

LPG/CNG rail injector

Mod. IT01



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LPG CNG rail injector MOD. IT01

This device is homologated in accordance with the Regulations ECE 67-R01, R110 and 10-R03. Homologation number:

Ⓔ67 R - 01 6358 - Ⓔ110 R - 00 6359 -

Ⓔ10 R - 03 6413

Technical data:

Working pressure: 0,5 to 2,5 bar
Maximum working pressure: 5 bar
Supply voltage: 12V
Coil Resistance: 2 Ohm ±10%
Peak current: 6 A
Hold current: 1 A
Opening time (12V @ 1,6 bar): <2,5 ms
Max air flow rate @ 1,6 bar: 120 NI / min
Input Connection: for rubber hose Ø13 mm
Output Connection: for rubber hose Ø 6 mm
Operating temperature: -20 ° C to 120 ° C
Calibrated nozzles: from Ø1 to 3 mm in steps of 0,25 mm.

Rail is available in the following versions:

- 2 cylinders
- 3 cylinders
- 4 cylinders

INSTRUCTIONS:

The device shall be installed by authorized personnel only; the device is aimed only for AUTOMOTIVE LPG/CNG applications, any other use is forbidden and causes the immediate expiration of the warranty terms and the cessation of the Manufacturer responsibility. Carefully follow the instructions below.

- Assemble proper size calibrated nozzles into the rail (fig. 1), by screwing the outlet nozzles.
- To facilitate the installation, locate the rail injector on top of the inlet manifold.
- Connect the rail injector outlet nozzles to the inlet manifold, using proper clamps and hoses.
- Connect the rubber hoses at the 2 inlets (use clamps to fix the rubber hoses); the use of a filter (10µm) before the rail injector is recommended.
- Connect the electrical system.
- Fix the rail injector in vertical position with proper bracket and screws.
- Start with the calibration of the system, in accordance with the ECU manual.

ADJUSTMENT:

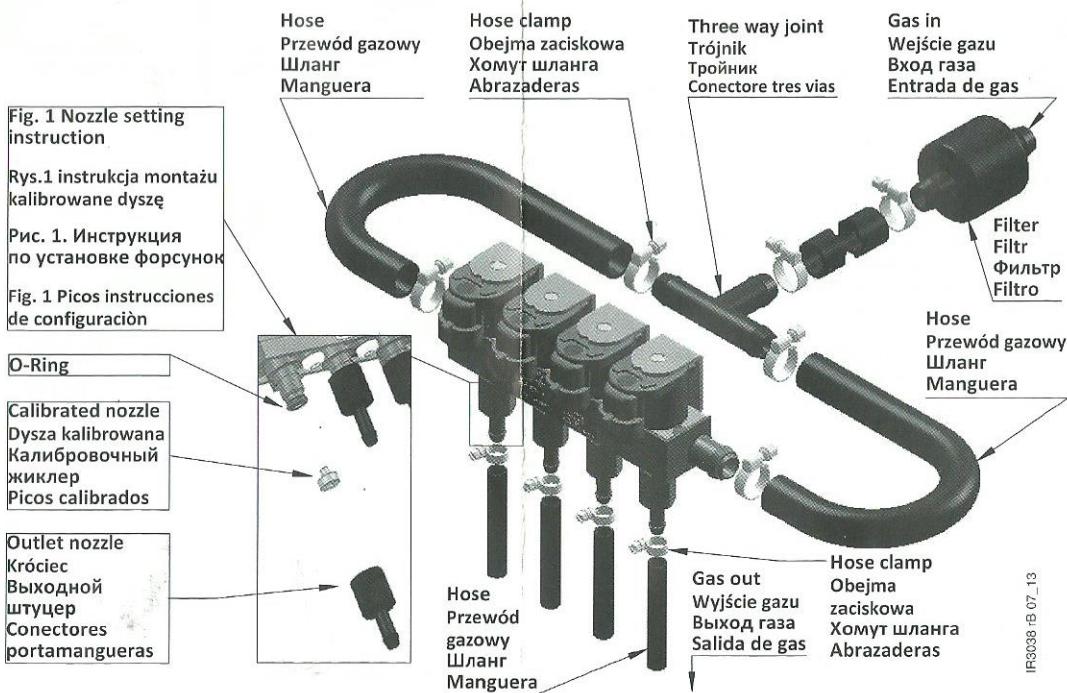
for a correct installation, a proper size nozzle has to be used according to the characteristics of the engine (refer to the ECU manual provided by the manufacturer of the electronic system).

WARNING:

- Do not approach the car holding lighted cigarettes, flame and device that could cause sparks. Do not touch the battery poles with flying cables for the test.
- The rail injector ideal mounting position is with the nozzles downwards (~90°)
- hot areas have to be avoided, in particular nearby the exhaust manifold or turbocharger.
- The rail must be securely mounted to the engine or in the engine compartment. In the latter case, be sure to provide enough hose length to allow free movement between the engine and the fixing point.
- Ensure the installation by using the proper nuts and screws (not included). Do not operate with the system pressurized.
- The output connections of each nozzle should have equal lengths (less than 25 cm).
- To avoid engine damages, be assured that none of the hoses touches hot or improper areas.

MAINTENANCE:

to service the rail injector replace the coil cores using original maintenance KIT.

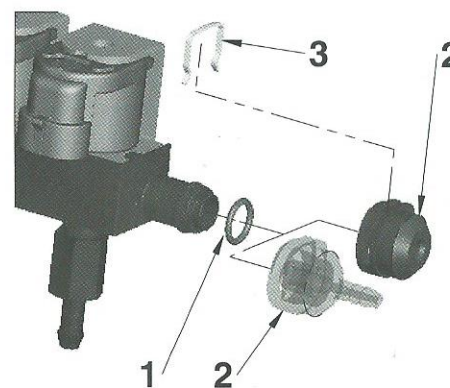


Single inlet installation (optional)

Montaż z pojedynczym wejściem gazu (opcja)

Установка одностороннего входа (опция)

Instalación de entrada de la rampa (opcional)



Connect an inlet rubber hose to one of the two inlets of the rail injector.
At the second inlet, mount the plastic rail cap or the MAP connection (optional accessories).
Assemble the parts in numerical order.
Warning: do not damage the O-Ring by inserting the spring.

Podłączyć przewód gazowy (gumowy) do jednego z dwóch wejść gazu do wtryskiwacza.
Do drugiego wejścia montować plastikową zaślepkę lub króciec MAP (wyposażenie dodatkowe opcjonalnie)
- Montować elementy według kolejności porządkowej (wg. numeracji). Uwaga: nie uszkodzić O-ring przy wkładaniu sprężyny.

Подсоедините впускной резиновый шланг к одному из двух входов инжекторной магистрали.
На втором входе установите пластиковую заглушку или подсоедините датчик абсолютного давления (MAP) (дополнительная принадлежность).
Монтаж должен осуществляться в указанном порядке.
Внимание: не повредите уплотнительное кольцо при установке пружины.

Conectar una manguera de goma de entrada a una de las dos entradas de la rampa.
En la segunda entrada, montar la tapa de plástico de la rampa o la conexión MAP (accesorio opcional).
Ensamblar los componentes en orden numérico.
Adevertencia: Insertando el muelle, cuidado a no romper el O-ring.