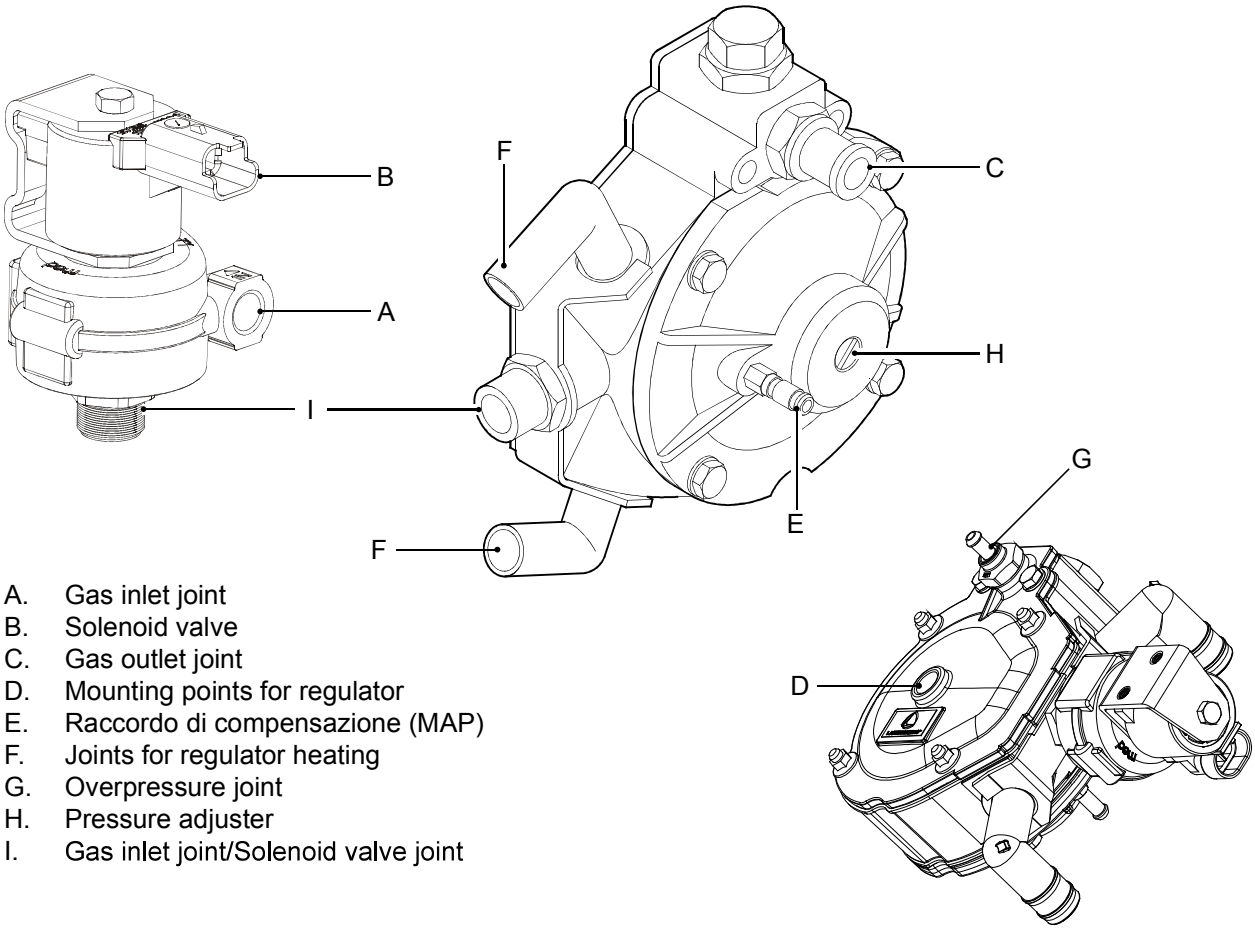
LI02 - LI02 Turbo PRESSURE REGULATOR

The regulator is a single stage compensated unit with a membrane and a water/gas heat exchanger.
The regulator is set to release gas at a pressure of 0.95 bar (95 kPa) more than the pressure in the intake manifolds of normally aspirated vehicles.
Depending on the model of regulator requested, the solenoid can be supplied separately or along with the regulator.
The solenoid comes supplied with various types of electrical connectors to adapt to specific gas system wiring requirements.

TECHNICAL DATA

Type of fuel:	LPG
Nominal operating flow rate:	23 Kg/h
Operating flow rate:	0,95 bar (95 kPa)
Safety valve pressure setting:	4 bar (400 kPa)
Operating temperature:	-20°C ÷ 120°C
Solenoid valve characteristics:	12 V - 11 W (the connector may be different, depends on the model of the solenoid valve)
Weight:	850g
Hoses connections:	gas outlet joint Ø 14 mm heater fluid joints Ø 15 mm vacuum / overpressure joints Ø 5 mm gas inlet joint pipe Ø 6 mm - 10x1 mm
Pressure regulator homologation:	E13-67R-010056
Solenoid valve homologation:	E4-67R-0193001 - E3 10R-036344



A. Gas inlet joint
B. Solenoid valve
C. Gas outlet joint
D. Mounting points for regulator
E. Raccordo di compensazione (MAP)
F. Joints for regulator heating
G. Overpressure joint
H. Pressure adjuster
I. Gas inlet joint/Solenoid valve joint

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.