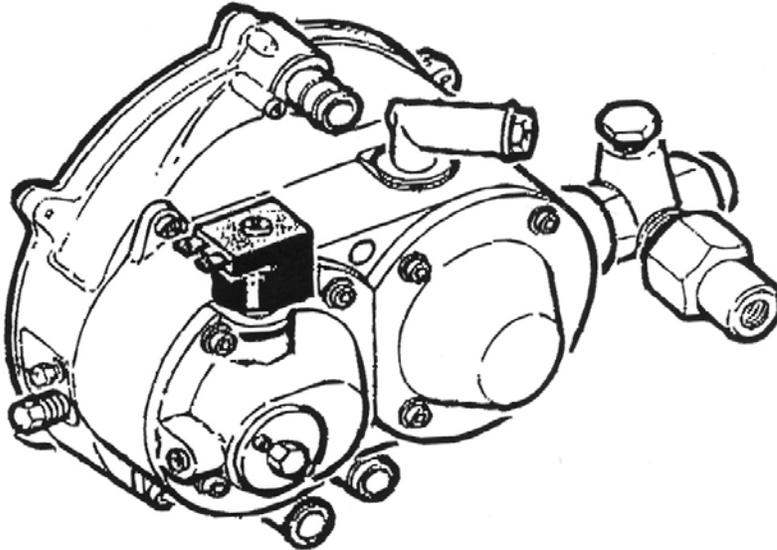


CNG REDUCER REPAIR KIT



Before starting please take following precautions: (fig. 60-61)

Check all rubber parts, replacing all that are worn.

Carefully check the high-pressure seat (B) and the relative sealing ring (A).

Position the ring (A) carefully in its slot.

Insert the seat (B) by pushing only by hand. Do not use any tools. Do not “pinching” the seal (A).

Screw the seat holder (C) in place.

Check that the sealing piston (D) slides freely in the seat holder (C).

Re-assemble the entire unit in the high-pressure body, taking the **UTMOST CARE** in positioning the spacer (E) Properly; before assembling the high-pressure diaphragm, make sure that the spacer is in the right position.

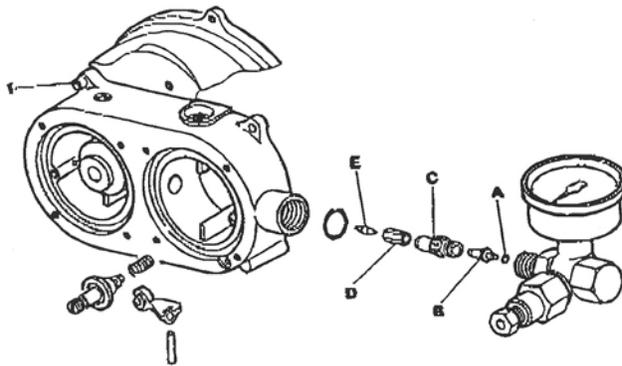


Fig. 60

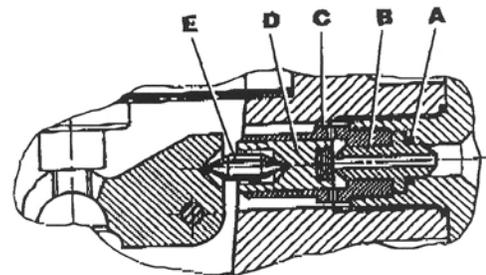


Fig. 61

When reassembling the cap (# 2 fig. 62), be careful with the diaphragm centering ring (#2 fig. 62). The nut (# 1 fig.62) must be screwed without force until it touches the ledge on the stem.

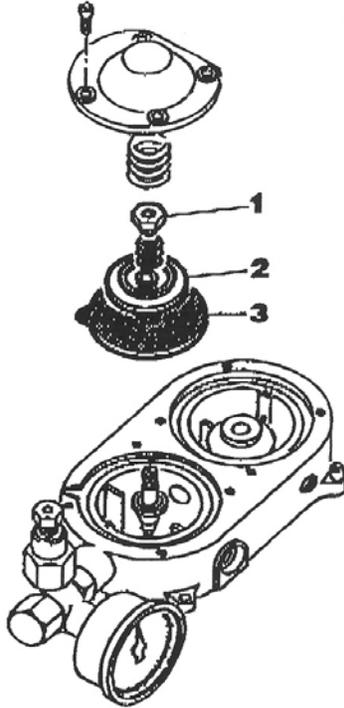


Fig. 62

The diaphragm (# 1 fig. 63) must be secured to the plate (# 2 fig. 63) with the proper screw (# 3 fig 63) being careful not to force it.

Make sure that the diaphragm (# 1 fig. 63) is centered with respect to the sleeve (# 4 fig. 63) and aligned with the tube (# 5 fig 63), and the 2nd protection plate (# 6 – fig 63).

Replace o-ring on the solenoid piston (# 8 fig. 63). When reassembling the cap (# 7 fig. 63), make sure that the spring enters the guide properly.

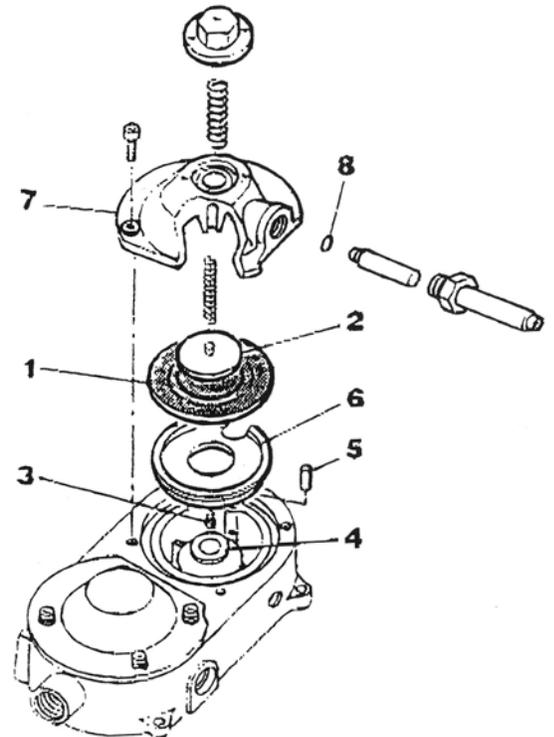


Fig 63

To reassemble the small low-pressure leaf spring use appropriate center square (# 1 fig. 66) which must be removed after having attached the screw (# 2 fig. 66).

Make sure the small leaf spring is perfectly centered and remains slightly separated (about 1 mm) from the slot, without bending the arm (#3 fig.66).

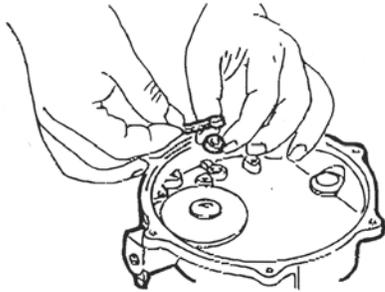


Fig. 65

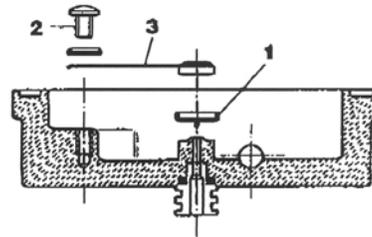


Fig. 66

Reassemble the lower pressure lever and then check the height as indicated.

If the appropriate gauges are not available comply with the measurements stated (fig. 67-68).

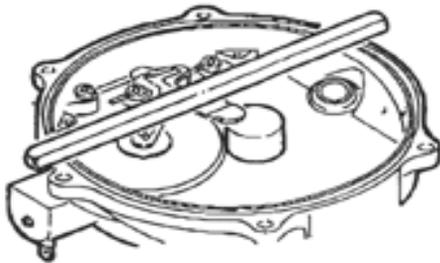


Fig. 67

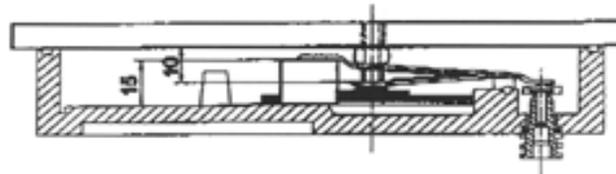


Fig. 68

To reassemble the low-pressure diaphragm, fasten it with the appropriate springs to the low-pressure lever, taking care not to place the curved part on the vacuum pump diaphragm.

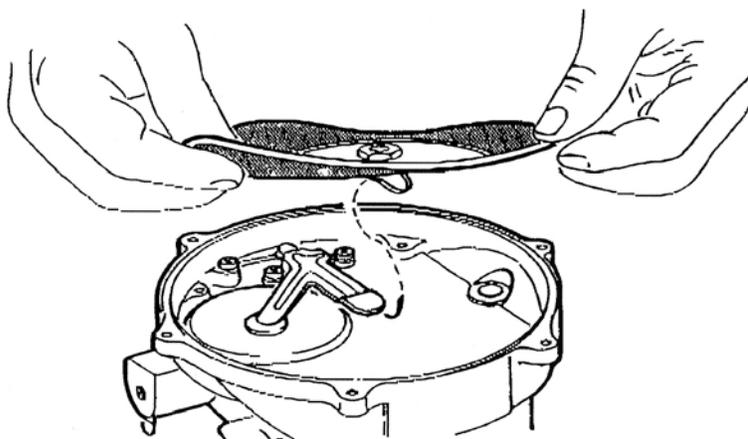


Fig. 69

Running Test

When the reducer has been completely overhauled and before installing it on the vehicle, it is necessary to test the equipment as follows:

Connect the solenoid valve to 12 Volt DC and tighten the supplementary idle setting screw.

Connect COMPRESSED AIR to the INLET fitting.

Check that the GAS JOINT is perfectly sealed using soap and water.

To make sure there are no leaks between the chambers, connect compressed air (max. 0.1 BAR) to the heating water inlet pipe, keeping the outlet pipe CLOSED.

Verify that there are no leaks anywhere using a soap and water.

