



**Installation manual
Dedicated
PART 2/2**

MANUFACTURER	Dacia
TYPE	Duster
ENGINE DISPLACEMENT	1200cc
NUMBER OF VALVES	16v
ENGINE CODE / NUMBER	H5F (TCe125)
VEHICLE CATEGORIES	M
TRANSMISSION	MT (6-speed)
VERSION	AFC-2.1
PETROL ECU MANUFACTURER / CODE	Continental EMS3150 / EMS3155
HIGH PRESSURE PETROL PUMP	Denso 166304016R
HIGH PRESSURE PETROL INJECTOR	*
MODEL YEAR:	2014-
SYSTEM APPROVAL NUMBER (R115)	#115R-000013 / DLM-LPG 11
LOCATION SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	345/070011/A
MANUAL NUMBER	076/0550700
DATE	2015-09-14



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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
- 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 (ø 20, 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 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 :



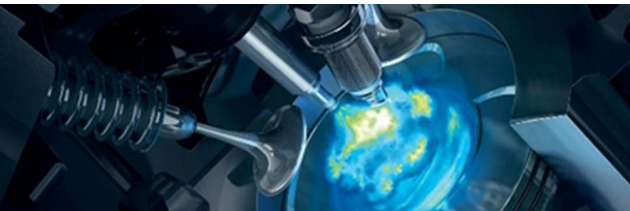
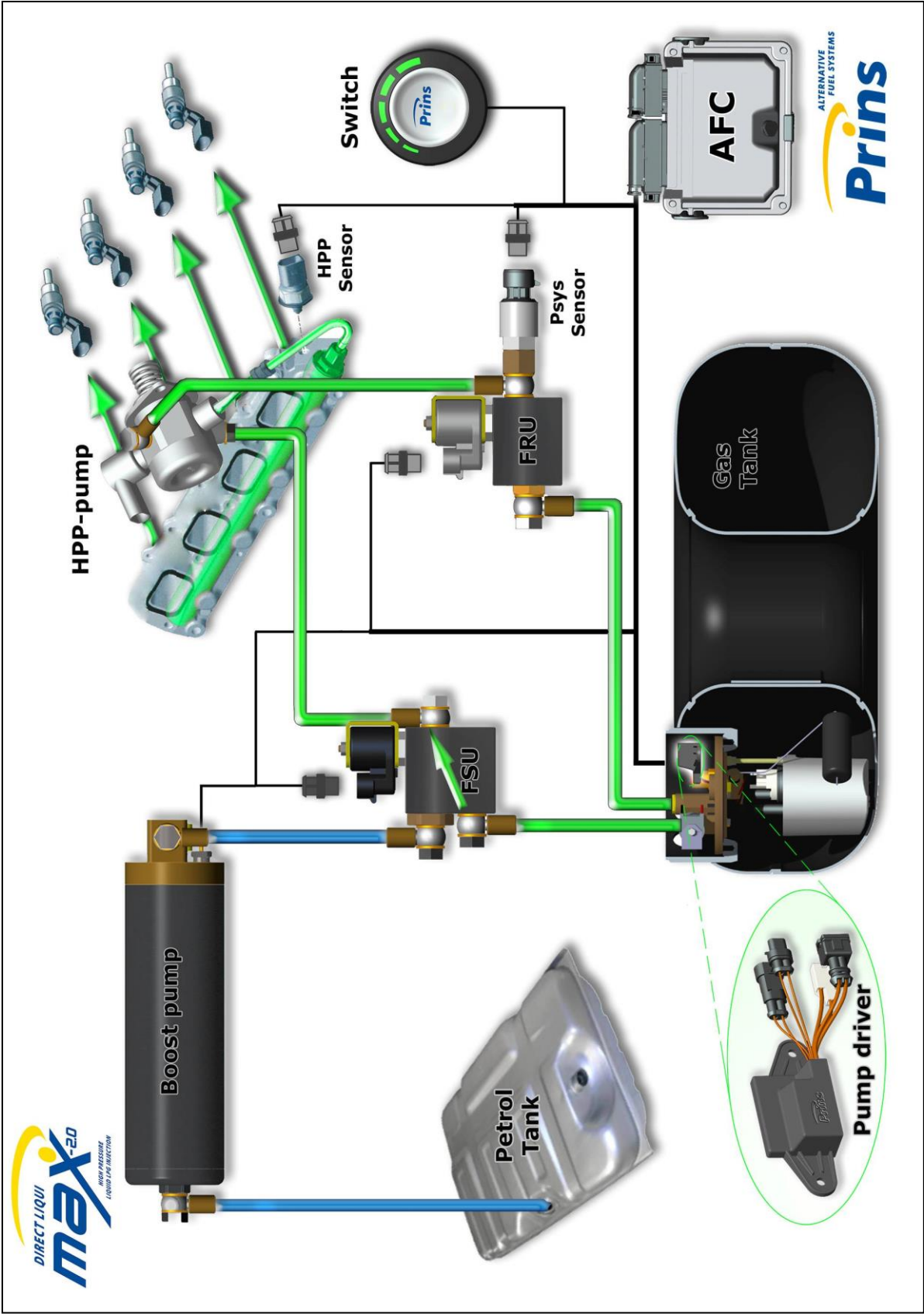
= IMPORTANT, CAUTION



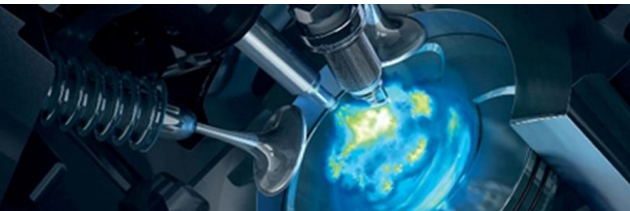
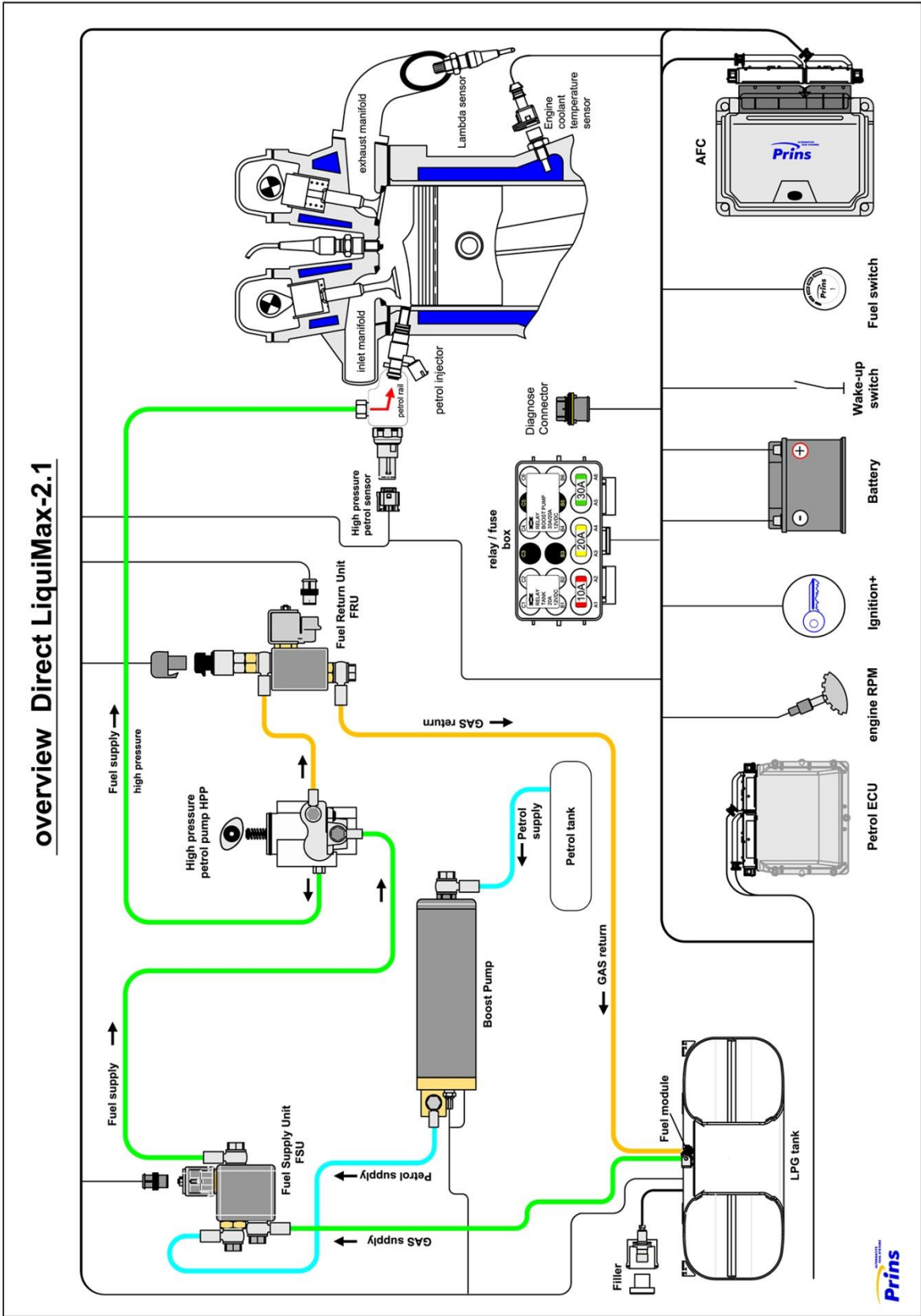
= WEAR SAFETY GOGGLES



Direct LiquiMax-2.0, AFC-2.1



Direct LiquiMax-2.0 diagram, AFC-2.1

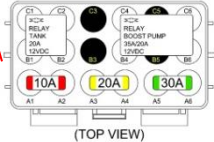


Direct LiquiMax parts / approval numbers

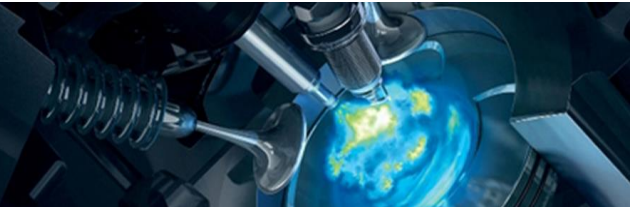
 1st generation  2nd generation	 1st generation  2nd generation
Fuel Supply Unit : E4-67R-010269	Fuel Return Unit : E4-67R-010270 Pressure Sensor : E4-67R-010051
	
Boost pump	High Pressure Pump : E4-67R-010266 High Pressure Rail : E4-67R-010267 High Pressure Injectors : E4-67R-010309
	 XD-3 LPG  XD-4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



DLM component location overview

HPP pump 		Petrol ECU 
FSU 		AFC 
FRU 		
Boost pump 		System Fuses 

	R115 approval sticker : Right side centre door post
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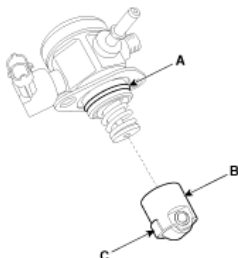
Installation of the Bosch High Pressure Petrol Pump

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

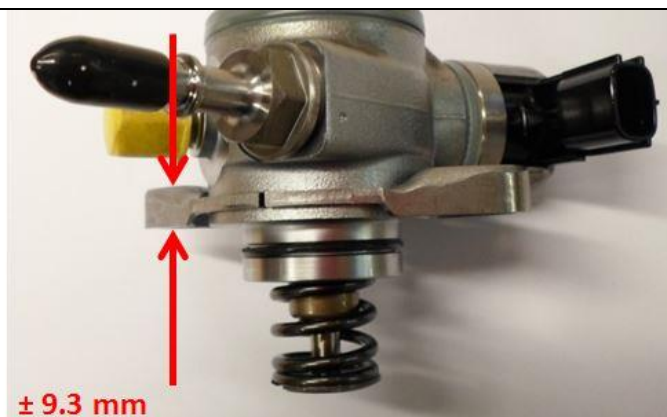
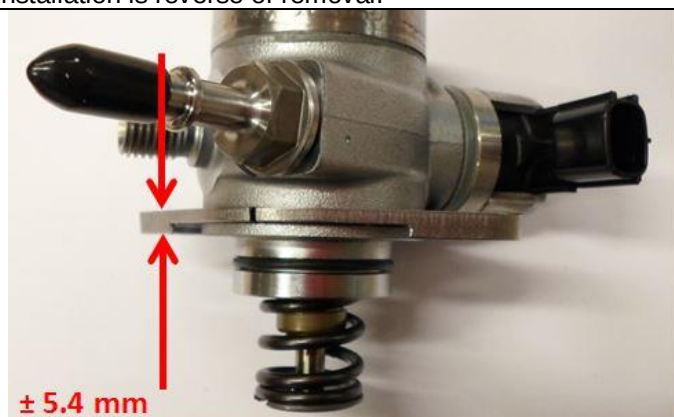
Petrol pipe:

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. **Mount the new fuel line free of tension.**

High pressure petrol pump installation nut: 26.5 ~ 32.4 N.m

Installation is reverse of removal.



It's possible that the new high pressure pump has another thickness of the mounting plate. This deviation in thickness needs your attention and requires an adaption of the mounting bolts. When the new mounting plate has the same thickness as the original, use the original bolts. When the new mounting plate is thicker as the original, use the longer supplied bolts and when the new mounting plate is thinner as the original plate use the shorter supplied bolts. Always check if the new high pressure pump is mounted properly!!

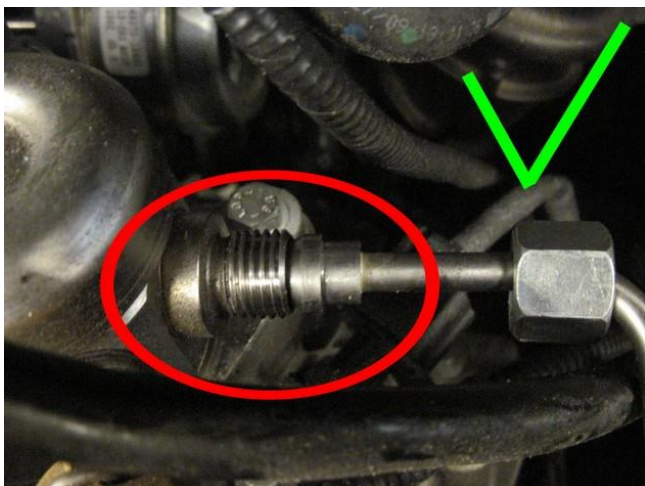




High pressure pump / Fuel line installation

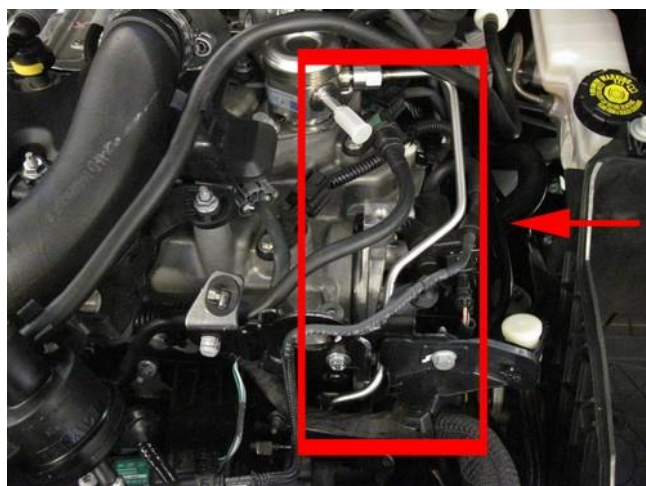


Replace the High Pressure Pump. Replace the Fuel Line between HP pump and petrol injector rail.
For easier mounting of the new fuel line, remove the throttle body.



Mount the new fuel line between HP pump and petrol injector rail.

Mount the new fuel line free of tension. If the fuel line does not fit correctly, adapt the fuel line.



Mount the new fuel line between HP pump and petrol injector rail. Adapt bracket to fit around fuel line (with bracket).



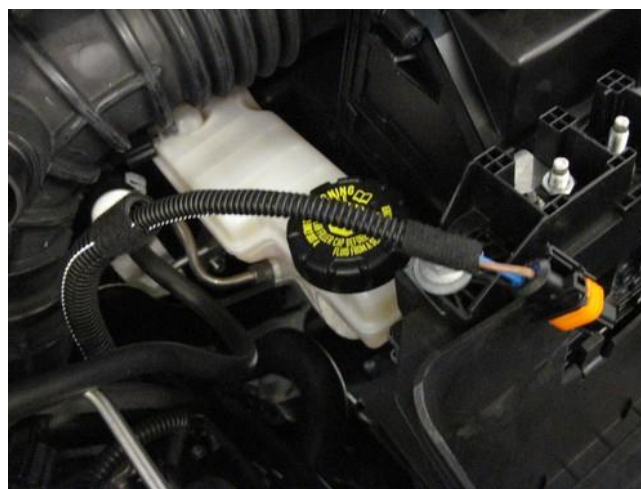
Fuel line installation 2 / Connector



. Mount the fuel line support bracket with clamp to the fuel line.



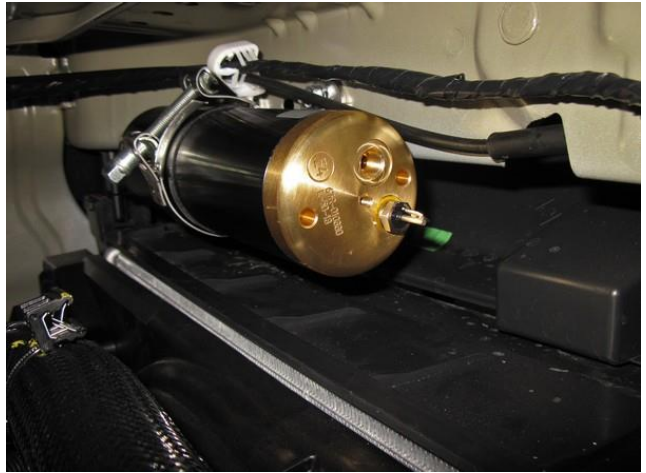
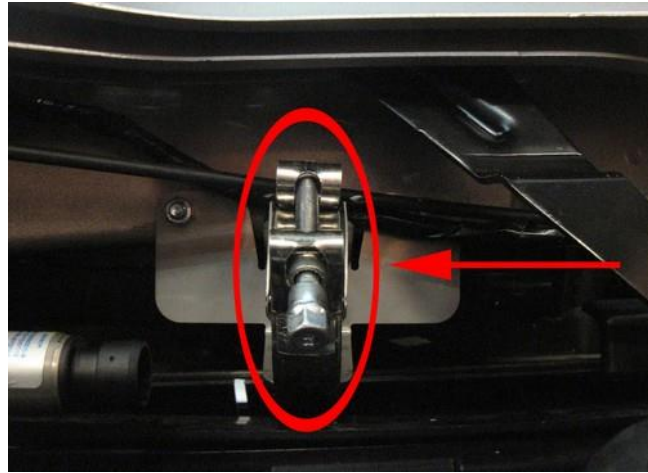
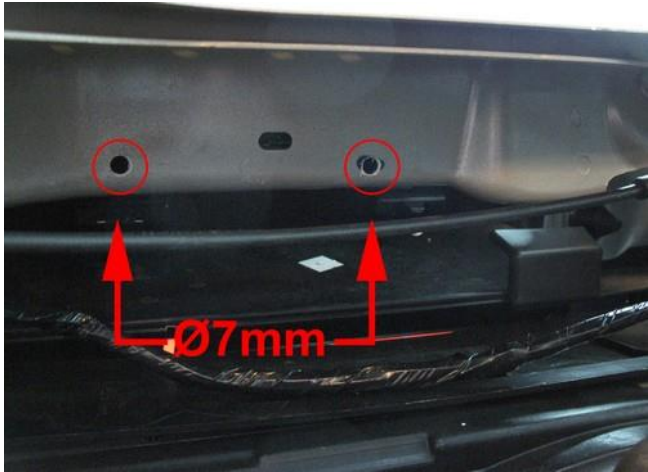
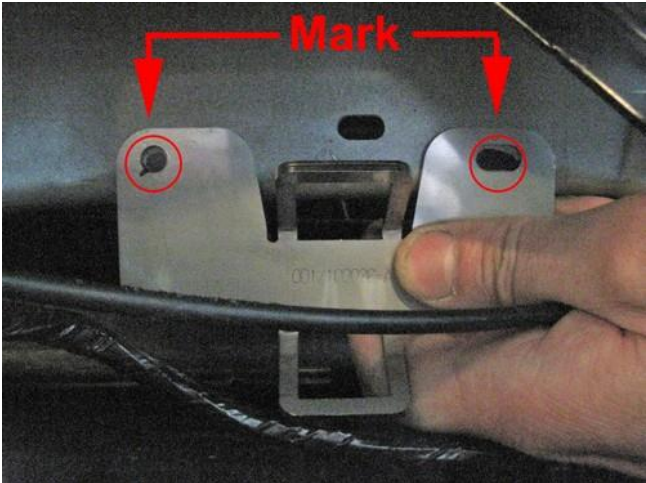
Mount bracket onto engine, also free of tension.



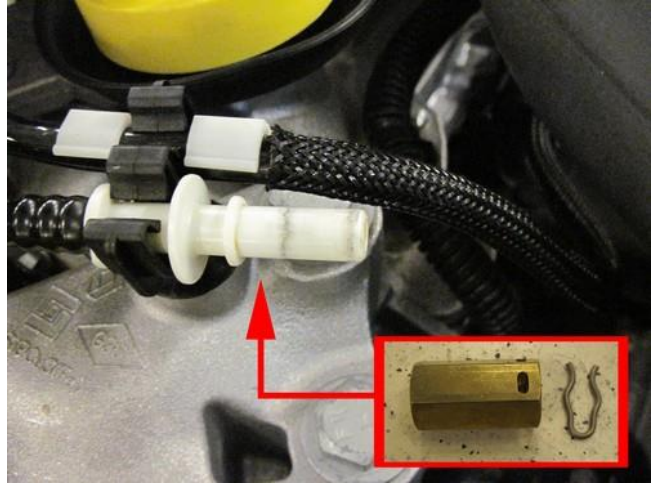
Extend the original wiring by cutting of the original connector. Extend the wiring and connect the new connector. Connect pin 1 from the old connector to pin 1 from the new connector. Mount connector to new HP pump.



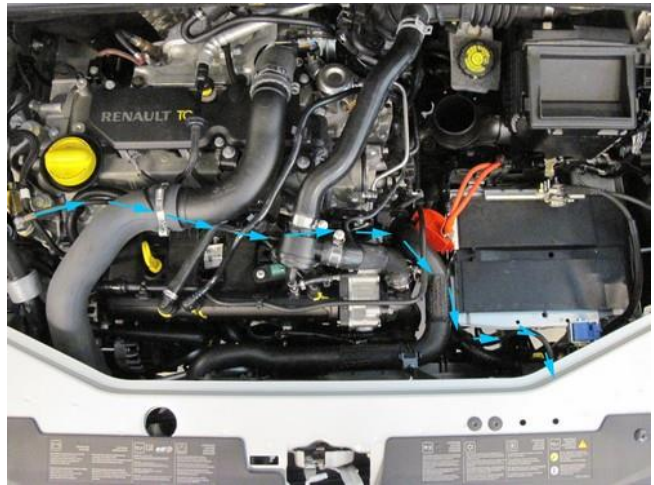
Boost pump



Connection of the fuel hose to the boost pump.



Remove original fuel line to HP pump. Mount adapter to original connection.



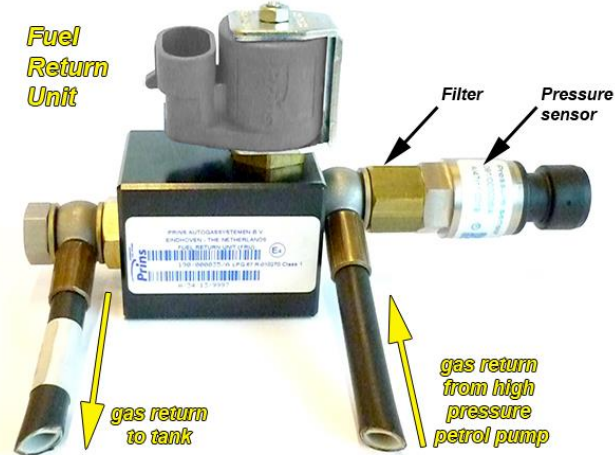
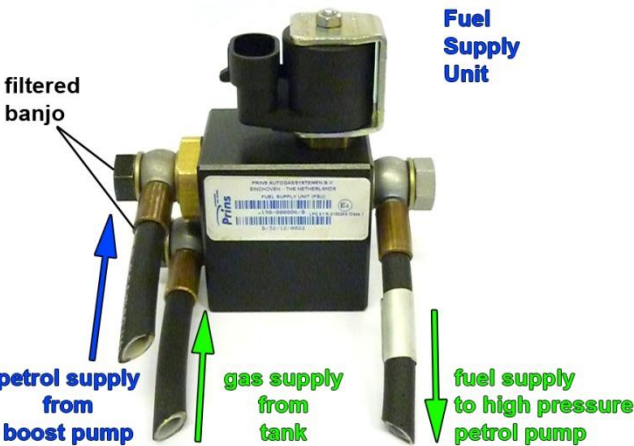
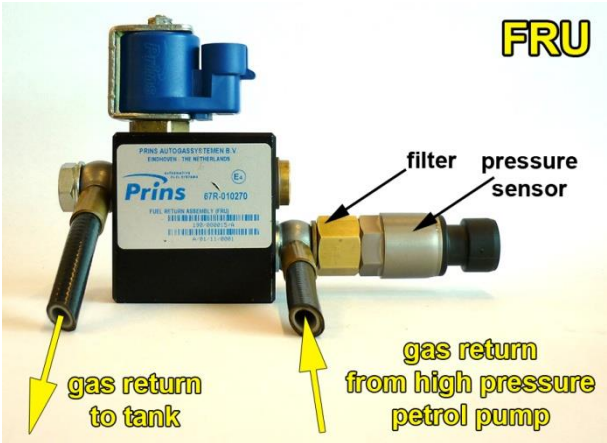
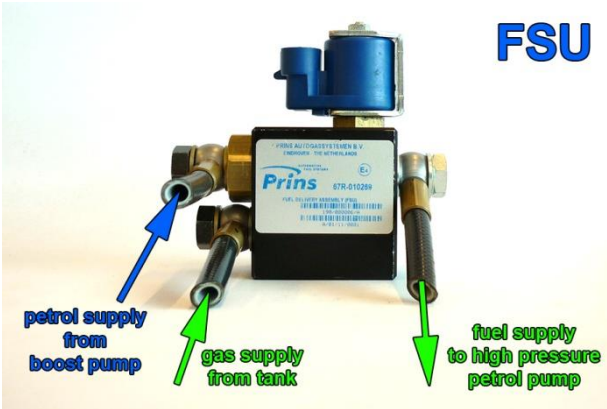
Mount fuel line (blue arrows) from adapter to the boost pump.



Mount the fuel line (blue arrows) from the adapter to the boost pump.
Use a banjo with filter to connect the fuel line to the boost pump.



Fuel Supply Unit / Fuel Return Unit

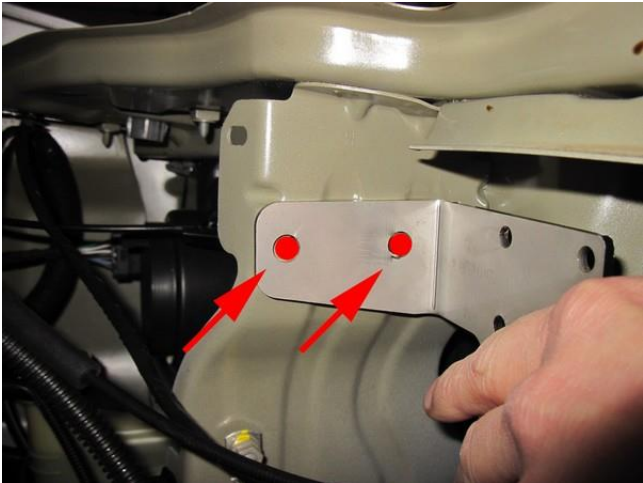


Black filtered banjo will only be used on inlet connections !

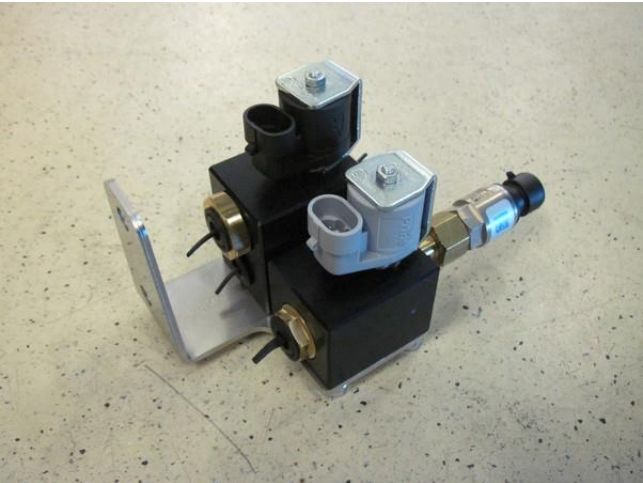
Filter inside sensor banjo



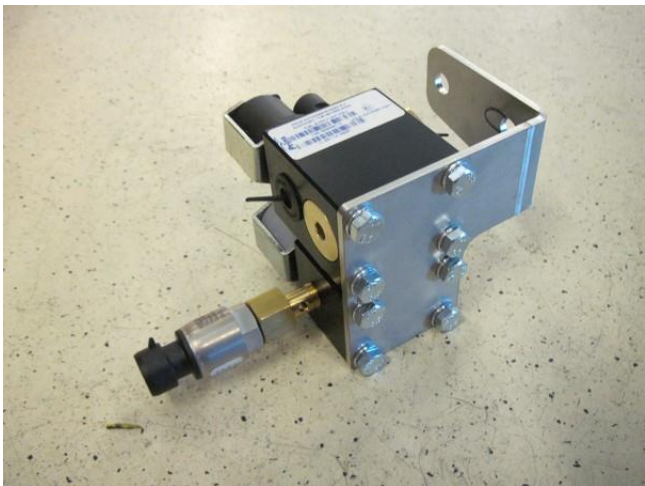
Mounting the FSU / FRU



Mark holes for drilling.



Drill holes Ø9mm and treat anti-rust. Mount FSU & FRU on bracket.

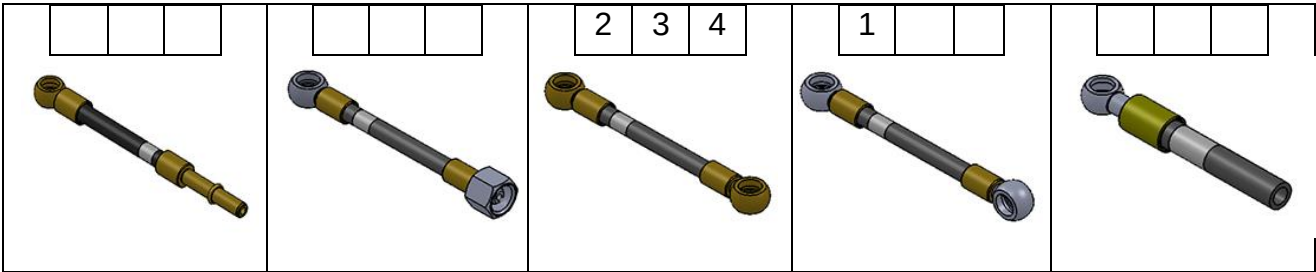


Mount bracket with FSU & FRU to vehicle.

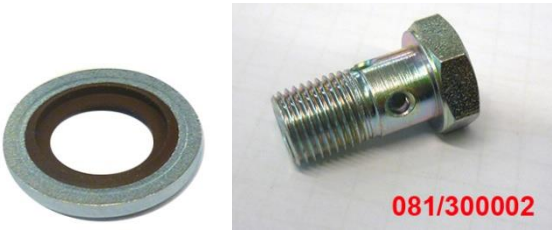


Lpg / petrol fuel lines

	Hose	from	to	Length (cm)
1	XD-3	Adapter original petrol hose	Petrol boost pump	100
2	XD-3	Petrol boost pump	Fuel supply unit	55
3	XD-3	Fuel supply unit	High pressure petrol pump	85
4	XD-3	Fuel return unit	High pressure petrol pump	85



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



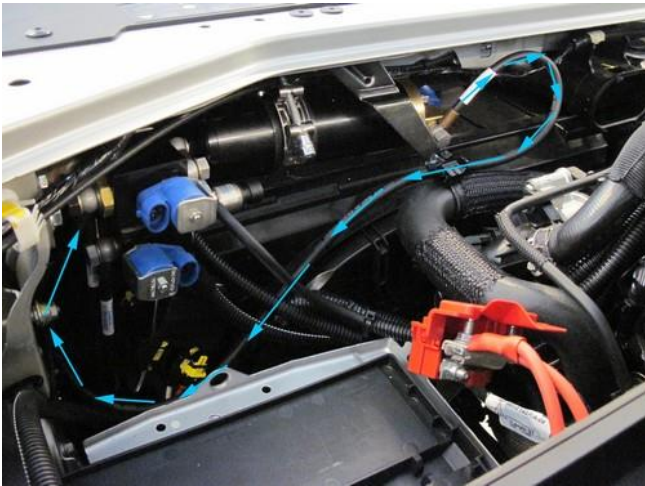
Filtered banjo: (FSU supply inlets / boost pump inlet : black filtered banjo) :



181/300009/A



Hose routing Boost pump, FSU & FRU



Mount hose from boost pump to FSU. Mount hoses from FSU / FRU to HP pump.
Pictures from generation 1 Boost pump, FSU& FRU.



Mount adapter to HP pump. Mount hoses to HP pump.

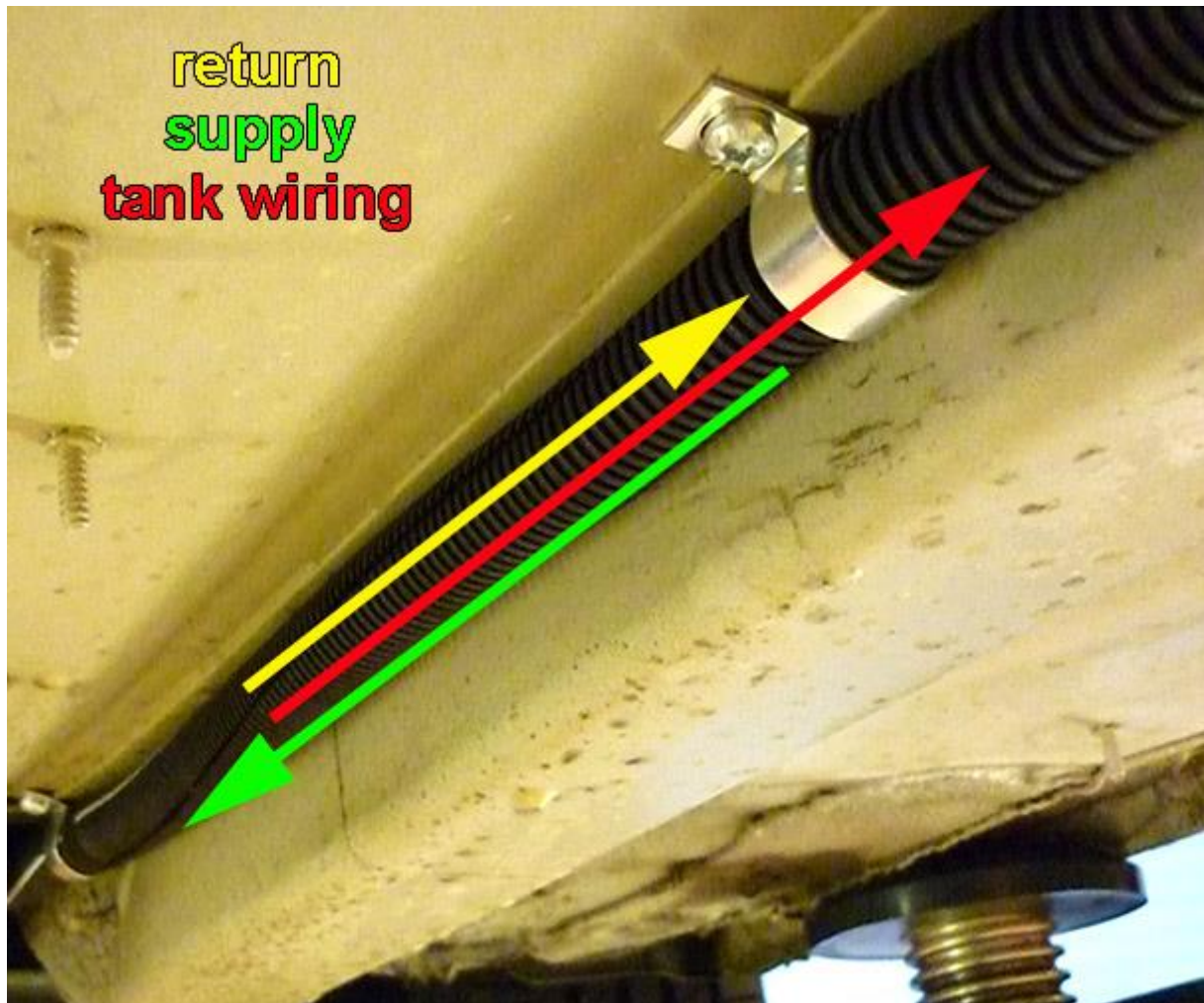


Mount hoses from FSU / FRU to HP pump.

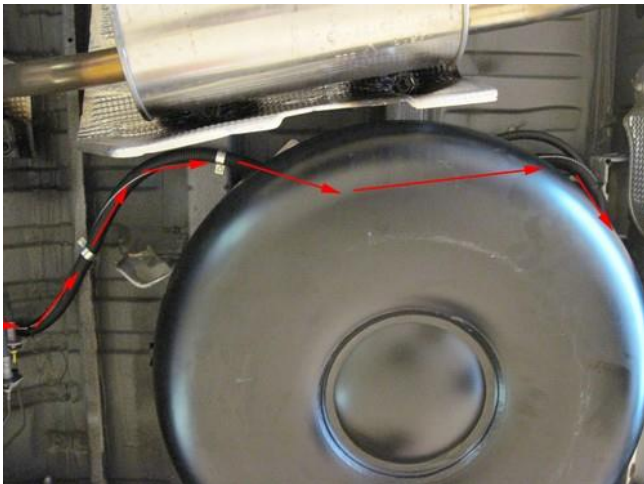
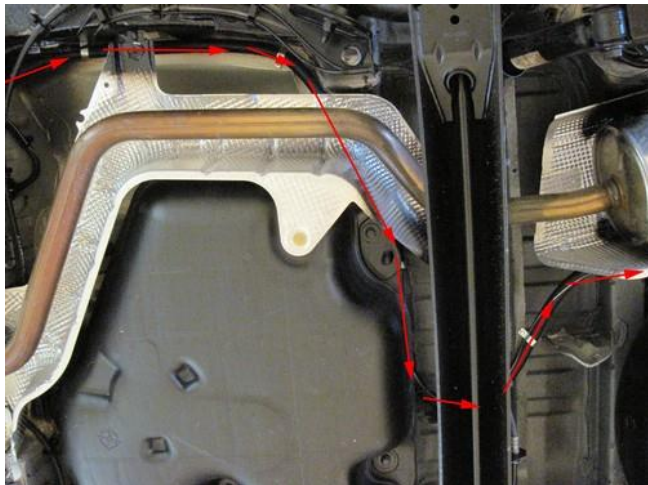
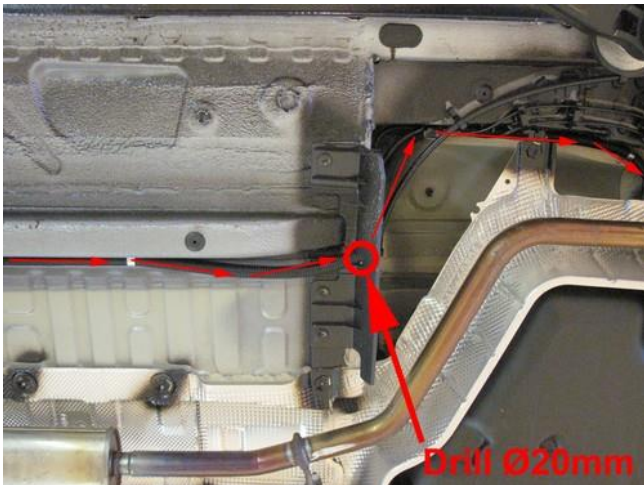
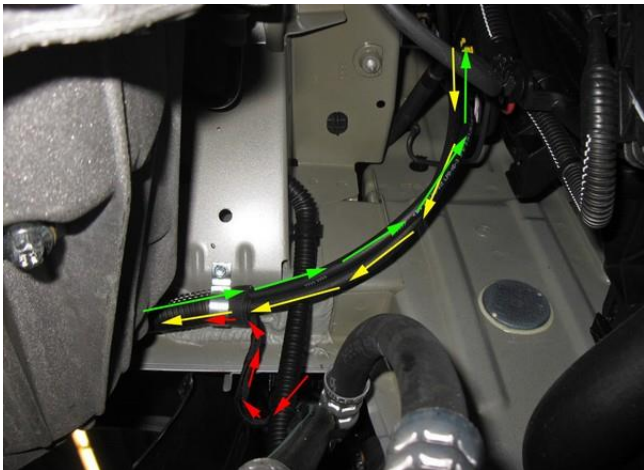


Supply hose – Return hose – Tank wiring

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.



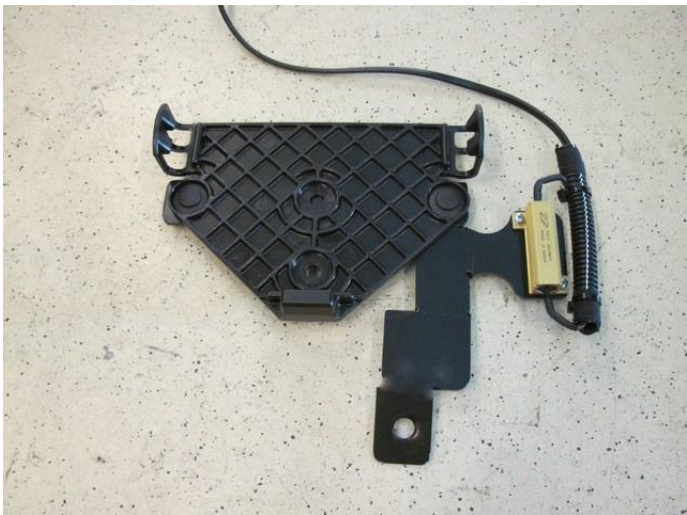
Hose / wiring routing to tank



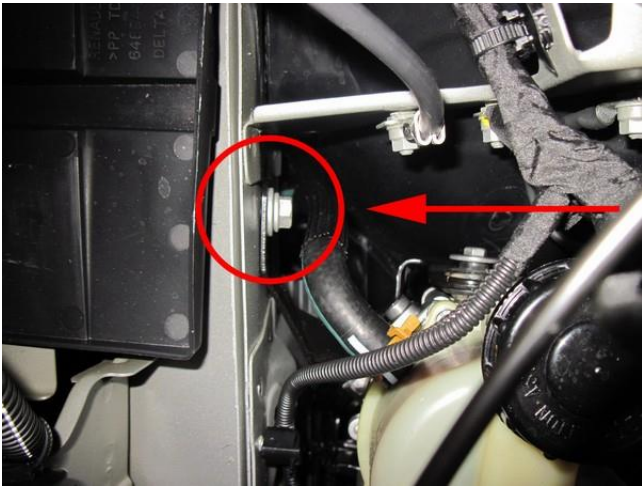
Before tank mounting, mount hoses to tank.



Mounting the AFC



Mount plastic AFC clip to bracket with quick clips.



Mount bracket to original bolt from chassis beam next to battery.



Mount bracket to original bolt from chassis beam. Mount the AFC with dummy connector to the plastic AFC clip



Mount the fuse-relay bracket



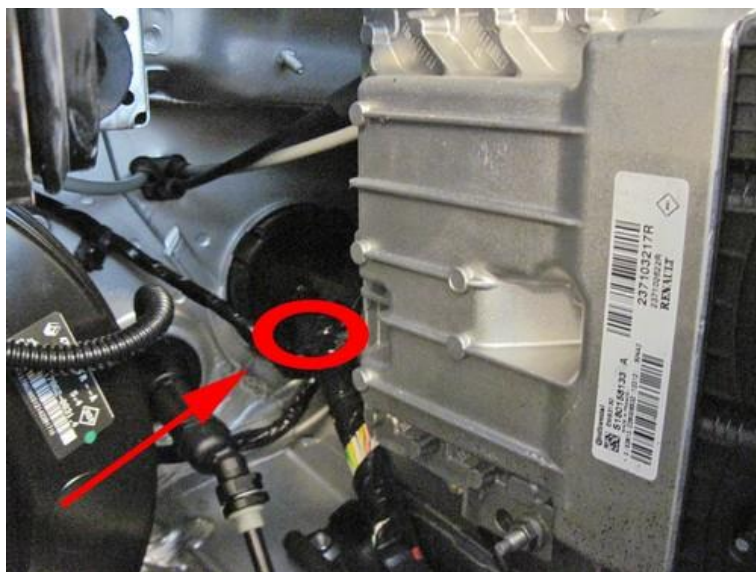
Mount the fuse-relay bracket on the original bolt behind the left headlight.



With mounted fuse-relay box



Grommet / wiring transit



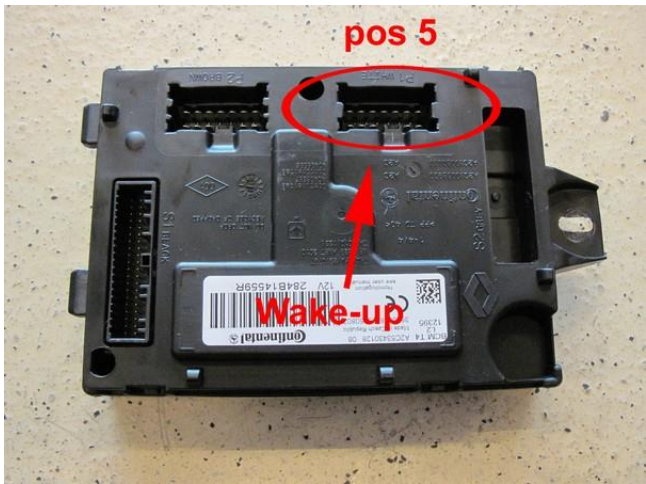
Put wiring through grommet from underneath the car and use a silicone sealant around wiring for a waterproof transit.
Wiring to passenger room: **Switch / CAN / Wake-up / Wiring extension to petrol tank.**



Wake-up / fuel selection switch / CAN

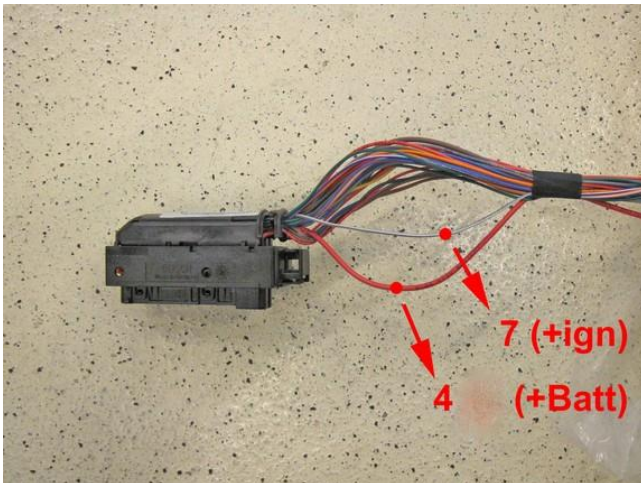


Overview. Wake-up connection.



Connecting the fuel gauge reset module 1

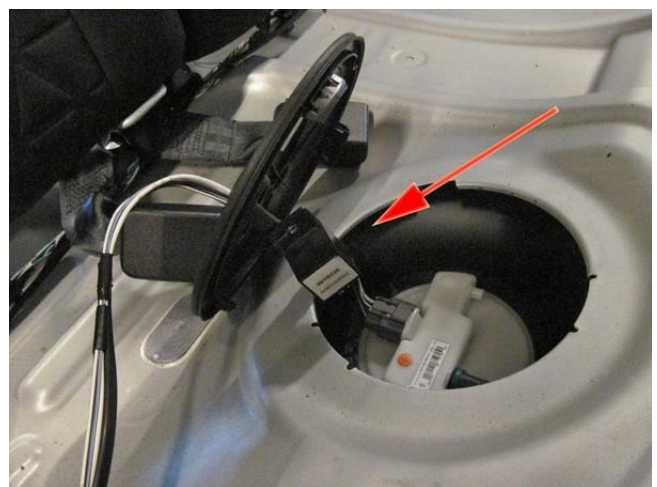
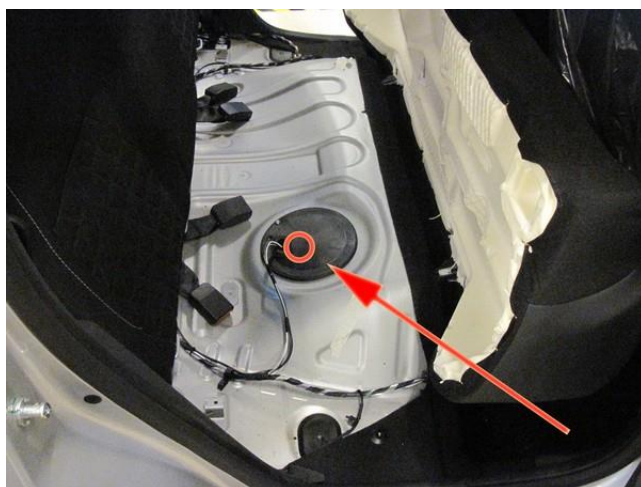
The fuel gauge reset module is mounted underneath the back seat.



Wires 4 (+Battery) & 7 (Ignition +) needs to be extended for the fuel gauge reset module inside (under back seat).
Connect extension wires to wires nr. 4 (+Battery) & 7 (Ignition +) at AFC connector.
Stab wiring with **Switch / CAN / Wake-up / extended wires** through grommet.



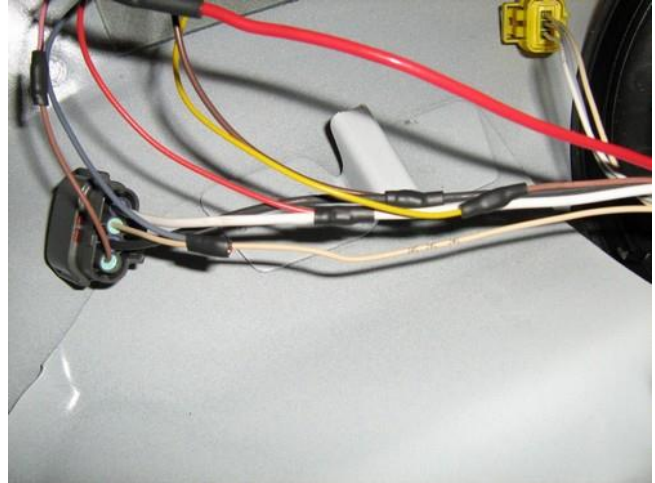
Wiring routing.



Mount reset module onto wiring loom of the fuel pump underneath the plastic cover.

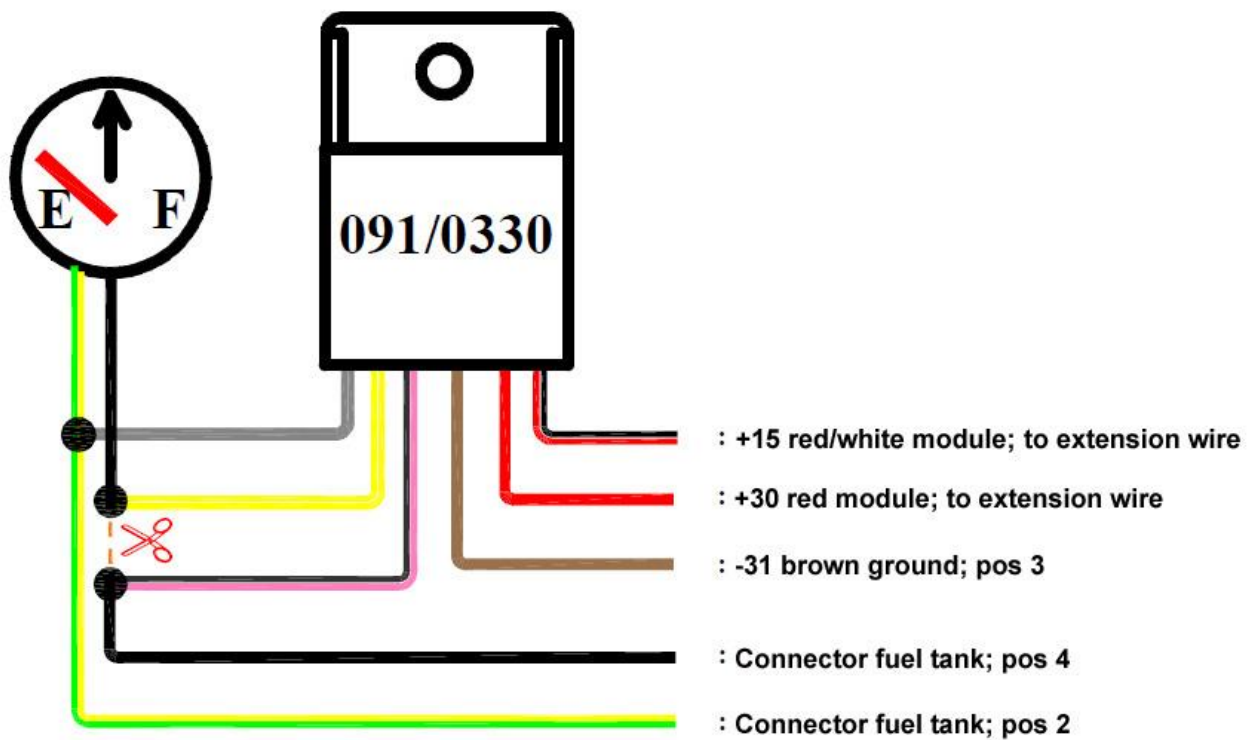


Connecting the fuel gauge reset module 2



Connect wires to wiring of the fuel tank.
The reset module will be positioned underneath the black cover on top of the fuel pump/tank gauge.

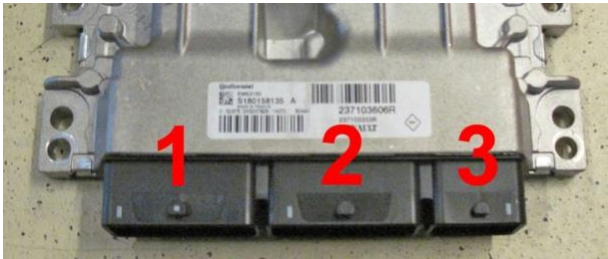
Fuel Reset module



Connector on fuel tank: Position 1: white / Position 2: white-black / Position 3: black / Position 4: purple-light blue
Connect wires to the wiring of the fuel tank and mount back covers and back seat.



Petrol ECU pinnings



If you have to count from A to Q on the connectors, remember: there is no letter “ i ” on the connector.

A1	B1	C1	D1	E1	F1	G1	H1	J1	K1	L1	M1	N1	O1	P1	Q1
			3AJP		3LP					3LO		3BY		3L	3CR
			X		X					X		X		X	X
A2	B2	C2	D2	E2	F2	G2	H2	J2	K2	L2	M2	N2	O2	P2	Q2
	3ATD	3LN								3AJR				3LC	3CU
		X								X				X	X
A3	B3	C3	D3	E3	F3	G3	H3	J3	K3	L3	M3	N3	O3	P3	Q3
			3BX	3CK		3CH				3EN	3CF	3CG	3CE	3LB	3CT
			X	X		X				X	X	X	X	X	X
A4	B4	C4	D4	E4	F4	G4	H4	J4	K4	L4	M4	N4	O4	P4	Q4
	3TA	3UCB						3A/B	3A/C					3LA	3CS
	X	X						X	X					X	X

Connector 1 (grey)

A1	B1	C1	D1	E1	F1	G1	H1	J1	K1	L1	M1	N1	O1	P1	Q1
	3S				3MD		3BGA	3LX	3ALW	3ALV		3AN		3FB1	3FB2
	PG				X		X	X	X	X		X		X	X
A2	B2	C2	D2	E2	F2	G2	H2	J2	K2	L2	M2	N2	O2	P2	Q2
	3AA		3SV	3SX			3SY	3LT	3MD	3B1		3BD	3BL	3SZ	
			X	X			X	X	X	X		X	X	X	X
A3	B3	C3	D3	E3	F3	G3	H3	J3	K3	L3	M3	N3	O3	P3	Q3
	3BG	3AC		3SW	3LY				3LZ				3ALG	3GF	3ZP
	X	X		X	X				X				X	X	X
A4	B4	C4	D4	E4	F4	G4	H4	J4	K4	L4	M4	N4	O4	P4	Q4
					3DL	3L	3MP		3LK	3AT	3BR	3VL	3K	3GG	3HI
					X	X	X		X	X	X	X	X	X	X

Connector 2 (black)

A	B	C	D	E	F	G	H	
			AP15		3WT	3FB	NH	1
			JA		X	X	NO	
3FX			3BG		3LU	3LR	3LS	2
X			X		X	X	X	
3SN		3PD	3BM		3LW	NH	3LT	3
X		X	X		X	NO	X	
3SM	HK	3BD		5A	3LV	NH	NH	4
X	X	X		X	X	NO	NO	

Connector 3 (black)



Electrical connections - Insulate

Insulate not used wires.

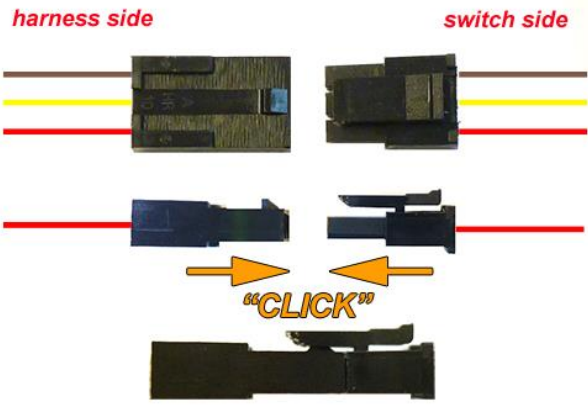
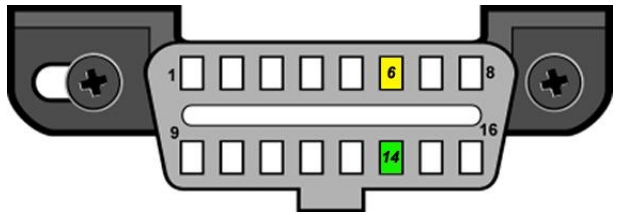
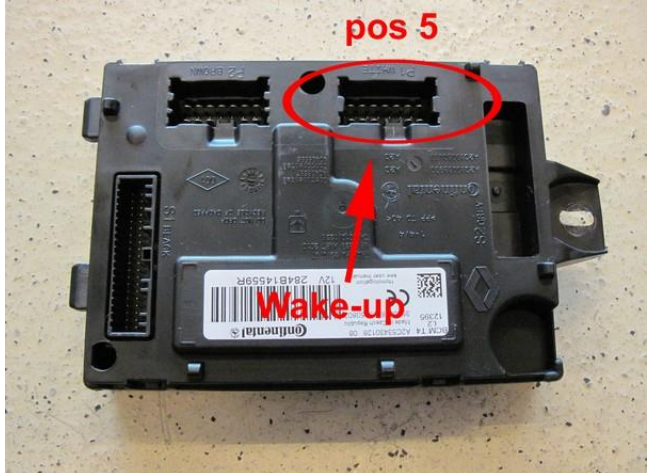
Wire number / code		Wire colour	
10	DAC 2	Green	<i>insulate</i>
17	AD 2	Blue-green	<i>insulate</i>
19	AD 4	Blue	<i>insulate</i>
20	AD 3	Blue-pink	<i>insulate</i>
21	AD 9	Blue-purple	<i>insulate</i>
22	LSS 1	Purple-white	<i>insulate</i>
23	LSS 2	Purple-green	<i>insulate</i>
42	Digital out pull up 2	Red-purple	<i>insulate</i>
56	DI 2	Yellow-green	<i>insulate</i>
58	+12V switched	Red-white	<i>insulate</i>
61	DI4	Yellow-blue	<i>insulate</i>
74	DAC 3	Green-pink	<i>Insulate</i>
			<i>Insulate additional loose wires</i>



Electrical connections

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

Driver room

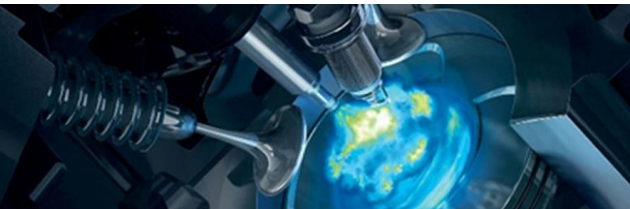
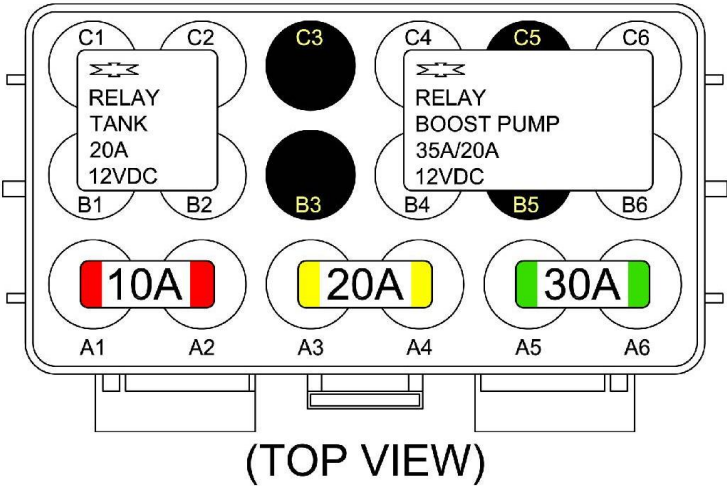
3-pole micro connector 66 Ground fuel switch 3 +12V fuel switch 49 LIN fuel switch	Brown-black Red-white Yellow	Connect the 3-pole connector to the Prins fuel selection switch.
<u>Inside!</u>		
51 CAN-High 70 CAN-Low	Yellow Green	EOBD connector pin 6 EOBD connector pin 14
<u>Inside!</u>		
40 Wake-up <u>Inside!</u>	Grey-red	Wire colour : purple-light blue (wire colours may change) Wire location : P1 (control ECU below dashboard, see picture) pos 5 . 



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
1-32 MAIN GND ecu MAIN GROUND SENSE	brown	Connect to the '-' of the battery (-31) ; using ring terminals. Wire location : ground on battery
4 – 13 +12V BATT sense +12V BATT fused +12V BATT boost pump +12V BATT pump driver	red	Connect to the '+' of the battery (+30) ; use a ring terminal. Do not place the fuse in the holder before having completed the installation of the lpg system. Wire location : +Batt on battery



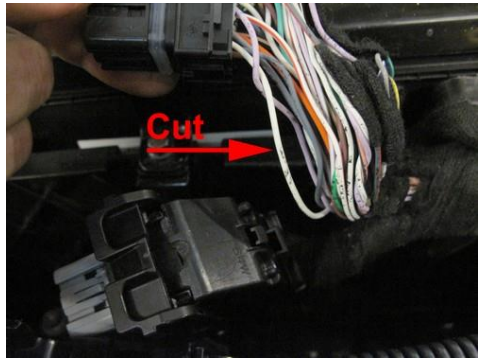
Electrical connections

Petrol ECU Continental EMS3150 / EMS3155

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

Wire number / code	Wire colour	Connection
36 & 25		High pressure petrol sensor signal interruption Wire colour : White / White Wire location : Connector 2 petrol ECU → F3 / H3
36 AD 6	Blue-brown	Sensor side
25 DAC 1	Green-white	Petrol ecu side

63 Ground Shift	Blue-orange	High pressure petrol sensor ground Wire colour : Brown / Brown Wire location : Connector 2 petrol ECU → J3 / H2
60 DI3	Yellow-pink	High pressure petrol sensor 5Volt supply Wire colour : Blue-black / Orange Wire location : Connector 2 petrol ECU → J1 / D1
8 RPM engine speed	Purple-white	For measuring the engine speed signal. Wire colour : Brown / Green Wire location : Connector 2 petrol ECU → D2 / K3
15 T-ect	Grey	For measuring the engine coolant temperature. Wire colour : Purple-red / Purple-red Wire location : Connector 2 petrol ECU → G4 / L3
18 AD 1	Blue-white	For measuring the inlet manifold pressure from the MAP sensor Wire colour : Green / Green Wire location : Connector 1 petrol ECU → B2 / B2
7 +12V IGNITION	Grey-white	Make a connection to +ignition / contact+ (+15). Do not place the fuses in the holder before having completed the installation of the lpg system. Wire colour : Yellow / Yellow Wire location : Connector 3 petrol ECU → D1 / D1

2-core wire from actuator resistor See page 20		Wire colour : White Wire location : Connector 2 petrol ECU → interrupt wire Q4 and connect the 2 resistor wires. Both ways possible. 
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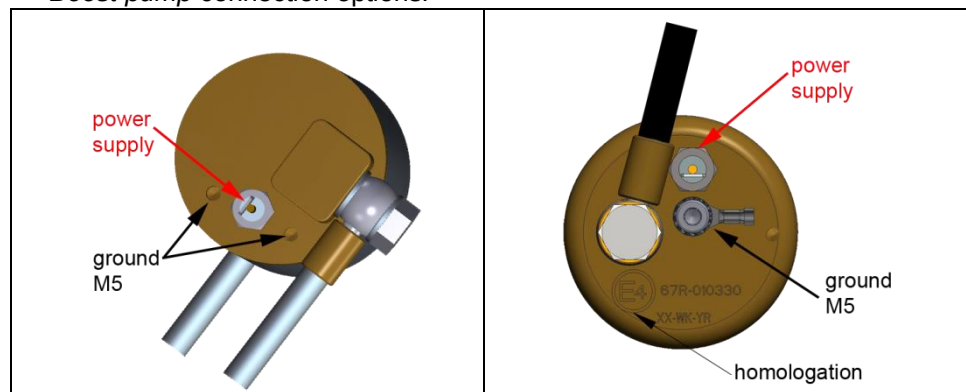
Electrical connections

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
3-pole connector		
35 C Ground pin A	Brown	Connect the 3-pole connector to the Psys sensor positioned into the Fuel Return Unit.
9 +5V sensor pin B	Red	Sensor wire pin A
16 Psys pin C	Green	Sensor wire pin B
		Sensor wire pin C
14 T-LPG	Grey	Not used, insulate.
2-pole connector FSU, black		
24 + Lock-off FSU	Yellow-green	Connect the 2-pole connector to the lock-off valve of the Fuel Supply Unit
31 C Ground	Brown-black	
2-pole connector FRU, grey		
43 + Lock-off FRU	Red-white	Connect the 2-pole connector to the lock-off valve of the Fuel Return Unit
34 C Ground	Brown-black	
4-pole diagnose connector		
46 Service TxD	Grey	Diagnose connector for service / diagnosis
65 Service RxD	Grey	Connector pin 1
68 C ground	Brown	Connector pin 2
		Connector pin 4
Wiring tank pump driver relay		
57 + driver relay	Red-white	Pin 86 of the driver relay C1
73 LSS 4 tank relay	Purple-blue	Pin 85 of the driver relay B2
+12V BATT fused	Red 2.5mm2	Pin 30 of the driver relay C2-A4
+12V driver	Red 2.5mm2	Pin 87 of the driver relay B1

Boost pump connection options:

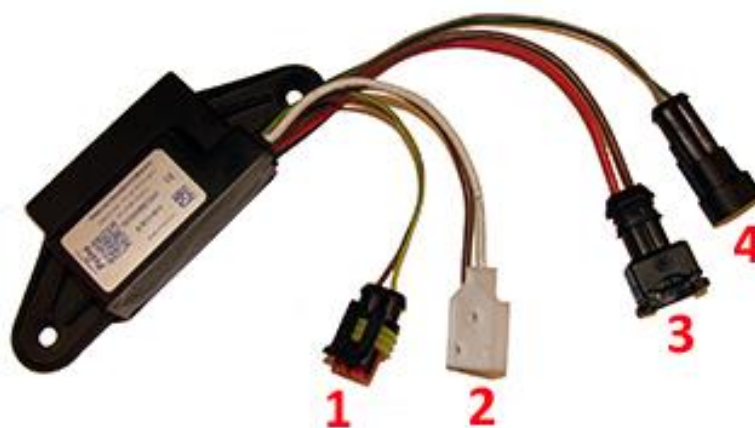


Electrical connections

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 33 Ground tank gauge 12 Tank level in 11 + tank level supply	Brown-black Blue Red-blue	Connect the 3-pole connector to the tank level sensor.
2-pole driver connector 71 LSS 3 PWM driver 64 AD 5 driver diagnose	Purple-pink Blue-grey	Connect the 2-pole connector to the pump driver (4).
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 power driver	Red 2.5mm ² Brown 2.5mm ²	From tank pump relay From main ground
4. 2-pole connector driver	Green Grey	From AFC pin 71 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.

