

Dual Fuel LPG Kit for Petrol Engines

Single Cylinder only

Gas Conversion Operating Instructions

Introduction

The engine uses approx 0.33kg of gas per KW hour. For short periods of running any size of cylinder may be used but long term running (particularly in cold conditions) may cause freezing of the cylinder with consequent loss of power.

For reliable operation use cylinders of at least 19kg net capacity.

PROPANE VAPOUR IS HIGHLY FLAMMABLE. AVOID NAKED LIGHTS ETC WHEN CONNECTING THE ENGINE TO THE CYLINDER.

1. Ensure petrol tap is in the off position.
2. Connect that gas supply hose to the cylinder.
3. Ensure the cylinder valve seat and the hose union is clean before screwing them together.
4. Depress fuel controller prime button for 1 second only.
5. NOTE>>> DO NOT USE THE CHOKE.
7. Stop engine by turning off gas.

HONDA



Kawasaki

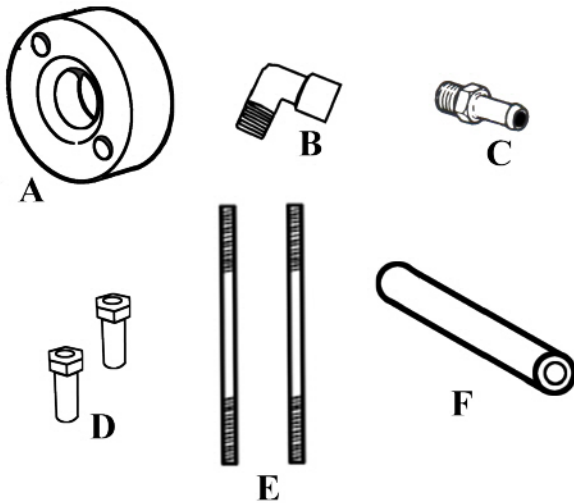
KOHLER.

Kubota

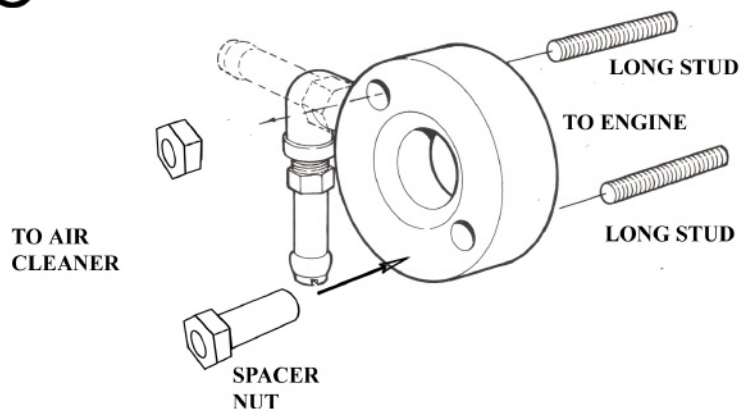


LPG Conversion Kit B

Assembly and Operation 1



- A. Aluminium Adapter
- B. Elbow
- C. Jet Insert
- D. 2 x Extended nuts (for GX240 up to GX390)
- E. 2 x Stud Extensions (for GX140 up to GX200)
- F. Breather Hose



For GX140 up to GX200 Engines.

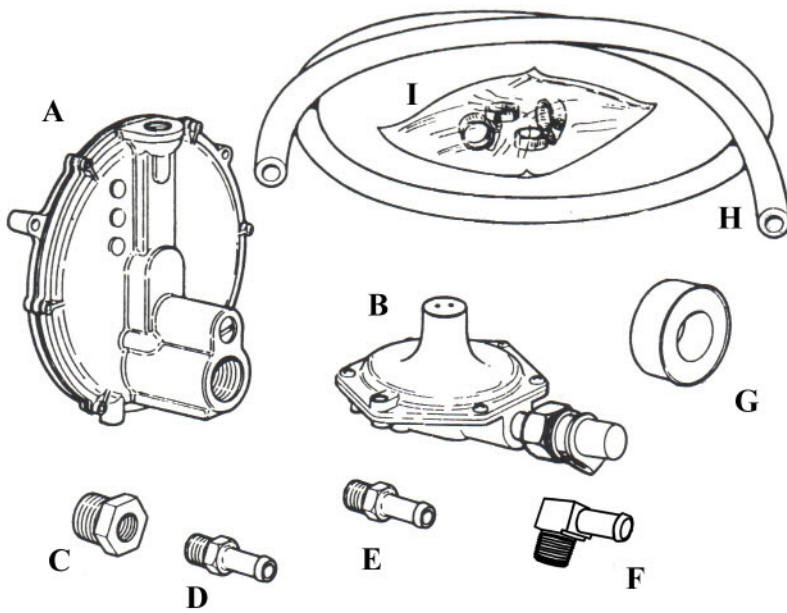
1. Remove air filter cover and air filter.
2. Undo the 2 nuts and 1 bolt holding the air filter manifold onto the carburetor.
3. Remove spacer gasket and both carburetor studs (make sure that you note the gasket behind the carburetor)
4. Screw in the two new studs (parts E)
5. Screw The elbow (part B) into Adapter (part A) DO NOT OVER TIGHTEN.
6. Apply PTFE tape to the Jet insert (part C) and screw into the elbow (part B)
7. Fit the 10mm hose to the Jet insert (part C) and secure with a clip.
8. Fit the adapter (part A)
9. Refit the air filter assembly, ensure that you tighten the 2 nuts sufficiently.(note that you will need the 2 nuts that you removed and will NOT need parts D if they were supplied.
10. Replace the the oil breather hose with the new hose (part F)

For GX240 up to GX390 Engine

1. Remove air filter cover and air filter.
2. Undo the 2 nuts and 1 bolt holding the air filter manifold onto the carburetor.
3. Screw The elbow (part B) into Adapter (part A) DO NOT OVER TIGHTEN.
4. Apply PTFE tape to the Jet insert (part C) and screw into the elbow (part B)
5. Fit the 10mm hose to the Jet insert (part C) and secure with a clip.
6. Fit the adapter (part A)
7. Refit the air filter assembly using the extended nuts (parts D), ensure that you tighten the 2 extended nuts sufficiently.(note that you will not need the 2 stud extensions parts E if they were supplied.
8. Replace the the oil breather hose with the new hose (part F)

LPG Conversion Kit B

Assembly and Operation 2



- A Garretson Fuel Controller
- B Regulator
- C Bush 3/4 x 3/8
- D Nozzle 3/8 x 16mm
- E Nozzle 3/8 x 16mm
- F Bend 3/8 x 10mm
- G PTFE Tape
- H Hose 13mm (1.5 m)
- H Hose 10mm (600mm)
- I Clips

1. Make sure that you remove all red plastic plugs from the Garretson (part A)
2. PTFE MUST BE APPLIED TO ALL THREADED FITTINGS EXCEPT THE CONNECTOR TO THE GAS BOTTLE
3. Screw the Bush (part C) into the Garretson (part A) and tighten
4. Screw the nozzle (part D) into the Bush (part C) and tighten
5. Screw the Bend (part F) into the top of the garrettson (part A) and tighten
6. Secure the Garretson to the frame with the 2 bolts supplied (See Fig 1 & 2)
7. Attach the hose from the carburetor to the Bend (part F) and secure with a clip
8. Attach the hose (part H) to the nozzle (part D) and secure with a clip
9. Screw the nozzle (part E) into the regulator (part B) and tighten
10. Attach the hose from the Garretson to the Nozzle (part E) and secure with a clip

You are now ready to prepare to start.

Check that you have enough oil in the sump.

Make sure that there is no petrol in the tank and that the carburetor is drained

Attach the Garretson to gas cylinder. (do not use PTFE tape on this fitting)

Turn on the gas.

Turn the switch on the engine to the on position.

Hold the priming button on the Garretson in for one second.

Start the generator with the recoil.

**Please ensure that you do not use the choke as this will
cause hard starting of the engine**