

KALI JI INSTITUTE

# STARTERS GUIDE BEDINI FAN

FOR

# DUMMIES<sup>®</sup>

*A Reference  
for the  
Rest of Us!*

BEDINI  
CHARGING  
PHENOMENON

HELP FOR NEW USERS



## Over View

All rights reserved. All Drawings and Pictures, included in this document, are properties of John Bedini, the inventor.

John Bedini is the founder of Bedini Electronics and the proprietary inventor of this patented technology. John is an alternative energy inventor and a developer of electrical amplifiers. John has also done research and development into suppressed alternative medicine related to the work of Raymond Rife. John's work on alternative energy is originally inspired and based on the ideas of Nikola Tesla.



John Bedini speaking in the educational series  
<http://www.energyfromthevacuum.com/>

It may be hard for some to conceive but John has had a free energy generator since the 80's.

## There still remains allot of research and development to improve the system.

Battery swapping, the Bedini Watson flywheel, window motor and most impressive is the recent replication by Rick Friedrich which shows a “self runner”. This is where Rick has recovered the mechanical power of the rotating bike wheel and directed it back to keep the battery charged.



Many open sourced engineers have altruistically donated their time and effort into improving the system. This can be found by putting in “Bedini”, “window motor”, “self runner” or “SSG” in you tube and or Google video. This is an example of how open source engineers have worked with proprietary inventors and improved their system. There exist political and economic conditions which john has been subjected to, (energy suppression) - not to mention scientific dogma which prevents the majority of the general public’s access to the research and development into these types of systems. Not to mention media suppression as appears to be the case with myth busters. It is important that open source engineers continue working on improving this discovery and make use of what John has given to us all.

**What makes this technology an exception to every other aspect of current technology is that although it has been tested and made to work in some practical applications, it is yet to be accepted by the mainstream ethos and is not taught in any textbook that we have today.**

We have been told for around 100 years that there is only one way and not to question it, well it's time we do. John has chosen to learn a different science unknown to most people; this is like a painting that someone else may not understand, so they find no value in it.

Mainstream science has given you everything at a high cost such as solar cells, wind generators, waterpower and so on, these are not free- energy systems, but people believe that they are, forgetting all the setup costs, they never pay back anything as they fail all the time, mostly the batteries.

The systems people seek require one trigger signal and then the machine can run itself after that. John states as a direct Quote – *good luck, as you do not have the correct materials to make that happen. People make mysteries out of everything not the inventor, he just tries to explain it the way it works in his mind, and you are free to choose what you believe in.*

***Most people do not even understand that magnets hold the answer as they are the real free energy machines; one charge and they run forever. If people could see where the energy is coming from they would be shocked as they would have nothing to measure it, it's only measurable after it's converted by the material in its makeup. –End quote***

## Rick's Fan kit



The Fan kit version of the Bedini technology is basically a cap pulsar with two power circuits; this is far advanced from a basic SSG configuration. The fan kit circuit makes use of the free mechanical oscillator part to perform real work with the fan (although you can attach on fan to the SSG circuit). **If you calculate the input cost to the work being done by the fan and then add the battery charging energy (up to 4 batteries), you will then have a process like no other circuit in the world. TRY IT FOR YOURSELF.**

Let's discuss this fan kit unit a little. We are able to run a fan which demands a certain amount of energy plus we are able to energize a second battery(s) to boot. If one is too use standard fan motor it will run down a small battery in no time at all - However the converted Bedini fan motor will be much more efficient and last much longer at good speeds plus- it sends a signal downstream to a lower battery(s) and recharges it all for the same cost.

# This is the step by step way to learn and use free energy

Build one ore many and parallel the output

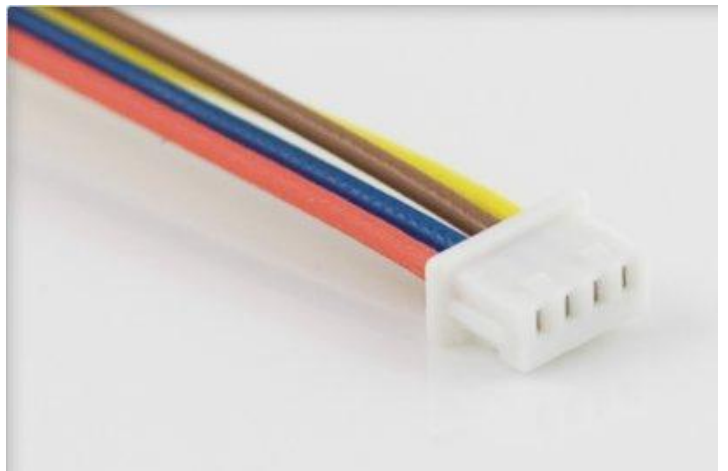
## You will need

- 1 Transistor  
2N3005
- 1 Diode  
1N4001
- 1 Diode  
1N4007
- 1 Potentiometer  
1 to 5 K
- 1 Resistor  
680 Ohms
- 1 Neon Lamp



You get it from <http://export.farnell.com/>

**Get 4 wires mark  
them or 4 colors**



**Get 2 diodes**

## Get a Transistor



## Get a neon bulb



Here in you find it

## Get Fan



## Get Potentiometer



## Get a Resistor



## Remove label & clip



**Remove rotor  
And stator**



**Cut original  
Pwr supply  
Wires of**

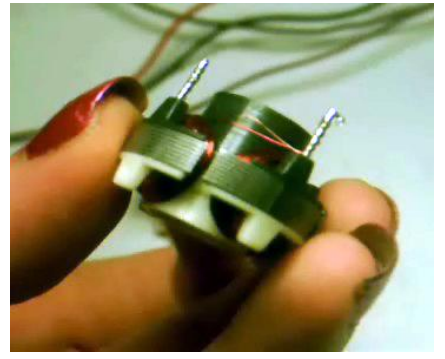


**Remove old  
circuit board**



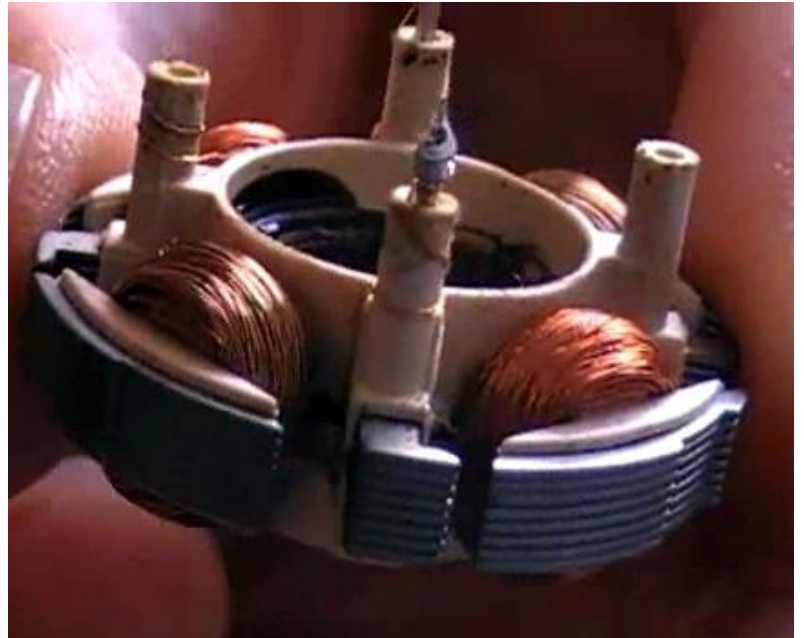
**Then carefully  
Twist stator off**

**Be careful fan frame is fragile**



Most fans are single wire series wound, some are bifilar- dual phase with a common pole, split the common pole you now have 4 wires just what you need for the Bedini circuit, carefully add 4<sup>th</sup> post for your extra wire, get creative

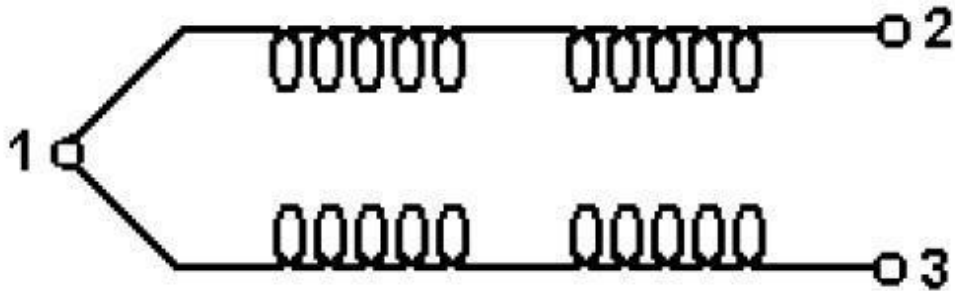
**This is the common pole it has two wires**



**This is the start of coil wrap**



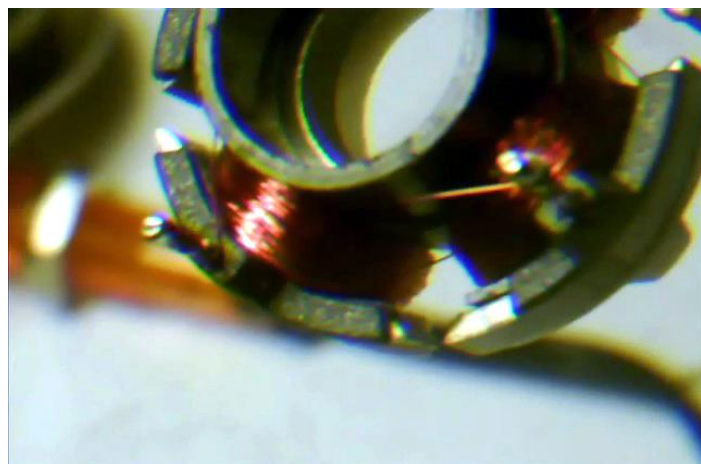
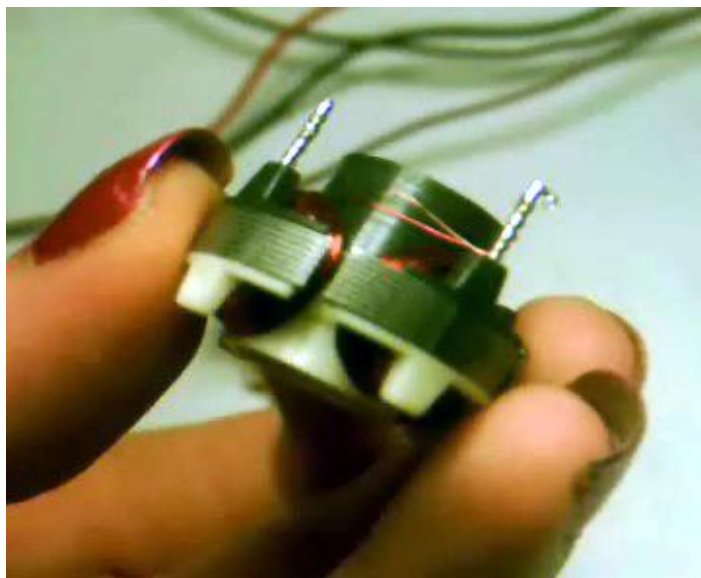
The most common choice for the fan is a computer cooling fan - the larger the better. These fans usually have four windings connected like this:



To use these windings as both drive and pick-up coils, the fan is opened up by lifting the label covering the hub of the fan, removing the plastic clip holding the fan blades on the spindle and opening the casing to expose the coils.

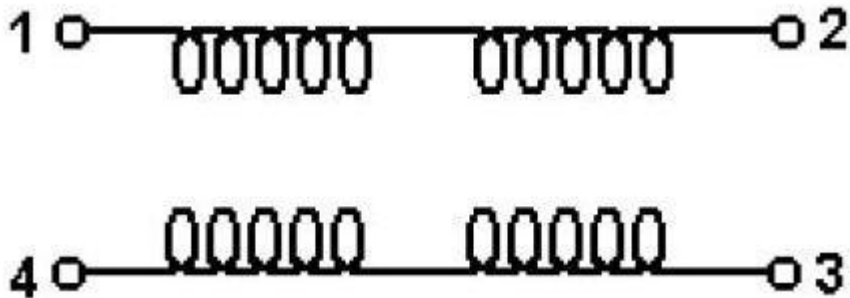


**This is the two  
wires separated**



**Put one of  
the wires back  
on the post**

The wire post with two wires going to it then has one wire removed and a fourth post improvised by drilling a small hole and inserting a short length of wire from a resistor. The fourth wire end is then soldered to give this arrangement:

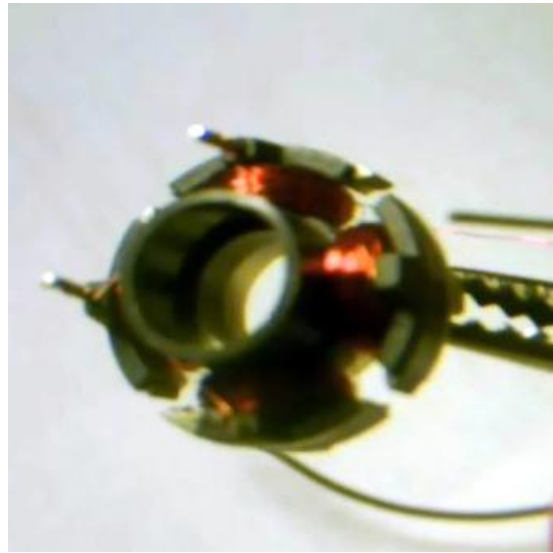


This produces two separate coil chains: 1 to 2 and 4 to 3. One can then be used as the drive coil and the other as the power pick-up coil which passes the very short high voltage pulses to the battery which is being charged.

**When opened up, the fan looks like this:**



**Take one of  
the diodes**

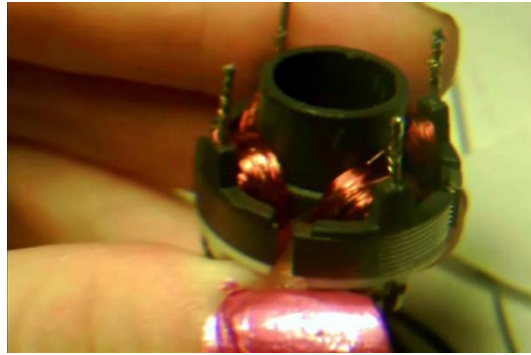
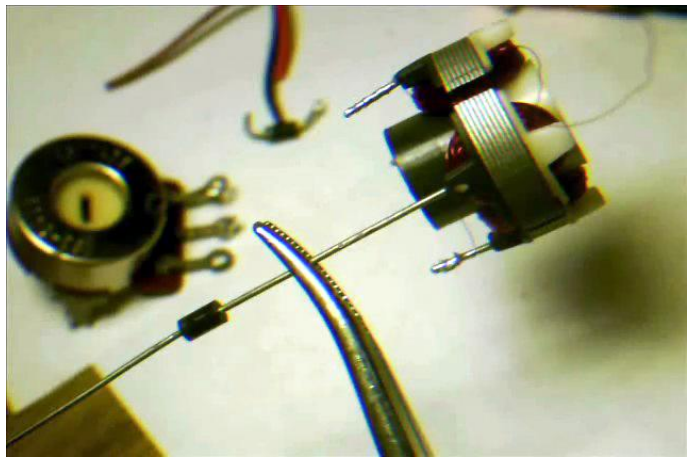


**Start the 4<sup>th</sup> post  
Position with small  
drill bit**

**Hold diode with  
hemostats  
and heat with  
soldering iron**



This is the new  
4<sup>th</sup> post trim level  
with other 3 posts



Mark which 2 wires were at the inside (start of wrap) as minus somewhere on the stator and the 2 wires at the outside (end of wrap) as plus check for 20 to 60 ohms continuity



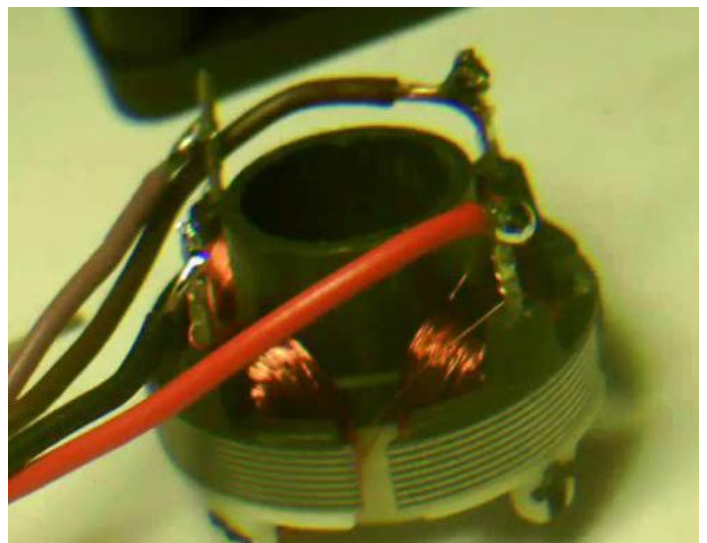
Solder 4 wires as you had marked them + and - , if you could not determine which was start of wrap – and end of wrap + just switch them (+ and – on each set of wires) when you wire the Bedini circuit, if you get no start condition when its spun up.



Clean the end of wire from vernie

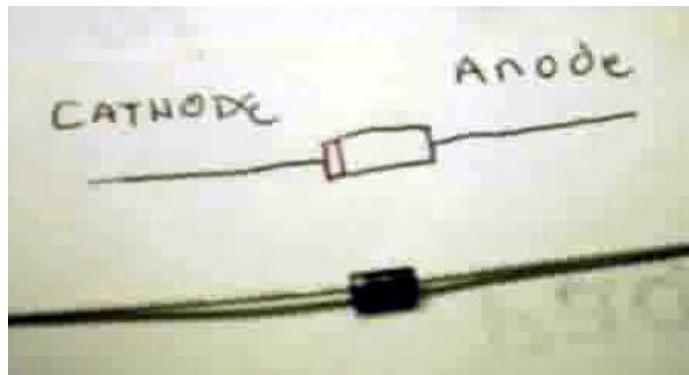


## Soldering the 4 wire



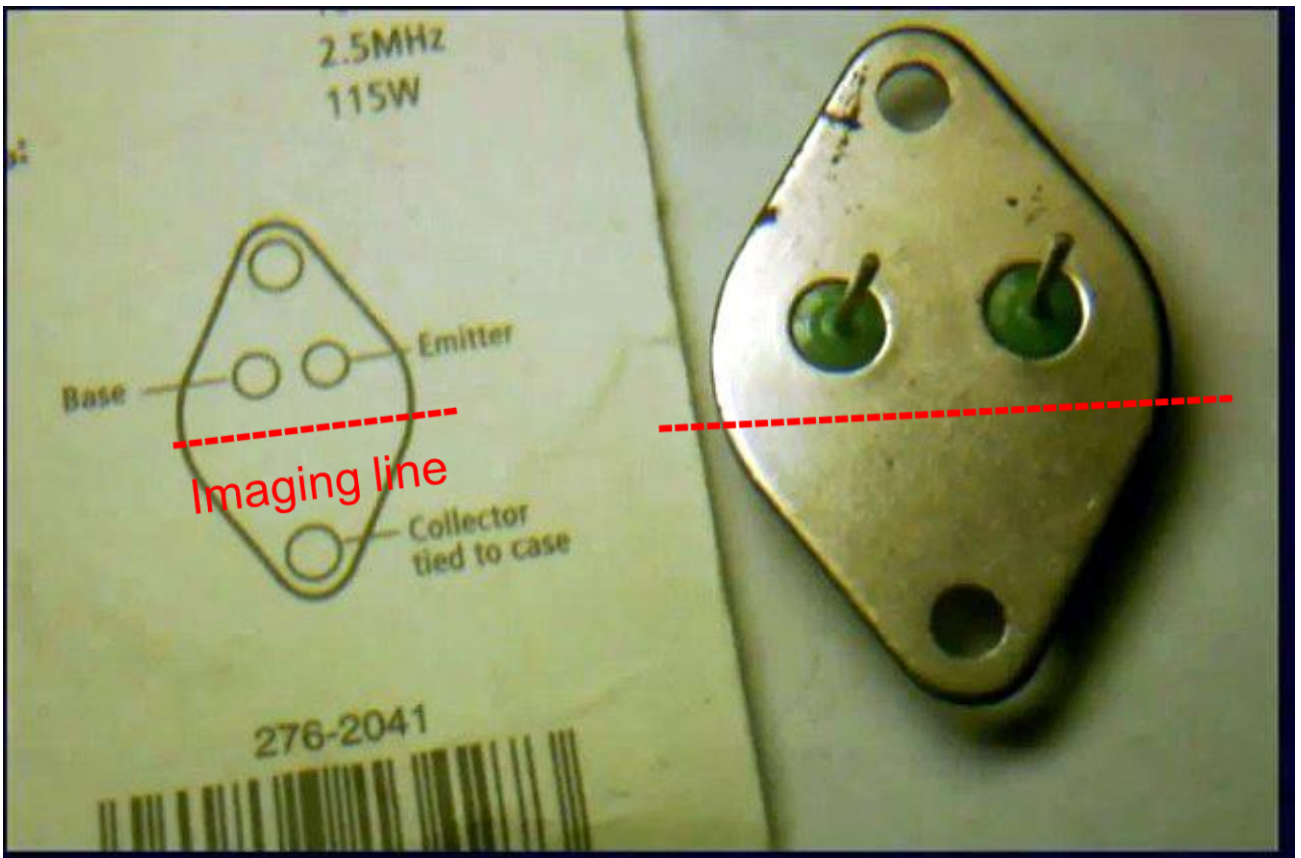


And close the Fan

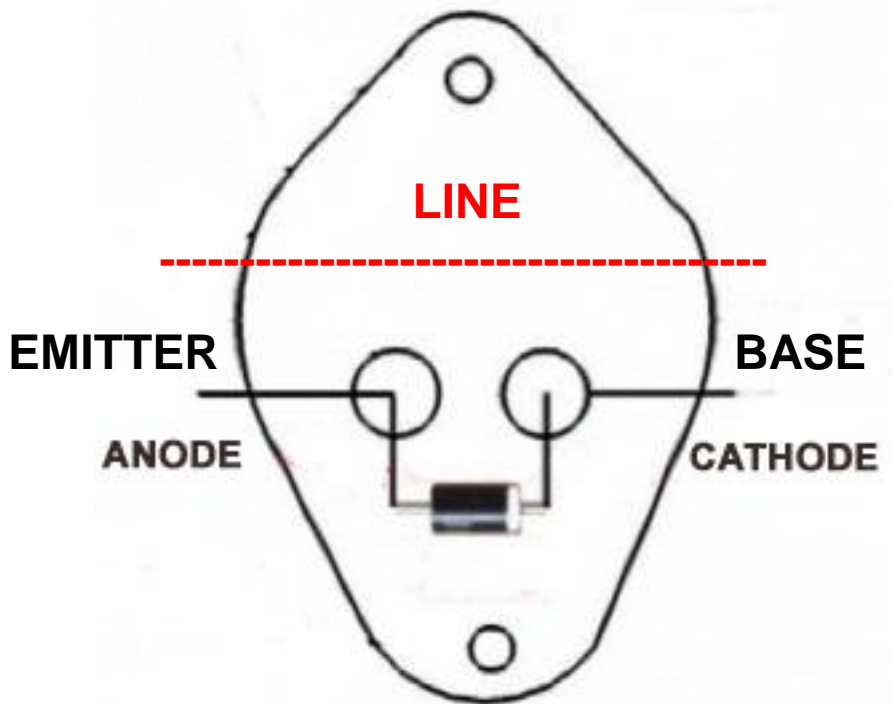


Get diode





Get transistor,  
note  
Emitter  
Base  
Collector



keep this direction!!!!

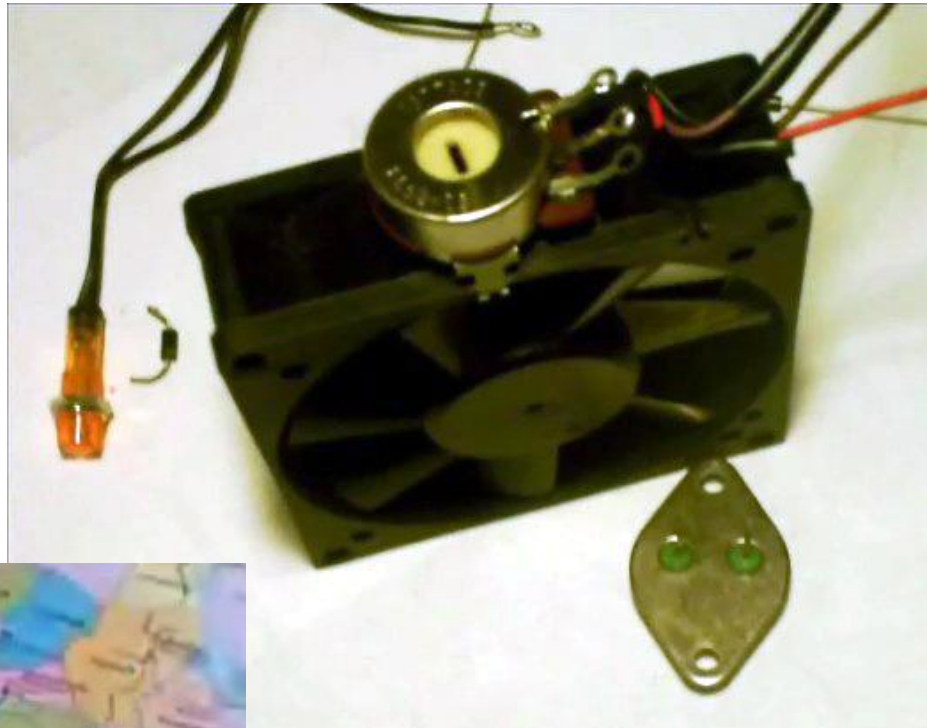
**Mount diode,  
note polarity**



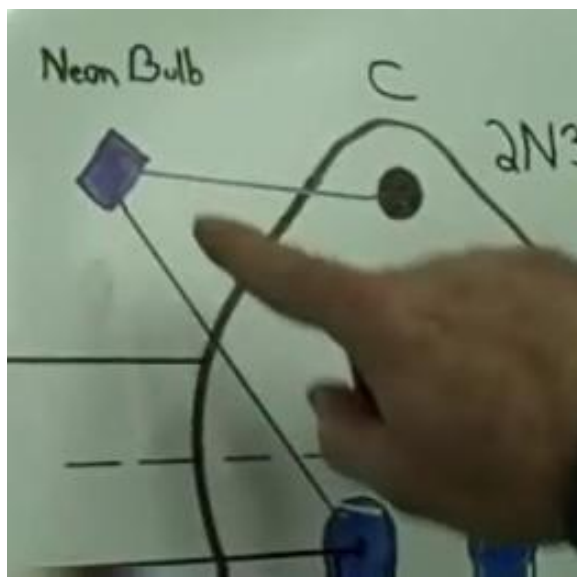
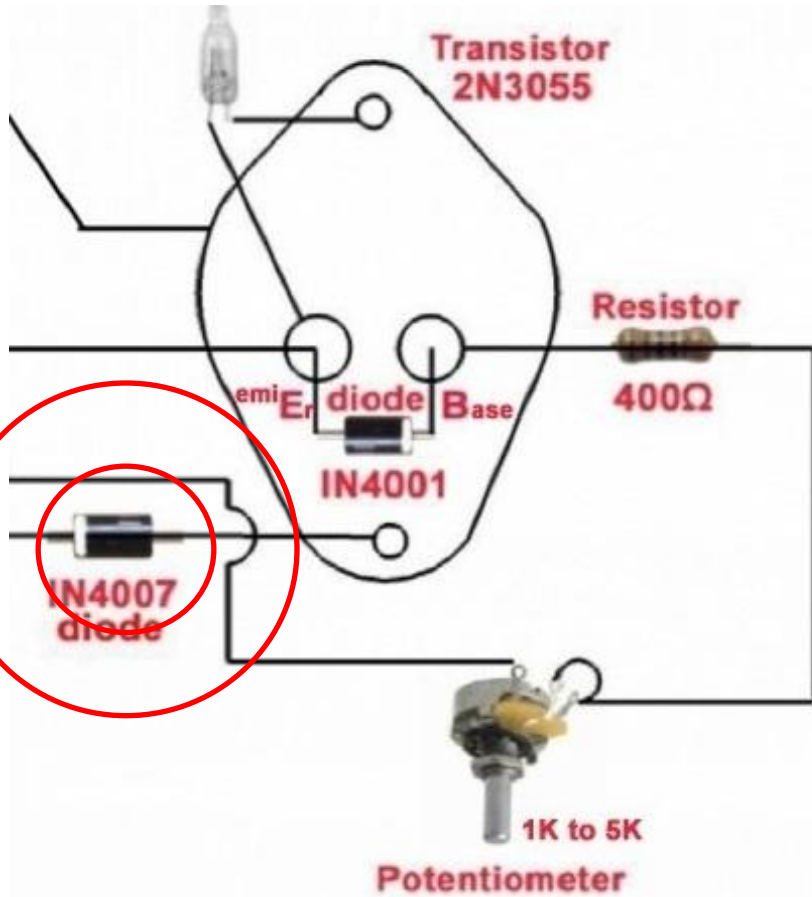
**Get volume,  
note middle wiper**



**Mount volume  
(Potentiometer)**

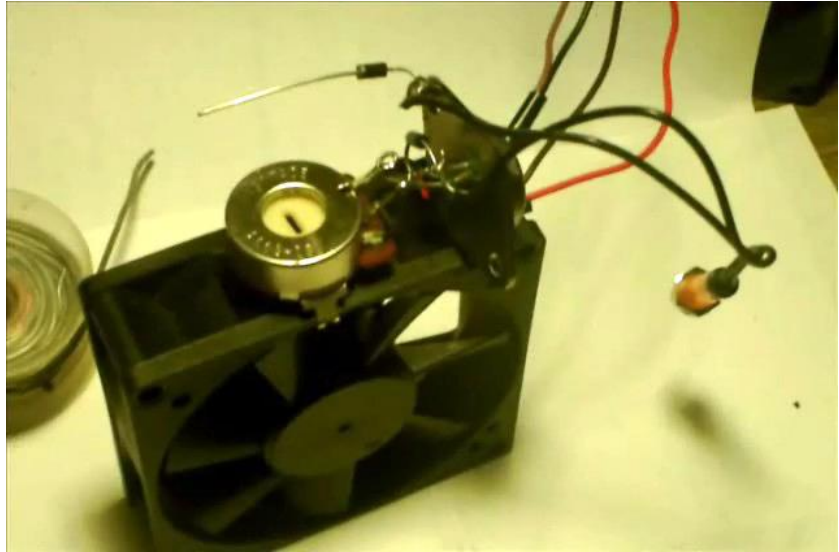


Mount 2<sup>nd</sup> diode,  
note polarity

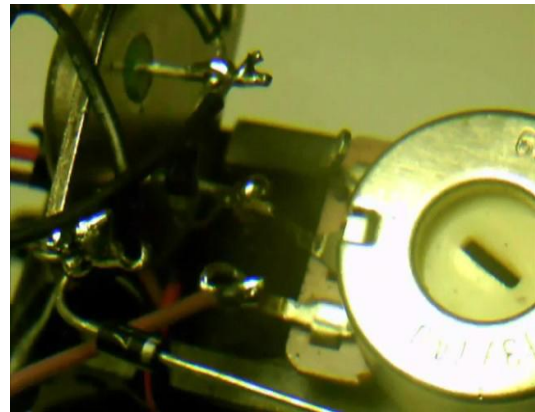


Mount ac neon

**Mount transistor  
base lead**

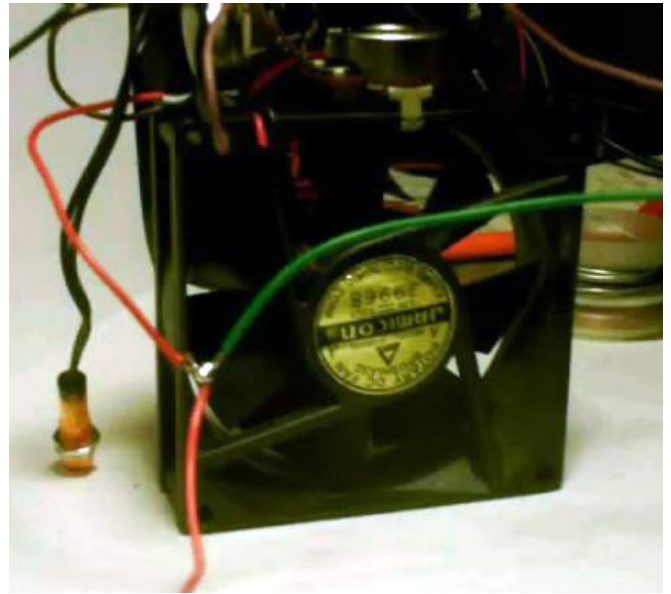
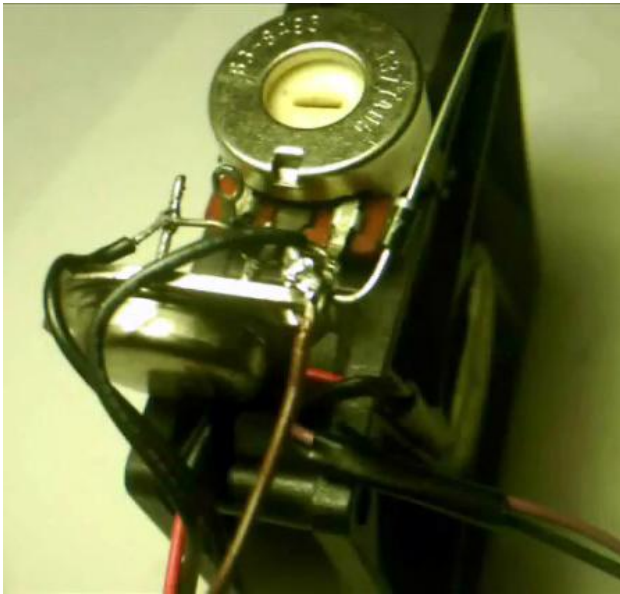


**Base lead to  
middle wiper  
of vol**



Make sure you observed all polarities of transistor and diodes solder base pin of transistor to center wiper of vol control, negative to emitter on transistor.

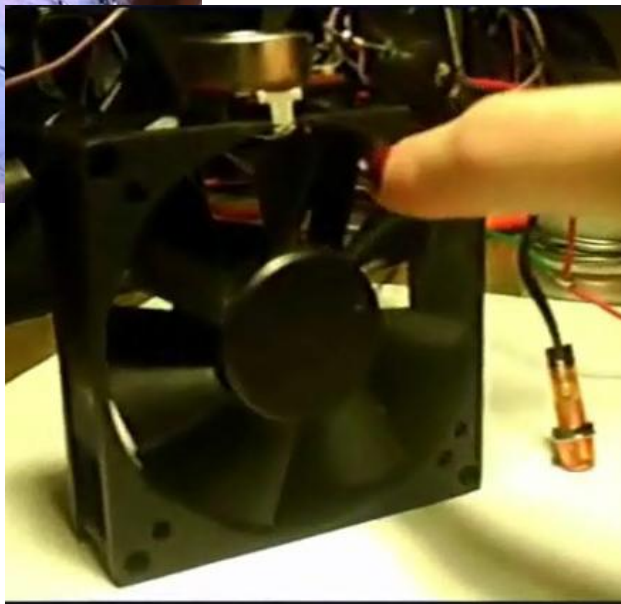
Now here is the surprising part of the Bedini circuit, charge batteries – lead hooks to + side of source battery and + side of charge battery hooks to cathode of collector diode.



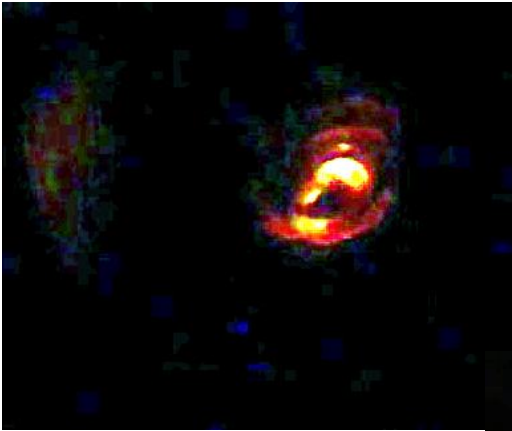
We use green for charge batteries – lead as to not get confused with source batteries black – lead



**Spin it up**

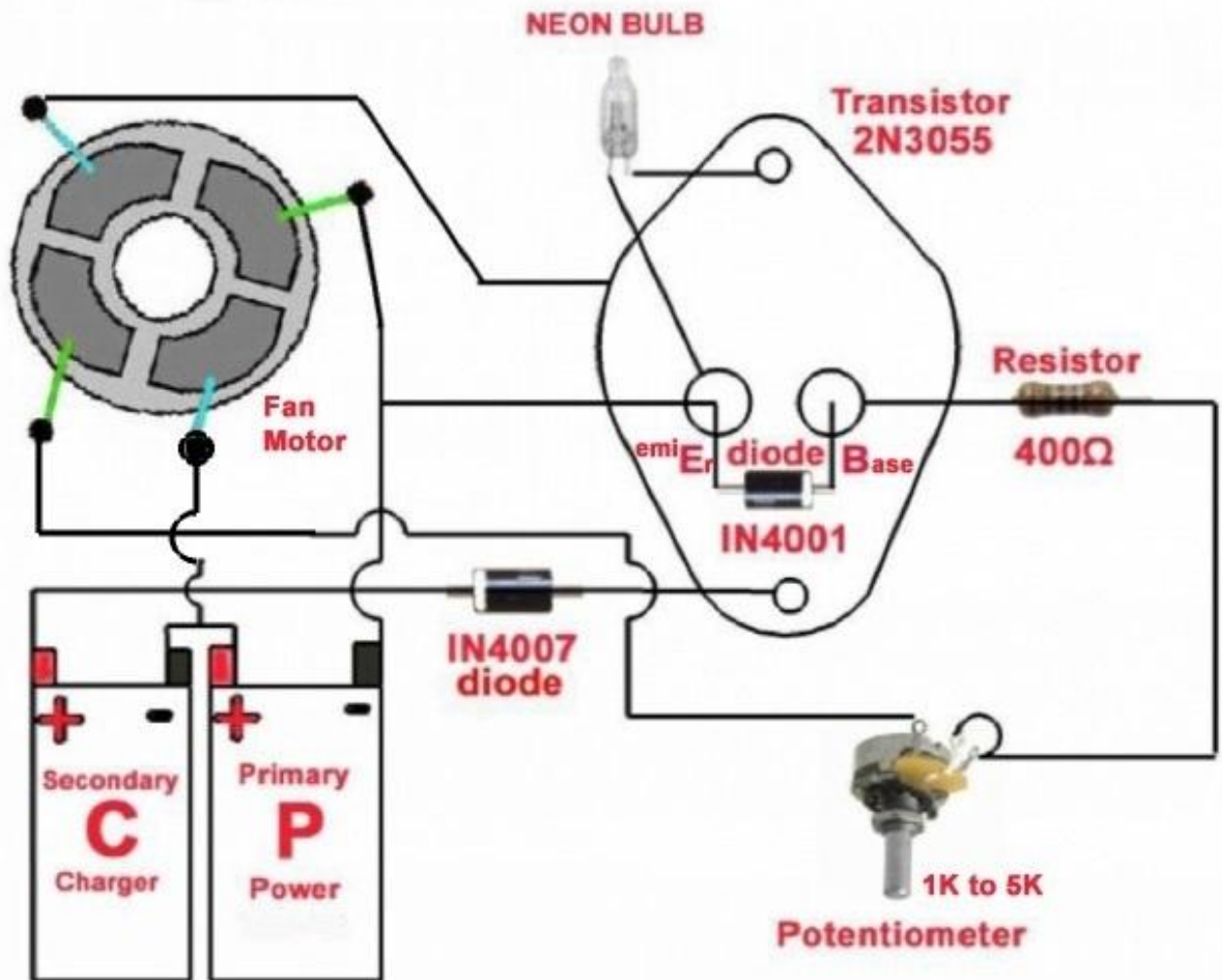


Now adjust it while looking at the neon glow you will find a sweet spot for what you are charging



**Now hook up batteries and get recycled energy  
+ cool air  
+reduced energy consumption**

And the circuit arrangement is:



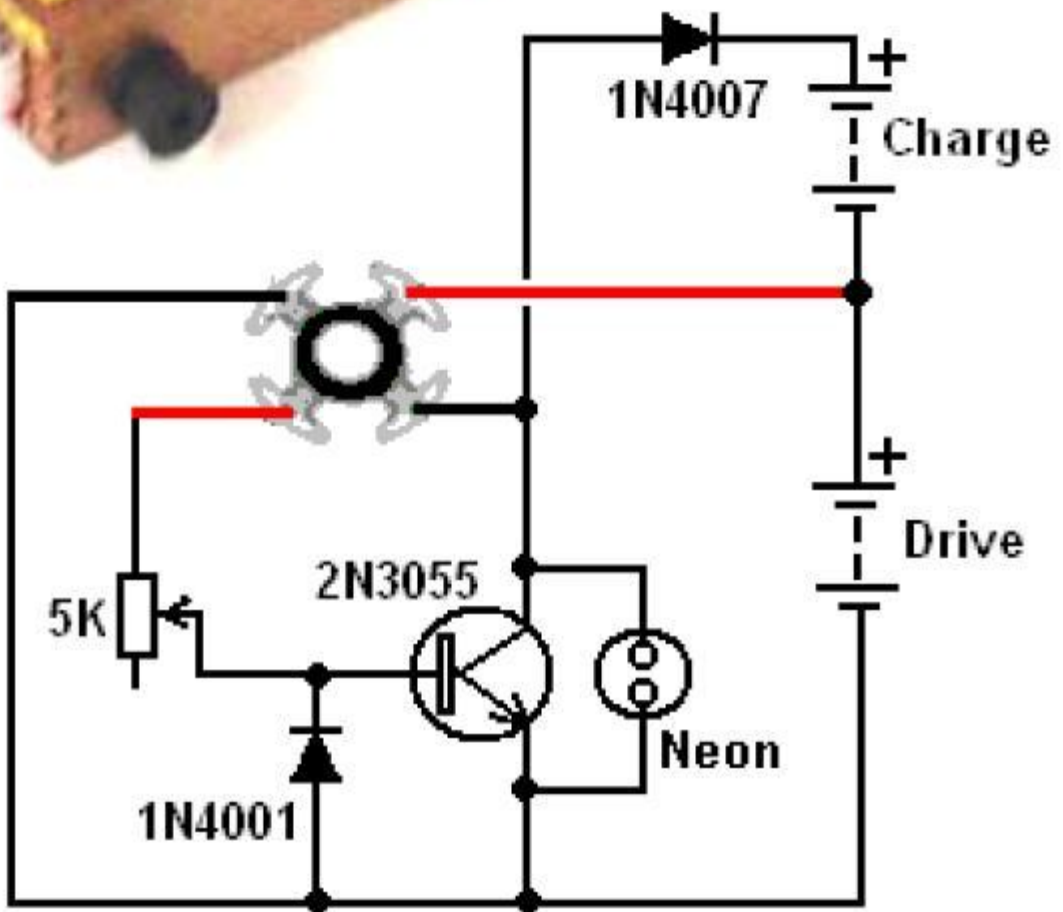
The fan is started by hand and then continues to spin, working as a fan as well as charging a battery. The current draw from the driving battery is very low and yet the radiant energy charging of the other battery (or battery bank) is not slow.

**Please remember that batteries which are to be used with this radiant energy, need to be charged and discharged many times before they become adapted to working with this new energy.**

When that has been accomplished, the battery capacity is much greater than specified on the label of the battery and the recharging time also becomes much shorter. The circuit is adjusted with the variable resistor, which changes the transistor drive current, which in turn, alters the speed of the fan. The variable resistor setting is adjusted very slowly to find the resonant spot where the input current drops to a minimum. At resonant point, the battery charging will be at it's maximum level. It should be stressed that this device and the relay charger shown below, are simple demonstration devices with small coils and to get serious charging, you need to use one of John Bedini's large-coil battery pulsing systems with a bank of lead-acid batteries being charged.



A pulse charger built by Brian Heath is shown here:



There are many variants of the Bedini battery charging process. These can be run directly from a solar panel or a battery. Also an earth Rod can be used with a solar panel. The first configuration is the SSG (simplified school girl motor).



# "School Girl" Science Fair Bedini Motor Replication



## **Bedini's original model, September 2004**

"The School Girl Radiant Energy Circuit and Motor is the most basic rendition of a patented circuit developed by John Bedini and researched by Dr. Peter A. Lindemann, based on the technology of Nikola Tesla, with follow-up work by Edwin Gray, Moray, and others. Bedini has done away with the need for a discharge gap. This "School Girl (Simplified)" design is the most basic presentation of the Bedini system. The circuit is run by an input battery, and charges an output battery, while turning a wheel, lined with magnets, that service to create a flux in the coils. There are some unusual characteristics observed in the process.

***Operation*** ~ *The motor has to be started by an external push, after which it turns on its own from the firing of the coil electromagnet. It gradually increases in speeds until it reaches an optimum at around 300 rpm. Applying load to the wheel results in lower amperage going from the input battery because it is dependant on the rate of firing only.*

***Features*** ~ *Simple design. Inexpensive. Charger device whose output is friendly to batteries. Doesn't heat them, but actually refurbishes them. Charging takes less energy input by far than what is normally required, implicating Radiant (or whatever name is most suitable) energy infusion in the process. "*

## **Assembly Notes ~**

The Frame Stand needs to be non-magnetic, and mechanically stable front-to-back and left-to-right. The gap between the coil spool and wheel with magnets affixed (super-glue and tape) should be 1/8 inch. The gap should be variable for experimental purposes.

Determine the "North" end of the magnets with a compass, and label it. The "north" end of a compass needle will be attracted to the "south" pole of the magnet. All the magnets are mounted with the North pole facing out, toward the coil. Equal-distance spacing of the magnets on the wheel's perimeter is not critical with one coil. There is a limiting minimum distance, but not a maximum. Spacing need not be uniform. If you plan to add more coils --- with a separate circuit for each coil --- spacing must be symmetrical for proper firing. Do not space the magnets closer apart than 1.5 to 2 widths.

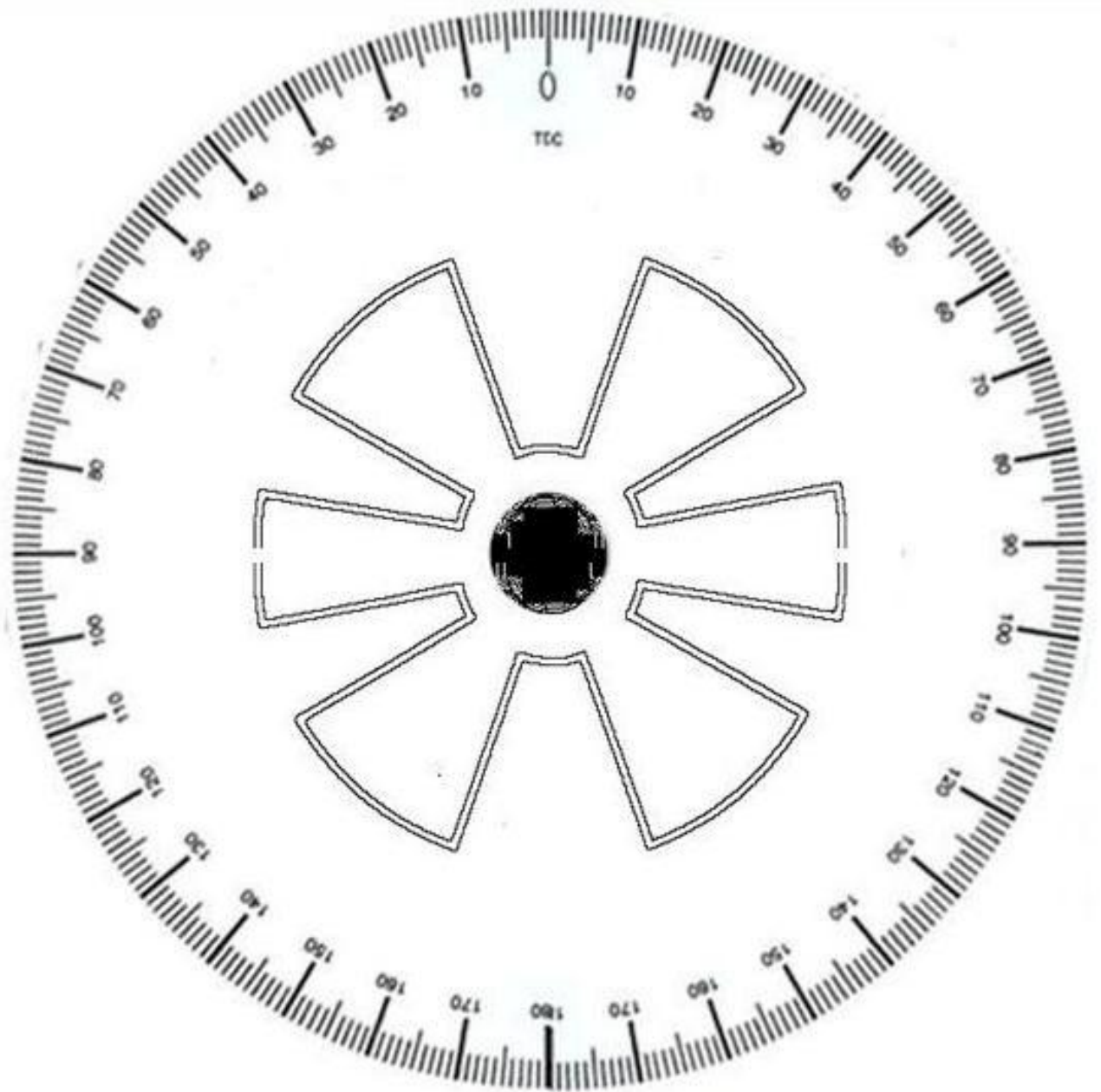
Coils are loosely wound with approximately 450 turns. The two wires on the coil are wound together. The number of turns is not critical, but an accurate count is necessary for proper scientific recording.

## **Miscellaneous Tips & Precautions ~**

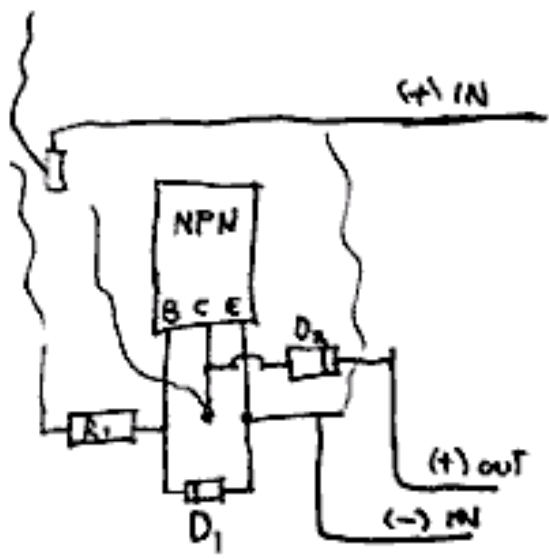
This design can shock, though not dangerously.

Do not draw power from the battery while it is being charged. Charge one bank of batteries, and discharge another bank, switching between them.

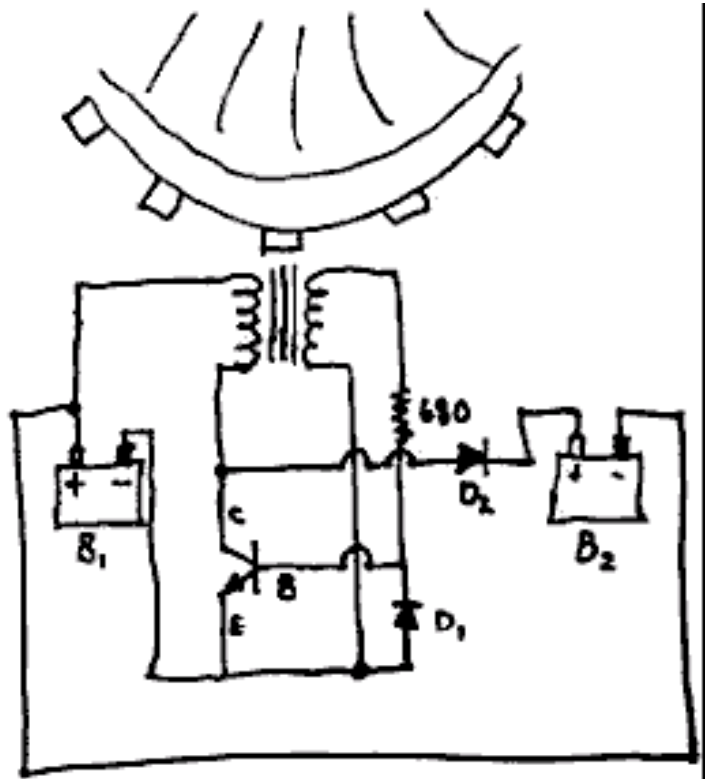
Spacing of the magnets on the wheel's perimeter is not critical with one coil. There is a limiting minimum distance, but not a maximum. Spacing need not be uniform.



If the neon bulb is not in place, The transistor will burn out if the neon bulb is not installed, and if the device is run without a receiver-load (battery) for the radiant energy. The neon bulb serves as a "shock absorber" for excess output energy.



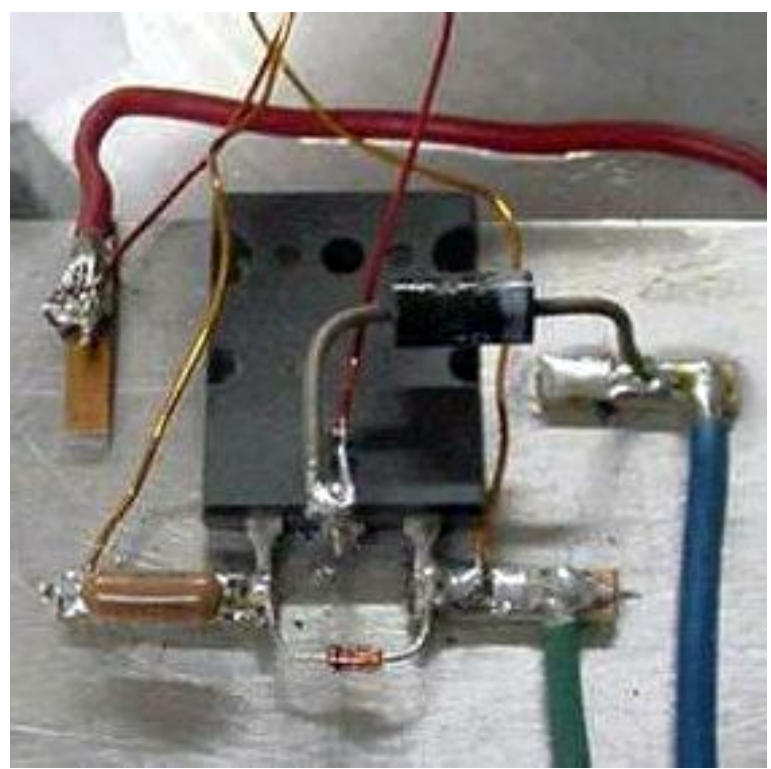
B = BASE  
 C = COLLECTOR  
 E = EMITTER  
 R<sub>1</sub> = 680Ω  
 D<sub>1</sub> = 1N4001  
 D<sub>2</sub> = 1N4007



B<sub>1</sub> = RUN BATTERY  
 B<sub>2</sub> = CHARGE BATTERY

B = Base  
 C = Collector  
 E = Emitter  
 R1 = 680 Ohms resistor  
 D1 = 1N4001 Diode  
 D2 = 1N4007 Diode  
 B1 = Run Battery  
 B2 = Charge Battery

**Analogous Circuit >>**

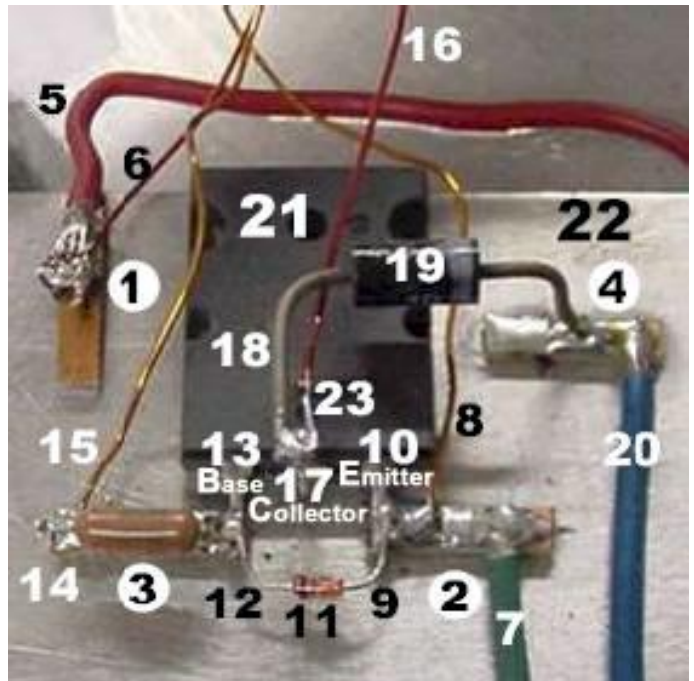
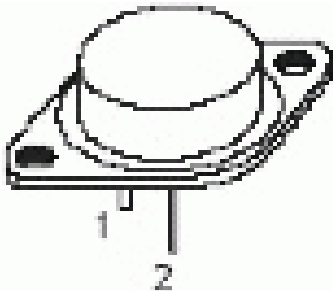


# Numbered Analogous Circuit >>

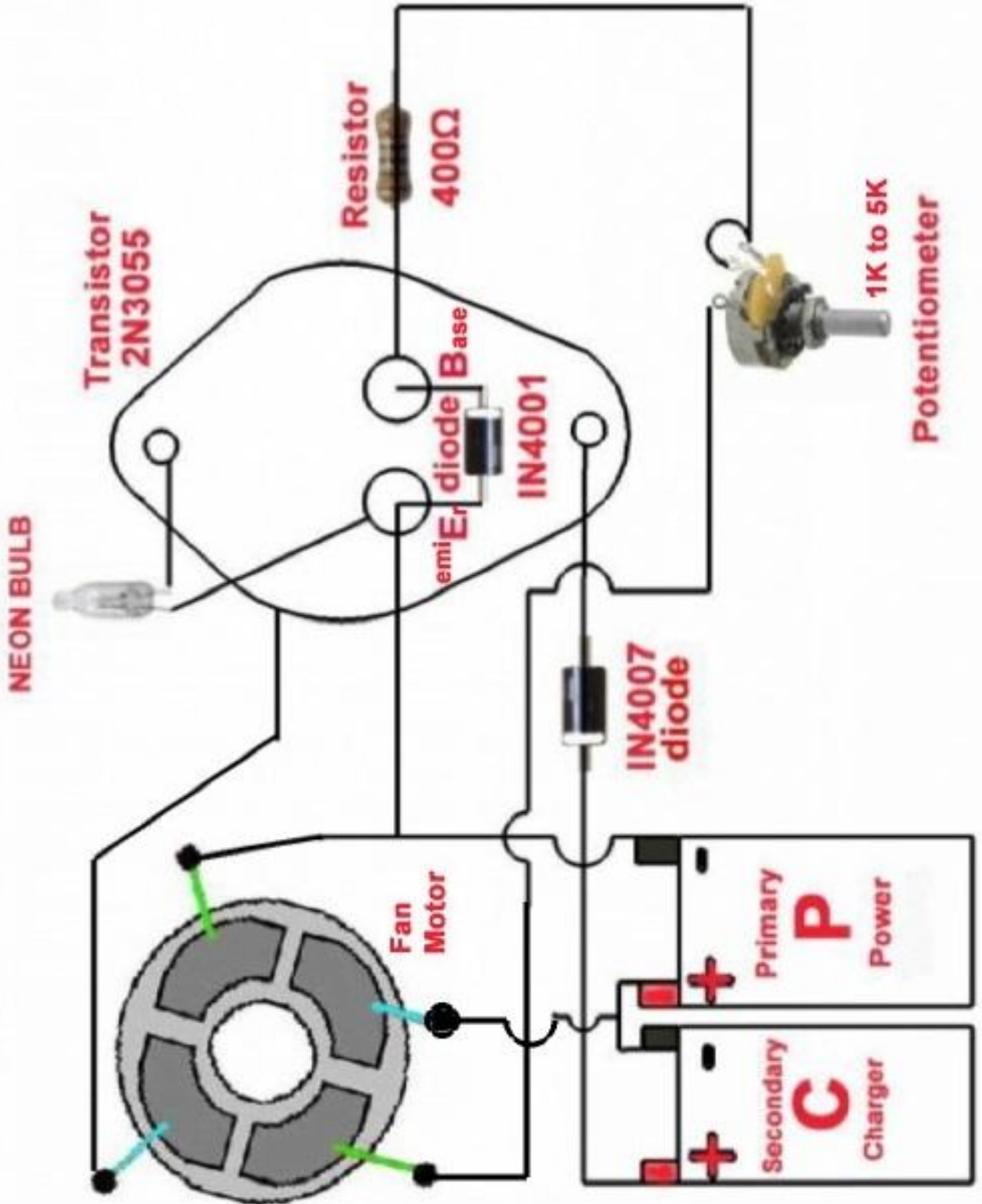
Key ~

- 1 --- Solder junction (insulated base [same for 2,3,4]) joining (a) wire coming from (+) battery "in" and (b) #20 magnetic wire to coil and then to collector
- 2 --- Solder junction joining (a) wire coming from (-) battery "in" and (b) emitter and (c) Diode 1N4001 and (e) #23 magnetic wire going to coil then resistor then base.
- 3 --- Resistor 680 Ohms, between (a) Base/Diode1N4001 and (b) #23 magnet wire going to coil then collector.
- 4 --- Solder junction joining (a) diode {19} (1N4007) and (b) wire to battery receiving charge.
- 5 --- Insulated wire coming from (+) battery "in"
- 6 --- #20 magnetic wire from (+) battery "in" to coil and then to collector
- 7 --- Insulated wire coming from (-) battery "in"
- 8 --- #23 magnet wire coming from emitter to coil to resistor.
- 9 --- Wire connecting 1N4001 diode to junction {2}
- 10 --- Transistor emitter, connected to junction {2}
- 12 --- Wire connecting 1N4001 diode to (a) base and (b) resistor {3}.
- 13 --- Transistor base: connected to resistor and diode 1N4001
- 14 --- Resistor connected to #23 magnet wire going to coil then to emitter.
- 15 --- from resistor to #23 magnet wire to coil to emitter
- 16 --- #20 magnet wire (per Bedini SG specs) from transistor's "collector" lead
- 17 --- connection of transistor's "collector" lead to wire to Diode 19 and to #20 magnet wire 16 to coil to input battery's positive lead
- 18 --- wire from transistor's "collector" lead to Diode 19
- 19 --- 1N4007 Diode 1000V
- 20 --- Insulated wire to positive terminal of battery receiving charge
- 21 --- Transistor (Different one in this photo than is called in these plans)
- 22 --- Aluminum plate heat sink
- 23 --- Neon bulb, between collector and emitter. (not shown in picture, nor schematic, but that is where it goes, and that is where it is situated on the school girl simplified demonstrated.

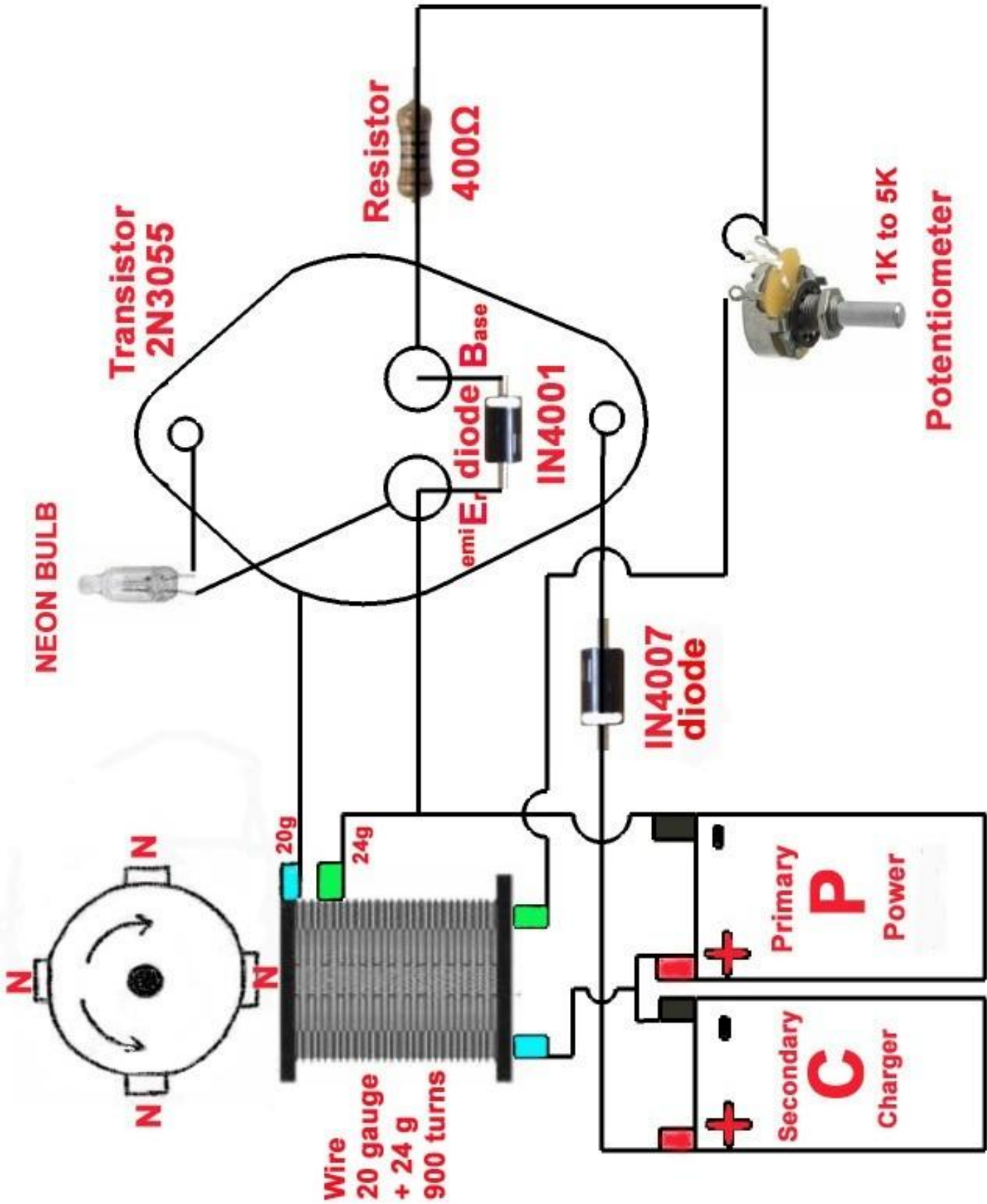
Transistor 2N3055 >>



# Fan configuration



# School girl configuration



## The Car Relay Charger.

**We not test this our self make your experience**

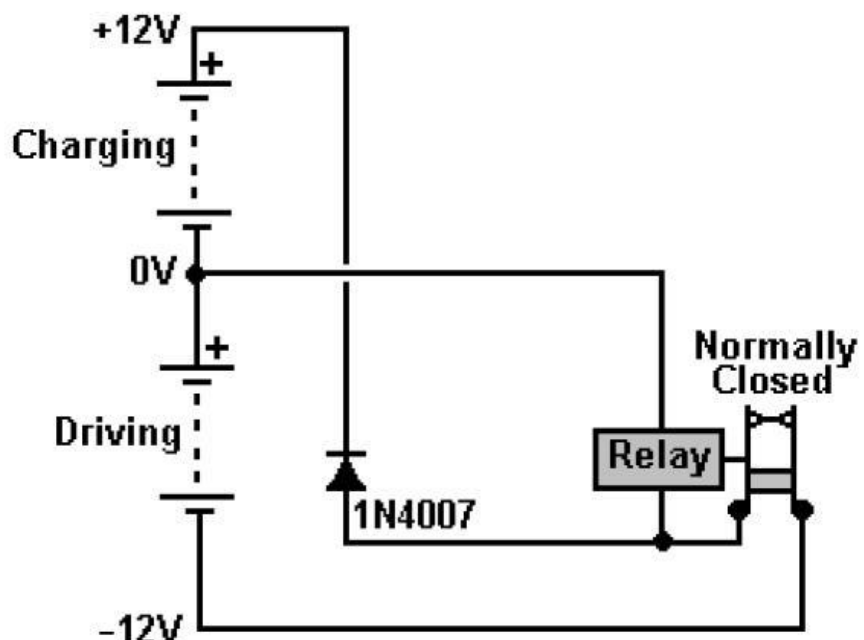
**With this simple charging method**

An ordinary 40 amp car relay, converting it from having a “normally open” contact, to operating with a “normally closed” contact. It is not necessary for you to do this as automotive relays with “normally closed” contacts are readily available and are not expensive.

The relay is then wired up so that it powers itself through its own contacts. This causes a current to flow through the relay coil winding, operating the contact and opening it. This cuts off the current through the relay’s own coil, causing the contacts to close again and the process starts all over again.

The repeated opening and closing of the relay contacts happens at the resonant frequency of the relay and this produces a buzzing noise. Actually, buzzers were originally made this way and they were used in much the same way as a doorbell would be used today.

**The circuit  
used is  
shown here:**



As you can see, this very simple circuit uses only two components: one relay and one diode. The key feature is the fact that when the relay contacts open and current stops flowing through the relay coil, a very high voltage spike is generated across the relay coil. In transistor circuits which drive a relay, you will see a diode wired across the relay coil in order to short-circuit this high voltage at switch-off and stop the transistor getting destroyed by the excessively high voltage. In this circuit, no protection is needed for the relay. Any number of batteries can be charged at the same time.

An ordinary  
40 amp automotive  
relay like this:

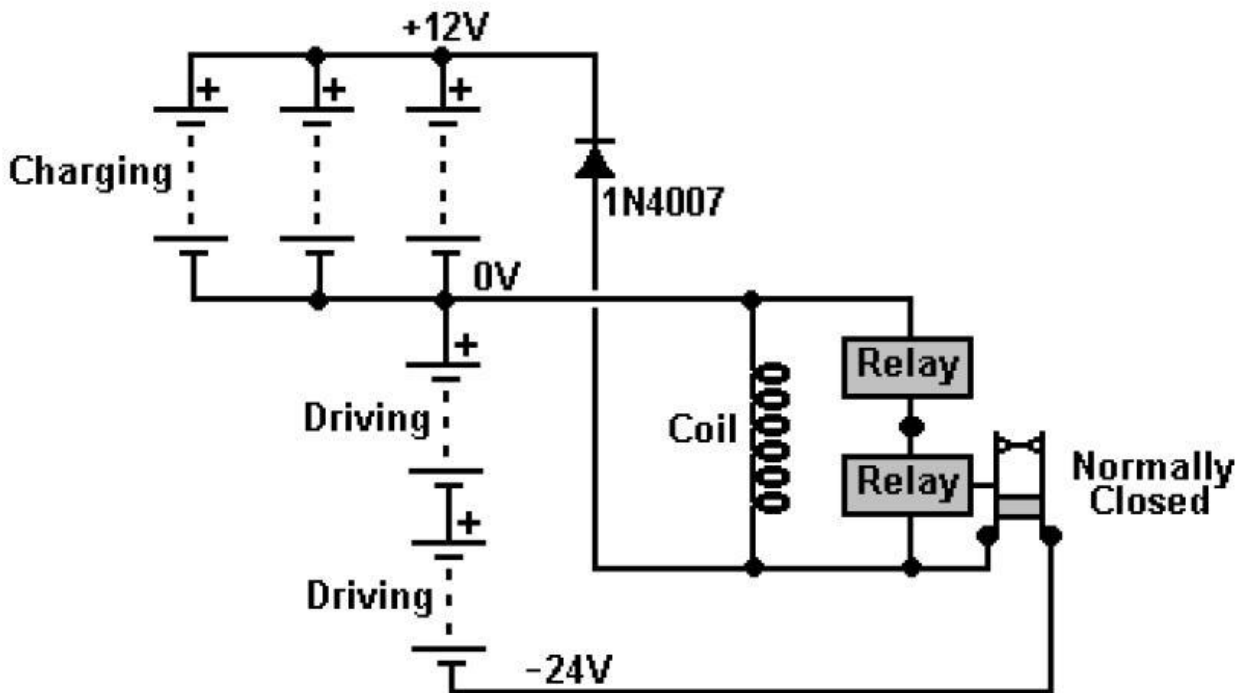


can have a “changeover” contact, which means that it has a “normally closed” contact and so can be used directly without any need to open or modify the relay itself.

In this circuit, however, that reverse voltage is being used in a very productive way. These voltage spikes are very sharp, very short and have a very fast voltage rise. This is exactly what is needed to trigger an inflow of radiant energy from the local environment, into the battery. This battery charging current is not coming from the driving battery but is coming from the environment. The small current from the driving battery is just operating the relay as a buzzer.

Please remember that at this time, we have no instrument which can directly measure the flow of radiant energy into the charging battery. The only reliable way of assessing the inflow is to see how long it takes to discharge the charged battery through a known load.

Our experience with using relays for battery charging indicates that you get a better result if 24 volts is used to drive the circuit and as vehicle relays don't have that much of a coil winding, there is a considerable improvement if a large coil is connected across the relay coil or coils as shown here:



When using one of these relay charging systems you will find that quite a lot of noise is generated. This can be reduced quite easily with a little padding and it does have the advantage of indicating that the charging system is running correctly.

<http://www.r-charge.net/kits.html>

offer a wide range of experimental and educational kits that have been used by the hobbyist wishing to power their home to the engineer wishing to go beyond the limits of conventional technology. Students all over the country are also using these kits to win science fairs as they confound their teachers and thrill their peers while going beyond the limits of their teaching. Each one of the kits are battery chargers that do similar things as our solid-state fully assembled commercial battery chargers. They can help restore batteries and allow you to keep your batteries. And with prolonged usage we often see a kind of growing effect in the batteries which results in increased capacity. Time will tell what the limits are.

## 5 Inch Bedini Brushless Fan Kit

[Part Number 5BFK 25003](#)

\$60.00



**This kit gives you all the parts needed to construct the above pictured brushless motor Energizer. Does not come with tools, glue, solder, wire connectors, or battery clips. Energizer conversion ran with supply voltages from 8V to 52VDC (voltages over 36V may require better heat sink for transistors). Fan is 24VDC rated for 27W. Contains two of all the SSG circuit parts of**

# 6 Inch Bedini Brushless Fan Kit

[Part Number 6BFK 25004](#)

\$80.00

This kit gives you all the parts needed to construct the above pictured brushless motor Energizer. Does not come with tools, glue, solder, wire connectors, or battery clips. Energizer conversion ran with supply voltages from 8V to 52VDC (voltages over 36V may require better heat sink for transistors). Fan is 24VDC rated for 27W.

Contains two of all the SSG circuit parts of the partial kit above plus more. Does not include any potentiometer but does have 4 2W resistors (builder can swap these resistors with others supplied to change speed, or use other values). Larger diodes included. Added to this is the 27W brushless fan shown. Also as shown, one 4P4T switch (so batteries can be rotated), the circuit and battery wire, one capacitor, one pulser circuit, and one tiny amount of xcelplus lube.



# 10 Inch Bedini Brushless Fan Kit

[Part Number 25005](#)



Same kit as 5 and 6" kit but with large 10" fan that is rated for 550CFMs (1.2A 24V). Energizer conversion ran with supply voltages from 8V to 52VDC (voltages over 24V require better heat sink for transistors).

**Kit does not include any potentiometer because there are Expensive you can find them in old TV or some old Radio**

**We would like to thank JOHN BEDINI for his generosity Rick Friedrich who helped inspire this project**

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