

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 FuelfromH₂O System Generator

Maintenance is important !!!

To get the most from your Fuel from H₂O 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 Ecolyte. The HHO is made from the distilled water and added Ecolyte mix and it is normal for the reservoir tank level to go down. Just make sure that it does not get too low or shut down 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 H₂O Generator

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

21a models remove the drain hose plug. Allow the old Ecolyte solution to drain into a suitable collection pan. The solution is non toxic and if a little spills it will do no harm. When no more solution 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 50% mix of Ecolyte solution and 50% steam distilled water in warm weather. In cold weather use 100% Ecolyte solution
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 short period.

6, You will notice that the color of the electrolyte will go from clear to a light green color. This is normal, over time it will turn dark green that's okay..

7. Note: in Cold or Hot weather, the electrolyte will stay green when not being used, "BUT" when turned on it will immediately start up as designed.

C – Trap Service

Your HHO system includes a C trap to prevent any transfer of electrolyte into your engine.

There is a drain at the bottom of the C – Trap to remove any trapped condensation. H₂O 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 H₂O system. Please see the system diagram for its location.

Fuel from H₂O System operation :

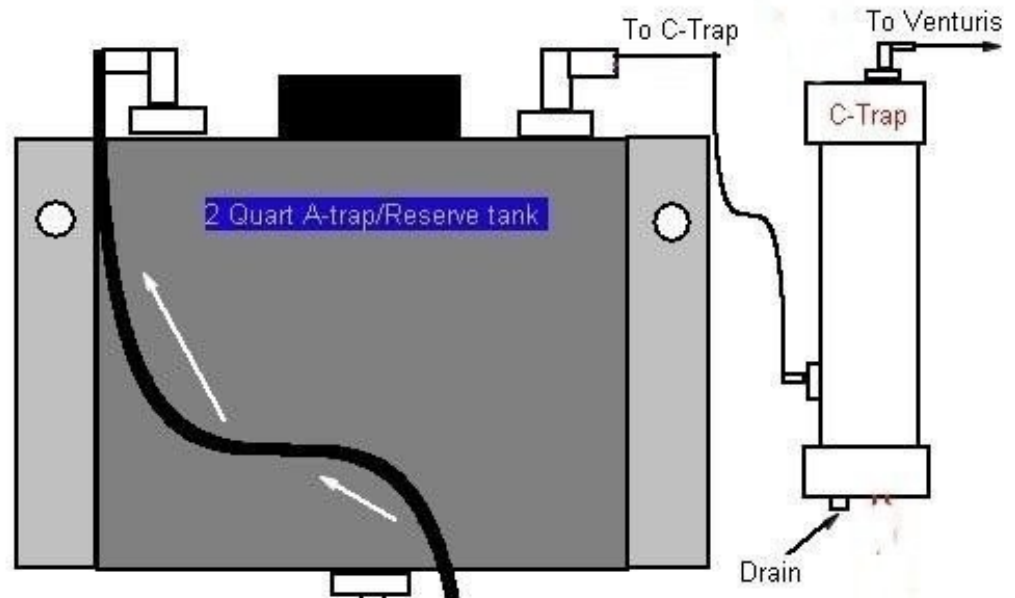
Your Fuel from H₂O system uses an on –off switch that is usually mounted on your dash. It is lit when the system is on, and when the light is off, the HHO system is not in operation. After you start your engine, Your system will not work unless turned to the on position. Turn the HHO system switch to on. The HHO system will now start making HHO, and will take about five 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!

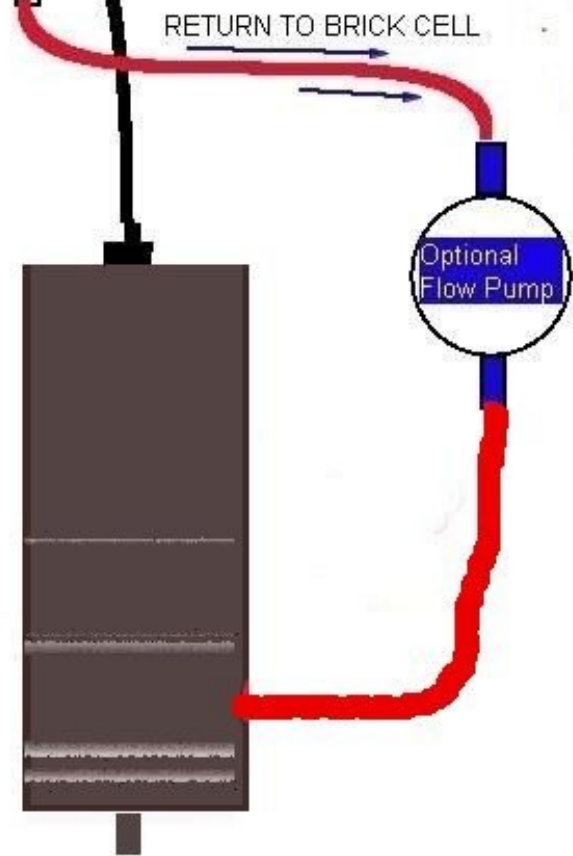
When you turn off the ignition your Fuel from H₂O system is automatically turned off! This is a safety featured designed into the system.

System Schematic :

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



The A-trap/Reserve Tank has to be higher than the Brick cell in all applications. If it cannot be installed higher, use the OPTIONAL HHO Pump to create the convection flow artificially.

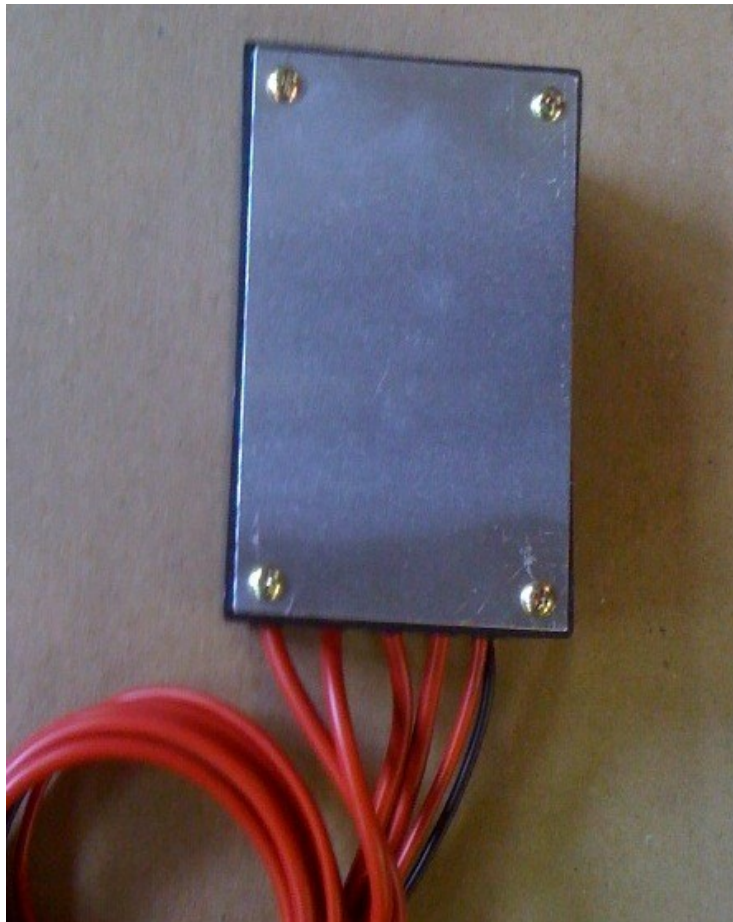


Anode +

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 z1a Single cell models use the single relay box. z1A Dual 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 dual 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] #10 gauge red go to the positive post[+] on your vehicles battery.

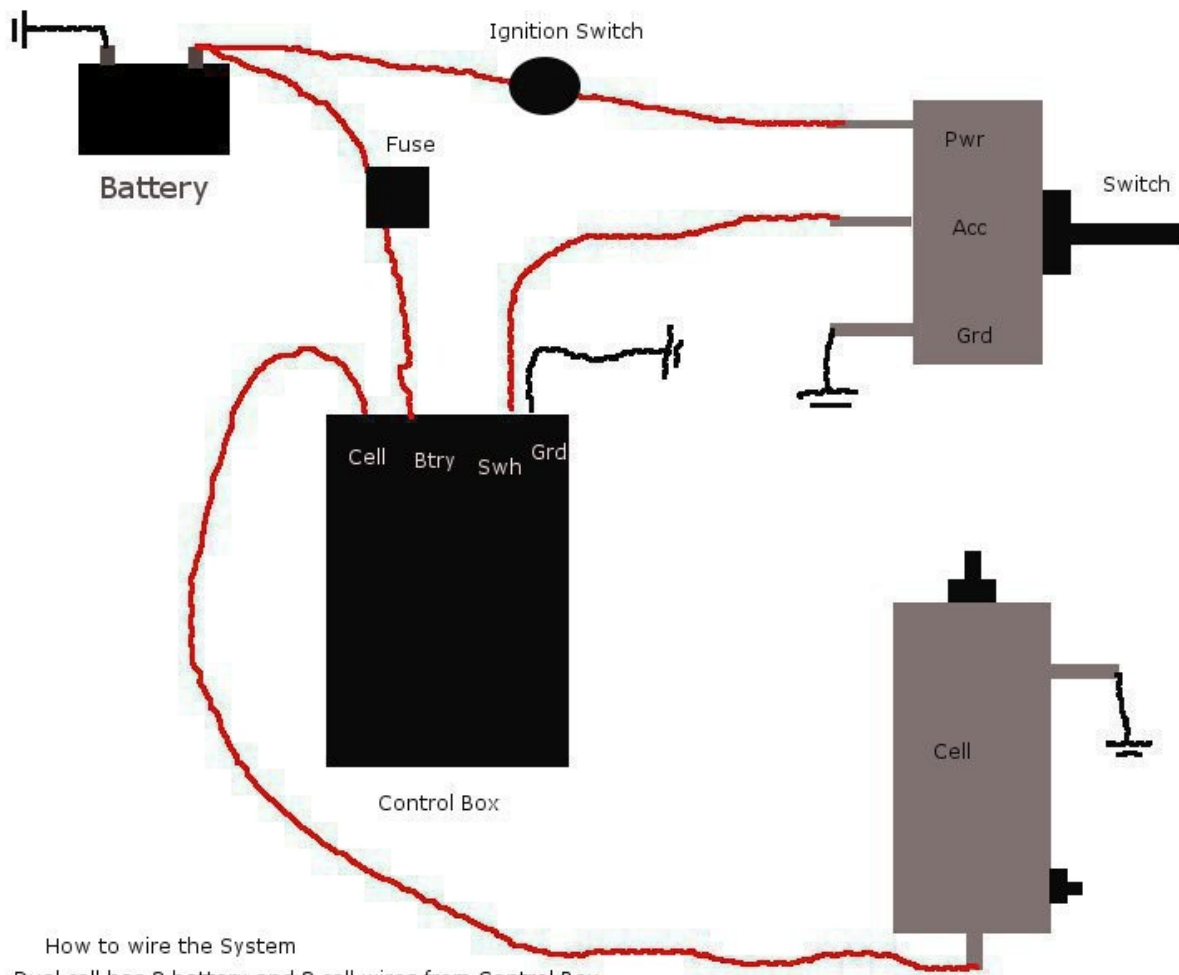
It is best to use the provided in-line fuse protectors in this line to the battery.

2, The center two [pair] #10 gauge red wires connect to the Anode + post on the bottom of the 21a model cells.

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

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

B, The black #16 gauge wire is connected to the vehicles ground .



How to wire the System
Dual cell has 2 battery and 2 cell wires from Control Box

Special Note: On Single relay models [21a Single 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 vertical 1/2" holes as close to the inlet on the throttle body or turbo "if equipped" as possible.

2A, When drilling once through the plastic, "TILT" your drill away from the throttle body to a 45 degree angle and the hole will change from a circle to an oval hole with tapered sides. If the angle is too radical you can use 2 L fittings between the wye fitting and venturi tubes.

3, Now in your parts bag you will find 2, venturi tubes [45*angle cut tubes], and a Wye [Y] fitting.

4, Attach each of those tubes to the wye fitting.

5, Make sure the cut flutes are pointing away from you as you hold onto the wye.

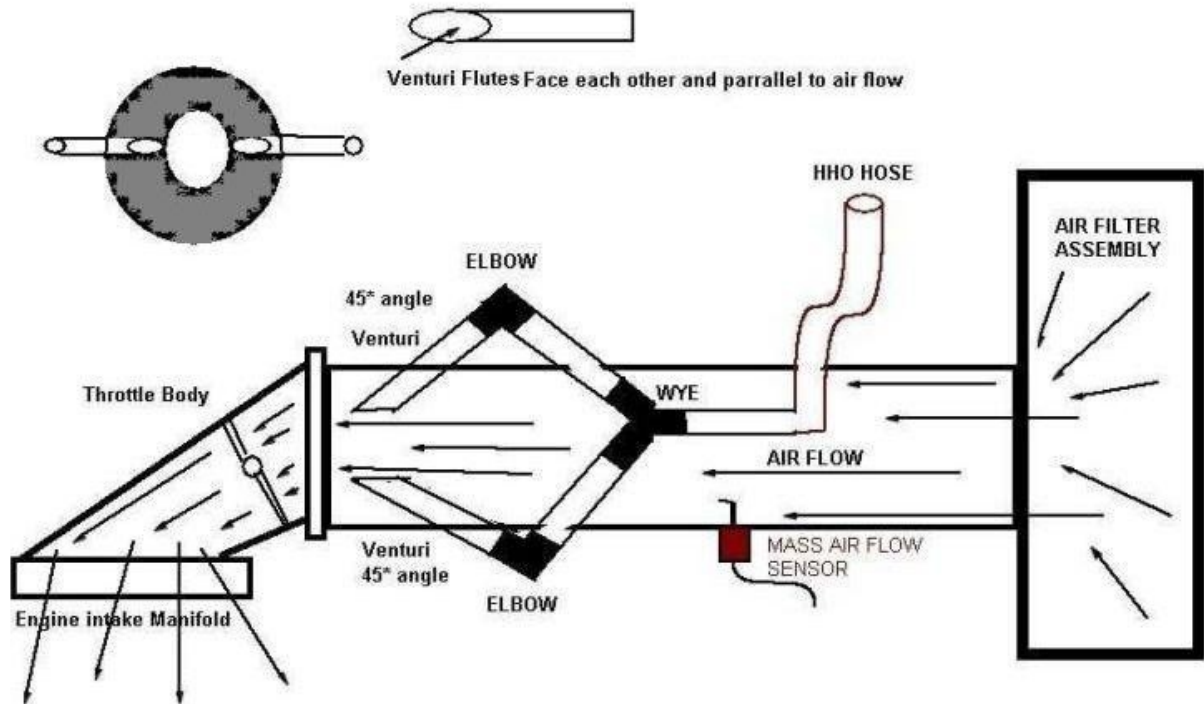
9, Now put the fluted ends into the 2 holes you previously drilled facing towards the throttle body and the cut flutes facing towards the center of the inlet air tube.

10, Connect the staff end of the Wye [Y] to the outbound Hose / Tube from your C-trap / reserve tank. [EXAMPLE PHOTO BELOW]



[Elbow fittings in diagram are are optional]

Venturi installation for all Dual feed MagDrive HHO Generators



11, 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 Ecolyte solution".

For the 16a,18a,19a & 21a Series FuelfromH2o units you can use the following solution.

Mixing your ECOLYTE solution is very simple.

- 1, One gallon of STEAM DISTILLED WATER.
- 2, Ecolyte mix [2 bottles included]
- 3, Add 1 [one] ounce of the liquid Part A into the gallon of water.
- 4, Add all 4 [four] ounces of Part B powder into the gallon of water.
- 5, Place cap on gallon jug and shake up solution.
- 6, Fill up the system and reserve tank to within 1.5" from top of reserve tank.

DONOT USE ANY SODIUM BASED OR ALKALINE CATALYST IN A FUEL FROM H₂O 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 H₂O system. You will notice more power from your vehicle, with the Fuel from H₂O 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 72% 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 ECOLYTE. It won't hurt a thing. Top off the system with distilled water, until you can visit a certified repair center or pull the cell and we will repair it paying for the shipping both ways. If 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>