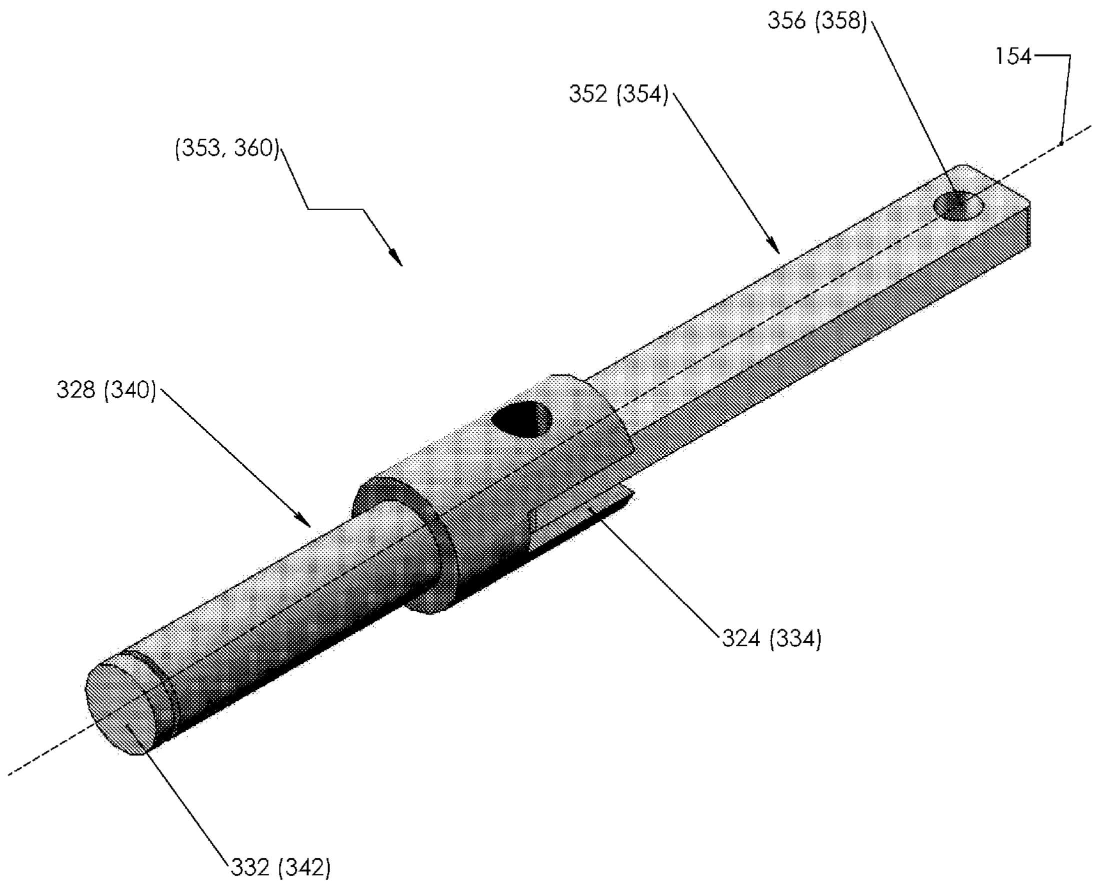


FIGURE 6. ENGINE COMBUSTION ASSEMBLY

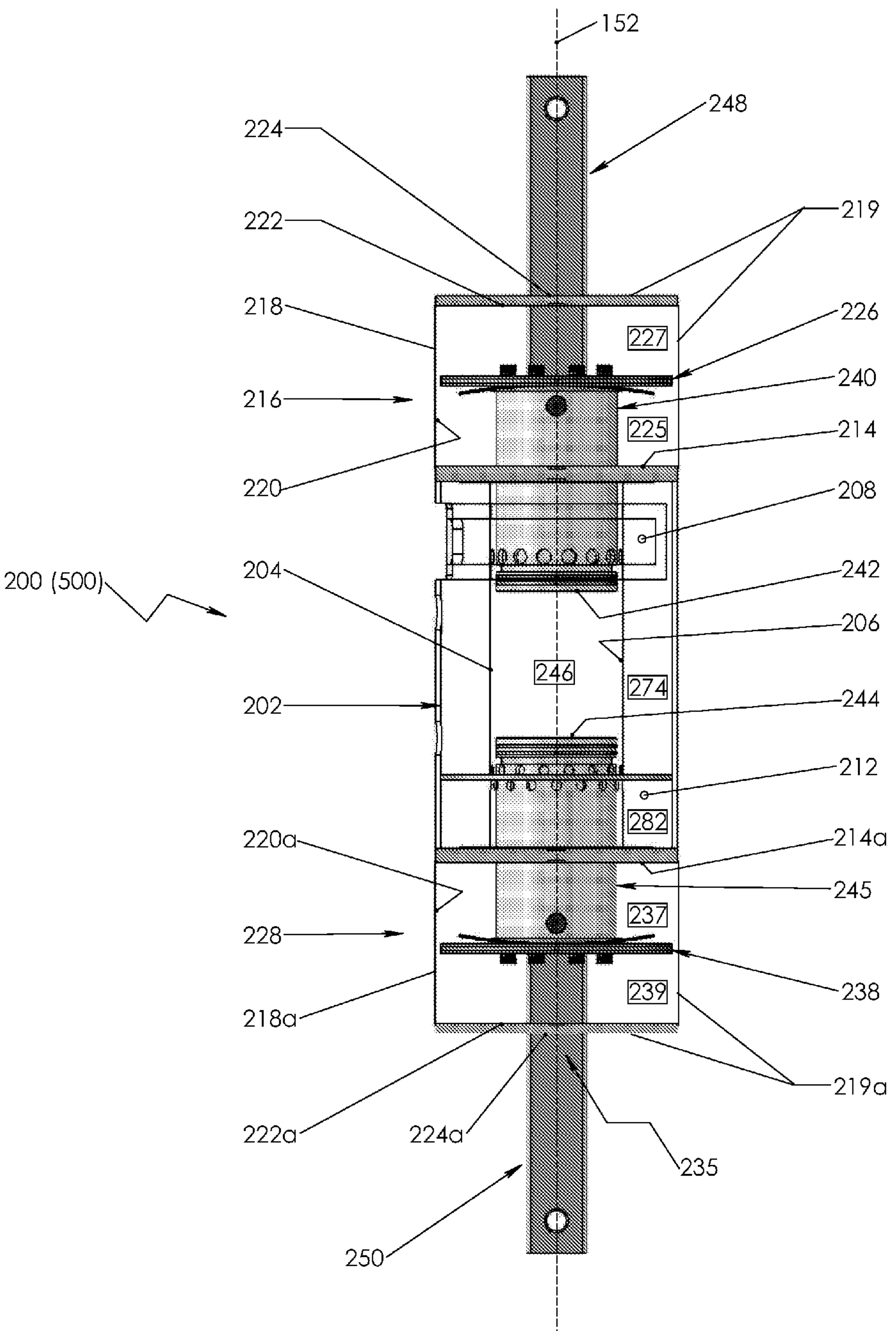


FIGURE 7. COMBUSTION PISTON ASSEMBLY

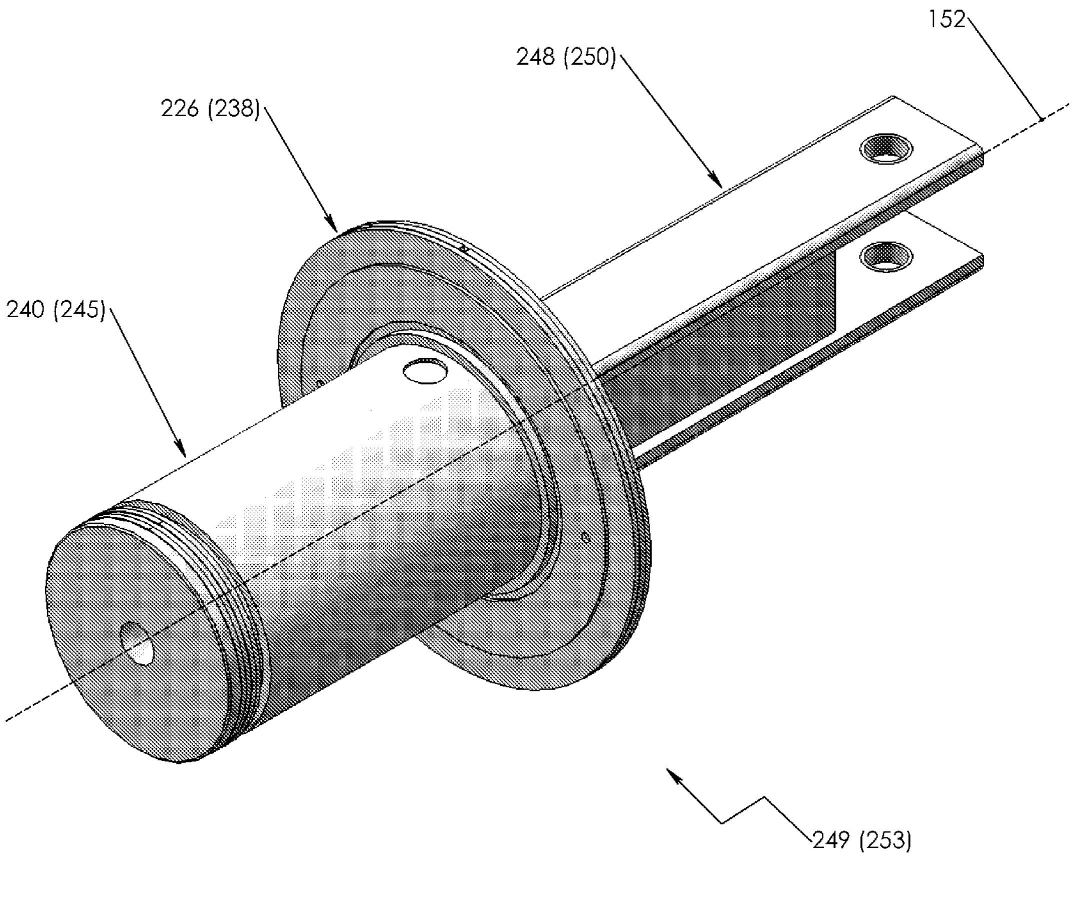


FIGURE 8A. VIEW OF ENGINE SEQUENTIALLY SHOWING ITS OPERATION

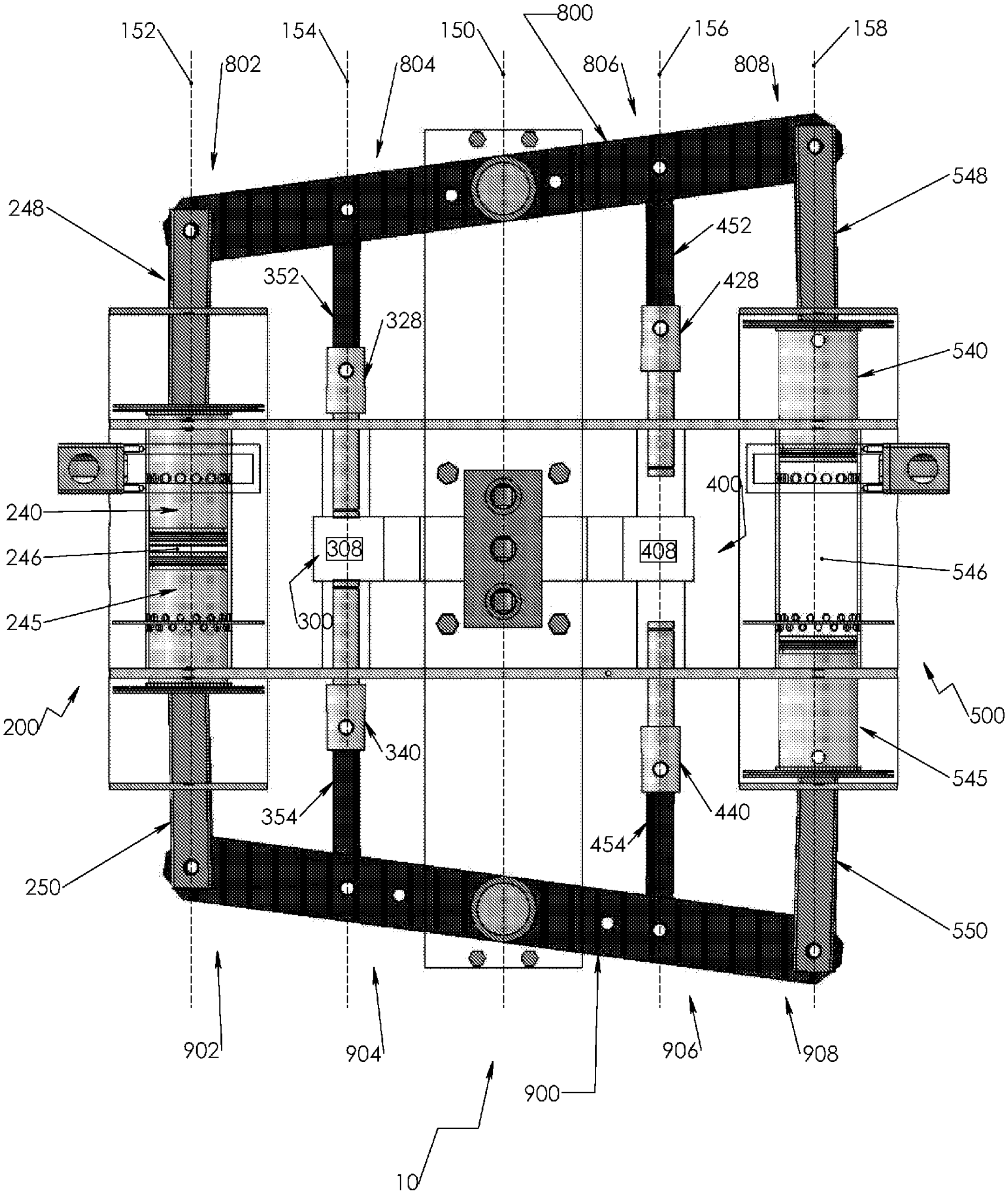


FIGURE 8B. VIEW OF ENGINE SEQUENTIALLY SHOWING ITS OPERATION

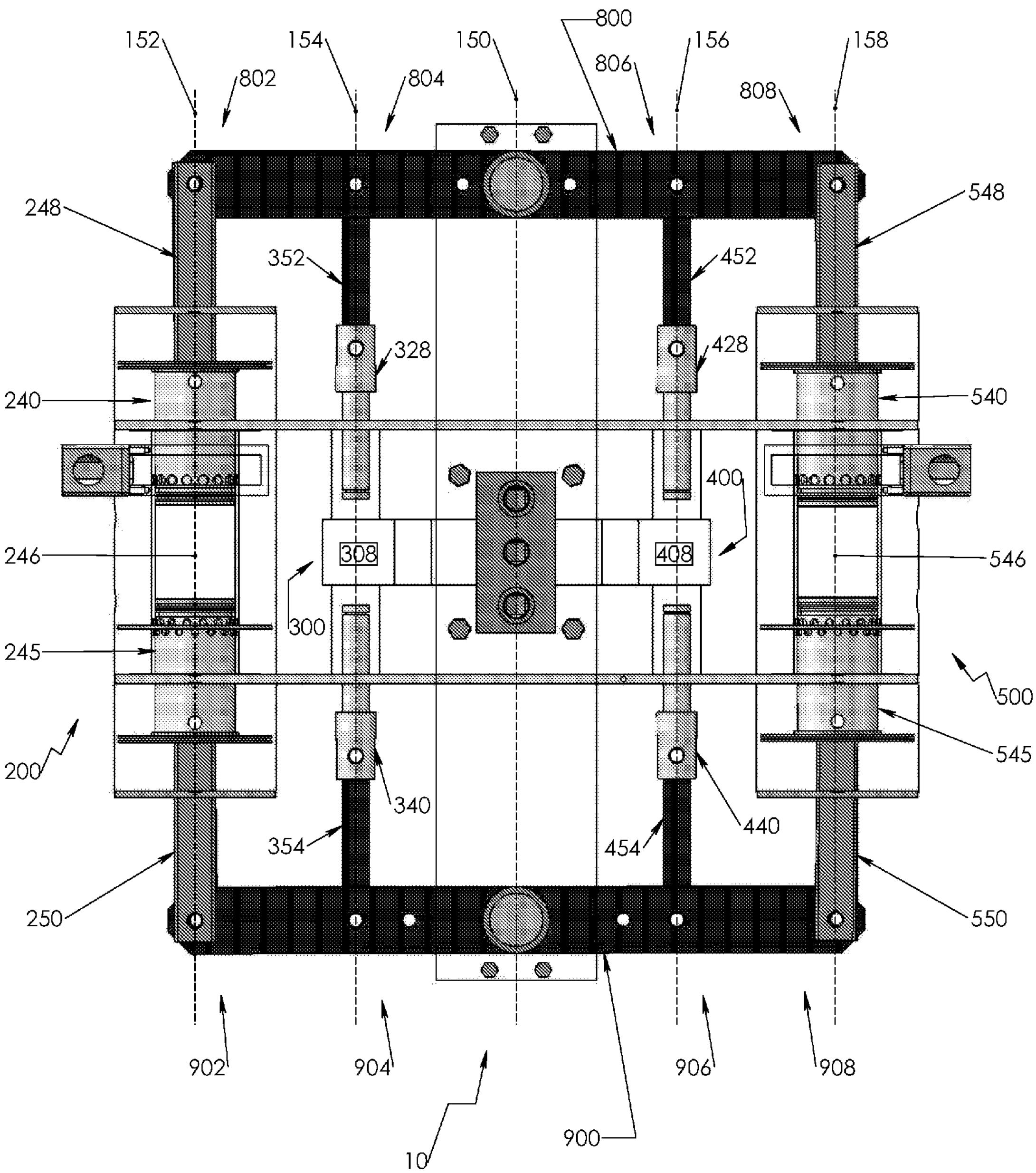


FIGURE 8C. VIEW OF ENGINE SEQUENTIALLY SHOWING ITS OPERATION

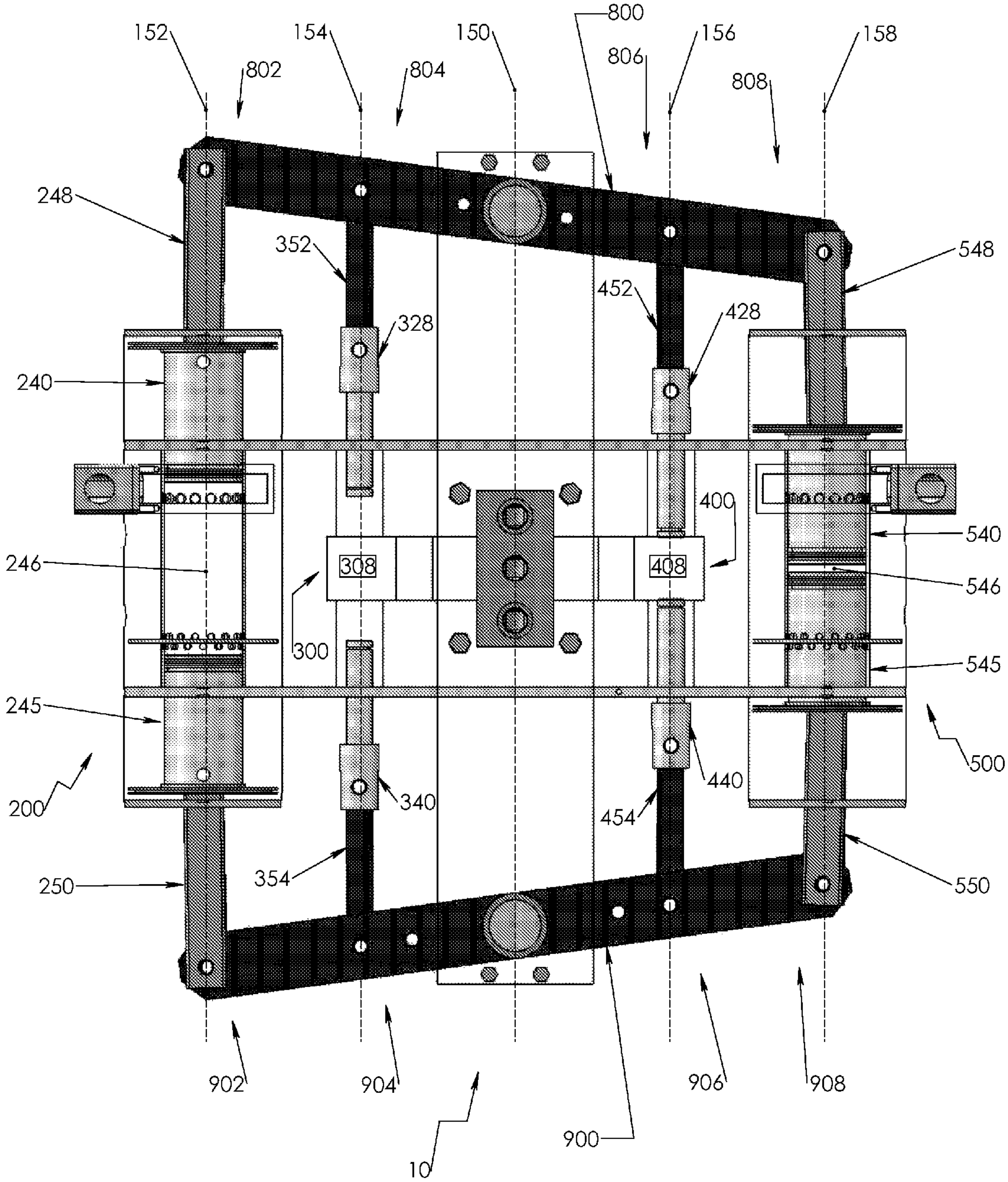


FIGURE 8D. DOUBLE SYNCHRONIZER

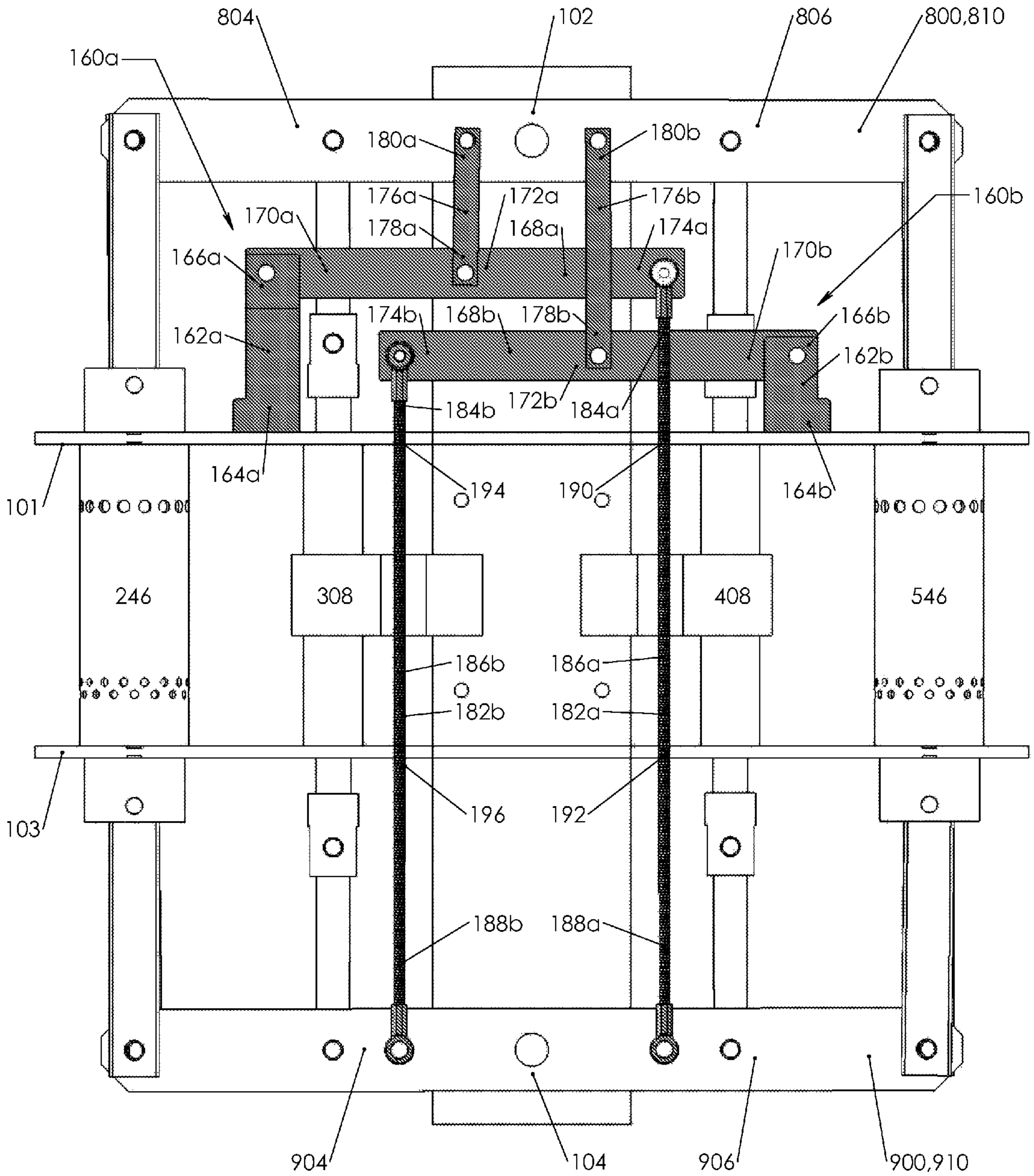


FIGURE 9A. SELECTIVE HYDRAULIC FLUID COMMUNICATION ASSEMBLY

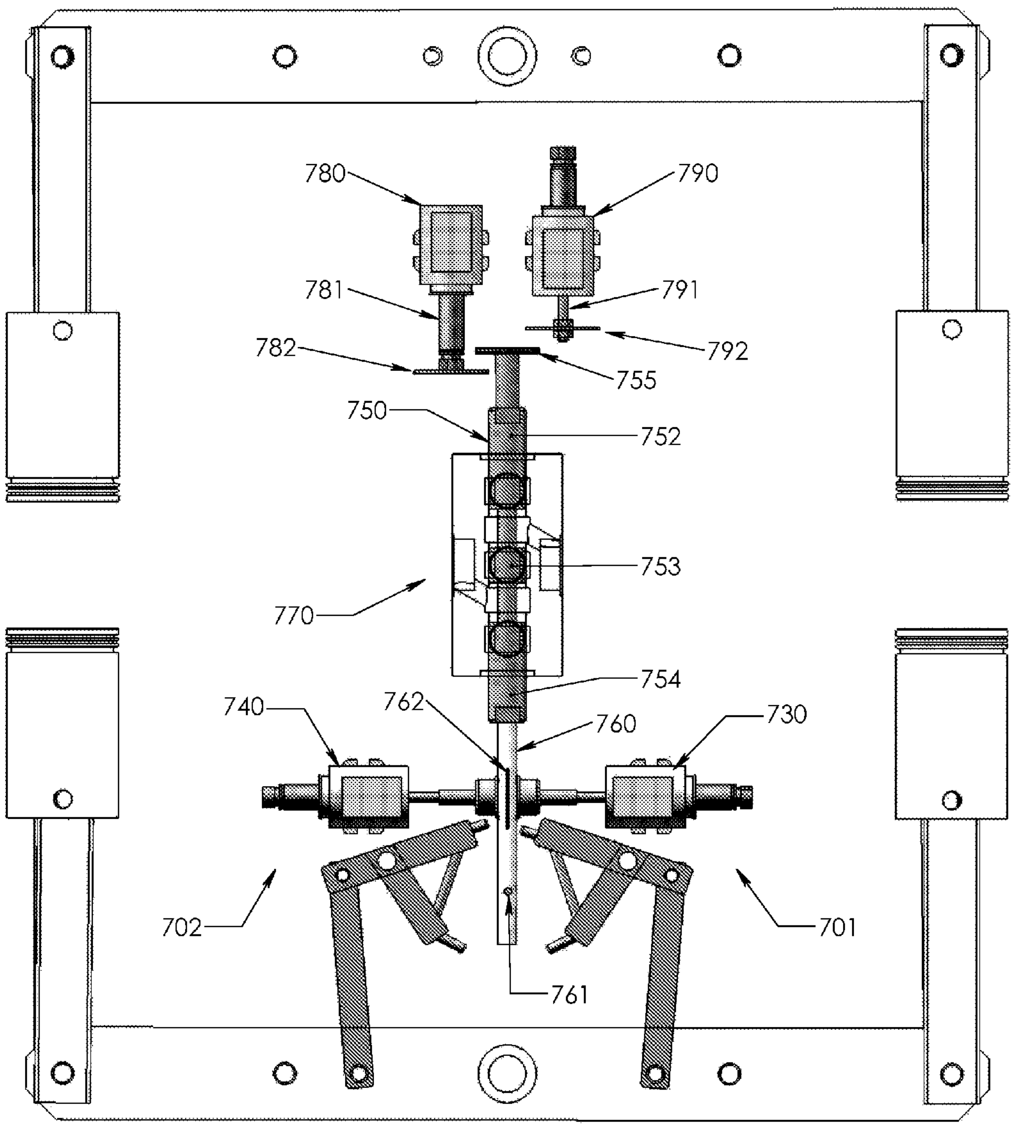


FIGURE 9B. SPOOL - TOP VIEW

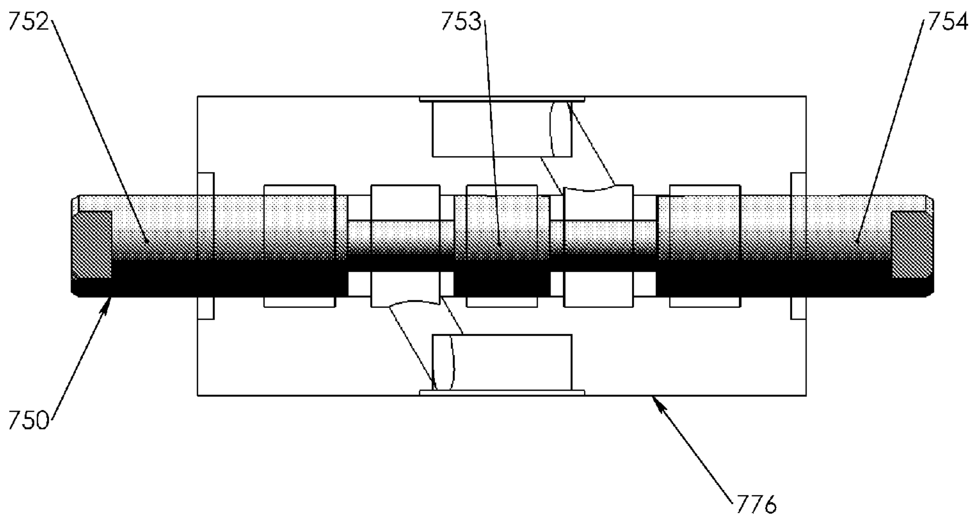


FIGURE 9C. SPOOL - SIDE VIEW

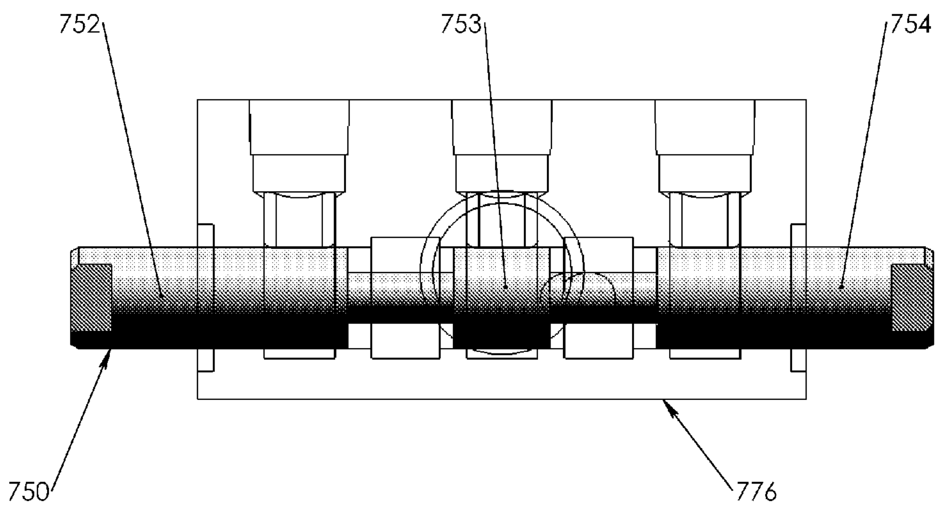


FIGURE 10. VALVE ASSEMBLY 770

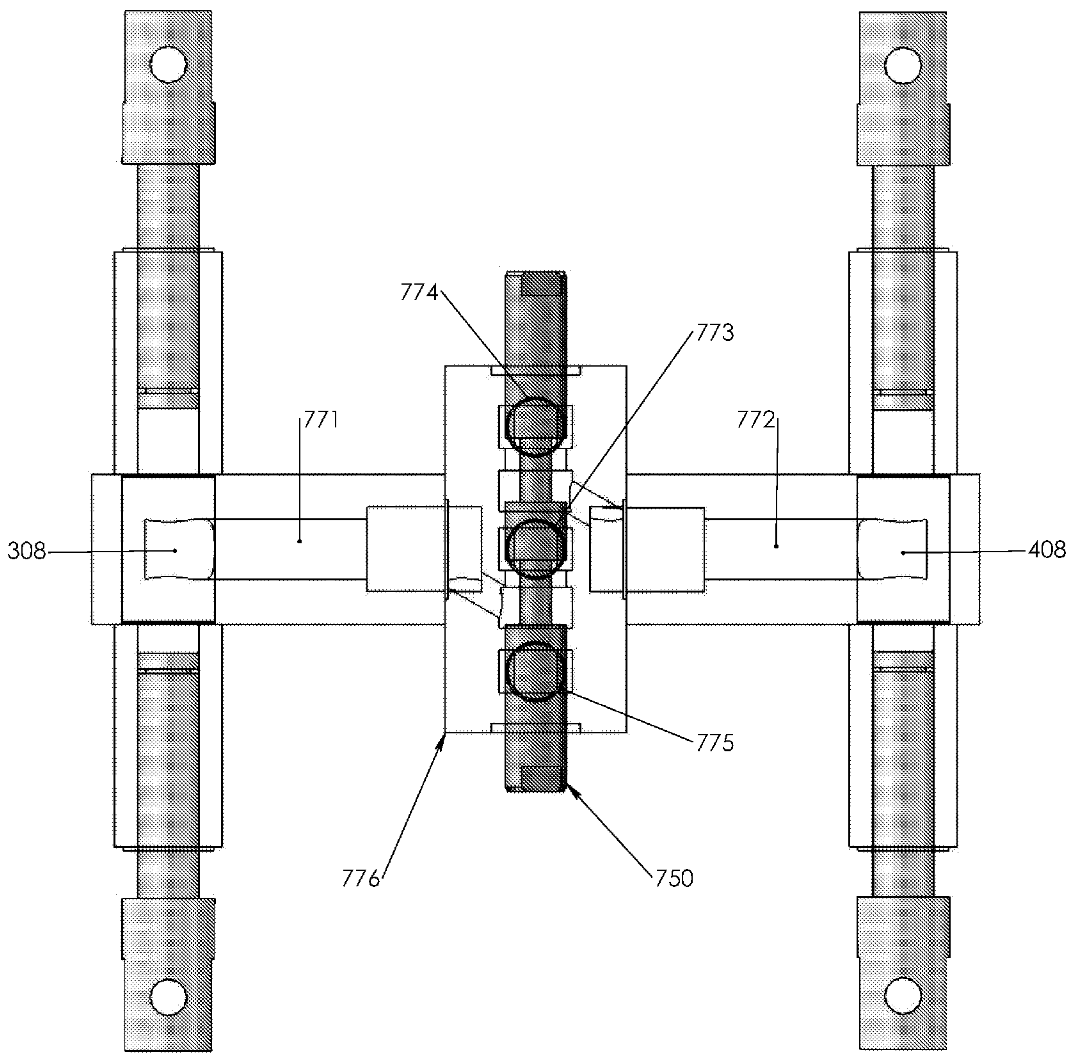


FIGURE 11A. START MODE - B-SIDE COMPRESSION

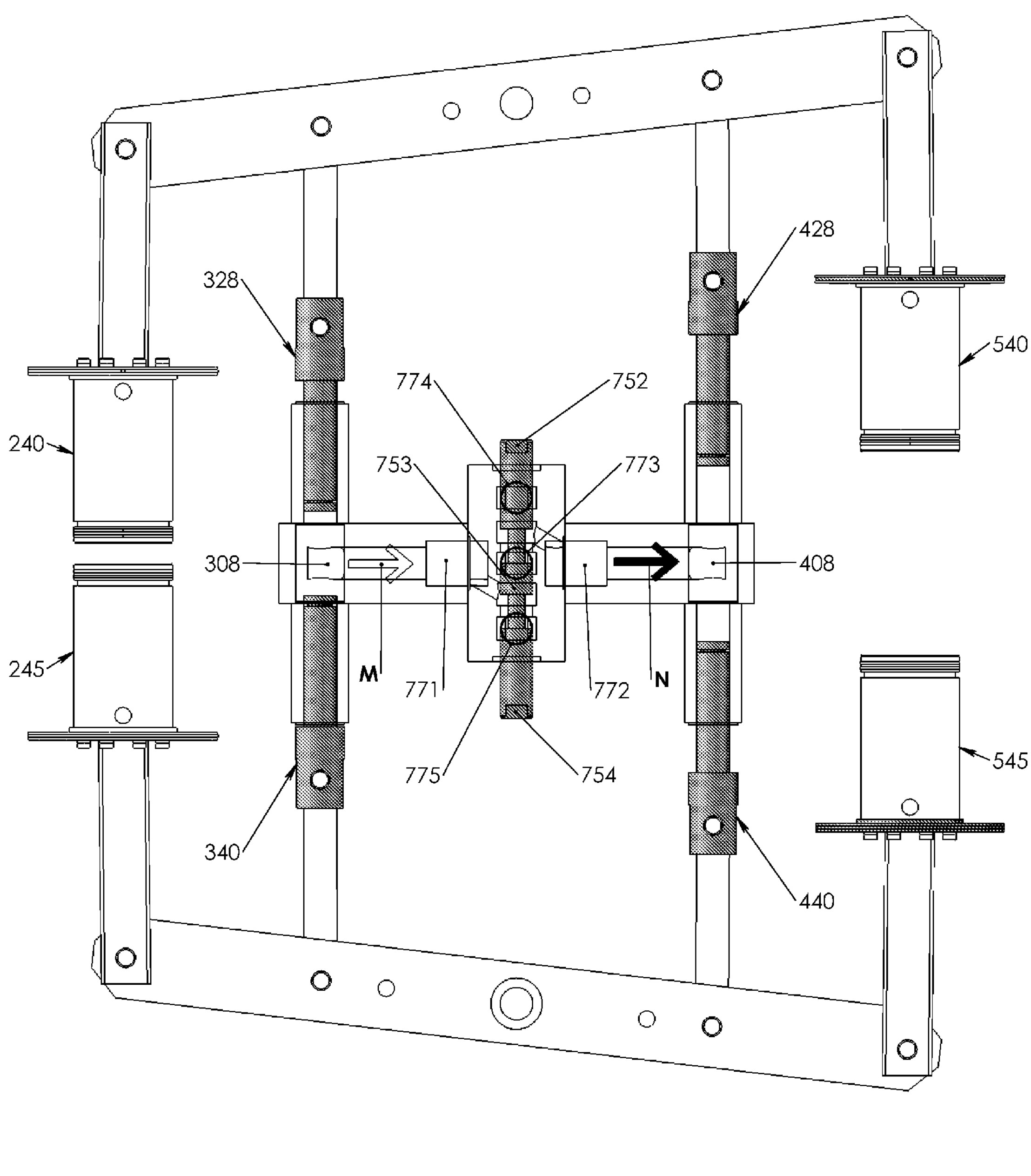


FIGURE 11B. START MODE - A-SIDE COMPRESSION

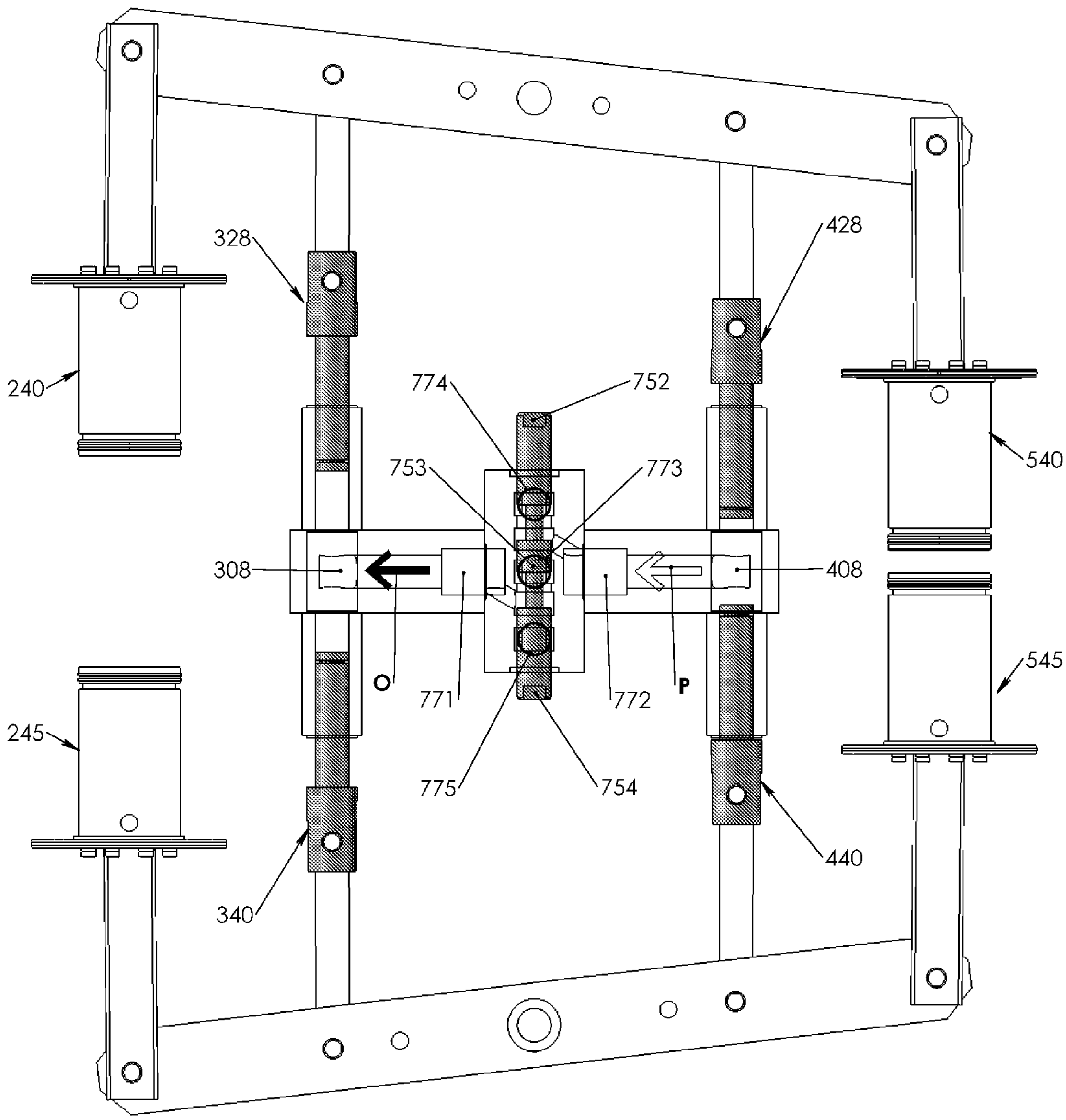


FIGURE 11C. RUN MODE - B-SIDE FIRING

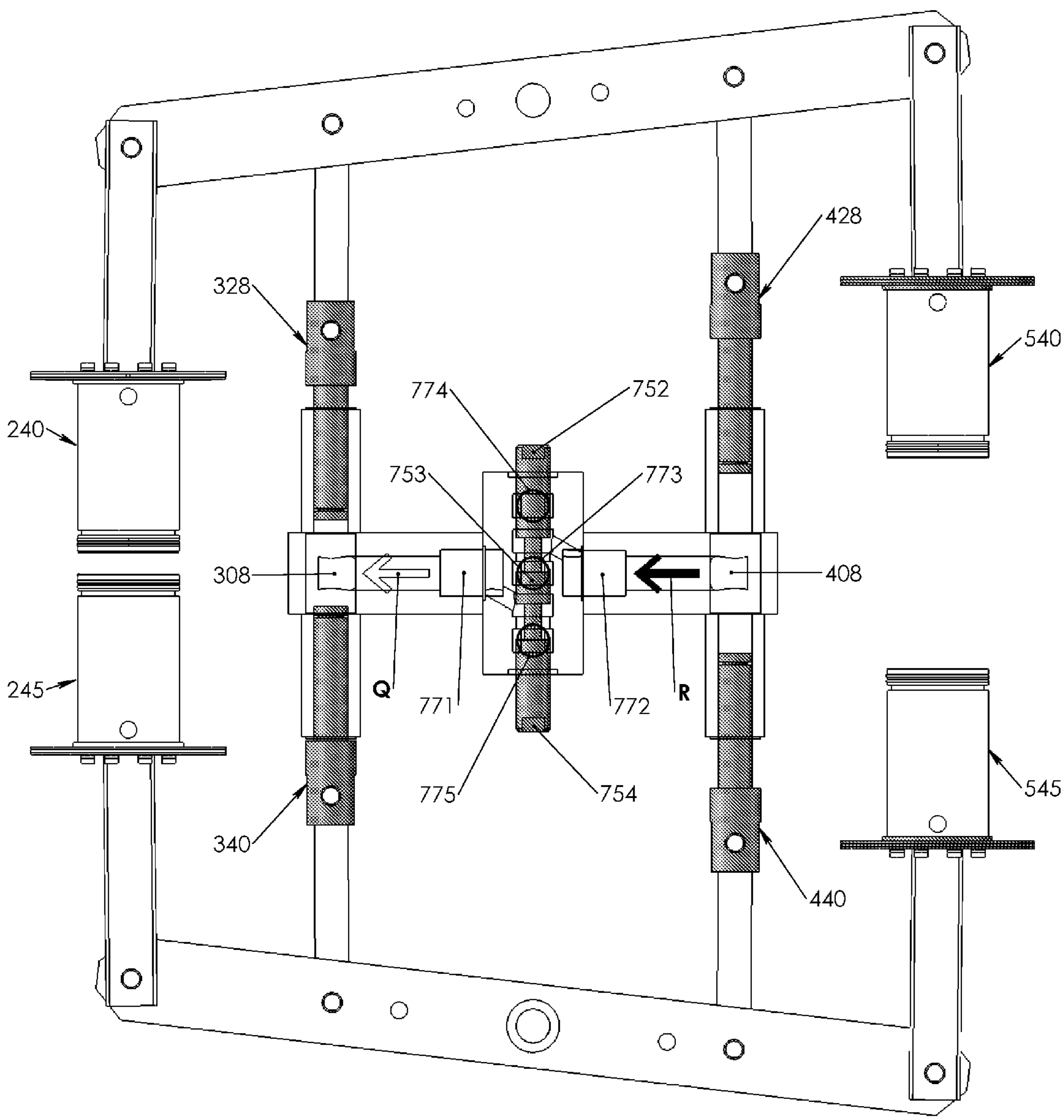


FIGURE 11D. RUN MODE - A-SIDE FIRING

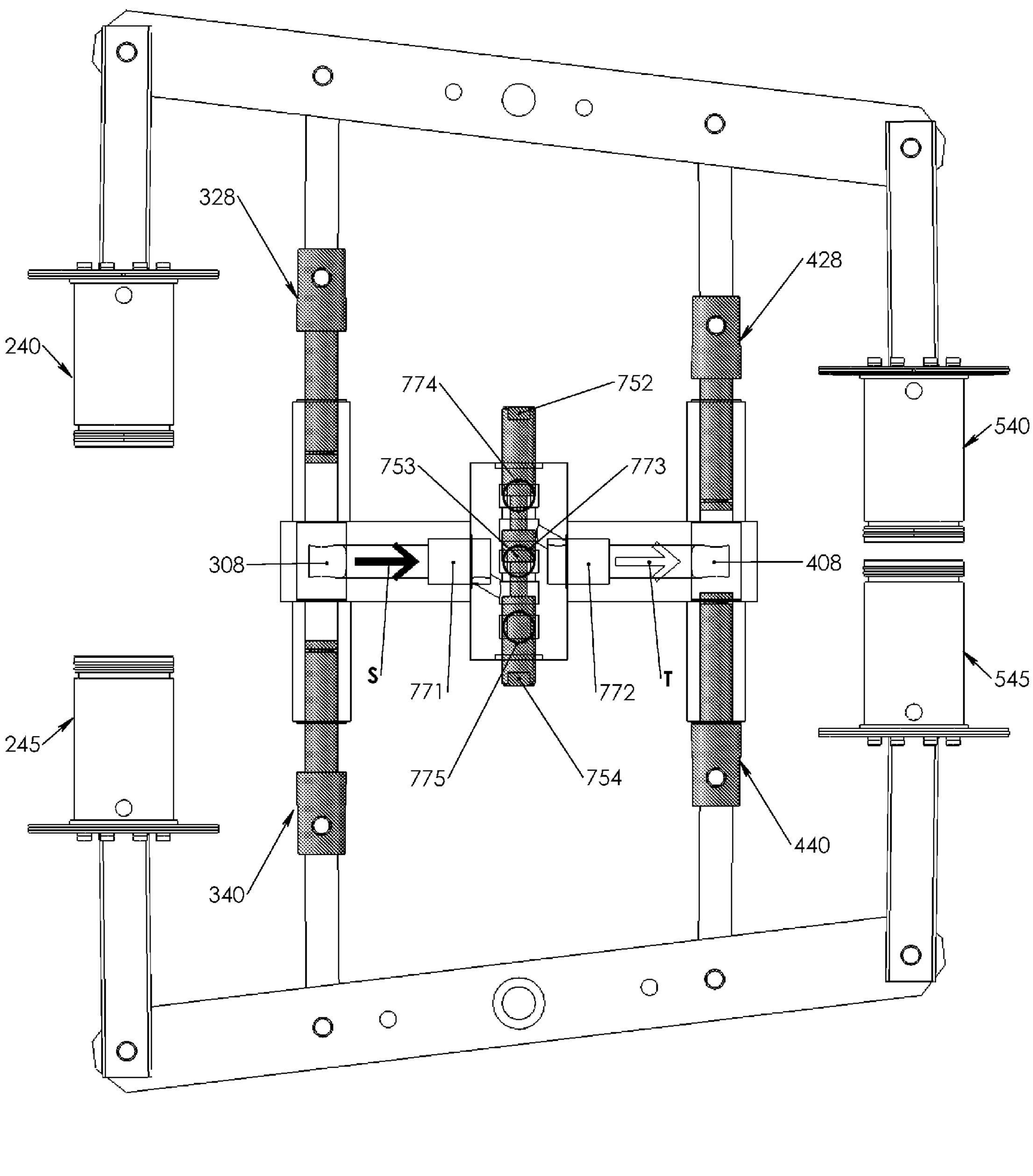


FIGURE 12A. A-SIDE ACTUATOR ASSEMBLY

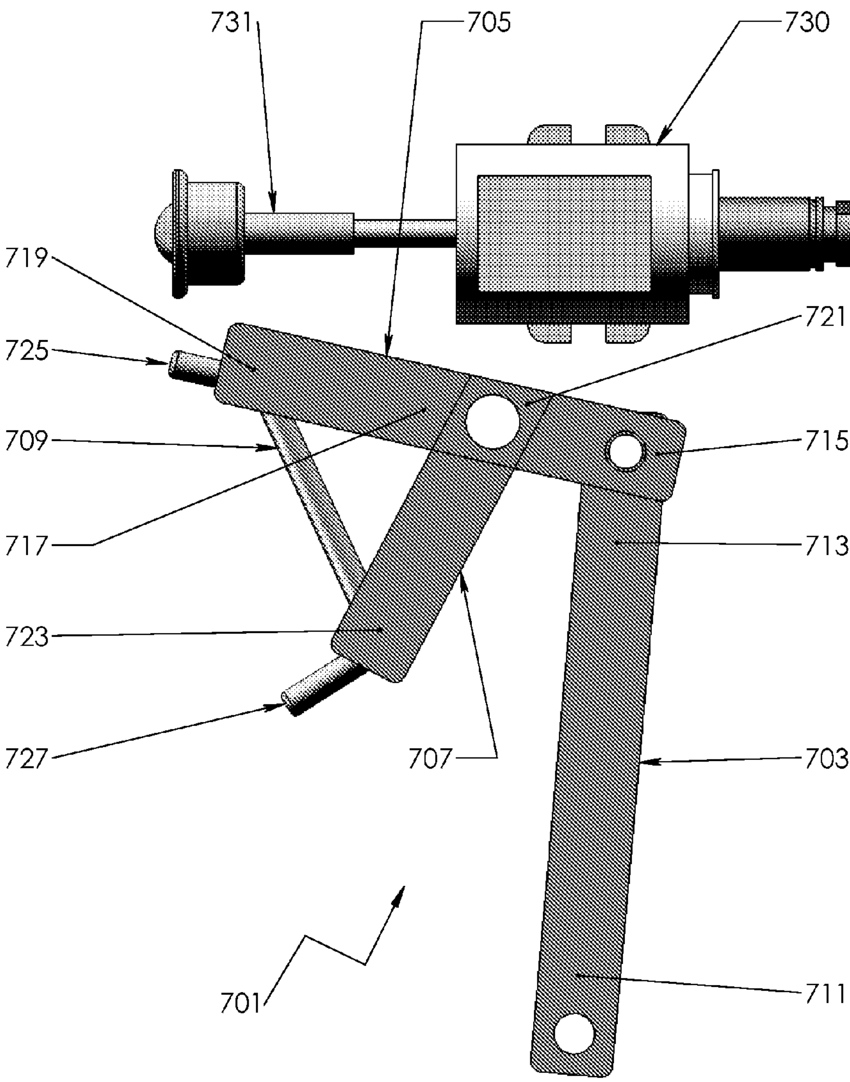


FIGURE 12B. B-SIDE ACTUATOR ASSEMBLY

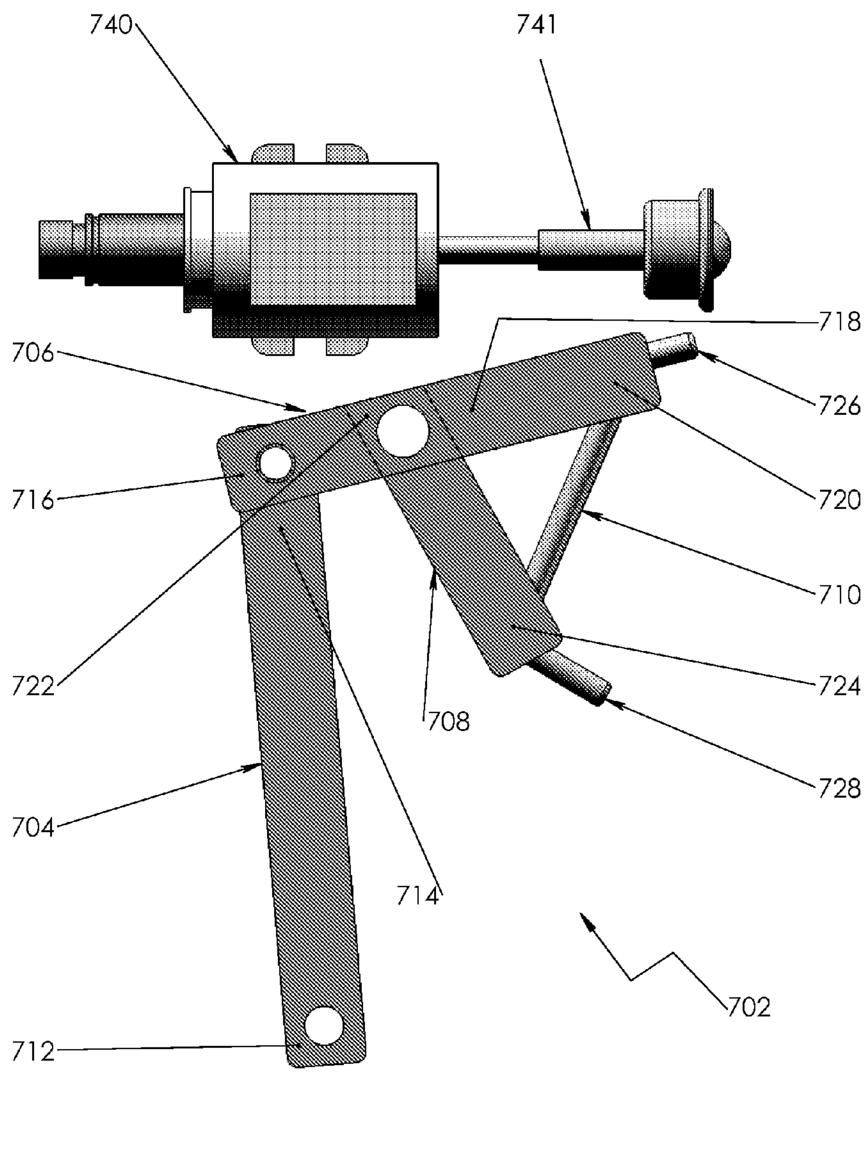


FIGURE 13A. START MODE - B-SIDE COMPRESSION (TOP VIEW)

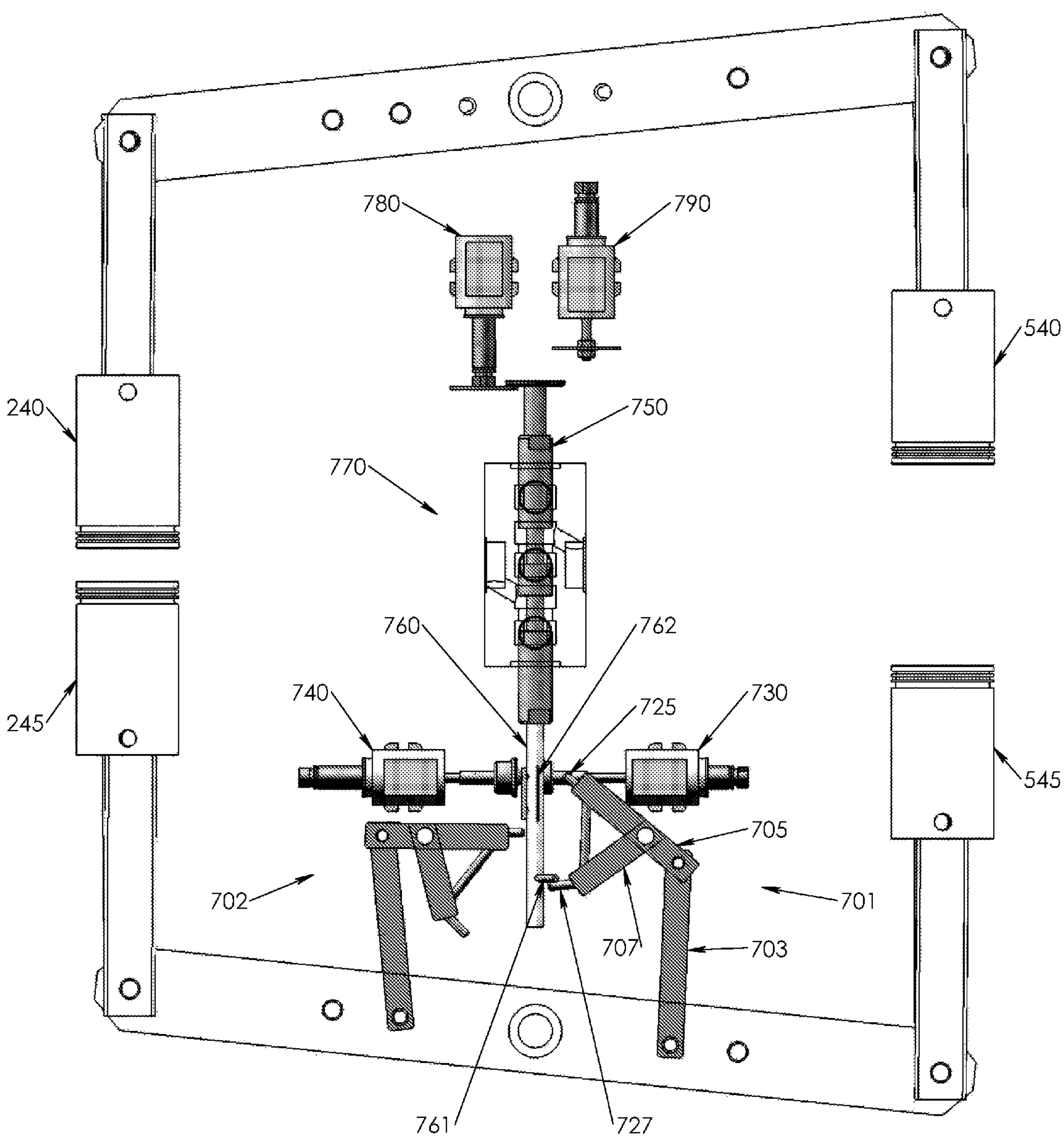


FIGURE 13B. START MODE - B-SIDE COMPRESSION (FRONT VIEW)

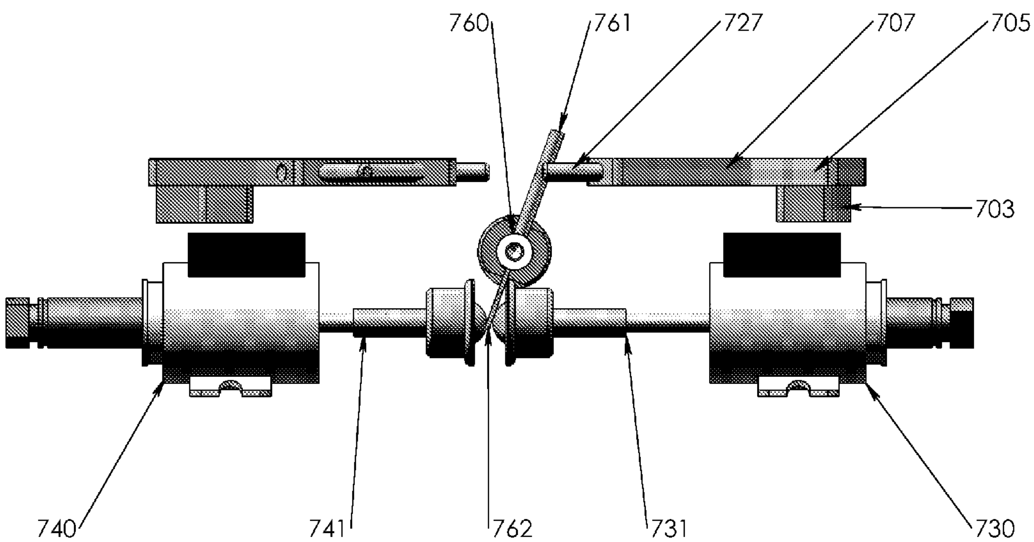


FIGURE 13C. START MODE - A-SIDE COMPRESSION (TOP VIEW)

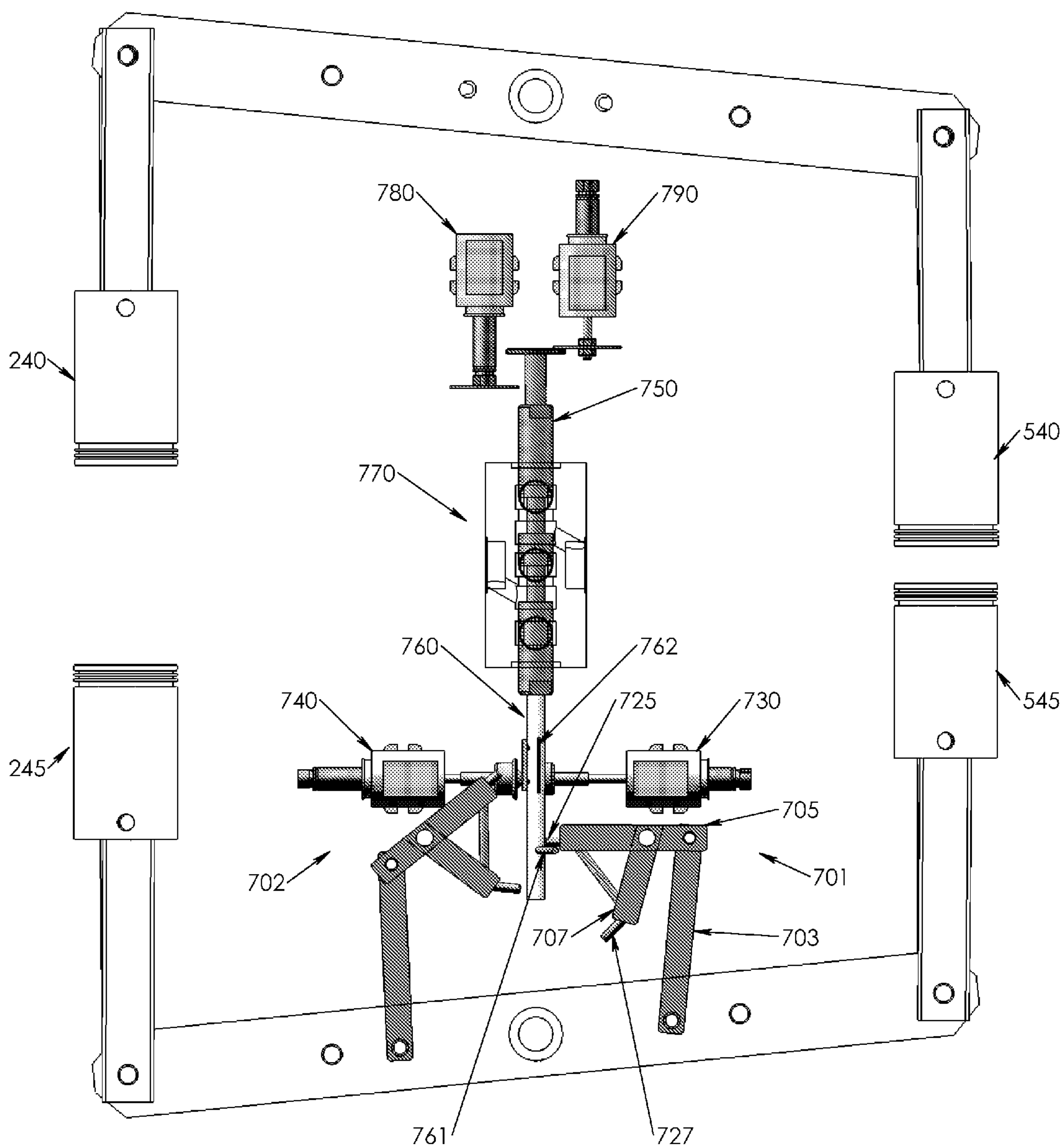


FIGURE 13D. START MODE - A-SIDE COMPRESSION (FRONT VIEW)

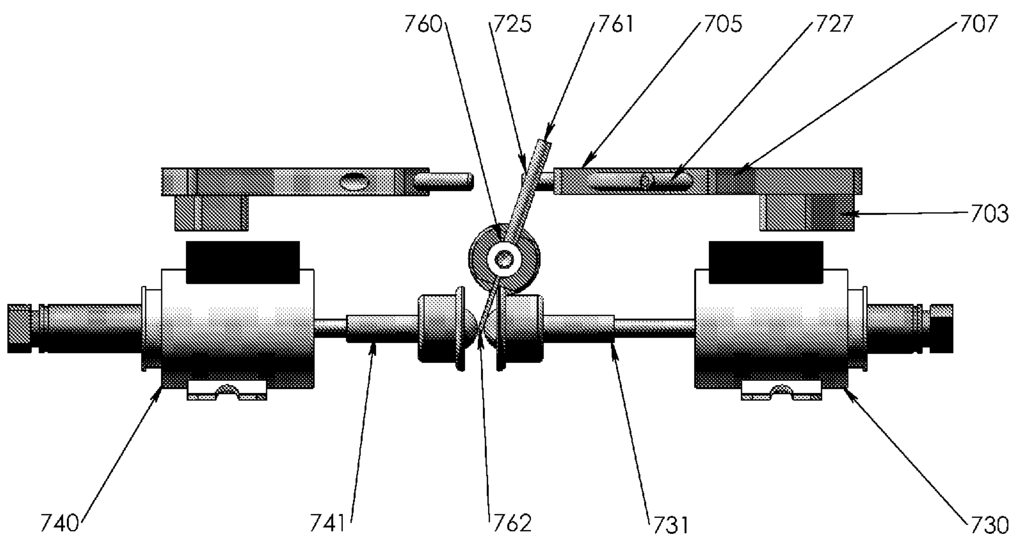


FIGURE 13E. RUN MODE - B-SIDE FIRING (TOP VIEW)

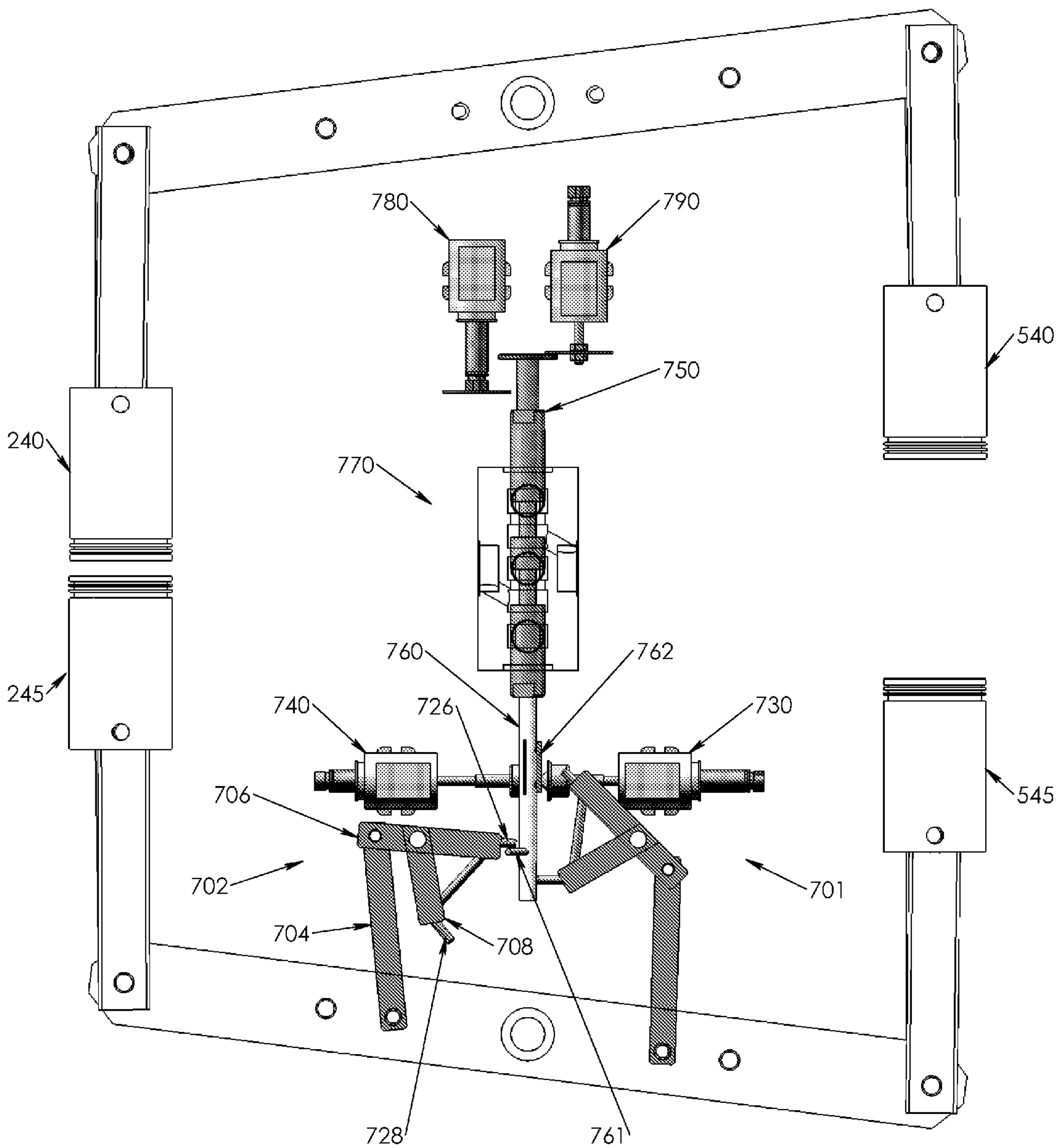


FIGURE 13F. RUN MODE - B-SIDE FIRING (FRONT VIEW)

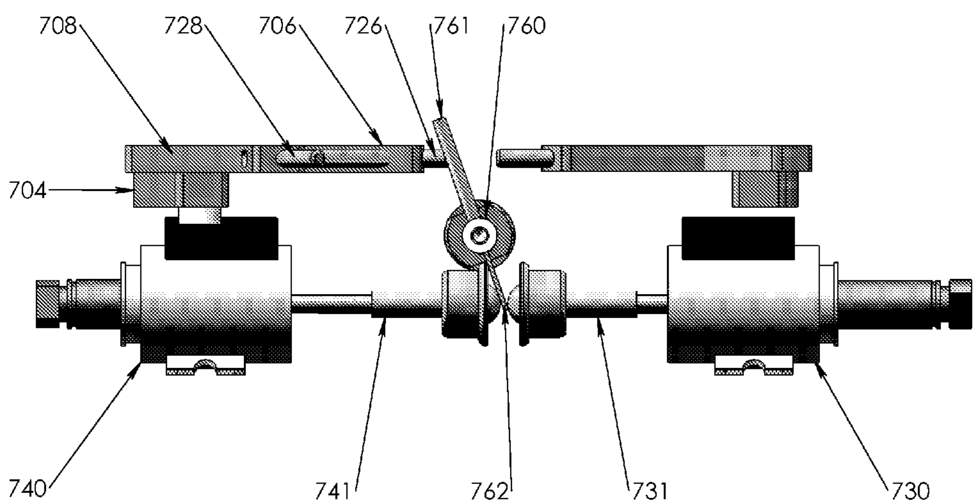


FIGURE 13G. RUN MODE - A-SIDE FIRING (TOP VIEW)

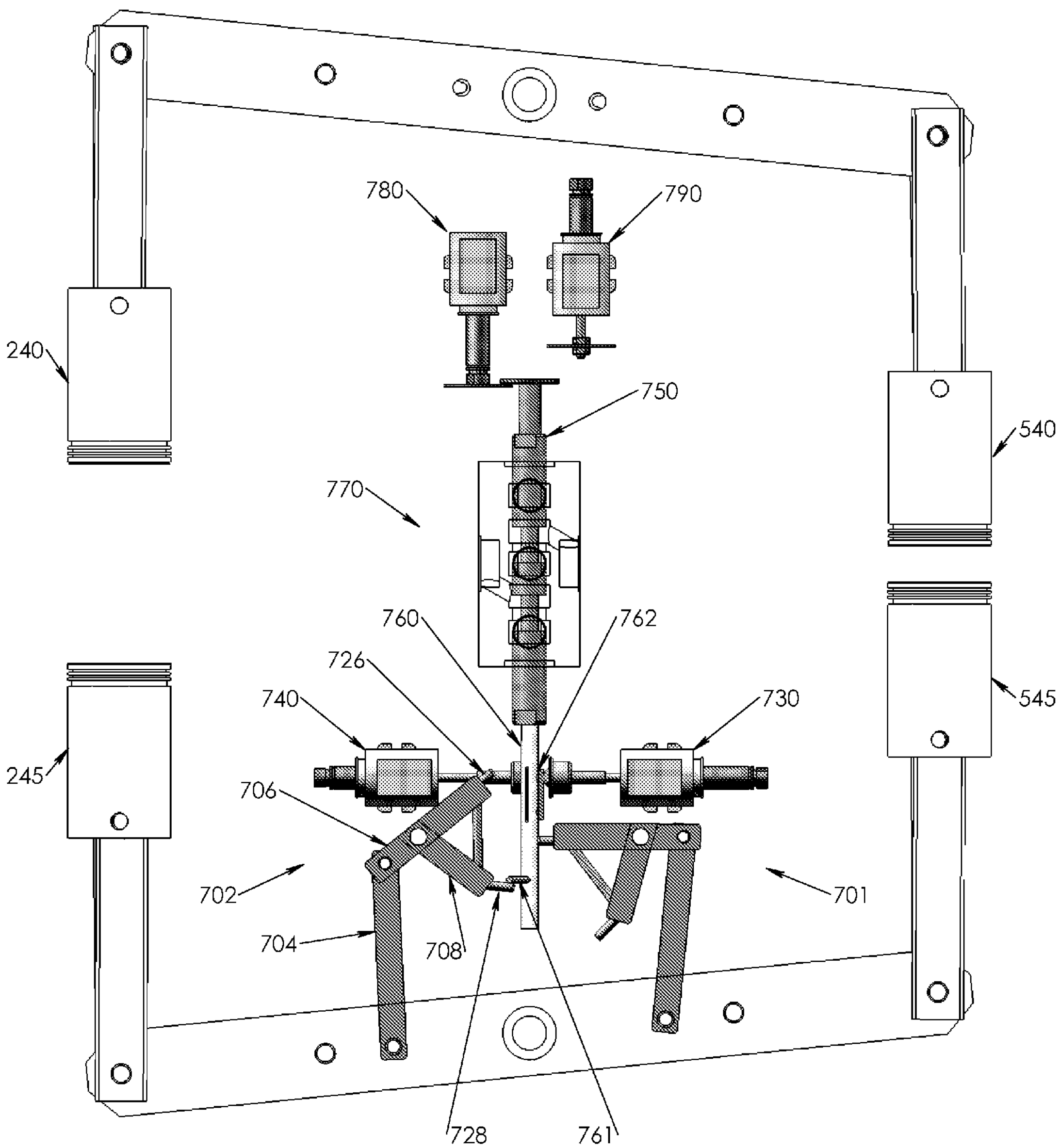


FIGURE 13H. RUN MODE - A-SIDE FIRING (FRONT VIEW)

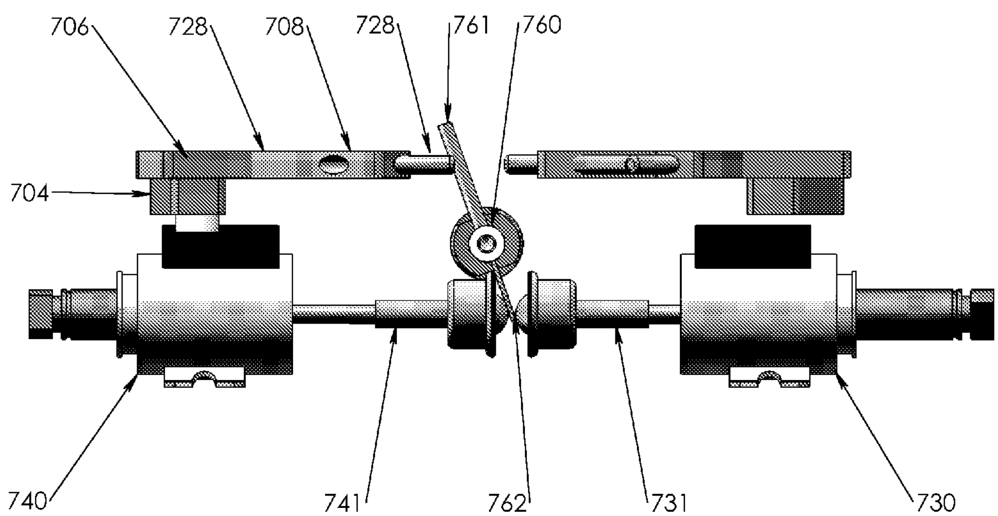


FIGURE 14A. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DETAILING FIRST AIR PUMP SECTION

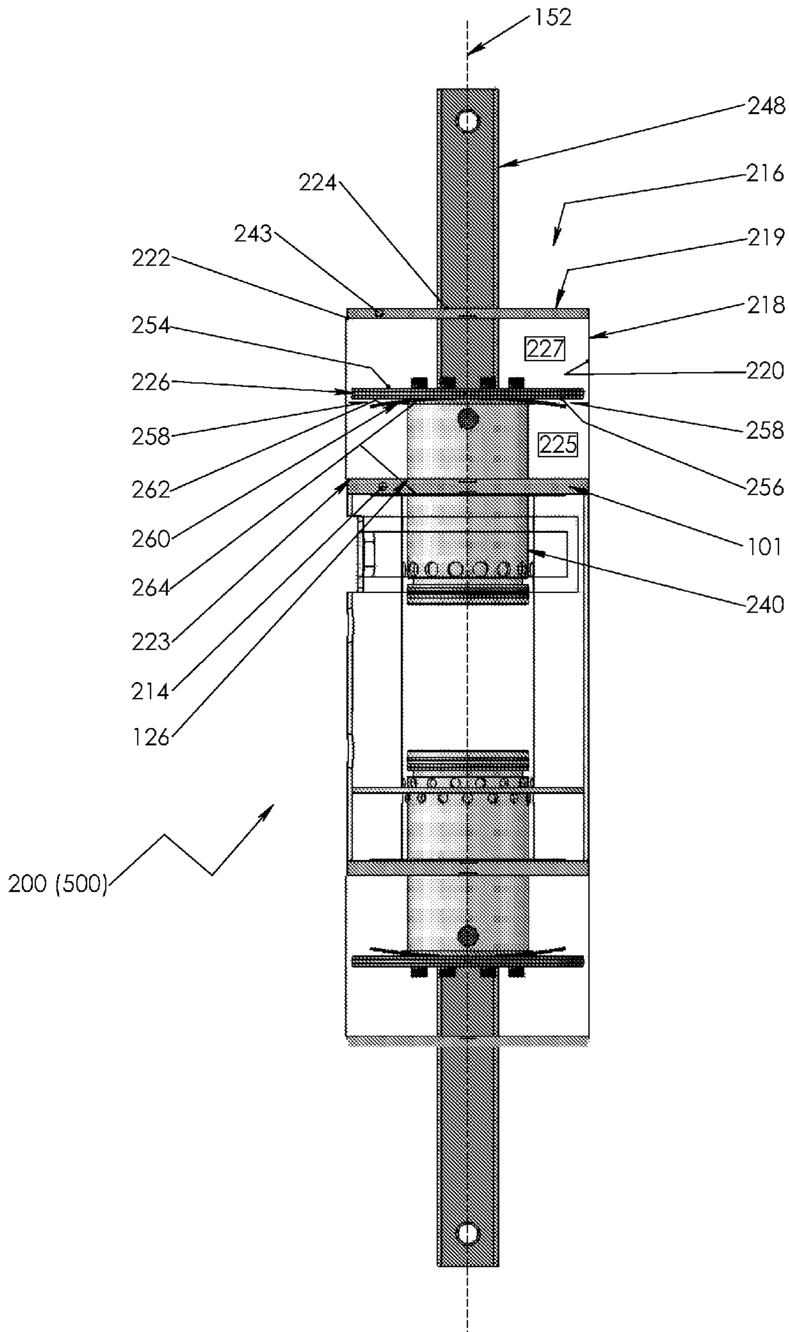


FIGURE 14B. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DETAILING SECOND AIR PUMP SECTION

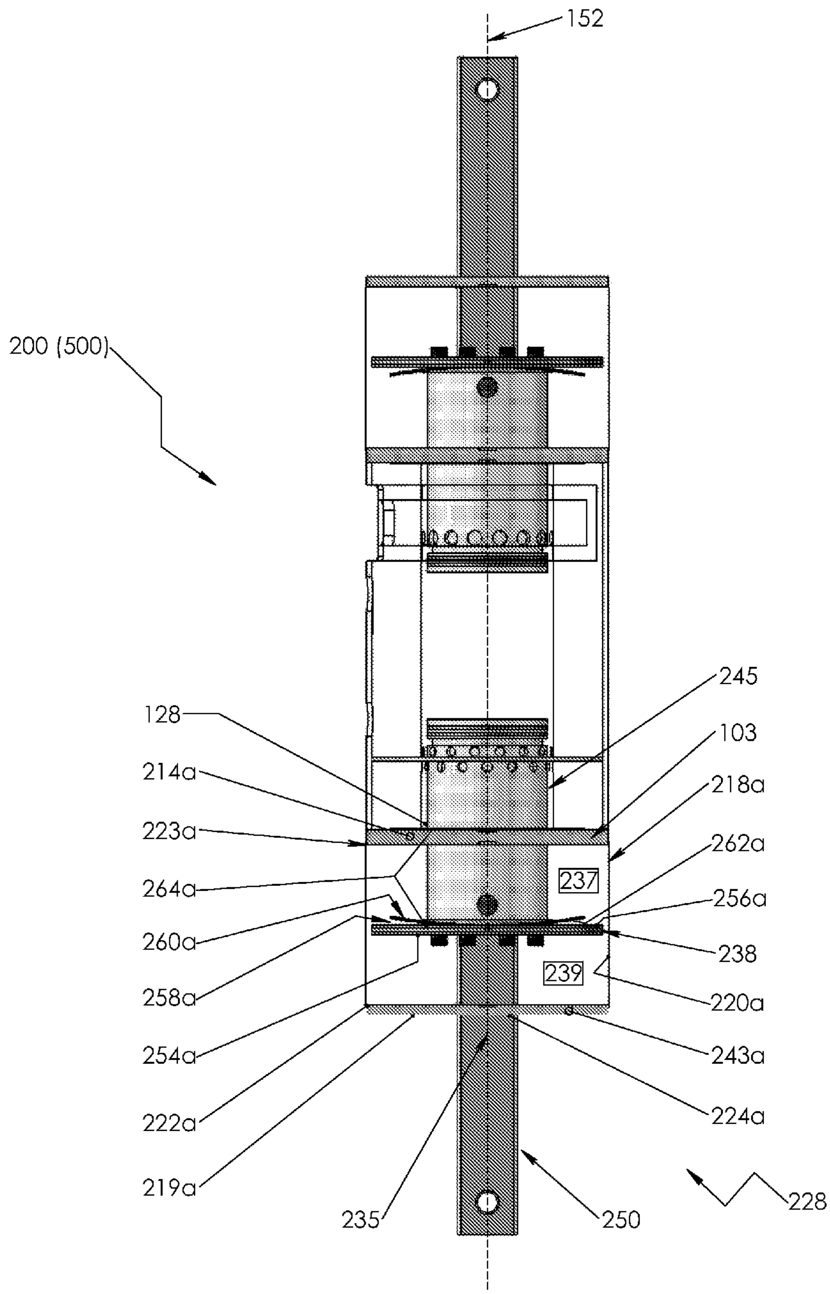


FIGURE 14C. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DETAILING COMBUSTION SECTION

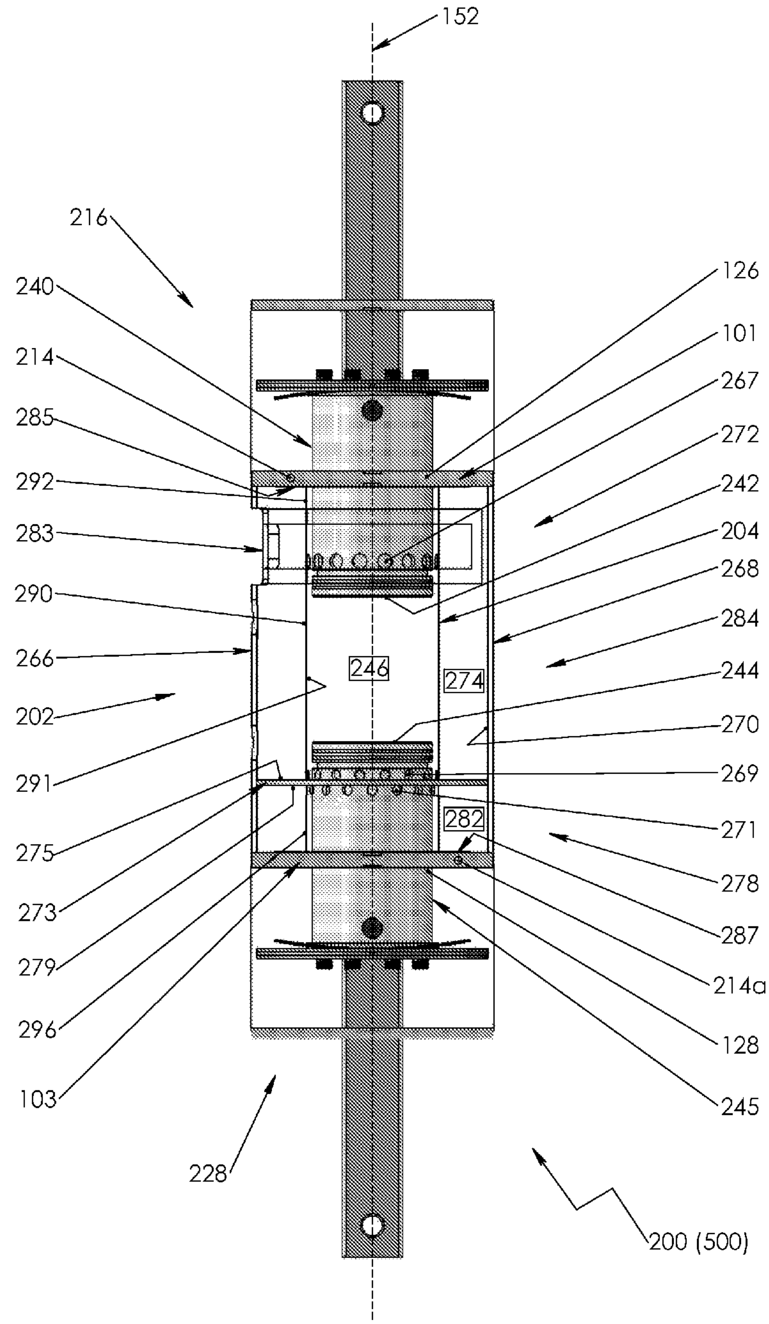


FIGURE 15A. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

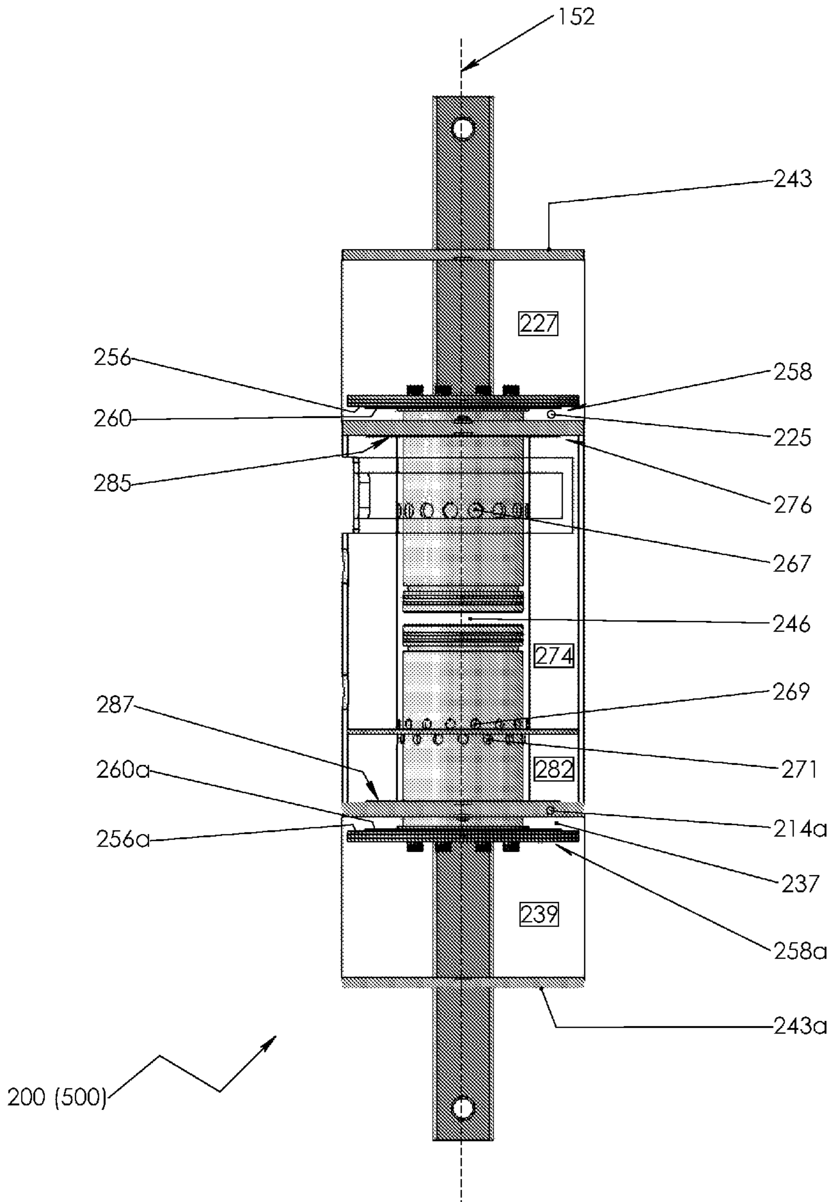


FIGURE 15B. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

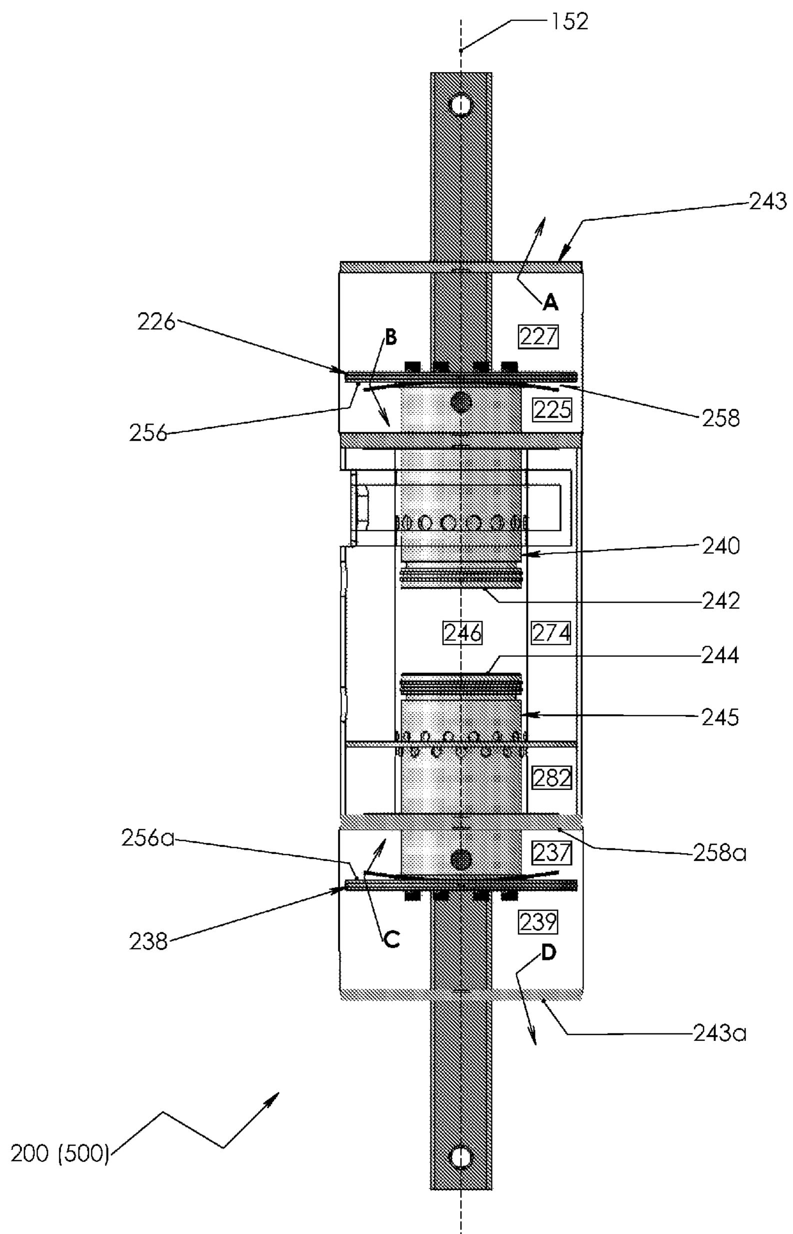


FIGURE 15C. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

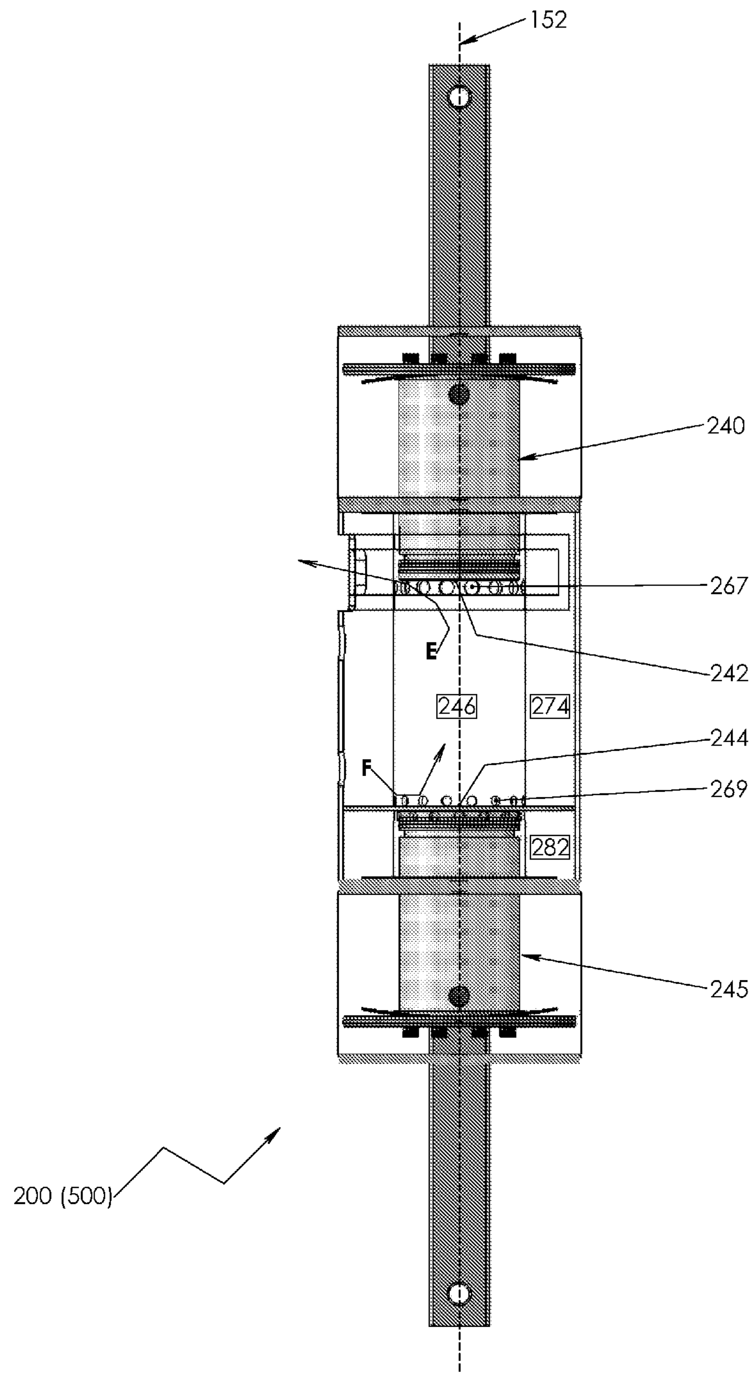


FIGURE 15D. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

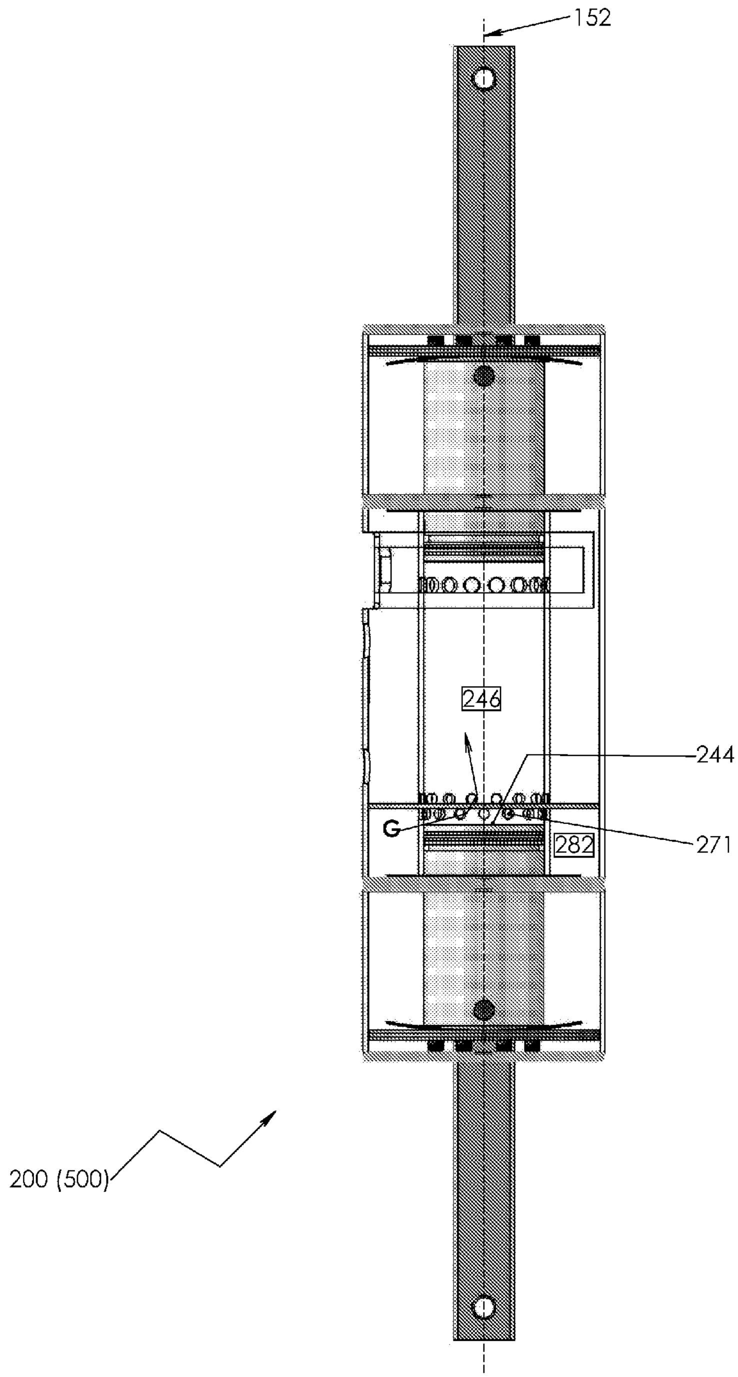


FIGURE 15E. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

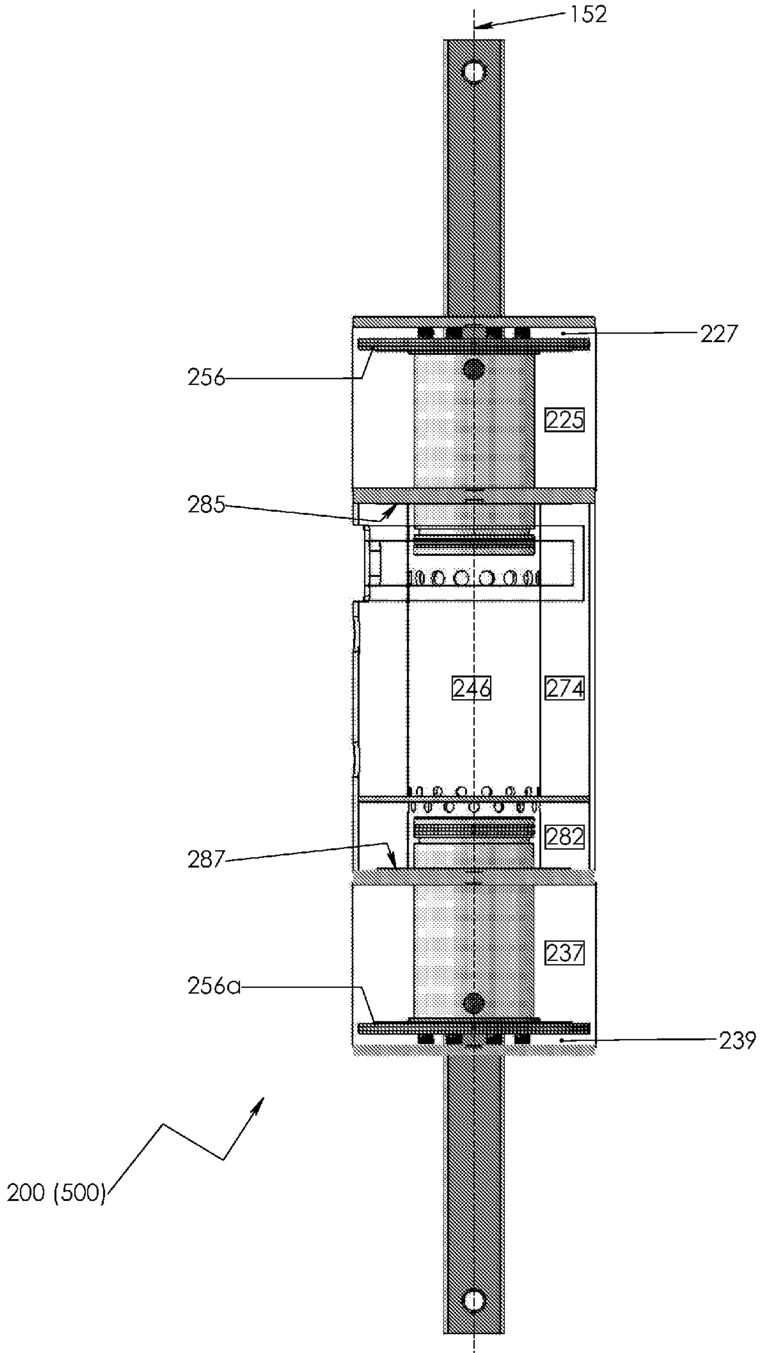


FIGURE 15F. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE

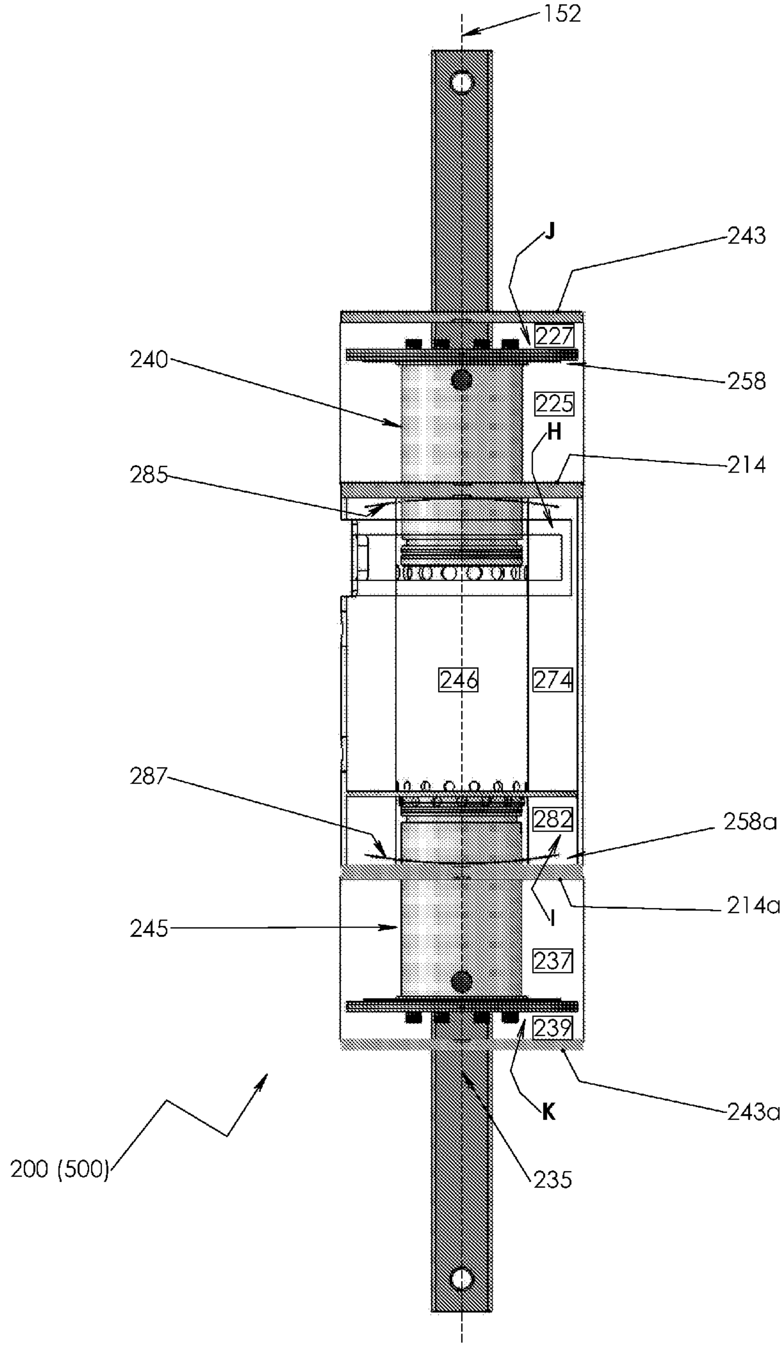
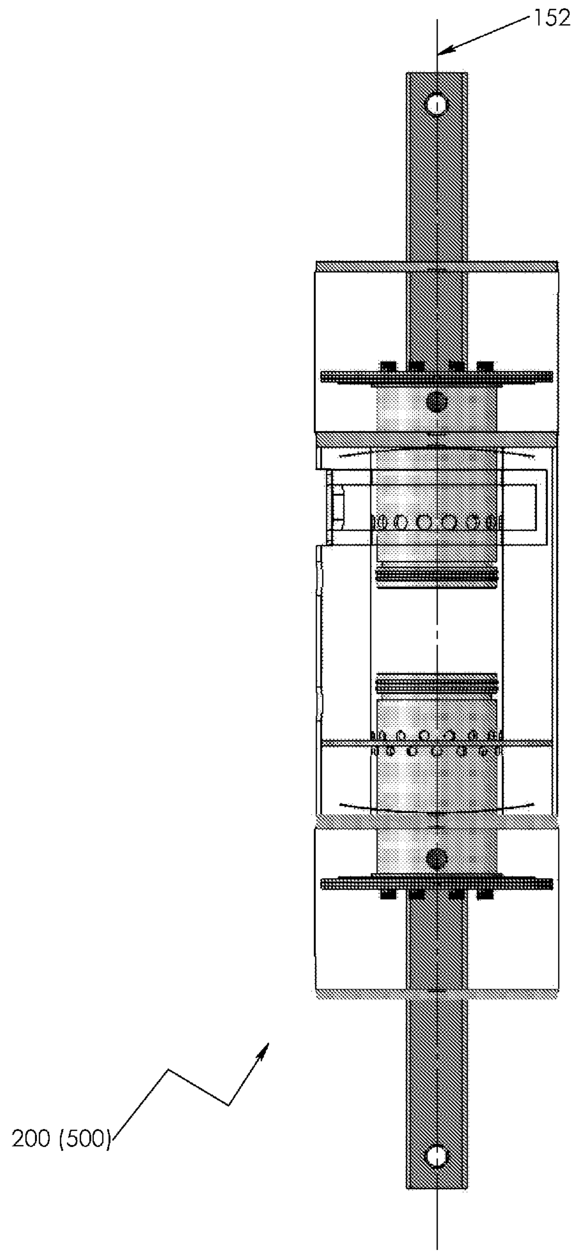


FIGURE 15G. SIDE, CROSS-SECTIONAL VIEW OF COMBUSTION ASSEMBLY DURING ENGINE CYCLE



OPPOSED PISTON INTERNAL COMBUSTION ENGINE AND METHOD OF OPERATION THEREOF

REFERENCE TO RELATED APPLICATION

This application claims the benefit of U.S. Provisional Application Ser. No. 61/349,248 filed May 28, 2010, which is incorporated herein in its entirety.

FIELD OF THE INVENTION

The present invention relates to internal combustion engines for producing pressurized hydraulic fluid and methods of using such engines and more particularly to engines having opposed piston combustion assemblies and opposed piston hydraulic assemblies mechanically communicative through levers mounted to a common frame.

BACKGROUND INFORMATION

Hydraulic engines are widely used today to transform mechanical energy into usable motion. In some commonly known conventional internal combustion engines, reciprocating combustion pistons are mechanically connected to reciprocating hydraulic pistons. Expanding combustion gases drive the reciprocating combustion pistons causing reciprocating hydraulic pistons to squeeze hydraulic fluid thereby producing a supply of pressurized hydraulic fluid. One such prior art hydraulic engine is shown in U.S. Pat. No. 5,167,292 to Moiroux et al. Moiroux's engine includes a pair of combustion pistons linked through connecting rods to a pivoted lever arm. The lever arm in turn attaches to a pair of hydraulic pistons so that the reciprocation of the combustion pistons reciprocates the hydraulic pistons thereby producing a supply of pressurized hydraulic fluid.

One of the drawbacks of this type of prior art hydraulic engine is large size, which makes it unsuitable for applications such as powering a vehicle. Accordingly, there is a need for a hydraulic engine of compact size and one that does not require the costly, complex transmissions of conventional internal combustion engines.

Another drawback of prior art engines is the problem posed by crank angle. Typically, an internal combustion engine uses a crankshaft to convert lateral piston movement to axial rotation. In conventional engines, this conversion is performed by a crankshaft. However, because of the crank angle, only a portion of the force generated at the piston face is applied to the crankshaft, the remainder being applied to the cylinder wall. The effect of "piston slap", as it is known, is undesirable.

It is an object of the present invention to overcome one or more of the above-described drawbacks and/or disadvantages of the prior art.

SUMMARY OF THE INVENTION

In accordance with a first aspect, the present invention is directed to an opposed piston internal combustion hydraulic engine adapted to produce a supply of pressurized hydraulic fluid. The apparatus comprises (i) a frame fixedly engaging two pivot pins, the pins defining a pivot pin axis; (ii) a first lever and a second lever each pivotally connected to a pivot pin in its middle, the pivot pin axis dividing each lever into a first side and a second side; (iii) a first combustion assembly having a combustion chamber movably bounded by opposed combustion pistons, the first piston drivingly engaged to the first lever first side and the second piston drivingly engaged to

the second lever first side, the assembly defining a first combustion assembly axis parallel to the pivot pin axis; (iv) a first hydraulic assembly having a hydraulic chamber movably bounded by opposed hydraulic pistons, the first piston drivingly engaged to the first lever first side and the second piston drivingly engaged to the second lever first side, the assembly defining a first hydraulic assembly axis parallel to the pivot pin axis; (v) a second hydraulic assembly having a hydraulic chamber movably bounded by opposed hydraulic pistons, the first piston drivingly engaged to the first lever second side and the second piston drivingly engaged to the second lever second side, the assembly defining a second hydraulic assembly axis parallel to the pivot pin axis; and (vi) a second combustion assembly having a combustion chamber movably bounded by opposed combustion pistons, the first piston drivingly engaged to the first lever second side and the second piston drivingly engaged to the second lever second side, the assembly defining a second combustion assembly axis parallel to the pivot pin axis. In accordance with one aspect, each of the assemblies is mechanically communicative with the other three another through the levers, whereby expansion of one combustion chamber contracts the other combustion chamber. In accordance with another aspect, expansion of one combustion chamber contracts one hydraulic chamber and expands the other hydraulic chamber. In accordance with yet another aspect of the present invention, contraction of a hydraulic chamber produces a supply of pressurized hydraulic fluid.

In one embodiment of the present invention, the combustion assembly further includes a combustion case having therein a combustion cylinder. The case includes a first end, a mid-section having an aperture, and a second end, each of the first and second ends having an aperture and an inlet. The cylinder includes an outer surface, an inner surface, at least one port extending therethrough, a first inlet extending therethrough, and a second inlet therethrough, said cylinder containing within it the first and second combustion pistons described above slideably and sealably engaged to the combustion cylinder inner surface, defining the combustion chamber referred to above. The combustion assembly also has a first connecting rod and a second connecting rod, each connecting rod having a proximal end, a mid-section, and a distal end. The first combustion piston is attached to the first connecting rod at the connecting rod proximal end. The first connecting rod mid-section slideably and sealably extends through the case first aperture, while the first connecting rod distal end is attached to the first lever. The second piston is attached to the second connecting rod at the connecting rod proximal end. The second connecting rod mid-section slideably and sealably extends through the case second aperture, while the second connecting rod distal end is attached to the second lever. The case further includes an inner surface; a divider having a first surface and a second surface and sealably extending from the combustion cylinder outer surface to the case inner surface. The divider separates the case into a first and second case chamber. The first case chamber is defined by the case inner surface, the cylinder outer surface and the divider first surface, including the cylinder first inlet and including a case inlet, the first case chamber thereby being pneumatically communicative with the environment external to the combustion case. The second case chamber is defined by the case inner surface, the combustion cylinder outer surface, and the divider second surface, including the cylinder second inlet and including the other case inlet, the second case chamber thereby being pneumatically communicative with the environment external to the combustion case. In this embodiment an exhaust manifold further sealably envelopes a portion of the combustion cylinder including the combustion cylinder ports, and sealably extends through the combustion case mid-section aperture to pneumatically link the combustion chamber with the outside environment when the port is not occluded by a combustion piston. In this embodiment the first and second case chambers are each selectively pneumatically communicative with the outside environment through an inlet occlusion means, and are each selectively pneumatically communicative with the combustion chamber through the respective cylinder inlet, depending on the position of the second piston within the combustion chamber.

In another embodiment of the present invention, the occlusion means in a one-way valve. In still another embodiment of the present invention, the occlusion means is a flexible member over the inlet opening or closing responsive to air pressure differential on its top or bottom surface.

In one embodiment of the present invention, the combustion assembly includes at least one air pump fixed to each of the first and second ends of the combustion case. Each air pump includes a housing having an inner surface, an outer surface, a first end having an aperture and an inlet, a second end having an aperture and an outlet, an air piston having a top surface, a bottom surface, an air channel therethrough, and means for selective occlusion of said air channel. In this embodiment the air pump housing has a first chamber defined by the housing inner surface and the air piston top surface and a second chamber defined by the housing inner surface and the air piston bottom surface. The first air pump is attached to the combustion case first end so that the air pump second end aperture and the air pump second end outlet each align respectively with the case first end aperture and case first end inlet, and the case first end aperture further aligns with the air pump first end aperture, so that the combustion assembly first connecting rod slidedly and sealably extends through the second end aperture, is attached to the air piston, and slidedly and sealably extends through the air pump housing first end aperture to attach to the respective lever. In a mirror image fashion, the second air pump is attached to the combustion case second end so that the air pump second end aperture and air pump second end outlet align respectively with the case second end aperture and inlet, and the case second end aperture further aligns with the air pump second end aperture, so that the combustion assembly second connecting rod slidedly and sealably extends through the second end aperture, is attached to the air piston, and slidedly and sealably extends through the air pump housing first end aperture to attach to the respective lever.

In accordance with another aspect, the present invention is directed to a method for providing a supply of pressurized hydraulic fluid with an opposed piston engine comprising the steps of:

(1) providing a hydraulic engine including a frame; a first and second pivot pin defining a pivot pin axis; a first and second lever; a first combustion assembly and a first hydraulic assembly attached to the levers, said combustion assembly and said hydraulic assembly both being located on a first side of the pivot pin axis, and each assembly defining an axis parallel to the pivot pin axis; and a second combustion assembly and a second hydraulic assembly attached to the levers, said combustion assembly and said hydraulic assembly both being located on a second side of the pivot pin axis, and each assembly also defining an axis parallel to the pivot pin axis;

(2) providing a combustion chamber within each of the combustion assemblies and a hydraulic chamber within each of the hydraulic assemblies, the chambers being in mechanical communication through the levers;

(3) charging one of the hydraulic chambers with hydraulic fluid;

(4) causing the combustion chamber located on the opposite side of the pivot pin axis from the charged hydraulic chamber to expand, thereby compressing the fluid in said hydraulic chamber through the mechanical communication of the hydraulic and combustion assemblies through the levers, and making the fluid therein available as a supply of pressurized hydraulic fluid.

In one embodiment of the present invention, the method further comprises the steps of (i) introducing a fuel-air mixture into the combustion chamber described above, (ii) axially driving the combustion pistons of said chamber toward one another, thereby contracting the combustion chamber and compressing the mixture therein, and (iii) detonating the mixture, thereby expanding the combustion chamber, driving the combustion pistons apart, and contracting the hydraulic chamber and combustion chamber on the opposite side of the pivot pin axis from the expanding combustion chamber through the mechanical communication between assemblies.

In one embodiment of the present invention, the method further comprises the steps of (i) providing in the combustion assembly described above a case first chamber and a case second chamber each selectively pneumatically communicative with the combustion chamber; (ii) charging the first chamber with pressurized air, (iii) charging the second chamber with a pressurized fuel-air mixture; (iii) selectively connecting the combustion chamber with the environment external to the combustion assembly thereby effecting pneumatic communication and allowing a first portion of the contents to move out of the combustion assembly to the environment external to the combustion assembly; (iv) selectively connecting the case first chamber to the combustion chamber thereby displacing a second portion of the gases therein to the environment external to the combustion assembly; (v) selectively connecting the combustion chamber with the case second chamber thereby displacing a third portion of the gases therein to the environment external to the combustion assembly.

One advantage of the engine and method of operation in the present invention is that the engine is compact because the assembly axes are parallel with a common midpoint instead of serial with offset centers. Another advantage is that the combustion assembly connecting rod does not rotate about a crankshaft, but rather angularly displaces a lever through a comparatively small range of movement.

Other advantages of the apparatus and method of the present invention will become readily apparent in view of the following detailed description and accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a side elevation view of a hydraulic engine embodying the present invention including opposed pistons, combustion cylinders and hydraulic cylinders;

FIG. **2** is a side elevation view of the frame of the engine of FIG. **1**;

FIG. **3** is an elevation view of the lever arm of the engine apparatus of FIG. **1**;

FIG. **4** is front, top view of a hydraulic assembly of the engine of FIG. **1**;

FIG. **5** is a front, top view of a hydraulic piston assembly forming a translatable unit within the hydraulic assembly of FIG. **4**;

FIG. **6** is a side, cross-sectional view of a combustion assembly of the engine of FIG. **1**;

FIG. **7** is a front, top view of a combustion piston assembly forming a translatable unit within the combustion assembly of FIG. **6**;

FIG. **8**A, FIG. **8**B, and FIG. **8**C are front perspective, partially cross-sectional views of the engine of FIG. **1** sequentially showing the operation of the engine;

FIG. **8**D is a top view of a portion of the engine showing the double synchronizing means employed in one embodiment of the present invention;

FIG. **9**A is a top view of the selective hydraulic fluid communication assembly;

FIG. **9**B is a top view of the spool in the valve block;

FIG. **9**C is a side view of the spool of the selective hydraulic fluid communication assembly of FIG. **9**A;

FIG. **10** is a top view of the valve assembly;

FIG. **11**A is a schematic view of 'start mode'-B-side compression;

FIG. **11**B is a schematic view of 'start mode'-A-side compression;

FIG. **11**C is a schematic view of 'run mode'-B-side firing;

FIG. **11**D is a schematic view of 'run mode'-A-side firing;

FIG. **12**A is a front view of the A-side actuator assembly;

FIG. **12**B is a front view of the B-side actuator assembly;

FIG. **13**A is a top view of 'start mode'-B-side compression;

FIG. **13**B is a front view of 'start mode'-B-side compression;

FIG. **13**C is a top view of 'start mode'-A-side compression;

FIG. **13**D is a front view of 'start mode'-A-side compression;

FIG. **13**E is a top view of 'run mode'-B-side firing;

FIG. **13**F is a front view of 'run mode'-B-side firing;

FIG. **13**G is a top view of 'run mode'-A-side firing;

FIG. **13**H is a front view of 'run mode'-A-side firing;

FIG. **14**A, FIG. **14**B, and FIG. **14**C are side, cross-sectional views of the combustion assembly of FIG. **6** respectively detailing the first air pump section, second air pump section and combustion section; and

FIG. **15**A through FIG. **15**G are side, cross-sectional views of the combustion assembly of FIG. **6** showing the operation of the combustion assembly during a cycle.

DETAILED DESCRIPTION OF THE DRAWINGS

Table 1 identifies each element discussed the detailed description of the drawings section of the specification ordered by element number.

TABLE 1

Element	Reference Numeral
Hydraulic Engine	10
Frame	100
First Assembly Bridge	101
First Pivot Pin	102
Second Assembly Bridge	103
Second Pivot Pin	104
First Pivot Pin Bridge	106
Second Pivot Pin Bridge	108
First Pivot Pin Bridge, First Pivot Pin Aperture	110
Second Pivot Pin Bridge, First Pivot Pin Aperture	112
First Pivot Pin Bridge, Second Pivot Pin Aperture	114
Second Pivot Pin Bridge, Second Pivot Pin Aperture	116
First Assembly Bridge, Second Combustion Assembly Aperture	118

TABLE 1-continued

Element	Reference Numeral
Second Assembly Bridge, Second Combustion Assembly Aperture	120
First Assembly Bridge, Second Hydraulic Assembly Aperture	122
Second Assembly Bridge, Second Hydraulic Assembly Aperture	124
First Assembly Bridge, First Combustion Assembly Aperture	126
Second Assembly Bridge, First Combustion Assembly Aperture	128
First Assembly Bridge, First Hydraulic Assembly Aperture	130
Second Assembly Bridge, First Hydraulic Assembly Aperture	132
First Pivot Pin Bridge Fastener Apertures	134
Second Pivot Pin Bridge Fastener Apertures	136
Pivot Pin Axis	150
Engine First Side	151
First Combustion Assembly Axis	152
Engine Second Side	153
First Hydraulic Assembly Axis	154
Second Hydraulic Assembly Axis	156
Second Combustion Assembly Axis	158
First Synchronizer	160a
Second Synchronizer	160b
First Synchronizer Fulcrum	162a
Second Synchronizer Fulcrum	162b
First Synchronizer Fulcrum First End	164a
Second Synchronizer Fulcrum First End	164b
First Synchronizer Fulcrum Second End	166a
Second Synchronizer Fulcrum Second End	166b
First Synchronizer Lever	168a
Second Synchronizer Lever	168b
First Synchronizer Lever First End	170a
Second Synchronizer Lever First End	170b
First Synchronizer Lever Mid-Section	172a
Second Synchronizer Lever Mid-Section	172b
First Synchronizer Lever Second End	174a
Second Synchronizer Lever Second End	174b
First Synchronizer First Arm Link	176a
Second Synchronizer First Arm Link	176b
First Synchronizer First Arm Link First End	178a
Second Synchronizer First Arm Link First End	178b
First Synchronizer First Arm Link Second End	180a
Second Synchronizer First Arm Link Second End	180b
First Synchronizer Second Arm Link	182a
Second Synchronizer Second Arm Link	182b
First Synchronizer Second Arm Link First End	184a
Second Synchronizer Second Arm Link First End	184b
First Synchronizer Second Arm Link Mid-Section	186a
Second Synchronizer Second Arm Link Mid-Section	186b
First Synchronizer Second Arm Link Second End	188a
Second Synchronizer Second Arm Link Second End	188b
First Combustion Assembly	200
First Combustion Case	202
First Combustion Cylinder	204
First Combustion Cylinder Inner Surface	206
First Combustion Case First End	208
First Combustion Case Second End	212
First Air Pump Outlet	214
First Air Pump	216
First Air Pump Housing	218
First Air Pump Housing Outer Surface	219
First Air Pump Housing Inner Surface	220
First Air Pump Distal End	222
First Air Pump Proximal End	223
First Air Pump Distal Aperture	224
First Air Pump Proximal Chamber	225

TABLE 1-continued

Element	Reference Numeral
First Air Pump Piston	226
Second Air Pump Piston	238
First Air Pump Distal Chamber	227
Second Air Pump	228
Fuel Inlet	235
Second Air Pump Proximal Chamber	237
Second Air Pump Distal Chamber	239
First Combustion Piston	240
First Combustion Piston Face	242
First Air Pump Inlet	243
Second Combustion Piston Face	244
Second Combustion Piston	245
First Combustion Chamber	246
First Connecting Rod	248
First Translatable Combustion Member	249
Second Connecting Rod	250
Second Translatable Combustion Member	253
First Air Pump Piston Distal Surface	254
First Air Pump Piston Proximal Surface	256
First Air Pump Piston Air Channel	258
First Air Pump Reed Valve	260
First Air Pump Reed Valve Contact Surface	262
First Air Pump Reed Valve Fixation Means	264
Case Housing	266
Exhaust Ports	267
Case Housing External Surface	268
Combustion Cylinder Proximal Inlets	269
Case Housing Internal Surface	270
Combustion Cylinder Distal Inlets	271
Case First End	272
Case Divider	273
Case First Chamber	274
Case Divider Proximal Surface	275
Assembly Bridge Air Channel	276
Case Second End	278
Case Divider Distal Surface	279
Case Second Chamber	282
Exhaust Manifold	283
Case First Chamber Reed Valve	285
Case Mid-Section	284
Case Second Chamber Reed Valve	287
Combustion Cylinder Outer Surface	290
Combustion Cylinder Inner Surface	291
Combustion Cylinder First End	292
Combustion Cylinder Second End	296
Second Air Pump Outlet	214a
Second Air Pump Housing	218a
Second Air Pump Outer Surface	219a
Second Air Pump Housing Inner Surface	220a
Second Air Pump Distal End	222a
Second Air Pump Proximal End	223a
Second Air Pump Distal Aperture	224a
Second Air Pump Inlet	243a
Second Air Pump Piston Distal Surface	254a
Second Air Pump Piston Proximal Surface	256a
Second Air Pump Piston Air Channel	258a
Second Air Pump Reed Valve	260a
Second Air Pump Reed Valve Contact Surface	262a
Second Air Pump Reed Valve Fixation Means	264a
First Hydraulic Assembly	300
First Hydraulic Chamber	308
First Hydraulic Cylinder First End	310
First Hydraulic Cylinder First End Aperture	312
First Hydraulic Cylinder Second End	314
First Hydraulic Cylinder Second End Aperture	316
First Hydraulic Cylinder Inner Surface	318
First Hydraulic Piston Connection Point	324
First Hydraulic Piston Connection Pin	326
First Hydraulic Piston	328
First Hydraulic Cylinder	330

TABLE 1-continued

Element	Reference Numeral
First Hydraulic Piston Face	332
Second Hydraulic Piston Connection Point	334
Second Hydraulic Piston Connection Pin	336
Second Hydraulic Piston	340
Second Hydraulic Piston Face	342
First Hydraulic Chamber Inlet	344
First Hydraulic Connecting Rod	352
First Translatable Hydraulic Member	353
Second Hydraulic Connecting Rod	354
First Hydraulic Connecting Rod Connection Point	356
Second Hydraulic Connecting Rod Connection Point	358
Second Translatable Hydraulic Member	360
Second Hydraulic Assembly	400
Second Hydraulic Chamber	408
Second Hydraulic Assembly First Hydraulic Piston	428
Second Hydraulic Assembly Second Hydraulic Piston	440
Second Hydraulic Assembly First Connecting Rod	452
Second Hydraulic Assembly Second Connecting Rod	454
Second Combustion Assembly	500
Second Combustion Chamber	546
Second Combustion Assembly First Connecting Rod	548
Second Combustion Assembly Second Connecting Rod	550
A-Side Actuator	701
A-Side Actuator Control Rod	703
A-Side Actuator First Impact Arm	705
A-Side Actuator Second Impact Arm	707
A-Side Actuator Connecting Bolt	709
A-Side Actuator Control Rod Distal End	711
A-Side Actuator Control Rod Proximal End	713
A-Side Actuator First Impact Arm First End	715
A-Side Actuator First Impact Arm Mid-Section	717
A-Side Actuator First Impact Arm Second End	719
A-Side Actuator Second Impact Arm First End	721
A-Side Actuator Second Impact Arm Second End	723
A-Side Actuator First Impact Arm Second End Control Pivot Pin	725
A-Side Actuator Second Impact Arm Second End Control Pivot Pin	727
B-Side Actuator	702
B-Side Actuator Control Rod	704
B-Side Actuator First Impact Arm	706
B-Side Actuator Second Impact Arm	708
B-Side Actuator Connecting Bolt	710
B-Side Actuator Control Rod Distal End	712
B-Side Actuator Control Rod Proximal End	714
B-Side Actuator First Impact Arm First End	716
B-Side Actuator First Impact Arm Mid-Section	718
B-Side Actuator First Impact Arm Second End	720
B-Side Actuator Second Impact Arm First End	722
B-Side Actuator Second Impact Arm Second End	724
B-Side Actuator First Impact Arm Second End Control Pivot Pin	726
B-Side Actuator Second Impact Arm Second End Control Pivot Pin	728
Start Solenoid	730
Start Solenoid Pusher Rod	731
Run Solenoid	740
Run Solenoid Pusher Rod	741
Spool	750
Spool First End	752
Spool Mid-Section	753
Spool Second End	754
Spool Cap	755
Spool Extension	760
Spool Control Pin	761
Spool Start to Run Lever	762
Valve Assembly	770

TABLE 1-continued

Element	Reference Numeral
Valve First Port	771
Valve Second Port	772
Valve Third Port	773
Valve Forth Port	774
Valve Fifth Port	775
Valve Block	776
A-Pulse Solenoid	780
A-Pulse Solenoid Pusher Rod	781
A-Pulse Solenoid Plate	782
B-Pulse Solenoid	790
B-Pulse Solenoid Pusher Rod	791
B-Pulse Solenoid Plate	792
First Lever	800
First Lever First Segment	802
First Lever Second Segment	804
First Lever Third Segment	806
First Lever Fourth Segment	808
First Lever First Arm	810
First Lever Second Arm	812
First Lever Spacer	814
First Lever First Arm Spacer	816
First Lever Second Arm Spacer	817
First Lever First Connection Point	818
First Lever Second Connection Point	820
First Lever Third Connection Point	822
First Lever Fourth Connection Point	824
First Lever First Side	826
First Lever Second Side	828
Second Lever	900
Second Lever First Segment	902
Second Lever Second Segment	904
Second Lever Third Segment	906
Second Lever Fourth Segment	908
Second Lever First Arm	910
Second Lever Second Arm	912
Second Lever First Side	926
Second Lever Second Side	928
Air Flow from First Air Pump Distal Chamber 227 to External Environment	Flow Arrow A
Air Flow from First Air Pump Distal Chamber 227 to First Air Pump Proximal Chamber 225	Flow Arrow B
Air Flow from First Air Pump Distal Chamber 239 to First Air Pump Proximal Chamber 237	Flow Arrow C
Air Flow from Second Air Pump Distal Chamber 239 to External Environment	Flow Arrow D
Combustion Gas Exhaust Flow from First Combustion Chamber 246 to External Environment	Flow Arrow E
Air Flow from First Combustion Case Chamber 274 to First Combustion Chamber 246	Flow Arrow F
Fuel-Air Mixture Flow from Second Air Pump Proximal Chamber 237 to Combustion Case Second Chamber 282	Flow Arrow G
Air Flow from First Air Pump Proximal Chamber 225 to Combustion Case First Chamber 274	Flow Arrow H
Fuel-Air Mixture flow from Second Air Pump Proximal Chamber 237 into Combustion Case Second Chamber 282	Flow Arrow I
Air Flow from External Environment into First Air Pump Distal Chamber 227	Flow Arrow J
Air Flow from External Environment into Second Air Pump Distal Chamber 239	Flow Arrow K
Fuel Flow into Second Air Pump Distal Chamber 239	Flow Arrow L
Low Pressure Fluid Flow through First Port 771 from Hydraulic Chamber 308 to Fifth Port 775	Flow Arrow M
High Pressure Fluid Flow through Second Port 772 from Third Port 773 to Hydraulic Chamber 408	Flow Arrow N
High Pressure Fluid Flow through First Port 771 from Third Port 773 to Hydraulic Chamber 308	Flow Arrow O

TABLE 1-continued

Element	Reference Numeral
Low Pressure Fluid Flow through Second Port 772 from Hydraulic Chamber 408 to Forth Port 774	Flow Arrow P
Low Pressure Fluid Flow through First Port 771 from Fifth Port 775 to Hydraulic Chamber 308	Flow Arrow Q
High Pressure Fluid Flow through Second Port 772 from Hydraulic Chamber 408 to Third Port 773	Flow Arrow R
High Pressure Fluid Flow through First Port 771 from Hydraulic Chamber 308 to Third Port 773	Flow Arrow S
Low Pressure Fluid Flow through Second Port 772 from Forth Port 774 to Hydraulic Chamber 408	Flow Arrow T

FIG. **1** shows an opposed piston internal combustion hydraulic engine embodying the present invention, generally indicated by the reference numeral **10**. The engine **10** includes a frame **100** having a first pivot pin **102** and a second pivot pin **104**. A first lever **800** is pivotally attached to the frame **100** by the first pivot pin **102**. The second lever **900** is pivotally attached to the frame **100** by the second pivot pin **104**. Both the first pivot pin **102** and the second pivot pin **104** lie on and define a pivot pin axis **150**. The pivot pin axis **150** divides the engine into an engine first side **151** and an engine second side **153**. The engine **10** further includes a first combustion assembly **200**, a first hydraulic assembly **300**, a second hydraulic assembly **400**, and a second combustion assembly **500**, each fixed to the frame **100**, attached to each lever (**800**, **900**), and in mechanical communication with each other through the levers.

FIG. **1** also shows the engagement of the combustion assemblies and the hydraulic assemblies (**200**, **300**, **400**, **500**) with the levers (**800**, **900**). The first lever **800** includes a first segment **802**, a second segment **804**, a third segment **806**, and a fourth segment **808**. The first lever first and second segments (**802**, **804**) together define a first lever first side **826** shown in FIG. **3**, and the third and fourth segments (**806**, **808**) together define a first lever second side **828** shown in FIG. **3**, the first lever first side **826** and the first lever second side **828** lying on opposite sides of the pivot pin axis **150**. Similarly arranged, the second lever **900** includes a first segment **902**, a second segment **904**, a third segment **906**, and a fourth segment **908**. The second lever first and second segments (**902**, **904**) together define a second lever first side **926** (not shown), and the third and fourth segments (**906**, **908**) together define a second lever second side **928** (not shown), the second lever first side and the second lever second side lying on opposite sides of the pivot pin axis **150**.

As further shown in FIG. **1**, each side of the combustion engine (**151**, **153**) has one combustion assembly and one hydraulic assembly. In one embodiment of the present invention, the arrangement of the assemblies on the engine first side **151** mirrors that of the arrangement of the assemblies on the engine second side **153**. In that embodiment, on one side, the first combustion assembly **200** pivotally engages each of the first segment **802** and the first segment **902** of the levers (**800**, **900**) and the first hydraulic assembly **300** pivotally engages each of the second segment **804** and the second segment **904** of the levers. Mirroring this configuration on the remote side, the second hydraulic assembly **400** pivotally engages each of the third segment **806** the third segment **906** of the levers (**800**, **900**), and the second combustion assembly **500** pivotally engages each of the fourth segment **808** and the fourth segment **908** of the levers. Finally, in that embodiment axes extending the length of each assembly (**152**, **154**, **156**, **158**) are substantially parallel to the pivot pin axis **150**, each axis offset a fixed distance to one side or the other side of the pivot pin axis **150**. In another embodiment of the present invention the offset of the assemblies with respect to the pivot pin axis **150** is adjustable.

FIG. **2** shows the engine frame, generally referred to by reference numeral **100**. In one embodiment of the present invention, the frame **100** includes a first pivot pin bridge **106** having a first pivot pin aperture **110**, a plurality of bridge fastener apertures **134**, and a second pivot pin aperture **114**. The frame **100** also includes a first assembly bridge **101** attached substantially orthogonally to the first pivot pin bridge **106** across its width and having a first combustion assembly aperture **126**, a first hydraulic assembly aperture **132**, a second hydraulic assembly aperture **122**, and a second combustion assembly aperture **118**. The frame **100** further includes a second assembly bridge **103** attached substantially orthogonally to the first pivot pin bridge **106** across its width and having a first hydraulic assembly aperture **128**, a first hydraulic assembly aperture **130**, a second hydraulic assembly aperture **124**, and a second combustion assembly aperture **120**. Finally, the frame **100** includes a second pivot pin bridge **108** attached orthogonally across its width to each of the first assembly bridge **101** and the second assembly bridge **103** and having a first pivot pin aperture **112** and a second pivot pin aperture **116**. The second pivot pin bridge **108** also includes a plurality of bridge fastener apertures **136** each of which is axially aligned with one of the first pivot pin bridge fastener apertures **134** to receive a plurality of fasteners (not shown in FIG. **2**, shown in FIG. **1**) fixing the pivot pin bridges (**106**, **108**) and the assembly bridges (**101**, **103**) together into a single assembly.

With reference to both FIG. **1** and FIG. **2**, the first combustion assembly **200** extends through each of the first combustion assembly apertures (**126**, **128**), the assembly bridges (**101**, **103**) attaching to it and fixing the assembly to the frame **100**. Similarly, the first hydraulic assembly **300** extends through each of the first hydraulic assembly apertures (**130**, **132**), the assembly bridges (**101**, **103**) attaching to it and fixing the assembly to the frame **100**. Mirroring the attachment of the first hydraulic assembly **300** to the frame **100**, the second hydraulic assembly **400** extends through each of the second hydraulic assembly apertures (**122**, **124**), the assembly bridges (**101**, **103**) attaching to it and fixing the assembly to the frame **100**. Finally, mirroring the attachment of the first combustion assembly **200** to the frame **100**, the second combustion assembly **500** extends through each of the second combustion assembly apertures (**118**, **120**), the assembly bridges (**101**, **103**) also attaching to it and fixing the assembly to the frame **100**.

As further shown in FIG. **1** and FIG. **2**, the pivot pins (**102**, **104**) pivotally attach the levers (**800**, **900**) to the frame **100**. The first pivot pin **102** extends through the first pivot pin bridge, the first pivot pin aperture **110**, the first lever **800**, and the second pivot pin bridge, the first pivot pin aperture **112** to pivotally attach the first lever **800** to the frame **100**. In an analogous arrangement, the second pivot pin **104** extends through the first pivot pin bridge, the second pivot pin aperture **114**, the second lever **900**, and the second pivot pin bridge, the second pivot pin aperture **116** to pivotally attach the second lever **900** to the frame **100**. In one embodiment of the present invention, the pivot pins (**102**, **104**) extend orthogonally with respect to the pivot pin bridges (**106**, **108**) on parallel axes. Each lever (**800**, **900**) may pivot up to about 7.5 degrees in either direction with respect to the pivot pin axis **150**, although the extent of pivoting is not critical.

FIG. **3** shows the first lever **800** of one embodiment of the present invention. In that embodiment, the first lever **800** is of a similar construction to the second lever **900**, as indicated with general reference numerals "(**800**, **900**)" in FIG. **3**. Accordingly, an element occurring in the first lever **800** has a number starting with an "8", while the similar element occurring within the second lever **900** has a similar number but starting with a "9". As shown in FIG. **1**, the first lever **800** is analogously positioned with respect to the second lever **900**, "analogous positioning" referring here and in subsequent description to positioning of similarly constructed elements on the opposite ends of the engine.

As shown in FIG. **3**, the first lever **800** includes a first arm **810**, a second arm **812**, and a first lever spacer **814**, each adapted to attach at their center to the pivot pin **102**. The first lever **800** further includes a first lever first arm spacer **816** seated on the first pivot pin **102** adjacent to the first arm **810**. The first lever **800** additionally includes a first lever second arm spacer **817** (not shown) also seated on the first pivot pin **102** adjacent to the second arm **812**. In operation, the arm spacers (**816**, **817**) cooperate with the pivot pin **102** allowing the lever **800** to pivot in a plane substantially parallel to the plane defined by the first pivot pin bridge **106** and the second pivot pin bridge **108**.

As additionally shown in FIG. **3**, the first arm **810** has a first connection point **818** on the first segment **802**, a second connection point **820** on the second segment **804**, a third connection point **822** on the third segment **806**, and a fourth connection point **824** on the fourth segment **808**. Each connection point comprises (i) a hole in the first arm **810** having a center and receiving therein a bushing, and (ii) a hole in the second arm **812** having its center aligned with the first hole center and also having a bushing. Each bushing allows for the connecting point to rotatably receive a connecting pin (not shown), the pin further being angularly displaceable about its axis with respect to the lever.

FIG. **4** shows the construction of the first hydraulic assembly generally referred to with a reference numeral **300**. In one embodiment of the present invention, the second hydraulic assembly **400** is of a similar construction to the first hydraulic assembly **300**. Accordingly, an element occurring in the first hydraulic assembly **300** has a number starting with a "3", while the similar element occurring within the second hydraulic assembly **400** has a similar number but starting with a "4". As will be the convention hereafter, parts and movements are described with respect to an assembly's chamber, the chamber being either a combustion chamber or a hydraulic chamber. Elements positioned comparatively closely to the chamber are described as "proximal"; elements positioned comparatively further from the chamber will be described as "distal". Similarly, when the elements change position, "proximal" movement indicates motion toward the assembly's chamber; "distal" movement indicates motion away from the assembly's chamber.

As shown in FIG. **4**, the hydraulic assembly **300** includes a hydraulic cylinder **330** having a first end **310** with an aperture **312**, a second end **314** with an aperture **316**, an inner surface **318**, a first hydraulic piston **328**, and a second hydraulic piston **340**. The first hydraulic piston **328** has a connection point **324**, with a connection pin **326** extending therethrough and a face **332**. Analogously, the second hydraulic piston **340** also has a connection point **334**, with a connection pin **336** extending therethrough and a face **342**. Each of the hydraulic pistons (**328**, **340**) passes through the cylinder aperture (**312**, **316**), extends into the first hydraulic cylinder **330** and slideably and sealably engages the first hydraulic cylinder inner surface **318**. The inner surface **318** and the piston faces (**332**, **342**) therein define a variable volume hydraulic chamber **308**. Finally, the hydraulic chamber **308** additionally includes an inlet **344** in a selective hydraulic communication with either a hydraulic storage chamber or a hydraulic powered apparatus (neither shown).

As shown in FIG. **5**, the first hydraulic connecting rod **352** and an attached first hydraulic piston **328** form a first translatable hydraulic member **353**. Likewise, the second hydraulic connecting rod (not shown) and an attached second hydraulic piston (also not shown) form a second translatable hydraulic member (also not shown).

Operationally, the hydraulic chamber **308**, the hydraulic pistons (**328**, **340**), and the hydraulic connecting rods (**352**, **354**) lie on the first hydraulic assembly axis **154** substantially parallel to the pivot pin axis **150** (FIG. **1**). Axial translation along the first hydraulic assembly axis **154** by the translatable hydraulic members (**353**, **360**) causes a volume change in the hydraulic chamber **308**. With reference to both FIG. **4** and FIG. **1**, each hydraulic piston (**328**, **340**) is attached to a hydraulic connecting rod (**352**, **354**). The hydraulic connecting rod **352** in turn has a connection point **356** having a pin (not shown), the first hydraulic piston **328** thereby being attached to the first lever second segment **804**. Analogously, the hydraulic connecting rod **354** in turn defines a connection point **358** having a pin (not shown), the second hydraulic piston **340** thereby being attached to the second lever second section **904**. When the hydraulic pistons (**328**, **340**) translate substantially along the first hydraulic assembly axis **154**, each hydraulic connecting rod (**352**, **354**) angularly displaces with respect to the first hydraulic assembly axis **154**, thereby allowing the connection points (**356**, **358**) and pins (not shown) to each move on an arc intersecting the first hydraulic assembly axis **154**, thereby converting the pivoting of the levers (**800**, **900**) to a translatable member (**353**, **360**) translation along the first hydraulic assembly axis **154**. Similarly for the second hydraulic assembly (not shown), axial translation along the second hydraulic assembly axis **156** by the similarly constructed second hydraulic assembly translatable hydraulic members (neither shown) causes a volume change in the second hydraulic chamber (also not shown).

In one embodiment of the present invention (not shown) the engine includes a variable volume hydraulic fluid displacement feature. In this embodiment, the engine includes a plurality of controllable actuators that individually attach to each of the hydraulic connecting rods (**352**, **354**, **452**, **454**) on an axis substantially orthogonal to the pivot pin axis **150**. Each actuator in turn changeably drives the angular offset of its hydraulic connecting rod with respect to its hydraulic axis. When the actuator induces comparatively large angular offsets between the hydraulic connecting and its respective hydraulic axis, the volumetric change in the respective hydraulic cylinder during operation is smaller and smaller amounts of pressurized hydraulic fluid are produced. When the actuator induces comparatively small angular offsets between the hydraulic connecting and its respective hydraulic axis, the volumetric change in the respective hydraulic cylinder during operation is larger and greater amounts of pressurized hydraulic fluid are produced. Such actuators may take the form of a motor driven power screw, a hydraulic cylinder servo combination, or any device now known or that becomes known in the art in view of the teachings herein.

FIG. **6** shows the first combustion assembly partially in cross-section with a general reference number **200**. In one embodiment of the present invention, the second combustion assembly **500** is of a similar construction to the first combustion assembly **200**. Accordingly, a similar element occurring in the first combustion assembly **200** has a number starting with a "2", while the similar element occurring within the second combustion assembly **500** has a similar number but starting with a "5". As will be the convention hereafter, parts and movements are described with respect to an assembly's chamber. Elements positioned comparatively closely to the chamber are described as "proximal"; elements positioned comparatively further from the chamber will be described as "distal". Similarly, where the elements change position, "proximal" movement indicates motion toward the assembly's chamber; "distal" movement indicates motion away from the assembly's chamber.

As shown in FIG. **6**, the first combustion assembly **200** includes a combustion case **202** having therein a first combustion cylinder **204** with an inner surface **206**, a first end **208** and a second end **212**. The assembly further includes a first air pump **216** including a first air pump housing **218** with an inner surface **220**, a distal end **222** with an aperture **224**, and receiving therein a first air pump piston **226** slideably and sealably engaged with the inner surface **220**. The first air pump piston **226** divides the first air pump **216** into a distal chamber **227** and a proximal chamber **225**. The assembly analogously includes a second air pump **228** including a second air pump housing **218***a* with an inner surface **220***a*, a distal end **222***a* with an aperture **224***a*, and receiving therein a second air pump piston **238** slideably and sealably engaged with the inner surface **220***a*. The second air pump piston **238** divides the second air pump **228** into a distal chamber **239** and a proximal chamber **237**.

As further shown in FIG. **6**, a first combustion piston **240** having a face **242** slideably and sealably extends through the first assembly bridge first combustion assembly aperture **126** (FIG. **14**A) to slideably and sealably engage the first combustion cylinder inner surface **206**. Analogously, a second combustion piston **245** having a face **244** slideably and sealably extends through the second assembly bridge first combustion assembly aperture **128** (FIG. **14**B) to also slideably and sealably engage the first combustion cylinder inner surface **206**. Collectively, the first combustion cylinder inner surface **206** and piston faces (**242**, **244**) define a variable volume first combustion chamber **246**, the volume being varied by movement of the first combustion piston face **242** and the second combustion piston face **244**. As also shown in FIG. **6**, a first connecting rod **248** slideably and sealably extends through the first air pump distal aperture **224**. The first air pump piston **226** and the first combustion piston **240** are attached to the first connecting rod **248**. Analogously, a second connecting rod **250** slideably and sealably extends through the second air pump distal aperture **224***a*. The second air pump piston **238** and the second combustion piston **245** are attached to the second connecting rod **250**. The first combustion assembly axis **152** extends through the first combustion assembly **200**, defining a common alignment of each of the combustion pistons (**240**, **242**), the air pump pistons (**226**, **238**), and the combustion assembly connecting rods (**248**, **250**).

As shown in FIG. **7**, the first connecting rod **248**, the attached first air pump piston **226**, and the attached combustion piston **240** form a first translatable combustion member **249**. Similarly, the second connecting rod **250** (not shown), the attached second air pump piston **238** (also not shown), and the attached second combustion piston **245** (also not shown) form a second translatable combustion member **253** (also not shown).

In operation and with reference to FIG. **6**, the first combustion assembly translatable combustion members (**249**, **253**) translate axially along the first combustion assembly axis

152, reciprocateably moving proximally and distally. When the first translatable combustion member **249** translates proximally, toward the first combustion chamber **246**, the member **249** expands the volume of the first air pump distal chamber **227** and contracts the volume of the first air pump proximal chamber **225** and the first combustion chamber **246**. Oppositely, when the member **249** translates distally, away from the first combustion chamber **246**, the member **249** contracts the volume of the first air pump distal chamber **227** and expands the volume of the first air pump proximal chamber **225** and the first combustion chamber **246**. Analogously, when the second translatable combustion member **253** translates proximally, toward the first combustion chamber **246**, the member **253** expands the volume of the second air pump distal chamber **239** and contracts the volume of the second air pump proximal chamber **237** and the first combustion chamber **246**. Oppositely, when the member **253** translates distally, away from the first combustion chamber **246**, it contracts the volume of the second air pump distal chamber **239** and expands the volumes of the second air pump proximal chamber **237** and the first combustion chamber **246**.

FIG. **8**A, FIG. **8**B, and FIG. **8**C show the reciprocating relationship among the translatable members of the combustion assemblies (**200**, **500**) and the hydraulic assemblies (**300**, **400**) through mechanical communication with each other through the pivotable levers (**800**, **900**).

As shown in this series of figures, the first combustion assembly axis **152** extends though the center of the first combustion assembly **200** substantially parallel to the pivot pin axis **150**. The first hydraulic assembly axis **154**, also substantially parallel to the pivot pin axis **150**, extends through the center of the first hydraulic assembly **300**. The second hydraulic assembly axis **156**, also substantially parallel to the pivot pin axis **150**, extends through the center of the second hydraulic assembly **400**. The second combustion assembly axis **158**, also substantially parallel to the pivot pin axis **150**, extends through the center of the second combustion assembly **500**.

FIG. **8**A shows the first combustion assembly **200** in the start-of-stroke position. In this position, the reciprocating elements are proximally positioned with respect to the first combustion chamber **246**, and the levers (**800**, **900**) are angled inwardly toward the first combustion chamber **246**. The first side lever segments (**802**, **804**, **902**, **904**) are proximally positioned with respect to the first combustion assembly **200**. The connecting rods (**248**, **250**) extend for most of their respective lengths into the first combustion assembly **200**, and the combustion pistons (**240**, **245**) are proximal to one another. The volume of the first combustion chamber **246** is substantially minimized.

If an expanding gas occupies the first combustion chamber **246**, the gas applies force to the faces of the combustion pistons (**240**, **245**). That force drives each combustion piston (**240**, **245**) distally in turn pushing the connecting rods (**248**, **250**) distally. The connecting rods in turn apply force to the levers (**800**, **900**) at the first segments (**802**, **902**). In response, the first and second segments (**802**, **902**, **804**, **904**) of the levers pivot distally, away from their respective combustion and hydraulic chambers (**246**, **308**), as shown in their respective sequential, positional changes in FIG. **8**A, FIG. **8**B, and FIG. **8**C. At the same time, the third and fourth segments (**806**, **808**, **906**, **908**) pivot proximally, toward the second hydraulic chamber **408** and the second combustion chamber **546**.

As further shown in the sequence of figures, the pivoting levers expand the volume of the first hydraulic chamber **308**. As the second segment of each lever (**804**, **904**) pivots away from the first hydraulic chamber **308**, they draw the hydraulic connecting rods (**352**, **354**) out of the hydraulic assembly. The hydraulic connecting rods (**352**, **354**) in turn pull the hydraulic pistons (**328**, **340**) distally, and as shown in their respective sequential, positional changes in FIG. **8**A, FIG. **8**B, and FIG. **8**C, expand the volume of the hydraulic chamber **308**. The first hydraulic chamber **308** in turn back-fills with the low-pressure hydraulic fluid returning through a port in the chamber (not shown).

The pivoting movement of the levers causes an opposite positional change on the remote second hydraulic assembly **400** and the remote second combustion assembly **500** on the second side of the pivot pin axis **150**.

As shown in FIG. **8**A, FIG. **8**B, and FIG. **8**C, the pivoting lever arms drive the lever third segments (**806**, **906**) proximally, toward the second hydraulic chamber **408**. The third segments (**806**, **906**) press the hydraulic connecting rods (**452**, **454**) toward one another, pushing them proximally toward the second hydraulic chamber **408**. The hydraulic connecting rods (**452**, **454**) in turn drive the hydraulic pistons (**428**, **440**) toward one another, their respective faces squeezing the fluid within the chamber **408**. As the piston faces squeeze the fluid within the chamber **408**, the hydraulic fluid port (not shown) draws off pressurized hydraulic fluid for storage in a hydraulic pressure vessel or for a delivery to a pressurized fluid powered device (also not shown).

The pivoting of the levers drives the lever fourth segments (**808**, **908**) proximally, toward the second combustion chamber **546**. The pivoting fourth segments in turn press the connecting rods (**548**, **550**) toward one another, proximally toward the second combustion chamber **546**. The connecting rods (**548**, **550**) in turn drive the air pump pistons proximally along the second combustion assembly axis **158**, expanding the volume of the distal air pump chambers (**527**, **539**) and reducing the volume of the proximal air pump chambers (**525**, **537**) as shown in FIG. **6**. The connecting rods (**548**, **550**) in turn drive the combustion pistons (**540**, **545**) proximally along the second combustion assembly axis **158**, compressing the fuel air mixture therein.

In reciprocating, continuous operation, the first sides (**826**, **926**) and second sides (**828**, **928**) of the levers (**800**, **900**), as shown on FIG. **3**, alternately and oppositely pivot toward and away from the chambers (**246**, **308**, **408**, **546**) of their respective assemblies. The alternating, oppositely directed pivoting of the levers (**800**, **900**), toward and away from the assembly chambers (**246**, **308**, **408**, **546**) in turn alternately and reciprocateably translates the members (**249**, **253**, **353**, **360**) proximally and distally with respect to their assembly chambers (**246**, **308**, **408**, **546**). Alternating, reciprocating proximal and distal translation of the members (**249**, **253**, **353**, **360**) in turn alternately and reciprocateably translates each pair of the piston faces (**242**, **244**; **332**, **342**; **432**, **442**; **542**, **544**) within the assemblies proximally and distally, toward and away from one another. Translation of the piston faces (**242**, **244**; **332**, **342**; **432**, **442**; **542**, **544**) changes the volume of each respective chamber (**246**, **308**, **408**, **546**), alternately contracting the chamber volume and expanding the chamber volume.

In one embodiment of the present invention, two synchronizers **160***a* and **160***b* mechanically and synchronically connect the lever **800** to the lever **900**, as shown in FIG. **8**D.

The first synchronizer **160***a* includes a fulcrum **162***a* having a first end **164***a* and second end **166***a*; a synchronizer lever **168***a* having a first end **170***a*, a mid-section **172***a*, and second end **174***a*; a synchronizer first arm link **176***a* having a first end **178***a* and second end **180***a*; and synchronizer second arm link **182***a* having a first end **184***a*, a mid-section **186***a*, and a second end **188***a*. The fulcrum **162***a* is fixed on its first end **164***a* to the first assembly bridge **101** and on its second end

166*a* to the synchronizer lever **168***a*. In turn, the synchronizer lever **168***a* is fixed on its first end **170***a* to the fulcrum **162***a* on the fulcrum's second end **166***a*. In addition, the synchronizer lever **168***a* is further fixed to the first lever first arm **810** through the first arm link **176***a*, attaching to the first synchronizer lever mid-section **172***a*. Finally, the synchronizer lever **168***a* is fixed to the first arm **910** of the second lever **900** through the synchronizer second arm link **182***a* at its second end **174***a*. The synchronizer first arm link **176***a* attaches at its first end **178***a* to the synchronizer lever mid-section **172***a*, and further attaches at its second end **180***a* to the first lever first arm **810** at the first lever second segment **804**. In a somewhat similar manner, the synchronizer second arm link **182***a* attaches at its first end **184***a* to the synchronizer lever second end **174***a*, and further attaches at its second end **188***a* to the second lever first arm **910** at the second lever third section **906**. Each assembly bridge (**101**, **103**) additionally includes an aperture (**190**, **192**) through which the synchronizer second arm link **182***a* mid-section passes, thereby allowing the levers (**800**, **900**) to mechanically communicate with one another.

The second synchronizer **160***b* includes a fulcrum **162***b* having a first end **164***b* and second end **166***b*; a synchronizer lever **168***b* having a first end **170***b*, a mid-section **172***b*, and second end **174***b*; a synchronizer first arm link **176***b* having a first end **178***b* and second end **180***b*; and synchronizer second arm link **182***b* having a first end **184***b*, a mid-section **186***b*, and a second end **188***b*. The fulcrum **162***b* is fixed on its first end **164***b* to the first assembly bridge **101** and on its second end **166***b* to the synchronizer lever **168***b*. In turn, the synchronizer lever **168***b* is fixed on its first end **170***b* to the fulcrum **162***b* on the fulcrum's second end **166***b*. In addition, the synchronizer lever **168***b* is further fixed to the first lever first arm **810** of the first lever **800** through the first arm link **176***b*, attaching to the second synchronizer lever mid-section **172***b*. Finally, the synchronizer lever **168***b* is fixed to the second lever first arm **910** of the second lever **900** through the synchronizer second arm link **182***b* at its second end **174***b*. The synchronizer first arm link **176***b* attaches at its first end **178***b* to the synchronizer lever mid-section **172***b*, and further attaches at its second end **180***b* to the first lever first arm **810** at the first lever third section **806**. In a somewhat similar manner, the synchronizer second arm link **182***b* attaches at its first end **184***b* to the synchronizer lever second end **174***b*, and further attaches at its second end **188***b* to the second lever first arm **910** at the second lever second section **904**. Each assembly bridge (**101**, **103**) additionally includes an aperture (**194**, **196**) through which the synchronizer second arm link **182***b* mid-section passes, thereby allowing the levers (**800**, **900**) to mechanically communicate with one another.

The synchronizers **160***a* and **160***b* of this embodiment of the present invention maintain a positional relationship between the levers (**800**, **900**) during operation. They also effect direct mechanical communication between the first lever **800** and the second lever **900**. Direct mechanical communication between the levers (**800**, **900**) in turn establishes a positional relationship between the respective angular displacements of the levers (**800**, **900**) about their respective pivot pins (**102**, **104**) such that the angular displacement of one lever about its pivot pin is substantially equivalent in magnitude and opposite in direction to the angular displacement of the other lever about its pivot pin. The synchronization means further maintains the positional relationship during engine operation, an angular displacement of the first lever **800** about its pivot pin being accompanied by an angular displacement of the second lever **900** about its pivot pin of a substantially equal and opposite magnitude. Finally, the positional relationship between the levers (**800**, **900**) maintains positional relations between each pair of the translatable members (**249**, **253**, **353**, **360**) such that the translation of any paired piston face (**242**, **244**, **332**, **342**, **432**, **442**, **542**, **544**) is of a substantially equal and opposite magnitude with respect to the other (FIG. **8**A-C).

In operation, the two synchronizers **160***a* and **160***b* of this embodiment of the present invention control the position of the first lever **800** with respect to the second lever **900**, and through the above-discussed mechanical communication maintain the relative positioning of each piston to the opposed piston in each piston pair during reciprocation along each assembly's respective axis. Consequently, in a first pivoting motion, the first lever first side **826** moves toward the second lever first side **926** synchronously, contracting the volume of the first combustion chamber **246** and the first hydraulic chamber **308**, while the remote, first lever second side **828** moves away from the remote second lever second side **928**, expanding the volume of the second hydraulic chamber **408** and the second combustion chamber **546**. In a sequential, subsequent pivoting motion, the first sides of the levers (**826**, **926**) move away from each other synchronously, expanding the volume of the first combustion chamber **246** and the first hydraulic chamber **308**, while the remote, second sides of the levers (**828**, **928**) move toward one another, contracting the volume of the second hydraulic chamber **408** and the second combustion chamber **546**. The synchronized motion of the levers (**800**, **900**) provides for a selective fluid communication between the hydraulic chambers (**308**, **408**) and either the hydraulic storage chamber or a hydraulic powered apparatus (neither shown).

In one embodiment of the present invention, the selective fluid communication is effected synchronously by the selective hydraulic communication assembly shown in FIG. **9**A. The selective hydraulic fluid communication assembly includes an A-side actuator assembly **701**, a B-side actuator assembly **702**, a spool **750**, a spool extension **760**, a valve assembly **770**, an A-pulse solenoid **780**, and a B-pulse solenoid **790**, all of which cooperate through the action of the levers **800**, **900** (FIG. **1**) during the operation to alternatively and selectively place one hydraulic assembly (not shown) in a fluid communication with the hydraulic storage vessel (not shown) and the other hydraulic assembly (not shown) with the low-pressure hydraulic fluid return lines (not shown).

As further shown in FIGS. **9**B and **9**C, the spool has a first end **752**, a mid-section **753**, and a second end **754**. The first end **752** of the spool is configured to fixedly receive a cap **755** (FIG. **9**A). The second end **754** of the spool is fixedly attached to the spool extension **760**, the spool extension **760** having a spool control pin **761** and a start to run lever **762**. The spool control pin **761** and the start to run lever **762** are fixedly attached in a substantially perpendicular manner to the spool extension **760**, and are disposed on substantially opposite sides of the spool extension **760**.

FIG. **10** shows the details of the valve assembly **770** included in this embodiment of the selective hydraulic fluid communication assembly. The valve assembly includes a valve block **776** having five ports, a first port **771**, a second port **772**, a third port **773**, a forth port **774**, and a fifth port **775**. The first port **771** is fluidly communicative with the first hydraulic chamber **308**. The second port **772** is fluidly communicative with the second hydraulic chamber **408**. Depending on the spool position and the engine mode, the first and the second ports may function as the high pressure or the low pressure input or output ports. The third port **773** is fluidly communicative with the high-pressure vessel (not shown). Depending on the engine mode, the third port may function as either an input or an output port. The fourth port **774** is fluidly communicative with the first low-pressure return line (not shown). The fifth port **775** is fluidly communicative with the second low-pressure return line (not shown). Depending on the spool position, the fourth and the fifth ports may function as either input or output ports.

FIG. **11**A-D show the positions of the spool **750** and the directions of the hydraulic fluid flow in the 'start' and 'run' engine modes. The direction of the hydraulic fluid flow is displayed by the arrows M-T. As shown in FIG. **11**A and FIG. **11**C, in the first spool position (spool down), the spool **750** is arranged in such a way as to place the second port **772** of the valve in a fluid communication with the third port **773** of the valve, thereby connecting the high-pressure vessel (not shown) with the second hydraulic chamber **408**. Simultaneously, the mid-section **753** of the spool is arranged in such a way as to place the first port **771** of the valve in a fluid communication with the fifth port **775** of the valve, thereby connecting the first hydraulic chamber **308** with the high-pressure vessel (not shown). In the first position of the spool, the first end **752** of the spool is not participating in a fluid communication.

As shown in FIG. **11**B and FIG. **11**D, in the second spool position (spool up), the spool **750** is arranged in such a way as to place the first port **771** of the valve in a fluid communication with the third port **773** of the valve, thereby connecting the high-pressure vessel (not shown) with the first hydraulic chamber **308**. Simultaneously, the mid-section **753** of the spool is arranged in such a way as to place the second port **772** of the valve in a fluid communication with the fourth port **774** of the valve, thereby connecting the second hydraulic chamber **408** with the first low-pressure return line (not shown). In the second position of the spool, the second end **754** of the spool is not participating in a fluid communication.

In the 'start' mode of the engine, the first spool position (FIG. **11**A) allows the high pressure hydraulic liquid to flow, as indicated by arrow N, from the high pressure vessel (not shown) through the third and the second ports (**773**, **772**) into the second hydraulic chamber **408**, causing the distal movement of the A-side hydraulic pistons (**428**, **440**) and the A-side combustion pistons (**540**, **545**), as well as the proximal movement of the B-side hydraulic pistons (**328**, **340**) and the B-side combustion pistons (**240**, **245**). In this operation, the low pressure hydraulic liquid from the first hydraulic chamber **308** flows, as indicated by arrow M, through the first and the fifth ports (**771**, **775**) into the second low pressure return line (not shown). Subsequently, the second spool position (FIG. **11**B) allows the high pressure hydraulic liquid to flow, as indicated by arrow O, from the high pressure vessel (not shown) through the third and the first ports (**773**, **771**) into the first hydraulic chamber **308**, causing the distal movement of the B-side hydraulic pistons (**328**, **340**) and the B-side combustion pistons (**240**, **245**), as well as the proximal movement of the A-side hydraulic pistons (**428**, **440**) and the A-side combustion pistons (**540**, **545**). In this operation, the low pressure hydraulic liquid from the second hydraulic chamber **408** flows, as indicated by arrow P, through the second and the fourth ports (**772**, **774**) into the first low pressure return line (not shown). In the 'start' mode, the high pressure hydraulic liquid from the high pressure hydraulic vessel is used to start the engine, much as an electric starter starts a conventional automobile engine. A fuel-air mixture is compressed between the combustion pistons and ignited to start the engine. Once the engine is started, it is shifted to the 'run' mode.

In the 'run' mode of the engine, the B-side firing (FIG. **11**C) causes a distal movement of the B-side combustion pistons (**240**, **245**) and the B-side hydraulic pistons (**328**, **340**), as well as a proximal movement of the A-side combustion pistons (**540**, **545**) and the A-side hydraulic pistons (**428**, **440**). In this operation, the spool **750** occupies the first spool position, which allows the high pressure hydraulic liquid to flow, as indicated by arrow R, from the second hydraulic chamber **408** through the second and third ports (**772**, **773**) into the high pressure vessel (not shown). In turn, the low pressure hydraulic liquid flows, as indicated by arrow Q, from the second low pressure return line (not shown) through the fifth and the first ports (**775**, **771**) into the first hydraulic chamber **308**. Subsequently, the A-side firing (FIG. **11**D) causes distal movement of the A-side combustion pistons (**540**, **545**) and the A-side hydraulic pistons (**428**, **440**), as well as a proximal movement of the B-side combustion pistons (**240**, **245**) and the B-side hydraulic pistons (**328**, **340**). In this operation, the spool **750** occupies the second spool position, which allows the high pressure hydraulic liquid to flow, as indicated by arrow S, from the first hydraulic chamber **308** through the first and the third ports (**771**, **773**) into the high pressure vessel (not shown). In turn, the low pressure hydraulic liquid flows, as indicated by arrow T, from the first low pressure return line (not shown) through the fourth and the second ports (**774**, **772**) into the second hydraulic chamber **408**. In the 'run' mode, the high pressure hydraulic fluid is either stored in the high pressure hydraulic vessel or used to power a desired apparatus.

In this embodiment of the present invention, the selective hydraulic fluid communication assembly further includes a start solenoid comprising an A-pulse solenoid **780** and a B-pulse solenoid **790** which are used only in the 'start' mode of the engine (FIG. **9**A). Both A-pulse and B-pulse solenoids (**780**, **790**) are fixed to the first pivot pin bridge **106** (FIG. **2**). Each solenoid has a pusher rod (**781**, **791**), a plate (**782**, **792**), and a spring (not shown). In the 'run' mode, the spring of the A-pulse solenoid **780** keeps the A-pulse solenoid plate **782** below the lowest point occupied by the spool cap **755**, while the spring of the B-pulse solenoid **790** keeps the B-pulse solenoid plate **792** above the highest point occupied by the spool cap **755**. At the beginning of the 'start' mode, either the A-pulse solenoid **780** or the B-pulse solenoid **790** is energized in order to properly align the engine for starting.

When the B-pulse solenoid **790** is energized, the solenoid plate **792** impacts the spool cap **755**, thus pushing the spool downward into the first spool position. As described above, with a reference to FIG. **11**A, in the first spool position, the high pressure fluid flows, as indicated by arrow N, from the high-pressure vessel (not shown) through the third and second ports (**773**, **772**) into the second hydraulic chamber **408**, forcing the distal movement of the A-side hydraulic pistons (**428**, **440**) and the A-side combustion pistons (**540**, **545**). Subsequently, when the spool **750** moves to the second spool position, the spool cap **755** impacts the solenoid plate **792**, pushing the solenoid pusher rod **791** back into the 'run' mode position wherein the B-pulse solenoid **790** rests until the end of the engine operation.

Alternatively, when the A-pulse solenoid **780** is energized, the solenoid plate **782** impacts the spool cap **755**, thus pulling the spool upward into the second spool position. As described above, with a reference to FIG. **11**B, in the second spool position, the high pressure fluid flows, as indicated by arrow O, from the high-pressure vessel (not shown) through the third and first ports (**773**, **771**) into the first hydraulic chamber **308**, forcing the distal movement of the B-side hydraulic pistons (**328**, **340**) and the B-side combustion pistons (**240**, **245**). When the spool **750** subsequently moves to the first position, the spool cap **755** impacts the solenoid plate **782**, pushing the pusher rod **781** of the A-pulse solenoid back into the 'run' mode position where the solenoid rests until the end of the engine operation. Neither the A-pulse solenoid **780** nor the B-pulse solenoid **790** functions in the 'run' mode of the engine.

It should be understood by a person having ordinary skill in the art that the initial positions of the pusher rods of the A-pulse and B-pulse solenoids (**781**, **791**) may be reversed, i.e. the pusher rod of the A-pulse solenoid **781** may be disposed in the 'run' mode position, while the pusher rod of the B-pulse solenoid **791** may be disposed in the 'start' mode position. In this alternative arrangement of the solenoids, the subsequent movements of the other parts of the selective hydraulic communication assembly will be reversed.

Both the angular and the latitudinal positions of the spool **750** are controlled by a pair of hydraulic valve mechanical actuators **701** and **702** shown in FIG. **9**A and shown in detail in FIG. **12**A and FIG. **12**B. The A-side actuator **701** (FIG. **12**A) includes a control rod **703** having a distal end **711** and a proximal end **713**; a first impact arm **705** having a first end **715**, a mid-section **717** and a second end **719**; and a second impact arm **707** having a first end **721** and a second end **723**. The control rod **703** is fixed on its distal end **711** to the second lever second arm **912** (not shown) at the second lever third section **906** (FIG. **1**) and is pivotally attached on its proximal end **713** to the first impact arm **705**, at the first end **715** of the first impact arm **705**. The first impact arm **705** fixedly receives a control pivot pin **725** in its second end **719**. The first end **721** of the second impact arm **707** is pivotally attached to the mid-section **717** of the first impact arm **705** and fixedly receives a control pivot pin **727** in its second end **723**. The control pivot pins **725** and **727** are each disposed at such an angle as to effectively strike the spool control pin **761**, as shown on FIG. **9**A. The second end **719** of the first impact arm **705** is fixed to the second end **723** of the second impact arm **707** by a connecting bolt **709**, thus precluding any movement of the first impact arm **705** and the second impact arm **707** relative to each other during operation but allowing adjustment of their relative positions.

The B-side actuator **702** (FIG. **12**B) is similar but opposite in configuration to the A-side actuator and includes a control rod **704** having a distal end **712** and a proximal end **714**; a first impact arm **706** having a first end **716**, a mid-section **718** and a second end **720**; and a second impact arm **708** having a first end **722** and a second end **724**. The control rod **704** is fixed on its distal end **712** to the second lever second arm **912** at the second lever second section **904** (FIG. **1**). The first end **716** of the first impact arm **706** is pivotally attached to the proximal end **714** of the control rod **704**. The impact arm **706** fixedly receives a control pivot pin **726** in its second end **720**. The first end **722** of the second impact arm **708** is pivotally attached to the mid-section **718** of the first impact arm **706**. The second impact arm **708** fixedly receives a control pivot pin **728** in its second end **724**. The control pivot pins **726** and **728** are each disposed at such an angle as to effectively strike the spool control pin **761**, as shown in FIG. **9**A. The second end **720** of the first impact arm **706** is fixed to the second end **724** of the second impact arm **708** by a connecting bolt **710**, thus precluding any movement of the first impact arm **706** and the second impact arm **708** relative to each other during operation of the engine but allowing adjustment of their relative positions.

As shown on FIGS. **12**A and **12**B each actuator assembly further includes a mode switching solenoid. Namely, the A-side actuator assembly **701** has a start solenoid **730** and the B-side actuator assembly **702** has a run solenoid **740**. Both the start and run solenoids (**730**, **740**) are fixed to the first pivot pin bridge **106** (FIG. **2**). Each solenoid has a pusher rod (**731**, **741**) and a spring (not shown). In each solenoid (**730**, **740**), the spring serves to keep the respective pusher rod **731** and **741** in a disengaged position. In the 'start' mode of the engine (FIG. **13**A-D), the start solenoid **730** is activated to push the start solenoid pusher rod **731** out into the engaged position, while the spring of the run solenoid **740** keeps the run solenoid pusher rod **741** in the disengaged position. Under this arrangement, the start to run lever **762** of the spool extension **760** is disposed towards the run solenoid **740** (FIGS. **13**B and **13**D). As a result, the spool control pin **761** is turned towards the A-side actuator **701** and is engaged with the control pivot pins **725** and **727** of the first and second impact arms (**705**, **707**). When the second sides of the first and second levers (**828**, **928**) (FIG. **1**) move distally (FIGS. **13**A and **13**B), the control rod **703** also moves distally (not shown), while the first and second impact arms (**705**, **707**) move proximally (not shown). Upon this movement, the control pivot pin **727** impacts the spool control pin **761**, pushing the spool **750** from the spool second position to the spool first position. Subsequently, when the second sides of the first and second levers (**828**, **928**) (FIG. **1**) move proximately (FIGS. **13**C and **13**D), the control rod **703** also moves proximately, while the first and second impact arms (**705**, **707**) move distally. In the process of the movement, the control pivot pin **725** impacts the spool control pin **761**, pushing the spool **750** from the spool first position to the spool second position. These movements alternate during the 'start' mode until the engine has started.

In the 'run' mode of the engine (FIG. **13**E-H), the run solenoid **740** is activated to push the run solenoid pusher rod **741** out in the engaged position, while the spring of the start solenoid keeps the start solenoid pusher rod **731** in the disengaged position. Under this arrangement, the start to run lever **762** of the spool extension **760** is disposed towards the start solenoid **740** (FIGS. **13**F and **13**H). As a result, the spool control pin **761** is turned towards the B-side actuator **702** and is engaged with the control pivot pins **726** and **728** of the first and second impact arms (**706**, **708**). When the first sides of the first and second levers (**826**, **926**) (FIG. **1**) move distally (FIGS. **13**E and **13**F), the control rod **704** moves distally, and the first and second impact arms (**706**, **708**) move proximally. In the process of the movement, the control pivot pin **728** impacts the spool control pin **761**, pushing the spool **750** from the spool second position to the spool first position. Subsequently, when the first sides of the first and second levers (**826**, **926**) (FIG. **1**) move proximately (FIGS. **13**G and **13**H), the control rod **704** moves proximately, and the first and second impact arms (**706**, **708**) move distally. In the process of the movement, the control pivot pin **726** impacts the spool control pin **761**, pushing the spool **750** from the spool first position to the spool second position. These movements alternate during the 'run' mode of the engine.

Turning to the combustion assemblies, FIG. **14**A, FIG. **14**B, and FIG. **14**C show additional structure within the first combustion assembly **200** and sequentially describe the operation of the first air pump **216**, the first combustion case **202**, and the second air pump **228**.

FIG. **14**A shows details of the first air pump **216** of the first combustion assembly **200**. The first air pump **216** includes a first air pump housing **218** having a first air pump outer surface **219** and an inner surface **220**, a distal end **222** having a first air pump distal aperture **224**, a first air pump inlet **243**, and a proximal end **223**. The first air pump proximal end **223** sealably attaches to the distal surface of the first assembly bridge **101**, encompassing the first assembly bridge first combustion assembly aperture **126** and the first air pump outlet **214**, being axially aligned with respect to the first combustion assembly axis **152**. The first air pump inlet **243** and the first air pump distal aperture **224** extend from the first air pump outer surface **219** of the first air pump **216** to its inner surface **220**, extending through the first air pump housing **218**. The first air pump **216** further includes a first air pump piston **226** slideably and sealably engaging the first air pump housing inner surface **220** and having a distal surface **254**, a proximal surface **256**, and an air channel **258** extending through the piston from the first air pump piston distal surface **254** to its proximal surface **256**.

FIG. **14**A also shows the variable volume first air pump distal chamber **227** and the variable volume first air pump proximal chamber **225**. The first air pump distal chamber **227** is defined by the first air pump housing inner surface **220** and the distal surface **254** of the air pump piston **226**, and is pneumatically communicative with the environment external to the combustion case through the first air pump inlet **243**. The first air pump proximal chamber **225** is defined by the first air pump housing inner surface **220** and the first air pump piston proximal surface **256**. The first air pump proximal chamber **225** is selectively pneumatically communicative with the first air pump distal chamber **227** through the first air pump piston air channel **258**, and selectively pneumatically communicative with the first combustion case **202** (FIG. **14**C) through the first air pump outlet **214**. Both the distal chamber **227** and the proximal chamber **225** are variable volume chambers where the axial translation of the air pump piston **226** causes a change in volume.

FIG. **14**A further shows a first air pump reed valve **260** comprising a flexible member having a contact surface **262** and a fixation means **264**. In one embodiment of the present invention the fixation means **264** is a screw, and fixedly engages the first air pump reed valve **260** to the proximal surface **256** of the air pump piston **226**. The reed valve **260** includes a flexible portion, and in a normally closed first position (shown) sealably contacts the first air pump piston proximal surface **256**, substantially occluding the at least one air channel **258** and thereby preventing pneumatic communication between the first air pump distal chamber **227** and the first air pump proximal chamber **225**. In a second position (not shown) a portion of the reed valve **260** flexes away from the air channel **258** responsively when the air pressure within the first air pump distal chamber **227** exceeds that within the first air pump proximal chamber **225** by a pre-defined threshold value. When the reed valve **260** is in its first position, the first air pump distal chamber **227** and the first air pump proximal chamber **225** are not pneumatically communicative. If a pressure differential exists between the first air pump distal chamber **227** and the first air pump proximal chamber **225** sufficient to flex a portion of the reed valve **260** away from the air channel **258**, the chambers become pneumatically communicative and air can flow from the first air pump distal chamber **227** to the first air pump proximal chamber **225**. In one embodiment of the present invention, the reed valve **260** is comprised of spring steel and has an annular shape.

FIG. **14**B shows the details of the second air pump **228** of the first combustion assembly **200**. Where appropriate, the elements within the second air pump **228** similar in construction to the elements in the first air pump **216** (FIG. **14**A) and are identified by a common number followed by an "a" to indicate the similarity. The second air pump **228** includes a second air pump housing **218*a*** having a second air pump outer surface **219*a*** and an inner surface **220*a***, and a second air pump distal end **222*a*** having a distal aperture **224*a***. The second air pump proximal end **223*a*** sealably attaches to the proximal surface of the second assembly bridge **103**, encompassing the second assembly bridge first combustion assembly aperture **128** and the second air pump outlet **214*a***, further being axially aligned with respect to the first combustion assembly axis **152**. Each of the second air pump inlet **243*a***, and the second air pump distal aperture **224*a*** extends from the second air pump surface **219*a*** of the second air pump **228** to its inner surface **220*a***, through the second air pump housing **218*a***. The second air pump **228** further includes a second air pump piston **238** slideably and sealably engaging the second air pump housing inner surface **220*a*** and having a distal surface **254*a***, a proximal surface **256*a***, and at least one air channel **258*a*** extending from the second air pump piston distal surface **254*a*** to its proximal surface **256*a*** through the second air pump piston **238**.

FIG. **14**B also shows the variable volume second air pump distal chamber **239** and the variable volume second air pump proximal chamber **237**. The second air pump distal chamber **239** is defined by the second air pump housing inner surface **220*a*** and the second air pump piston distal surface **254*a***, and is pneumatically communicative with the environment external to the combustion case through the second air pump inlet **243*a***. The second air pump proximal chamber **237** is defined by the second air pump housing inner surface **220*a*** and the second air pump piston proximal surface **256*a***. The second air pump proximal chamber **237** is selectively pneumatically communicative with the second air pump distal chamber **239** through the second air pump piston air channel **258*a***, and selectively pneumatically communicative with the first combustion case **202** (FIG. **14**C) through the second air pump outlet **214*a***. Each of the second air pump distal chamber **239** and the second air pump proximal chamber **237** is a variable volume chamber where the axial translation of the second air pump piston **238** causes a change of volume.

FIG. **14**B further shows a second air pump reed valve **260*a*** having a flexible portion and having a contact surface **262*a*** and a fixation means **264*a***. In one embodiment of the present invention, the fixation means **264*a*** is a screw which fixedly engages the second air pump reed valve **260*a*** to the proximal surface **256*a*** of the second air pump piston **238**. The reed valve **260*a*** has a flexible portion which, in a normally closed, first position (shown), sealably engages the second air pump piston proximal surface **256*a***, substantially occluding the second air pump piston air channel **258*a***, thereby preventing pneumatic communication between the second air pump distal chamber **239** and the second air pump proximal chamber **237**. In a second position (not shown) a portion of the reed valve **260*a*** flexes away from the second air pump piston air channel **258*a*** responsively when the air pressure within the second air pump distal chamber **239** exceeds that within the second air pump proximal chamber **237** by a pre-defined value. When the second air pump reed valve **260*a*** is in its first position, the second air pump distal chamber **239** and the second air pump proximal chamber **237** are pneumatically isolated from each other. If the pressure differential between the second air pump distal chamber **239** and the second air pump proximal chamber **237** exceeds the threshold amount sufficient to flex a portion of the reed valve **260*a*** away from the second air pump piston distal surface **254*a***, the channel **258*a*** opens, and the second air pump distal chamber **239** becomes pneumatically communicative with the second air pump proximal chamber **237**, and air can flow from the second air pump distal chamber **239** to the second air pump proximal chamber **237**. In one embodiment of the present invention, the reed valve **260*a*** is also comprised of spring steel and has an annular shape.

FIG. **14**C shows further details of the first combustion assembly combustion case **202**. The case includes a case housing **266** having an inner surface **270**, an external surface **268**, a first end **272**, a mid-section **284**, a second end **278**, a divider **273** having a proximal surface **275** and a distal surface **279**, the case housing **266** wholly containing within it a first combustion cylinder **204**. The combustion case first end **272** attaches to the proximal surface of the first assembly bridge **101**, being axially aligned along the first combustion assembly axis **152**, encompassing each of the first assembly bridge first combustion assembly aperture **126** and the first air pump outlet **214**. The first air pump outlet **214** thereby defines a channel from the interior of the first air pump proximal chamber **225** (FIG. **14**A) to the interior of the first combustion case **202**.

Analogous in arrangement, the combustion case second end **278** is attached to the proximal surface of the second assembly bridge **103**, also being axially aligned along the first combustion assembly axis **152**, encompassing each of the second assembly bridge first combustion assembly aperture **128**, and the second air pump outlet **214***a*. The second air pump outlet **214***a* thereby defines a channel from the interior of the second air pump proximal chamber **237** (FIG. **14**B) to the interior of the first combustion case **202**.

As also shown in FIG. **14**C the first combustion cylinder **204** further includes an outer surface **290**, an inner surface **291**, a first end **292** and a second end **296**. The first combustion cylinder **204** has an inner diameter substantially the same as the diameter of each of the first assembly bridge first combustion assembly aperture **126** and the second assembly bridge first combustion assembly aperture **128**, is attached at the first end **292** to the proximal surface of the first assembly bridge **101** and is attached at the second end **296** to the proximal surface of the second assembly bridge **103**, and fully encompasses each of the first combustion assembly apertures **126** and **128**. The first assembly bridge first combustion assembly aperture **126** and the first combustion cylinder **204** thus share a substantially common diameter and are adapted to further slidedly and sealably receive the first combustion piston **240**. In analogous arrangement, the second assembly bridge first combustion assembly aperture **128** and the first combustion cylinder **204** also share a substantially common diameter and are adapted to slideably and sealably receive the second combustion piston **245**. In one embodiment, a portion of each of the proximal surfaces of the first assembly bridges (**101**, **103**) further defines a portion of the inner surface of the first combustion case **202**.

As further shown in FIG. **14**C, the first combustion cylinder **204** contains within it the variable volume first combustion chamber **246**, which is defined by the combustion cylinder inner surface **291**, the first combustion piston face **242**, and the second combustion piston face **244**. Since each of the combustion piston faces (**242**, **244**) has a movable surface, if the combustion piston (**240**, **245**) moves, the volume of the first combustion chamber **246** changes. If the combustion piston (**240**, **245**) translates proximally, toward the first combustion chamber **246**, the volume of the first combustion chamber **246** decreases. If the volume of the first combustion chamber **246** decreases, the gases therein compress; alternatively, if the first combustion chamber **246** is pneumatically communicative with the outside environment, the gases therein may be forced out of the chamber. Oppositely, if the combustion piston (**240**, **245**) moves distally, away from the first combustion chamber **246**, the volume of the first combustion chamber **246** expands. In one embodiment of the present invention, the combustion pistons (**240**, **245**) move substantially synchronously with respect to one another and with respect to the center of the first combustion chamber **246**.

As further shown in FIG. **14**C, the arrangement of the first combustion case **202** allows for selective pneumatic communication between the chambers defined therein. The first combustion case **202** includes a case first fixed volume chamber **274** defined by the case housing inner surface **270**, the case divider proximal surface **275**, and the combustion cylinder outer surface **290**. The first combustion case **202** further includes a second fixed volume chamber **282** defined by the case housing inner surface **270**, the divider distal surface **279**, and the combustion cylinder outer surface **290**. The first combustion cylinder **204** includes exhaust ports **267**, a group of proximal inlets **269**, and a group of distal inlets **271**, each individual port and inlet extending from the combustion cylinder inner surface **291** through the first combustion cylinder **204** to the combustion cylinder outer surface **290**. When the exhaust port(s) **267** is (are) open, the first combustion chamber **246** is in pneumatic communication with the outside environment through the exhaust manifold **283**. The exhaust ports **267** are occluded by the first combustion piston **240** if its face **242** is proximally positioned with respect to the exhaust ports **267**, and the ports are open if the piston face **242** is distally positioned with respect to the exhaust ports **267**. When the inlets **271** are open, the chamber **282** is in pneumatic communication with the first combustion chamber **246**, and when the inlets **269** are open, the chamber **274** is in pneumatic communication with the first combustion chamber **246**. The second combustion piston **245** occludes the inlets **271** when its face **244** extends proximally into the first combustion chamber **246** with respect to the inlets **271**, and further occludes the inlets **269** when its face **244** extends proximally into the chamber **246** with respect to the inlets **269**. Whenever a port or inlet is open, pneumatic communication occurs from the chamber having the higher pressure to the chamber, or external environment, having the lower pressure.

In one embodiment of the present invention, the distal movement of the proximally positioned combustion pistons sequentially causes pneumatic communication between the first combustion chamber **246** and the outside environment, the case first chamber **274**, and the case second chamber **282**. When the pistons are proximally positioned so as to minimize the volume of the first combustion chamber **246**, the pistons occlude the exhaust ports **267**, the inlets **269**, and the inlets **271**. As the pistons translate distally along the first combustion assembly axis **152**, the movement of the first combustion piston face **242** beyond the exhaust port **267** establishes pneumatic communication between the first combustion chamber **246** and the outside environment through exhaust port **267**. Further distal, synchronous translation of the combustion pistons (**240**, **245**) moves the second combustion piston face **244** beyond the inlets **269**, thereby establishing pneumatic communication between the chamber **274** and the first combustion chamber **246** through the inlets **269**. Still further distal, synchronous translation of the combustion pistons (**240**, **245**) moves the second combustion piston face **244** beyond the inlets **271**, thereby establishing pneumatic communication between the chamber **282** and the first combustion chamber **246** through the inlets **271**.

FIG. **15**A through FIG. **15**G show sequentially the relationship of the piston positioning and the air flow between the chambers of the first combustion assembly **200**.

FIG. **15**A shows the first combustion assembly **200** immediately prior to firing, when the combustion pistons are positioned at their proximal extreme, compressing a fuel air mixture within the chamber **246**. The reed valves (**260**, **285**, **287**, **260***a*) are in their first, closed position, preventing air movement through the air channels (**258**, **276**, **214***a*, **258***a*). Pressurized air occupies the chamber **274**, the chamber **274** being pneumatically isolated with respect to the first combustion chamber **246** and the first air pump proximal chamber **225** by the occluded proximal inlets **269** and the closed reed valve **285**. A pressurized fuel air mixture occupies the chamber **282**, the chamber **282** being pneumatically isolated with respect to the first combustion chamber **246** and the second air pump proximal chamber **237** by the occluded distal inlets **271** and the closed reed valve **287**. Ambient pressure air occupies each of the chambers **227** and **239**, each chamber being pneumatically communicative with the environment external to the combustion assembly through the always open air pump inlets (**243**, **243***a*).

FIG. **15**B shows a distal positional change to the reciprocating components from ignition of the fuel-air mixture in the first combustion chamber **246**. Ignition of the fuel-air mixture creates an expanding gas within the first combustion chamber **246**. The expanding combustion gases apply force to each of the piston faces (**242**, **244**), axially translating the combustion pistons (**240**, **245**) distally along the first combustion assembly axis **152**, away from the chamber center and displacing each as shown in comparison of FIG. **15**B and FIG. **15**A. The expanding combustion gases also axially translate each of the air pump pistons (**226**, **238**) attached to the connecting rods (**248**, **250**), as shown in FIG. **14**A and FIG. **14**B, distally along the first combustion assembly axis **152** with respect to their positions shown in FIG. **15**A, thus reducing the volume of each distal chamber (**227**, **239**) and increasing the volume of each proximal chamber (**225**, **237**). Reducing the volume of the distal chambers (**227**, **239**) increases the pressure therein, forcing some air out of the air pump inlets (**243**, **243***a*) as indicated by the flow arrow A and the flow arrow D. Axial, distal displacement along the first combustion assembly axis **152** of the air pump pistons (**226**, **238**) also increases the volume of the proximal chambers (**225**, **237**), reducing the pressure therein. When the difference between the increasing pressure within the distal chambers (**227**, **239**) and the decreasing pressure within the proximal chambers (**225**, **237**) reaches the threshold differential pressure of the reed valves (**260**, **260***a*) between the respective proximal and distal chamber (**227** and **225**; **239** and **237**), the reed valves (**260**, **260***a*), as shown in FIG. **15**A, flex away from the respective air pump pistons (**226**, **238**). The reed valve flexure (shown by the reed valves **260**, **260***a* in FIG. **15**B) away from their respective air pump pistons (**226**, **238**) opens the air piston air channels (**258**, **258***a*), allowing air to move from chamber **227** to chamber **225** as indicated by the flow arrow B and from the chamber **239** to the chamber **237** as indicated by the flow arrow C.

FIG. **15**C shows a progressive distal positional change to the reciprocating components resulting from the above-discussed detonation of the compressed fuel-air mixture present in the first combustion chamber **246** at the start of the stroke. In this and other embodiments of the present invention, the engine will use compression ignition. Expanding combustion gases in the first combustion chamber **246** further axially translate the first combustion piston **240** distally along the first combustion assembly axis **152** such that the piston face **242** is distally beyond the exhaust port **267**. As the piston face **242** crosses the exhaust port **267** plane, the exhaust port **267** opens, establishing pneumatic communication between the first combustion chamber **246** and the external environment, and a first portion of the combustion gases exits the combustion chamber to the environment outside the first combustion assembly **200** as indicated by the flow arrow E. The expanding combustion gases also further axially translate the second combustion piston **245** distally along the first combustion assembly axis **152** such that the piston face **244** moves distally beyond the proximal inlets **269**. As the piston face **244** crosses the proximal inlet plane, the inlets **269** open, establishing pneumatic communication between the case first chamber **274** and the first combustion chamber **246**. Pneumatic communication between the chambers establishes a flow of air as indicated by the flow arrow F, to force a second portion of the combustion gases from the first combustion chamber **246** to the external environment. In one embodiment of the present invention the flow E starts before the flow F. In other embodiments of the invention the flows may start concurrently.

FIG. **15**D shows still further distal positional change to the reciprocating components resulting from the above-discussed detonation of the compressed fuel-air mixture present in the first combustion chamber **246** at the start of the stroke. The expanding gases within the first combustion chamber **246** continue to further axially translate the second combustion piston **245** distally along the first combustion assembly axis **152** until the piston face **244** is distally beyond the distal inlets **271**. As the piston face **244** crosses the distal inlet plane, the inlets **271** open, establishing pneumatic communication between the case second chamber **282** and the first combustion chamber **246**. Pneumatic communication between the chambers establishes a fuel-air mixture flow indicated by the flow arrow G, the flow in turn forcing a third portion of the combustion gases from the first combustion chamber **246** to the external environment. The proximal inlets **269** (FIG. **15**C) are cooperatively sized with respect to the exhaust ports **267** (FIG. **15**C) such that the fuel-air mixture wavefront is substantially prevented from exiting the first combustion chamber **246** through the exhaust ports **267** (FIG. **15**C) to the environment external to the combustion chamber.

FIG. **15**E shows the combustion assembly at the end of the expansion stroke, immediately preceding proximal movement of the combustion pistons (**240**, **245**), as shown in FIG. **15**C. In this position, the first portion, second portion, and third portion of the combustion gases discussed above have left the first combustion chamber **246**. The fuel-air mixture occupies the chamber **246**. Ambient pressure air occupies the chamber **225**, and an ambient pressure fuel-air mixture occupies the chamber **237**. The chambers **246**, **274**, and **282** remain pneumatically communicative through the inlets, and the first combustion chamber **246** remains pneumatically communicative with the external environment through the exhaust ports **267** (FIG. **15**C). The reed valve **260** is in its first, closed position, stopping pneumatic communication between the first air pump distal chamber **227** and the first air pump proximal chamber **225**. Similarly, the reed valve **260***a* is in its first, closed position, stopping pneumatic communication between the second air pump distal chamber **239** and the second air pump proximal chamber **237**. In one embodiment of the present invention, a valve present on the exhaust manifold halts the exhaust flow E prior to the stopping of Flow F, keeping the first combustion chamber **246** pressurized with respect to the external environment.

FIG. **15**F shows the beginning of the compression stroke as the combustion pistons (**240**, **245**) are pushed into the first combustion chamber **246** by the above-discussed pivoting levers. The levers (not shown) have ceased pivoting distally with respect to the first combustion assembly **200**, away from the first combustion chamber **246**, and have started to pivot proximally, toward the first combustion chamber **246**. This pivoting forces the air pistons (**226**, **238**) and the combustion pistons (**240**, **245**) to translate proximally axially along the first combustion assembly axis **152**, thereby beginning to compress the fuel-air mixture within the first combustion chamber **246**. In the first air pump, the axial translation of the air pump piston **226** proximally along the first combustion assembly axis **152** increases the volume of the distal chamber **227**, drawing ambient air into the first air pump distal chamber **227** through the first air pump inlet **243**, establishing a flow of air indicated by the flow arrow J. The axial translation of the air piston **226** proximally along the first combustion assembly axis **152** also decreases the volume of the proximal chamber **225**, increasing the air pressure within the chamber. Progressive increasing pressure within the chamber **225** reaches a threshold differential value with respect to the pressure within the combustion case first chamber **274** in turn causing the reed valve **285** to flex away from the first air pump outlet **214** (flexure of the reed valve **285** shown in FIG. **15**F), allowing pneumatic communication between the first air pump proximal chamber **225** and the case first chamber **274**, establishing a flow of air indicated by the flow arrow H.

Analogously, in the second air pump **228** (FIG. **14**B), axial translation of the air piston **238** proximally along the first combustion assembly axis **152** increases the volume of the distal chamber **239**, drawing ambient air into the second air pump distal chamber **239** through the second air pump inlet **243***a*, establishing a flow of air indicated by the flow arrow K. The second air pump distal chamber **239** also includes a fuel inlet **235**, selectively fluidly communicative with a fuel source (not shown), which adds and mixes fuel to the expanding volume of the distal chamber **239**, as indicated by the flow arrow L. The axial translation of the air piston **238** proximally along the first combustion assembly axis **152** also decreases the volume of the proximal chamber **237**, increasing the pressure of the fuel-air mixture within the proximal chamber **237**. Progressive increasing pressure within the chamber **237** reaches a threshold differential value with respect to the pressure within the combustion case second chamber **282**, in turn causing the reed valve **287** to flex away from the second air pump outlet **214***a* (flexure of the reed valve **287** shown in FIG. **15**F), allowing pneumatic communication between the second air pump proximal chamber **237** and the case second chamber **282**, The flow of a fuel-air mixture between the second air pump distal chamber **239** and the second air pump proximal chamber **237** is indicated by the flow arrow I.

As shown collectively in FIG. **15**A through FIG. **15**G, continuing the combustion piston (**240**, **245**) proximal, axial translation along the first combustion assembly axis **152** sequentially occludes the distal inlets **271**, the proximal inlets **269**, and the exhaust ports **267**, leaving the combustion chamber pneumatically isolated as shown in FIG. **15**G. In the one embodiment of the present invention, the air flow E, the air flow F, and the air flow G initiate sequentially and terminate sequentially through the axial spacing of the planes defined by the exhaust ports **267**, the proximal inlets **269**, and the distal inlets **271** along the first combustion assembly axis **152**. In another embodiment of the invention, two or more of the air flow E, the air flow F, and the air flow G may initiate and terminate at the same time. In still another embodiment of the invention, the initiation and termination of air flow may be controlled through mechanical or electronic valves incorporated in one or more of the exhaust ports **267**, the proximal inlets **269**, and the distal inlets **271** occluding them independently of the combustion piston (**240**, **245**) positions along the first combustion assembly axis **152**.

By using the apparatus and methods of the present invention described above, a hydraulic engine can be constructed and operated achieving several advantages over those presently known in the art. As can be appreciated by those of skill in the art, multiple engines of the invention can be modularly integrated and operated as a single unit to provide high power output and allowing for economical, low power output operation. Finally, it is possible to have moveable masses on the lever arms to adjust their inertia and thus the compression ratio to adapt the engine to varying fuel types, including gasoline, gasoline/alcohol mixtures, alcohol, diesel, or the like.

It is noted that the terms "first," "second," "top", "bottom", "up", "down", and the like, herein do not denote any amount, order, or importance, but rather are used to distinguish one element from another, and the terms "a" and "an" herein do not denote a limitation of quantity, but rather denote the presence of at least one of the referenced item. As used herein the term "about", when used in conjunction with a number in a numerical range, is defined being as within one standard deviation of the number "about" modifies. The suffix "(5)" as used herein is intended to include both the singular and the plural of the term that it modifies, thereby including one or more of that term (e.g., the bearings(s) includes one or more bearings).

As will be recognized by those skilled in the pertinent art based upon the teachings herein, numerous changes and modifications may be made to the above-described and other embodiments of the invention without departing from its scope as defined in the appended claims. Accordingly, this detailed description of the embodiments is to be taken in an illustrative as opposed to a limiting sense.

What is claimed is:

1. An opposed piston engine for providing a supply of pressurized hydraulic fluid comprising:

a frame having a first pivot pin and a second pivot pin, the pivot pins defining a pivot pin axis;

a first lever pivotally mounted on said first pivot pin and having a first segment and a second segment on one side of the pivot pin, and a third segment and a fourth segment on the other side of the pivot pin;

a second lever pivotally mounted on said second pivot pin and having a first segment and a second segment on one side of the pivot pin, and a third segment and a fourth segment on the other side of the pivot pin, whereby said first and second levers are movable in a substantially common plane;

a first combustion assembly fixed with respect to said frame and including (i) a combustion cylinder having an inner surface, (ii) a first piston having a face and being slideably and sealably engaged with said combustion cylinder inner surface and in mechanical communication with the first segment of the first lever, and (iii) a second piston having a face and being slideably and sealably engaged with said combustion cylinder inner surface and in mechanical communication with the first segment of the second lever, whereby said first piston and said second piston are substantially opposed and said face of the first piston, said face of the second piston, and said inner surface of the combustion cylinder substantially define a first combustion chamber;

a first hydraulic assembly fixed with respect to said frame including (i) a hydraulic cylinder having an inner surface, (ii) a first piston having a face and being slideably and sealably engaged with said hydraulic cylinder inner surface and in mechanical communication with the second segment of the first lever, and (iii) a second piston having a face and being slideably and sealably engaged with said hydraulic cylinder inner surface and in mechanical communication with the second segment of the second lever whereby said first piston and said second piston are substantially opposed and said face of the first piston, said face of the second piston, and said inner surface of the hydraulic cylinder substantially define a first hydraulic chamber;

a second hydraulic assembly fixed with respect to said frame including (i) a hydraulic cylinder having an inner surface, (ii) a first piston having a face and being slideably and sealably engaged with said hydraulic cylinder inner surface and in mechanical communication with the third segment of the first lever, and (iii) a second piston having a face and being slideably and sealably engaged with said hydraulic cylinder inner surface and in mechanical communication with the third segment of the second lever whereby said first piston and said second piston are substantially opposed and said face of the first piston, said face of the second piston, and said inner surface of the hydraulic cylinder substantially define a second hydraulic chamber;

a second combustion assembly fixed with respect to said frame including (i) a combustion cylinder having an inner surface, (ii) a first piston having a face and being slideably and sealably engaged with said combustion cylinder inner surface and in mechanical communication with the fourth segment of the first lever, and (iii) a second piston having a face and being slideably and sealably engaged with said combustion cylinder inner surface and in mechanical communication with the fourth segment of the second lever, whereby said first piston and said second piston are substantially opposed and said face of the first piston, said face of the second piston, and said inner surface of the combustion cylinder substantially define a second combustion chamber;

whereby an expansion of one of the combustion chambers causes a compression in the remote hydraulic chamber, thereby producing pressurized hydraulic fluid.

2. The engine of claim **1**, wherein at least one of the first and second combustion assemblies further comprises:

a case including (i) an outer surface; (ii) an inner surface; (iii) a first end having a first aperture and first inlet each defining a passage through said case from said inner surface to said outer surface; (iv) a second end having a second aperture and a second inlet each defining a passage through said case from said inner surface to said outer surface; and (iv) a mid-section having a third aperture extending through said case from said inner surface to said outer surface;

the combustion cylinder being wholly contained within said case and having (i) an outer surface; (ii) a first end having a first aperture substantially aligned with said combustion case first aperture; (iii) a second end having a second aperture substantially aligned with said combustion case second aperture; (iv) a first port defining a passage through said combustion cylinder from said inner surface to said outer surface; (v) a first inlet defining a passage through said combustion cylinder from said inner surface to said outer surface; and (vi) a second inlet defining a passage through said case from said inner surface to said outer surface;

a divider sealably extending from said case inner surface to said combustion cylinder outer surface having a first surface and a second surface wherein (i) said divider first surface, said case inner surface, and said combustion cylinder outer surface define a case first chamber including said combustion cylinder first inlet whereby the case first chamber is pneumatically communicative with the combustion chamber; and (ii) said divider second surface, said case inner surface, and said combustion cylinder outer surface define a case second chamber including said combustion cylinder second inlet and said case second inlet whereby the case second chamber is selectively pneumatically communicative with the combustion chamber and the environment outside of the combustion case;

an exhaust manifold sealingly fixed to said combustion cylinder exterior surface, enveloping said combustion cylinder first port, passing through one of the case chambers, and extending through said case third aperture whereby the combustion chamber is selectively pneumatically communicative with the environment outside of the combustion case;

a means for selectively allowing pneumatic communication between the outside environment and said case first chamber through said first end inlet;

a means for selectively allowing pneumatic communication between the outside environment and said case second chamber through said second end inlet;

a means for selectively supplying pressurized air to said case first chamber through said case first inlet;

a means for selectively supplying a pressurized fuel-air mixture to said case second chamber through said case second inlet;

wherein the first piston slideably and sealably passes through said combustion cylinder first aperture and said first case aperture to effect mechanical communication with the first lever, and the second piston slideably and sealably passes through said combustion cylinder second aperture and said second case aperture to effect mechanical communication with the second lever.

3. The engine of claim **2** which further comprises two synchronizers, whereby the positional relationship of the first lever and the second lever is maintained during operation of the engine and wherein each synchronizer comprises:

a fulcrum having a first end and a second end;

a synchronizer lever having a first end, a mid-section, and second end;

a synchronizer first arm link having a first end and second end; and

a synchronizer second arm link having a first end, a mid-section, and second end

wherein:

the fulcrum is fixed on its first end to the frame on one side of the pivot pin axis and on its second end to the first end of the synchronizer lever;

the synchronizer lever midsection is fixed to one engine lever on the same side of the pivot pin axis as the fulcrum attachment through the first lever link; and

the second end of the synchronizer lever arm is fixed on the opposite side of the pivot pin axis from the fulcrum attachment to the other engine lever through the synchronizer second lever link.

4. The engine of claim **2** wherein the means for allowing selective pneumatic communication between the outside environment and said case first chamber through said first end inlet comprises:

a flexible member having (i) a surface; (ii) a first position; and (iii) a second position; wherein at least a portion of said flexible member is fixed to the case inner surface; in said first position said surface substantially sealably engages the case inner surface about the periphery of said inlet thus occluding the inlet; and in said second position at least a portion of said surface disengages from the inner surface allowing pneumatic communication through the inlet;

wherein movement of said flexible member between said first position and said second position is effected when the pressure within the inlet exceeds that within the case first chamber by a defined amount.

5. The engine of claim **2** wherein the means for selectively supplying pressurized air to case first chamber through case first inlet is an air pump further comprising:

a housing having (i) an outer surface and an inner surface; (ii) a first end having a first aperture substantially aligned with the combustion case first aperture and a first inlet, each defining a passage through said housing extending from said inner surface to said outer surface; (iii) a second end having a second aperture substantially aligned with the combustion case first aperture and an outlet substantially aligned with the case first inlet, each defining a passage through said housing extending from said inner surface to said outer surface wherein the second end is fixedly engaged to the first end of the case;

an air piston having (i) a distal surface; (ii) a proximal surface; and (iii) at least one channel extending from said distal surface to said proximal surface, said air piston slideably and sealably engaging said housing inner surface and being in mechanical communication with the first combustion piston;

a variable volume distal chamber defined by (i) said inner surface of the housing, and (ii) said distal surface of the air piston, said chamber being pneumatically communicative with the outside environment;

a variable volume proximal chamber defined by (i) said inner surface of the housing, and (ii) said proximal surface of the air piston, said chamber being selectively pneumatically communicative with the case first chamber through said outlet;

a means for selectively pneumatically communicating between said distal chamber and the proximal chamber through the air piston channel;

wherein reciprocal movement of the air piston forces air from the distal chamber to the proximal chamber within said housing and thereafter to the case first chamber.

6. The engine of claim **5** wherein the means for selectively pneumatically communicating between said distal chamber and proximal chamber through the air piston channel further comprises:

a flexible member having (i) a surface; (ii) a first position; and (iii) a second position wherein at least a portion of said flexible member is fixed to the air piston proximal surface whereby in said first position said surface substantially sealably engages the proximal surface air piston about the periphery of the air piston channel thus occluding the air channel and in said second position at least a portion of said surface disengages from the air piston proximal surface thus allowing pneumatic communication between the distal chamber and proximal chamber; and

whereby movement of said flexible member between said first position and said second position is effected where the pressure within the distal chamber exceeds that within the proximal chamber by a defined amount.

7. The engine of claim **2** that further comprises a selective hydraulic communication assembly which comprises:

an hydraulic vessel and two low pressure hydraulic lines;

an actuator assembly;

a spool having a first end, a mid-section, and a second end;

a spool extension having a first end and a second end and having a spool control pin attached to said second end and being fixed by its first end to the spool second end;

a valve assembly comprising a manifold having an interior and five ports;

wherein:

the spool is contained within the manifold and regulates fluid communication between the ports of the manifold;

the actuator assembly is in mechanical communication with the spool control pin to position the spool in one of two positions within the manifold;

the first port is in fluid communication with the first hydraulic chamber, the second port is in fluid communication with the second hydraulic chamber, the third port is in fluid communication with the high pressure hydraulic fluid vessel, the fourth port is in fluid communication with the first low pressure hydraulic line, and the fifth port is in communication with the second low pressure hydraulic line;

whereby:

when the spool is in one position the first hydraulic chamber is in communication with the hydraulic vessel and the second hydraulic chamber is in communication with the first low pressure hydraulic line; and

when the spool is in the other position the second hydraulic chamber is in communication with the hydraulic vessel and the first hydraulic chamber is in communication with the second low pressure hydraulic line.

8. The engine of claim **2** wherein the means for selectively supplying pressurized air to case second chamber through case first inlet is an air pump comprising:

a housing having (i) an outer surface and an inner surface; (ii) a first end having a first aperture substantially aligned with the combustion case first aperture and a first inlet, each defining a passage through said housing extending from said inner surface to said outer surface; (iii) a second end having a second aperture substantially aligned with the combustion case first aperture and an outlet substantially aligned with the case first inlet, each defining a passage through said housing extending from said inner surface to said outer surface wherein the second end is fixedly engaged to first end of the case;

an air piston having (i) a distal surface; (ii) a proximal surface; and (iii) at least one channel extending from said distal surface to said proximal surface, said air piston slideably and sealably engaging said housing inner surface and being in mechanical communication with the second combustion piston;

a variable volume distal chamber defined by (i) said inner surface of the housing, and (ii) said distal surface of the air piston, said chamber being pneumatically communicative with the outside environment;

a variable volume proximal chamber defined by (i) said inner surface of the housing, and (ii) said proximal surface of the air piston, said chamber being selectively pneumatically communicative with the case second chamber through said outlet;

a means for selectively pneumatically communicating between said distal chamber and the proximal chamber through the air piston channel; and

a means for introducing fuel into the second air pump distal chamber;

wherein reciprocal movement of the air piston forces air from the distal chamber to the proximal chamber within said housing and thereafter to the case second chamber.

9. The engine of claim **8** that further comprises a selective hydraulic communication assembly which comprises:

an hydraulic vessel and two low pressure hydraulic lines;

an actuator assembly;

a spool having a first end, a mid-section, and a second end;

a spool extension having a first end and a second end and having a spool control pin attached to said second end and being fixed by its first end to the spool second end;

a valve assembly comprising a manifold having an interior and five ports;

wherein:

the spool is contained within the manifold and regulates fluid communication between the ports of the manifold;

the actuator assembly is in mechanical communication with the spool control pin to position the spool in one of two positions within the manifold;

the first port is in fluid communication with the first hydraulic chamber, the second port is in fluid communication with the second hydraulic chamber, the third port is in fluid communication with the high pressure hydraulic fluid vessel, the fourth port is in fluid communication with the first low pressure hydraulic line, and the fifth port is in communication with the second low pressure hydraulic line;

whereby:

when the spool is in one position the first hydraulic chamber is in communication with the hydraulic vessel and the second hydraulic chamber is in communication with the first low pressure hydraulic line; and

when the spool is in the other position the second hydraulic chamber is in communication with the hydraulic vessel and the first hydraulic chamber is in communication with the second low pressure hydraulic line.

10. The engine of claim **9** wherein the means for introducing fuel into the second air pump distal chamber comprises: an inlet defining a channel extending from the outer surface of the housing to the inner surface of the second air pump distal chamber, said inlet being fluidly communicative with a fuel source; and

a means for metering fuel through said inlet.

11. The engine of claim **10** wherein the means for selectively allowing pneumatic communication between said distal chamber and proximal chamber through the air piston channel further comprises:

a flexible member having (i) a surface; (ii) a first position; and (iii) a second position; wherein at least a portion of said flexible member is fixed to the air piston proximal surface whereby in said first position said surface substantially sealably engages the proximal surface air piston about the periphery of the air piston channel thus occluding the air channel and in said second position at least a portion of said surface disengages from the air piston proximal surface thus allowing pneumatic communication between the distal chamber and proximal chamber; and

wherein movement of said flexible member between said first position and said second position is effected where the pressure within the distal chamber exceeds that within the proximal chamber.

12. The engine of claim **11** that further comprises a selective hydraulic communication assembly which comprises:

a high pressure hydraulic fluid vessel and two low pressure hydraulic lines;

an actuator assembly;

a spool having a first end, a mid-section, and a second end;

a spool extension having a first end and a second end and having a spool control pin attached to said second end and being fixed by its first end to the spool second end;

a valve assembly comprising a manifold having an interior and five ports;

wherein:

the spool is contained within the manifold and regulates fluid communication between the ports of the manifold;

the actuator assembly is in mechanical communication with the spool control pin to position the spool in one of two positions within the manifold;

the first port is in fluid communication with the first hydraulic chamber, the second port is in fluid communication with the second hydraulic chamber, the third port is in fluid communication with the high pressure hydraulic fluid vessel, the fourth port is in fluid communication with the first low pressure hydraulic line, and the fifth port is in communication with the second low pressure hydraulic line;

whereby:

when the spool is in one position the first hydraulic chamber is in communication with the high pressure hydraulic fluid vessel and the second hydraulic chamber is in communication with the first low pressure hydraulic line; and

when the spool is in the other position the second hydraulic chamber is in communication with the high pressure hydraulic fluid vessel and the first hydraulic chamber is in communication with the second low pressure hydraulic line.

13. The engine of claim **1** further comprising:

an hydraulic vessel in selective fluid communication with the first and second hydraulic chambers;

two axes, one passing through the center line of the hydraulic piston of each hydraulic assembly;

each hydraulic assembly further including (i) an outer surface; (ii) a first end having a first aperture defining a passage through the cylinder from the inner surface to said outer surface; (iii) a second end having a second aperture defining a passage through the cylinder from the inner surface to said outer surface; and (iv) a port extending through the cylinder from the inner surface to said outer surface through which the hydraulic chamber is in selective hydraulic communication with said hydraulic vessel;

each hydraulic assembly mechanically communicating with the first lever through a first connecting rod substantially coaxial with the relevant axis and having (i) a distal end pivotally connected to the second section of the first lever, (ii) a midsection at least a portion of which slideably and sealably engages said cylinder first aperture, and (iii) a proximal end fixed to the hydraulic assembly first piston;

each hydraulic assembly mechanically communicating with the second lever through a second connecting rod substantially coaxial with the relevant axis and having (i) a distal end pivotally connected to the second section of the second lever, (ii) a midsection at least a portion of which slideably and sealably engages said cylinder second aperture, and (iii) a proximal end fixed to the hydraulic assembly second piston;

whereby movement of each pair of hydraulic pistons toward one another alternately reduces the volume of the relevant hydraulic chamber thereby forcing hydraulic fluid through the port therein and into the hydraulic vessel.

14. The engine of claim **1** which further comprises two synchronizers, whereby the positional relationship of the first lever and the second lever is maintained during operation of the engine.

15. The engine of claim **14** wherein each synchronizer comprises:

a fulcrum having a first end and a second end;

a synchronizer lever having a first end, a mid-section, and second end;

a synchronizer first arm link having a first end and second end; and a synchronizer second arm link having a first end, a mid-section, and second end

wherein:

the fulcrum is fixed on its first end to the frame on one side of the pivot pin axis and on its second end to the first end of the synchronizer lever;

the synchronizer lever midsection is fixed to one engine lever on the same side of the pivot pin axis as the fulcrum attachment through the first lever link; and

the second end of the synchronizer lever arm is fixed on the opposite side of the pivot pin axis from the fulcrum attachment to the other engine lever through the synchronizer second lever link.

16. A method for providing a supply of pressurized hydraulic fluid with an opposed piston engine comprising:

providing an engine including (i) a frame having a first pivot pin and second pivot pin, said pivot pins defining an axis, (ii) a first lever pivotally mounted on said first pivot pin and a second lever pivotally mounted on said second pivot pin, (iii) a first and a second combustion assembly fixed with respect to said frame, each said combustion assembly having a combustion cylinder with an inner surface, a first piston having a face and in mechanical communication with said first lever, a second piston having a face and in mechanical communication with said second lever, and a combustion chamber defined by said cylinder inner surface and said piston faces, (iv) a first and a second hydraulic assembly fixed with respect to said frame, each said hydraulic assembly having a hydraulic cylinder with an inner surface, a first piston having a face and in mechanical communication with said first lever, a second piston having a face and in mechanical communication with said second lever, and a hydraulic chamber defined by said hydraulic cylinder inner surface and said piston faces wherein the first combustion assembly and the first hydraulic assembly are on one side of the axis and the second combustion assembly and hydraulic assembly are on the other side of the axis;

substantially minimizing the first combustion chamber and the first hydraulic chamber;

charging the volume of said second hydraulic chamber with hydraulic fluid;

causing the volume of said first combustion chamber to expand, whereby the volume of the first hydraulic chamber is expanded, the volume of the second hydraulic chamber is reduced, and the volume of the second combustion chamber is reduced;

thereby pressurizing the hydraulic fluid in the second hydraulic chamber and making pressurized hydraulic fluid available as a pressurized hydraulic fluid supply.

17. The method of claim **16** wherein the step of causing the first combustion chamber to expand further comprises:

introducing a fuel-air mixture into the combustion chamber;

driving the first piston and second piston toward one another thereby compressing the fuel-air mixture therein; and

detonating the fuel air mixture, creating an expanding gas and driving the opposed pistons away from one another.

18. The method of claim **17** which further comprises:

charging the first case chamber with air pressurized with respect to the ambient atmosphere;

charging the second case chamber with a fuel-air mixture pressurized with respect to the ambient atmosphere, said steps occurring as the first piston and second piston are being driven toward one another;

placing the combustion chamber in pneumatic communication with the ambient atmosphere, thereby allowing a first portion of the gas therein to exhaust to the environment outside the combustion assembly;

placing the combustion chamber in pneumatic communication with the first chamber, thereby displacing a second portion of the gas therein to the outside environment with said compressed air therein; and

placing the combustion chamber in pneumatic communication with the second chamber, thereby displacing a third portion of the gas therein to the outside environment with said compressed fuel-air mixture therein, said steps occurring subsequently to detonating of the fuel-air mixture.

19. A method for providing a supply of pressurized hydraulic fluid with an opposed piston engine comprising:

providing an engine including (i) a frame having two pivot pins defining an axis and first and second levers attached to said frame by said pivot pins, (ii) a first and second combustion assembly fixed with respect to said frame and on opposite sides of the pivot pin axis, each said combustion assembly having a) a combustion cylinder with an inner surface, b) a first and second combustion piston each having a face and slidedly and sealably engaging said cylinder inner surface, c) a combustion chamber within said cylinder defined by the cylinder inner surface and said piston faces, d) a first connecting rod connecting the first piston to the first lever arm, and e) a second connecting rod connecting the second piston to the second lever, (iii) a first and second hydraulic assembly fixed with respect to said frame and on opposite sides of the pivot pin axis, each said hydraulic assembly having a) a hydraulic cylinder with an inner surface, b) a first and second hydraulic piston each having a face and each slidedly and sealably engaging said cylinder inner surface, c) a hydraulic chamber within said cylinder defined by the cylinder inner surface and said piston faces, d) a first connecting rod connecting the first piston to the first lever, and e) a second connecting rod connecting the second piston to the second lever;

introducing a fuel-air mixture into the combustion chamber of one of the combustion assemblies;

introducing a hydraulic fluid into the hydraulic chamber of the hydraulic assembly on the opposite side of the pivot pin axis from the combustion chamber into which the fuel-air mixture has been introduced;

detonating the fuel-air mixture, driving apart the pistons defining the combustion chamber into which the fuel-air mixture had been introduced therein thereby pivoting the first and second levers about the pivot pins and driving together the pistons defining the hydraulic chamber into which hydraulic fluid has been introduced and pressurizing the fluid within the hydraulic chamber; and

providing at least a portion of the pressurized hydraulic fluid within the hydraulic chamber.

20. The method of claim **19** wherein the engine further comprises a selective hydraulic communication assembly which comprises:

an hydraulic vessel and two low pressure hydraulic lines;

an actuator assembly;

a spool having a first end, a mid-section, and a second end;

a spool extension having a first end and a second end and having a spool control pin attached to said second end and being fixed by its first end to the spool second end;

a valve assembly comprising a manifold having an interior and five ports;

wherein:

the spool is contained within the manifold and regulates fluid communication between the ports of the manifold;

the actuator assembly is in mechanical communication with the spool control pin to position the spool in one of two positions within the manifold;

the first port is in fluid communication with the first hydraulic chamber, the second port is in fluid communication with the second hydraulic chamber, the third port is in fluid communication with the high pressure hydraulic fluid vessel, the fourth port is in fluid communication with the first low pressure hydraulic line, and the fifth port is in communication with the second low pressure hydraulic line;

whereby:

when the spool is in one position the first hydraulic chamber is in communication with the hydraulic vessel and the second hydraulic chamber is in communication with the first low pressure hydraulic line; and

when the spool is in the other position the second hydraulic chamber is in communication with the hydraulic vessel and the first hydraulic chamber is in communication with the second low pressure hydraulic line.

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