



Installation Directions March 10, 2010

To install the Series 18a/Triple/Quad/Q-5/Magnum and Super Magnum MagDrive HHO generator, using the single/dual relay controller. Follow the directions listed below.

- 1, You will need the following tools:
 - a, wire cutters
 - b, wire strippers
 - c, wire terminal crimpers
 - d, couple of 7/16" open end wrenches
 - e, cordless drill and 1/4" & 1/2" bit for metal
 - f, pair of heavy duty scissors

LETS GET STARTED

- 2, Now to start, locate the lowest possible spot for the Brick cell.
- 3, Find the highest possible location for the A-trap Reserve Tank.
- 4, Mount both parts onto the vehicle.
- 5, Locate spot for the Control Box and Mount it.
[keep out of possible water spray areas]

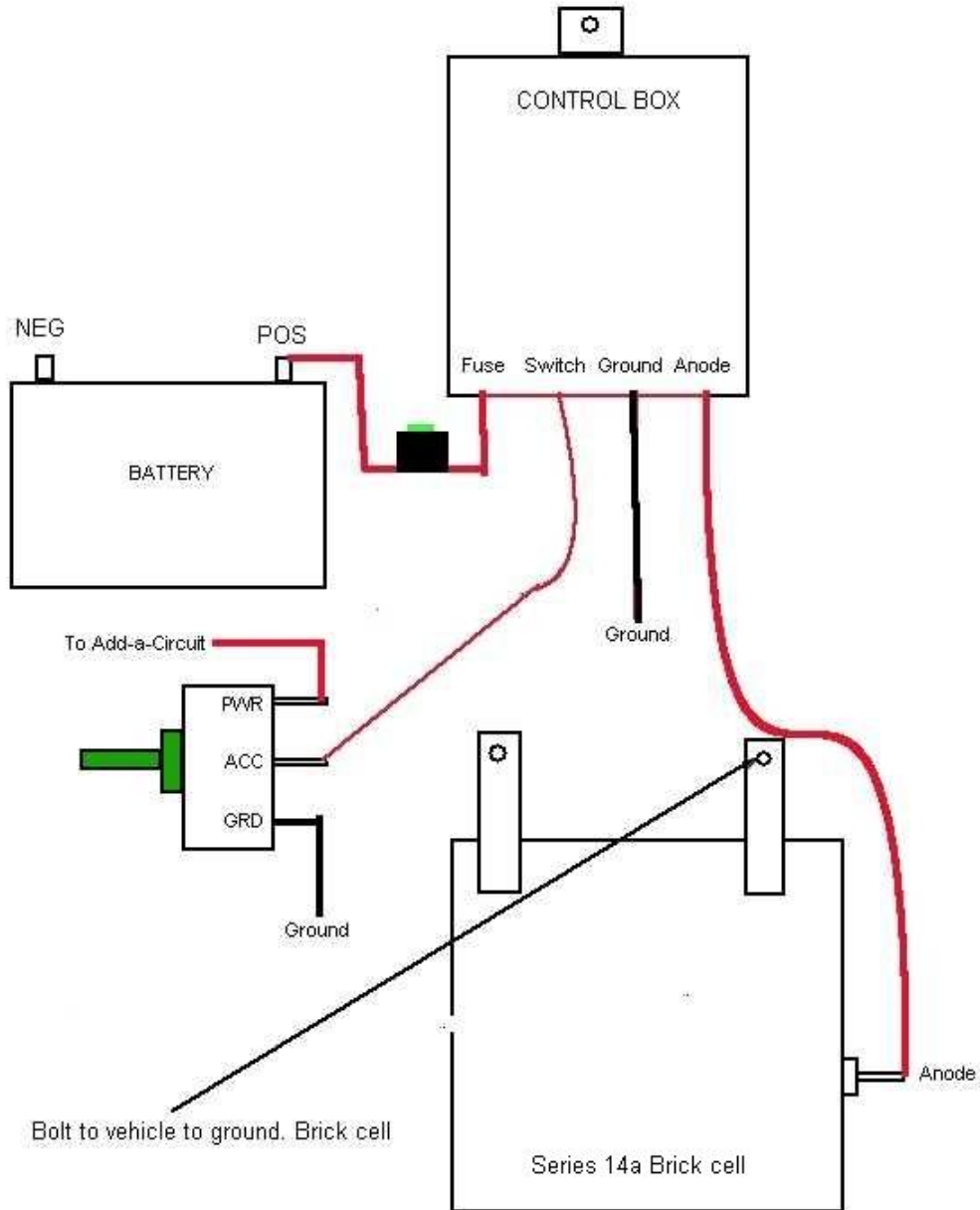
LETS WIRE UP THE UNIT

- 1, Connect the Heavy #12 red wire to the anode on the brick.
- 2, Bolt the Brick to the vehicle, to ground the Brick cell.
- 3, Connect the Black ground wire on the Control Box to vehicle ground.
- 4, Connect the Fuse protection wire over to the positive post on the battery.
- 5, Connect the thin #16 red wire to your Power switch thru the firewall into the interior of the vehicle. **"CONNECT IT TO THE ACC SPADE ON THE SWITCH"**.
- 6, Connect the Power spade connection on your switch to the ADD-A-Circuit you installed into the fuse box.
- 7, Connect the Switch Ground spade to the vehicle ground using the #16 black wire in the parts bag.

NOTE: One the dual relay controller for the Series15a &16a Quad/Q-5/Magnum and Super Magnum.

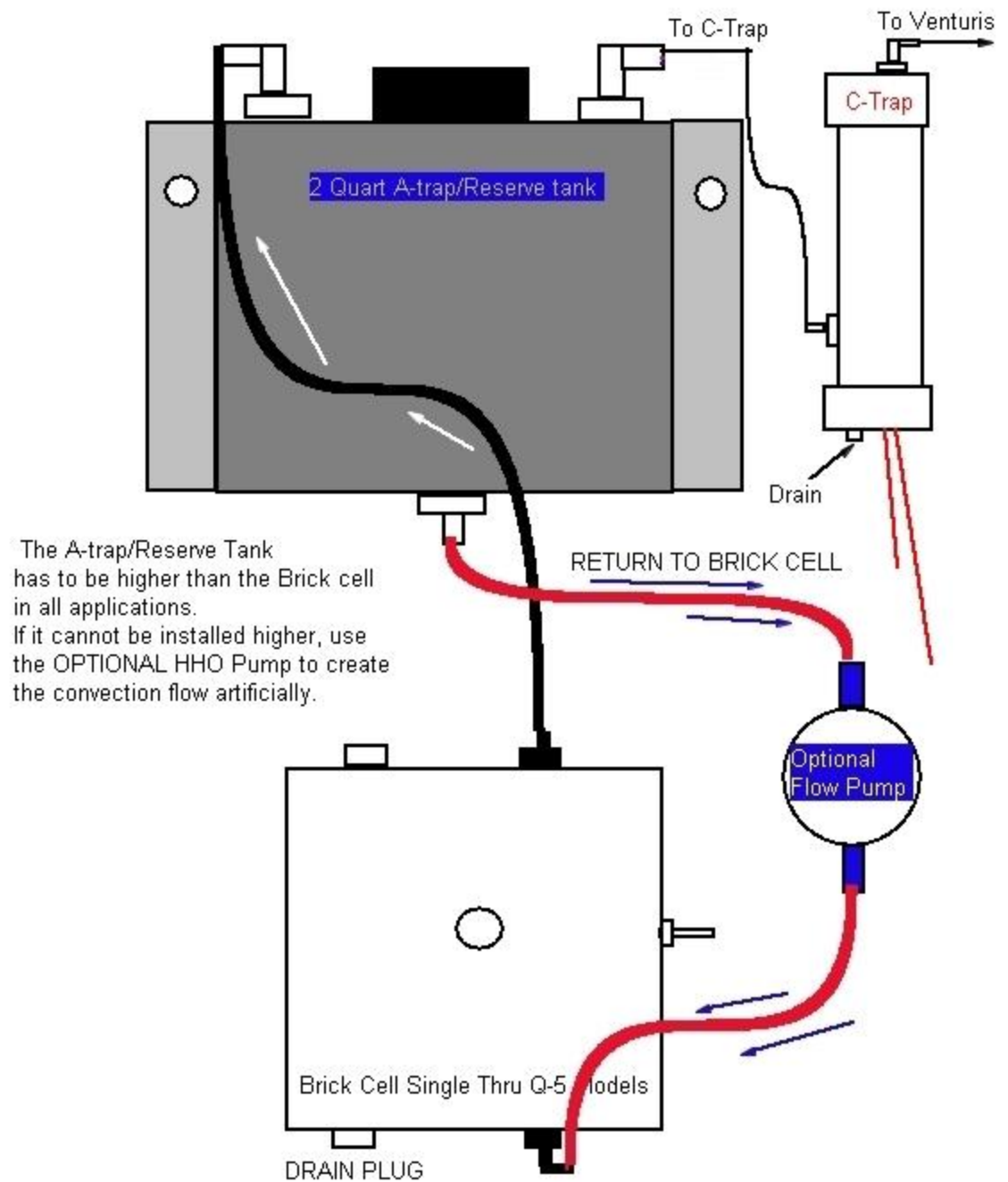
There are 2 anode wires from the dual relay control box and 2 battery wires. The rest of the wiring is the same as the single relay controller with 1 anode wire and only 1 battery wire.

Wiring Diagram Series 14a Single/Dual/Triple June 13,2008 revision



LETS DO THE TUBING INSTALLATION

- 1, From the bottom of the A-trap/Reserve tank connect the already installed tube down to the return fitting connection on the bottom of the Brick cell.
 - 2, From the outbound fitting on top of the Brick cell connect the extra tubing to either one of the top elbow fittings on the top of the A-trap/reserve tank. Either side, which ever works easiest for you.
 - 3,Remember to keep all of the tubing hoses running up hill/vertically as possible. **"NO DOWNWARD LOOPS OR DROOPS".**
 - 4, Once you have it to your liking on step #3, cut off the remaining tubing for the venturi line over to the throttle body or turbo.
 - 5, Now put the remaining tubing on the un-used elbow fitting on the top of the A-trap/Reserve tank and head toward the throttle body or turbo.
- [THROTTLEBODY...That's the other end where the gas pedal linkage connects]



Special Note: Do you see the Optional Flow Pump in the diagram above??? That is used for increased HHO flow performance or when you just can't get the brick down low and the A-trap/Reserve

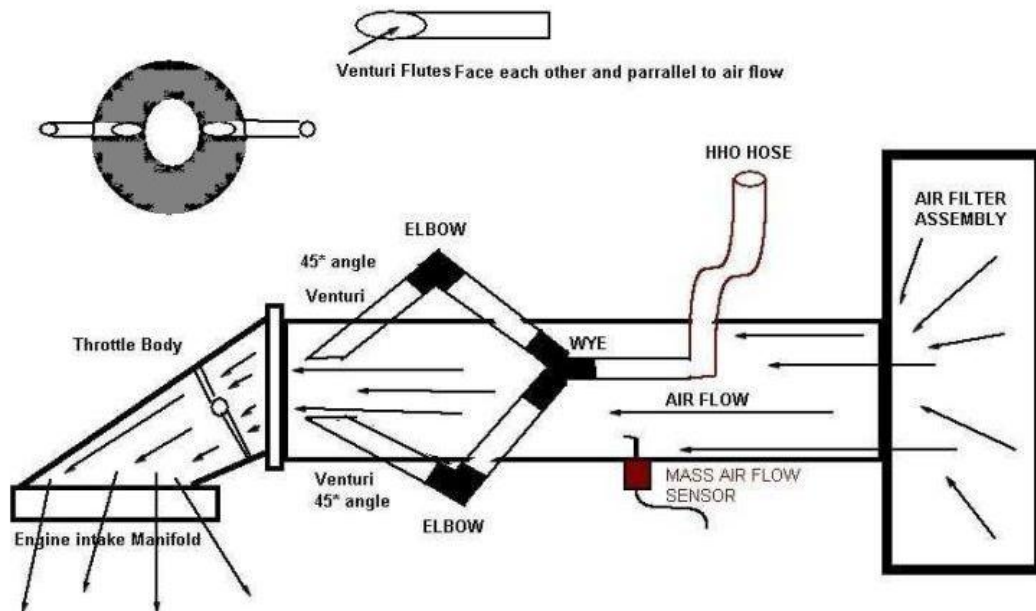
tank up high. Using the Flow pump creates an artificial forced convection circulation between the Brick and the A-trap/Reserve tank That would normally happen if you could get the spread in elevation. Just connect the pump red wire to the cell anode [+] and the black wire to the cell ground [-].

VENTURI SETUP HOW TO GET IT DONE

- 1, Locate the throttlebody on your engine [that's where the other end of the gas pedal connects].
- 2, Looking at it picture a clock, you want to locate position 11:o'clock and 1:o'clock. At those locations drill the two ½" holes as close to the throttlebody 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 face towards 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 a-trap/reserve tank. [EXAMPLE PHOTO BELOW]



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 throttlebody 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 for topping off the reserve tank as you use up the electrolyte"**.

For the 18a Series FuelfromH2o 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 50/50 vinegar/distilled water mix.
- 3, As the electrolyte solution is being used, top off the circulator tank with the steam distilled water **"only"**. Once you have used the entire gallon of steam distilled 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 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 water as needed.

**DONOT USE ANY SODIUM BASED OR ALKALINE CATALYST IN A
MAGDRIVE UNIT. THIS WILL VOID ANY PRODUCT
WARRANTEES OR GUARANTEES.**