



Mitsubishi Pajero 3.8 Mivec

System type: Under bonnet this vehicle gets the Mitsubishi approved Impco BRC vapour injection system. With this system there is no loss of power and the change over between fuels is seamless as it occurs 2 cylinders at a time. This is possible because each injector on both fuels is independently controlled and so they can be individually switched on or off. If you run out of LPG then the system detects the loss of pressure and changes back to petrol and announces this by sounding a beeper. Being the factory approved system all the component is mounted well on properly fabricated brackets making for a very neat and integrated system.

Cylinder: This uses an 86 litre gross and 70 useable litres gas cylinder.

Location: The pajero comes with a compartment in the rear floor into which the rearmost seat can be folded. We cut the bottom of this compartment out and slide a fabricated tub into the compartment and lower the tub down beyond where the bottom was creating a deeper compartment. The bottom of this compartment is no lower than the bottom of the differential so it in no way compromises the ground clearance or departure angle.

This method of mounting was designed by AG Autogas when the NM Pajero came out in about 2000. The tub is welded, sealed and screwed in place and we then spray body deadener around the outside so that it all looks original. Once the gas cylinder is in place the plastic liner that was in the original compartment is dropped around the gas cylinder so when you lift the lid all the trim is back in place. We mount the jack and tools back in place also.

Some people object to not being able to fold the seat under the floor but if the seat is needed it can sit in place on the floor and if not needed it can be left at home. Our argument is that only if you are in the habit of picking up hitch-hikers do you not know when the seat is needed.

The other thing that needs to be considered is the ingenious and simple way that the seat can be removed and fitted.

Controls: A unit combining the changeover switch and an LED gauge is fitted into an existing switch blank on the dashboard. This integrates well into 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 Pajero.

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.