



Installation manual Dedicated PART 2/2

MANUFACTURER	Audi
TYPE	A4
ENGINE DISPLACEMENT	1800
NUMBER OF VALVES	16
ENGINE CODE / NUMBER	CDHA / CDHB
VEHICLE CATEGORIES	M
TRANSMISSION	MT
VERSION	Direct LiquiMax-2.0
PETROL ECU MANUFACTURER / CODE	Bosch Med 17.5.2
HIGH PRESSURE PETROL PUMP	Bosch 0.261.523.113
HIGH PRESSURE PETROL INJECTOR	x
MODEL YEAR:	2013 / 2009
SYSTEM APPROVAL NUMBER (R115)	E4-115R-000010 / DLM-LPG 03
LOCATION SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	366/070018/A / 366/070022/A
MANUAL NUMBER	076/2613100
DATE	2013-04-26



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FOR EXPLANATION AND CIRCUIT DIAGRAMS SEE : INSTALLATION MANUAL GENERAL PART 1 / 2



General instructions

- The installation of the system shall be done in accordance with the installation manual provided by Prins Autogassystemen.
- This manual is based on Dutch regulations, always install the system in accordance to the local regulations.
- For an optimal functioning of the Direct LiquiMax system, maintain a clean and organized work environment during installation and maintenance to prevent pollution of the LPG components.
- Always download the "general manual 1/2 " from our website for basic instructions and diagrams.
- Always disconnect the battery when installing the lpg system. Make sure the ignition key is outside the car.
Be aware of central door locking, radio / telephone memory code, alarm system.
- Wear safety goggles when working on petrol filled system / connections (pressurized petrol)
- Do not place the main fuse into the fuse holder before having completed the installation of the system.
- The AFC has to be activated by means of the Prins diagnosis software.
- Never disconnect the AFC connector, unless you have removed the main fuse.
- When installing the wiring harness, ensure that it does not run near any of the ignition components.

Solder and insulate all electrical connections.

The wires in the loom are provided with numbers and text. The text on the wire explains the function of the wire.

The wire harness is not model specific, therefore it may be necessary to adjust the length of the wires.

Ensure maximum care is taken when connecting wiring.

Make professional joints using solder and shrink sleeve. Do not stretch the wiring harness.

- No component of the LPG-system shall be located within 100 mm of the exhaust or similar heat source, unless such components are adequately shielded against heat.
- If holes have to be drilled (wear safety glasses) for installing brackets, etc., the drilled holes must always be treated with an anti-corrosion agent, after the chips have been removed (especially when mounting a exterior filler into body work).
- After having completed the installation, check the whole system for lpg leakage; use a lpg leak detection device. Also check for leak of engine coolant, petrol and air.
- Fitting and maintenance is only allowed by Prins Autogassystemen selected LPG engineers.
- Failure to follow the instructions in this manual can result in a poor or non-working lpg installation or a dangerous situation.
- For maintenance instructions and filter registration see owner manual.
- Prins Autogassystemen is not responsible for any damages to people or objects as a result of changes to Prins products.
- Check our website regularly for diagrams, certificates, updates, info-bulletins and product information.

Register (warranty card) the system on the Prins warranty portal .



Required equipment / tools / materials for installing a complete system

- Complete workshop toolbox (wrenches, screwdrivers, cutters, pliers, ratchet, sockets)
- Car lift
- Portable computer : operating on Windows 98, W2000 or XP.
 - Internal memory : 16 Mb or more
 - Memory HD space : 5MB
 - Screen : 256 colours, advise colours 16 bits or more
 - Com port : 1 free COM port 1 or COM port 2 with a 9 or 25 pins connector
- Vehicle fuel system scan tool or OBD scan tool Prins (part nr. 099/99928)
- Exhaust gas analyser
- Multimeter
- Oscilloscope
- Prins diagnostic software
- Prins serial interface
- Torque wrench (10Nm)
- Torque wrench (200-250Nm)
- Portable light
- Assortment drill bits 4 to 12 mm
- Assortment cutters (ø 20, 30, 50, 70 mm)
- Portable drill or pneumatic drill
- Thread cutting device (male M6x1, M8x1, M10x1)
- Socket 46mm
- Air gun
- Vacuum cleaner
- Safety goggles
- Hot air gun
- Soldering iron, soldering tin
- Wire-stripping pliers
- Adhesive tape
- Adhesive sealant
- Thread locking compound
- Anti-corrosion agent / black body coating
- Gas leak detection device or foam leak spray
- Shrink sleeves
- Engine coolant

Vehicle check

- Check the vehicle drivability on petrol
- Check the fuel system for error codes (scan tool)
- Check if the catalytic converter is in good condition (exhaust gas analyzer)
- Check the condition of the ignition system (spark plugs, cables, coil)



Tightening moments

	Nm	SW
M 4 x 0,7	3.3	7
M 5 x 0,8	6.5	8
M 6 x 1,0	11.3	10
M 7 x 1,0	14.5	11
M 8 x 1	24.5	13
M 8 x 1,25	27.3	13
M 10 x 1	52	15-16-17
M 10 x 1,5	54	15-16-17
(filtered)Banjo bolt	10	14
Supply line connection	15	13
Fuel module Allen bolts	20	7
Filler hose connection	50	22

EXPLANATION OF SYMBOLS :



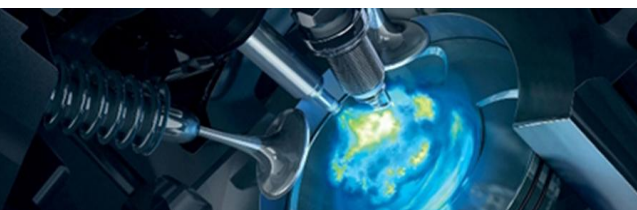
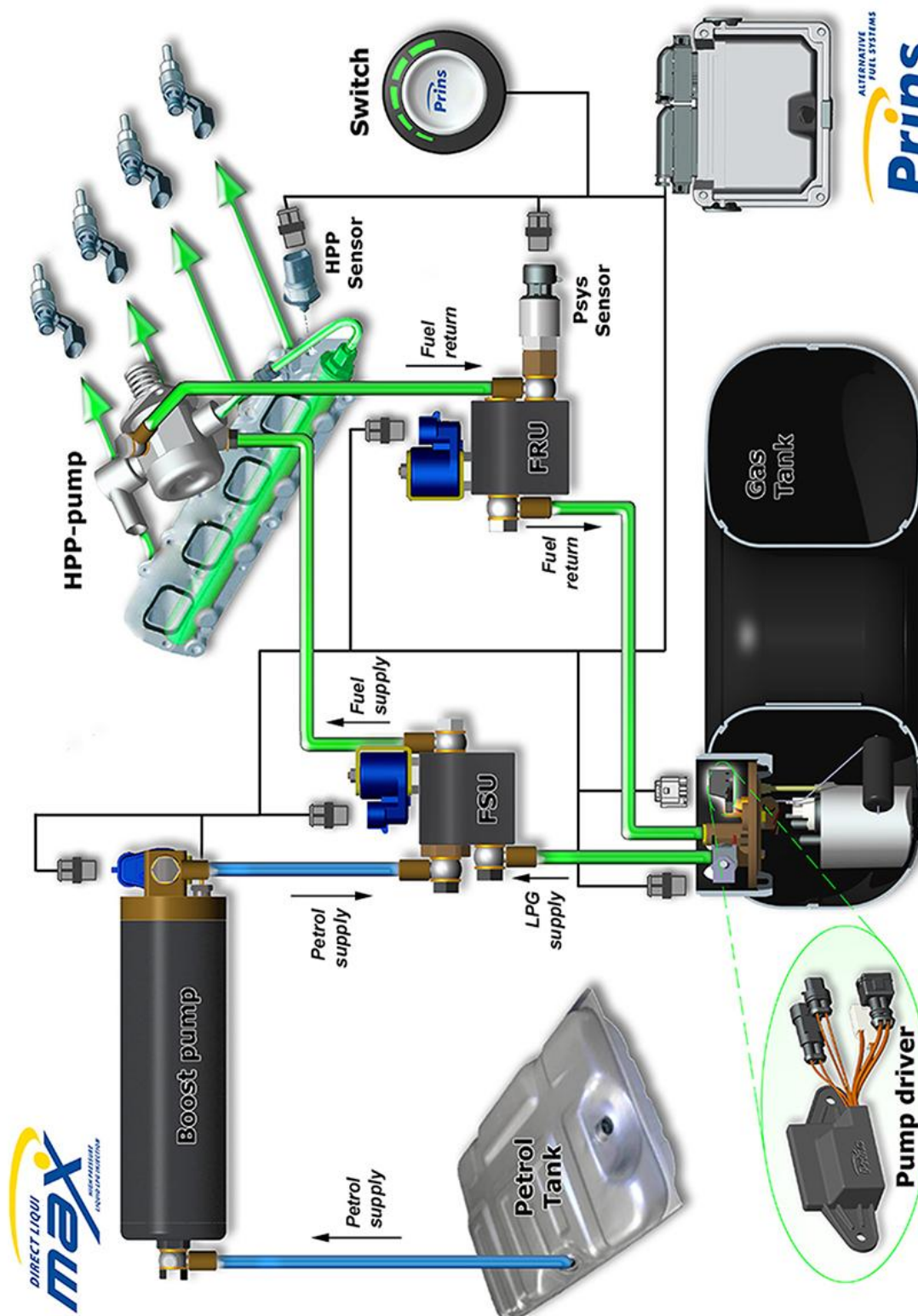
= IMPORTANT, CAUTION



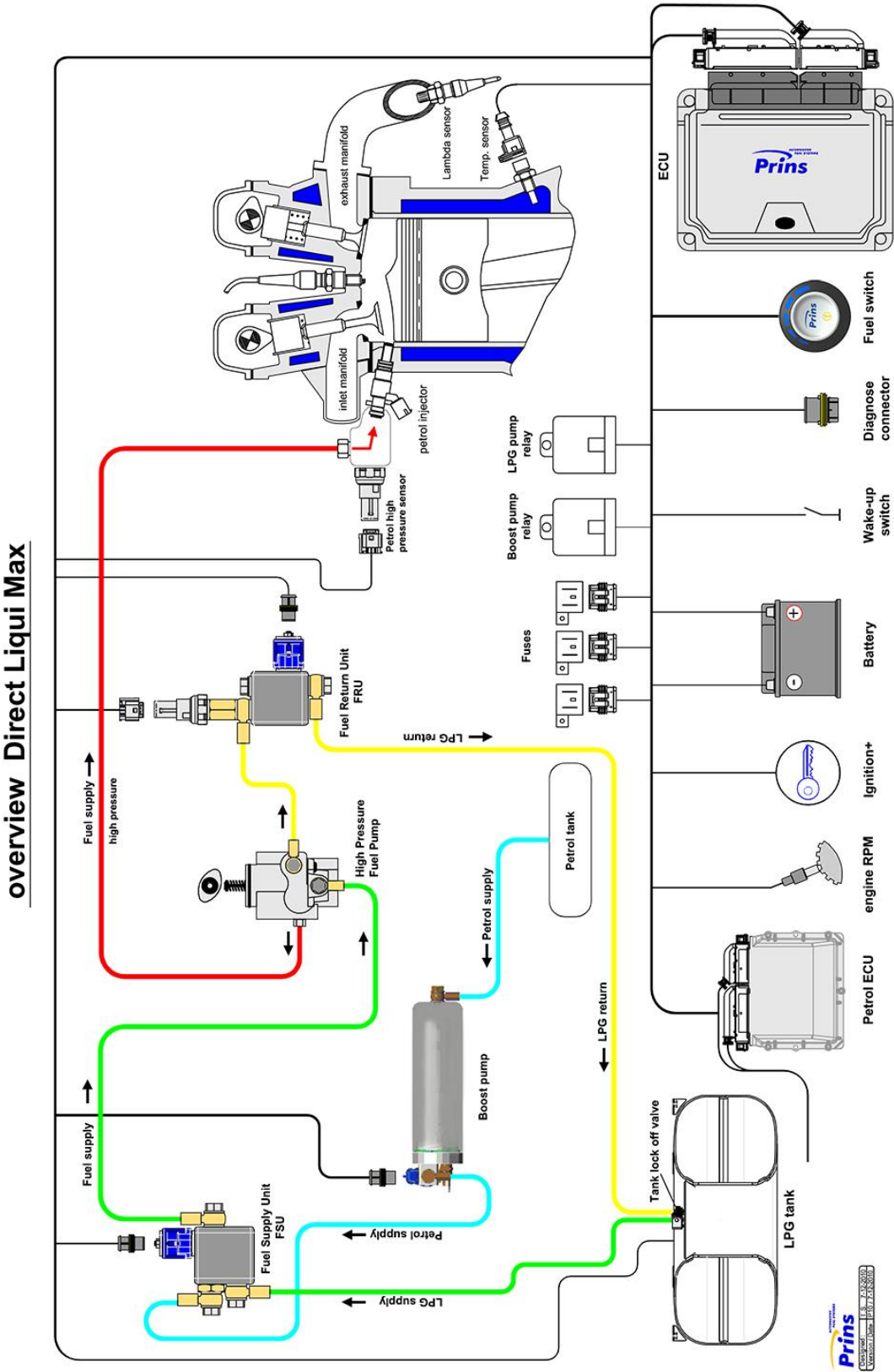
= WEAR SAFETY GOGGLES



Prins
ALTERNATIVE
FUEL SYSTEMS



Overview Direct LiquiMax

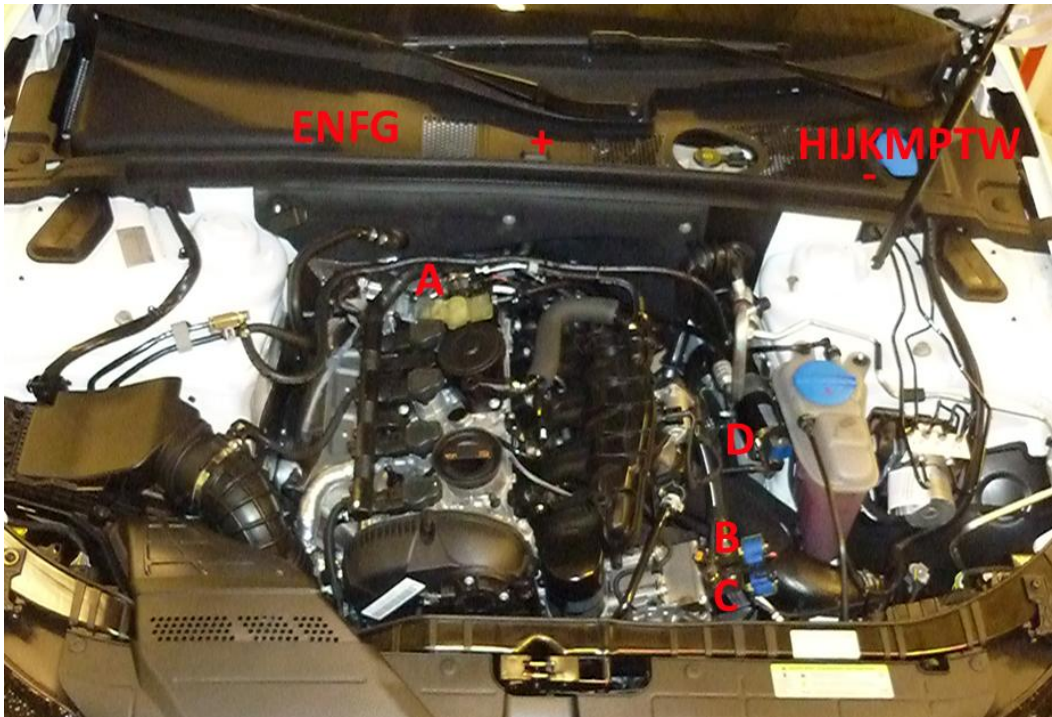


Direct LiquiMax parts / approval numbers

 1st generation  2nd generation	 1st generation  2nd generation
Fuel Supply Unit : E4-67R-010269	Fuel Return Unit : E4-67R-010270 Pressure Sensor : E4-67R-010051
	
Boost pump	High Pressure Pump : E4-67R-010266 High Pressure Rail : E4-67R-010267 High Pressure Injectors : E4-67R-010309
	 XD-3 LPG  XD-4 LPG
Prins ECU : E4-67R-010098 E4-10R-030507	Fuel lines series XD : E4-67R-010247 XD3 E4-67R-010247 XD4



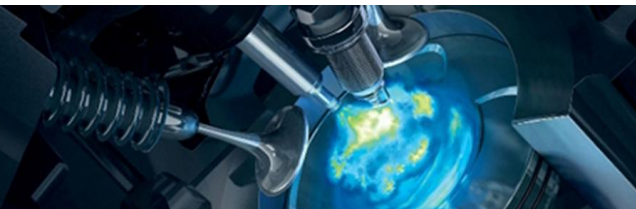
Mounting and connection points



A : High pressure petrol pump	L : R115 Approval sticker
B : Fuel Supply Unit : FSU	M : Grommet
C : Fuel Return Unit : FRU	N : Gas system fuses
D : Boost pump	P : T-ect
E : AFC	Q : Low pressure petrol sensor signal
F : Boost pump relay	R : MAP, Analog 3
G : Tank relay	S : Analog 2
H : Petrol ECU	T : Analog 4
I : Engine speed signal RPM	V : Digital input 3
J : “+” ignition	W : Wake-Up
K : High pressure petrol sensor signal	X : Digital input



L:
R115 approval sticker :
Right side centre door post



Removal of the Bosch High Pressure Pump

-REMOVAL-

-WARNING-

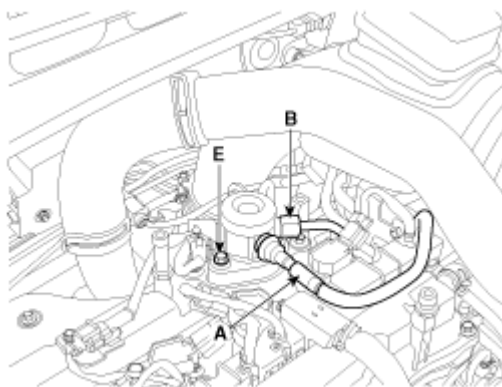
In case of removing the high pressure fuel pump, high pressure fuel pipe, delivery pipe, there may be injury caused by leakage of the high pressure fuel.

Don't do any repair work right after engine stops (HOT engine).

- Turn the ignition switch OFF and disconnect the battery negative (-) cable.
- Wear safety goggles.
- Disconnect the fuel pressure regulator valve connector
- Disconnect the High Pressure fuel feed pipe (B)
- Remove the Low Pressure fuel pipe / hose (A).
- Remove the installation bolts (E), and then remove the high pressure fuel pump from the cylinder head assembly.

CAUTION:

Unscrew in turn the two bolts in small steps (0.5 turns). In case of fully unscrewing one of the two bolts with the other bolt installed, the housing surface of the cylinder head may break because of tension of the pump spring.



CAREFULLY store the removed petrol pump. Make sure no pollution can come into the pump.

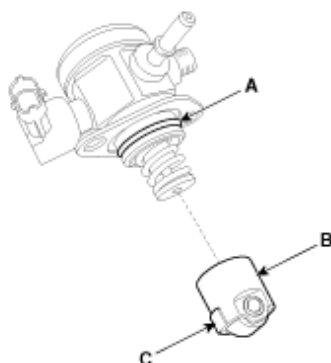


Installation of the Bosch High Pressure Pump

-INSTALLATION-

Before installing the high pressure fuel pump, position the roller tappet (**B&C**) in the lowest position by rotating the crankshaft. Otherwise the installation bolts may be broken because of tension of the pump spring.

Apply engine oil to the O-ring (**A**) of the high pressure fuel pump, the roller tappet (**B**), and the protrusion (**C**). (roller tappet, only if removed from cylinder head)
Also apply engine oil to the groove on the location where the protrusion (**C**) is installed.



Installation bolts:

When tightening the installation bolts of the high pressure fuel pump, tighten and turn the bolts in small step (0.5 turns) after tightening them with hand-screwed torque.

High pressure fuel pump installation bolt: 12.8 ~ 14.7 N.m

Fuel pipe:

First hand-tighten the nut(s) fully until they are not fastened any more in order to have them inserted in place and then completely tighten to the specified torque using a torque wrench.

If not tightening the bolts or nuts in a straight line with the mating bolt holes or fittings, it may cause a fuel leak due to broken threads.

High pressure fuel pipe installation nut: 26.5 ~ 32.4 N.m

Installation is reverse of removal.



Types of High Pressure Pumps



Old type.



New type.



If the old type is mounted to the engine, the new high pressure pump has to be fitted with an adapter.



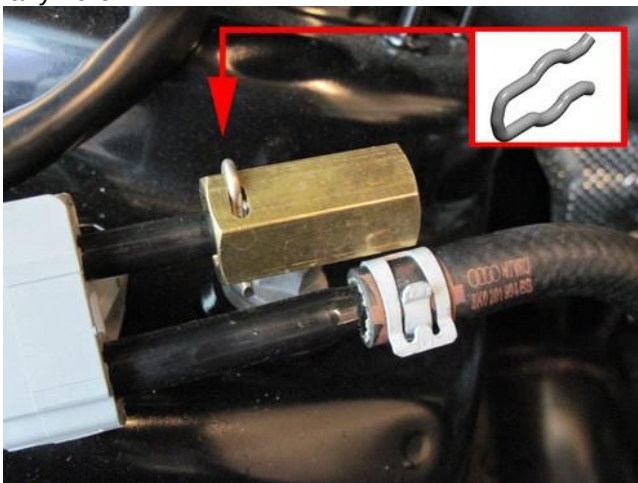
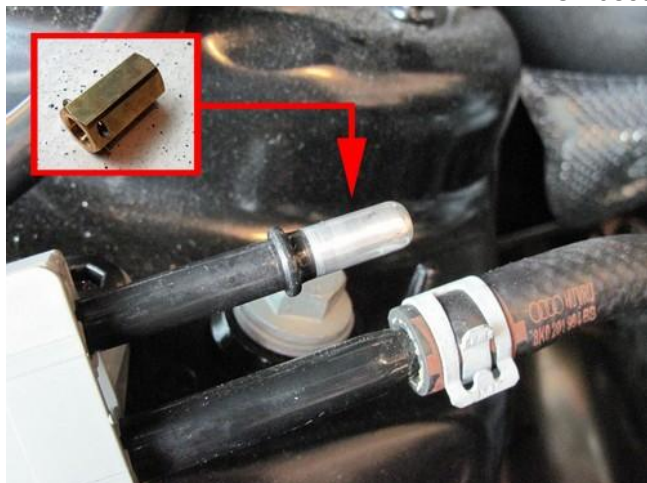
High pressure pump installation



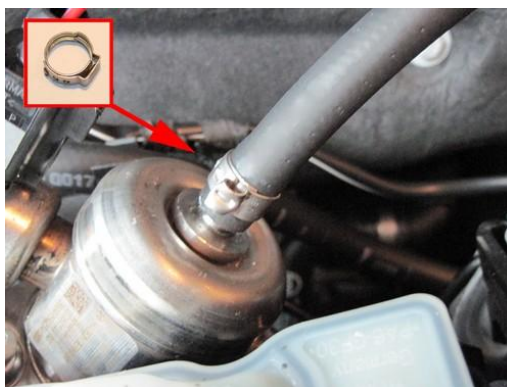
Replace the high pressure pump for the adapted high pressure pump.
(Follow the workshop manual of the car)



Remove the original petrol hose.
NOT used anymore.



Mount a quick release onto the petrol supply line, don't forget the locking clip.

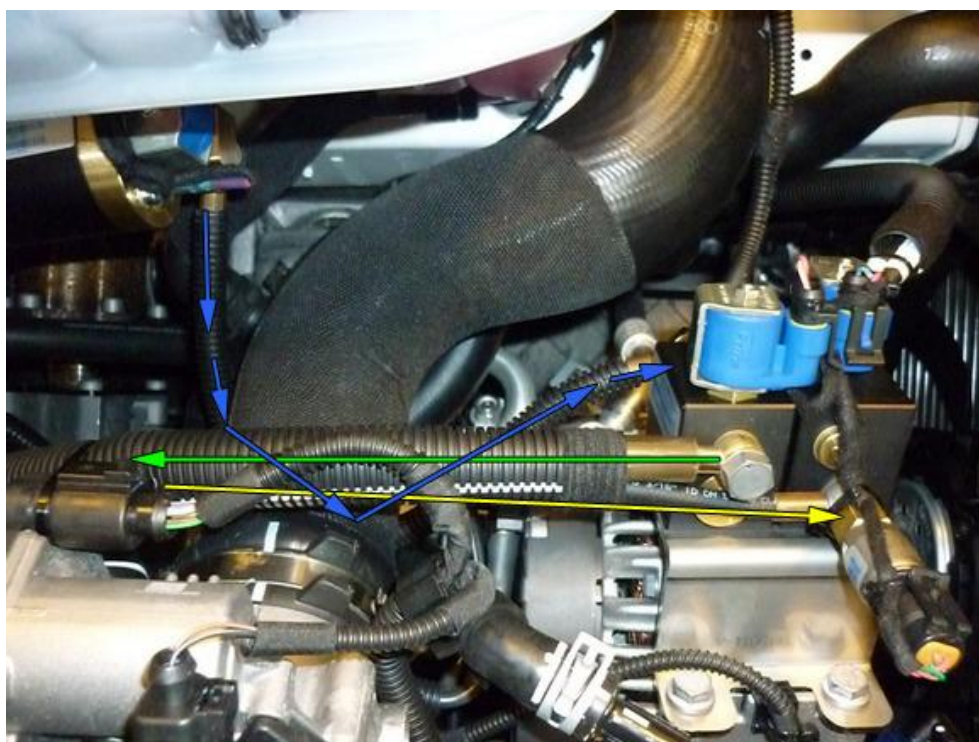
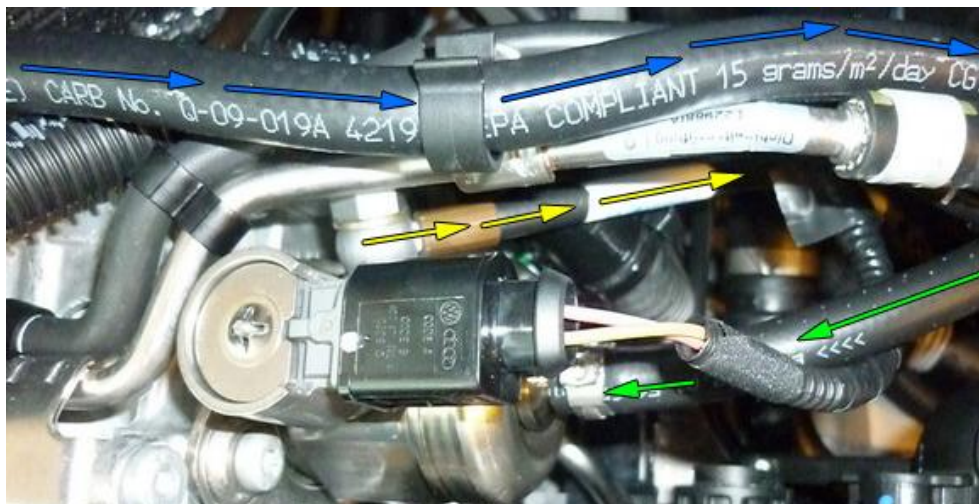


Mount XD-5 hose with banjo bolt to FSU. Mount open end to HPP pump with a 12,8mm clamp.



High pressure pump return

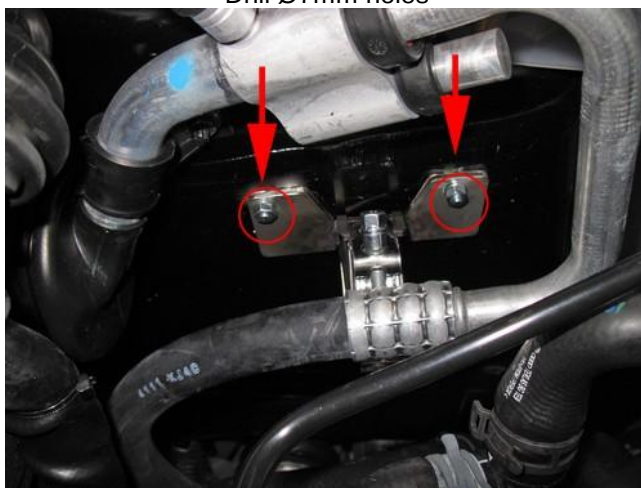
Return: yellow
Supply: green



Boost pump



Drill Ø7mm holes



Mount bracket with clamp with 2x M6 bolts, (spring)washers & nuts.
Mount boost pump to bracket with rubber protection ring around boost pump.

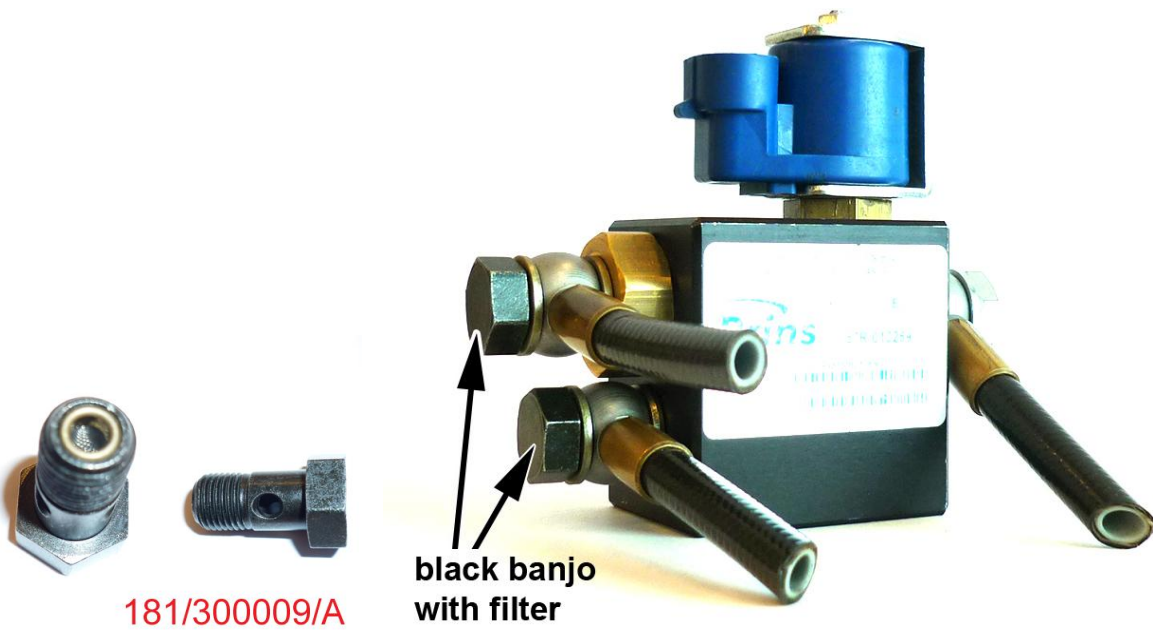
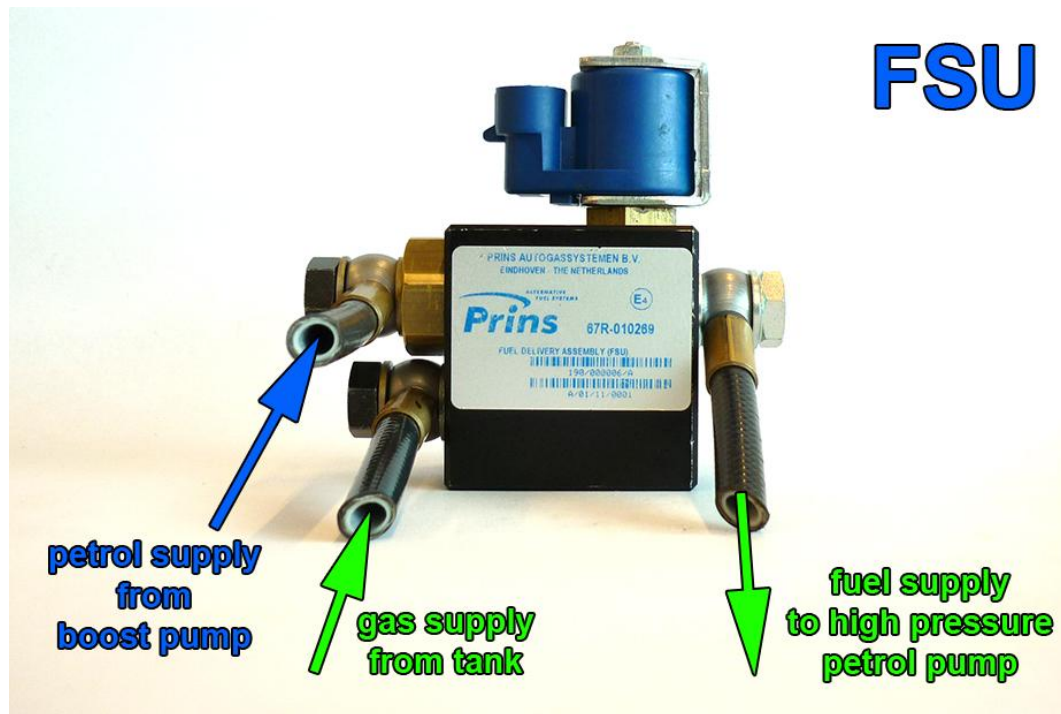


Connection of the fuel hose to the boost pump.

Connect the fuel hoses to the boost pump.



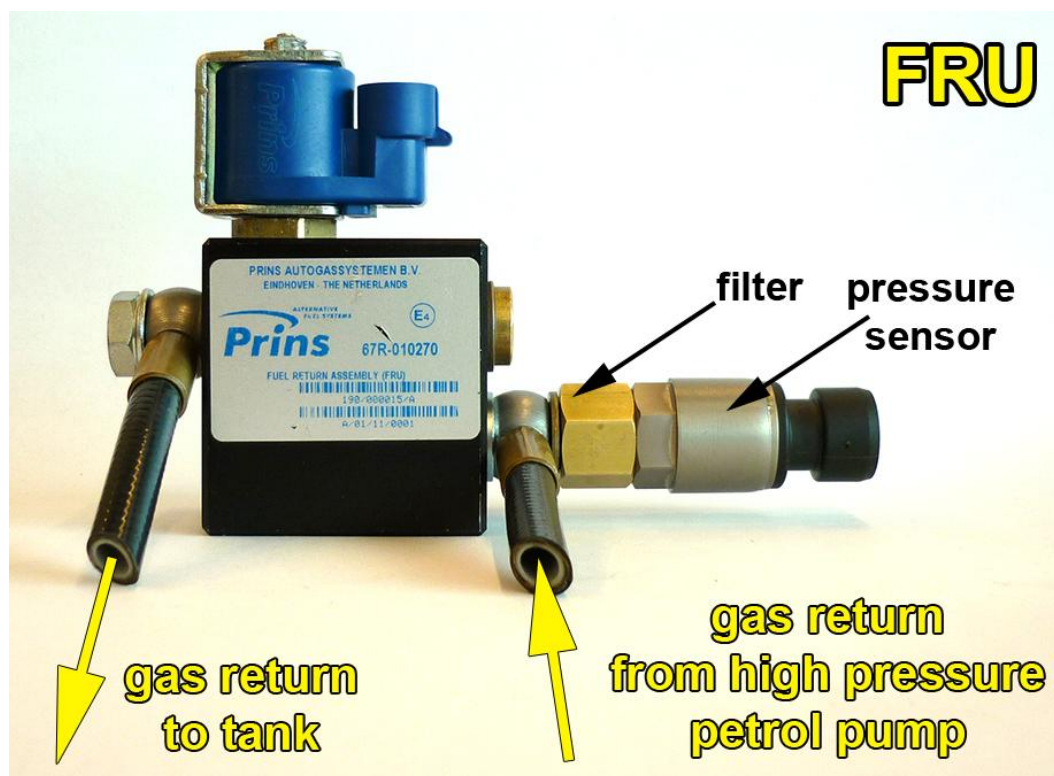
Fuel Supply Unit



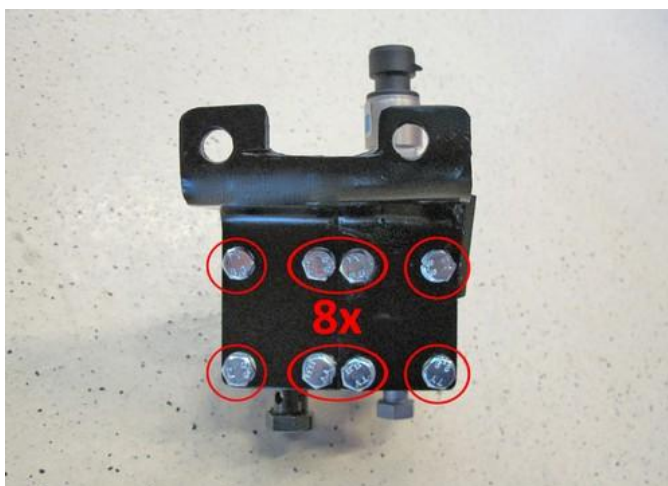
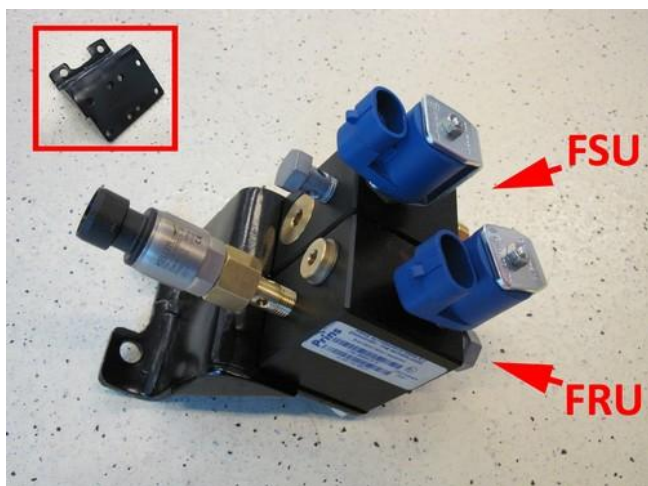
Black filtered banjo will only be used on inlet connections !



Fuel Return Unit



Mounting the FSU / FRU



Mount the FSU & FRU to bracket with 8x M6x12 bolts and spring washers.



Mount bracket with FSU / FRU to original bolts from alternator.

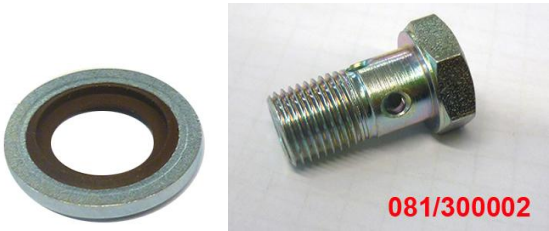


Lpg / petrol fuel lines

Hose	from	to	Length (cm)
Petrol hose	Quick release	Petrol boost pump	100
XD-5	Fuel supply unit	High pressure petrol pump	Cut on length
XD-3	Petrol boost pump	Fuel supply unit	35
XD-3	High pressure petrol pump	Fuel return unit	85



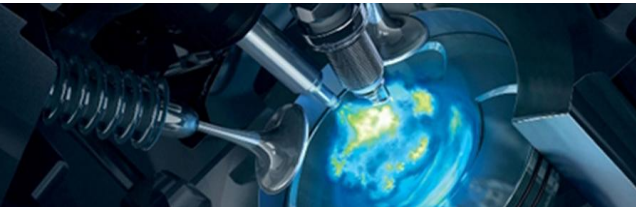
Install the fuel line using two bonded seal washers and banjo bolt :



Filtered banjo: (FSU supply inlets / boost pump inlet : black filtered banjo) :

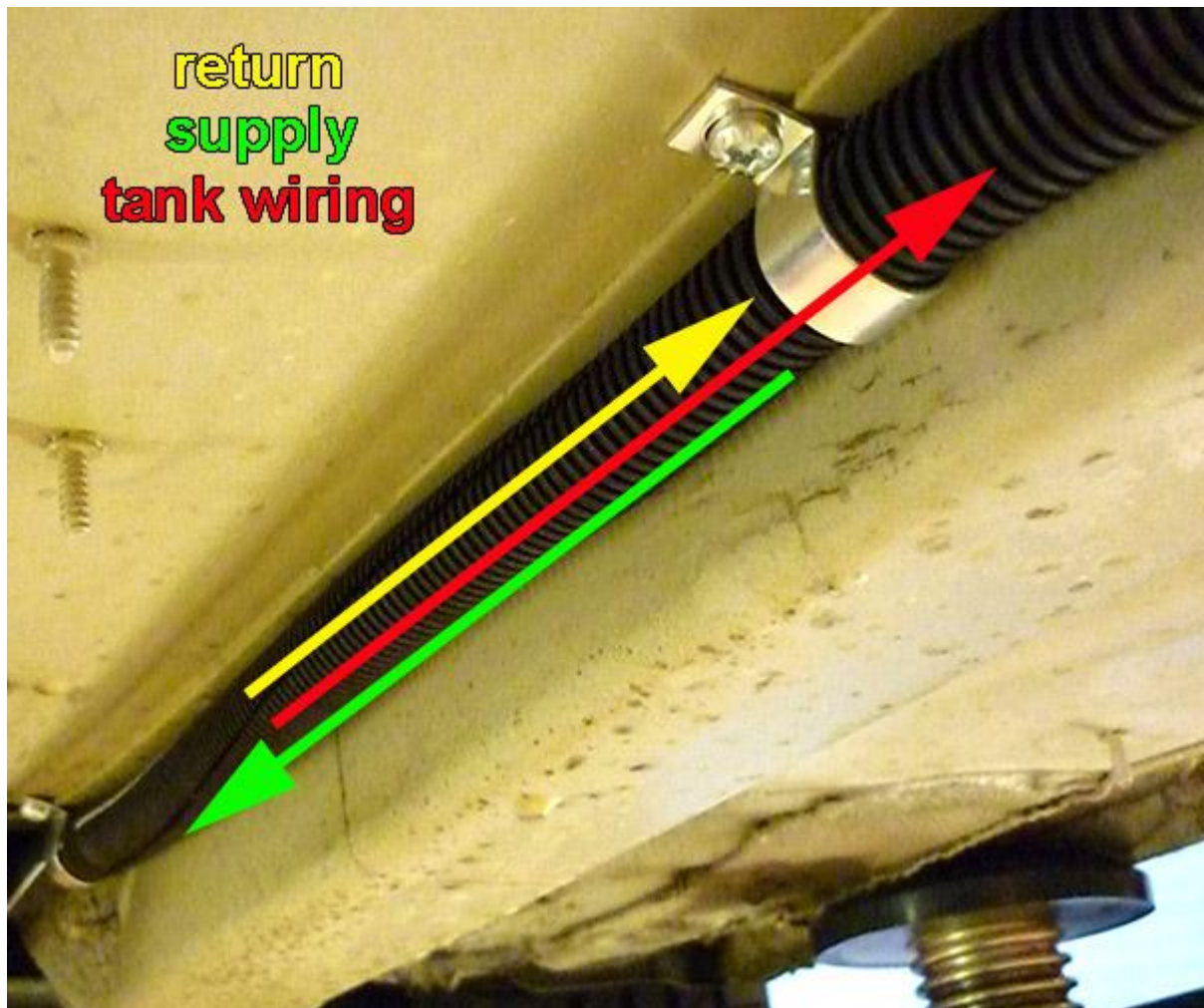


181/300009/A



Supply hose – Return hose – Tank wiring

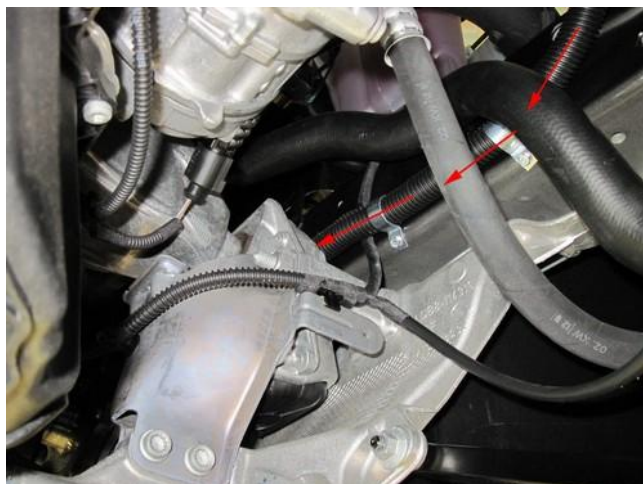
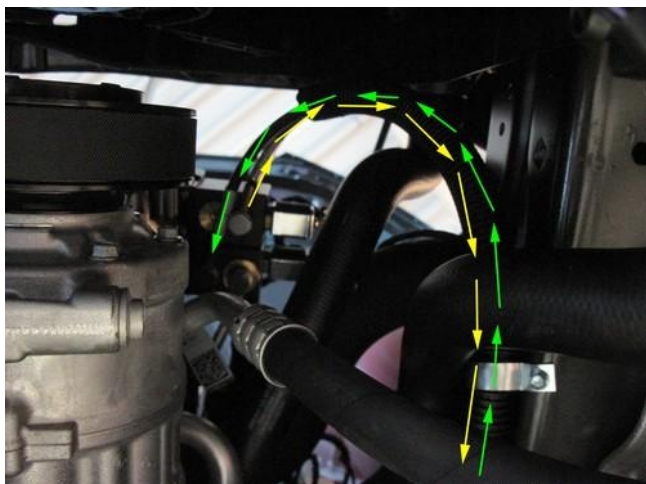
Protect the supply- and return hose together with tank-wiring using the Ø16 split tube.
Mount the “hose assembly “ with clamps, with a maximum distance of 40cm.



Hose routing



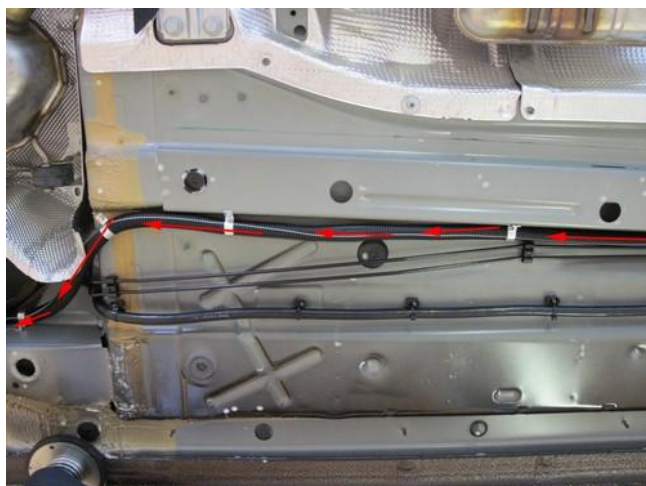
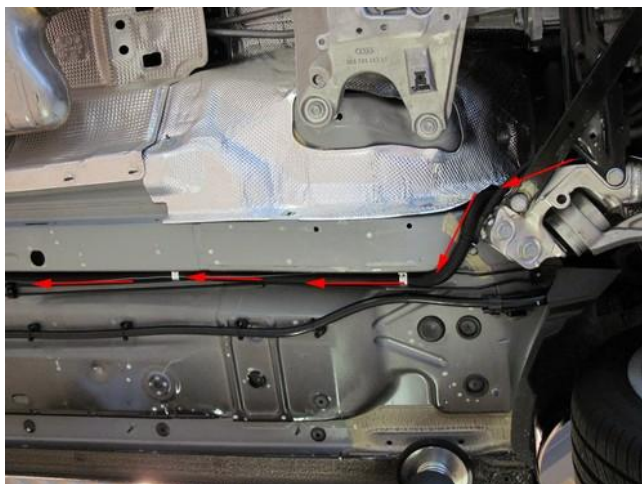
Hose / wiring routing to tank - 1



Mount hoses to FSU / FRU with protection around hoses.



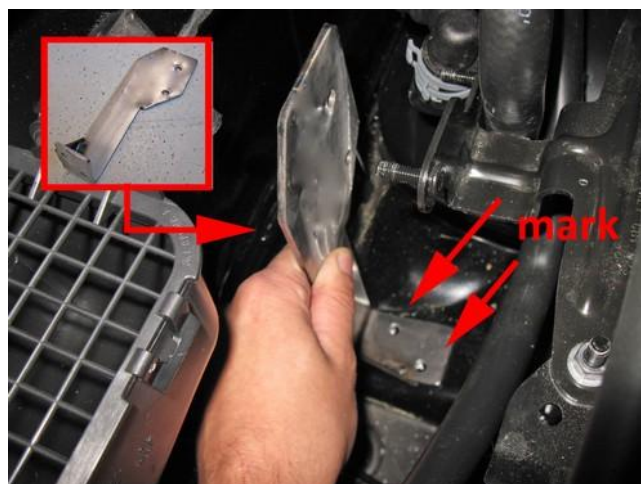
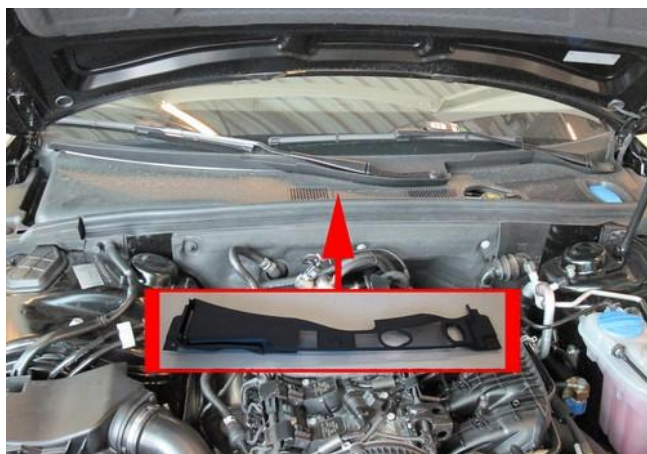
At this point the wiring is bundled with the hoses



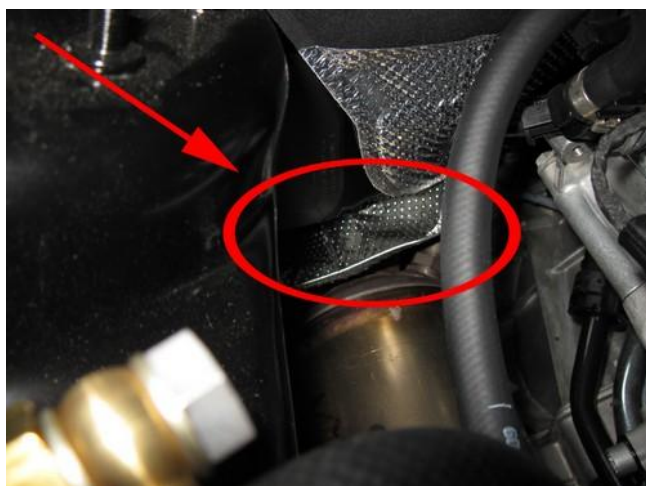
Hose / wiring routing to tank - 2



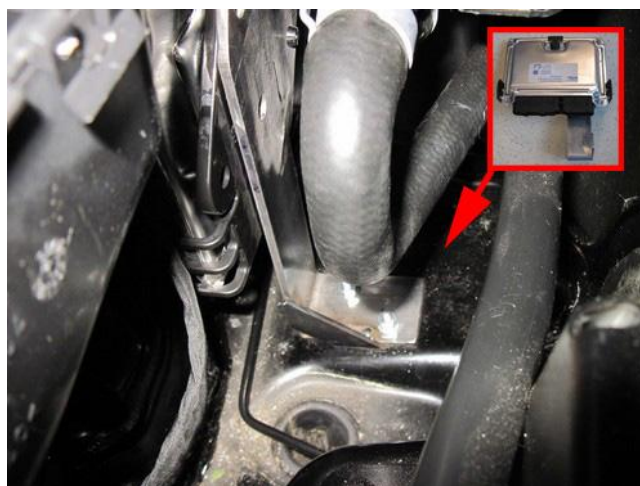
Mounting the AFC



Remove wiper box cover. Use AFC bracket to mark holes for drilling.



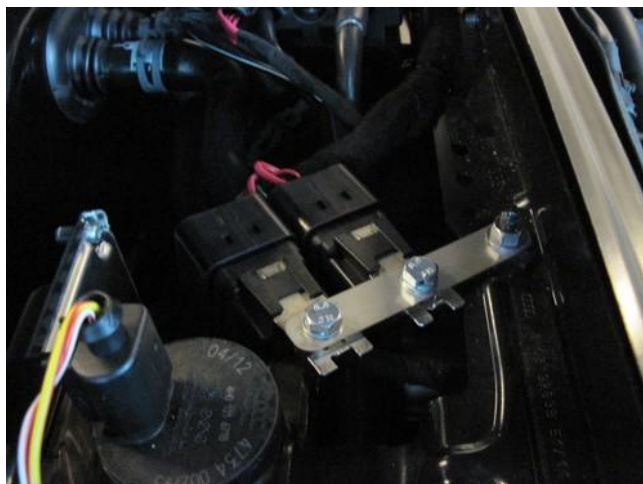
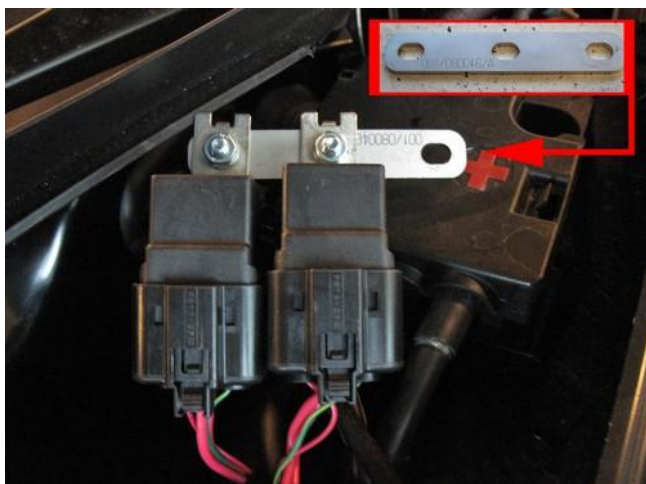
Lower heat shield before drilling. Drill holes $\varnothing 6,5\text{mm}$.



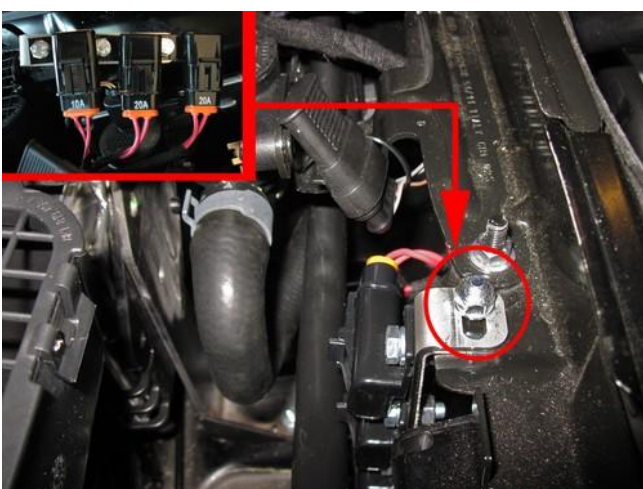
Mount plastic AFC clip to bracket with quick clips. Mount AFC bracket complete with AFC to plenum chamber with M6 bolts, (spring)washers and nuts. Mount back heat shield again.

Fuses / relay location





Mount relays to bracket with M6 bolts (spring) washers and nuts. Mount bracket in plenum chamber to threaded rod.



Mount fuse holders to bracket with M6 bolts & spring washers. Mount bracket to threaded rod.



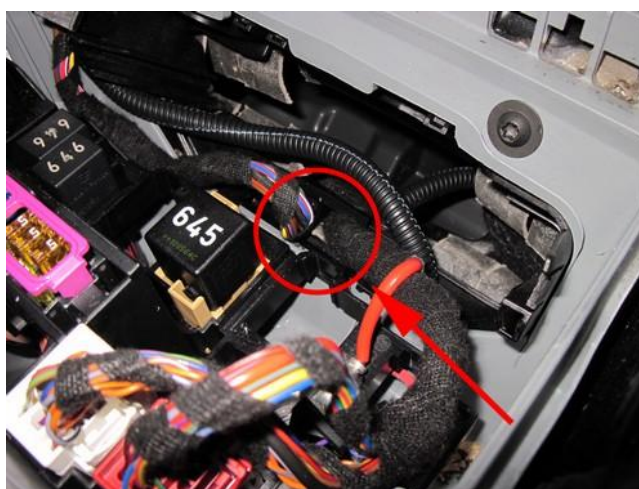
Petrol ECU / wiring routing



Remove top end of washer fluid tank. Remove top cover of petrol ECU.



Petrol ECU wiring, remove for connections. Drill hole Ø20mm for transit wiring from plenum chambers to engine room.

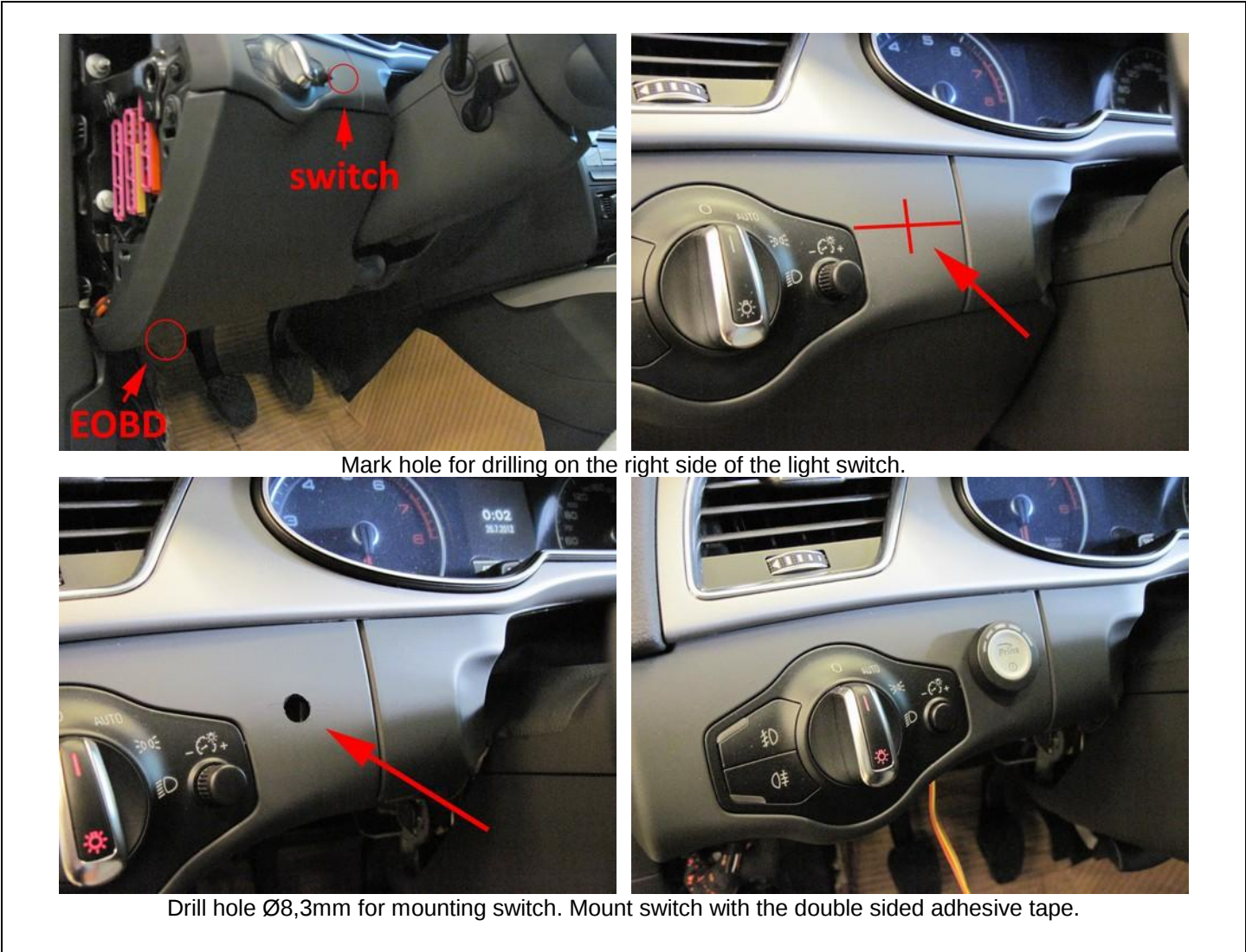


Wire transit from plenum chamber to inside of the car. The transit is below the petrol ECU. Wiring routing.



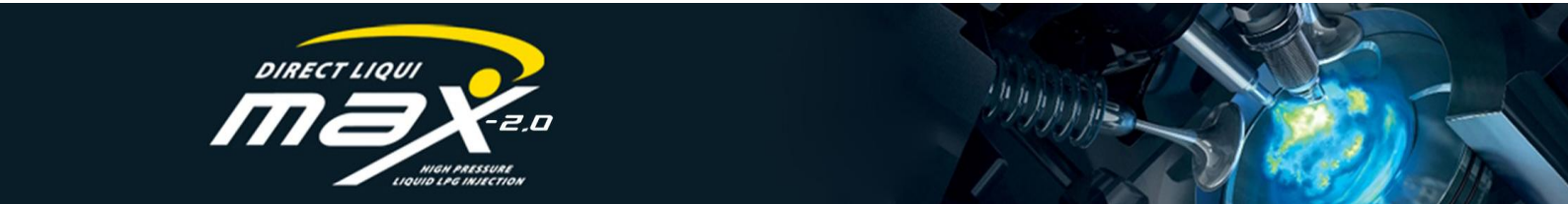
Mounting the fuel selection switch

See next page for optional switch position

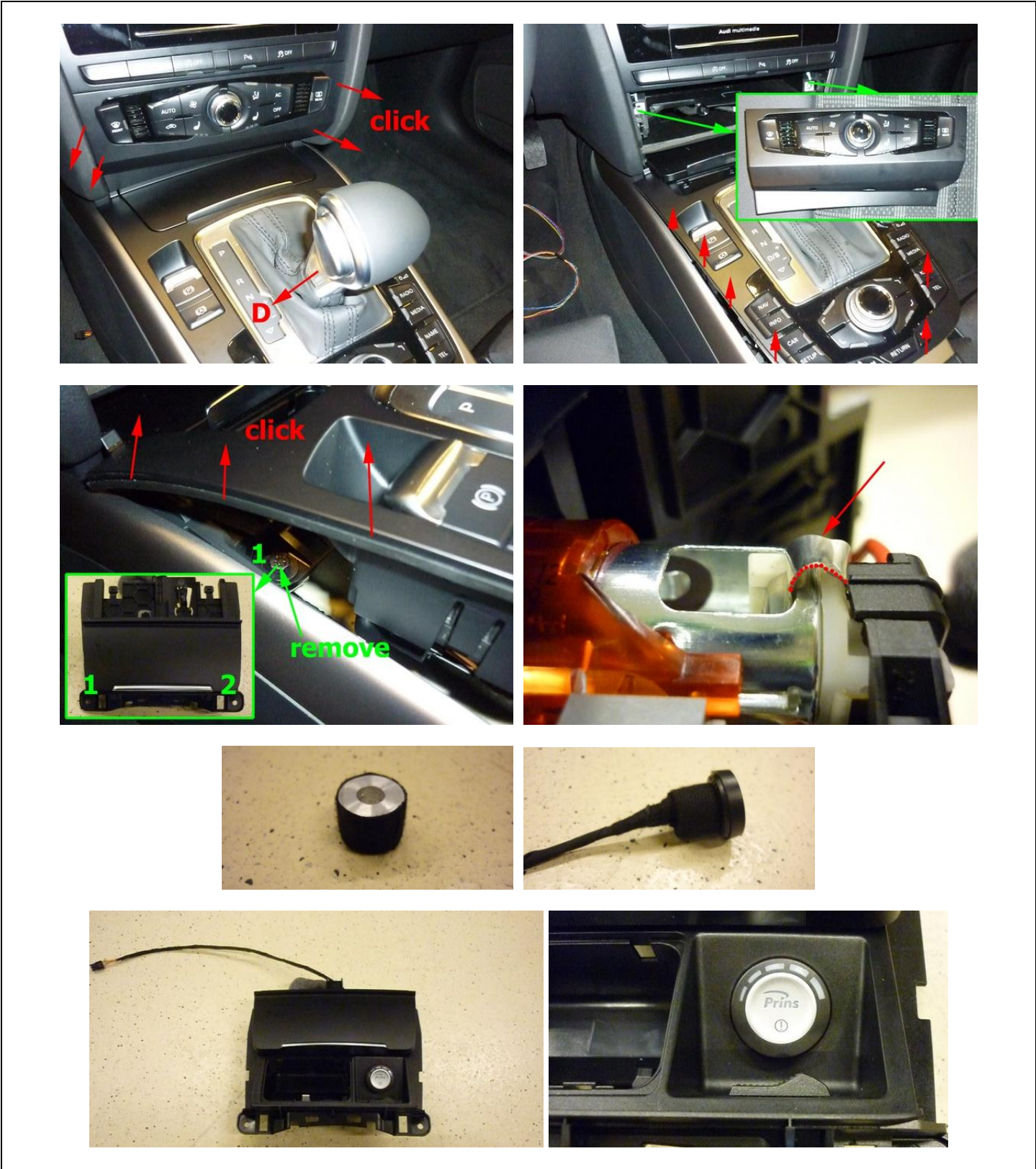


Driver room

Wire number / code	Wire colour	Connection
3-pole micro connector		
66 Ground fuel switch	Brown	Connect the 3-pole connector to the Prins fuel selection switch.
3 +12V fuel switch	Red	
49 LIN fuel switch	Yellow	
51 CAN-High	Blue-yellow	EOBD connector pin 6 (for location of EOBD connector, see pictures)
70 CAN-Low	Blue	EOBD connector pin 14 (for location of EOBD connector, see pictures)

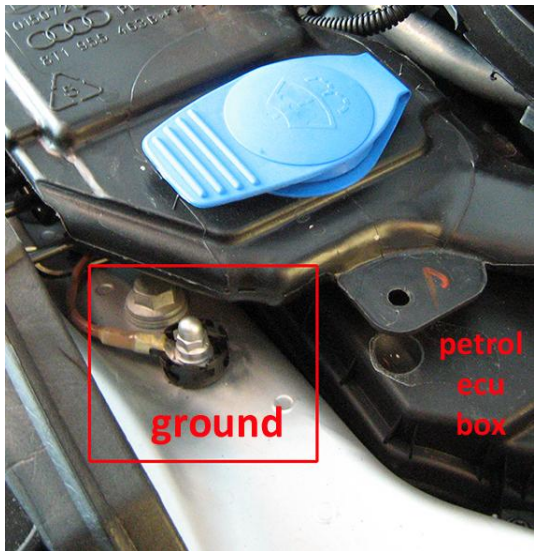


Mounting the fuel selection switch **Optional**



Electrical connections

**Check and measure the wiring in case of changes in the cars wiring colours.
Insulate not used wires.**

1-32 MAIN GND ecu MAIN GROUND SENSE MAIN GND pump driver MAIN GND boost pump	Brown	Connect to the '-' of the battery (-31) ; use M6 ring terminals.  petrol ecu box ground
4 – 13 – 44 +12V BATT sense +12V BATT fused +12V BATT boost pump +12V BATT pump driver	Red	Connect to the '+' of the battery (+30) ; Do not place the fuse in the holder before having completed the installation of the lpg system. Use M6 ring terminals. Wire location: In the middle of the plenum chamber at +Batt point.  +Batt



Electrical connections

Check and measure the wiring in case of changes in the cars wiring colours.
Insulate not used wires.

Wire number / code	Wire colour	Connection
18 Analog 1 25 Simulation 1	Blue-red Green-grey	High pressure petrol sensor interruption Sensor side. ECU side. Wire colour : black-green Wire location : ecu connector T60 pin 40
19 Analog 4	Blue-white	High pressure petrol sensor ground Wire colour : black or brown Wire location : ecu connector T60 pin 13
121 Wake up	Red-grey	High pressure petrol sensor 5Volt Wire colour : green-red Wire location : ecu connector T60 pin 29
8 RPM	Purple-white	For measuring the engine speed signal. Wire colour : blue-grey Wire location : ecu connector T60 pin 53
15 T-ect	Grey	For measuring the engine coolant temperature. Wire colour : black-blue Wire location : ecu connector T60 pin 57

115 Digital input 4	Yellow-red	MAF sensor Wire colour :green Wire location : ecu connector T94 pin 23
7 +12V IGNITION	Grey - white	Make a connection to ignition + / contact + (+15). Do not place the fuse in the holder before having completed the installation of the lpg system. Wire colour :black-purple or black-white Wire location : ecu connector T94 pin 87

10 Simulation 2	Green-black	Not used, insulate.
17 Analog 2	Blue-black	Not used, insulate.
23 Digital Simulation	Green-red	Not used, insulate.
119 Digital input 2	Yellow-grey	Not used, insulate.
6 Lambda1 WB	Orange	Not used, insulate.
42 Lambda2 WB 10KΩ	Orange-white	Not used, insulate.

27 +5V sensor	Red	Not used, insulate.
37 C ground	Brown	Not used, insulate.
20 Analog 3 MAP	Blue	Not used, insulate.



Electrical connections

Check and measure the wiring in case of changes in the cars wiring colours.
Insulate not used wires.

Engine room

Wire number / code	Wire colour	Connection
<i>3-pole connector</i>		Connect the 3-pole connector to the Psys sensor positioned into the Fuel Return Unit.
35 C Ground pin A	Brown	Sensor wire pin A
9 +5V sensor pin B	Red	Sensor wire pin B
16 Psys pin C	Green	Sensor wire pin C
14 T-LPG	Grey	Not used, insulate.
<i>2-pole connector Boost Pump</i>		
106 + Lock-off Boost Pump	Red	Connect the 2-pole connector to the lock-off valve of the Boost Pump.
98 Ground lock-off	White-yellow	
<i>2-pole connector FSU</i>		
108 + Lock-off FSU	Red	Connect the 2-pole connector to the lock-off valve of the Fuel Supply Unit
100 Ground lock off	Pink-yellow	
<i>2-pole connector FRU</i>		
90 + Lock-off FRU	Red	Connect the 2-pole connector to the lock-off valve of the Fuel Return Unit
82 Ground lock off	Blue-yellow	
<i>4-pole diagnose connector</i>		Diagnose connector for service / diagnosis
46 Service TxD	Grey	Connector pin 1
65 Service RxD	Grey	Connector pin 2
68 C ground	Brown	Connector pin 4
<i>Boost pump relay</i>		
107 + relay boost pump	Red	Pin 86 of the boost pump relay
99 GND relay boost pump	Green-yellow	Pin 85 of the boost pump relay
+12V fused BATT	Red	Pin 30 of the boost pump relay
+12V Boost pump	Red	Pin 87 of the boost pump relay
<i>Wiring tank pump driver relay</i>		
2 + driver relay	Red	Pin 86 of the driver relay
26 Ground driver relay	Green-yellow	Pin 85 of the driver relay
+12V BATT fused	Red 2.5mm2	Pin 30 of the driver relay
+12V driver	Red 2.5mm2	Pin 87 of the driver relay

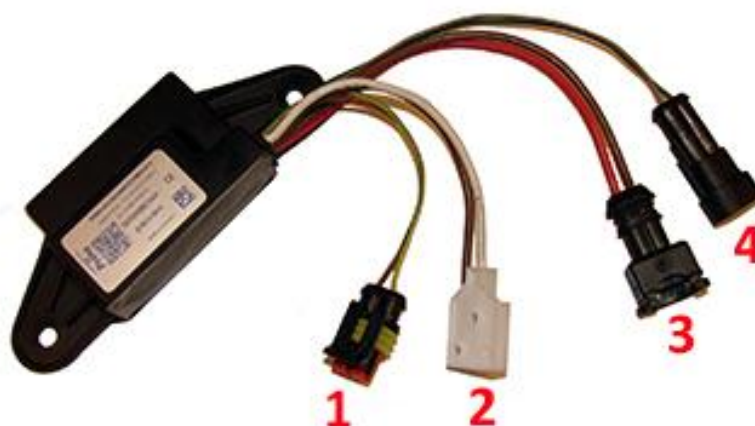


Electrical connections

Check and measure the wiring in case of changes in the cars wiring colours.
Insulate not used wires.

Lpg tank housing

Wire number / code	Wire colour	Connection
3-pole tank level connector 40 Ground tank gauge 12 Tank level in 11 + tank level supply	Brown Blue Red	Connect the 3-pole connector to the tank level sensor.
1. 2-pole connector tank lock-off	Green-yellow Brown	From tank pump driver From tank pump driver
2. 3-pole connector tank pump	Red 2.5mm ² Brown 2.5mm ²	From tank pump driver From tank pump driver
3. 2-pole connector driver	Red 2.5mm ² Brown 2.5mm ²	From tank pump relay 87 From main ground
4. 2-pole connector driver	Green Grey	From AFC pin 22 pwm From AFC pin 64 diagnose



Checklist after installation

1. Install the system fuses.
Turn on ignition.
Connect the Prins interface wire and run the Prins diagnosis program.
When working on the car, beware of moving and rotating parts in the engine compartment (even when the engine is not running !!).
2. When commissioning the LPG system, you must activate the AFC with the diagnosis software.
3. Check whether the program in the AFC matches with the car (dedicated engine set):
See "Identification" in the diagnosis program.
4. Check all components and connections for any LPG leakage, use a LPG leak detector device or a fluid detection like soap. Also check for petrol leakage. Make sure the solenoid valves are in open position.
No evidence of leakage is permitted.
Caution for moving and rotating parts in the engine compartment !
5. Use the diagnosis software to check again all input and output signals.
6. Check the system for error codes and solve these, if required.
Check the petrol MMS for EOBD error codes.
Place the protection connector back on the diagnose connector.
7. Make a test drive and check the cars drivability on LPG and petrol.

