



## Toyota Kluger V6 .

**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).

**Cylinder:** Donut shaped (toroidal) cylinder of 63 litres useable capacity.

**Location:** Under rear in lieu of spare tyre. As can be seen from the photos there is no compromise on clearance or departure angle. The spare wheel is strapped down in the rear or a can of Woosh or Finilec or similar is used to seal a puncture and re-inflate the tyre if a puncture is experienced. It must be remembered that flats are rare and most drivers would not change the spare on a 4WD if they had a flat (women, guys in suits etc.)

**Controls:** Various options on 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. On the Kluger this is standard for us and from what we have seen others haven't been able to do the same.

**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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