



Hyundai i-load.

System type: Vapour injection. No discernible difference in power between gas and petrol. Seamless change over. Indirectly controlled by the cars own computer so that there is no conflict and all features are retained (e.g. traction control). AG Autogas converted the first i-loads for Golden Messenger. These vehicles actually come with factory fitted LPG in Korea. One thing we have learnt is to locate the ECU in the cabin on these as they can generate a lot of under bonnet heat and this can affect some ECU's.

Cylinder: Donut shaped (toroidal) cylinder of 63 litres useable capacity.

Location: under rear in lieu of spare wheel and the spare can be mounted on a bracket on top of the wheel arch so as to not impinge on load space.

Controls: Various options on 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. On the i-load this is standard.

Disclaimer: We endeavour to get all our data correct but we do not guarantee that we are perfect and haven't 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 aren't compensated for the labour to replace parts under warranty. When we fit components we don't 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 don't have to replace parts and so we make sure we fit the most reliable, long lived parts.



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