



Toyota Prado 4.0 litre 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). System used is Sprintgas but we also use an Emer system on these.

Cylinder: Ordinary gas cylinder of 70 litres useable capacity.

Location: Under rear in lieu of main petrol tank. In Australia the prado comes equipped with two petrol tanks and the rear tank is the main tank and this is removed to make way for the gas cylinder. The shield that is presently around the petrol tank is fitted back around the gas cylinder so-that you cant see a gas tank hanging under the rear.

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 Prado this is standard for us and from what we have seen others have difficulty being 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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