easyjet

Installation Manual

AUTOGAS Aitalia

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1 INTRODUCTION

EASYJET is a sequential injection gas conversion system designed to fuel motor vehicles with LPG or natural gas in gaseous state. It can be used for both “full group” and “phased” systems. The electric injector control, whether single or multiple, is automatically determined by EASYJET during the adjustment phase. EASYJET is the most modern and technologically advanced system available on the market today.

Easy to install, without altering or interfering with original diagnosis systems fitted to new-generation vehicles, it is also easy to set thanks to simple and intuitive adjustment software that guides the operator step by step through the various system setting-up stages.

If required, EASYJET can be easily updated thanks to dedicated software available on line from www.autogasitalia.it

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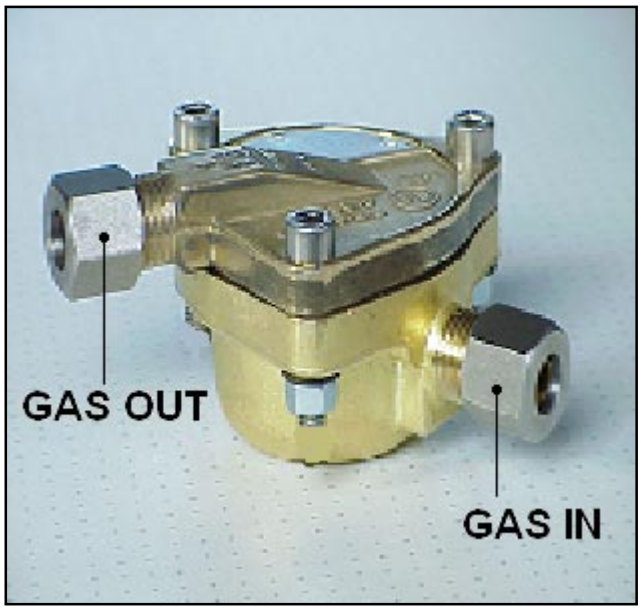
2 COMPONENT PARTS AND THEIR INSTALLATION

2.1 FUEL FILTER IN LIQUID PHASE

The **EasyJet** system features a filter in liquid phase, fitted on the line that conveys the gas from the tank to the evaporator. This is designed to trap larger metal and non-metal impurities coming from the tank. The filter element can be cleaned with air or washed as required. Cleaning is recommended every 15,000/20,000 km. If particularly dirty gas is used, the cleaning operation is best done earlier. **Maintenance of the filter in liquid phase is very important to keep the system running smoothly, because impurities of any kind represent a major degradation factor in gaseous phase fuel systems.**

"GAS IN" (pic. 1) receives the high-pressure pipe from the tank, while from **"GAS OUT"** (pic. 1) the high-pressure pipe exits towards the evaporator. **Whenever possible, we recommend connecting the evaporator high-pressure pipe directly to the filter in liquid phase.**



pic. 1

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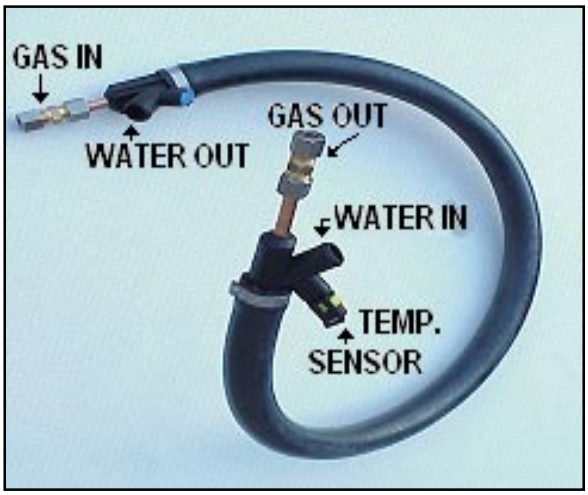
2.2 EVAPORATOR

The evaporator features a rigid internal structure through which the GAS flows. This in turn is contained in a rubber wrapping and the interspace thus obtained permits motor coolant flow. At the ends are two plastic connectors for connecting up the coolant pipes. At the inlet, a temperature sensor is fitted which monitors the temperature of the liquid.
The copper pipe of the evaporator is joined by special connectors to the pipe coming from the tank and to that which connects the **"VIR"** reducer.
The evaporator is a long-duration component, does not feature mechanical moving parts and is not therefore subject to periodical checks. Once fitted therefore, it does not need removing for maintenance.

Suggestions for correct installation



pic. 2

- Do not install near strong heat sources such as exhaust manifolds or catalysers.
  Do not install at high points of the radiator to prevent bad circulation of the motor coolant.
  Fasten in a stable way and always on parts of the bodywork that are not in contact with vibrating parts. Protect against any damage caused by external bodies in the event of installation close to the lower profile of the vehicle.
  Avoid over-bending the copper pipes (this could hinder gas flow) both at inlet and outlet. The same goes for the coolant pipes.
  Make sure the temperature sensor (WATER IN) is protected and in an accessible position for connecting the relevant connector.

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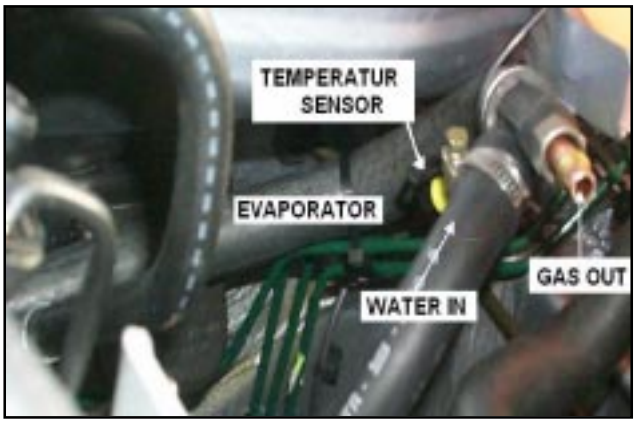
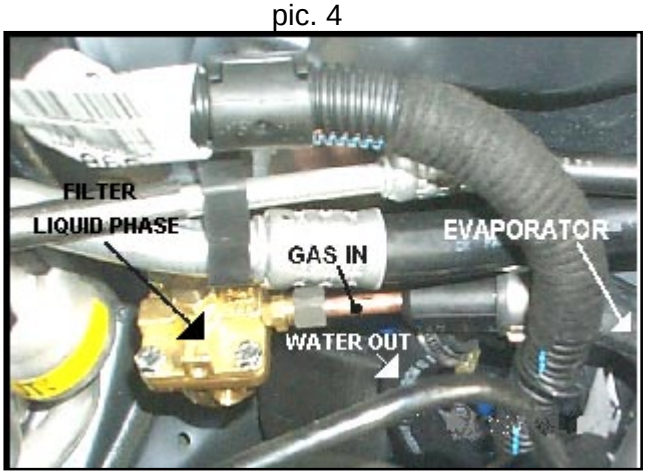
pic. 3

- Find the motor cooling circuit and the best position for fitting the relevant T-connectors. **ALWAYS USE THE ORIGINAL VEHICLE HEATING SYSTEM DELIVERY AND RETURN PIPES.**



pic. 4

- The motor coolant must enter the evaporator from the side where the **“water in”** temperature sensor is positioned alongside the outlet of the **"gas out"** high-pressure pipe directed towards the reduction unit.



pic. 5

- The **“water out”** water return must exit from the evaporator from the side turned towards the liquid phase filter alongside the **"gas in"** inlet coming from the filter.

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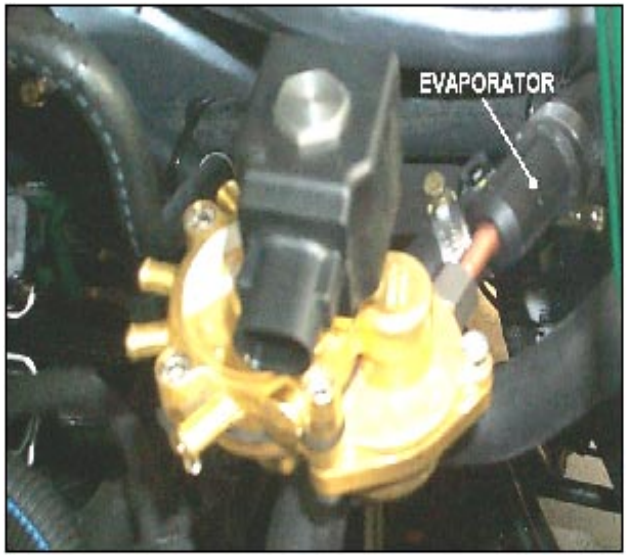

pic. 6

- When joining the high-pressure pipe exiting from the evaporator to the reduction unit, whenever possible it is best to couple up directly to the **"VIR"** reduction unit. If this is not possible, we recommend keeping a distance of about 10 cm between the evaporator and the reduction unit. Larger distances do not affect smooth system operation, but best performance will nonetheless be achieved by following the above instructions.

AFTER COMPLETING THE VARIOUS OPERATIONS, MAKE SURE THE CONNECTIONS ARE NOT LEAKING AFTER PLACING GAS IN THE TANK. CHECK TIGHTNESS OF THE VARIOUS CLAMPS!

2.3 PRESSURE REDUCER

The **"VIR"** pressure reducer unit receives the gas, already in gaseous phase, and maintains a constant and adequate supply pressure, conveying the right amount of fuel to the injectors, which are supplied independently through separate pipes.
From the evaporator, the gas reaches the reduction unit and enters the chamber containing the gaseous state filter element. The solenoid valve controls access to the reduction chamber where the pressure is controlled and stabilised. The gas - now at correct pressure - reaches the single supply pipes that directly link up to the electric injectors.
No instrument is needed to regulate operating pressure, because the adjustment made during setting requires no further regulation in view of the high product reliability.
The compact dimensions of the reduction unit ensure easy fitting in any position, including close behind the engine or petrol injection "RAIL".
No maintenance is required, such as draining off oily substances, except for filter cleaning, recommended every 15,000/20,000 Km. If the gas used is particularly "dirty" such cleaning may have to be done more frequently.

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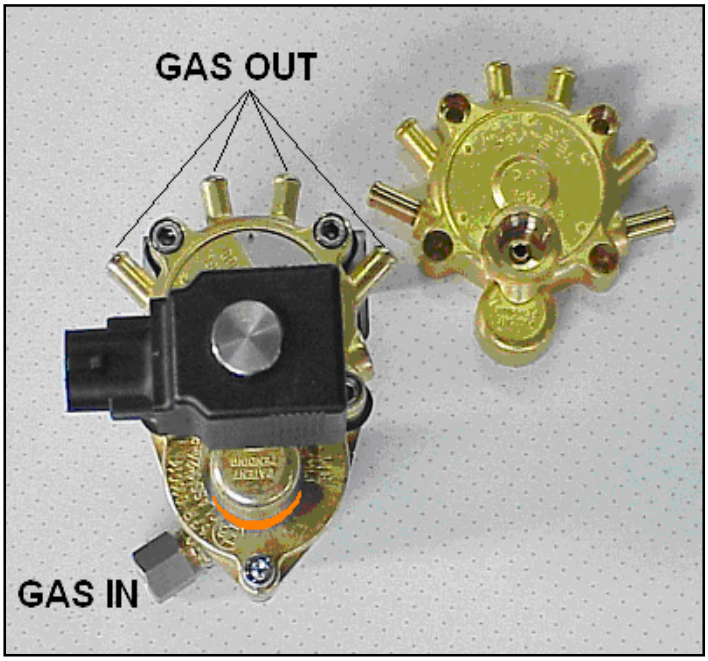

pic. 7

Never secure the reduction unit to the engine, but always to rigid parts of the bodywork. Long brackets can be used considering the modest weight and overall dimensions of the appliance.

If it were secured to the engine, correct operations would be impeded by the vibrations.
Do not position close to the exhaust manifold, the catalyser or other heat sources.

Do not position close to electrical parts such as coils, plugs or other power parts.

Do not position on the partition dividing the cab from the engine compartment so as to prevent any vibrations becoming a nuisance during driving.

Secure the reduction unit in vertical position with the solenoid valve coil and identification symbols turned upwards.

When selecting the position, always take into account the space required for easy solenoid valve filter maintenance.

Such maintenance is best performed every 15,000/20,000 km.

Do not over-bend the copper pipe that connects the reduction unit to the evaporator.

Check the exit and conpicuration of the injector supply pipes, making sure there are no obstacles in their way or that they are not in contact with direct heat sources.

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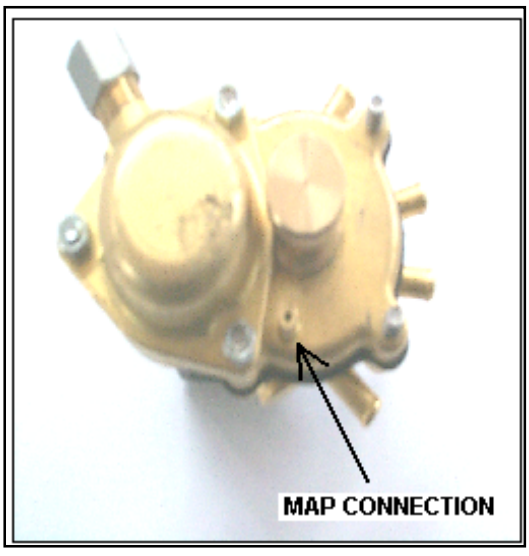
pic. 8

- Secure the "**VIR"** reducer unit to the bodywork using adequate brackets and, if possible, try connecting it directly to the evaporator. If this is not possible, as explained in the paragraph relating to the evaporator, try **maintaining a distance below 10 cm**. This is a suggestion aimed at achieving the very best system performance. Should this not be possible, the system will nonetheless respond in a smooth and functional way.
  Always remember that the injector supply pipes must be positioned in the most direct possible way.

- The lower part of the reduction unit features the vacuum inlet, to be connected to the induction manifold, immediately after the accelerator axis, by means of the special pipe provided. This connection can be made by drilling a 6 mm hose connection directly on the manifold. Alternatively, other existing connections can be used, using the "T" supplied in the conversion kit.



pic. 9

IMPORTANT:
- NEVER USE THE PIPE INTENDED FOR RECOVERY OF OILY VAPOURS!
- NEVER CONNECT THE VACUUM INTAKE ON ONE CYLINDER ONLY!
The solenoid valve chamber can be turned to position the gas inlet connection in the most convenient location for the operator. During this operation, be very careful to properly reposition the chamber filter.

AFTER COMPLETING THE VARIOUS OPERATIONS, MAKE SURE THE CONNECTIONS ARE NOT LEAKING AFTER PLACING GAS IN THE TANK. CHECK TIGHTNESS OF THE VARIOUS CLAMPS!

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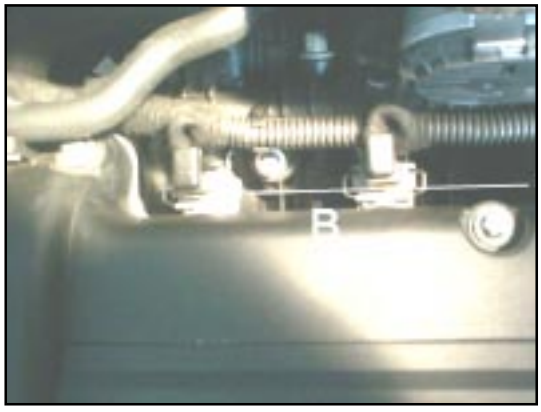
2.4 ELECTRIC INJECTORS

The **"JET"** electric injectors are a fundamental part of the system, being the most delicate and stressed in terms of operating speeds and materials (e.g., resistance to solid impurities).
The injector can be fitted directly on the induction manifold in the immediate vicinity of the cylinder (recommended position) by means of a suitable fastening/locking system. Alternatively, it can be located further back using a flexible connection (rubber hose) with hose connector always fitted on the induction manifold near the cylinder. In this case, the length of the pipes should be kept below 10 cm.

Suggestions for correct installation

Installation with adapter for fitting directly on the induction manifold



pic. 10

- Determine where to place the injectors, being careful that these are as close as possible to the cylinders. Trace a virtual line (B) on which to install the injectors. They need not necessarily be all on the same side, but nonetheless, they should be lined up. Take into consideration the overall dimensions so as to be able to reposition the removed component parts and easily access the manifold.

- In choosing the place to install the injectors, always bear well in mind the thickness of the induction manifold at the various connection points. Insufficient thickness could affect perfect seal of the injector-holder connection, while too much thickness, along the curve for instance, would prevent fitting the hose connection properly.

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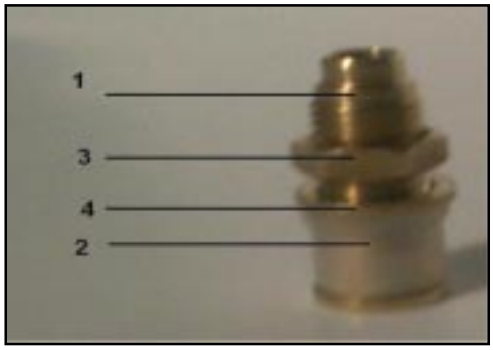
pic. 11

- Once the correct position has been found, begin drilling the manifold with a 5 mm drill covered with grease. Always proceed slowly and regularly removing all shavings produced by the operation. Subsequently enlarge the hole with a 12 mm drill following the previous suggestions and be very careful not to introduce shavings, in the event of the induction manifold not being removed. Removing the induction manifold is always advisable when performing drilling operations



pic. 12

- Make sure the fastening connection is like that shown in the picture alongside:
  - 1 - connection
  - 2 - flexible element
  - 3 - retention nut
  - 4 - ring .

pic. 13

- Using an Allen wrench (5 mm) fitted in the housing provided, fit the connection in the hole, on the induction manifold, and begin tightening, holding the retention nut - 3 - tight with a 13 mm wrench (see pic. 12).

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pic. 14

- Once this operation has terminated, fully tighten the nut -3- (see pic. 12) maintaining the pressure on the Allen wrench. Tighten nut -3- (see pic. 12) gradually, without exaggerating or over-tightening.

pic. 15

- If the injector has been supplied with hose connection already fitted, fit the specific Allen wrench in the gas outlet of the injector and unscrew the hose connection, which must be eliminated to permit subsequent connection to the connector fitted on the induction manifold.

pic. 16

- Before fitting the injector on the connector fitted on the induction manifold, make sure the O-ring inside the injector is correctly housed. If it is not, use a round-tipped tool to position the O-ring in its housing.

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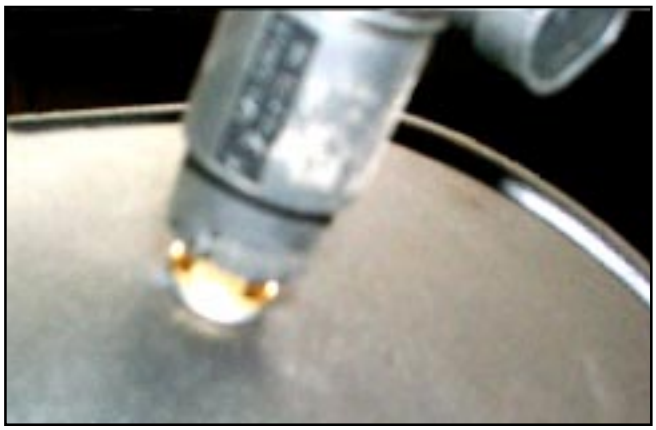
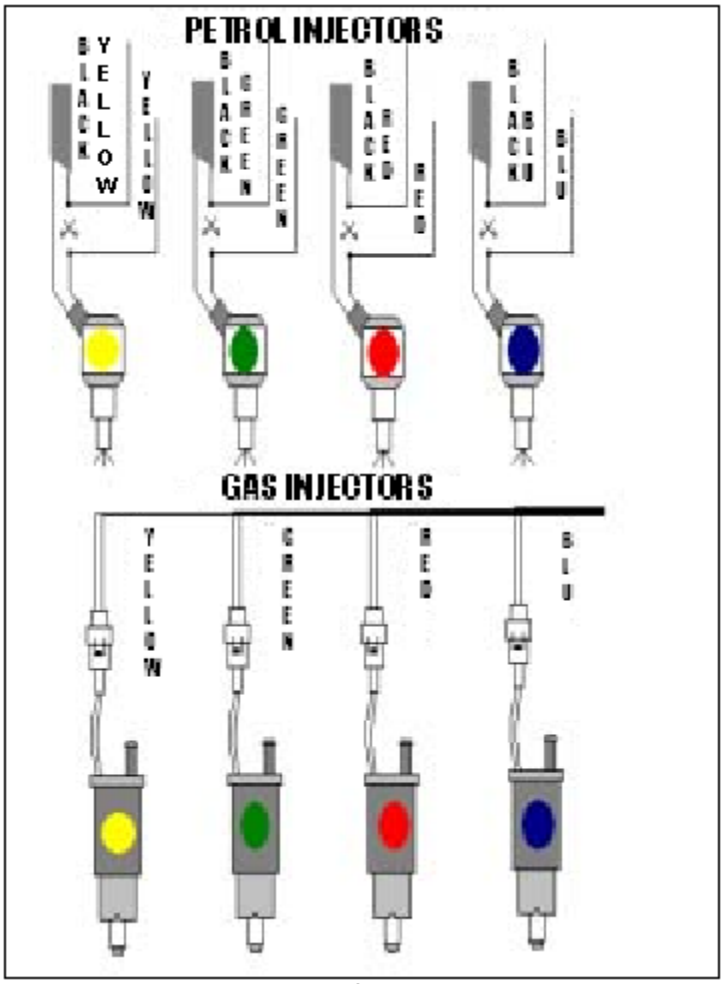


pic. 17

- Fit the injector on the connector and tighten manually until the piece is fully secured.



pic. 18

- Once installation has been completed, proceed to connect the gas injector to the relevant petrol injector. Disconnect the original pins from the petrol injectors and find the wire that carries the control signal.

Cut the control wire of the electric petrol injectors and connect up the **EasyJet** wires. As the picture alongside shows, be very careful about the cable colours and make sure these match one another. If they are not properly matched, the system will not work correctly. **The wires should be soldered together to prevent false contacts or detachments. The EasyJet cable injectors, with the black stripe, must always be connected to the petrol unit.** After completing the installation, check the connectors and make sure the power leads are protected.

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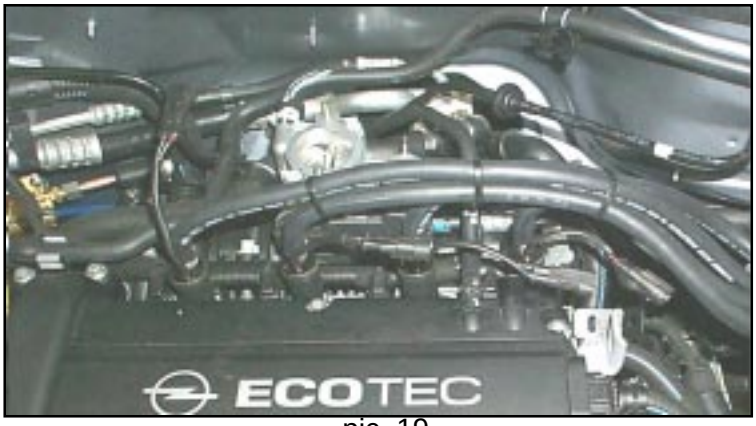
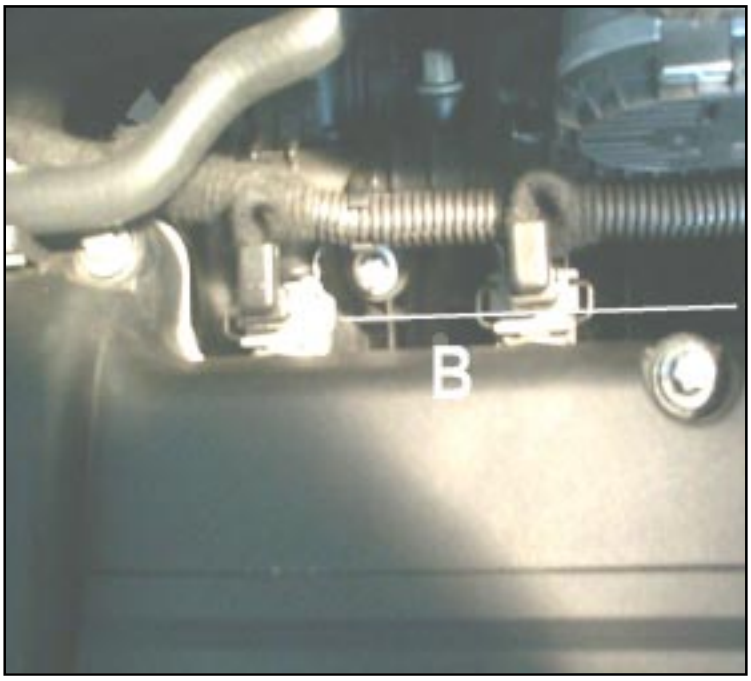


pic. 19

- Using the gas pipe provided, connect each single injector to the **"VIR"** reduction unit, being careful not to create bends or pass over strong heat sources. The length of the reduction unit/injector connection pipes does not matter for good system operation and these can even all be of different dimensions.

Installation with hose connection on the induction manifold



pic. 20

- Find where to position the injectors, making sure these are as close as possible to the cylinders. Draw a virtual line (B) along which to install the injectors. In assessing injector position, make sure this is not too close to excessive heat sources and that the connecting power cables and connector are sufficiently protected. They need not necessarily be on the same side of the various cylinders but should be in line with one another. Always take into consideration the overall dimensions so that any parts that have been removed can be easily fitted back on and that the manifold can be easily accessed.

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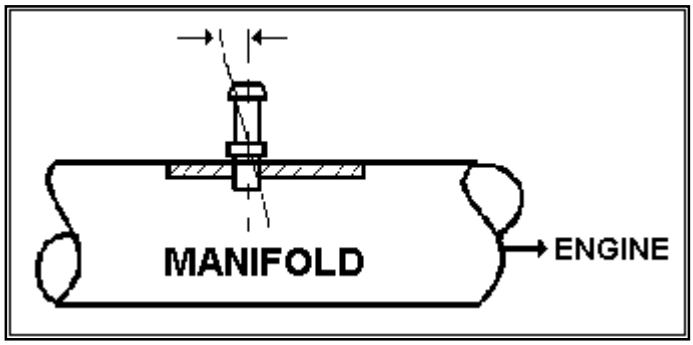

pic. 21

- It is important to evaluate the thickness of the manifold. If the wall is too thin, this could affect the seal. Excess material deposit (such as on bends) could prevent correctly fastening the hose connector. **The hole to be made should never be directed towards induction to avoid hindering the flow of gas towards the engine.**

pic. 22

- Once the correct position has been found, start drilling the manifold with a 5 mm drill covered in grease. Proceed slowly. During this operation, remove the shavings produced. Afterwards, continue with a 7 mm drill, always slowly removing the shavings. Removing the induction manifold is always advisable for drilling operations.

pic. 23

- Once drilling has been completed, thread using the M 8x1 tool, being very careful not to allow shavings to enter the induction manifold.

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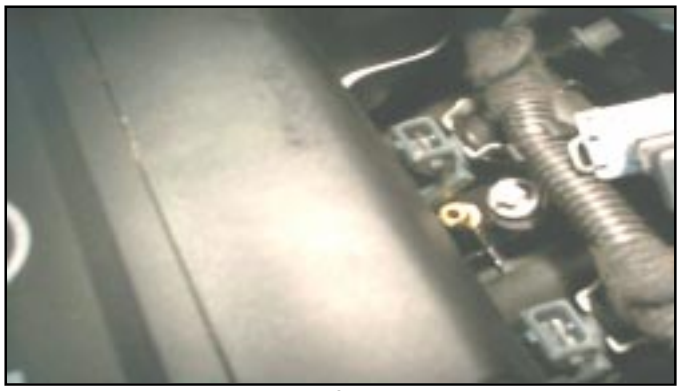

pic. 24

- After threading the manifold, fit the hose connector and, using the Allen wrench fitted in the inlet hole, delicately tighten up. Use a few drops of sealant and make sure this does not block the gas flow hole.

pic. 25

- Using the pipe provided, connect the injector to the hose connection (recommended pipe length not over 10 cm). **Do not fasten the injector with gas inlet turned downwards.**
- The connection pipe should not be longer than 10 cm. It is most important for the gas to be able to flow freely inside the pipe. Make sure therefore there are no bends in the pipe which could hinder flow.
- Adequately arrange the injectors with relevant connection pipes.

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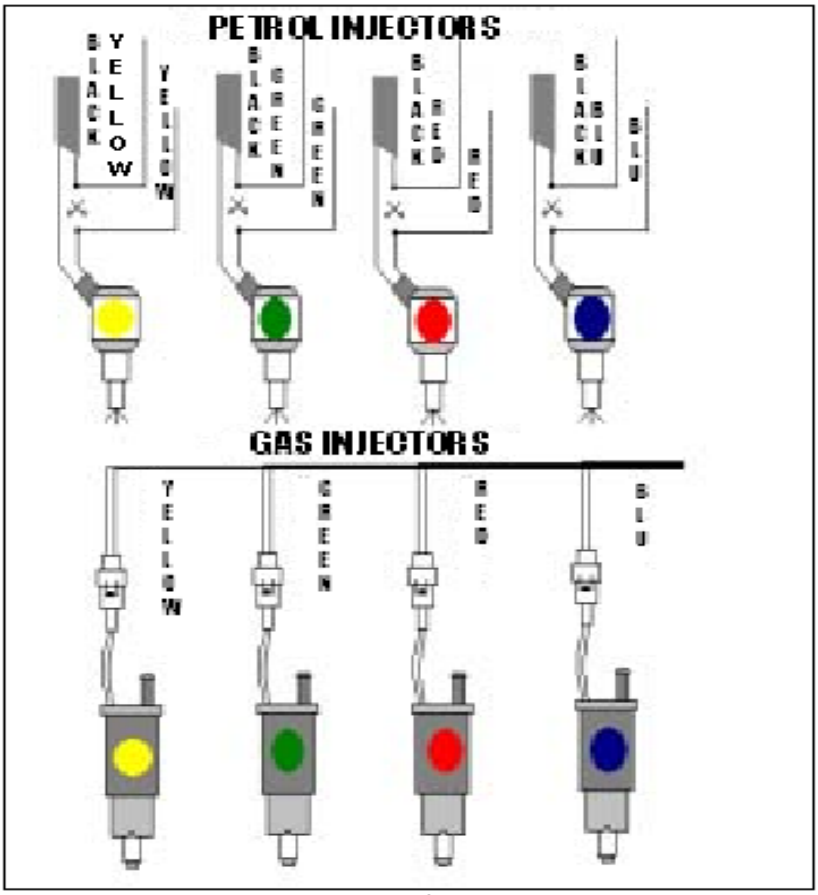
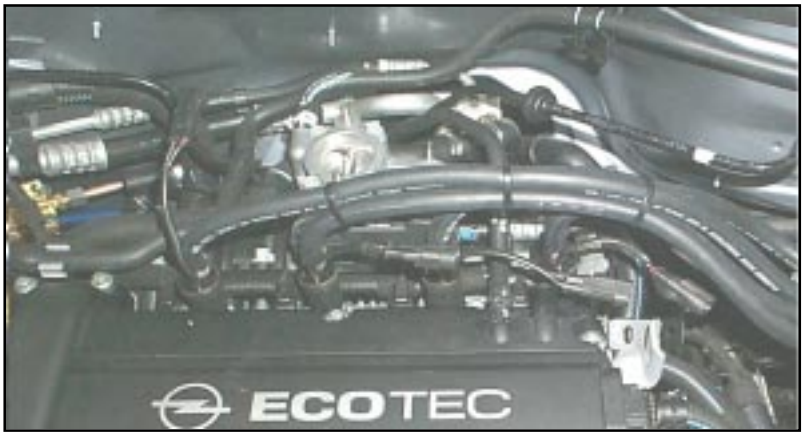


pic. 26

- Once installation has been completed, proceed to connect the gas injector to the relevant petrol injector. Disconnect the original pins from the petrol injectors and find the wire that carries the control signal.
- At this point, cut the control wire of the electric petrol injectors and connect up the **EasyJet** wires (see pic. 26). Be very careful about the cable colours and make sure these match one another. **The wires should be soldered together to prevent false contacts or detachments. The EasyJet cable injectors, with the black stripe, must always be connected to the petrol unit.** After completing the installation, check the connectors and make sure the power leads are protected.



pic. 27

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2.5 ELECTRONIC UNIT

Easyjet electronic unit is composed with:

- **Sequential injection unit EASYJET**
- **Wiring**

The components has to be installed as shown in the WIRING DIAGRAM (see pag. 28)

SEQUENTIAL INJECTION UNIT EASYJET

pic. 28

Fix the electronic unit to the body inside the hood. Following:

- It shall be fixed to the body and not to the engine.
- It shall be placed far from the exhaust manifold or excessive heat source.
- It shall be placed protected from collisions and accidental impacts.
- It shall be in a position where maintenance and inspections can be performed easily and the connection of the diagnosis and setup tools is accessible.
- It shall be in a position protected from direct water impact.

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WIRING HARNESS

pic. 29

To aid the wiring process, the main Wiring Harness has been divided into several Looms (numbers 1 to 9) as shown in the enclosed WIRING DIAGRAM (see pag. 28).

LOOMS n. 1 & n. 2 Injectors Cutting

► Identify the pair of wires which connects each originai petrol injector to the petrol EFI unit.
► Each pair has one wire of the same colour for all pairs: this is the Positive "+". The wire of each pair with a different colour for each injector is the Negative "-".

Proceed as follows for EACH iniector (refer also to the drawing below). We strongly recommend joints obtained by welding and insulation obtained by mean of shrink wrap.
► Cut the Negative "-" of the original petrol injector .
► Join the cutted end to the petrol injector to the colour end of the wire in LOOM n.1
NOTE: (colour is intended as yellow, red and so on)

► Join the cutted end from the originai petrol ECU unit to the colour/black end of the wire in LOOM n.1
NOTE: (colourlblack is intended as yellowlblack, redlblack and so on)

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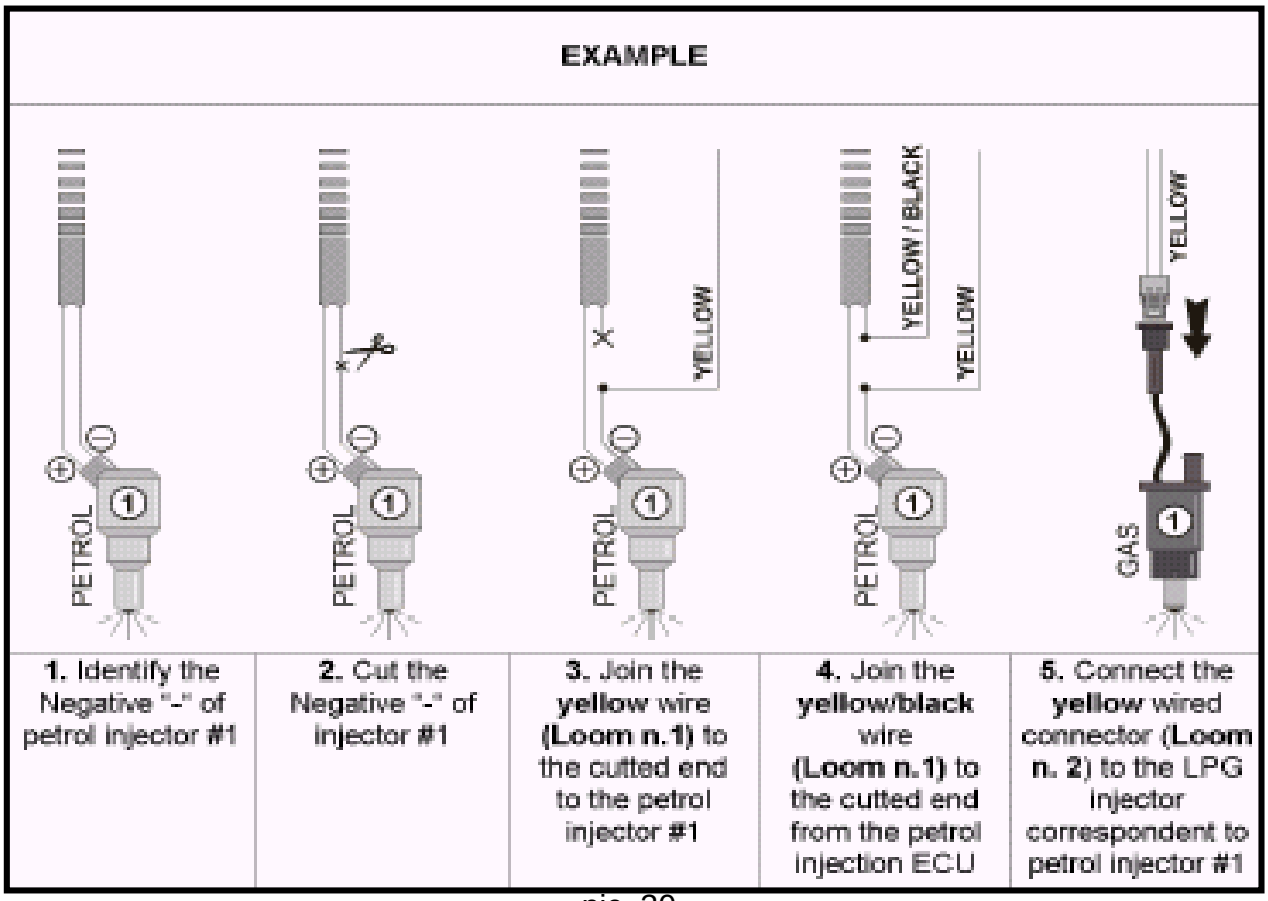
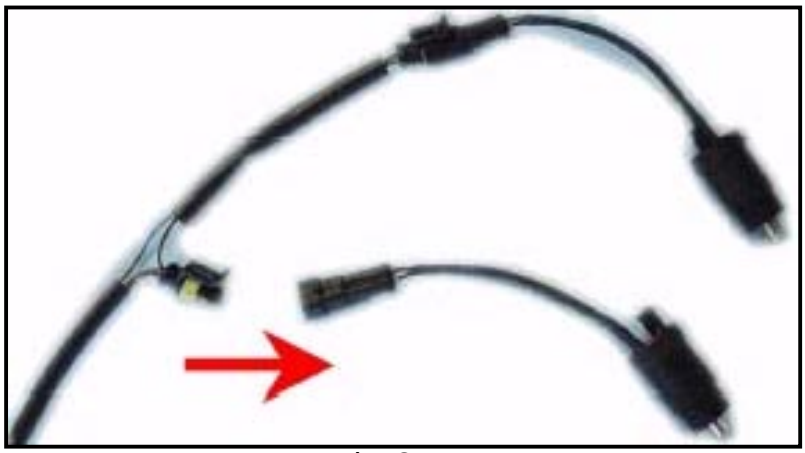
► Take from LOOM n° 2 the connector holding wires of the same colour as the one from LOOM n° 1 just joined and connect to the correspondant cylinder LPG injector.



pic. 30



pic. 31

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LOOMS n. 3 Serial port connector

The EASYJET main unit shall be positioned in such a way to allow this 4 poles female connector to be easily accessible for connecting the PC interface.

pic. 32

LOOMS n. 4 VIR pressure regulator solenoid

Connect this male connector with BLUE+BLACK wires to the female connector incorporated into the solenoid valve of the VIR pressure regulator.

pic. 33

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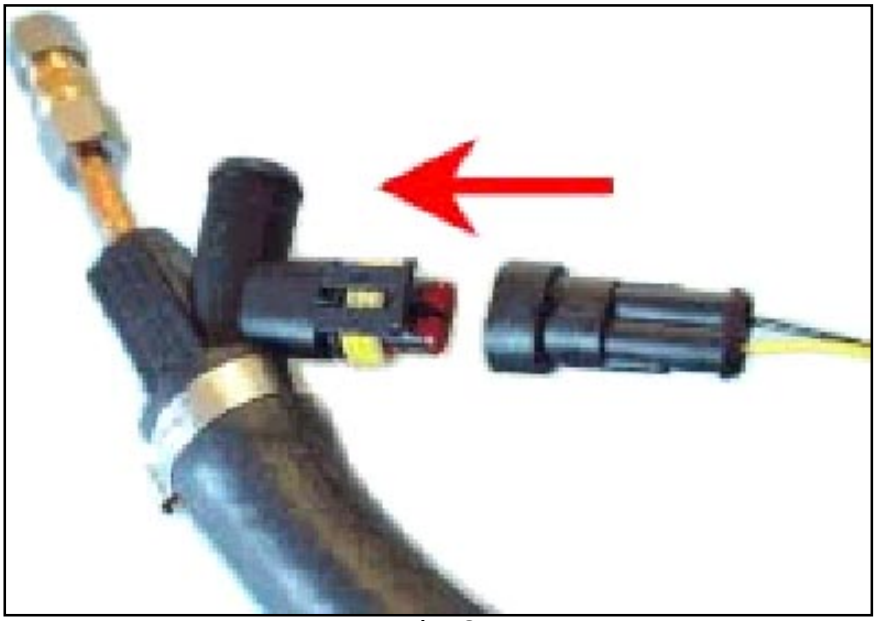
LOOMS n. 5

Connect this male connector with Yellow+Black wires to the female connector incorporated into the PVS Evaporator's temperature sensor



pic. 34

LOOM n. 6 Switch

Connect the 5 wires of the switch to the corrspondent colour wires of the loom (Loom n. 6 of the Wiring Harness).
The joints shall be welded and properly insulated. Use of shrink wrap is recommended.

LOOM n. 7 Level Sensor (on the Multivalve)

Connect the wires for the level sensor (Green, White, Black) to the the sensor, using the extension loom supplied together with the sensor .
The Blue/Black wire IS used to connect the solenoid lock-off valve on the MUL TIVALVE
NOTE: this device is used on ECE 67R-O1 MulIivaJves onJy.

BEWARE: as the wires are supplied pre-peeled, if they are not used IT IS REQUIRED to leave them properly insulated, otherwise DAMAGES TO THE MAIN UNIT MAY OCCUR.

LOOM n. 8 Positive "+" Under Key

Connect the RED wire to the Positive "+" Under Key. The fuse has to be installed in series.
NOTE: a *suitable NOT TIMED contact shall* be *found.*

LOOM n. 9 Battery 12 volt

Connect the red/black wire to the Battery positive “+”. The fuse has to be installed in series.
Connect the black wire to the Battery Negative “-“.

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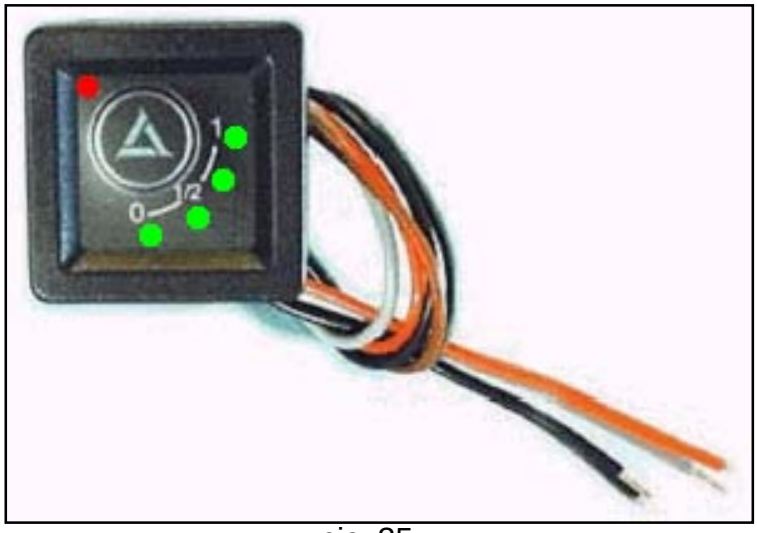
2.6 SWITCH



pic. 35

The fuel selection switch is of compact size; it can be placed anywhere on the dashboard without any risk of creating obstacles or hindering driver movements. Simply drill a hole through which to pass the power leads and slot in the switch.
Inside the gas tank is a fuel level indicator and in the event of forced switchover to petrol while running on gas, an acoustic device warns the driver of what has happened.

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FINAL CONTROLS AND TESTS

The following tests and controls shall be performed once the installation is completed and prior the delivery of the vehicle:

- Feed the LPG system and check carefully for any gas leakage, using soap water or a gas detector. This control has to be done in any junction of the LPG line, both high pressure and low pressure, for each component of the conversion, including also the ones not mentioned in this booklet (i.e the multivalve, the tank and so on).
- Start the engine.
- Verify the cooling system/circuit and top it up, if needed.
- Verify the evaporator: it shall heat up correctly. If needed, bleed the cooling circuit in case a drain tap is placed on the engine.
- Check carefully for any water leakage, both in the WATER IN & OUT fittings of the evaporator or in any other junction of the water circuit.

Now it's possible to proceed to the calibration of the EASYJET , following the instructions of the dedicated manual.

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INSTRUCTION FOR SELECTING FUEL

Manual fuel selection.

The following sequences indicate the various switch stages.

- The vehicle is running on petrol.

By pressing the button, the type of fuel used can be changed.

- The vehicle is still running on petrol but is ready to switch to gas as soon as the vehicle achieves the right fuel-change conditions. **The green LEDs flash.**

- The vehicle has switched to gas and the indicator shows the fuel level inside the gas tank is at maximum allowed level.

- The vehicle has switched to gas and the indicator shows the fuel level inside the gas tank has dropped to 3/4 of max allowed capacity.

- The vehicle has switched to gas and the indicators shows the fuel level in the gas tank has dropped to 2/4 max allowed capacity.

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- The vehicle has switched to gas and the indicator shows the fuel level in the gas tank has dropped to 1/4 max allowed capacity.

- The vehicle is running on gas and the indicator shows fuel reserve condition has been reached inside the gas tank. **The LED flashes.**

Automatic petrol/gas switchover

- The vehicle always starts by running on petrol and switches automatically to gas when the correct temperature conditions set in the system are reached.
  The LEDs all flash together.

- The LEDs stop flashing and stay on steady. At this point the vehicle runs on gas. The LEDs may be on altogether or in part according to the quantity of fuel in the gas tank, as shown in the "manual switchover" paragraph.

AUTOTEST

- EasyJet electronics incorporates an autotest system for finding any faults. In case of malfunctions, a red LED comes on in the top left part of the switch and the system automatically switches to petrol. **In this case, contact an EasyJet system installation workshop for checks.**

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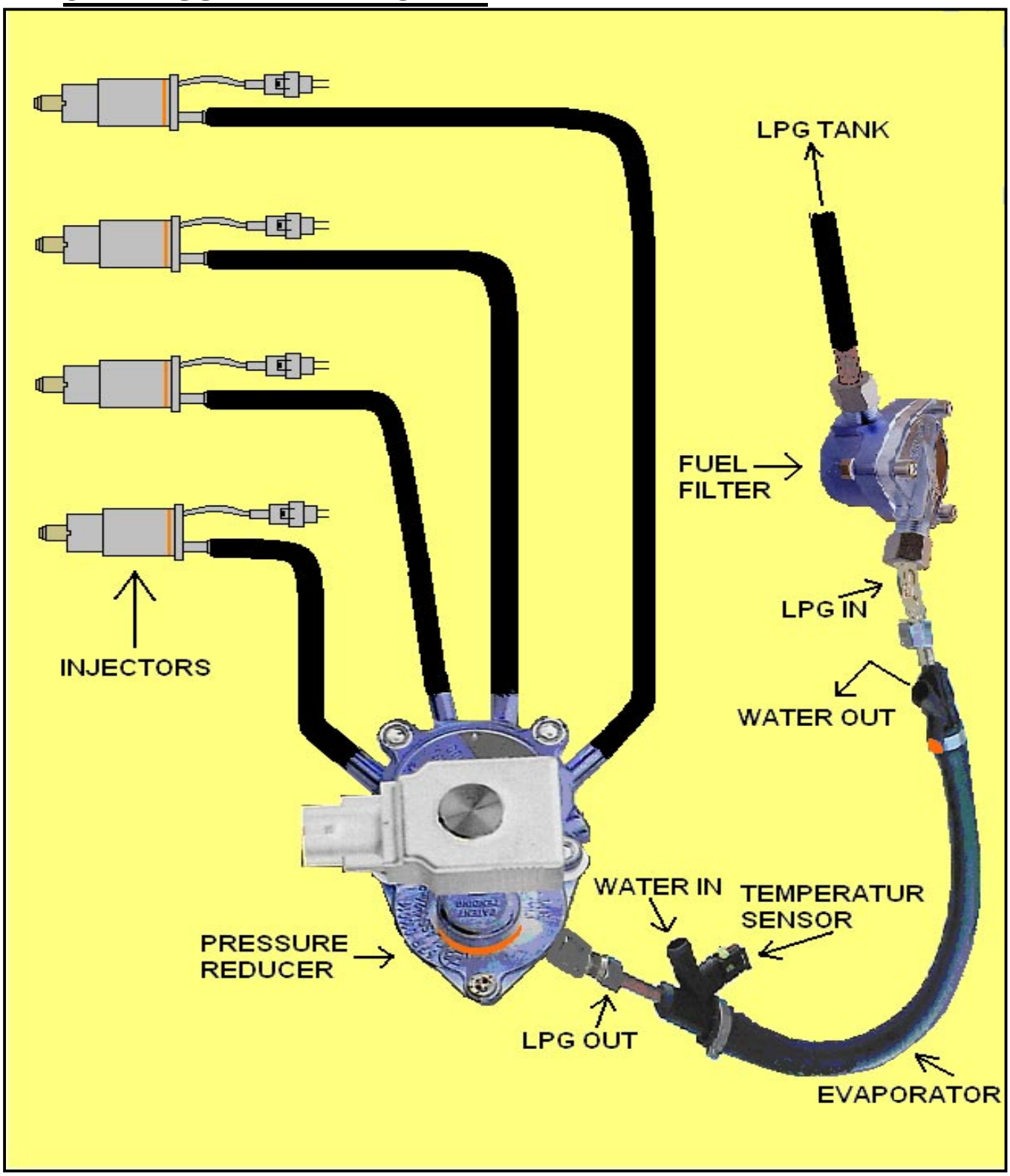
3 ASSEMBLY DIAGRAM



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4 CONNECTION DIAGRAM