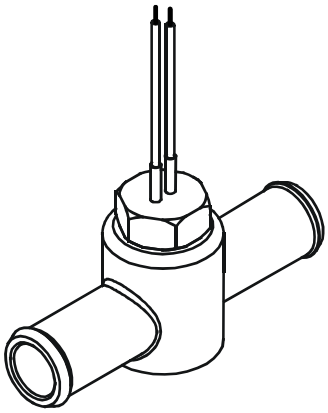
## TEMPERATURE SENSOR (OPTIONAL)

Temperature sensors are supplied on request as optional extras.
When selecting the unit, you can choose from three different options (see details of connections in the "electrical connections" section):

- Optional use of sensor with connector.
- Connection with the original engine temperature sensor.
- Temperature sensor not fitted and no connection for ECU in signals.

The change-over from petrol to gas is managed by the fuel management ECU with specially programmed software.

On two-stage pressure regulators, we recommend fitting the temperature sensor to the hose going to the gas inlet joint; on single stage units, fit the sensor to the "hot" hose carrying heating system water.
Signals read by the sensor are sent to the ECU and form part of the overall data package needed to make the engine run on gas.



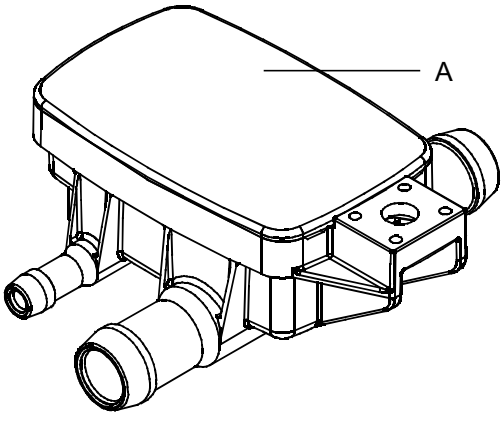
**TECHNICAL DATA**

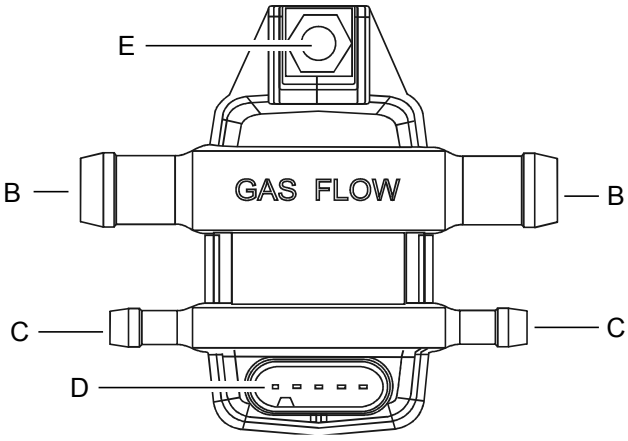
Weight: 71 g
Pipes work connection: Ø 15 mm
Sensor type: 4,7 kΩ

## LR025 GAS PRESSURE/TEMPERATURE/VACUUM SENSOR

The intake manifold gas pressure/temperature/vacuum sensor works in combination with the ECU and "OMEGAS " and "EVO " injectors.

**TECHNICAL DATA**
Type of fuel: LPG
Homologation: E13 R67-01 0317 class 2




A. Sensor housing
B. Gas joint
C. Vacuum joints (MAP)
D. Connector
E. Mounting points

## INSTALLING THE GAS PRESSURE /TEMPERATURE SENSOR AND MAP SENSOR

The sensor is to be positioned between the regulator (or filter if fitted) and the injectors. (fig. p2).
Although not obligatory, it is best to fit the sensor to the bodyshell.
There are no particular rules about positioning regarding the gas inlet/outlet and/or vacuum manifold hoses.
The sensor must be positioned in vertical position, or with the connector face down (fig. p1).
The connector has a secondary lock system to ensure it is always connected.

Direction

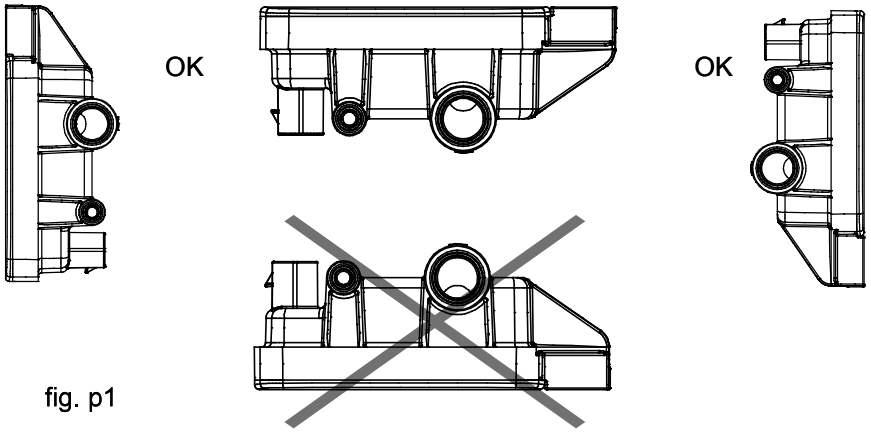



fig. p1

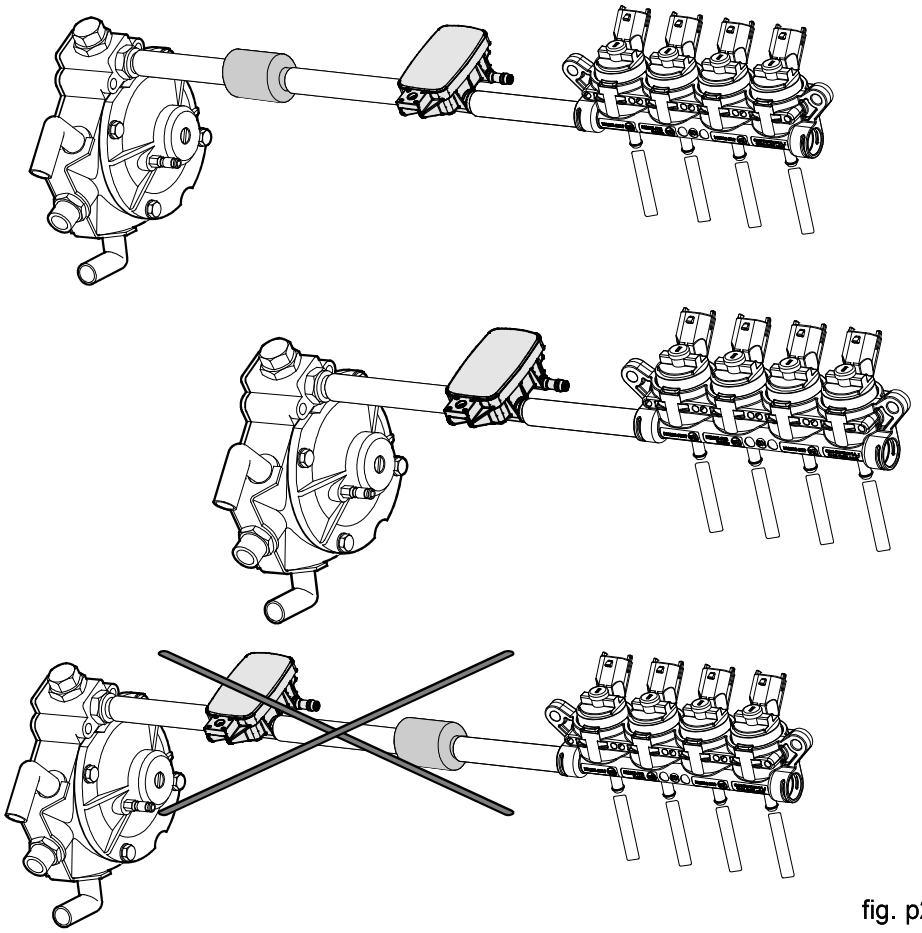


fig. p2