

"THE TRUTH ABOUT MILEAGE GAINS"

Many people who purchase Browns Gas (BG) (HHO) generators expect to install them, and instantly achieve big gains in fuel mileage.

THIS IS NOT GOING TO HAPPEN without adjusting the AFR.

Hydrogen Fuel systems pty ltd, as builders of these devices are supplying you with BG (hho) which is capable of tremendously increasing your mileage, But there is a lot more to it than just that

First of all if you install one of these devices with no other electronics to lean out your fuel mixture, YOU WILL MOST LIKELY LOOSE MILEAGE, NOT GAIN.

There is work to done on your part in order to acheve the gains in fuel mileage

1. First and foremost you must control or regulate the amount of HHO that your generator is producing and sending to the engine. The best way to accomplish this is with our Black Box controller, or a VERY good quality CCPWM (constant current pulse width modulator) Not a PWM
Every vehicles volume of HHO that it can effectively use is different. A great deal of this has to do with the size of the engine, condition of the Vehicle, electronics used, battery condition and alternator condition and many other factors.

2. You must address the problems created by your oxygen sensors. When you add a BG (hho) device, it introduces more oxygen into the system. The oxygen sensor reads this extra oxygen, and interprets it

as a “too lean” condition and immediately starts sending **MORE** fuel to the engine. The signal from the oxygen sensor must be adjusted to ignore the extra oxygen and also compensate for the much more efficient burn of the fuel. A True Digital EFIE device should be installed and set to indicate a too “Rich” condition which will tell the ECU to send LESS fuel to the to the engine

3. MAF/MAP sensors are the second most important sensors to treat. These too can greatly affect the amount of fuel the ECU will attempt to send to the engine. Most (but not all) MAF/MAP sensors are are voltage operated sensors. It is important to install a good quality device to alter the voltage (or resistance) signal sent to the ECU to Further lean out the fuel flow and increase mileage gains.

Altering or adjusting the signals from the O2 sensors and the MAF/MAP sensor will produce gains in the 25% to 45% range with an efficient generator. Efficient meaning, one with an efficiency rating of 8.000 MMW or higher. The next two steps can take you well beyond 60% gains in fuel mileage several have exceeded 100%.

4. Addressing the IAT. (intake air temperature sensor) this is a little more difficult, but when done properly will produce dramatic results. Proper application of an IAT tuning device and proper adjustment to this sensor will retard the timing, bringing it closer to TDC.
Top dead center. The Ideal setting when running BG (hho)

5. Addressing the CTS is of equal importance to keep all sensors that affect AFR in agreement of their signals to the ECU. Proper procedures are all covered in **3. Tuning and Installation efie units**
If requested I will email the relevant instructions to you

6. Efficiency of the BG (hho) generator used is critical.

The more amperage drawn by your BG (hho) device, the harder the alternator has to work. The harder it has to work the more fuel is needed to power the alternator, and there goes your fuel savings

Browns Gas (HHO) devices are capable of tremendous mileage gains, but **ONLY** if the above mentioned procedures are followed.

Otherwise you are wasting your money.

Any BG (HHO) generator drawing in excess of 18/20 amps of current, will probably give you little or NO gains in mileage.

We now have the very best devices for tuning your sensors that is available on the market.

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