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Here is my review of the Mag-Boosta I recently fitted to my US-spec 1997 Dodge Ram 2500 Cummins 5.9 Turbo Diesel long bed 4x4 with 135K miles. This is a raised 8000lb+ RV/Overland rig built for long distance & remote exploration with 35" tires. While driven a weekly, my rig is also kept fully topped off. More on this below.

First off, the Mag Boosta came quickly and with well written instructions. The version I purchased was made in the USA and there were no stray bits of excess material nor trimming required. It's a straightforward & deceptively simple-looking device; I installed it almost as an afterthought 2 or 3 weeks after receiving it while my truck was in the driveway to apply RainX for the change in weather. Super easy install. I simply got under the rig, found the rubber fuel line going to the motor, and started zip tying the device into place with the provided high-visibility zip ties. I probably spent more time looking around/checking my lines than I did in the actual install. Neat.

Starting the truck, the change was immediately noticeable [wow] and for good reason: as this is a 4th vehicle and an RV for us, the rig tends to sit a bit and my fuel on a % basis is not fresh. Yes it's diesel, and yes diesel lasts but I do not drive more than 50 miles/week. But I also like having a vehicle that's ready to go on a dime plus I do not prefer a half-empty tank for it's corrosive effects. So the tank is always filled.

Pulling out my sharply starting truck, I immediately noticed more smoothness & snappiness in the easy warmup drive I took in the cooler weather we were having here in LA. Whereas my rig would normally be a bit rough in the night with a cold-start, it was sooo not. In fact, tooling around my neighbourhood I did not notice any "diesel stink" my rig would normally put out in it's warm-up phase. Hmmm, interesting!

After getting on the highway, I started noticing my truck seemed much snappier and much more peppy overall without a lot of throttle. And after pulling off the highway and turning around to get back on, it was at this moment I realized HOW MUCH THE MAG BOOSTA HAD CHANGED THINGS. Getting back on the highway, I performed a wide open throttle maximum acceleration and man, the thing was a rocket ! But what was noticeably absent was the smoke trail that my rig would normally throw out performing such a manoeuvre. There was absolutely no smoke behind me! Wow!

My good times did not end there. Whereas my lifted 8000lb rig with massive tires will get 18 mpg on long trips (go 12v Cummins!), I have seen it get 12mpg on short/ evening errand "drive it around so it does not rot" drives I take. Yea...pretty crappy and what I now attribute to sitting fuel. What's interesting though is that in these exact 30mile turn around trips I take, my most recent analysis showed 14.9 MPG or a 24% improvement. That's amazing!

The Mag Boosta accurately does everything it promises and in a magical fashion: More smoothness on cold-start. Lower emissions (my truck smells like a new diesel on cold-start). Power & torque up at all speeds. No diesel smoking. Raised MPG. I would imagine beyond drivers of everyday vehicles looking for the benefit of refinery-fresh fuel, other strong beneficiaries of this device would be folks with vehicles that aren't refuelled on a consistent basis or get fuel from stations that don't turn their fuels regularly.

After having the device on my rig for the last 2 weeks, I can't imagine NOT having a Mag-Boosta. It's that amazing. If you have an RV, an Overland, or BOV, you definitely need this device. Part of me is curious if this would have great benefit in the motorsports world where "refinery fresh" fuel could separate winners & losers.

Feel free to ask me any questions and I will do my best to answer them here on the forum.

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