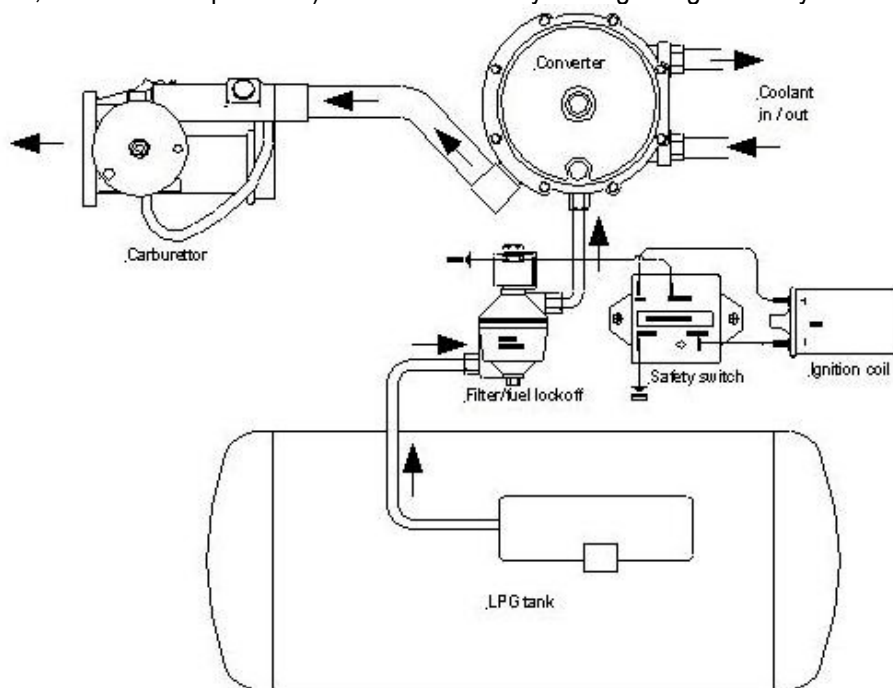


Basic Carburetion System

LP-gas installations require the components diagrammed below. Variations are minor and reflect only the differences necessary to adapt the particular equipment involved. LP-gas is released from the tank as a liquid. Then it passes through the line to the filter. For convenience and added safety, an electrically operated solenoid valve is incorporated in the system and located near the fuel inlet of the converter. The solenoid coil is connected to a safety switch (electronic, vacuum or oil pressure) and is activated by turning the ignition key and cranking the engine.



The normally closed valve then opens and allows liquid fuel to flow to the converter. From here, the LP-gas as a vapor passes into the second stage of the converter from which it flows into the carburetor and intake manifold upon demand. Connections are made to the cooling system of the engine and coolant is permitted to pass through various passages within the converter to heat the unit, counteracting refrigeration caused by rapid expansion of the liquid LP-gas changing to vapor during pressure reduction. Small engines are frequently operated on vapor directly from the tank and do not depend on the engines cooling system for vaporization. Similar regulators to those used with liquid fuel systems are required to control pressure and flow.