

Water Powered Internal Combustion Engine

The Australian Way.

The "Nitro" cell.

Hello all. Sorry for the delay, my personal life is most complex and saturated at this time of a new girlfriend and exams nearing.

Several months ago I came across a website depicting a simple method of manufacturing a fuel from plain water for the running of a four stroke internal combustion engine. I have been asked to keep the person's identity who gave me the information a secret however credit for Kent who gave me the email contact. You can view the websites which fascinated me here. Inspiration for this project has come from many places visit my homepage and explore if you wish.

<http://www.cyberspaceorbit.com/hfsystems.html>

A car supplementing water with petrol to increase mileage dramatically, most people use this system with existing fuel as a high mileage device to keep some carbon/soot within the engine for lubrication purposes - mostly for the piston rings and cylinder walls. I have verified the figures on this website with the source.

<http://www.cyberspaceorbit.com/wnotezz.htm>

Text from a conversation between Kent (website owner) and the information submitter.

http://www.cyberspaceorbit.com/other_hfsystems.html

An electric generator running on nothing but water as the source of fuel.

Please read the text fully otherwise my efforts to explain this system will be impeded.

I had much difficulty in believing the claims here however I know they work because I have tried it myself.

Now the actual fuel is not hydrogen but nitrogen hydroxide $N(OH)_2$ synthesized by the action of the engines suction, electric current and a magnetic field which develops within the cell, I know its very hard to believe but for myself I dont care why it works I just know it does. Below is a very good depiction of the system, there is not much to it I will now explain how to install it.

Air is bled in small amounts into the cell done by the suction of the engines intake strokes. The nitrogen needed in the nitrogen hydroxide compound is replaced by the intake of air which is about 70-78% nitrogen depending where you are. The connection to the engine is usually and recommended to be done by direct connection to the engines intake manifold, usually the Positive Crankcase Ventilation (PCV) is the easiest and best option, engines which have fuel injection, computers and oxygen sensors are not worth converting unless you can reprogram the computer or replace the fuel delivery system with a non-electronic carburetor. A copper piping to the Positive Crankcase Ventilation with diameter of no more than 1.75cm (3/4 inch) is highly preferable as larger diameter pipes reduce the effect of the suction/vacuum which develops in the cell from the engine. The Positive Crankcase Ventilation is a system in engines to discard gasses passing the piston rings (known as piston blow by) and also spits out small amounts of oil, you can use a T section with the cell and PCV from the engine to allow the PCV work normally. The air intake bleed valve should be closed as much as possible but still allow air in. Apparently the vacuum generated by the engine accelerates the water decomposition to hydrogen and oxygen. Also according to the information source complementing a copper electromagnet on the anode improves the nitrogen fuel synthesis. Wrap insulated copper wire into a coil then wrap the coil around the anode of the cell and connect to the anode in series, apparently this will improve the nitrogen hydroxide synthesis up to 10 times. Having the outer pipe as anode (positive) apparently is best, this contradicts logical electrolysis cell design I know but cannot offer an explanation its just experience of the people who invented this system 15 years ago. Not much electrolyte is needed just a few granules of rock salt per litre cell volume capacity. The magnetic field in the cell is important for its intended function and different areas in the engine bay may produce different results. When the cell has had its one week break in period most engines will behave differently compared to before the cell was installed you should experience more revving from the engine with less accelerator pedal pressure and the idling may be higher. If you have questions you can contact me on rauli_tech@yahoo.com.au or ICQ my UIN is 29122404. I am hoping to soon when I have the chance to install the cell I built in my car using it as a high mileage device and will try get photos happening too. So there will be more on my website soon.

Thank you.

To Intake Manifold use a 1 way check valve with a pipe diameter of ~12mm

Nut which you connect your negative wire to.

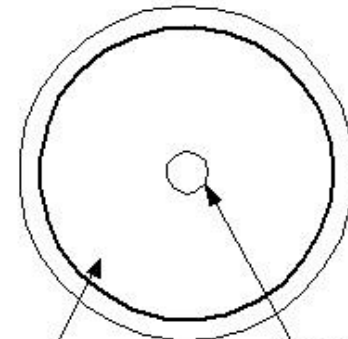
Air Bleed - Finally Adjustable Valve in Line Possibly a needle valve used in aquarium air compressor lines.

Perspex End Caps (Non Conductive)

Outer Pipe = 300 x 100 mm
Inner Pipe = 280 x 80 mm

Connecting the Anode to the Positive Polarity

All you do is connect your positive wire to the stainless steel bolt welded onto the side of your chamber, then screw a nut over the top to fasten it on. The bolt and nut don't need to be in exactly the same place as shown here, it can be moved up or down depending on how you mount your chamber in the engine bay.



Underside of the Perspex End Cap

Hole for Stainless Steel Rod

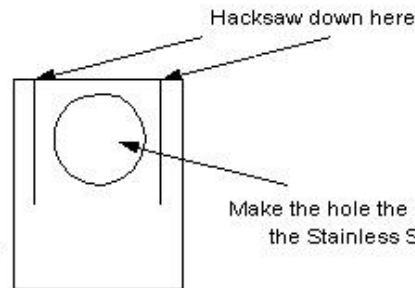
Fitting the End Caps On

On a Lathe cut a circular shaped groove as above and make it slightly bigger than the diameter of the Outer Pipe. This will allow the Outer Pipe to fit nicely into the underside of the end cap. You then put an o-ring into the groove and re-assemble tightening everything up nicely to seal the Cell.

10 mm Clearance

Connecting the Cathode to the Negative Polarity

Bend the tab with the hole down into the center of the pipe. Then you simply thread the rod through the hole and secure it in place with nuts and washers, do this for both ends.



Hacksaw down here

Make the hole the same size as the Stainless Steel Rod.

Top of cathode

Fuel Economy gains are typically 25 - 50%. This can be taken to 90% or more but carbon is lost from the piston rings. The Unit is connected to the battery or alternator via a relay wired to the ignition. More RPM = more power made by the alternator which = more gas production. The Engine vacuum accelerates the breakdown of the water into hydrogen and oxygen and combined with atmospheric nitrogen gives nitrogen hydroxides.

The Unit may have a break in period of a week or so, during this week the carburetor mixture will have to be gradually made leaner. Further tweaking of the unit may utilise a lawn mower carburetor to keep the gas usage at a minimum but still keep some carbon on the piston rings.

"Nitro" Cell

Hydrogen Cell

Use 316 grade Stainless Steel

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