

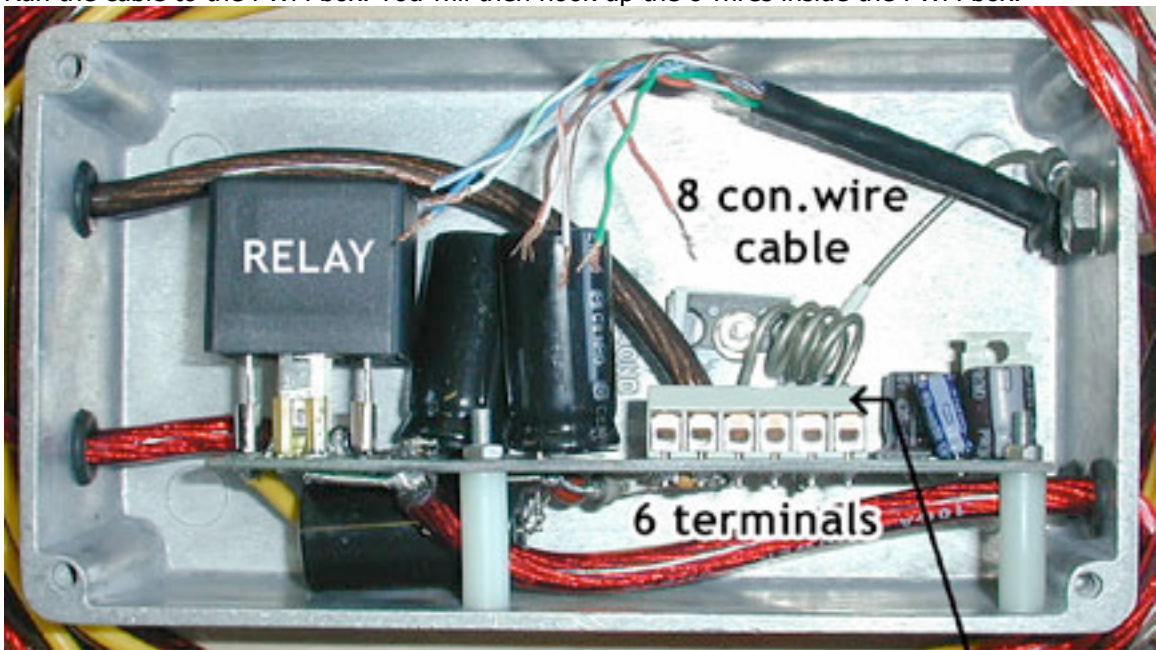


Wiring your HJ-PMW30 Controller Box

B3 Cell Kit update 8/2011

Step 1 Wiring Diagram

Your PWM wiring harness is very simple to wire up, only 5 wires to hook up. First mount the Digital Display on the dash board. Run the cable through a plug in your firewall. Every car has a car stereo rubber plug on your firewall from the engine compartment to the cab. Run the cable to the PWM box. You will then hook up the 8 wires inside the PWM box.



Above is the inside of the PWM, you need to connect the 8 wires to the 6 terminals and one to ground to the grounded case. One wire to power+

Next hook up the main thick 10# wires

Black Wire - Connect the black wire to a secure ground. (Preferably to a portion of the vehicles frame or battery.)

Red Wire + the red wire hooked up to a fuse, is the power wire that provides power to the cell. It first travels from the battery to a fuse, from the fuse to the relay. When the relay is switched on the power continues from the relay to the positive side of the hydrogen cell.

Red & Black Cell Wire- The 2 wires to the cell block come labeled Red + and Black -

****Important-*** be sure to remove the fuse until the unit is ready to be tested.

Yellow Trigger Wire #20awg- We want to get power from a source that will be on **only** when your engine is running. For example, a fuel pump fuse would be a great choice to use because the only time it is signaled to be on is when your engine is running. What we don't want is for your unit to be on while your engine is off. For example, a radio fuse would not be a good choice. This is because if the vehicles ignition switch is in the on position, the booster will begin to produce hydroxy gas, while your listening to music, while your girl friend is shopping, even though your engine is off. This is not good for 2 reasons. One, you will be producing unnecessary hydroxy gas, and two you will be draining your battery. As soon as you start your vehicle the hho gas in the manifolds will explode. Not good. Very dangerous! Please play attention.

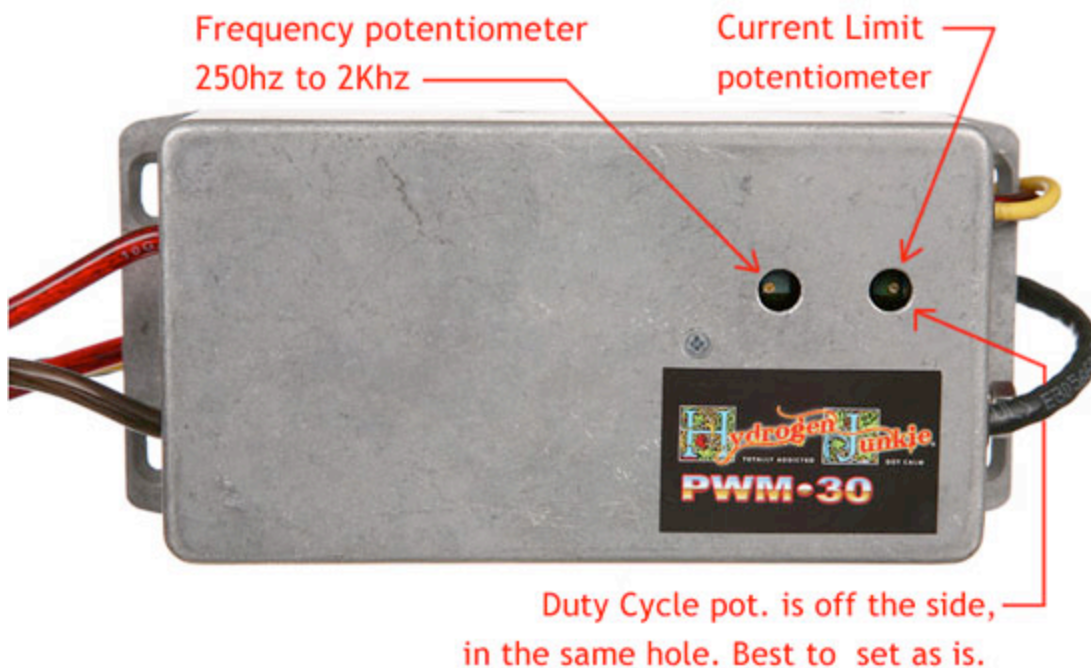


To increase amps adjust the tiny screw on the display. It takes a tiny jeweler's screwdriver to do the trick. The amps are factory set at 10 amps. For the 77 cell, and 20 amps for the 14/7 cell.

Step 2 Finishing your Wiring

- Be sure that all wires that have been installed correctly and are securely fastened.
- Use the provided cable ties to secure the wires. Do a nice pro. clean install.
- Also be sure that they are clear from any moving parts and or hot surfaces.
- Lastly reinstall the fuse. (This is the fuse that is inline with your battery.)

PWM30 Controller Adjustment Access



Your PWM comes preset at 10 amps, from the test bench. The freq. Is set, the duty cycle is set about 85%. We recommend only changing the "Current Limit" pot on the digital dashboard display. The tiny screw below the digital ammeter reading on the dash. If you're the type that Likes to tinker and not listen to us, the PWM adjusts are above. Always check final output with an

Electrolyte Solution

When mixing your electrolyte solution we recommend that you always use distilled water or R.O water (reverse osmosis filtered water) Using distilled water will ensure that booster is free from chemicals and contaminates that may be present in everyday tap/well water.

- A 10% Electrolyte Solution Mixture is recommended at 1/2 cup to a quart of water. (1 liter) If your booster is in a location that freezes, you can mix a Bob Boyce recommended 20% of NaOH to 100% water. KOH you can go as high as 25% of KOH to 100% of water. 20% is 1 cup of dry Naoh pellets or caustic soda beads to 1 quart (1 liter) of water. If you live in a warm climate or don't like the idea of have really caustic solution under your hood then you can mix the 10% solution just so it provides the amps you are looking for. Say you need to produce just 30amps, then mix the solution just enough so the water pulls 30 amps when the cell is cold. Perfect temp. for electrolysis is 86°f. If your cell is too cold, 32°f it may not make hydroxy gas, until the water warms up. In extreme cold climates a heater blanket is recommended.
- Proper electrolyte mixing is done with a glass container or a clean plastic bucket, first fill with water, pour in the dry electrolyte pellets very carefully, wearing gloves and face shield, avoid splashing, have a clean stir stick, either plastic or wooded. Stir as you pour. NaOH or KOH in 100% concentration can BLIND YOU! Be careful, it also burns your skin if left on your hands too long. Have a squirt bottle of 50% vinegar and 50% water nearby, it will instantly dilute the burning of the skin. It neutralizes the lye immediately. A necessary safety precaution.

Filling your Booster

To fill your unit, first remove the fill cap. Insert a funnel into the unit (any kind of funnel should work.) Fill solution to 1" below the top cap. Allow room for sloshing.

- Do I need to add solution (lye & water mixture) every time my booster gets low? **No!** The only time solution needs to be added is when the unit is empty and needs to be filled, or if your booster is not pulling a sufficient amount of current. You can add small amounts of strong solution to your unit until it is pulling the proper amount of amps.
- You will only have to add water to the reservoir, place a water bottle of distilled or RO water in your car. Check levels when your at the gas station.

What amperage should my booster operate at?

During our testing at Hydrogen Junkie we have achieved a very efficient 1 LPM of hydroxy gas at 12 amps, once the unit has had sufficient time to be conditioned.

2L engines – 8 to 12 amps. 3L to 4L engines – 12 to 20 amps, 5L V8 engines – 15 to 25 amps.

Every car or truck has an amperage sweet spot, some want more some do better with less!!

Bob Boyce says more is not necessary better, but a higher quality gas is what your after, a more higher quality gas with less amperage, a more efficient system.

Volo Installation

Go to <http://hydrogengarage.com/ds2install.html> for full online instructions, including videos.

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