

HHO Short Cuts

The Guaranteed Road To Failure

Due to the many email responses and repetition of answers that I have to give to so many persons, I feel the necessity to write this article.

There are many sellers of HHO-Hydrogen generators that will tell you anything they think you want to hear, just to sell you their product. There are even a few fools who will try to convince you that it's like a plug and play device. That all you have to do is just install their generator and you will get instant mileage gains. They are LIARS.

Some will try to overwhelm you with LPM numbers, but not tell you that the amount of amperage draw that it takes to produce those numbers prohibit your vehicle from getting any mileage gains. Most of them make it sound easy. Well if your are going to do it right, IT IS NOT EASY. There is work and a little brain power involved. If you are not willing to do the work and take the steps necessary to guarantee sizeable mileage gains, then don't buy any HHO generator. Keep your hard earned money in your pocket.

In spite of the fact that I have emailed over Ten Thousand copies of Tuning 101 to those who have requested it, I find that either you are not reading and following it. Or for some reason you just do not understand my directions. So many of you are trying to take short cuts, thinking that certain steps are not needed. Then you complain to me about your smaller than anticipated mileage gains. THERE ARE NO WORKABLE LONG TERM SHORT CUTS.

All of this information is contained in Tuning 101. If you want to be successful you must follow it. I admire experimentation, that is how I was able to learn all that I now know. I was willing to pay the price, both in failure's and many thousands of dollars spent. It is true that most of us learn by our mistakes. But Why would you want to make these mistakes when someone else has already been there, and done that, long before you, and wasted their money instead of yours

If you really want your HHO hydroxy, Browns Gas installation to be successful you need to have and use the following :-

1. An efficient generator (Rated at 8.0 MMW or Higher) that will produce enough HHO for your vehicle, and be able to do it with 15% or less of your alternators rated amperage output.
2. You must control the amperage draw and the HHO output with our Black Box Controller, or as a second choice a very good quality CCPWM (constant current pulse width modulator) cheapie PWM's are not reliable and will not get the job done.
3. You MUST install a good True Digital EFIE oxygen sensor enhancer. If your vehicle is a 1999 or older you can get by with an older style analog EFIE. However, analog EFIE's are very un-stable, and are greatly effected by ambient air temperature. If your vehicle is a 2000 or newer, you must use a True Digital EFIE, which will work equally well on the older style vehicles too. Do not be fooled by some sellers calling their EFIE's digital, when all they really are is an analog EFIE with a digital display. Always ask the seller if the EFIE transmits a digital signal to the ECU or if it just adds voltage to the signal. A Good EFIE is the most critical piece of equipment needed for successful mileage gains.
4. You will need a good MAF/MAP enhancer to alter the signal from either the MAF or the MAP sensor to help lean out your fuel supply to your vehicles engine. These two devices and their alteration of the signals to the ECU can give you respectable mileage gains. Far more than you could ever hope to get from a Volo FS2 flash chip, or any other flash module. However they are limited by your ECU. If you attempt to push them too far your ECU will not accept the altered signals and go into open loop mode. There are other sensors on your vehicle telling your ECU that they are no longer in agreement with the signals coming from your Oxygen sensors and your MAF/MAP sensors. When all of the AFR controlling sensors are not in agreement, your vehicle will go into open loop and probably a trouble code will display. It is possible to achieve gains in the 20% to 35% range with just these two devices, if you do not over adjust them.
5. If you want to take your HHO mileage to the max. You will need to install a control device for your IAT. This plays a very critical role in obtaining and sustaining BIG mileage gains. This is thoroughly explained in Tuning 101
6. You must install a control device for your CTS. This is another of those sensors that I mentioned earlier that must be in agreement for you to be able to make major changes to your AFR.
7. Purchase a Scan Tool and learn how to properly operate it, and how to interpret what it is telling you. Best Buy on the market right now is <http://www.ultra-gauge.com/ultragaug/index.htm> If you are really serious about obtaining big mileage gains, we have designed a single device with all of the controllers (except the scan tool) built in. It is called the Tuning 101 AFR Control Center.