



installation manual
Engine Kit
part 2/2

MANUFACTURER	Hyundai
TYPE	I20
ENGINE DISPLACEMENT	1000
NUMBER OF VALVES	12
ENGINE CODE / NUMBER - OUTPUT	G3LC - 74Kw/88Kw
VEHICLE CATEGORIES	M
TRANSMISSION	MT
AFC VERSION	AFC-2.1
PETROL ECU MANUFACTURER / CODE	Kefico 39110-04GB5 CPEGD 2.20.2
HIGH PRESSURE PETROL PUMP	Kefico 35320-04200
PETROL ECU MANUFACTURER / CODE	Kefico 39108-040000 CPEGD 2.20.4
HIGH PRESSURE PETROL PUMP	Kefico 35320-04250
HIGH PRESSURE PETROL INJECTOR	Kefico GDI Injector
MODEL YEAR:	2016-207 / 2018-
SYSTEM APPROVAL NUMBER (R115)	E4-115R-000017 / DLM-LPG 10
LOCATION R115 SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	349/072010001/A / 349/072010011A
MANUAL NUMBER	076/0990600
DATE	10-12-2018
	Version 30-6-2016 D



TABLE OF CONTENTS

General instructions	2
Required equipment / tools / materials for installing a complete system	3
Vehicle check	3
Tightening moments.....	4
Direct LiquiMax parts / approval numbers	4
Overview DLM Direct Injection.....	6
Fuel Management Unit connections.....	7
Fuel Management Unit.....	8
Boost pump	9
DLM component location overview	10
Mounting the FMU.....	11
Boost pump / FMU installation	12
Boost pump / FMU installation	13
Boost pump - FMU	14
Connections Petrol In / HPP supply-return	15
LPG / petrol fuel lines.....	16
Removal of the Bosch High Pressure Petrol Pump	17
Removal of the Bosch High Pressure Petrol Pump	18
Installation of the Bosch High Pressure Petrol Pump	19
High pressure petrol pump installation.....	20
Supply and return	21
Supply hose – Return hose – Tank wiring	22
Mounting the fuse / relay box	23
Mounting the AFC-2.1	24
Wiring AFC	25
Mounting the fuel selection switch	26
Basic DLM Gen3 wiring diagram.....	27
Main Connector	28
Electrical connections	29
Wiring diagram Petrol ECU	30
Electrical connections Petrol ECU	31
Wiring diagram Injectors / Rail pressure sensor	32
Wiring diagram MAP sensor / Camshaft sensor	33
Electrical connections	34
Electrical connections	35
Electrical connections	36
Electrical connections	37
Electrical connections	38
Electrical connections	39
Prins safety stickers	40
Checklist after installation	41
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 Gen3 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.
- When working on the car, beware of moving and rotating parts in the engine compartment (even when the engine is not running !!).
- Always **disconnect the battery when installing / servicing** 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 the 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 debris has been removed (especially when mounting an exterior filler into body work).
- After having completed the installation, check the whole system for LPG leakage; use a gas 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 see owner's 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 the system (with warranty card) on the [Prins warranty portal](#) within 14 days after installation.

Required equipment / tools / materials for installing a complete system

- Complete workshop toolbox (wrenches, screwdrivers, cutters, pliers, ratchet, sockets)
- Car lift
- Portable computer
- 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 (5-50Nm)
- Torque wrench (200-250Nm)
- Portable light
- Assortment drill bits 4 to 12 mm
- Assortment cutters (Ø20, 30, 50, 70 mm)
- Portable drill or pneumatic drill
- Thread cutting device (male M6x1, M8x1, M10x1)
- 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

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 analyser)
- Check the condition of the ignition system (spark plugs, cables, coil)

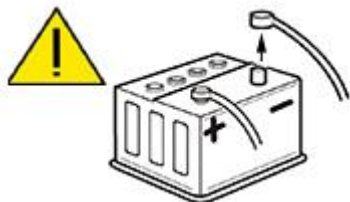
Tightening moments

	Nm	Spanner mm
M 5 x 0,8	6.5	8
M 6 x 1,0	11.3	10
M 8 x 1,25	27.3	13
M 10 x 1,5	54	15-16-17
Banjo bolt	10	14
Supply line connection tank	15	13
Fuel module Allen bolts tank	20	7
Filler hose connection tank	50	22
Boost pump M6 mounting bolts	10	10
FMU M6 mounting bolts	10	10
High pressure petrol fuel line	24-35	17
Quick release	20	19

EXPLANATION OF SYMBOLS :



= IMPORTANT, CAUTION

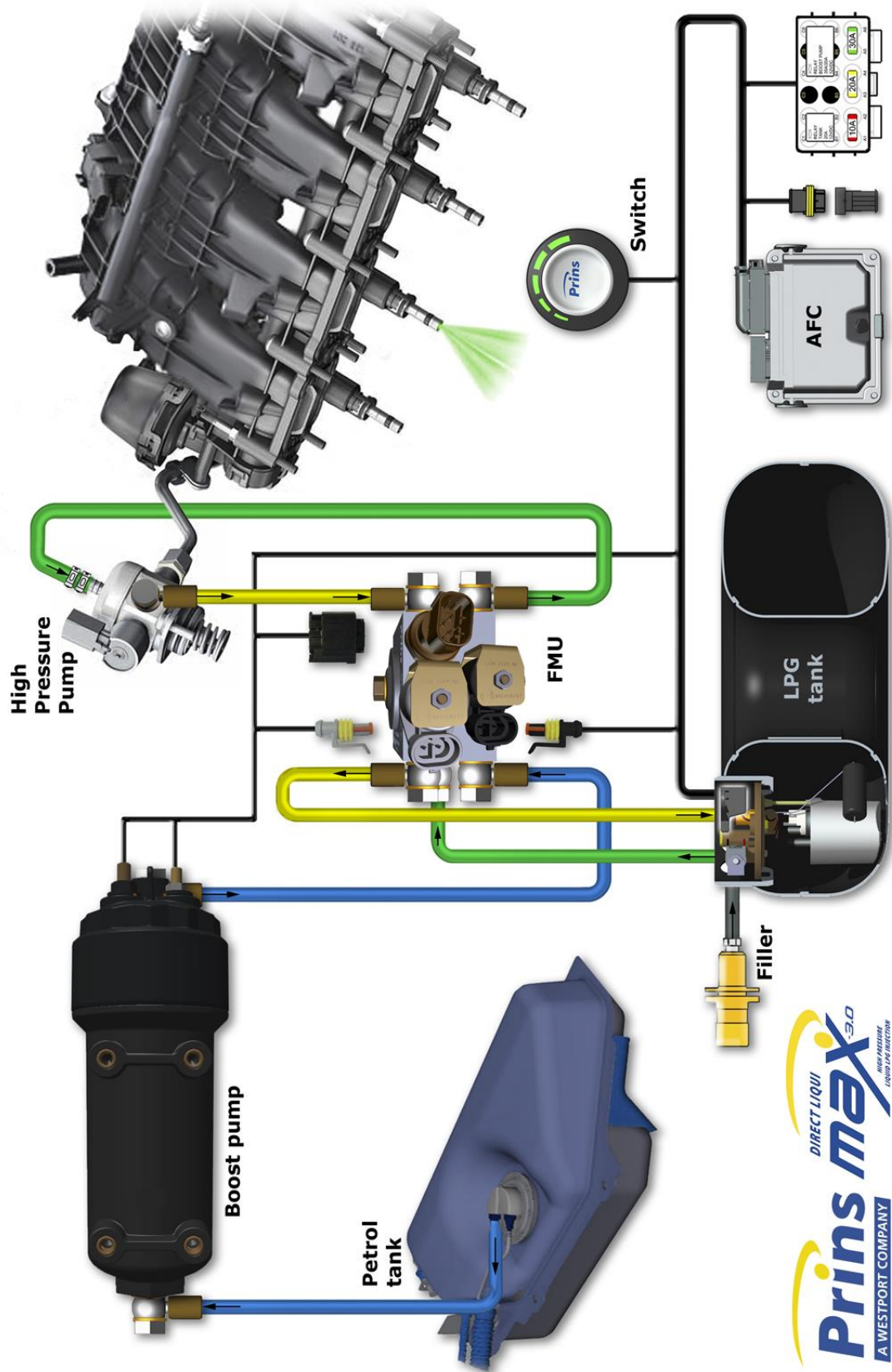


= WEAR SAFETY GOGGLES

Direct LiquiMax parts / approval numbers

	
Fuel Management Unit : E4-67R-010269	Boost pump
	
Prins AFC: E4-67R-010098 E4-10R-030507	High Pressure Pump : E4-67R-010266 High Pressure Rail : E4-67R-010267 High Pressure Injectors : E4-67R-010309
	
	Fuel lines XD-series : E4-67R-010247

Overview DLM Direct Injection



Fuel Management Unit connections



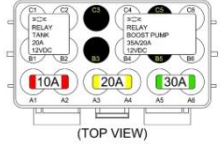
Fuel Management Unit



Boost pump



DLM component location overview

HPP pump 		Petrol ECU
FMU 		AFC 
Boost pump 		Fuse / relay box 

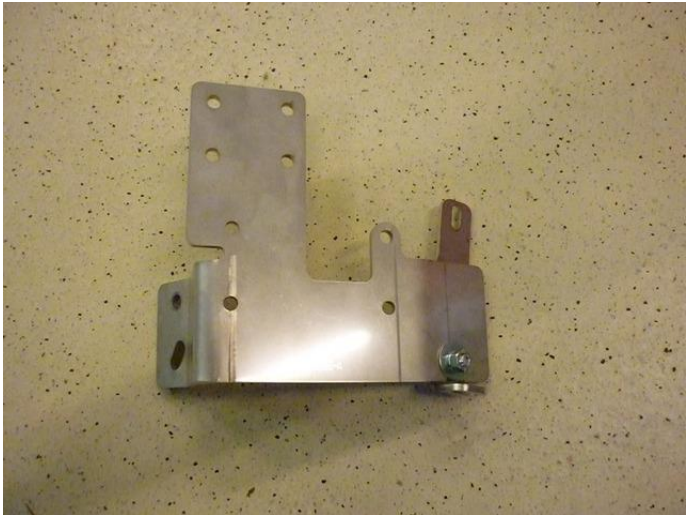
	R115 approval sticker : Right side centre door post
---	--

Mounting the FMU

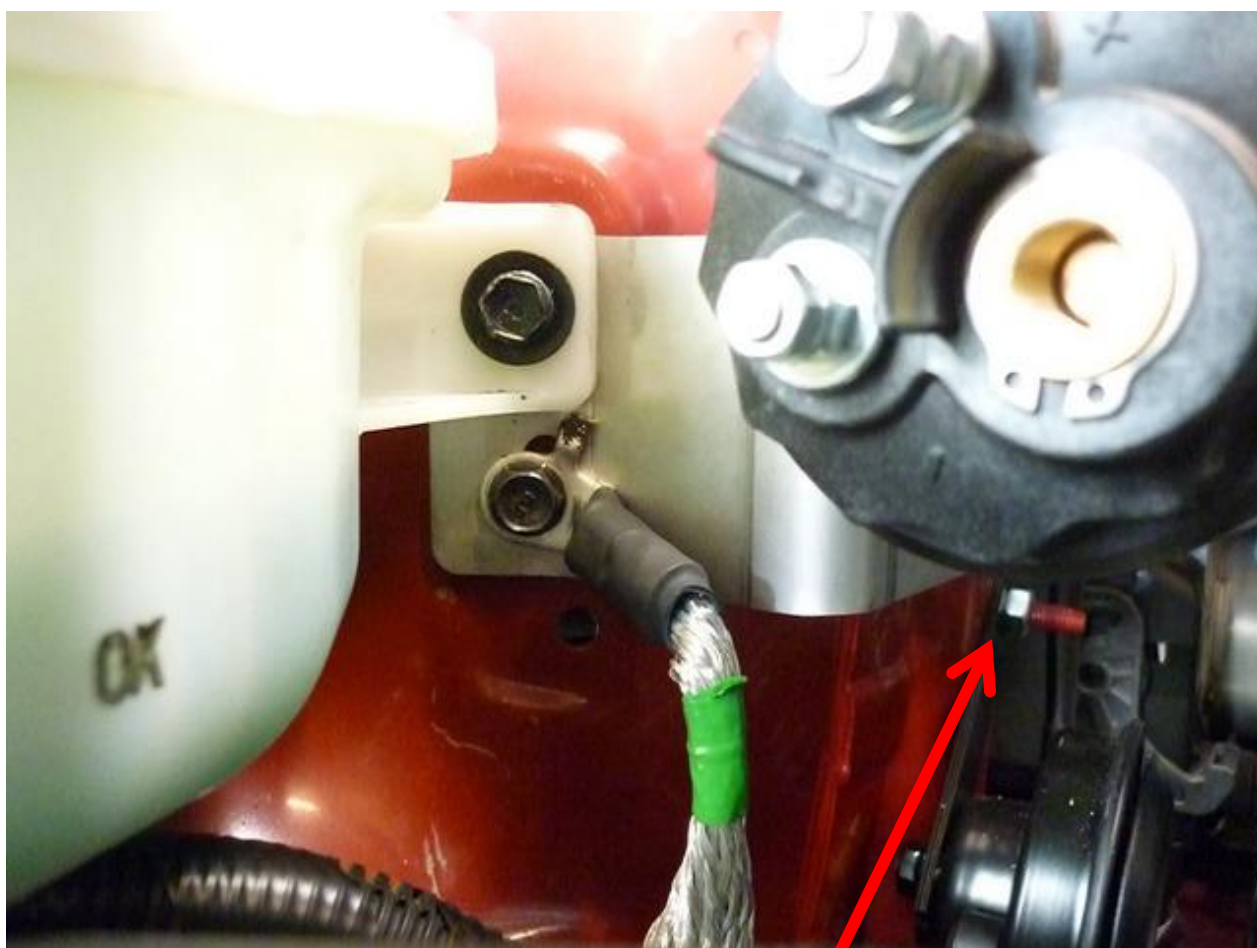
Remove horn and re-locate (remove 1 horn bracket and re-locket under boost pump, m6 stut)



Boost pump / FMU installation



Boost pump / FMU installation

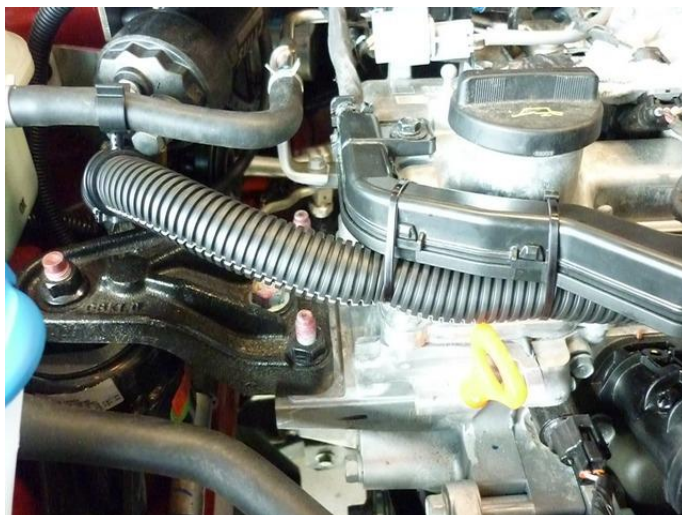
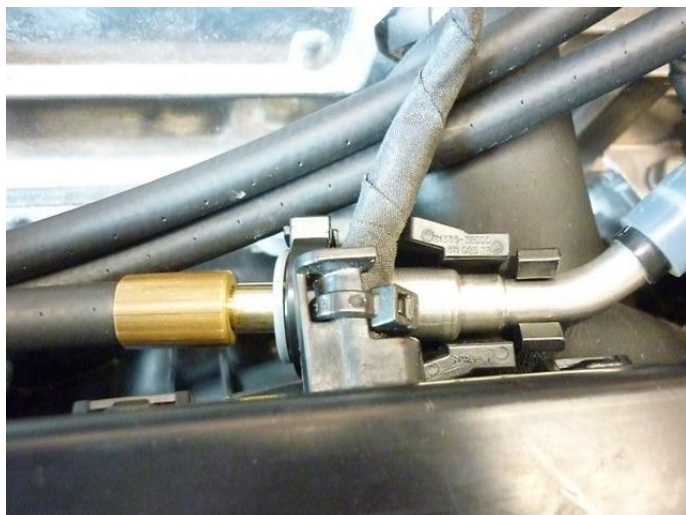


Remove / replace horn

Boost pump - FMU

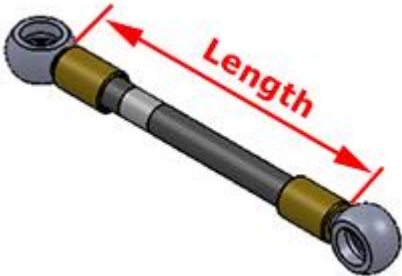
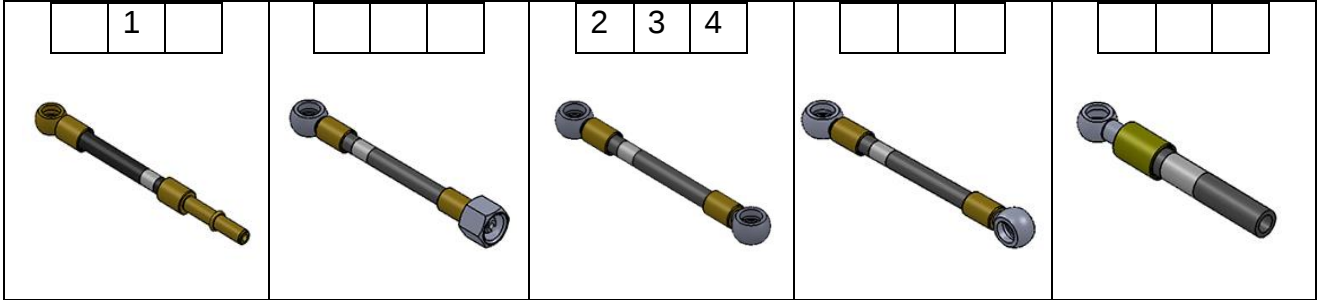


Connections Petrol In / HPP supply-return



LPG / petrol fuel lines

	Hose	from	to	Length (cm)
1	XD-4	Adapter original petrol hose	Boost pump in	70
2	XD-3	Boost pump out	FMU petrol supply	40
3	XD-3	FMU HPP supply	High pressure pump	110
4	XD-3	High pressure pump	FMU HPP return	110
5	XD fuel supply line	FMU LPG supply	Tank	450
6	XD fuel return line	FMU LPG return	Tank	450



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



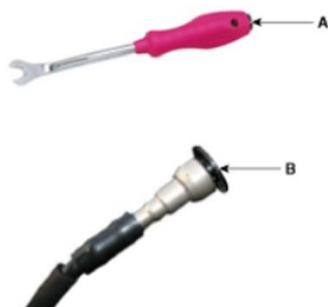
Removal of the Bosch High Pressure Petrol Pump

Open the clamp cover (B) before disconnecting the quick connector (if the clip is applied).



⚠ CAUTION

When removing the quick-connector by using a clip removing tool (A), be careful not to damage the plastic clip (B). If the clip is damaged, fuel line leakage may occur due to poor connection.



⚠ WARNING

When removing the high pressure fuel pump, high pressure fuel pipe, delivery pipe, and injector, injury may be caused by leakage of high pressure fuel. For this reason, do not attempt any repairing immediately after engine stops.

1. Release the residual pressure in fuel line.
(Refer to Fuel Delivery System - "Release Residual Pressure in Fuel Line")
2. Turn the ignition switch OFF and disconnect the battery negative (-) terminal.
3. Remove the high pressure fuel pipe.
(Refer to Fuel Line - "High Pressure Fuel Pipe")
4. Remove the mounting bolts (A), and then remove the high pressure fuel pump (B) from the cylinder head assembly.

High pressure fuel pump mounting bolt:

12.8 ~ 14.7 N.m (1.3 ~ 1.5 kgf.m, 9.4 ~ 10.9 lb-ft)



⚠ CAUTION

Unscrew in turn the two bolts in small steps (0.5 turns). If one of the two bolts is fully unscrewed while the other is

Removal of the Bosch High Pressure Petrol Pump

REMOVAL

WARNING

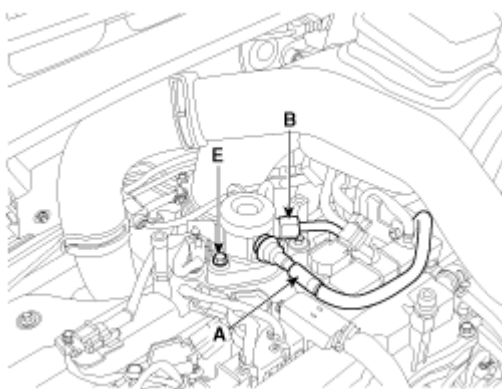
In case of removing the high pressure fuel pump, high pressure fuel pipe, delivery pipe, there may be injury caused by leakage of the high pressure fuel.

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.



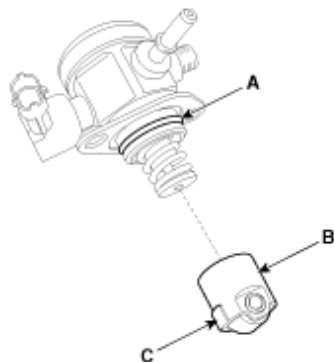
CAREFULLY store the removed petrol pump. Make sure no pollution can come into the pump.

Installation of the Bosch High Pressure Petrol 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 petrol pump installation bolt: 12.8 ~ 14.7 N.m

Petrol 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 petrol pump installation nut: 26.5 ~ 32.4 N.m

Installation is reverse of removal.

High pressure petrol pump installation

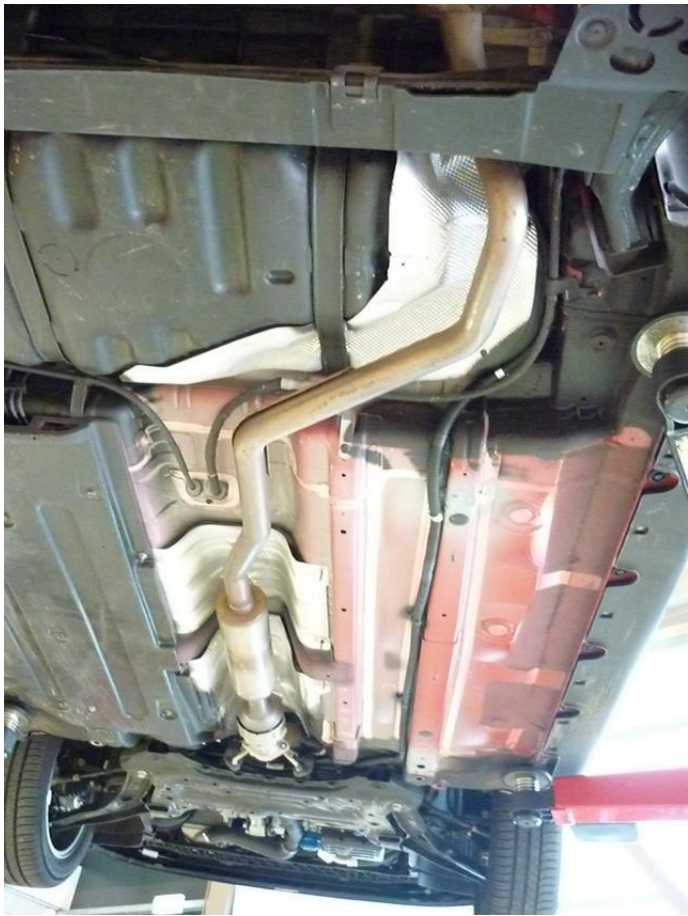


Replace the original high pressure petrol pump for the adapted high pressure petrol pump.
(Follow the workshop manual of the car).



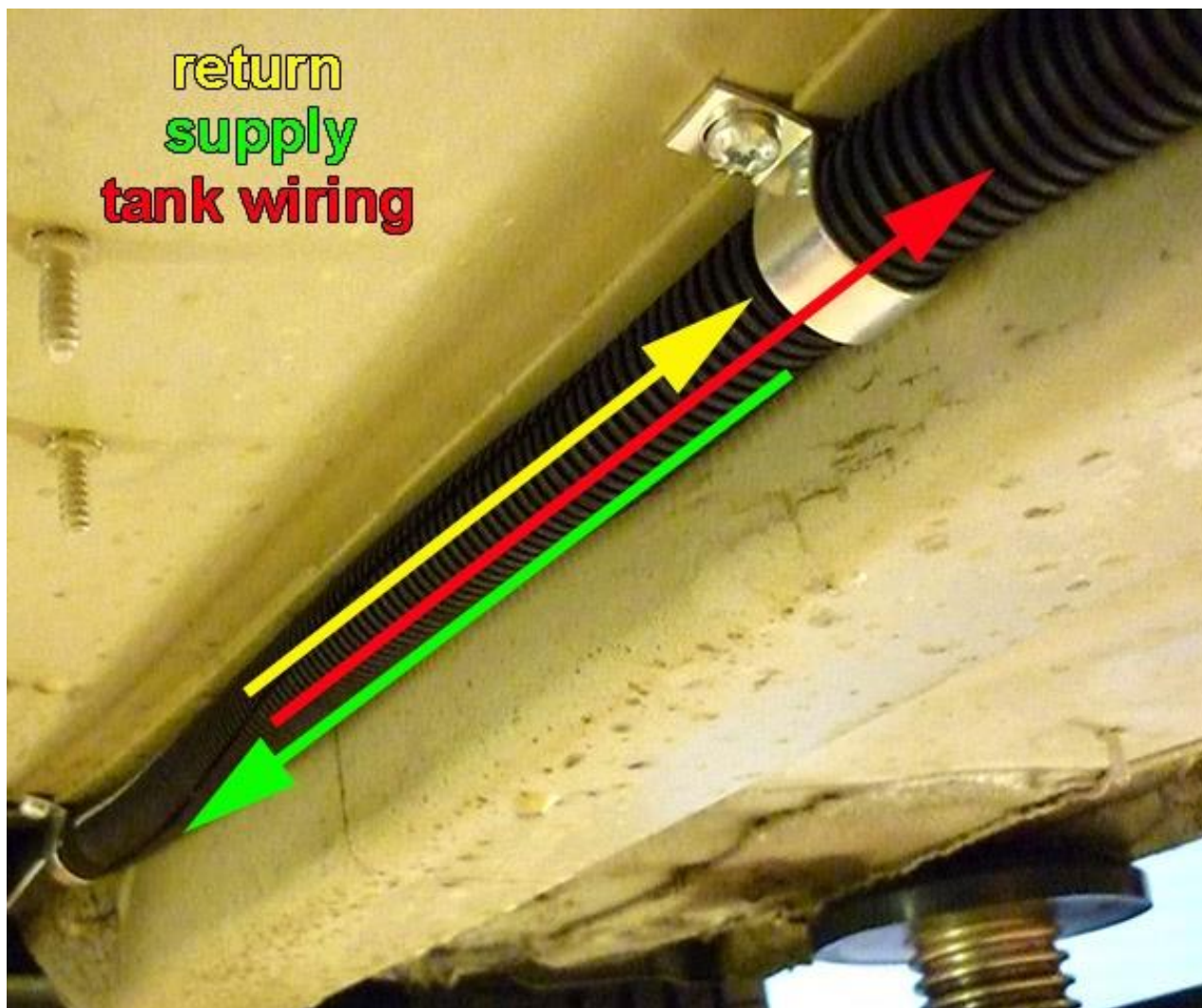
Tighten 20Nm

Supply and return



Supply hose – Return hose – Tank wiring

Protect the supply- and return hose together with tank-wiring using the Ø16mm split tube. Mount the “hose assembly” with clamps, with a maximum distance of 40cm.



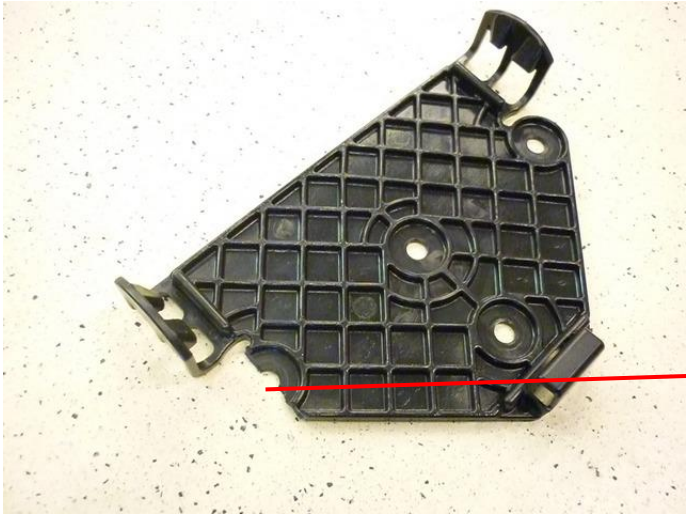
Demo photo

Mounting the fuse / relay box



Bend in position

Mounting the AFC-2.1



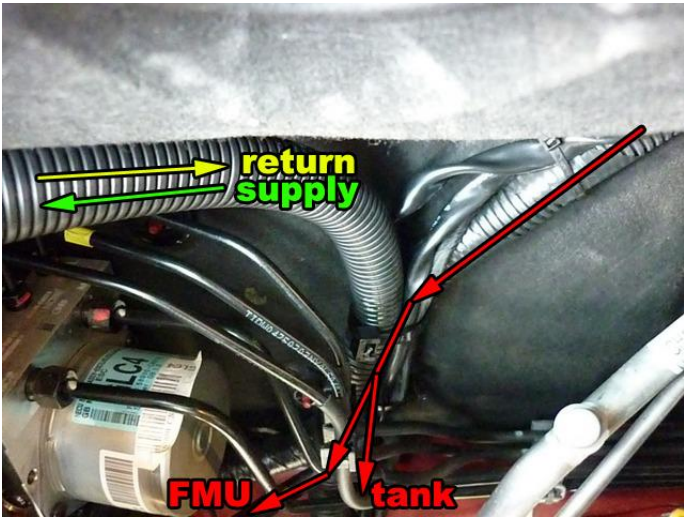
Remove for easy access of the fuse box.



Wiring AFC



Grommet, remove battery and petrol ecu



Mounting the fuel selection switch



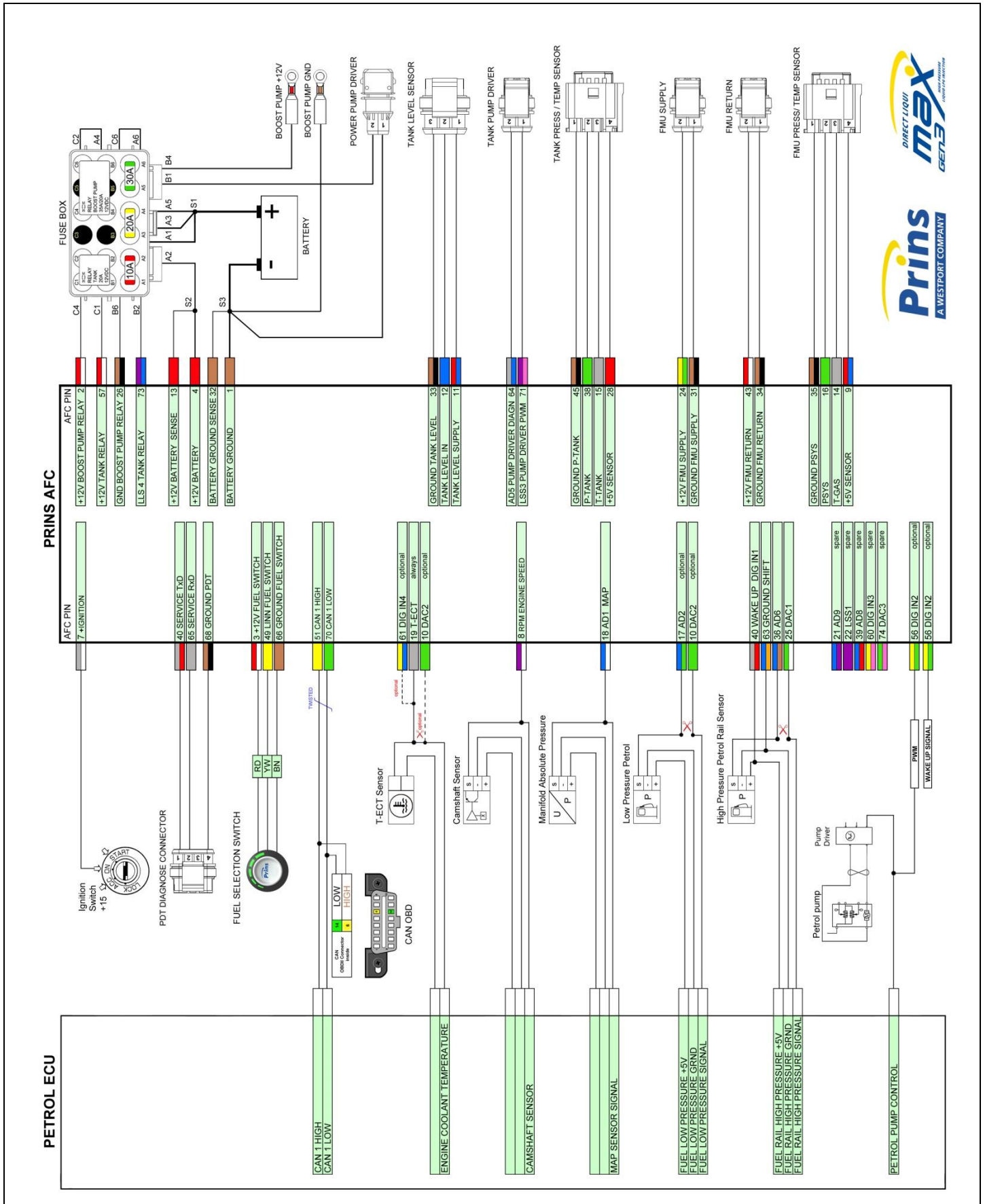
Drill Ø8.3mm, mount the switch.



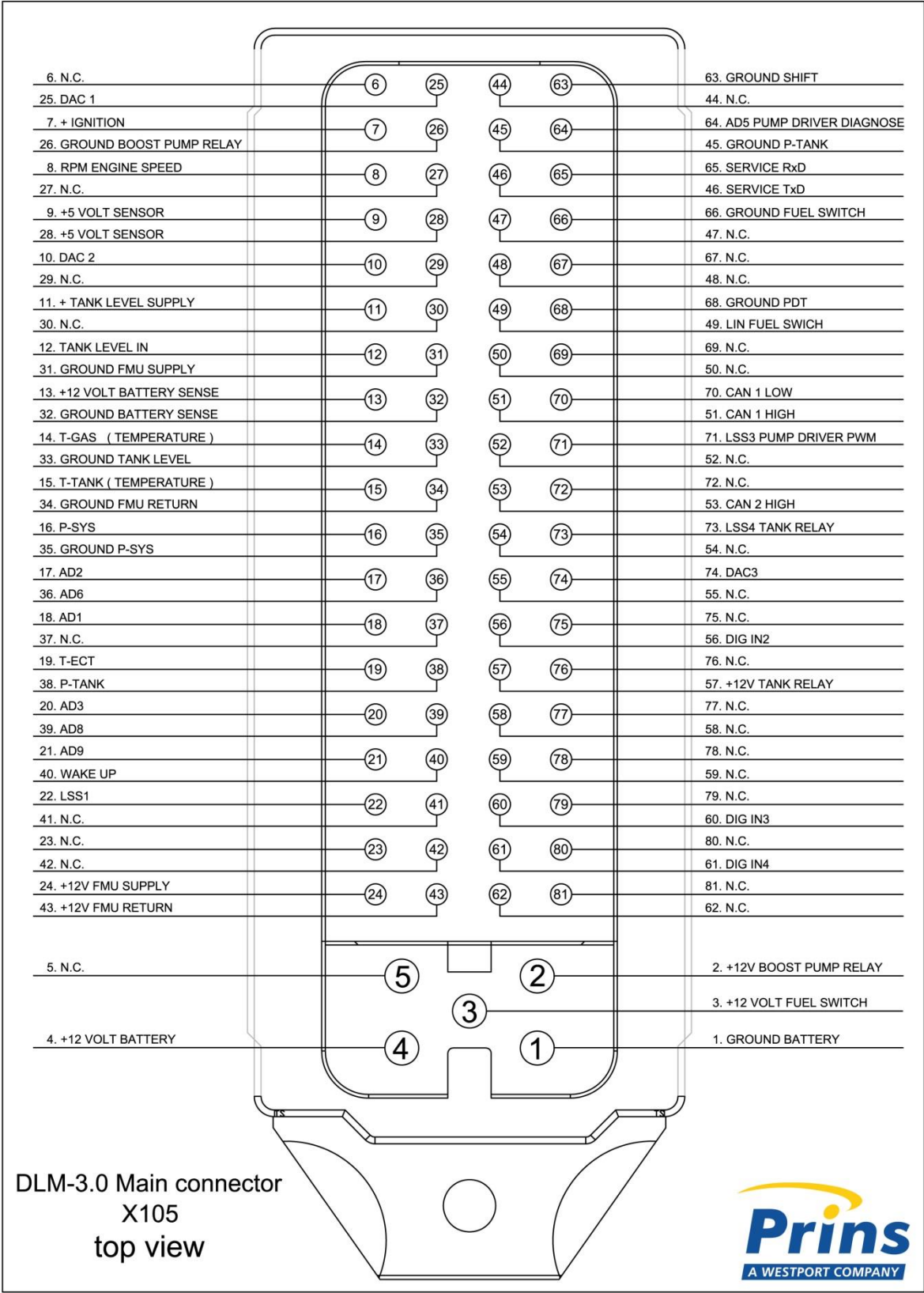
CAN wiring

(Insulate wire yellow-green DI2 (not used))

Basic DLM Gen3 wiring diagram



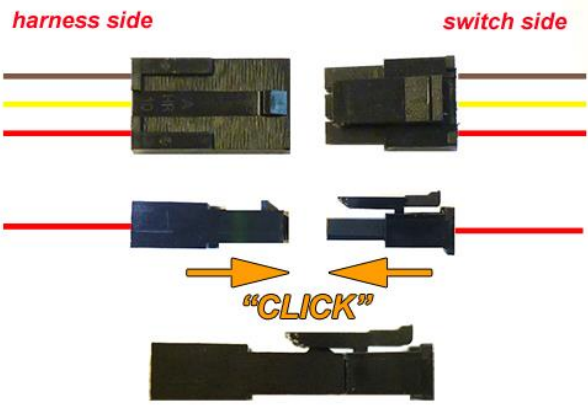
Main Connector

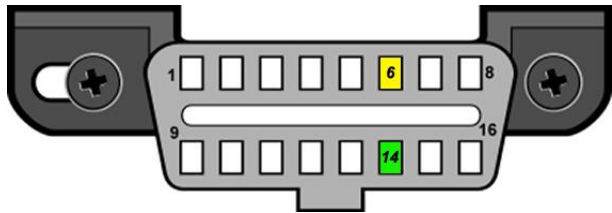


Electrical connections

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

Driver room

Wire number / code	Wire colour	Connection
3-pole micro connector 66 Ground fuel switch 3 +12V fuel switch 49 LIN fuel switch	Brown-black Red-white Yellow	Connect the 3-pole connector to the Prins fuel selection switch.
		

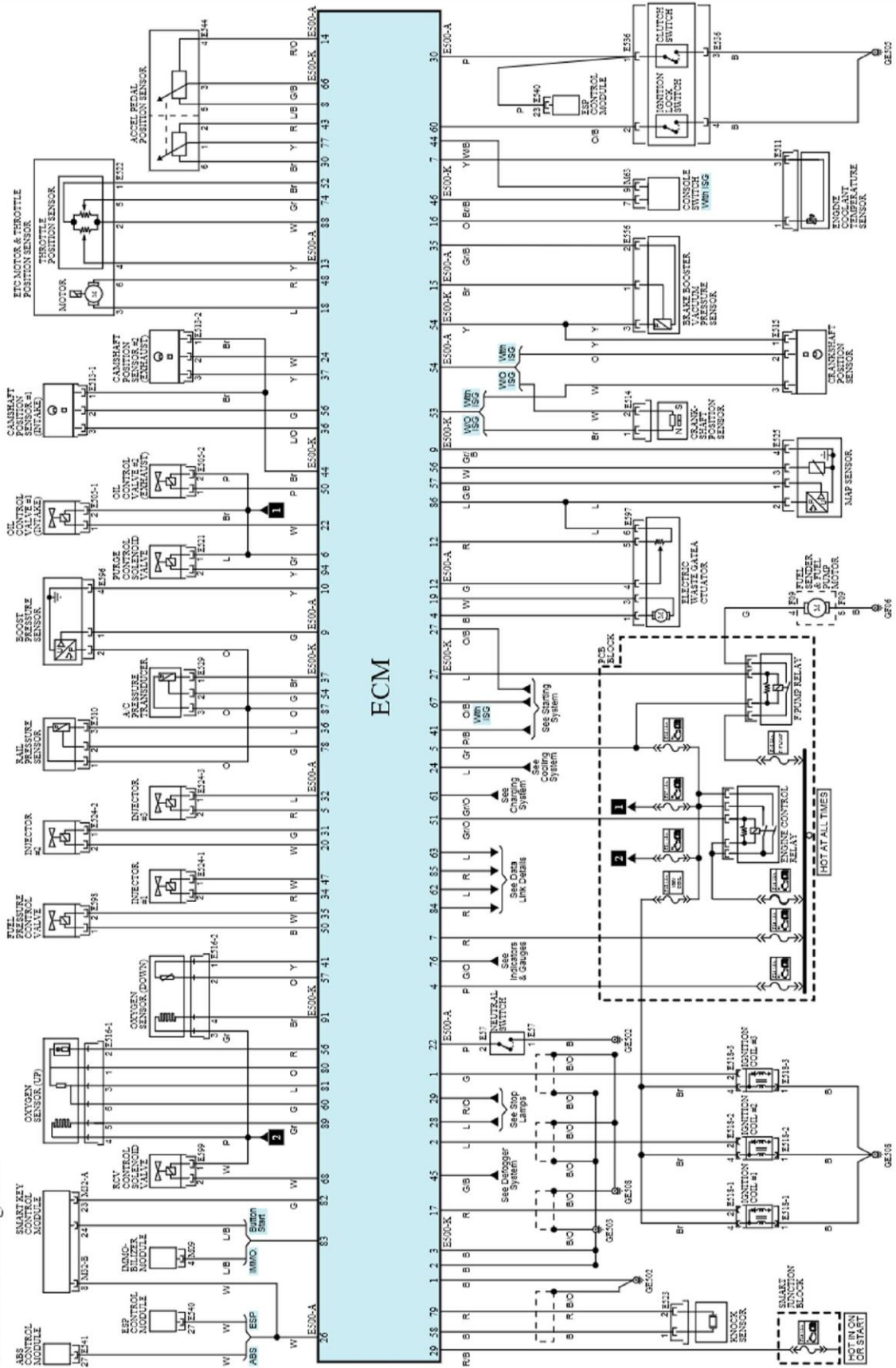
51	CAN-High		Yellow	EOBD connector pin 6
70	CAN-Low		Green	EOBD connector pin 14
				

Wiring diagram Petrol ECU

SD313-43

Engine Control System (G3LC : KAPPA 1.0L T-GDI) (2)

Full Circuit Diagrams



Electrical connections Petrol ECU

2016 > G 1.0 T-GDI > G 1.0 T-GDI > Schematic Diagrams > Engine Electrical System

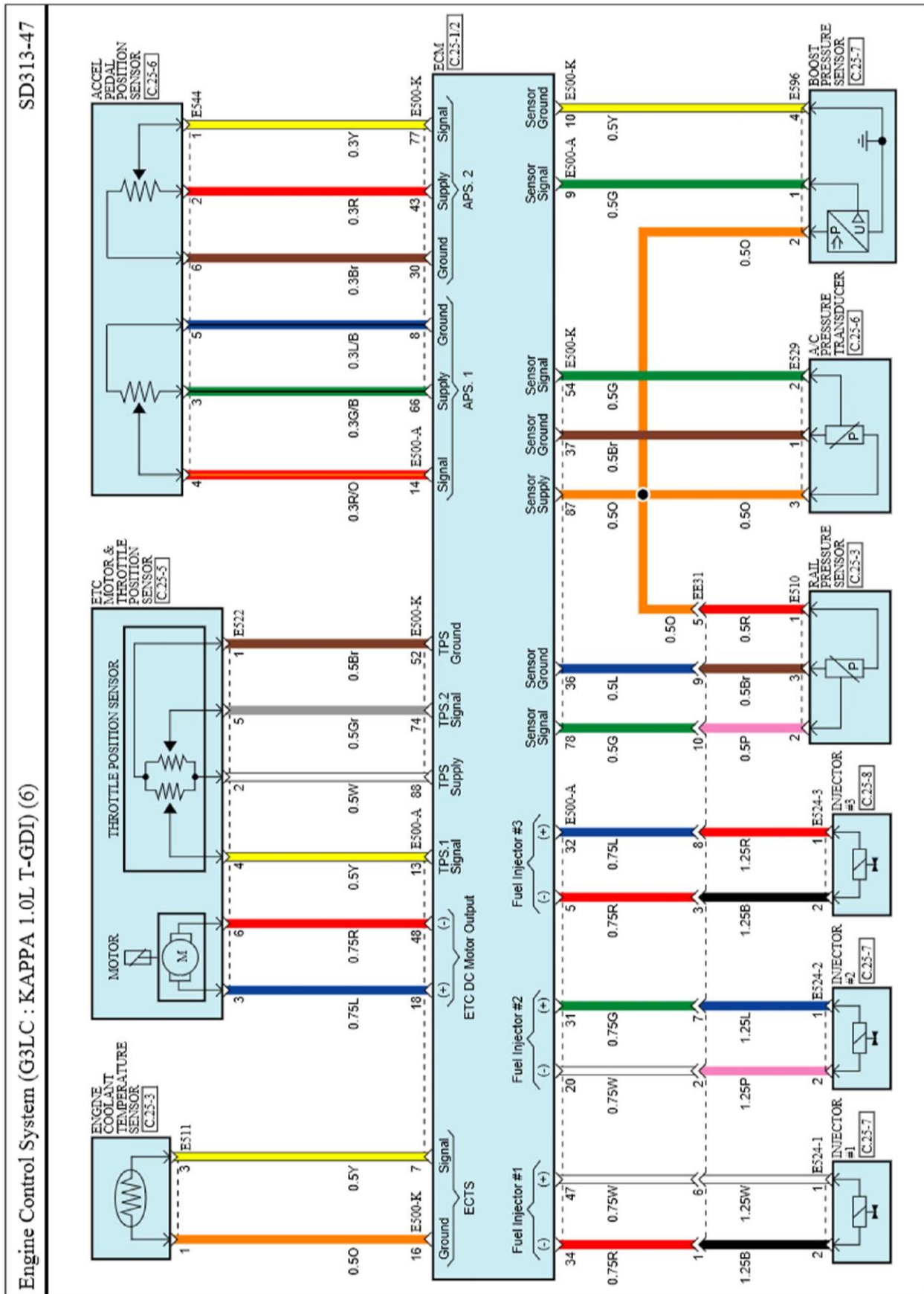
E500-A

PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	G	Ignition Coil #3 Control	31	G	Injector #2 Control (+)
2	L	Ignition Coil #2 Control	32	L	Injector #3 Control (+)
3	-	-	33	-	-
4	B	EWGA DC Motor (+)	34	R	Injector #1 Control (-)
5	R	Injector #3 Control (-)	35	W	FPCV (-)
6	-	-	36	L/O	CMPS (Intake) Ground
7	Y	ECTS Signal	37	Y	CMPS (Exhaust) Ground
8	-	-	38	-	-
9	G	BPS Signal	39	-	-
10	-	-	40	-	-
11	-	-	41	Y	O2 Sensor (Down) Signal
12	G	EWGA Sensor F/B Signal	42	-	-
13	Y	TPS, 1 Signal	43	-	-
14	R/O	APS, 1 Signal	44	W/B	ISG OFF Switch
15	Br	BVS Signal	45	G/B	Electric Load Defroster
16	-	-	46	-	-
17	R	Ignition Coil #1 Control	47	W	Injector #1 Control (+)
18	L	ETC DC Motor Output (+)	48	R	ETC DC Motor Output (-)
19	W	EWGA DC Motor (-)	49	-	-
20	W	Injector #2 Control (-)	50	B	FPCV (+)
21	-	-	51	-	-
22	P	Neutral Switch	52	-	-
23	-	-	53	Br, W	CKPS Ground
24	W	CMPS (Exhaust) Signal	54	W, O	CKPS Signal
25	-	-	55	-	-
26	W	Vehicle Speed Input	56	W	CMPS (Intake) Signal
27	O/B	Engine Start Switch	57	O	O2 Sensor (Down) Ground
28	L	Brake Test Switch	58	-	-
29	R/O	Brake Light Switch	59	-	-
30	P	Clutch Switch	60	O/B	Ignition Lock Switch

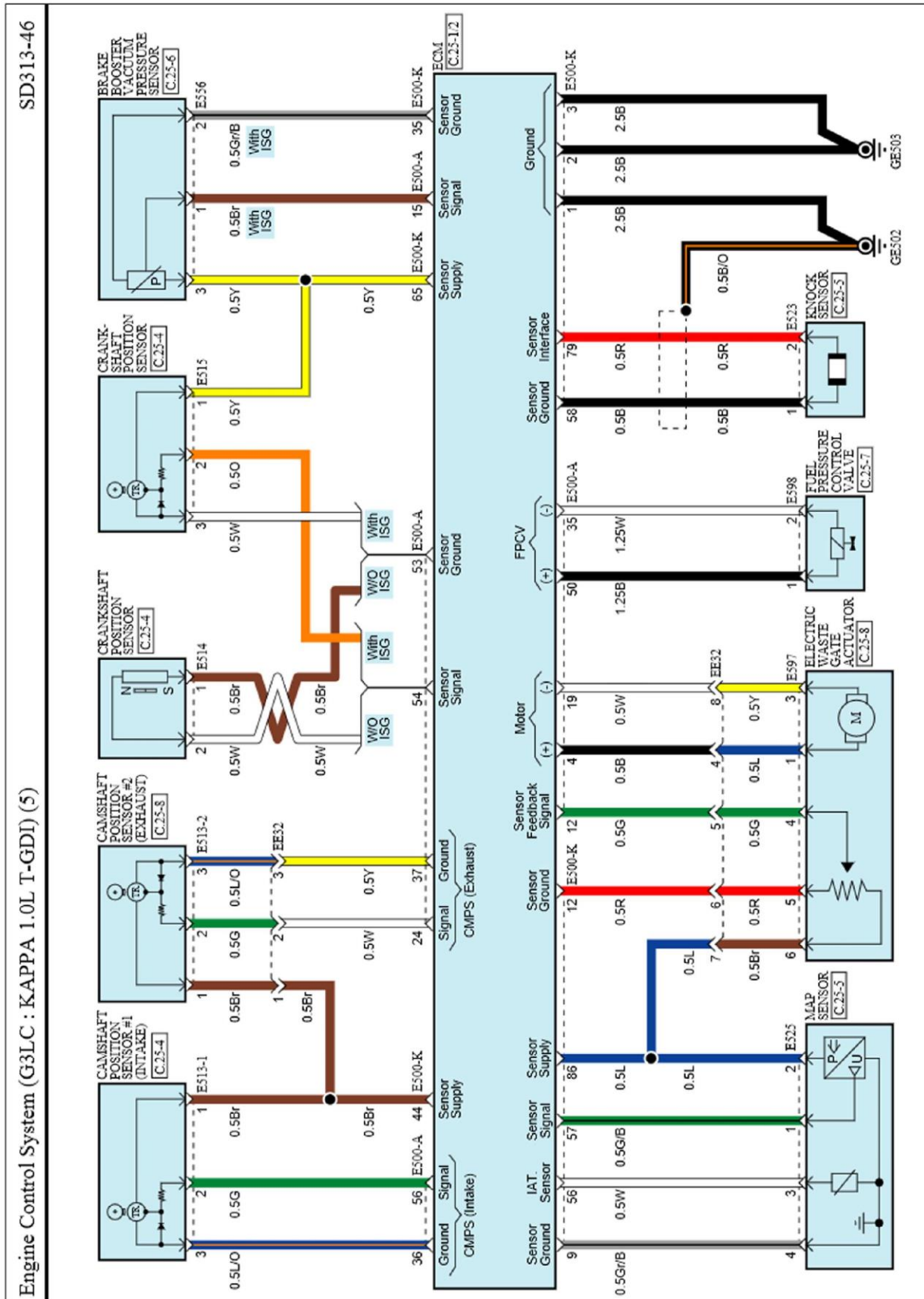
E500-K

PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	B	Ground	33	-	-	65	Y	Sensor Supply (CKPS/BVS)
2	B	Ground	34	-	-	66	G/B	APS, 1 Supply
3	B	Ground	35	Gr/B	BVS Ground	67	O/B	Start Relay Control (High)
4	P	Memory Power	36	L	RPS Ground	68	W	Turbo Dump Valve
5	Gr	Engine Control Relay 'ON' Input	37	Br	APT Ground	69	-	-
6	Gr	Engine Control Relay 'ON' Input	38	-	-	70	-	-
7	R	Memory Power	39	-	-	71	-	-
8	L/B	APS, 1 Ground	40	-	-	72	-	-
9	Gr/B	MAP Sensor Ground	41	P/B	Start Relay Control (Low)	73	-	-
10	Y	BPS Ground	42	-	-	74	Gr	TPS, 2 Signal
11	-	-	43	R	APS, 2 Supply	75	-	-
12	R	EWGA Sensor Ground	44	Br	CMPS (INEX) Supply	76	G/O	Analog Fuel Level (Fuel Sender)
13	-	-	45	-	-	77	Y	APS, 2 Signal
14	-	-	46	Br/B	ISG OFF Switch IND.	78	G	RPS Signal
15	-	-	47	-	-	79	R	Knock Sensor Interface
16	O	ECTS Ground	48	-	-	80	O	O2 Sensor (Up) Virtual Ground
17	-	-	49	-	-	81	L	O2 Sensor (Up) Pumping Current
18	-	-	50	O	OCV #2 Control (Exhaust)	82	Gr	Engine RPM Output
19	-	-	51	Gr/O	Engine Control Relay Control	83	L/B	IMMO, Data Line
20	-	-	52	Br	TPS Ground	84	R	CCP-CAN (High)
21	-	-	53	-	-	85	R	C-CAN (High)
22	W	OCV #1 Control (Intake)	54	G	APT Signal	86	L	Sensor Supply (MAP/EWGA)
23	-	-	55	-	-	87	O	Sensor Supply (RPS/APT/BPS)
24	L	Cooling Fan Controller (FAN)	56	W	IAT, Signal	88	W	TPS Supply
25	-	-	57	G/B	MAP Sensor Signal	89	Gr	O2 Sensor (Up) Heater
26	-	-	58	B	Knock Sensor Ground	90	-	-
27	L	Fuel Pump Relay Control	59	R	O2 Sensor (Up) Nernst Voltage	91	Br	O2 Sensor (Down) Heater
28	-	-	60	G	O2 Sensor (Up) Trim Resistor	92	-	-
29	R/B	ON/START Input	61	Gr/O	LIN Communication	93	-	-
30	Br	APS, 2 Ground	62	L	CCP-CAN (Low)	94	Y	PCSV Control
31	-	-	63	L	C-CAN (Low)			
32	-	-	64	-	-			

Wiring diagram Injectors / Rail pressure sensor



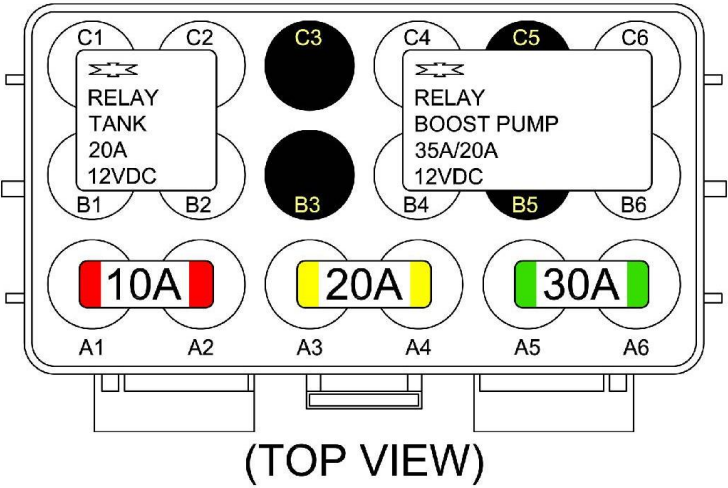
Wiring diagram MAP sensor / Camshaft sensor



Electrical connections

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

Wire text	clr	Wire colour	Connection
1			Connect to the '-' of the battery (-31); use a ring terminal.
1 BATTERY GROUND		Brown	
4			Connect to the '+' of the battery (+30); use a ring terminal. Do not place the fuses before having completed the installation of the lpg system.
			
4 +12V BATTERY		Red	

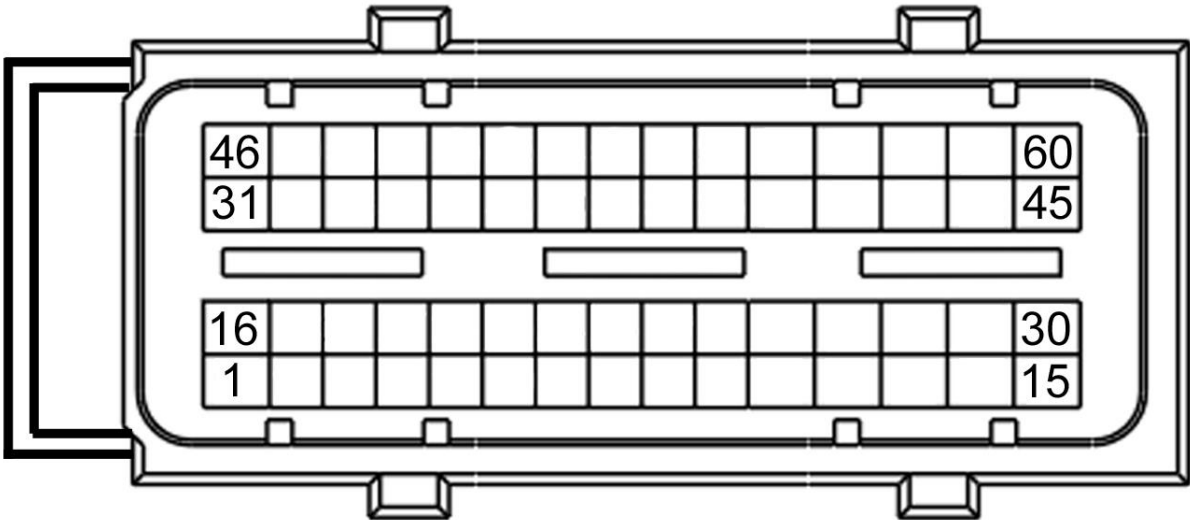


Electrical connections

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

Wire text	clr	Wire colour	Connection
-----------	-----	-------------	------------

60P wiring view / top view



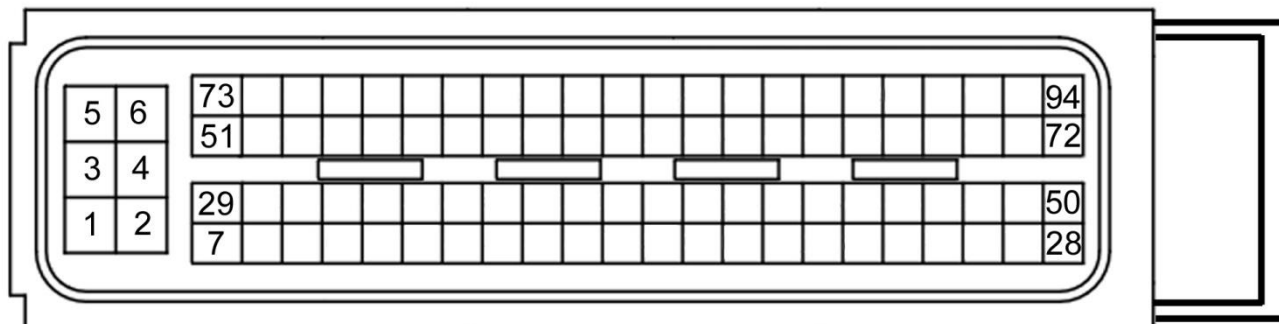
			For measuring the engine speed signal. Wire colour : white or green Wire location : Petrol ECU, P60 , E500-A, pin 56
8	RPM		Purple-white
			For measuring the engine coolant temperature. Wire colour : yellow Wire location : Petrol ECU, P60 , E500-A, pin 7
19	T-ect		Grey
			Boost pressure sensor signal interruption. Wire colour : brown Wire location : petrol ecu, 60 -pole connector, pin 9
20	AD 3		Blue-pink Sensor side
74	DAC 3		Green-pink Petrol ecu side

Electrical connections

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

Wire text	clr	Wire colour	Connection
-----------	-----	-------------	------------

94P wiring view / top view



7			Connect to +ignition / contact+ (+15). Do not place the fuses in the holder before having completed the installation of the LPG system. Wire colour : red-black Wire location : Petrol ECU, P94, E500-K, pin 29
7	+IGNITION		Grey-white

			High pressure petrol sensor ground. Wire colour : blue Wire location : Petrol ECU, P94, E500-K, pin 36
63	Ground Shift		Blue-orange

			Analog in (sensor side) MAP sensor in. Wire colour : green-black Wire location : Petrol ECU, P94, E500-K, pin 57
18	AD 1		Blue-white

36 & 25			High pressure petrol sensor signal interruption. Wire colour : green Wire location : Petrol ECU, P94, E500-K, pin 78
36	AD 6		Blue-brown Sensor side
25	DAC 1		Green-white Petrol ecu side

			High pressure petrol sensor 5Volt supply / car wake-up. Wire colour : orange Wire location : Petrol ECU, P94, E500-K, pin 87
40	Wake-up		Grey-red

Electrical connections

Insulate not used wires.

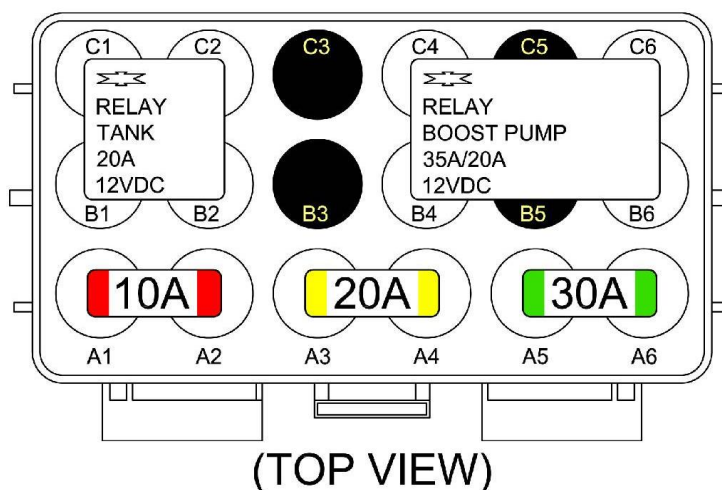
<i>Wire text</i>	<i>clr</i>	<i>Wire colour</i>	<i>Connection</i>
21 AD 9		Blue-purple	
22 LSS 1		Purple	
39 AD 8		Blue-red	
60 DIG IN3		Yellow-pink	
61 DIG IN4		Yellow-blue	
56 DIG IN2		Yellow-green	
17 AD 2		Blue-green	
10 DAC 2		Green	

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
4-pole FMU P/T sensor 1. 35 Ground P-Sys 2. 16 P-Sys 3. 14 T-Sys 4. 9 +5V sensor	Brown-black Green Grey Red-blue	Connect the 4-pole connector to the P/T sensor.
2-pole black connector FMU 24 +12V FMU supply 31 Ground FMU supply	Yellow-green Brown-black	Connect the 2-pole connector to the black lock-off valve of the Fuel Management Unit
2-pole grey connector FMU 43 +12V FMU return 34 Ground FMU return	Red-white Brown-black	Connect the 2-pole connector to the grey lock-off valve of the Fuel Management Unit
4-pole diagnose connector 46 Service TxD 65 Service RxD 68 Ground PDT	Grey Grey Brown-black	<i>Diagnose connector for service / diagnosis.</i> Connector pin 1 Connector pin 2 Connector pin 4
Boost pump relay 2 +12V boost pump relay 26 Ground BP relay +12V fused BATT +12V Boost pump	Red-white Brown-black Red Red	Pin 86 of the boost pump relay C4 Pin 85 of the boost pump relay B6 Pin 30 of the boost pump relay C6-A5 Pin 87 of the boost pump relay B4
Wiring tank pump driver relay 57 +12V tank relay 73 LSS 4 tank relay +12V BATT fused +12V driver	Red-white Purple-blue Red Red	Pin 86 of the driver relay C1 Pin 85 of the driver relay B2 Pin 30 of the driver relay C2-A4 Pin 87 of the driver relay B1



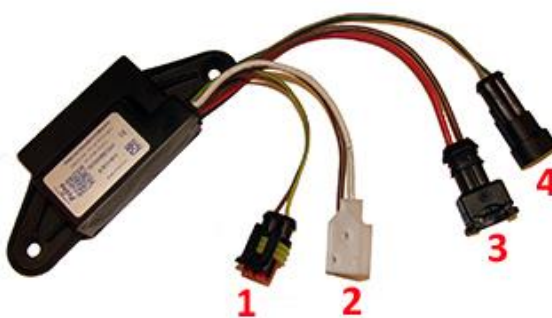
Electrical connections

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

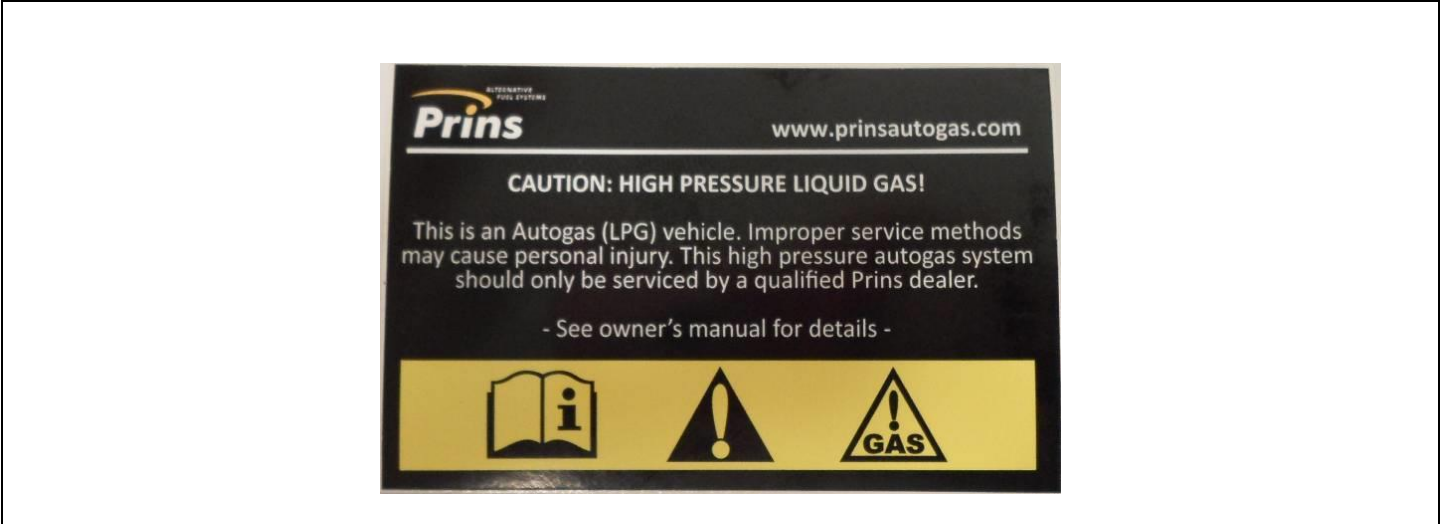
Lpg tank housing

Wire number / code	Wire colour	Connection
3-pole tank level connector 1. 33 Ground tank level 2. 12 Tank level in 3. 11 + tank level supply	Brown-white Blue Red-blue	Connect the 3-pole connector to the tank level sensor.
4-pole Tank P/T sensor 1. 45 Ground P-Tank 2. 38 P-Tank 3. 15 T-Tank 4. 28 +5V sensor	Brown-black Green Grey Red	Connect the 4-pole connector to the P/T sensor.
2-pole Steering Diagnose connector 1. Ground pump driver 2. +12V pump driver	Brown Red	Connect the 2-pole connector to the driver, connector 3.
2-pole Steering Diagnose connector 1. 71 LSS3 Pump driver PWM 2. 64 Pump driver diagnose	Purple-pink Blue-grey	Connect the 2-pole connector to the driver, connector 4.

Pump Driver		
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 Brown	From tank pump driver From tank pump driver
3. 2-pole connector driver	Brown Red	From main ground From tank pump relay Ground pump driver +12V pump driver
4. 2-pole connector driver	Green Grey	From AFC pin 71 From AFC pin 64 LSS3 Pump driver PWM Pump driver diagnose



Prins safety stickers



Apply the sticker on an eye catching location.

Checklist after installation

1. Install the system fuses.
Turn on ignition.
Connect the Prins Diagnostic Tool and run the Prins Diagnostic 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 gas leak detector device or a fluid detection like soap. Also check for petrol leakage.
Check all made connections and XD-hose crimps for petrol / LPG 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 ECU 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.

