



## Ford AU V8 with an Impco 425 mixer.

- System type:** The photos here just show what we do for the V8 compared to the 6 cylinder. American Impco Air Valve using a “425” gas mixer. This is the larger Impco mixer and with the hood that we use it fits very well on the V8's throttly body. Because of the size of the V8 and the room it takes under bonnet we locate the convertor on the engine itself and use flexible fuel lines. On later models with a cowling over the engine we can still fit the convertor on the engine but take some of the side of the cowling off to make room for the convertor. Although we always only use genuine Impco mixers and wont touch copies because they are inferior we do use a different brand of convertor here as Impco do not make one that mounts in this way and fits in the given space.
- Cylinder:** Same as for the sedan, an 86 litre bracketed cylinder (legs welded on the tank to bolt the tank in, specifically designed for the Fords) holding 70 useable LPG.
- Location:** In the boot on the axle hump against the back seat.
- Controls:** Gauge sender unit is interfaced to the exisitng petrol gauge. This means that when the car is driven on LPG the dashboard gauge will indicate the contents of the LPG tank and when on petrol it will indicate the contents of the petrol tank. This means too that the trip computer, where fitted, gets data from which to calculate “distance to empty” and consumption. Though not accurate it is an indication and the trip display will still work. The switch is generally located on the lower left hand side of the steering column in the dash.
- Filler:** As with all our jobs, if it is possible to fit the LPG filler in with the petrol filler then that is where we locate the filler. This is standard procedure on the Fords.
- Disclaimer:** We endeavour to get all our data correct but we do not guarantee that we are perfect and havent made an error in some of the data.  
With the injection systems we do change the brand we use where we can improve on the quality of the equipment fitted. We are not tied into one particular brand and we are entirely motivated by self-interest; we arent compensated for the labour to replace parts under warranty. When we fit components we dont fit them for ease of replacement but for best performance and looks and then within the requirements of the standards. It is therefore in our interests as well as yours that we dont have to replace parts and so we make sure we fit the most reliable, long lived parts.