



# PEEL DIESEL LP GAS UNDER BONNET COMPONENT INSTALLATION INSTRUCTIONS





**DIESEL LP GAS  
UNDER BONNET INSTALLATION**

Contents

Overview		Page 4
Injector Nozzle Fitment		Page 5
Injector —Map sensor Fitment		Page 6
LPG Regulator Assembly Fitment		Page 7
LPG Thermo-couple installation		Page 8
LPG ECU Assembly		Page 9
LPG Switch		Page 9
Schematic		Page 10

## Overview

Thank you for choosing the “Peel Electronics Diesel /LPG system . The components have been carefully chosen in order to provide reliable, precise metering and consistent pressure supply. Many “fail safe” measures have been integrated into the system providing both reliability and longevity.

## Installation notes :

By using “quality, accepted automotive practices” the installation will be relatively straight forward and trouble free.

- Ensure that all work that is carried out complies with relevant industry standard and also meets all local requirements.
- Confirm that the kit being installed ,suits to the specific requirements of the engine and vehicle and that the kit complies with the emission requirements.
- All components are installed in a secure manner , in view of the harsh vibrations associated with a diesel engine

**Note** : care must be taken with the positioning of the intake nozzle.

- All wiring is fused and connections should be of accepted automotive practices, soldering is recommended.
- The equipment is warranted for a period of 3 years/100,000km. The installer is responsible for all workmanship carried out.
- ENSURE NO LPG LEAKS
- Set Up—Follow the “step x step” instructions with the “Jump” pin in place  
Remove the “Jump” pin after the successful final operation/drive test.

All information provided within these generic instructions is believed to be correct and up to date at the time of printing.

## Injector Nozzle Fitment

The injector nozzle is to be positioned in the air intake prior to the turbo ( on a turbo engine ) .

The nozzle can be installed in 2 ways:

- In the air ducting rubber hose .
- The removable alloy housing on the turbo.

In both options it is important to remove the parts prior to fitment and ensure no swarf remains as damage to the turbo will occur.

It is equally important that the nozzle be installed in a secure manner as the harsh vibrational characteristics of the diesel engine can cause it to come loose.

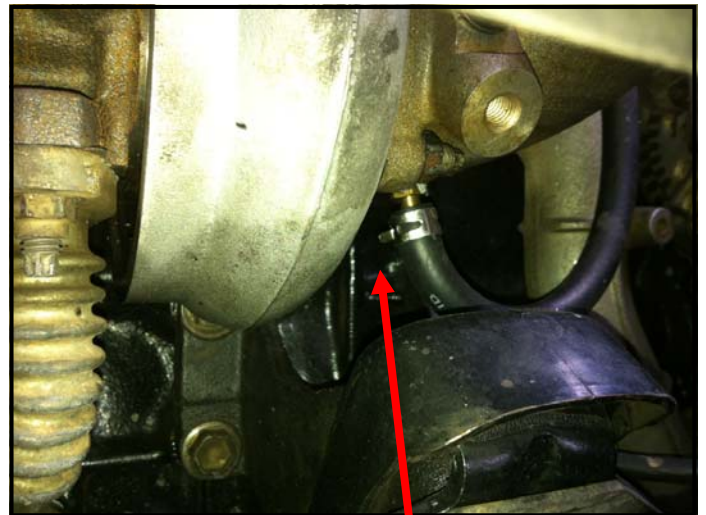
It is necessary to locate the nozzle in a position that will enable access for the connection of the hose. The hose length to the injector is not extremely important but we recommend lengths under 400mm.

The pictures illustrate some example of where the nozzle locations can be .

The advantage of the diesel gas systems is the LPG is blending into the air stream , enhancing a cleaner burn, so exact positioning is not a major factor

Follow the steps below to fit the nozzle:

1. Mark the position for the nozzle ensuring that access is available for the routing of the hose.
2. Remove Air Ducting or turbo adaptor
3. Select a sharp 6.5mm drill bit to drill the holes
4. Tap thread using an 8mm x1mm tap .
5. Ensure no swarf is remaining
6. Attach hose and reinstall



Nozzle installed into Alloy Turbo adaptor .

**Note : Ensure no swarf remains**

Nozzle installed into Air Intake  
 Make accessible for hose fitment.



LPG Injector Fitment

1. Position the LPG Injector in a close proximity to the nozzle.
2. Attach using rubber "P" saddle provided.
3. Although not critical keep the 6mm hose to under 400 mm in length.



LPG Filter / Pressure Sensor Fitment

1. Position the LPG Filter between the LPG Regulator and LPG Injector.

**Note** :—Pay attention to flow direction



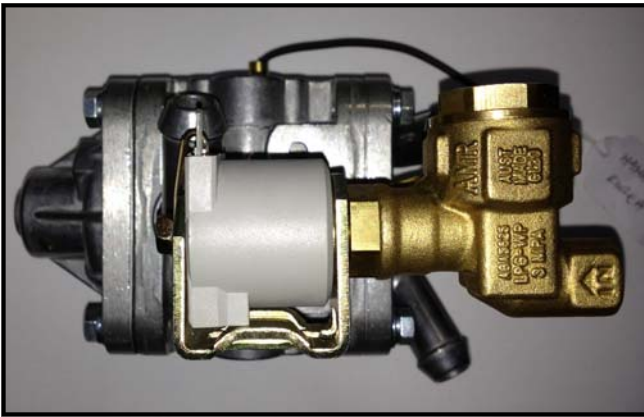


## LPG Regulator Assembly Fitment

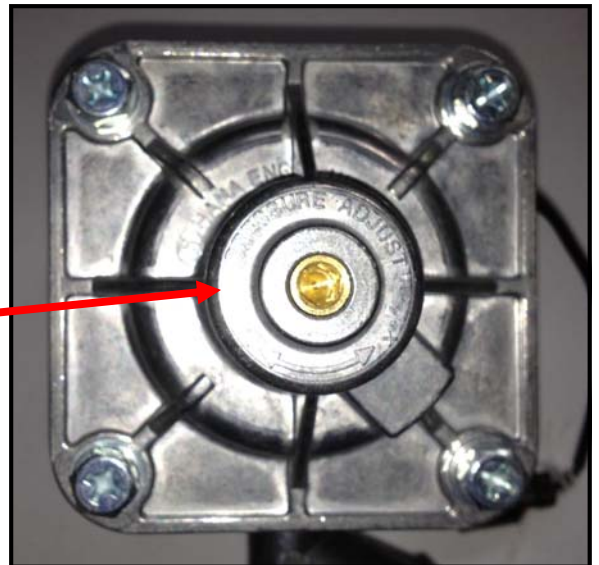
The regulator is to be located in a suitable position away from extreme exhaust heat.

As the system utilizes "LPG Liquid draw " cylinders the water hoses need to be attached.

1. Locate a suitable position, ensuring access to the front of the Regulator should any pressure adjustments be required.
2. Position LPG lock securely.
3. Route all hoses ensuring no kinking or chafing.



Regulator Adjustment  
Ensure easy access



Water "Tees" installed.  
Ensure that they are fitted before any  
Heater Taps etc.

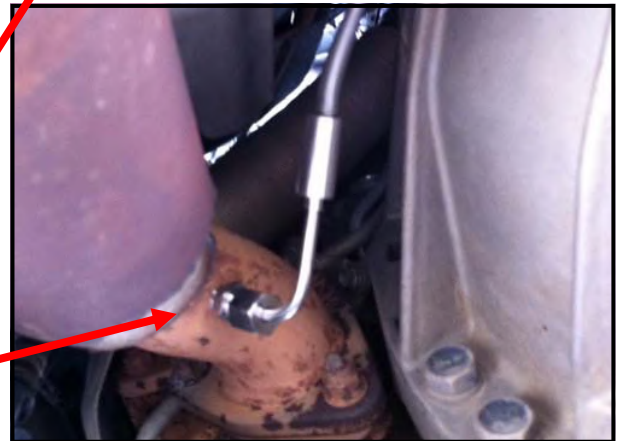


LPG Thermo-couple installation

The Thermo-couple is an integral part of the Peel Electronics system, and in many ways differing it from others on the market

In the event of high exhaust temperatures due to over fuelling etc , the system will turn the LPG system off.

1. Locate an accessible position as close as possible to the Exhaust .  
**NOTE:** Ensure that the coupling can be installed without bending
2. **Note:** On Turbo engines , just down stream of the turbo ( ensure no swarf can enter the turbo)
3. Drill and tap the 1/8 thread.
4. Install the thermocouple , making sure that the cable does not become kinked.
5. Ensure no chafing of cable



• **Some examples**

- **NOTE the thermo-couples are factory calibrated and can not be extended**
- **Ensure no kinking of cable**





ECU / Switch Positioning

The LPG ECU is to be positioned in a cool dry position, preferably inside the cabin.

The Thermo couple is often the bearing factor as it cannot be lengthened or shortened.

Access needs to be easy for vehicle set up procedure.

ECU Positioned in "Electrical Box"  
 Away from Heat, Water and Dust.



Access should be easy for set up  
 Jump Pin



Switch Positioning

The switch can be fitted onto the dash fascia in a location that is accessible from at the rear to run the switch loom.

1. Locate a suitable position, ensuring adequate space behind for the circuit board.
2. Use a 19mm drill bit to drill a hole in the dash fascia to mount the switch/gauge.
3. Feed the switch loom through the hole and plug the connector into the switch.



Schematic

