

FuelfromH2o PRESENTS

Owner's Manual



Owner's Manual and Guide

Technical Support

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Mon - Fri 9am - 5pm Eastern Time USA

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**How to get the most from**

# **your FuelfromH<sub>2</sub>O System Generator**

## **Maintenance is important !!!**

To get the most from your Fuel from H<sub>2</sub>O system there are a few simple maintenance items that are required to keep your system operating properly. We recommend that you visit your installer for routine maintenance at every oil change service for your vehicle. In between service visits, you will need to top of the reservoir tank with pure "stream distilled" water. DO NOT USE tap water or bottle water that is not steam distilled or the service life of your unit will be severely shortened.

In hot weather you will add water more frequently, not more Vinegar. The HHO is made from the water in vinegar and it is normal for the reservoir tank level to go down. Just make sure that it does not get too low or damage may occur. Running the system low on electrolyte will reduce its performance, but will not damage the system!

**Service is important...**

## **How to Service your Fuel from H<sub>2</sub>O Generator**

1. Locate the bottom of the generator and remove the drain plug or on some

Magnums remove the drain hose plug. Allow the vinegar to drain into a suitable collection pan. The vinegar is non toxic and if a little spills it will do no harm. When no more vinegar flows, fill the reservoir with clean tap water and flush the system until clean water is seen coming from the drain.

2. Replace the drain plug and use some Teflon tape on the plug threads for good sealing and tighten until snug. Caution do not over tighten! This could damage the HHO generator. If you have a Magnum you can also service the unit using this step.

3. Refill the system with a 40% mix of pure distilled white vinegar and 60% steam distilled water. No substitutes please

4. Start the Engine and allow the system to “pickle” for about an hour.

5. At first there may be some foaming, this is normal and will be dramatically reduced in a few hours.

6. You will notice that the color of the electrolyte [vinegar /water] will go from clear to a rose or burgundy color. This is normal..

7. Note: in Cold weather, the electrolyte will turn green when not being used, “BUT” when turned on it will immediately turn back to it's normal color.

## **C – Trap Service**

Your HHO system includes a C trap to prevent any backup of electrolyte into your engine, in case of a malfunction, It is designed

to interrupt the power to the HHO generator when the C trap is about  $3/4$ 's full of liquid. There is a drain at the bottom of the C Trap to remove any trapped condensation. H<sub>2</sub>O is formed from condensation in the transference of HHO to your engine and is normal. The C-trap is just another added value of the Fuel from H<sub>2</sub>O system. Please see the system diagram for its location.

## **Fuel from H<sub>2</sub>O System operation :**

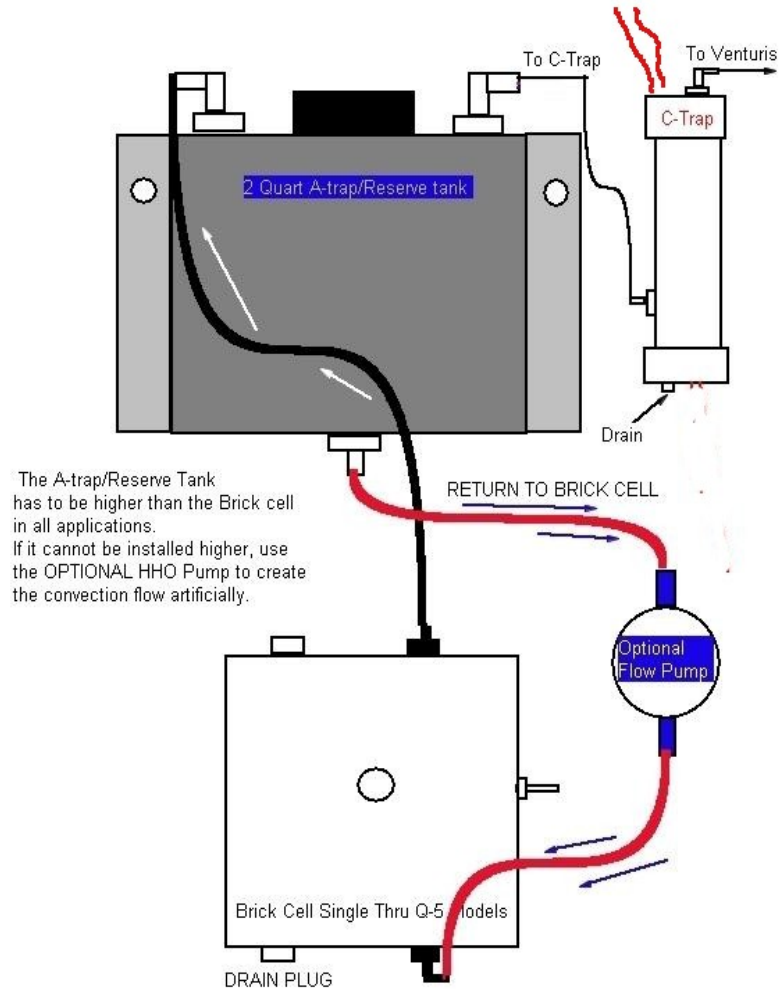
Your Fuel from H<sub>2</sub>O system uses an on-off switch that is usually mounted on your dash. It is lit when the system is on, and when the light is off, the HHO system is not in operation. After you start your engine, Your system will not work unless turned to the on position. Turn the HHO system switch to on. The HHO system will now start making HHO, and will take about twenty minutes to achieve maximum output. Longer in cold temperatures and shorter in hot climates.

**For HHO to be produced the Switch must be on and illuminated!**

**When you turn off the ignition your Fuel from H<sub>2</sub>O system is automatically turned off! This is a safety featured designed into the system.**

## **System Schematic :**

Please look at the diagram to see how your system electrolyte flows and how your system is wired into your vehicles electrical system .

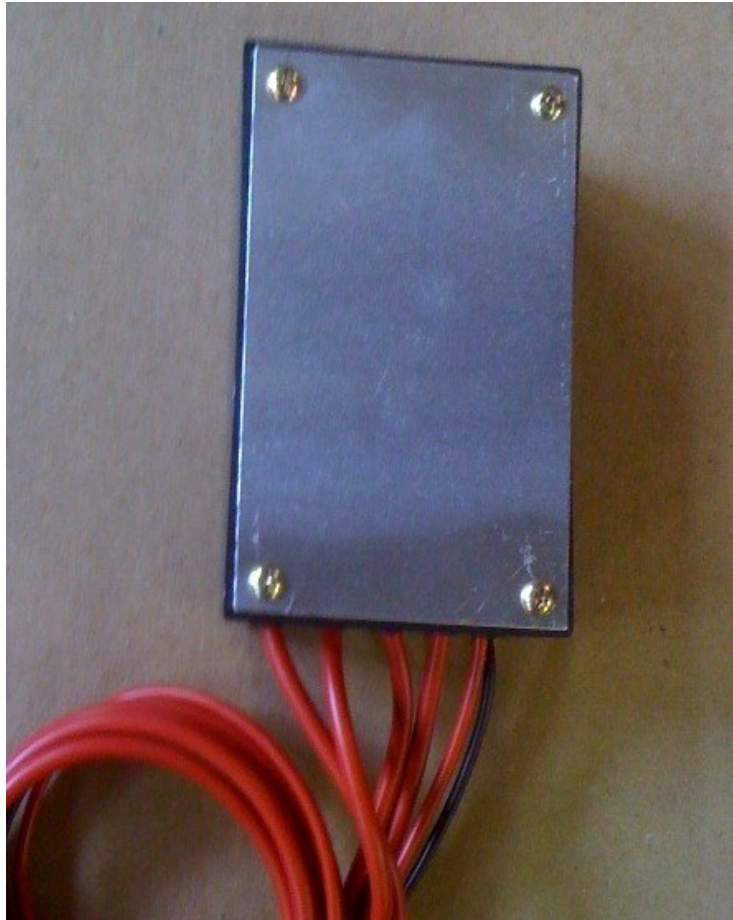


## Electrical wiring instructions:

### Lets now do the wiring:

1, Find the control box in your shipment, it can be either a single relay or dual relay control box. The 16a & 18a triple cells use the single relay box. All other models use the

dual relay box. All relay control boxes connect up the same way, you only have 2 extra #10 gauge wires on the dual controller that connect a second connection to the battery and to the larger cell model to share the load. The illustration below shows the control box wiring .



1, You can see the 6 wires exiting the bottom of the control box [dual relay model]. The 2 wires on the left [pair] #10gauge red go to the positive post[+] on your vehicles battery.

It is best to use the provided in-line fuse protectors in this line to the battery.

2, The center two [pair] #10gauge red wires connect to the two #10gauge red wires that are connected on the cell that are already provided.

3, The last two wires on the right each have their own connections.

A, The red #16gauge wire goes to the accessory lug on the toggle power switch.

B, The black #16 gauge wire is connected to the vehicles ground on the Triple cell model. The Triple cell model does not have the auto shut down C-Trap, it comes with a manual model that does not have any wiring..

C, On the Q-4 and larger models the #16 gauge black wire on the control box connects to one [either] of the #18 gauge red wires on the top of the C-trap and the other #18 gauge red wire on the top of the C-Trap connects to vehicle ground. This is for an automatic shutdown in the event you do not drain the C-trap when its full.



**Special Note: On Single relay models [Triple Cell] there is only one #10 gauge red wire to the battery and only one #10 gauge red wire to the cell.**

**Wiring the Toggle power switch.**



**The Power Switch has three male spade lugs on the rear of the switch. There is the Power, Acc & Ground spades. Each are identified clearly by the label on the side of the toggle switch.**

1, The Power spade gets its power from either using an ADD-A-Circuit or 12 volt power source from the vehicle's ignition when the ignition key is in the ON /RUN position.

2, The ACC spade gets its connection from the #16 gauge red wire from the control box. Refer to 3a above in "Lets do the wiring".

3, The Ground spade connects to the vehicle's ground using the black #14 gauge wire provided in the shipment.

4, it is best to mount the switch inside the vehicle somewhere on the dash for ease of use.

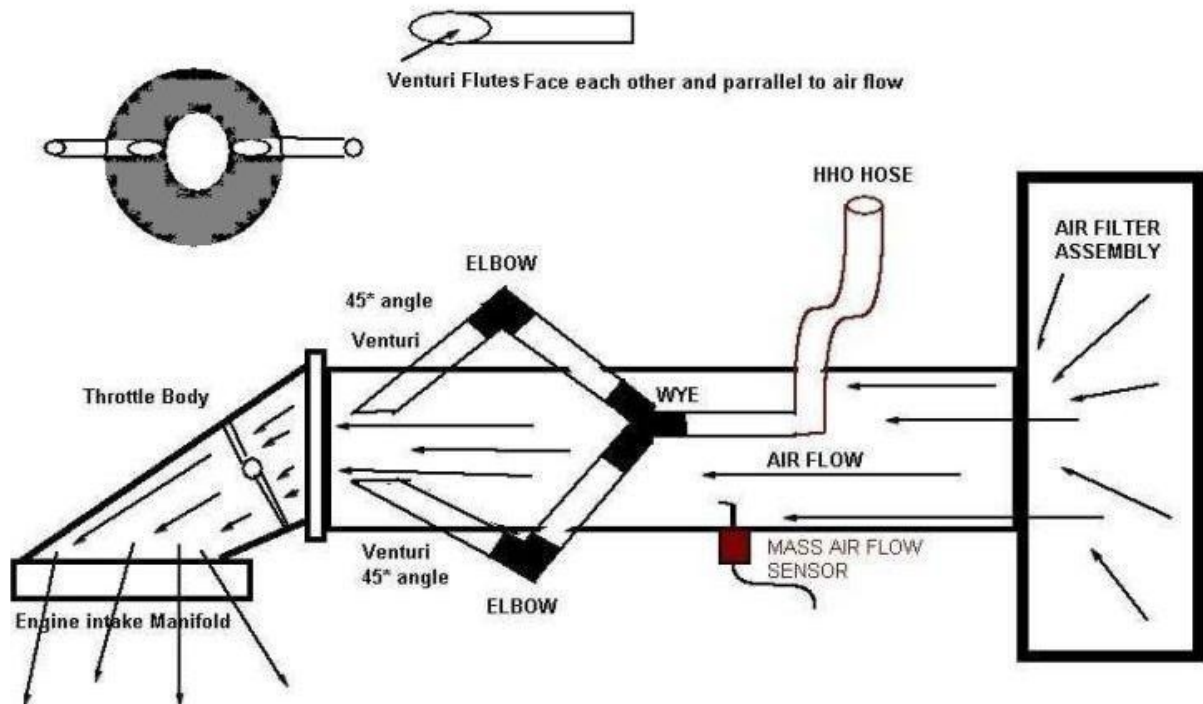
**The master power switch enables you to still run your vehicle and be capable of turning off the system in the event you run out of water in your tank.**

### **Venturi Installation:**

- 1, Locate the throttle body on your engine [that's where the other end of the gas pedal linkage or wiring connects].
- 2, Looking at it picture a clock, you want to locate position 11:0'clock and 1'o'clock. At those locations drill the two 1/2" holes as close to the throttle body or turbo "if equipped" as possible.
- 3, Now in your parts bag you will find 2, venturi tubes [45\*angle cut tubes],[2 barbed elbows if needed] and a Wye [Y] fitting.
- 4, Attach each of those tubes the wye fitting.
- 5, Make sure the cut flutes are pointing away from you as you hold onto the wye.
- 9, Now put the fluted ends into the 2 holes you previously drilled.
- 10, Connect the staff end of the Wye [Y] to the outbound Hose /Tube from your C-trap /reserve tank. [EXAMPLE PHOTO BELOW]



### Venturi installation for all Dual feed MagDrive HHO Generators



II, You do not want the venturi tubes to protrude any further in then 1/3rd of the inside diameter of the air tube going to the throttle body or turbo.

Also the venturi tube points should point towards the engine's throttle body or turbo so the moving air flows across the cut fluted edges and creates a vacuum.

Questions? CALL US, the number is on your support sheet.

### Lets Fill it up:

After the installation is complete you need to fill the unit as follows.

You must use "Steam distilled water or clean filtered tap water" for topping off the reserve tank as you use up the electrolyte".

For the 16a & 18a & b Series FuelfromH<sub>2</sub>o units you can use the following.

## Mixing your electrolyte solution is very simple.

- 1, 1 gallon of WHITE DISTILLED VINEGAR.
- 2, Fill your entire unit with a 60/40 steam distilled or filtered water /vinegar mix.
- 3, As the electrolyte solution is being used, top off the system circulator tank with the steam distilled or clean filtered water "only". Once you have used an entire gallon of clean water by topping off the tank as needed, do the following.
- 6, Flush out the entire system with normal tap water until the flush water runs completely clean and clear by filling the tank and by removing the drain plug[s] on the bottom of the cell.
- 7, Replace the drain plug[s] then fill the tank with your original electrolyte mix that was left over from the prior original fill up or make up a new batch.
- 8, Repeat the process of topping off the tank with steam distilled or clean filtered water as needed.

**DONOT USE ANY SODIUM BASED OR ALKALINE CATALYST IN A FUEL FROM H<sub>2</sub>O UNIT. THIS WILL VOID ANY PRODUCT WARRANTIES OR GUARANTEES.**

**Tips and tricks** – try this: When driving at High Way speeds use your cruise control to get the maximum, fuel economy of your Fuel from H<sub>2</sub>O system. You will notice more power from your vehicle, with the Fuel from H<sub>2</sub>O system. This is because HHO allows your engine to use more of the fuel going through your engine to make power! You will need less throttle opening to go the same speed with HHO as compared to Non HHO operation. Your Engine is now producing up to 85% less tailpipe emissions! If you have trouble Please call your installer, for service and repair.

Their info is located here:

Certified Installer \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email address \_\_\_\_\_

**What to do if you develop a leak in your system:**

Don't worry, it's just non toxic vinegar. It won't hurt a thing. Top off the system with distilled water, until you can visit a certified repair center. On a road trip? Fuel from H2O has installers and repair stations worldwide. Please call the factory at 866-488-0938 [Toll Free] USA & Canada to get the closest repair station to your location. Monday - Friday 9am - 5pm Eastern Time USA. Or by visiting the Factory website at:

<http://www.fuelfromh2o.com>