Water4GasUK Ltd
Hydrogen on Demand Systems

www.water4gasuk.com

Email enquiry@water4gasuk.com

Water4gasUK Ltd MANUAL

For all enquiries, contact our Installers' & Technical Department on

0844 2572308

Email help@water4gasuk.com

Please feed back to us any tips and ideas you have so that we can pass them on to other installers.

Before making and installing the system read through the manual thoroughly paying special attention to the safety precautions which are highlighted in the yellow boxes throughout the manual.

SAFETY PRECAUTIONS

There are certain mandatory precautions and safety measures, such as the length of hose, the protection from excessive heat and other factors that MUST be adhered to for your safety, the safety of you, your staff and the safety of the customer.

It is strongly recommended that you read the manual thoroughly prior to making and installing the systems.

- Our system is inherently safe. However, like any other system, incorrectly installing or using it may result in serious damage or bodily injury. It is therefore important to read and follow the instructions and safety precautions given within this Manual.
- Work in a well ventilated area, allow no smoking and make sure the engine is switched off and is not hot.
- Wear goggles and gloves. Use general safety procedures standard in automotive installations and maintenance guides. **Stainless steel is sharp**.
- In case of query, firstly refer to the section on troubleshooting. If you are unable to find the answer contact our technical support department.
- Hydrogen is a flammable substance therefore at no time should this system be near a naked flame.

TIME REQUIRED FOR MAKING THE KIT

Water4tgasuk Ltd have worked tirelessly to develop a system that is easier and less time consuming than others units that are on the market.

The standard system will take approximately 30 minutes to make and in most cases with practice fitting can take less than 30mins.

Before planning the installation of the system it is recommended that you firstly check the amount of electrolyzers you will need and secondly where you are going to install them. If there isn't enough space within the engine then the system will need to be fitted in the boot / trunk.

It is strongly recommended that you take your time in the first instance and that each step is followed correctly.

The system must be installed in a well lit and ventilated workspace and that all safety precautions are taken. Failure to follow the manual and installation instructions can lead to serious consequences and least of all if incorrectly made or fitted the systems may not produce the optimum output.

TYPES OF KITS REQUIRED

Water4gasuk Ltd has simplified the types of kits that are required for vehicles. They are as follows:

Standard Kit – This kit is for all diesel engines regardless of age or engine size. It is highly recommended that for each 1000 cc, there is a minimum of 1 Electrolyzer, up to the optimal amount of 6 as can been seen in the chart below. The standard kit is also recommended for any petrol/gasoline vehicle which is none injected and without an oxygen sensor older than 1992 again using the same principle of one Electrolyzer per 1000 c.c Minimum.

(Please be aware that Water4gasuk Ltd's standard kits already contain one Electrolyzer)

Engine Size	1.0	2.0	3.0	4.0	5.0	6.0
Electrolyzers required	1+	2+	3+	4+	5+	6+

Petrol/Gasoline injection engines newer than 1992 with an oxygen sensor – These vehicles require the standard pack plus an Oxy Isolator. **If the vehicle has two oxygen sensors before the catalytic converter on it, then two Oxy Isolators will be required**

What do I need to make the kits?

Tools required for making and installing the kits:

MAKING THE KITS	INSTALLING THE KITS
DRILL	DRILL
5MM DRILL BIT	6MM DRILL BIT
6MM DRILL BIT	WIRE STRIPPER/CRIMPS
10MM SPANNER	22MM oxygen sensor spanner (PETROL/GAS ONLY NEWER THAN 1992)
EXTRA STRONG GLUE/GOOP	12v ELECTRICAL TEST LIGHT
VICE	

PRODUCTS REQUIRED FOR MAKING THE KIT

Standard Kit

A fully detailed list of all the components needed to make this kit can be seen over the next few pages.

Details of where you can purchase the items and in some cases the trade names for them. Prices for components change from place to place therefore it is advised to look around for the best prices.

Item		Where can I get it from
Electrolyzer	1+ jar with screw on plastic lid to hold approx 1 litre of water. Check inside the lid to ensure there is seal inserted	Supermarket or local store, Mason or bell jar. UK Asda Tesco has a jar of sweetener of similar size.
Electrolyzer Components	2 x 316 stainless steel plates 200mm x 25mm x 1.0mm	Available from any metal/engineering company. The higher the grade of steel the better the results and the longer they will last (preferably the 316ss for a longer life)
	2 bolts 25mm m6 x 20 (these are to attach the steel rods to the lid) 2 x m6 nuts 4 x m6 washers 2 x m6 wing nuts 1 x ¾" long nylon nut and bolt	(this is often referred to as a set screw) Available from any hardware store These are easily found in car accessories shop and are known as number plate fixings
	175mm Silicon hose	This can be purchased from an Aquarium suppliers

	1 x irrigation adjustable dripper 1 x 90 degree Algarde elbow	This is available from an irrigation supplier (type in irrigation supplies into Google) Available from an Aquarium suppliers
Electrolyte	Known as Baking Soda Or Bicarbonate of Soda	Supermarket or local store
Electrolyzer Retaining Straps	Bungee cords or Tie Wraps	Available from a car or camping accessory store
Fuse Holder, terminals and Wiring	1 x Fuse Holder and 15amp fuse, x2 insulated crimp terminals, x2 wire connectors 2 meters Automotive twin core red & black electrical cable	Items available from a good automotive or car care shop
Vacuum Hose	2 Meters of 4mm internal diameter Vacuum Hose	Available from a car accessories shop
T Connector	1 x T Connector only required for a vacuum connection	Available from an Aquarium Store
Oxy Isolator	1 x Oxy Isolator per oxygen sensor. (this part is only required for petrol/gasoline vehicles newer 1992 with an oxygen sensor)	Available from **www.water4gasuk.com** Also known as a non fouler (may require drilling)

The Electrolyzer. This is the "powerhouse" of the system. The contents are an **Electrolyte,** which is **Sodium Bicarbonate,** (otherwise known as **baking soda or bicarbonate of soda)** in **water.** In most cases (UK) tap water is sufficient however if you have a lot of lime scale in the water from the tap it is recommended that Distilled water is used. This can be purchased from any good health food store

The Electrolyser is operated by vacuum pressure from the vehicle's engine and power from the vehicle's 12v electrical system.

The electric current combined with the Electrolyte produces hydrogen. Hydrogen is normally very dangerous, but our system is completely safe because it is a "hydrogen on demand" system (meaning hydrogen is only produced when required). **NO** hydrogen is stored in large amounts, hydrogen production stops as soon as the ignition is switched off. Hydrogen (in the form of **HHO)** remains safely suspended in the water and does not become combustible until power is restored again.

Our system is safer than the petrol, diesel or LPG systems you will be used to dealing with.

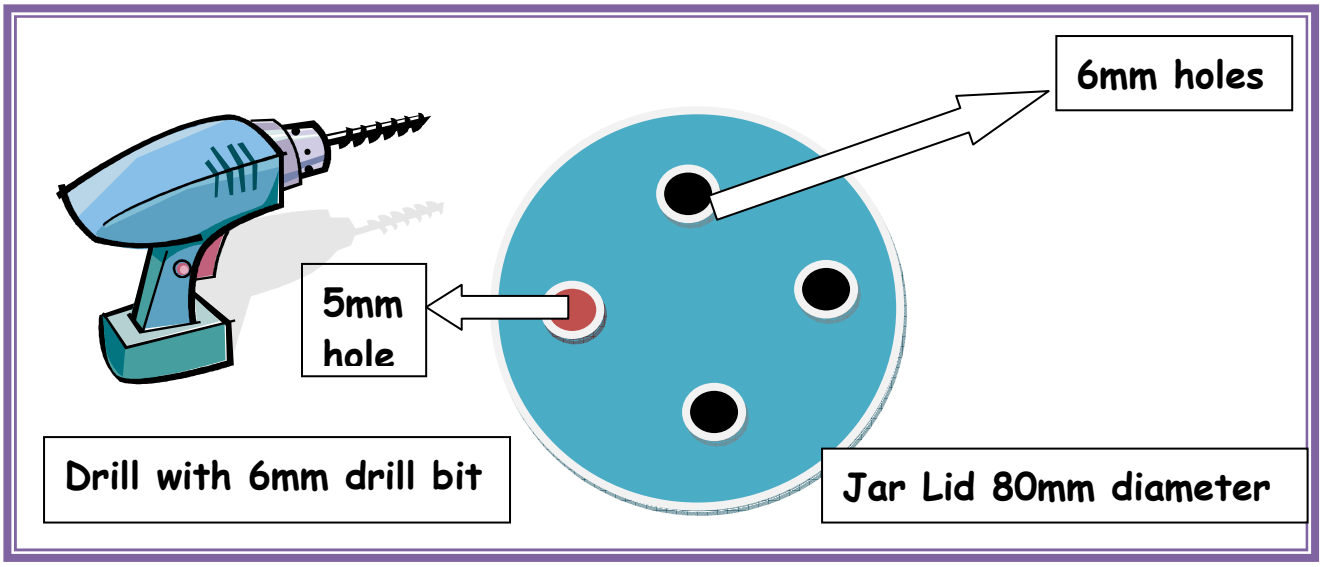
MAKING THE SYSTEM

Once you have purchased all you products use the following steps to build the Electrolyzer;

1. Ensure the jar is clean and free from dirt. Wash thoroughly with warm soapy water.

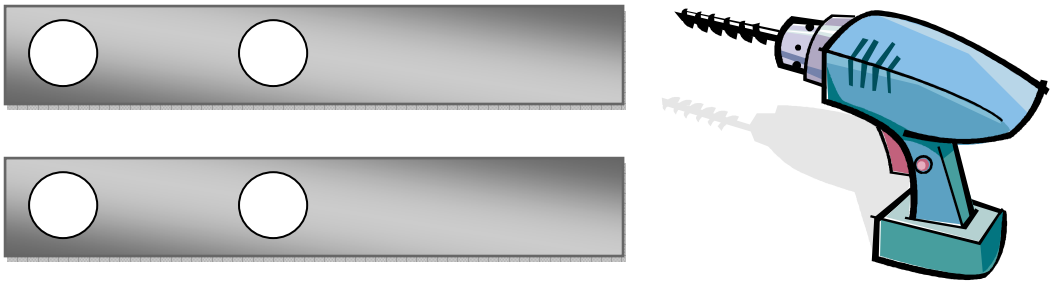
2. Remove the seal from inside the lid and apply some glue to the lid. Replace the disc ensuring that it is pushed fully into place. From inside the lid mark the centre.

3. Drill from inside the lid out, using the drill and 5mm drill bit, drill 1 hole, then using the 6mm drill bit drill 3 holes in the lid as shown below: the holes will be drilled 30mm out from the centre of the lid in a diamond shape



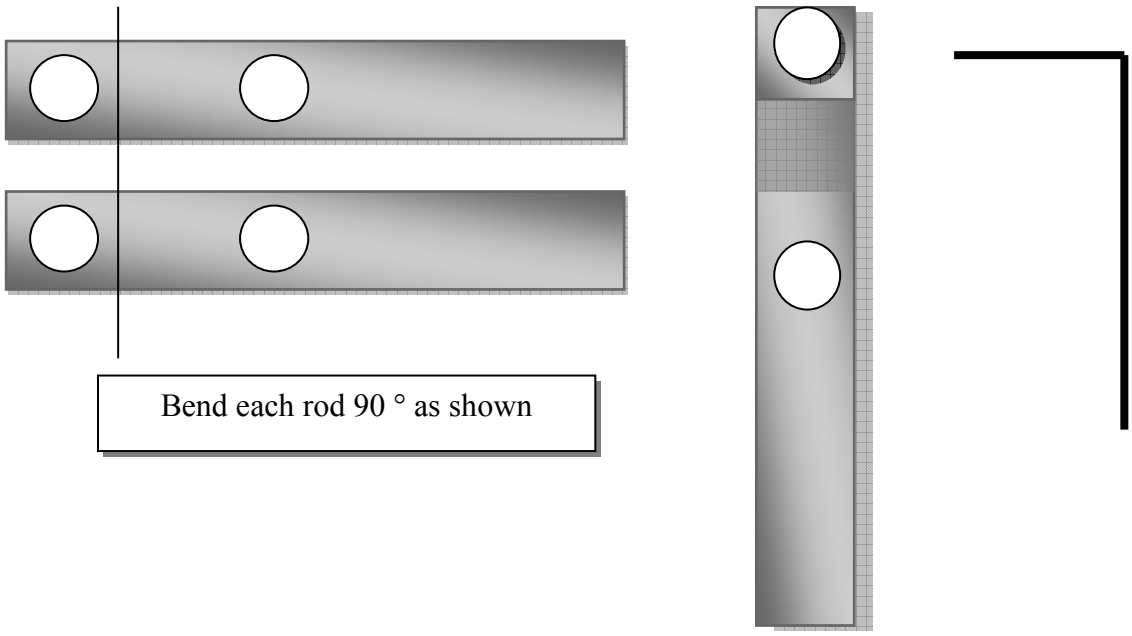
4. Take the two stainless steel plates and drill a 6mm hole half way down each plate.

5. Drill a 6mm hole at the end of each of the stainless steel plates. (see diagram on next page)



Drill with 6mm drill bit

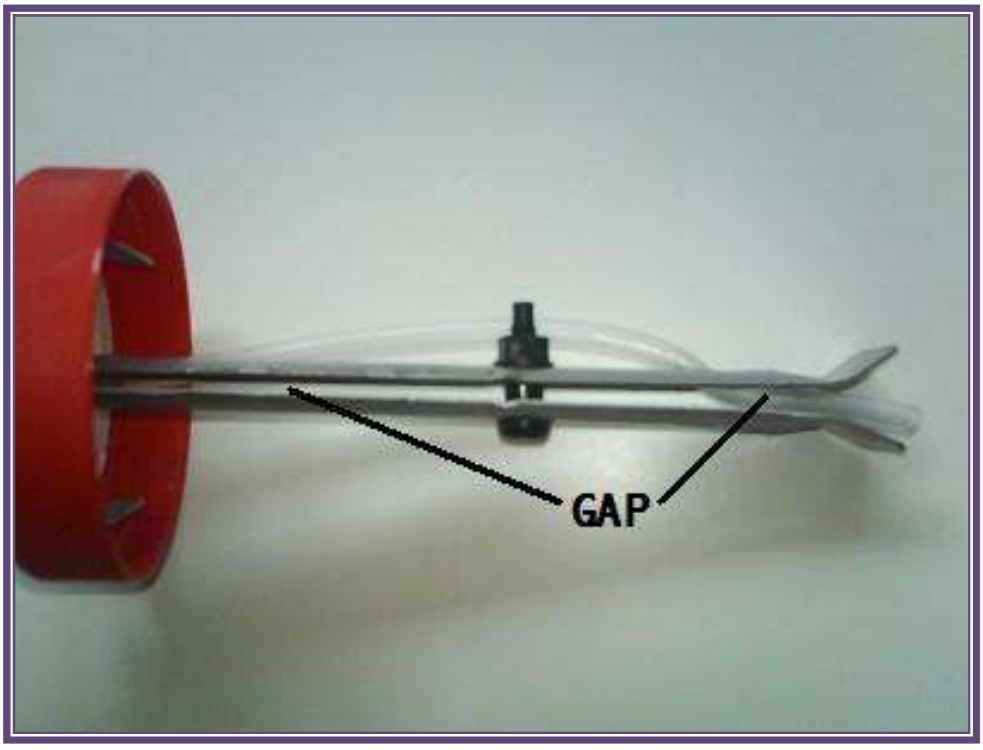
6. Take each of the drilled stainless steel rods and bend them over 90 degree using the vice just below the first hole



7. using the nylon bolt and two nuts connect together the two stainless steel plates. Ensuring that one of the nuts sits between the two rods. The rods must not be touching each other once they are connected.

7. Take the Stainless steel plates and pre-drilled lid from the jar, then using the 2 x m6 bolts, 2 x m6 washers and the 2 m6 bolts attach the rods to the lid. Using 2 of the 6mm holes thread the bolts through the holes in the rod with the bolts facing upwards put these through the lid. Then add a little glue/goop around the bottom of the protruding bolt for a seal, add a washer to each of the protruding bolts followed by the nuts, using the spanner tighten the nuts to obtain a good seal. Add another washer to each of the bolts and finally the wing nuts.

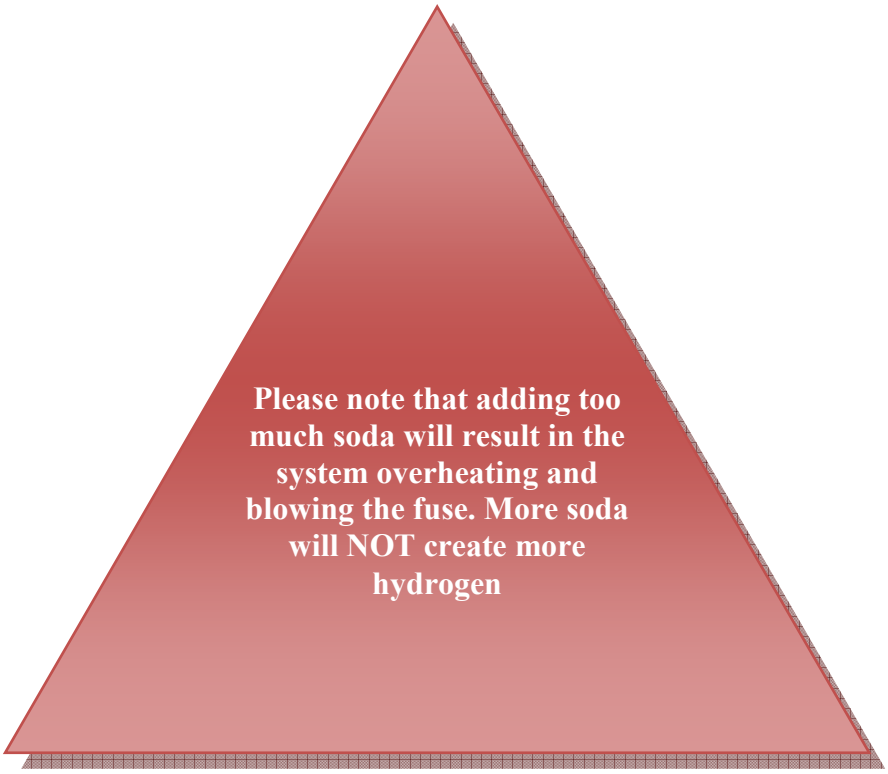
8. Next take the 175mm Silicon hose and the irrigation dripper. Take the irrigation dripper and push it through the remaining 6mm hole, ensuring the adjustable top of the dripper is on the outside of the lid, add glue/goop around the dripper to obtain a good seal . Once done attach the silicone hose inside the lid to the dripper, add a little glue/goop to secure.



9. In the remaining hole which will be 5mm push the 90 degree Algarde elbow in place securing again with glue/goop.

10. Allow the glue/goop recommended drying time to set.

11. Next add ½ of a level 5ml teaspoon of the Electrolyte to the jar.



12. Fill the jar with water either tap (if suitable) or distilled leaving a gap of 30mm minimum from the top of the jar, stir well until the soda has completely dissolved

13. Once the glue/goop has dried, add the lid to the jar ensuring it is screwed on tightly and completely sealed.

You are now ready to install your Electrolyzer.

IF YOU WISH TO MAKE A MULTIPLE CELL SYSTEM FOLLOW THE ABOVE INSTRUCTIONS, WHEN ADDING THE IRRIGATION DRIPPER DO NOT ADD THE 175MM HOSE. SIMPLY UNSCREW THE RED CAP FROM THE DRIPPER AND THEN FOLLOW THE INSTALLATION INSTRUCTIONS

INSTALLTION INSTRUCTIONS

Before planning the installation of the system it is recommended that you firstly check the amount of electrolyzers you will need and secondly where you are going to install them in a secure upright position. If there is not enough space within the engine bay then the system can be securely fitted upright in the rear of the vehicle*. *(A longer vacuum tube and automotive wire will be required)

Water4gasuk Ltd recommends that there is a minimum of 1+ Electrolyzer per 1000.c.c for there to be noticeable results. However a 6 Electrolyzer system will give greater gains in MPG or Performance, whichever is required.

It is strongly recommended that you take your time in the first instance and that each step is followed correctly.

Wear gloves and goggles as required in the automotive health & safety guides.

Ensure that if anyone is helping you or observing they are aware of the safety procedures and at no time should there be a flame of any description near the system. This also includes smoking.

The system must be installed in a well lit and ventilated area and that all safety precautions are taken. Failure to follow the manual and installation instructions can lead to serious consequences and least of all if incorrectly made or fitted the systems may not produce the output you are aiming to achieve.

Ensure the engine is switched off and is cool prior to installing the system.

STEP 1. INSTALL THE ELECTROLYZER

Using the ELECTROLYZER retaining strap; place the Electrolyser in the engine compartment. It should be placed in the coolest part of the engine as possible and in a well ventilated area. The Electrolyzer should be fastened securely and in an upright position to ensure it does not move whilst the vehicle is moving. The Electrolyser should be placed where it can be easily checked for the water level, topped up with water, removed for cleaning, servicing or inspecting.

IF POSSIBLE, AVOID MOUNTING IN HOT AREAS. **There have been no recorded instances of the glass breaking or the lid of the Electrolyzer melting in extreme temperatures. Water4gasuk Ltd have also carried out numerous tests and at no point have there been any adverse reactions or damage to the vehicle or system due to overheating**

STEP 2 MAKE THE VACUUM CONNECTION

Identify the air intake tube. This will look similar to the one in the picture. With the drill make a hole in the intake pipe to suit the width of the vacuum hose. Make sure no particles from the drilling fall into the air inlet tube.

Step 3

Connect one end of the vacuum hose to the Algarde elbow on the Electrolyzer and the other end of the hose push it into the hole you have just made in the air intake pipe.

When inserting the hose be sure to push the pipe in at an angle as this creates suction known as a Venturi and helps to draw the hydrogen from the Electrolyzer.

WARNING

To enhance safety and prevent damage to the Electrolyser, the hose between the Electrolyser and the inlet manifold must be at least 1m long.

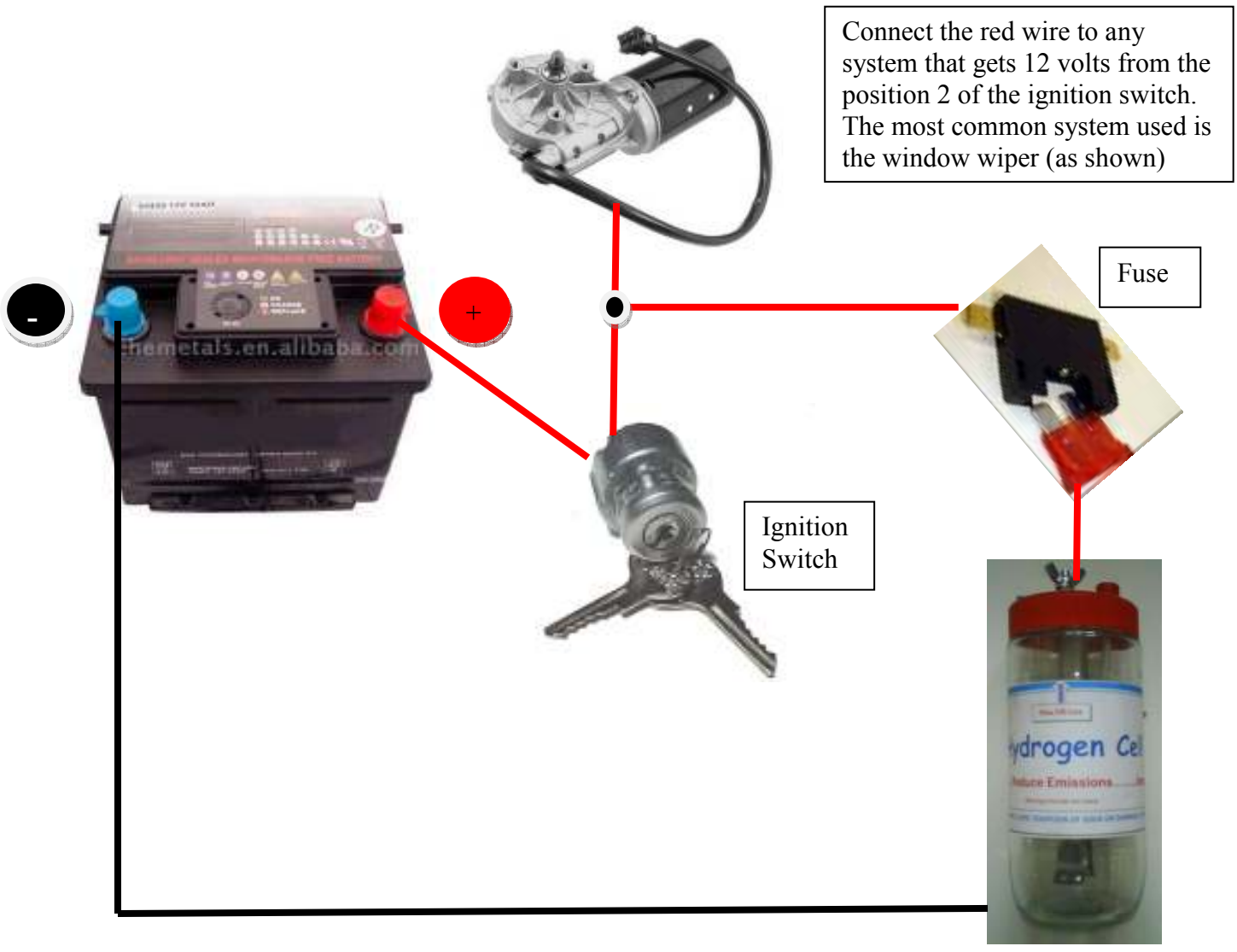
STEP4 . ELECTRICAL CONNECTIONS

Turn the engine key to position ON – This is where the dashboard lights illuminate. **DO NOT start the engine at this point.**

Using the test light locate a switched 12v supply, once found, check the supply is disconnected when the ignition switch is in the acc (2) position. If the wire is still showing a connection find an alternative.

Using the wiring Connect the negative, (black wire) to one of the terminals on the Electrolyzer (the wing nuts) to a feed from the **negative** terminal of the vehicle battery.

Connect the **positive**, red terminal to the Electrolyzer to a feed off position 2 of the ignition, taking it through the fuse and fuse holder as shown below.



STEP 5. ADJUSTMENT

1. Check connections and remove all tools away from moving parts. Start the engine and watch the electrolyzing action between the electrodes. You should see HHO "fizzing" off the electrodes and flowing towards the top of the Electrolyser. For the first time the cell is used from new allow approx 15 minutes for the electrode to hit optimal performance.
2. The engine's RPM may be unstable for a couple minutes. This is normal as the HHO is starting to change the combustion cycle and cure any possible pinking. Within roughly 30 minutes, the Electrolyzer will be at its optimal performance, and the engine should start to sound smoother and quieter.

The installation of the system based on one Electrolyzer is now complete.

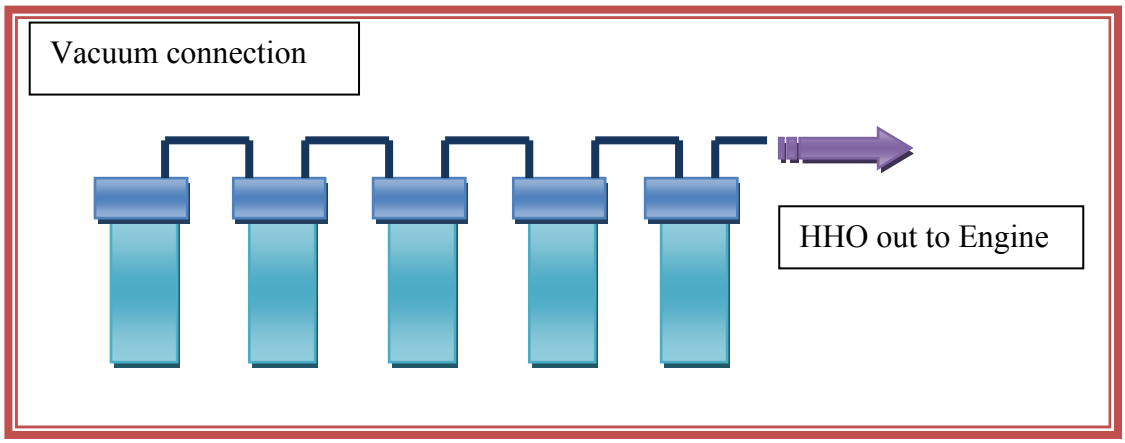
ADDING ADDITONAL ELECTROLYZERS

To add additional Electrolyzers simply follow the instructions for making the Electrolyzer, please note that the tubing which is used inside the first Electrolyzer isn't required in any subsequent ones. Remove the red cap from the extra Electrolyzers fitted. This allows the vacuum hose to be connected directly into the dripper.

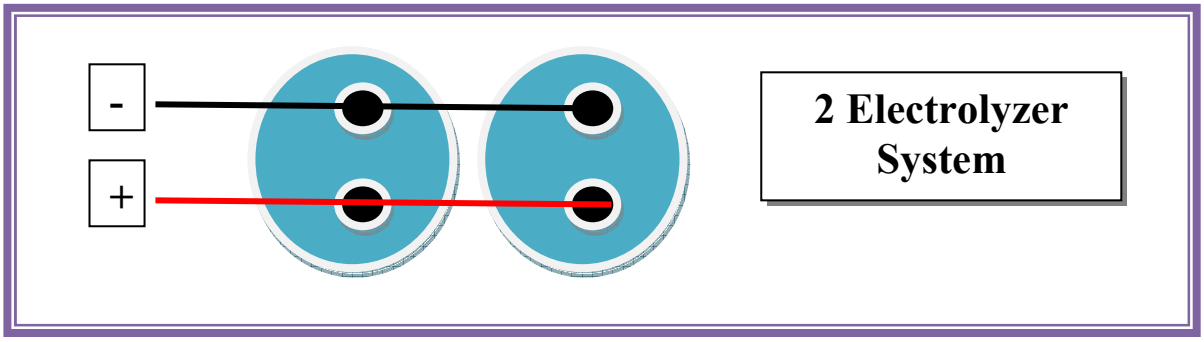
Although a single-cell system should give excellent improvements in MPG, and reductions in emissions, adding additional Electrolyser units or "cells" can make further gains of 20% or more. Cars or vans would benefit from six electrolysers. Trucks and coaches need to start at six and can go up to as many cells as a required.

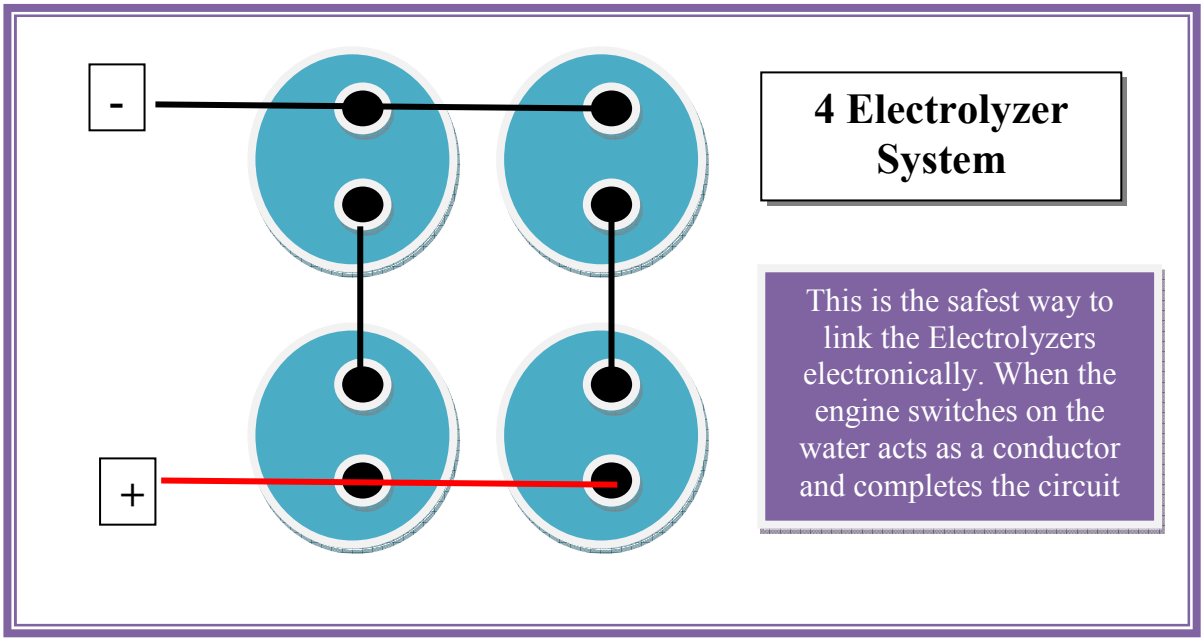
It also has the additional advantage that the Electrolyzers run much greater distances without the need to top up the water, and even may not need topping up between services.

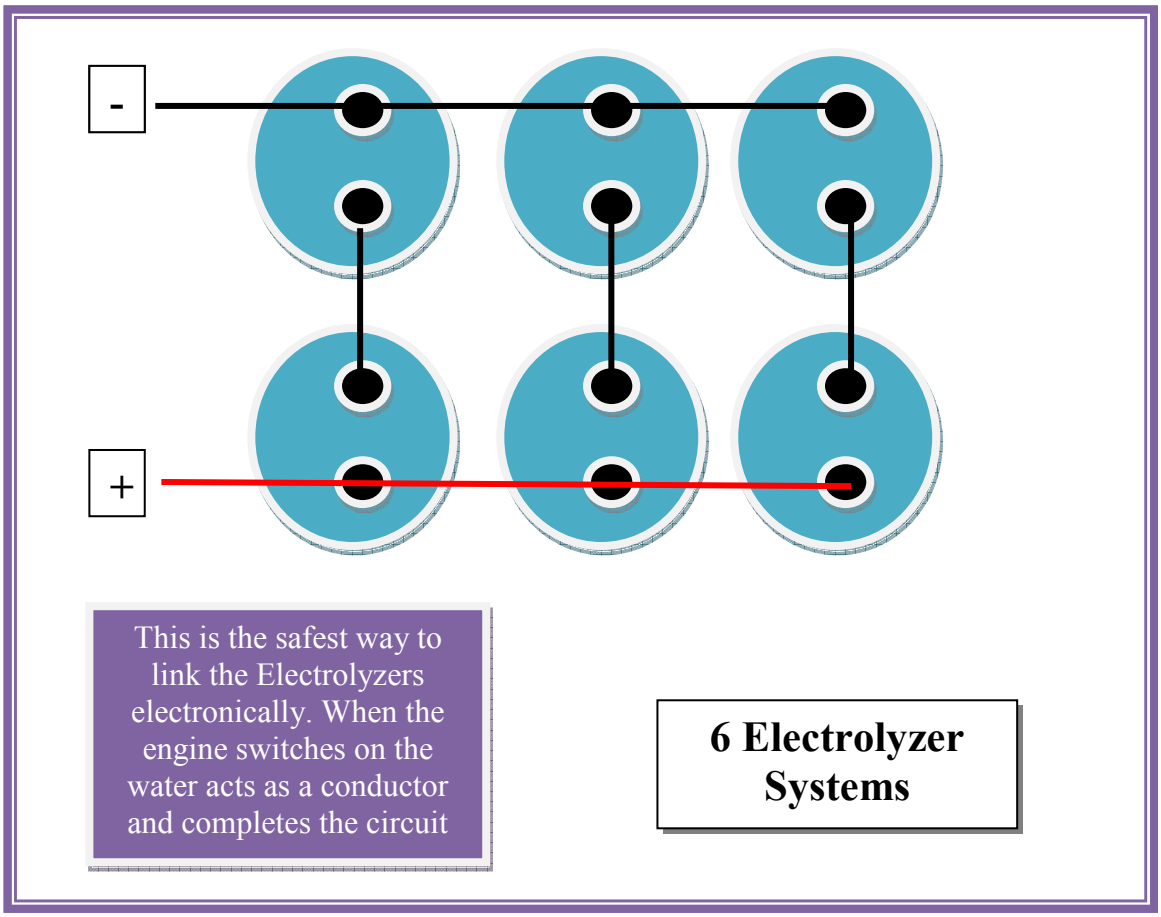
The vacuum hoses are connected from cell to cell so that the air drawn into the engine passes through each Electrolyser, picking up more and more HHO on the way, as shown on the next page:



The diagrams **below** show the electrical connection between the cells:







POSITIONING THE MULTI-CELL

While the Electrolyzers are shown side by side in the diagrams, they can be grouped in any configuration, so long as the vacuum hoses and electrical connections are as shown.

The front area of many cars and trucks is the most convenient area for installing a multi-cell. Six cells will probably fit nicely in a line just in front of the radiator. Some of the air to the radiator would be blocked, but not all if you leave some space between the cells. The air stream will then curve itself around the cells and reach the radiator. As the system makes the engine run cooler, there should not be a problem with some blockage of air stream.

If more than 6 cells are fitted:

a) Test the alternator to ensure it can take the load, and protect each series-array with its own fuse.

b) Make sure the wiring is thick enough for the job.

c) Test the vacuum pressure. The vacuum created by almost any vehicle should be enough to "pull" up to 6 cells. If it is not, either reduce the number of cells or fit a pump. If a pump is fitted, add a one way valve at the output of each series-array and connect all into one big output after the valves. Then feed this output into the air filter.

OXY ISOLATOR

The oxy Isolator is required for injection petrol/Gasoline vehicles with an oxygen sensor fitted, Newer than 1992.

The Oxy Isolator removes the probe of the oxygen sensor out of the flow of gasses, allowing the Hydrogen to pass through the computerised system without it being detected by the vehicles computer. The Oxy Isolator removes the need for the full electronics kits which are advertised with other organisations.

(extra drilling to the isolator may be required to fit some vehicles)

Fitting the Oxy Isolator

Remove the Oxygen Sensor (Lambda Sensor) from the exhaust.

Screw the Oxy Isolator into the exhaust and then screw the Oxygen Senor into the Oxy Isolator.

Ensure that safety precautions are taken:

Wear goggles in case of rust or debris falls from the exhaust

Wear Gloves

Adhere to Health and Safety at ALL times

SYSTEM TROUBLESHOOTING

ENGINE IS FALTERING OR BUCKING, OR PERFORMANCE IS SUFFERING

Correctly set, the Water4gasuk system should actually give you *BETTER* engine performance, not worse.

1. Check the fuse to ensure it hasn't blown
2. Check for leaks in the vacuum system

WATER LEVEL TOO LOW

1. NEVER add water with the system "live". Check that the ignition switch is fully off.
2. Never pour water into an empty HOT glass unit. Let it cool first.

ELECTROLYZER GLASS UNIT OVERHEATS

Although overheating should not affect the glass unit, there have been no reported incidents of breakage due to heat, plastic parts or glue may be damaged.

Water4gasuk Ltd has done extensive testing on overheating and at no point did the jar or lid crack or break.

With ½ level teaspoon of Electrolyte the unit should stay, warm. However, if more Electrolyte is used this will cause the unit to overheat. Reduce the soda.

If the problem was not one of the above, find a cooler place in the engine compartment. If you have the choice, select a position in front of the engine rather than behind it, this is where much cooler air flows in.

NO HHO PRODUCTION

This is shown by there being no "fizz" coming off the electrodes when the ignition is switched on. Check for a blown fuse. 5 amps should be adequate with ½ a level teaspoon of Electrolyte for 1 jar of distilled water, but it is safe to up rate to a 15 amp fuse .

If the fuse is OK, check the wiring. Measure the voltage between the terminals it should read around 12> Volts.

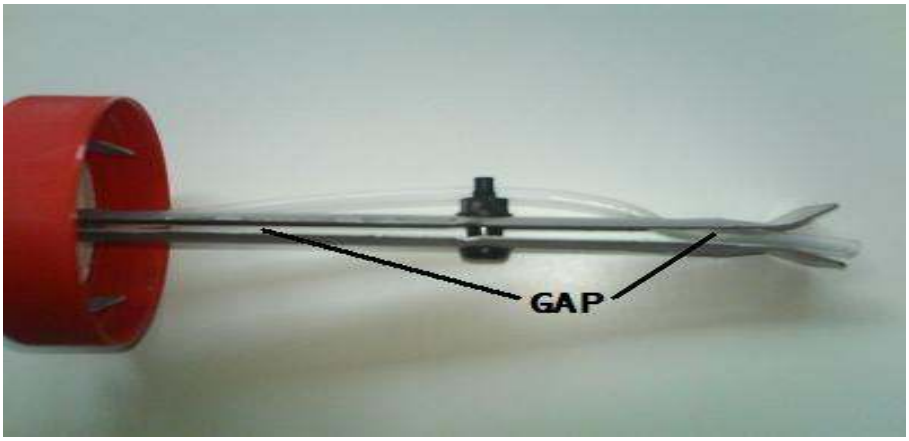
If the fuse is OK, the Electrolyte level may be too low, try replacing the water as above. If the problem still persists, contact our Technical Department.

HHO PRODUCTION TOO LOW

Electrolyte may not have been added or too little. So change the water and add ½ a level 5ml teaspoon of Electrolyte.

FUSE KEEPS BLOWING

First check the wiring outside the device. Verify that nothing is touching the body of the car or some other metallic or conductive element. Inspect the electrodes inside the device. Each electrode should be in one piece, not broken or visibly damaged. The photograph demonstrates. If the electrodes are too close, separate them as shown and glue in place with marine silicone. As shown, where pairs of plates are used, ensure the gaps are kept between the electrodes.



If this is not the problem, a blown fuse can be caused by too much Electrolyte in the system, so replace the fuse and change the distilled water, using no more than ½ level 5ml teaspoon of Electrolyte.

NO FIZZ OR EXCESSIVE FIZZING IN THE ELECTROLYZER

Check the fuse. A blown fuse can be caused by too much Electrolyte in the system, so replace the fuse and change the water as above, using no more than ½ level 5ml teaspoon of Electrolyte.

Excessive fizzing is caused by too much electrolyte.

WATER IN THE ELECTROLYSER LOOKS MUDDY

The water will become very dirty in a few days. It is recommend that the water is replaced once every 8 - 12 weeks dependant upon driving mileage. You may wash the Electrolyzer and electrodes with tap water—there is no need to use soap or chemicals for perfect cleanliness.

If there is an excessive build-up of sludge in the bottom of the Electrolyzer, the quality of water may be too hard. Try using **Distilled** water. It is advisable to use distilled water as a precaution.

MPG NOT AS EXPECTED

If you are using the power from the Water4gasuk system economy will suffer, the driver must not to change the way they normally drive.

The vehicle may also benefit from having extra Electrolysers fitted.

Visually check that the system functions mechanically without obstructions: fizzing level, loose connections, possible leaks or breaks, blocked or damaged vacuum hose.

One major cause is that of clogged hoses and passages. Sometimes Electrolyte builds up in narrow passages such as T connectors and in some cases even the vacuum port going to the inlet manifold, especially if its inner diameter is very small. These clogs reduce mileage considerably since they impede the flow of HHO to the engine.

Electrolyte blockage looks like white stone, and is very easy to remove. Flush the clogged passage, valve or hose with tap water. No detergent is necessary. Some water and a gentle mouth air blow should clean it in no time.

The secondary source of problem may be the computer, especially in a fuel-injected engine. The car's computer may be sensing more oxygen in the exhaust pipe. It then considers the fuel mixture to be too lean and unnecessarily adds more fuel. You may require the Oxy Isolator. (Petrol/gas vehicles only)

WATER FREEZES IN EXTREME WEATHER

The glass unit will not break because the water has space to expand upwards, with the air having several escape routes.

It is perfectly safe to start the engine and drive off because the electricity running through the electrodes inside the Electrolyser will act like a heater and melt the ice without any harm being done.

The best substance to prevent freezing is using windscreen washer fluid instead of distilled water. If you need to add more fluid, you don't have to remove the cap. Just unscrew the Vacuum Adjustment Valve cap, inject some fluid through the hole and replace the cap.

PLATE FAILURE IN THE ELECTROLYSER

Electrodes do wear out and will need replacement approx 12 months of normal use. This is caused by oxygen being in constant contact with the Anode or positive wire. For some reason it does not happen at the same rate in all cars, and may be caused by the quality of water and Electrolyte, as well as heat.

FREQUENTLY ASKED QUESTIONS:

Do you have a car you safely use everyday, you've installed yourself, you can show me running,

We have the systems fitted to all our vehicles. Chevrolet Camaro V8 5.7, Supercharged. Ford Van V8 5.7, Ford Mustang 5.7 V8, Vauxhall Vectra 1.9 DTI, and a ROVER 25 1.4

Can you fit with a fully legal guarantee of safety saying you DO accept liability for any safety issues, if fitted by yourselves?

We have over 3000 of these systems on vehicles around the word of which we have personally fitted a large percentage. All our installers attend a full day training course and are taught all the aspects of fitting the Water4gasuk Ltd systems to meet with customer requirements and all relevant legislation including the Health and Safety at Work Act.

My son has a motor bike can one be fitted to it?

Yes as long as there is a 12v battery supply. We recently fitted one of our new systems to a motorbike.

Is the system a modification?

The system is a fuel enhancement system and not a modification.

How reliable are the units and how will they work if I drive on an uneven road?

The kits are extremely reliable. We have them fitted to our own vehicles and use them on a daily basis. They cope very well with speed bumps and of course bumpy roads. The units are securely attached to the vehicle

I have a 1.9 Diesel Car will the cells work well on it?

The systems work fantastic on Diesel and we have had some great results on vehicles which run on bio fuel. We would recommend a minimum of 2 cells as we state that it is better to have 1 cell per 1000 c.c. To get optimal results a 6 cell system is the best but you will see as difference with the two

Will the system increase MPG?

Yes the system will increase your MPG. Of all the vehicles we have the systems fitted to, there are over 3000, and all have shown an increase. The extra benefit we offer is that if you are not happy within the first 30 days we offer a money back guarantee when the kit is purchased from water4gasuk.

Water4gasuk Ltd

After over 15 years of studying and developing the concept of using water as a fuel enhancement Water4Gas UK Ltd was formed by Neil and Samantha.
Neil first began using the idea back in the early 1990's when he used to race cars as a hobby. As there where limitations on what could be added to the engine and each vehicle had to meet a certain criteria it was a difficult task improving both the speed and acceleration of the vehicle. Whilst Neil was racing it was raining heavily and the performance of the car increased dramatically. The idea of using water arrived on the track. Obviously in a race MPG is not a concern but speed and engine strength is. The car increased dramatically in performance resulting with Neil becoming Points Champion in 1994.

Neil then researched the concept further and spent the remaining years studying the hydrogen theory. He bought books from the great inventors and studied the outputs, Making the electrolyzers and testing them. Always developing and changing the units for the better. Making the systems easier to fit Neil has simplified the process and the units without compromising the added MPG or performance. The other added benefit is the reduction in Emissions. Neil looked to produce a system that was easy to install, cheap to purchase, doesn't take up too much space and starts saving money in a very short time, unlike other fuel saving alternatives.

In 2007 Neil started to produce the Hydrogen Cell and introduced it to the UK market. In August 2007 Neil put a six pack unit onto his 5.7 Litre V8 Chevrolet Camaro street car and raced the car down a ¼ Mile strip. These resulted in a 1 sec faster time and as most of you know, in racing enthusiasts spend thousands to increase the times by a millisecond. He now boasts records of 12 seconds.

Since then he and his wife Samantha have launched a company Water4gasuk Ltd in the UK. In the past six months they have 20 Distributors in the UK. They also supply to Africa, Benelux, Spain, Ireland, Canada and also the USA. The one thing that has made this successful is that Neil and Samantha manufacture and install the units. To date they have sold over 3000 units of which they have personally fitted 1040. Unlike their competitors they are constantly looking to improve the product and insist of installing some units themselves to keep their own knowledge and understanding up to date.

Water4gasuk Ltd is now developing another unit which is completely sealed. This will replace the traditional glass unit.

For futher updates and to look at the possible opportunities within the Water4gasuk ltd company please visit the website. **www.water4gasuk.com** or email us at **enquiry@water4gasuk.com**

Testimonials:

Vehicle: 32' Fleetwood Flair, 454ci 7.4Litre V8
I was considering having LPG fitted to my American Motor Home as I was only achieving 8MPG. After speaking with Neil and looking at the cost I agreed to try the Hydrogen on Demand System, It was less than a quarter of the price of the LPG conversion and took up less space. As Neil offers a money back guarantee I had nothing to lose.
I travelled 140 miles without the system and filled the tank up completely when I arrived at my destination the tank was empty. Neil fitted a six cell pack to the Motor Home which only took him about ½ hour. We then went to the petrol station and filled the tank up again. We travelled back the 140 miles and the difference was noticeable immediately. The performance was greatly improved with the Motor Home travelling easier up the hills. I had to keep telling my wife to slow down as she didn't realise how fast she was travelling. We where more than pleased with this. The best result of all though was that when we arrived home we had saved ¼ of a tank of fuel which equates to about 25 Litres. On estimation I believe we now get 14 mpg. I will stick with the Hydrogen System and have it fitted to my other car.
Darren Speak – Bolton, Manchester UK.

Hi

These new electrolysers you have made are incredible, my pajero 2.8 has never run as good, also the amount of diesel I am using a week has nearly halved!

Cheers! Monty.

Hello Neil... Thanks for your reply and advice.. I have now fitted the device and sorted out the problem with no gas production, (it was a bad earth)).. I have done a test run of 110 miles, and am very impressed with what has happened.. The engine IS quite a bit quieter, and smoother, with better torque, and the exhaust is virtually pollutant free with early results indicating a 75% increase in MPG. Will keep in touch and let you know how we get on..Regards, Bob. California

Peugeot 405 diesel model 1995. 3 weeks ago I decided to go ahead and fit the system with the hydrogen on demand in this car. I must say I was sceptical but I am the kind of person I will try things despite what most of people would like to think or say. Anyway as soon as I left from Neil's place I have noticed better performance from the engine. The car was pulling better on the road and particularly in places which usually I would use the 4th gear before, now I was going up in 5th. This car from the manufacturer gives 44 miles to the gallon under ideal conditions. For the previous year I had a job in Rochdale and every weekend had to travel to London so you understand I was doing lots of miles but mostly with my second car using LPG. This car has also been used for this trip several times. Now below

I have the results and the comparison with how many litres I was using before and after the installation.
With normal driving conditions and speed between 60-75 miles per hour I was using 27-28 litres of diesel to cover the 240 miles needed from home to home. In extremely hard driving conditions I had to burn 30-32 litres maximum never more than that.
In my first trip back to London after I had fitted the system I needed 17.5 litres of regular diesel, when before I needed for the same distance 240 miles, same traffic condition, and speed between 60-75 mph, 28 litres. The improvement according the results is at least 70%.
Regarding the combined drive, it does 50-55 miles with 5 litres of diesel depending on the cold starts and the traffic conditions. I must confess I was very surprised but im also very pleased because this could be the answer for the future. Now I plan to fit the system in my other car a Merc model 95 and I'm curious to see what the results will be.

My best regards to Neil.
Alex.
London02/03/08

Hi Neil,

I've got the kit working. I adjusted the potentiometer on the MAF enhancer, slightly clockwise, till I heard the idle revs go down.

I'm already seeing a great improvement last night, and this morning, driving up the M1 motorway

I was averaging 25 mpg in my mx5 without the kit operational, now I'm doing 45 mpg !!

That's a £80 a month saving

I haven't fitted the PCV enhancer yet, and will fit the oxygen isolator this weekend, and that should save me even more

Very impressed, and I'd highly recommend the kit to anybody

Many Thanks,

Steve (Sheffield UK) Mazda MX5 21/02/2008

Hi Neil, just to let you know how the kit i fitted to the cab is doing, my best fuel consumption was 32Mpg now with the kit i can achieve 40Mpg and more, easily, the engine runs much smoother and has more power!

Thank you,

Martin, Black cab driver, Manchester UK. 15/02/08

Update 31/03 08

Hi Again Neil

A more accurate figure for you, after 6 weeks of use, my FX4 cab is running like a dream! it even passed the emissions test without any

additive (now that is a first!) the actual mpg is 44Mpg around the city centre. Can i tell the other drivers about the kit yet?

Kindest regards

Martin

My name is Carter Blankenship, I'm a owner-operator in the trucking industry and have been since 1991 when I bought my 1st truck, of course fuel was only 95 cents per gallon max and I would get upset anytime that I had to pay more than that. Who would have ever thought of $3 dollars + a gallon. But it has come and is here to stay!! I've been searching for a solution for years.

THIS IS THE BEST THING SINCE THE HEADLIGHT WAS INVENTED!!!

My truck that I currently drive is a 1999 Kenworth T-2000 with a Series 60 Detroit Diesel with 1,026,578 miles on it today and it is running better than ever with the six-pack system. I have more pulling power, take-off torque, a smoother & quieter motor, and most important a *20% to 25% increase in fuel mileage* (5.5 - 6 mpg to 7 - 7.5 mpg) and not to mention a much cleaner exhaust which will benefit all mankind especially future generations to come!

The six-pack can be assembled & operating in 1-2 days or a weekend easily..or installed if purchased already assembled in a few hours or less. All with basic hand tools and parts that are easy to purchase at the local auto parts store / grocery store...

I highly recommend the six-pack to anybody wanting to increase fuel mileage, improve power, have a smoother & quieter engine, keep the environment cleaner and boost an old idea into the future with benefits all can enjoy!!

After 17 years on the road and 3 million miles driven in a semi-truck, I only wish I had the six-pack system that 1st day in

January 1991 when my trucking career began..I could have saved enough money to have owned a Lear Jet by now!! Safe Travels & Keep Up the good work!!

Thank You Very Much for your product, time, research, and support; you guys are true pioneers!!!

Best Regards !!

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