

**THIS DOCUMENT IS UNDER CONSTRUCTION – IT IS INCOMPLETE
A FEW MISSING ITEMS ARE BEING CONTEMPLATED
FOR A FULL WORKING MOTOR**

**WARNING: THIS DOCUMENT IS FOR INFORMATIONAL PURPOSES
ONLY. HYDROGEN IS EXPLOSIVE AND DANGEROUS. YOU ARE 100%
RESPONSIBLE FOR YOUR OWN ACTIONS.**

HOW TO MAKE N(OH)₂ NITROGEN HYDROXIDE WATER FUEL

<http://www.energeticforum.com/renewable-energy/5247-ionization-water-fuel.html>

WATER FUEL CELL (WFC)

1. 316 stainless steel plates in series. All middle plates neutral and one positive and one negative on each end and apply 2 volts per cell at enough amperage to make 2-4 liters of “HHO” per minute.
2. Use carbon filtered water that has been treated with UV to prevent bacterial growth and to give the water an ionic charge.
3. Permanent magnetic field perpendicular to plates.
4. Bubble warm or hot air from exhaust straight into the bottom of the cell.
5. Put output through typical bubbler that outputs through a tube into the air intake right before the throttle/butterfly.
6. Engine vacuum will pull a vacuum on the cell, which aids in the WFC process.

The output of this cell will be HHO and/or A BETTER WATER MOLECULE – HOH, warm moisture with magnetic charge. Exhaust gases are of course part of this mixture of the same type of elements. HEAT is very important for the process to be effective. **Do not add electrolytes to the water.**

AIR PROCESSOR (AP)

1. Air should go through a pipe, which has a series of screens all connected to a positive HV source that goes through a diode. The electrons in the ambient air of 78% nitrogen, 21% oxygen and 1% rare gases will have electrons stripped from it and the electrons will be attracted to the + electrode (series of screens spaced for multiple stages). **N₂ turns into N⁺ and O₂ turns into O⁺.**
2. Apply permanent magnet to the AP so the field is perpendicular to the flow or air. Use the opposite field from the WFC.
3. Inject high intensity blue and red light from LED's into this pipe. The light imparts energy to the bonding electrons increasing their energy level, which weakens the bond making it easier to remove the electrons.
4. This electron stripped **ATOMIC NITROGEN** and **ATOMIC OXYGEN** leaves the air processor and mixes with the water fuel from the WFC.

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REACTION

1. When the atomic nitrogen and atomic oxygen that is stripped of multiple electrons hits the water fuel contents from the WFC, a reaction takes place creating $N(OH)_2$ - [Nitrogen Hydroxide](#).
2. The $N(OH)_2$ is sucked into the combustion chamber through the intake valve under vacuum, then compressed and heated. Heat ionizes the mixture (thermionic emission).
3. There is atomic nitrogen with a very positive charge. There is also atomic oxygen. And there is a bunch of H_2 . **The abundant positively charged nitrogen acts as a natural EEC (Electron Extraction Circuit) and sucks up electrons, which prevent water from forming by the H_2 and O bonding.**

Sir Humphry Davy in 1907 found that nitrogen will bond to electrolytic hydrogen in the presence of water when normal hydrogen won't.

When atomic nitrogen is activated (ACTIVE NITROGEN), it is VERY REACTIVE WITH ATOMIC HYDROGEN. See Lord Rayleigh's work on [Allotropic Nitrogen](#).

So the combustion chamber should have hot N^+ , O^+ and H_2 .

PLASMA IGNITION

1. The instant the plasma "spark" is released from the plug, the **H_2 instantly dissociates into H_1** or atomic hydrogen.
2. The N^+ **absorbs electrons** from this separation preventing the recombination of H_1 into H_2 .
3. Instantly this **atomic hydrogen is combusted with the atomic oxygen** and true **THERMAL EXPLOSIVE ENERGY** is obtained, which forces the piston down.
4. By products are a very small amount of nitrogen oxide compounds and water moisture – less than or comparable to gasoline combustion. **WATER IS NOT THE PRIMARY COMBUSTION BY-PRODUCT SO IT WON'T DAMAGE THE ENGINE.**
5. The combustion gases in whole or part can be recycled back to the WFC for reuse.

For more information on plasma ignitions, see this compendium of plasma ignition information: [Water Sparkplug](#). If you can customize your plugs to use TUNGSTEN for the electrode, you will have the strongest and most effective material to withstand the plasma.

DISCUSSION

[Ionization & Water Fuel](#) thread at Energetic Forum

[Join Energetic Forum](#) for free.

Any posting of disinformation, skepticism, or asking questions that have ALREADY been answered are not welcome in the Ionization & Water Fuel thread. If you want to discuss opinions

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of disagreement with this concept, you are welcome to start a new thread and have that conversation there.

Read EVERY post in the **Ionization & Water Fuel** thread BEFORE posting anything.

The easiest engine to start with is a 50cc 4 cycle single piston engine.

“Nitrogen Hydroxide” websites have been online alive and well for maybe over 10 years so apparently it has not been suppressed. Most “HHO” experimenters are simply not aware of the facts and most other water fuel information is full of misinformation and deceptions for obvious reasons of protecting intellectual property.

Most people have failed because they’re trying to make large volumes of HHO – enough to run an entire engine and it isn’t possible with anything over a couple hundred CC’s. **The secret is that it only requires a SMALL amount of HHO and the right nitrogen processing to release THERMAL EXPLOSIVE ENERGY** as Stan Meyer described but he never pointed out that it can’t happen without the active nitrogen – he only referred to nitrogen lightly as “non-combustible gas”. And of course, plasma ignition is necessary for the right reaction to occur.

This Nitrogen Hydroxide appears to work fine with the ignition set already where it is for gasoline. **No modification to timing is necessary.**

The exhaust gas also serves to provide atomic nitrogen, which prevents the formation of N₂ when it is recycled back to the front end.

Thanks TUTANKA for bringing light to this subject!

If you want to see some others talking about their own Nitrogen Hydroxide websites, go here for a list of quite a few I compiled: [Nitrogen Hydroxide](#). You will see one of the sites goes back 10 years and the common understanding seems to be that none of them understand why it works, they say they just know that it does.

p.s. Active nitrogen may be the secret to the Gray Tube technology, please see: [Gray Tube Replication](#). This particular post has the possibility spelled out: [Gray Tube and Nitrogen](#).

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