WHAT IS CLAIMED IS:

1. A fuel saving device in a form of sheet material, the device comprising:

(a) a sheet material formed from powdered form comprising Fe 10um, Ni 50um, Ag 10um, Zn 50um and measured out in the appropriate percentage by weight as (13-15%):(35%-55%):(0.3% to 0.5%):(32%-51%), wherein the powdered form material are mixed using a v mixer and then moved on to be formed into sheet material by sintering with rubber material at 155°C, and the material is finally hot-calendar rolled to form a smooth surface, and the sheet material is stacked one on another in the assembly department to form up the final required thickness (between 0.3mm and 6mm);

(b) another layer of said sheet material as recited in (a) by stacking to each other to form a sheet material of thickness ranging from 0.3 mm to 6 mm, wherein a final double sided adhesive layer is applied to one side to enable simple installation and the double sided adhesive layer is dependent on the thickness of the final required thickness or weight, installation surface in the form of whether porous or smooth and surface operating temperature.

2. The fuel saving device made into sheet material as set forth in Claim 1, further comprising

(c) a layer of paint applied to the combined layered sheet material obtained at (b) of Claim 1.

3. The fuel saving device as set forth in Claim 1, wherein the sheet material is cut to a size of and shape which are adaptable to mount at the top and side shields of the internal combustion engine.

4. The fuel saving device as set forth in Claim 1 or Claim 3, wherein the sheet material is cut to a size and shape which are mounted at the air inlet section of the internal combustion engine to enable atmospheric air to gain a higher energy.

5. A process for improving fuel combusting efficiency in an internal combustion engine, the process including the steps of:

mounting a fuel saving device as claimed in claim 1 on the top and side shields of an internal combustion engine and the intake section of the ICE; wherein the fuel saving device comprises a plurality layers of sheet material being manufactured with Nickle, Iron, Silver and zinc (13-15%):(35%-55%):(0.3% to 0.5%):(32%-51%) in a powdered form fused and compacted together by a synthetic rubber layer at 155°C, wherein a first sheet material is glued and stacked on top of each other to form up a final sheet material of thickness ranging from 0.3 mm to 6 mm wherein the cut sheet material is mounted at the intake section of the ICE and

the side shields of the ICE, wherein the operation of the ICE renders the fuel being improved in combustion efficiency.

6. The fuel saving device as set forth in Claim 1, wherein the sheet material is installed on the surface of the top of the internal combustion engine block.