



Holden VE Commodore V8 and V6 with injection.

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).

With the VE commodore we prefer to fit the Impco BRC system which is the system Holden use for their factory gas. On the 6.0 litre V8 the injectors are visible through a cut out we make in the cover over the engine.

However, the really clever bits are the location of the convertor and gas solenoid valve. These have been located to fit in with crumple zones and the components and the car have been designed around each other. (see the plumbing going from the convertor in the wheelarch). There is a whole list of reasons why this is a better alternative. Other brands locate the convertor in the plenum below the windscreen on the passenger side but this destroys the plenum's isolation from the under bonnet area when holes are drilled to pass all the plumbing through. The plenum is the source of fresh air into the cabin and was designed to not have under bonnet fumes come into the car.

This system is the best looking of all on the V8 (looks matter to us) on the 6 cylinder the injectors stick out from under the engine cover.

Cylinder: Tank in tub (up to 96 litres useable). Tank under rear donut or cylinder (64 useable)

Location: A cylinder can be fitted in the tub against the front wall or under the rear where the spare wheel is. Depending on the exhaust arrangement a donut can be a better fit under the rear and if the vehicle is lowered this too can affect which tank is better. Donut tanks cost more which is why they are offered as an option.

Controls: With the BRC system we get the same arrangement as on the Holden factory conversions where the storage bin in the bottom of the centre console is replaced with a smaller bin and a switch gauge unit. This way everything is neatly integrated and all looks and is factory.

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 all commodores this is standard but on the utes we also can fit the filler on either side of the number plate as this permits filling LPG from either side.

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