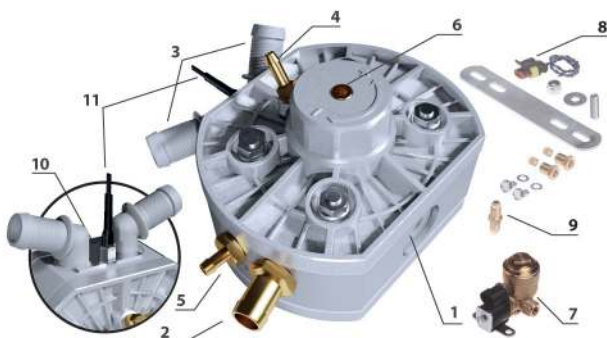


# TUR'6Z

## Reducer R2

version: 6Z

R2 (E8) 67R-01 6555



### ► Designation

**TUR 6Z** reducer / evaporator can be used in cars equipped with LPG gas injection installations in the volatile phase, with engines up to 150 kW (204 HP).

### ► Work parameters

Output pressure  
adjustment range **0,9 ÷ 1,6 bar**  
Solenoid valve coil **12V DC / 11W**

### ► Service Recommendations

In order to ensure long-term, trouble-free operation of the reducer, it is recommended to carry out periodic inspections in accordance with the warranty book.

### ► Product code

824 000 011

## ■ General installation recommendations

**During the installation of the reducer, observe the following:**

- We take into account the power reserve on the reducer in relation to the engine power
- The reducer is mounted below the coolant tank
- The installation place of the reducer should not be exposed to a decrease or a significant increase in temperature while driving
- The reducer must not interfere with the functioning of other devices in the engine compartment
- The mounting location should provide easy access to the pressure adjustment screw and the ability to easily replace the liquid phase filter cartridge
- We install the evaporator in such a way that it is not exposed to excessive vibration while driving
- Due to the design, the direction of water flow in the evaporator is not important
- All rubber hose connections must be secured with cable ties
- Ventilate the reducer after installation

## ■ Installation instructions

- Gas supply connection (gas inlet in the liquid phase) (1) should be made by tightening the appropriate solenoid valve (7), using the nipple (9) and connecting the liquid phase gas with a nominal diameter  $\varnothing 6$
- The outlet connector (2) (gas outlet in the volatile phase) is adapted for a rubber hose with a nominal diameter internal  $\varnothing 12$
- The heating fluid lines must be connected via water elbows (3) adapted for the hose rubber with a nominal internal diameter of  $\varnothing 16$
- The connector pipe of the manifold pressure connection (4) is adapted for a nominal rubber hose inside diameter  $\varnothing 5$
- The connector for connecting the safety valve (5) is designed for a rubber hose with a nominal internal diameter of  $\varnothing 5$
- We install the reducer in the engine compartment using the supplied screws and mounting of the reducer (8)
- (10) temperature sensor installation location, (11) temperature sensor
- After completing the assembly, check the tightness of the connection

## ■ Adjusting the output pressure

- If it is necessary, it must be performed on a heated reducer
- Pressurization is achieved by rotating the adjusting screw (6) counter-clockwise (+)
- Pressure reduction is achieved by turning the adjustment screw (6) clockwise (-)