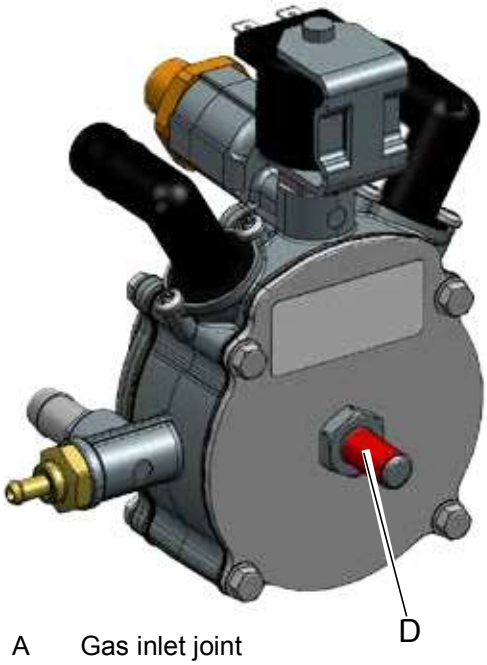
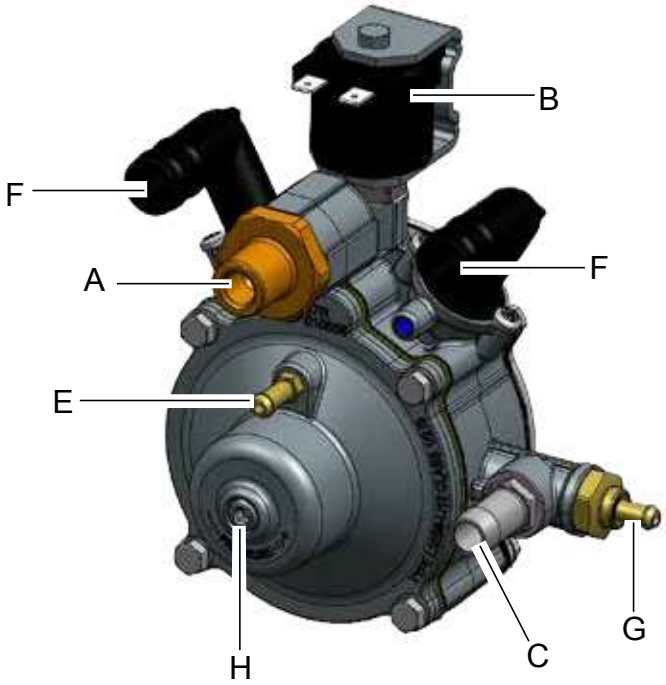
LI12 - LI12 TURBO REDUCER VAPORIZER

The regulator is a single stage compensated unit with a membrane with water/gas heat exchanger, equipped with a safety valve and solenoid valve and filter.
This reducer, very compact in its dimensions it adapts well to different layouts and guarantees excellent performance on the aspirated engines and turbo, with power up to 120 kW.

TECHNICAL DATA:

Weight:	1,0 kg
Dimensions:	158x144x108 mm
Nominal operating flow rate (LPG):	30 kg/h
Operating temperature:	-20÷120°C
Relative pressure of the safety valve:	4 bar (400 kPa)
Working pressure:	0,95 bar (95 kPa)
Solenoid valve characteristics:	12 V - 11 W (the connector may be different, depends on the model of the solenoid valve).
Hoses connections:	
• Gas inlet joint	Ø 6 mm - 10x1 mm
• Gas outlet joint	Ø 14 mm
• Heater fluid joints	Ø 16 mm (the joints mey be of different diameters, depends on the pressure regulator model)
• Vacuum / overpressure joints	Ø 5 mm
Homologation reducer:	E13 67R-010056
Homologation solenoid valve:	E3 10R-036344





A Gas inlet joint
B Solenoid valve
C Gas outlet joint
D Mounting points for regulator
E Compensation joint (MAP)
F Joints for regulator heating
G Overpressure joint
H Pressure adjuster

The regulator comes already tested and calibrated. No further calibration is called for on installation.
With the new regulator, a slight difference in pressure can be seen in the correct operating pressure. This is due to the rigidity of the “new” membranes. The new membranes quickly bed in and after a few days, the operating pressure will be constant.
The pressure of gas at the outlet can however be adjusted if necessary.
To measure the pressure of gas at the regulator outlet, connect a PC with specific software to the fuel management ECU.
For accurate measurement of the pressure, the engine must be:

- at operating temperature;
- running at tick- over speed;
- running on gas;

Use the screw “H” to adjust the gas pressure at the outlet. Turn the screw anti-clockwise to increase the pressure and clockwise to reduce it.
ATTENTION
Do NOT turn the screw more than 6 complete turns in either direction from its original position. If you are unable to obtain the pressure setting you want with these adjustments, check the filter, gas injectors, pressure sensor etc...
Changing the gas outlet pressure values from those set by the fuel management system neither improves nor worsens engine performance and/or fuel consumption.

PERIODICAL MAINTENANCE
Gas outlet pressure check.
Complete revision based on the type of pressure regulator and as described in the Use and Maintenance Handbook.