



Range Rover P38 4.0 SE and 4.6 HSE V8 1995 to 2002.

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). This is possible on these vehicles and as there are engine management and inlet manifold changes there is a variety of methods and systems with vapour injection on these. Generally we fit an impco Airvalve system to these, especially the early ones as they don't have a closed loop system with oxygen sensors in the exhaust. The 4.6 V8 gets an Impco 425 gas mixer. Not so much because it needs the bigger mixer but it is the best for looks and fit. The 4.0 gets the Imco 200 mixer as for the 4.0 Discovery 2.

Cylinder: Donut shaped (toroidal) cylinder of 70 litres useable capacity.

Location: In place of the spare wheel in the rear of the vehicle and the spare is carried flat on the floor in the rear (secured). Given that more than half the people driving cars nowadays would not change the tyre if they had a flat and given that flat tyres are rare and given that we have cans of Finilec and Woosh etc. that can seal a puncture and pump the tyre back up it is not as important to carry a spare. There is an option for a vertical mount for the spare but this means the luggage cover will not close with the spare in place. The styrofoam holder for the jack and tools is not affected by the gas cylinder being fitted.

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.

Controls: The switch gauge combination unit is located in the right hand side of the main instrument binnacle but the gauge is not directly visible. This is the neatest location but a more visible unit can be located in the wood trim on the right hand side if preferred.

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.

Website: www.agautogas.com.au