



CONTRARY TO OUR COMPETITOR'S DISINFORMATION ABOUT HAVING THE ONLY CERTIFIED KITS IN AUSTRALIA (AND GIVING THEM THE OPPORTUNITY THE CORRECT THAT ERROR) THIS PAGE HAS BEEN ESTABLISHED TO HELP CUSTOMERS SORT THROUGH SOME FABLES AND CORRECT OTHER INFORMATION THEY SPRUIK ON ABOUT.

- 1) They state injecting LPG after the turbo does not allow good mixing of the LPG in the airflow. So what do they tell their customers who own vehicles which do not have turbo chargers?

"Gee we're sorry, your vehicle will be feeding only a few cylinders"? Or
"Sorry, your engine is going to detonate because you don't have a turbo"?

No they don't. Why? Because they know we don't need a turbo to mix the LPG.

- 2) They also sell LPG injection kits for petrol vehicles. Ask them, or ANY OTHER LPF mechanic, where do they fit the injection point on those kits? ANSWER? At the manifold. Why would every LPG kit on the market for petrol vehicles inject in the manifold? Does the LPG not mix? No, we all know it mixes perfectly. Yes, we too will be happy to see them talk their way out of that embarrassment.

- 3) They show a great picture of smoke streaming over the smooth body of a modern motor car. Sure looks good however the fact is, inside of a motor vehicle's inlet tract is far from a smooth flowing air stream. Why? a) the air stream is pounded by the turbo, b) smashed through an intercooler, c) slammed through bends and corners and d) sent skipping into sometimes separate manifold runners. By the time the air has passed through the manifold the LPG/AIR charge is truly in a homogeneous state. Again, look at every LPG injection kit for petrol engines where the point of injection is at the manifold!

- 4) They say you loss power if you inject post turbo because one cylinder will get more gas than others. Why is it they don't achieve BETTER power than our systems when run back to back? WHY Answer? Because they are again giving disinformation. OUR POWER RUNS SPEAK FOR THEMSELVES.

- 5) They say the ratio is too low and cannot possibly ignite. At this we also laugh since at their point of injection the ratio must be something close to 100%. From there it then flows with the air stream into the turbo. They say the air streams POST turbo when in fact the air streams much linearly BEFORE impacting the turbo blades. The ratio will change alright but AFTER the turbo ... not before. SINCE THEY TALK UP THE IMPOSSIBILITY SO MUCH, ASK THEM FOR A WRITTEN DIRECTOR'S PERSONAL GUARANTEE. No hiding behind corporate structures fellas. Put your homes on the line. Yes, I know the response already ... NO GUARANTEE WILL BE GIVEN.

For more information download and read this PDF. (ADD THE ATTACHED PDF RIGHT HERE PLEASE)

AND STAY TUNED FOR MORE...

SINCERELY (WITH NO BULL) THE OWNERS OF ECO-GAS.