



Toyota Landcruiser 100 series 6cylinder 4500 with an Impco Airvalve system.

**System type:** Under bonnet we use an Impco airvalve system as the most suitable and durable equipment to fit to this application. This has an automatic petrol start and is a closed loop system using the car's exhaust oxygen sensor to feed information back to the gas processor to control the mixtures. On this application we do not use a genuine Impco convertor. We mount the convertor to the engine so that we do not interfere with any accessories fitted or planned to be fitted and the convertor we use fits in this location. The mixer is still genuine Impco as we will never use a copy of the mixer as the copies have always proved to be inferior. The convertor is essentially just a pressure regulator and heat exchanger.

**Cylinder:** The cylinders for the twin tanks are specifically made for the 100 series and can only be fitted to the 6 cylinder. The chassis on the V8 Landcruiser is different to that on the 6 cylinder.  
AG Autogas staff member Jed Von Hesse was directly responsible for the concept and for working with Manchester tanks in bringing these to be a viable option to the rear tank.

**Location:** Mounted from the chassis on brackets that are part of the tank. The two tanks hold 72 litres of useable LPG. Some side steps need modification of the supports to fit the side tanks.

**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:** Co-located with the petrol filler.

**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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