



THUNDERSTORM GENERATOR ASSEMBLY INSTRUCTIONS

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Disclaimer:

This Plasmoid Power Thunderstorm Generator is provided as a kit set to customers who are interested in evaluating the MSAART Plasmoid Power Generator. It is designed for fitting to a portable petrol electricity generator. When properly installed the device should reduce harmful emissions such Carbon Monoxide and Nitrous Oxide, Carbon Dioxide emissions will also be reduced. Another benefit of the device is that it may reduce the fuel consumption of the generator. This is achieved by introducing plasmoids into the fuel source of the engine.

No warranties or guarantees are provided as to the quantum of emission reductions or fuel savings arising from use of this product and neither Plasmoid Power Limited nor Alpha Prospects Limited will be liable in any way.

Specifications may change as the product is further developed.

Warning:

Installation of this equipment requires significant modification to the portable electric generator and manufacturer's warranties will almost certainly be voided. Installation requires some engineering knowledge and skill and should not be attempted by an unqualified person.

Please observe all manufacturers warnings and in particular do not operate the machine in an enclosed space. Carbon Monoxide is odorless and colorless and is deadly to humans and animals.

Installation of the kit involves modification to the fuel system of the portable generator; please take care and ensure an appropriate fire extinguisher is to hand at all times.

The Plasmoid Power Thunderstorm Generator will operate at very high temperatures, be aware of this at all times.

Introduction:

The Plasmoid Power Thunderstorm Generator comprises three elements; a device which ionizes incoming air, a bubbler comprising a diffuser and a steel wool catalyst and the thunderstorm generator or vortex which is comprised of two sets of concentric spheres connected by a nest of tubes.

There are two connections to the internal combustion engine. First the exhaust from the internal combustion engine is fed into the plasmoid generator. Second a plasmoid water vapor mix from the plasmoid generator is fed into the air / fuel intake after the carburetor.

Installation Procedure:

1. Using the parts list provided in the Appendix confirm that all parts have been received in good order and condition.
2. Before any modifications are made confirm that the portable electricity generator operates properly.
3. Empty the fuel and store in a safe space.
- 4.



Evaluate the generator and confirm that after removing the muffler there will be sufficient space to fit the vortex thunderstorm generator within the frame of the generator.

The fuel tank will be raised. It may be necessary to remove one of the wheels to allow this as the Vortex entries and exits may conflict.

5. Remove the muffler exposing the exhaust port of the engine. Check that the flange provided is suitable. Retain the gasket for later use. Block the port with a cloth to prevent ingress of contaminants.

6.



Determine the most suitable location for the air ionizer and the bubbler. Ideally they should be mounted to the outside frame of the generator. In some cases it might be necessary to add a mounting bar. Alternately mount the ionizer and the Bubbler on a plywood or similar panel as shown above (not supplied).

The Ionizer and the Bubbler should be 180 mm (7 inches) apart and the bottom outlet of the Ionizer should be 150 mm (6 inches) above the bottom inlet of the Bubbler.



Using the clamps as a guide mark and drill 8mm holes in the frame or board and mount the ionizer and the bubbler.



Fit the water filler (Y- Joint) to the bottom of the Ionizer and then the gate valve. Finally connect the Ionizer assembly to the bubbler using the spiral $\frac{3}{4}$ inch copper tube provided.

Ensure that good watertight seal is achieved using plumbers Teflon tape.

7.



Remove the fuel tank and if necessary, drill out the fixing holes to allow the insertion of

threaded rods which are used to raise the tank.

The rods are supplied with nuts and washers to enable the fuel tank to be reattached. Use the extended fuel tube supplied to reconnect the fuel line.



8.



Mount the aluminium sheet supplied as an EMF shield between the electricity generator and what was the muffler position. The muffler fixings can be used.

9.



The Vortex must be positioned as close as possible to the exhaust outlet of the engine. First fit the flange supplied to the Vortex. Use high temperature gasket sealant (supplied) and ensure that there are no gas leaks. This will bond in place and cannot be removed after it has been heated.



Then attach the Vortex of the Thunderstorm Generator to the engine reusing the gasket that was previously in place.

Align the unit vertically and ensure plasmoid inlet and outlet are also properly aligned.

10.



Connect the Bubbler to the Vortex with the spiral copper pipe supplied. The pipe is somewhat flexible but take care not to overbend. Two lengths are provided - simply slip one into the other. Use sealant to join. If Bubbler and Ionizer are mounted on a board only one length may be required. The coupling at the Bubbler end is pre-fitted to the tube but use a $\frac{3}{4}$ " – $\frac{1}{2}$ " reducer when connecting to the lower outlet of the Vortex.

11. Carefully remove the carburettor from the engine. Keep all gaskets and seals. Note the fuel and air tube connections. Undo the throttle linkage and associated springs etc. This may need to be modified after the plasmoid intake has been fitted.

12.



Prepare the connection for the venturi. Identify the three parts of the coupling. This is a coupling designed to provide an air tight joint between the flexible hose and the copper connecting device. It needs to be fitted just prior to assembly.



Fit the inlet unit between the engine and the carburettor. Reuse the gasket on the engine side. Gasket is supplied for the other side. You may need to source bolts, nuts and washers of the correct length and thread to re-connect the carburettor to the flange and the other flange to the engine intake. The internal venturi should face the engine.

13.



(Different model generator is shown above)

In some cases it may be necessary to cut out a small section of the frame of the portable electric generator to enable the repositioning of the carburettor.

14.



Identify two pieces of solid $\frac{3}{4}$ " copper pipe and associated fittings. These can be manipulated to connect the vortex (Vajra) to the intake unit previously fitted to the carburettor.

If the relative positions of vortex outlet and carburettor do not allow a smooth connection (see next picture), consider cutting one of the pipes.

In some cases it might be necessary to customize a solution.



Again, ensure air / water tight seals. If necessary use the large diameter shrink sleeve to provide as an insulation between the copper pipes and the frame of the generator. Shrink the tube with a hair dryer or similar after positioning the sleeve over the connector. The plasmoids will seek to connect with the earth.

15.

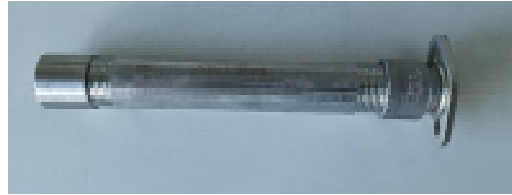


Carefully refit the linkages, fuel lines, vacuum tubes etc. to the carburettor. Some short lengths of common sized tube is supplied, cut to length as required. It may necessary to increase the length of the linkage in order for it to operate properly.



Use the throttle extension and throttle coupling supplied. Getting the carburettor to work effectively again is probably the trickiest part of the installation.

16.



Do not refit the muffler at this stage. The set up needs to be tested first.

If testing is not required re-connect the muffler using the 1" straight pipe and exhaust flange supplied. Take care to ensure that the muffler is well supported and any heat shield is put back in place.

Operating:

To operate the Plasmoid Power Thunderstorm Generator follow the steps below:

1.



The ionizer bulb is packed within the Ionizer. This is in an attempt to prevent breakage. The carton that the bulb came in is also packed to provide information if a replacement is necessary. Remove the Ionizer cap and fit the bulb into the ionizer.

2.



Ensure that the bubbler is about 2/3 full of water. To fill initially, unscrew the Ionizer lid and pour in plain water. To top up during operation unplug and use the Y jointer (shown above).

3. After filling, close the gate valve. Connect the ionizer to an electricity source (it can be the generator). Turn it on.

4. Start the engine and run for about ten minutes. The engine should exhaust through the Vortex Thunderstorm Generator. Once the engine and the Vortex are hot open the valve at the base of the Ionizer. Do this very slowly.

5. The unit should immediately start to “bubble” and the engine note will change as the plasmoid water vapor mix is drawn into the engine. It may take several minutes before the unit is operating effectively.

Adjust throttle settings to ensure steady state operation.

There is a fine balance required between the amount of air introduced through the Ionizer and Bubbler and the amount of fuel (gasoline) supplied via the carburetor.

Appendix – Parts List.

1. 1 - Air Ionizer complete with bulb. *(Bulb is packed inside the Ionizer)*
2. 1 - Bubbler
3. 1 - Vortex Thunderstorm Generator.
4. 3 - ¾" Semi Flexible spiral copper pipes (with couplings pre fitted)
5. 1 – Aluminum plate 28 cm x 30 cm.
6. 4 – 5/16" x 33 cm Threaded rods with nuts and washers.
7. Fittings:
 - a. 1 - Exhaust Flange Set *(for connections to engine and to muffler)*
Comprising
 - 2 Exhaust Flanges – Welded FT (SUS)
 - 1 Pipe 1" x 20 cm Threaded 2 Ends
 - 1 Straight Coupling 1" FT
 - 1 Gasket Muffler
 - 2 Screws M8 x 20 mm
 - 1 Tube High Temperature Sealant
 - b. 1 – Carburetor Flange Set
Comprising
 - 1 Copper Venturi
 - 2 Gasket Intake
 - 1 Vacuum Line
 - 1 Fuel Line
 - 1 Throttle Extension
 - 1 Throttle Coupling
 - c. 1 – Set Fittings
Comprising
 - 1 Water Filler (Y-Strainer) & Gate Valve ½" FT
 - 2 Nipple ½" MT
 - 2 Clamp Assy 3"
 - 1 Heat Shrink Sleeve 6"
 - 2 Bent Plain Copper Pipes
 - 1 Coupling ¾" x ½: FT
 - 2 Double Sided Coupling ¾" x ¾"*(FT denotes female thread – MT denotes male thread)*