

Installation Instructions

The installation is quite forward and easily completed if you follow the directions. Some vehicles will require a little more being creative due to available space under the hood or between the grill and radiator for proper system positioning.

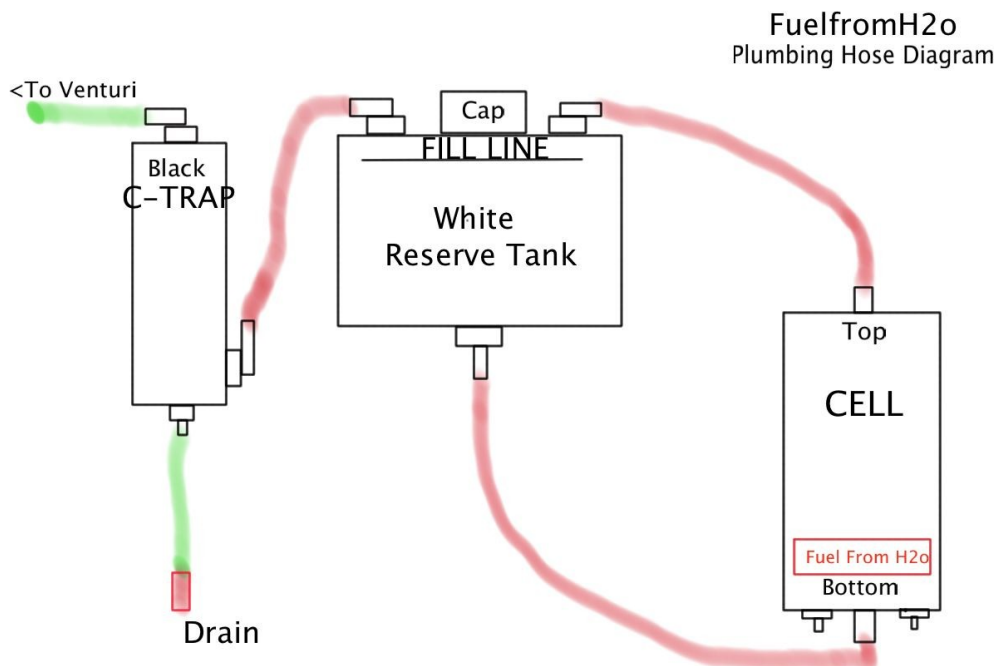
1, To begin, check out your space requirements for installation before you begin to start the install. Locate where you will put the individual components.

A, The cell(s) have to be located as low in the vehicle as physically possible. Commonly behind the front bumper license plate.

B, The reserve tank has to be as high as possible yet not interfere with the closing of the vehicle's hood.

C, The electrical wiring needs to be as accessible as possible and protected from any sharp metal edges from chaffing or rubbing.

Diagram for installing the plumbing and components

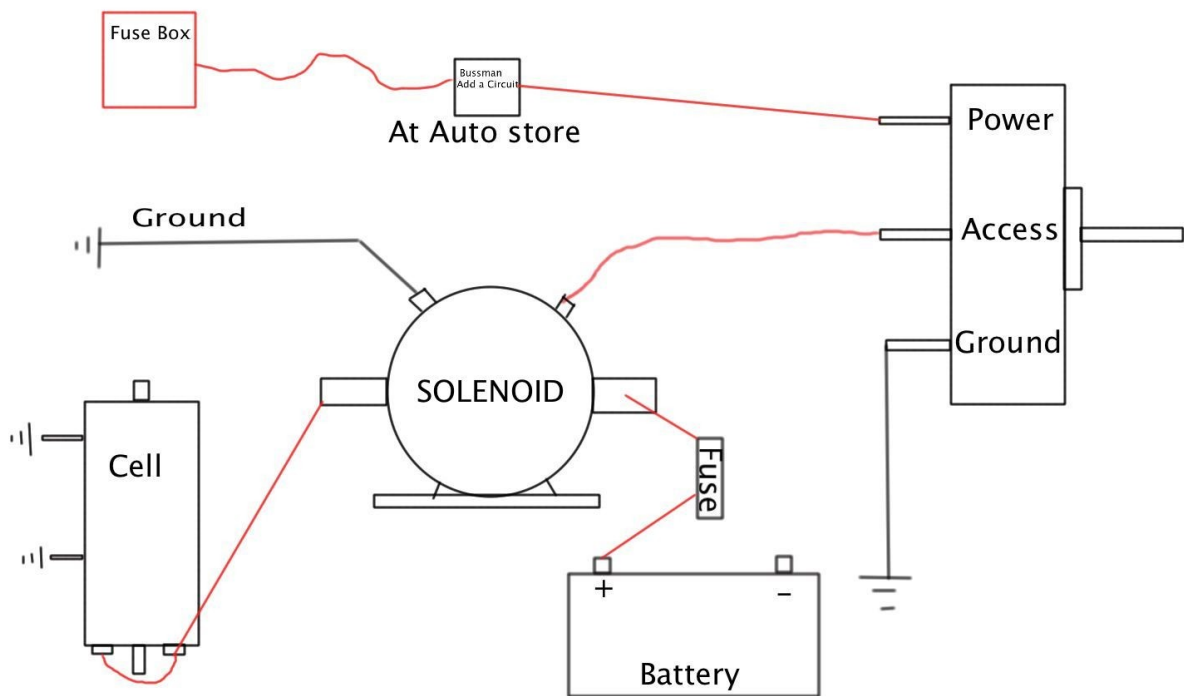


Take notice very important.

1, In the drawing the top of the cell is very close to the bottom of the reserve tank elevation wise. This is only for showing how it is all connected. The top of the cell should be at a minimum of 10" apart from the bottom of the reserve tank. Actually the further apart in ELEVATION the better the system will operate. If you can get 24" of elevation difference, then go for it.

2, The drawing shows only one cell in the application. This is the Hydro-gen model. If you have the Super-gen model then you will have 2 [two] cells side by side. Simple connect them together using the wye [y] fittings in the parts bag and keep them the same in configuration as shown in the Plumbing Diagram.

WIRING DIAGRAM



The wiring is simple, if you have the Hydro-gen model you use only one wire to the solenoid with the fuse protection from the battery. If you have the Super-gen run two wires with fuse protection from the battery to the control solenoid.

This also applies from the solenoid down to the cell(s), one wire for a single cell and two wires for the dual cell install. The cell(s) already

have a cross jumper wire installed for you.

When tightening up the connections **MAKE SURE** you hold the inner anode nut as you tighten up the outer nut with your 7/16" open end wrenches.

Now concerning getting power to the entire system. When you get your Bussman ADD a Circuit from the auto store you install it into an already used fuse slot that turns on/off with the ignition key. That way when you turn off your vehicle you ALSO turn off the system.

Usually the radio fuse is the most common, check with a multi-meter to be sure.

Remove the fuse from the fuse box, insert it into the fuse slot closest to the pig tail and add another fuse [same value] to the remaining fuse slot in the Add a Circuit.

Then splice the pig tail to the power wire that comes from your power switch and put the Add A Circuit into the slot where you removed the original fuse in the vehicles fuse box.

Now you can turn the system on/off with your ignition key or by the master on/off switch and still be able to drive your vehicle without the hydrogen system turned on if its needed to run that way [ie: you ran out of water].

Installing the Venturis

Now from the TOP fitting of the C-TRAP you want to go over to the throttle body or turbo with the 3/8" tubing. Now find the center line of the air duct and mark a line at 12 o'clock as close to either but not so close you interfere with their operation. Usually 3 - 4" back is perfect.

Make a mark at 11 & 1 o'clock, then remove the air duct for drilling. Now drill a 1/4" hole on each mark. Now go back and drill a 1/2" hole on the same mark making the 1/4" hole larger.

PAY ATTENTION TO THE FOLLOWING...

Using your drill insert it into either of the 1/2" holes. Now with the drill running you want to tilt the drill back towards you and away from the end of the air duct to a 45 degree angle. This will make the round hole in to an ovoid hole with a 45 degree bevel on the inside and outside of the air duct. Do this to both 1/2" holes..

Now you can take the clear colored wye [y] and install both of the venturi flutes on to each leg of the wye. Make sure the flutes are facing down as the points point away from you.

Slide the flutes in to the beveled holes, they will be snug because the hose is 9/16" dia in to a 1/2" hole. The compression will cause them to self seal, no silicone needed.

Measure the hose from the top of the C-Trap to length and cut it so you can connect it to the staff of the wye [y] fitting. Using a few zip ties will hold it in place once connected.

The system is installed Now to mix the ECOLYTE.

GET 1 [ONE GALLON OF DISTILLED OR FILTERED WATER. POUR OUT ABOUT 1 CUP FULL. Add only one [1] ounce of Part A in to the gallon jug and mix it up thoroughly and go fill your system.

You will notice it has to fill up everything so the air has to be moved out of the system, it takes a minute or two to fill up. Once filled to the Fill line and you are pretty sure its full START YOUR ENGINE...

If you followed the instructions correctly, IMMEDIATELY YOU WILL BE ONLINE AND PRODUCING HYDROGEN. Let it run for a while and check to be sure you have circulation between the reserve tank and Hydrogen cell(s). Look in to the tank it will be sloshing around inside.

The ECOLYTE SOLUTION WILL TURN GREEN IN A FEW DAYS OF DRIVING... **THIS IS NORMAL...**

Check your Reserve tank every other fill up to keep it topped off.

Thats about it, if you have any difficulties call us at 770-783-1678
9am – 3am Mon – Fri Eastern Time.

Our Motto: When in doubt pick up the phone and Shout. Its easier to get it right the first time then have to back and do it again.

Thank You.

FuelfromH2o

Drive More...Save More... Pollute less...