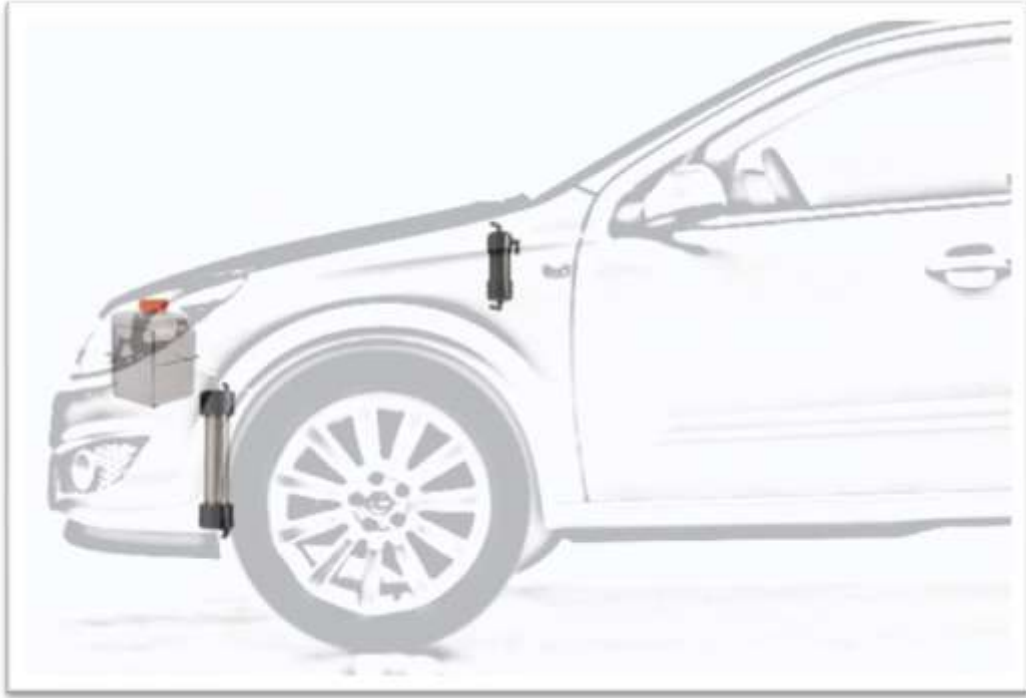


Installation Instructions

Locate a space in the engine compartment to house the conversion device at a medium-low height. Preferably right above the chassis frame.

It should always be below the level of the water container (Fig. 1) which in turn should be below the line of air intake chamber.

Fig 1.



Once located the space for the conversion device, set the unit using the clamp (provided) of 1 ½ inches (Fig. 2). Making sure that the unit receives a good connection to ground (negative).

Fig. 2



Place the recovery valve (Fig. 3), at the highest point of the three elements (Fig. 1)

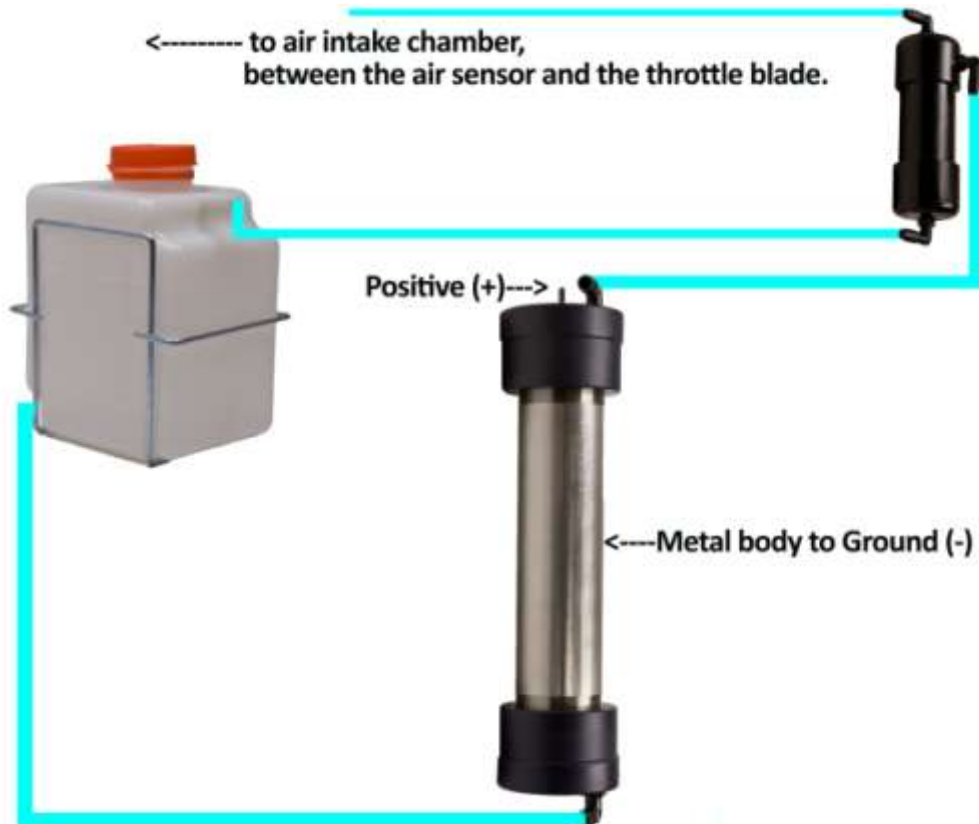
Fig. 3



Having secured the conversion device and the water container, connect the output of the water container to the base of the conversion device (Fig. 4) and the output of the conversion device (top), to the entrance of the recovery valve, then connect the output of the recovery valve to the air intake chamber, between the mass air flow sensor and throttle blade and the return to the entrance of the container of water.

If the case is such that you had to place the water container on the back of your car, plug the return of the recovery valve to the water inlet line, just before the conversion device, using a coupling unit ("Y" shaped), and make the connections according to Fig. 4.

Fig 4



The electrical connection must be made according to Fig 5.

In most newer vehicles the relays are located in a box, in the engine compartment.

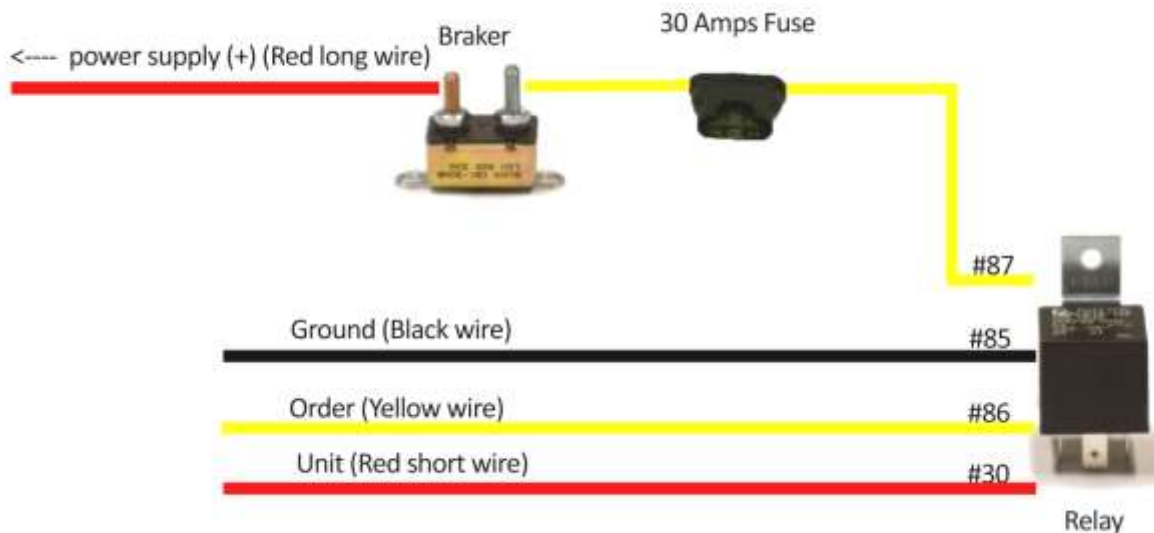
Plug the **Order (yellow wire)** into one of the relay and reinsert the relay, making sure that the contact chosen DOES NOT received electricity when the ignition is off.

Plug the **Unit (Red short wire)** to the positive (+) terminal of the conversion device.

Plug the **Ground (Black wire)** to ground.

Plug the **Power supply (+) (Red long wire)** to the positive (+) terminal of the battery.

Fig. 5



You should check that the current intensity do not exceed 15 amperes within the first 10 minutes of having the engine running, because the current intensity will increase as a consequence of the increase in temperature of the conversion device and engine throttle .

The circulating current is determined by the concentration of electrolyte (KOH potassium hydroxide) in distilled or rain water.

The ideal amount of electrolyte is 1 gram (half teaspoon) per gallon of distilled water or rainwater.

The mix (water + electrolyte) must be performed in a drum or external bottle (one gallon capacity recommended) before being poured into the container of water, this allows a more precise mix thus avoiding saturation of the electrolyte concentration, and excess of electrical conductivity.

If by mistake and / or accident you were to saturate the water with electrolyte, you must either add some more distilled or rain water to even the mix, or purge the container and the water line and start again.

Failure to do so would cause excessive current flow that will generate an automatic jump of the fuse and the overheating of electrical wiring resulting in damage to the HBSsystem instalation.

For more autonomy it is recommended a bigger water tank located in the trunk or cargo area, which multiplies the autonomy of the system.

The output of the relay goes connected to the positive terminal (+) of the conversion device (Fig. 5) closing the circuit with the Ground (-) of the unit.

In the case of a car with a positive to ground, the unit must be isolated from the chassis, and proceed with the connection in reverse.

Things to remember...

Incorrectly installing or incorrectly using Waterfuel technology may result in serious damage or body injury. Read and follow the instructions and safety precautions given here and in relevant places throughout this book to avoid these hazards. If you do not understand these instructions, have your mechanic do the installation.

Wear goggles and gloves and make sure the engine is not hot. Use common sense and general safety procedures used for automotive installations and maintenance.

Yes, Hydrogen is combustible that's the whole point. Yet your Waterfuel system does NOT store hydrogen when installed properly, so there is no fire hazard due to hydrogen storage. So again, don't let people who don't understand the system intimidate you or tell you about non-existent hazards.

Use ONLY DISTILLED or RAIN WATER . Filtered water is NOT like distilled or rain water!

Congratulations! Your *Hydrogen Boost System* is now ready to go! Enjoy it !!!