What is claimed is:

1. A multi-fuel engine system, comprising:

a diesel engine having a diesel tank fluidly connected to a combustion chamber by a first supply line;

a natural gas tank fluidly connected to the combustion chamber by a second supply line;

a mixing chamber disposed in-line with the first and second supply lines, wherein diesel fuel from the diesel tank is combined with natural gas from the natural gas tank to form a multi-fuel mixture before the combustion chamber;

a microcontroller coupled to the mixing chamber and a sensor monitoring an operational characteristic of the diesel engine, wherein the microcontroller selectively modulates an amount of diesel fuel entering the mixing chamber from the first supply line and an amount of natural gas entering the mixing chamber from the second supply line to form the multi-fuel mixture;

a diesel level sensor in the diesel tank wirelessly connected to the microcontroller and a natural gas level sensor in the natural gas tank wirelessly connected to the microcontroller, wherein the microcontroller is configured to selectively modulate formation of the multi-fuel mixture responsive to signals from the diesel level sensor and the natural gas level sensor; and

a blow-by gas system including a PCV valve disposed in-line with a recirculating line extending from a crankcase of the diesel engine to the mixing chamber.

2. The multi-fuel engine system of claim 1, wherein the microcontroller is configured to increase the amount of diesel fuel entering the mixing chamber from the first supply line in response to increased torque, increased load, or increased altitude of the engine.

3. The multi-fuel engine system of claim 2, wherein increased torque, increased load, or increased altitude of the engine is determined by analysis of the operational characteristic of the diesel engine by the sensor.

4. The multi-fuel engine system of claim 1, wherein the diesel fuel is combined with the natural gas in the mixing chamber in a range from pure diesel to a 1:1 ratio, in response to a signal from the microcontroller.

5. The multi-fuel engine system of claim 1, wherein the natural gas tank comprises a puncture resistant material or carbon fiber.

6. The multi-fuel engine system of claim 1, wherein the natural gas tank and the second supply line are pressurized.

7. The multi-fuel engine system of claim 1, wherein the operational characteristic monitored by the sensor comprises engine temperature, battery charge, engine RPMs, rate of acceleration, exhaust features, and/or PCV valve position.

8. The multi-fuel engine system of claim 1, wherein the recirculating line of the blow-by gas system further comprises an oil filter between the crankcase and the PCV valve.

9. The multi-fuel engine system of any of claims 1-8, further comprising a fuel injector rail on the diesel engine and a fuel injector extending from the fuel injector rail to the combustion chamber, wherein the fuel injector is responsive to the microcontroller.

10. The multi-fuel engine system of claim 1, further comprising a display device wirelessly connected to the microcontroller, diesel level sensor, and natural gas level sensor, wherein the display device is configured to display a level of diesel fuel in the diesel tank, a level of natural gas in the natural gas tank, and a ratio of diesel fuel to natural gas in the multi-fuel mixture in the mixing chamber.

11. The multi-fuel engine system of claim 10, wherein the display device comprises a smart phone or a dashboard mounted monitor.

12. The multi-fuel engine system of claim 10, wherein the display device is configured to receive user input and transmit control signals to the microcontroller to manually modulate formation of the multi-fuel mixture.

13. The multi-fuel engine system of claim 12, wherein the display device is configured to receive user input by touch screen, button, or voice recognition.

14. A multi-fuel engine system, comprising:

a diesel engine having a diesel tank fluidly connected to a combustion chamber by a first supply line;

a natural gas tank fluidly connected to the combustion chamber by a second supply line;

a mixing chamber disposed in-line with the first and second supply lines, wherein diesel fuel from the diesel tank is combined with natural gas from the natural gas tank in a range from pure diesel to a 1:1 ratio to form a multi-fuel mixture before the combustion chamber, and wherein the multi-fuel mixture is processed by aerating, heating, or cooling in the mixing chamber;

a blow-by gas system comprising a PCV valve disposed in-line with a recirculating line extending from a crankcase of the diesel engine to the mixing chamber;

a microcontroller coupled to the mixing chamber and a sensor monitoring an operational characteristic of the diesel engine, wherein the microcontroller selectively modulates an amount of diesel fuel entering the mixing chamber from the first supply line and an amount of natural gas entering the mixing chamber from the second supply line to form the multi-fuel mixture, and wherein the mixing chamber is responsive to the microcontroller for processing the multi-fuel mixture;

a diesel level sensor in the diesel tank wirelessly connected to the microcontroller and a natural gas level sensor in the natural gas tank wirelessly connected to the microcontroller, wherein the microcontroller is configured to selectively modulate formation of the multi-fuel mixture responsive to signals from the diesel level sensor and the natural gas level sensor; and

a display device wirelessly connected to the microcontroller, diesel level sensor, and natural gas level sensor, wherein the display device is configured to display a level of diesel fuel in the diesel tank, a level of natural gas in the natural gas tank, and a ratio of diesel fuel to natural gas in the multi-fuel mixture in the mixing chamber.

15. The multi-fuel engine system of claim 14, wherein the natural gas tank comprises a puncture resistant material or carbon fiber.

16. The multi-fuel engine system of claim 14, wherein the natural gas tank and the second supply line are pressurized.

17. The multi-fuel engine system of claim 14, wherein the operational characteristic monitored by the sensor comprises engine temperature, battery charge, engine RPMs, rate of acceleration, exhaust features, and/or PCV valve position.

18. The multi-fuel engine system of claim 14, wherein the recirculating line of the blow-by gas system further comprises an oil filter between the crankcase and the PCV valve.

19. The multi-fuel engine system of any of claims 14-18, further comprising a fuel injector rail on the diesel engine and a fuel injector extending from the fuel injector rail to the combustion chamber, wherein the fuel injector is responsive to the microcontroller.

20. The multi-fuel engine system of claim 14, wherein the display device comprises a smart phone or a dashboard mounted monitor.

21. The multi-fuel engine system of claim 14, wherein the display device is configured to receive user input and transmit control signals to the microcontroller to manually modulate formation of the multi-fuel mixture.

22. The multi-fuel engine system of claim 21, wherein the display device is configured to receive user input by touch screen, button, or voice recognition.

23. A multi-fuel engine system, comprising:

a diesel engine having a fuel injector rail, a fuel injector extending from the fuel injector rail into a combustion chamber, and a diesel tank fluidly connected to the combustion chamber by a first supply line through the fuel injector rail and fuel injector;

a natural gas tank fluidly connected to the combustion chamber by a second supply line;

a mixing chamber disposed in-line with the first and second supply lines, wherein diesel fuel from the diesel tank is combined with natural gas from the natural gas tank in a range from pure diesel to a 1:1 ratio to form a multi-fuel mixture before the combustion chamber;

a microcontroller coupled to the mixing chamber, the fuel injector, and a sensor monitoring an operational characteristic of the diesel engine, wherein the microcontroller selectively modulates an amount of diesel fuel entering the mixing chamber from the first supply line and an amount of natural gas entering the mixing chamber from the second supply line to form the multi-fuel mixture, and the fuel injector is responsive to the microcontroller for adding the multi-fuel mixture to the combustion chamber;

a diesel level sensor in the diesel tank wirelessly connected to the microcontroller and a natural gas level sensor in the natural gas tank wirelessly connected to the microcontroller, wherein the microcontroller is configured to selectively modulate formation of the multi-fuel mixture responsive to signals from the diesel level sensor and the natural gas level sensor; and

a blow-by gas system comprising an oil filter and a PCV valve disposed in-line with a recirculating line extending from a crankcase of the diesel engine to the mixing chamber.

24. The multi-fuel engine system of claim 23, wherein the natural gas tank comprises a puncture resistant material or carbon fiber, and the natural gas tank and the second supply line are pressurized.

25. The multi-fuel engine system of claim 23, wherein the operational characteristic monitored by the sensor comprises engine temperature, battery charge, engine RPMs, rate of acceleration, exhaust features, and/or PCV valve position.

26. The multi-fuel engine system of claim 23, further comprising a display device wirelessly connected to the microcontroller, diesel level sensor, and natural gas level sensor, wherein the display device is configured to display a level of diesel fuel in the diesel tank, a level of natural gas in the natural gas tank, and a ratio of diesel fuel to natural gas in the multi-fuel mixture in the mixing chamber.

27. The multi-fuel engine system of claim 26, wherein the display device comprises a smart phone or a dashboard mounted monitor.

28. The multi-fuel engine system of claim 26, wherein the display device is configured to receive user input and transmit control signals to the microcontroller to manually modulate formation of the multi-fuel mixture.

29. The multi-fuel engine system of claim 28, wherein the display device is configured to receive user input by touch screen, button, or voice recognition.