



Mercedes Benz CLK 200 Kompressor 2007 Gas Conversion.

System type: As with all late model LPG conversions this vehicle is fitted with a vapour injection system. This means that there is no loss of power which means there is no compromise with the 4 cylinder engine running on LPG. The system is so integrated that the cars engine management controls the gas system and if you run out of gas it changes to petrol by itself.

The fact that this is the supercharged model is not a problem with the BRC vapour injection system used on this application. The LPG just mimics the petrol system so well that the cars engine management isn't even aware that a different fuel is being used.

Cylinder: Donut tank of 53 litres useable capacity.

Location: In boot in place of the spare wheel. The plumbing goes out under the boot so we fitted a full tank shield under the rear for looks.

Controls: Switch and gauge unit is integrated into the dash. This was a lot of work as it is not only a printed circuit board behind the facia but also a double panel for holding the factory switches.

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. Standard procedure on the C class is a co-located filler. We havent shown it here simply because we are proud of doing the impossible and wish to keep the method to ourselves. We invent ways of doing things because we want to do the best. We would not have done the job if we couldn'tt co-locate the filler for theLPGg with the petrol filler.

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

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