ALTERNATIVE FUEL SYSTEMS

Prins

Quality, innovation and customer care, it's in our nature

Installation manual Dedicated PART 2/2

DIRECT LIQUI max-2.0 HIGH PRESSURE LIQUID LPG INJECTION

MANUFACTURER	HYUNDAI
TYPE	IX35
ENGINE DISPLACEMENT	1999
NUMBER OF VALVES	16V
ENGINE CODE / NUMBER	G4NC
VEHICLE CATEGORIES	M
TRANSMISSION	AT/MT
VERSION	AFC-2.1
PETROL ECU MANUFACTURER / CODE	Kefico / Bosch MED 17.9.8
HIGH PRESSURE PETROL POMP	BOSCH TYPE 10
HIGH PRESSURE PETROL INJECTOR	BOSCH
MODEL YEAR:	2014
SYSTEM APPROVAL NUMBER (R115)	E4-115R-0000-04/17 / DLM-LPG 01/10
LOCATION R115 SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	349/070057/A
MANUAL NUMBER	076/0910400
DATE	7-10-2015

Version 2013-09-28 D

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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-2.0 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 / 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 is 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 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 (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
- 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)

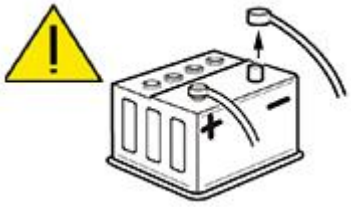
Tightening moments

		Nm	Spanner mm
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
Boost pump clamp		7	10
Hitachi HPP cover		220	46

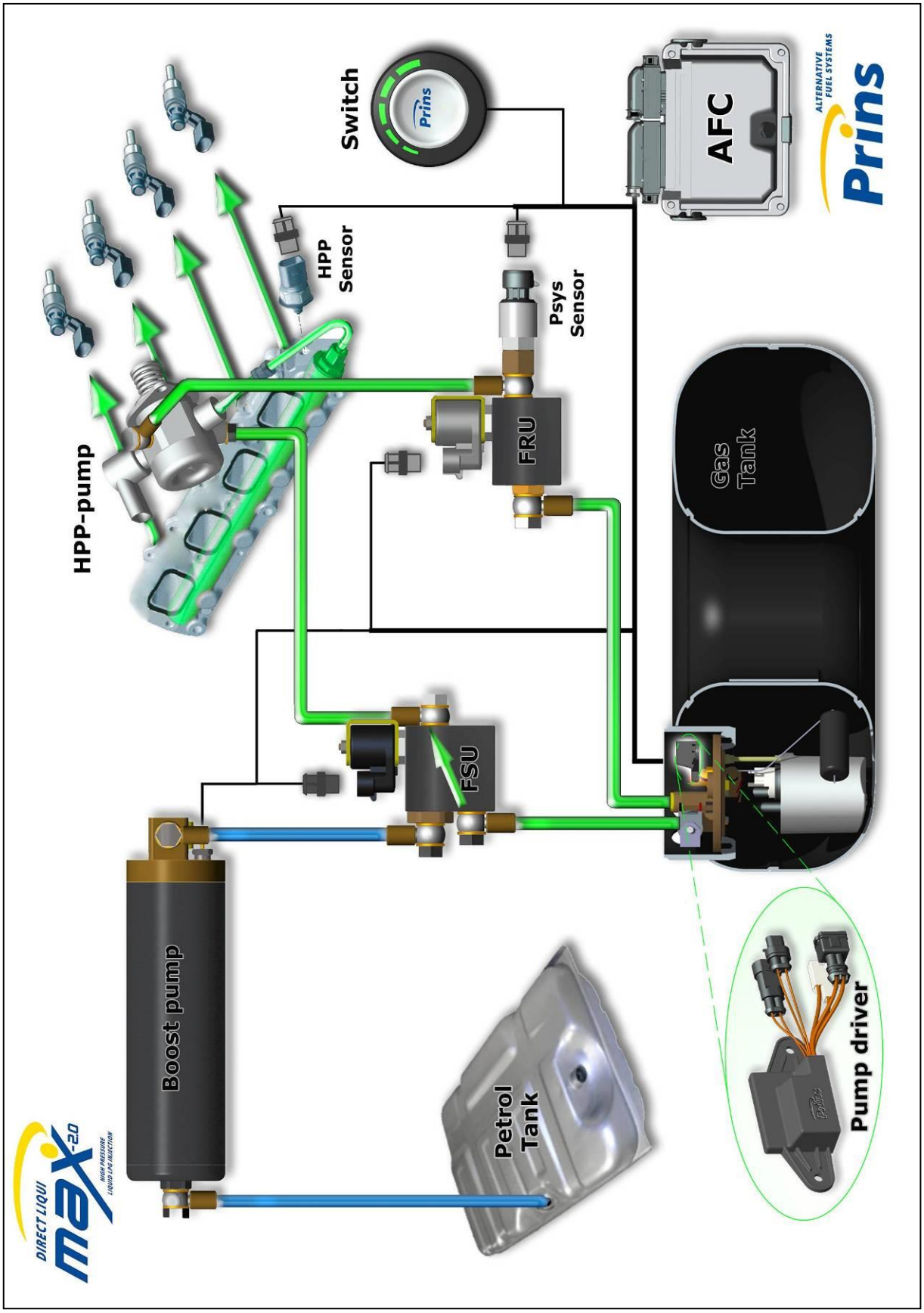
EXPLANATION OF SYMBOLS :

= IMPORTANT, CAUTION

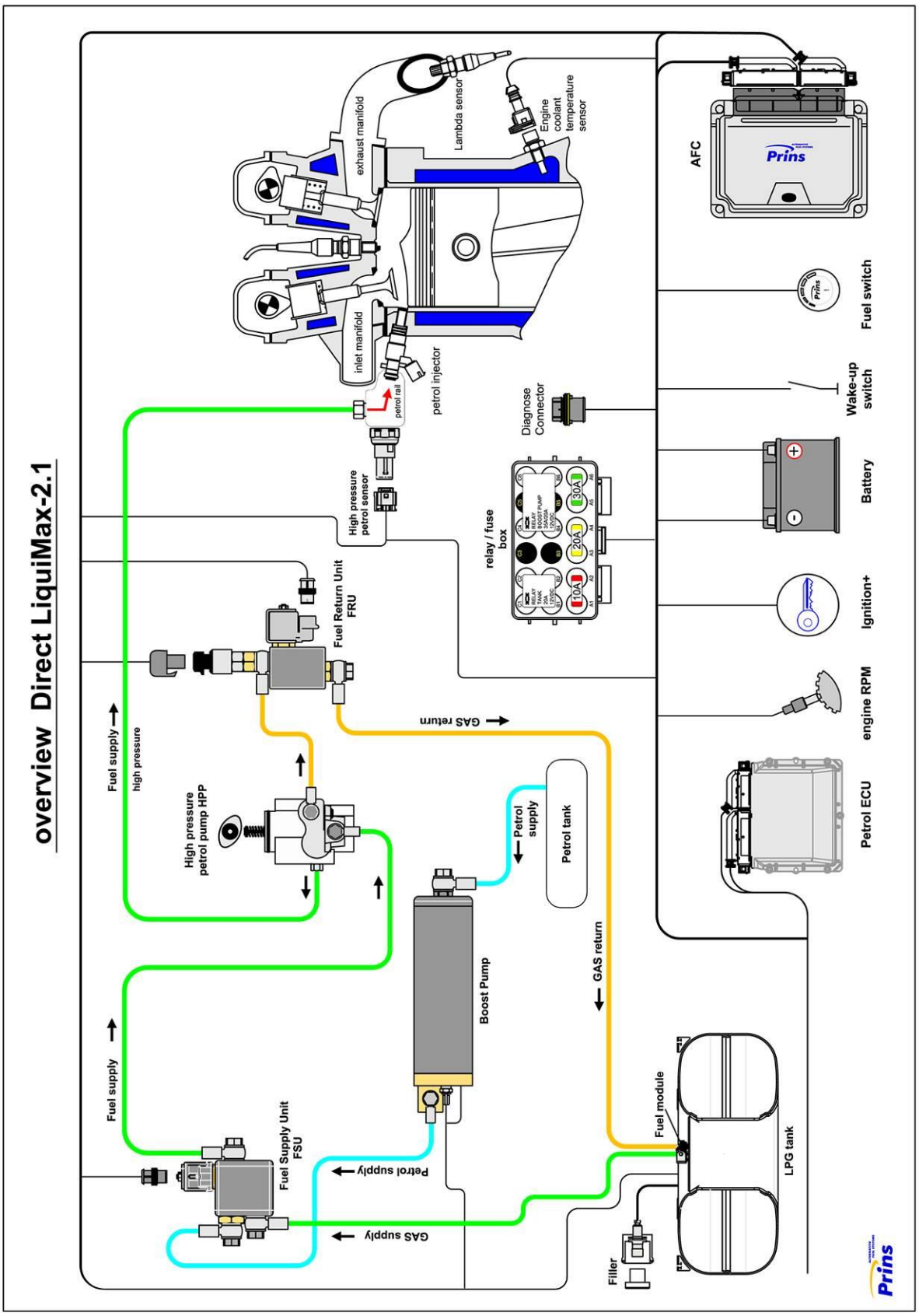
= WEAR SAFETY GOGGLES



Direct LiquiMax-2.1



Direct LiquiMax-2.1diagram



Direct LiquiMax parts & approval numbers

1st generation

2nd generation

Fuel Supply Unit : E4-67R-010269

1st generation

2nd generation

Fuel Return Unit : E4-67R-010270
Pressure Sensor : E4-67R-010051

2nd Generation 3rd Generation

Boost pump

High Pressure Pump : E4-67R-010266
High Pressure Rail : E4-67R-010267
High Pressure Injectors : E4-67R-010309

Prins AFC: E4-67R-010098
E4-10R-030507

Fuel lines series XD : E4-67R-010247 XD3
E4-67R-010247 XD4

DLM-2.1 component location overview

FSU 	**FRU** 	**HPP Pump** 	**AFC** 
Boost pump 			**Petrol ECU** 
			Fuse / relay box 

Removal of the Bosch High Pressure Petrol Pump

-REMOVAL-

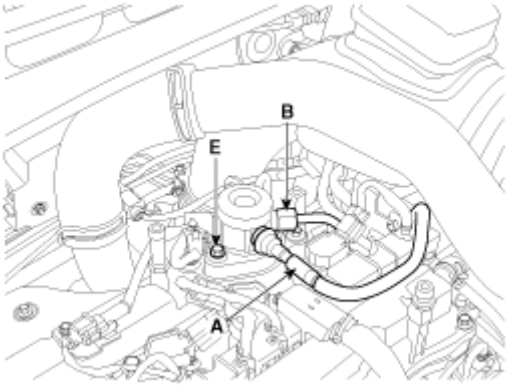
-WARNING-

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.
- Ware 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.



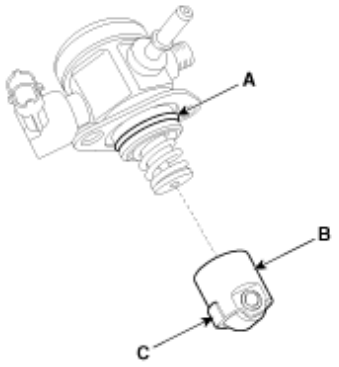
CAREFULLY store the removed petrol pump. Make sure no pollution can come into the pump.

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.



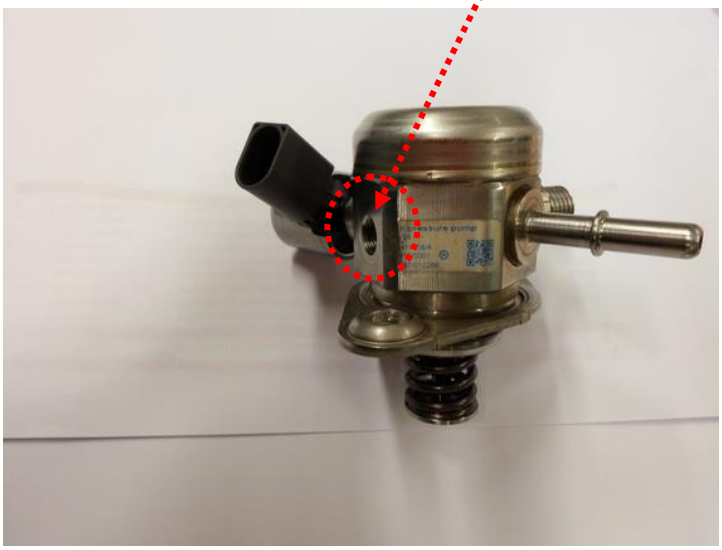
Installation bolts:
When tightening the installation bolts of the high pressure fuel pump, tighten and turn the bolts in small step (0.5 turns) after tightening them with hand-screwed torque.
High pressure petrol pump installation bolt: 12.8 ~ 14.7 N.m

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 pipe 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)



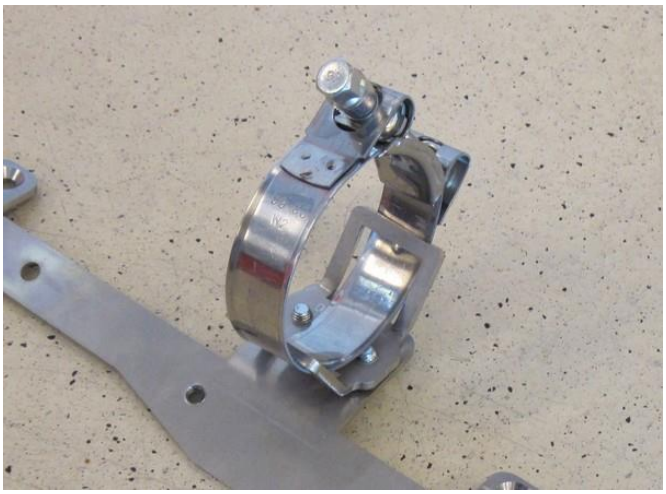
Adapted HPP

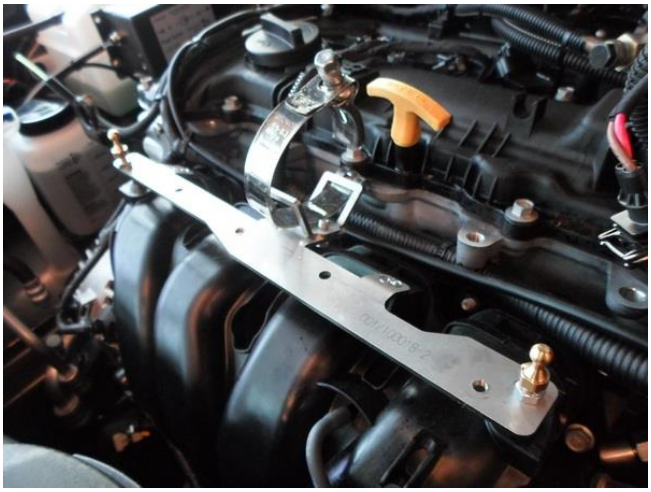
High pressure petrol pump - LPG return

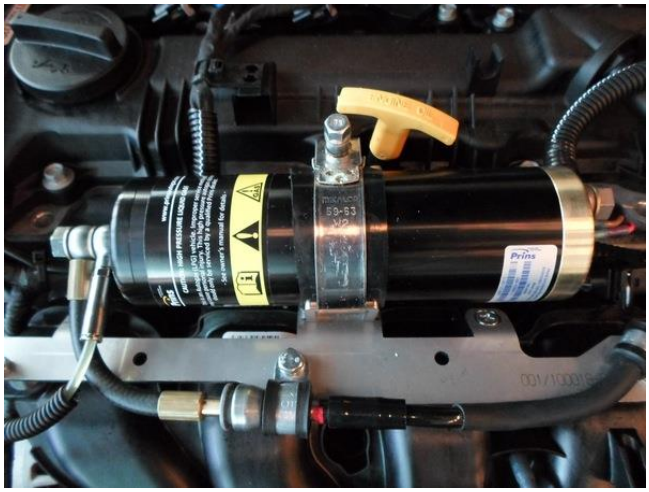
Mount quick release to high pressure pump. Adapt cover and mount on high pressure pump.

Adapt cover and mount on high pressure pump.

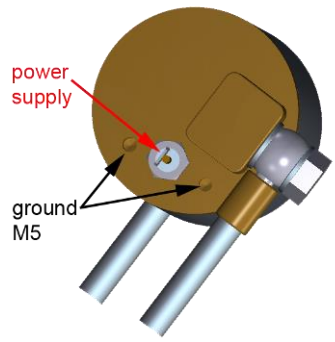
Boost pump 1

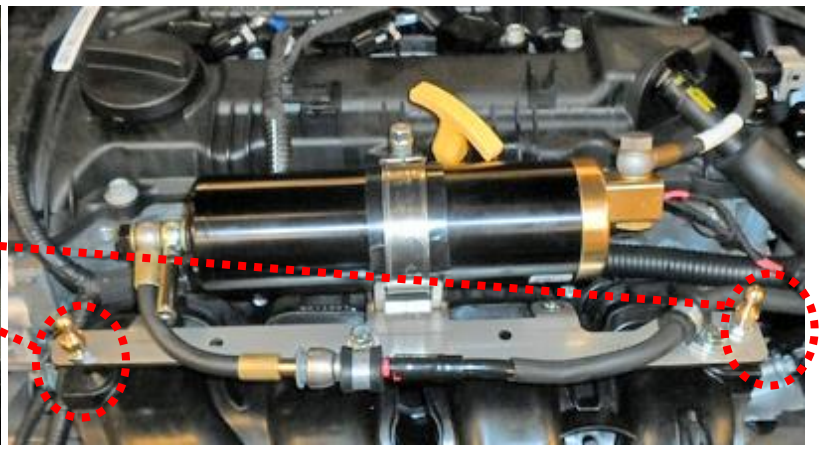






Boost pump 2

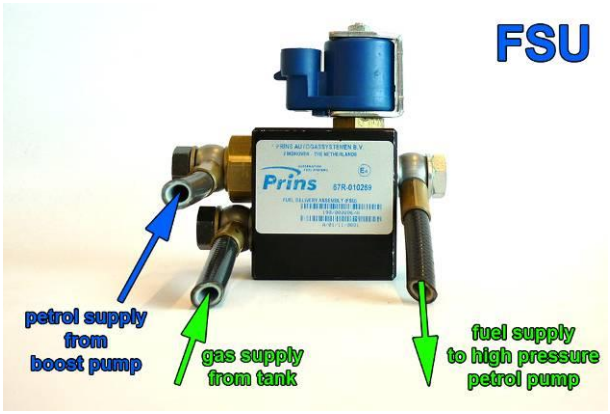


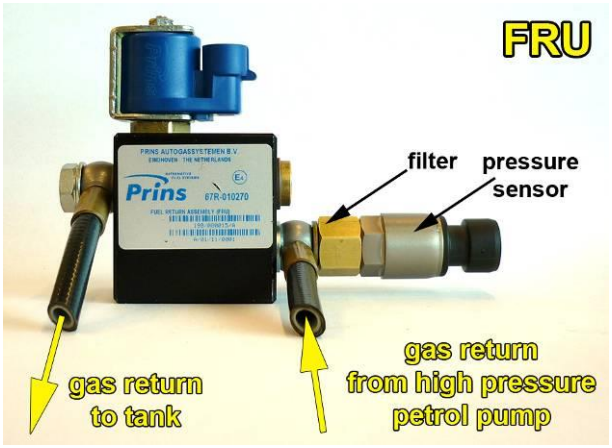


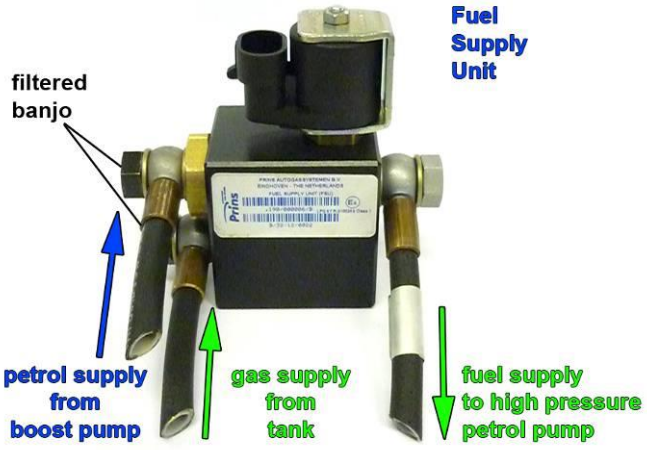
Connection of the fuel hose to the boost pump.

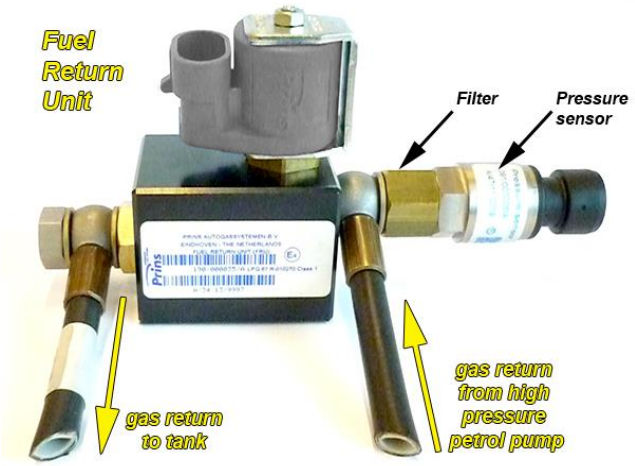
Connect the fuel hoses to the boost pump.

Fuel Supply Unit / Fuel Return Unit







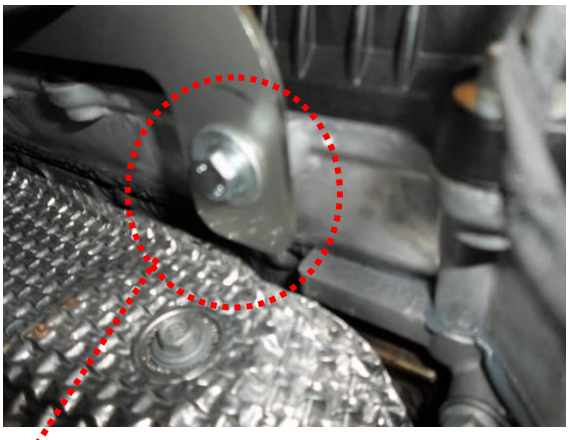


Black filtered banjo will only be used on inlet connections !

Filter inside sensor banjo

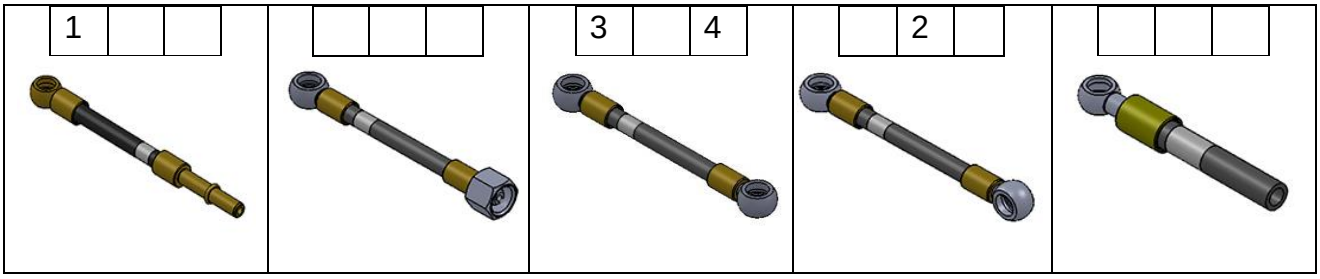
Mounting the Fuel Units

FSU FRU

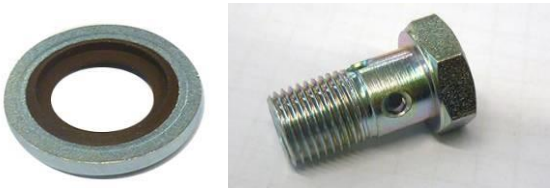


LPG / petrol fuel lines

Hose		from	to	Length (cm)
1	XD- 4	Adapter original petrol hose	Petrol boost pump	10
2	XD-3	Petrol boost pump	Fuel supply unit	55
3	XD-3	Fuel supply unit	High pressure petrol pump	25
4	XD-3	High pressure petrol pump	Fuel return unit	50



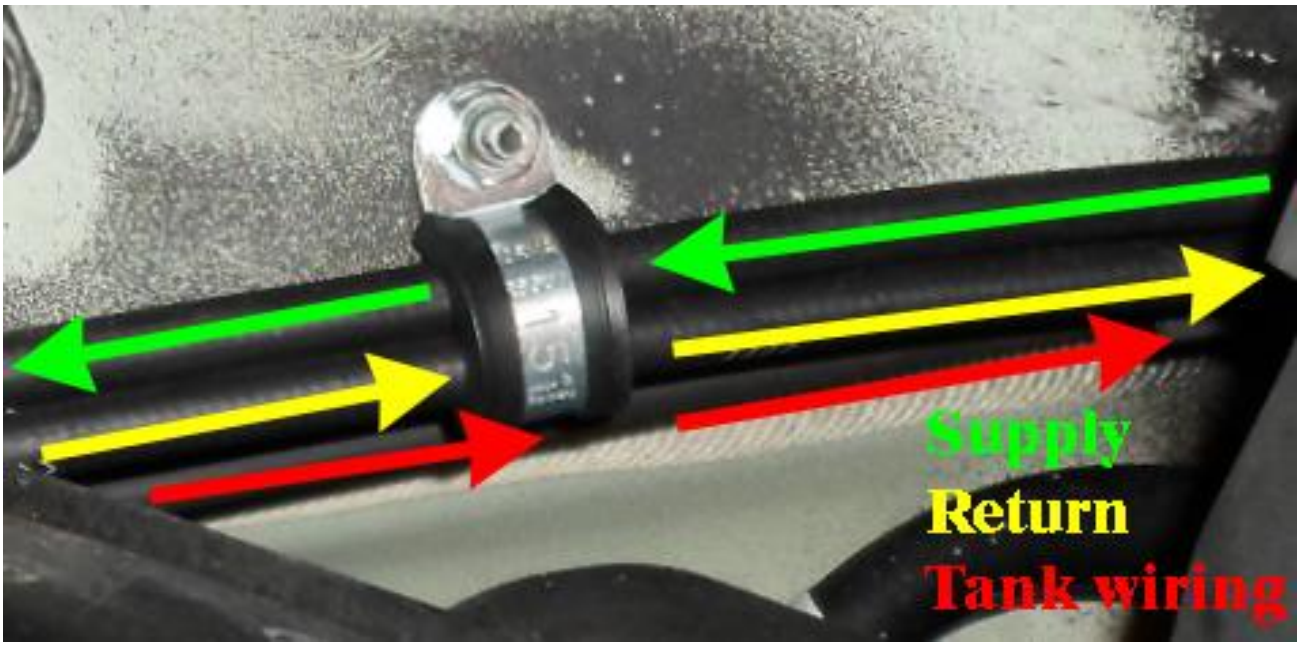
Install the fuel line using two bonded seal washers and banjo bolt :



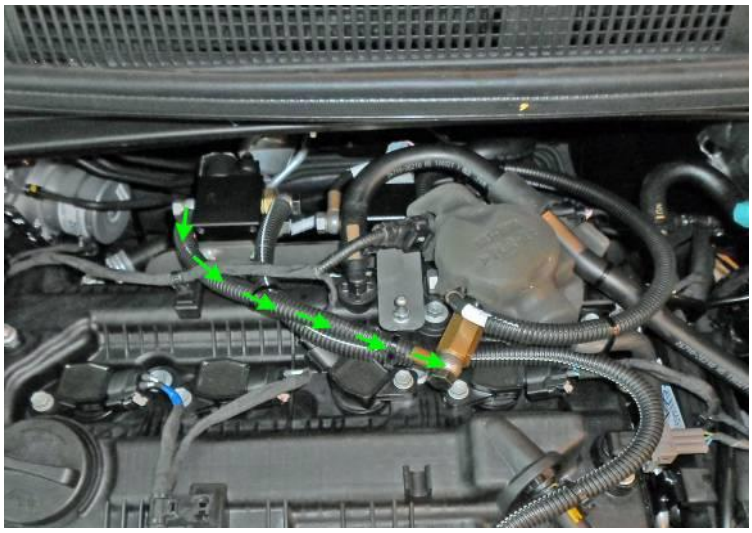
<u>Filtered banjo:</u> (FSU supply inlets / boost pump inlet / HPP pump inlet : black filtered banjo) :

Supply hose – Return hose – Tank wiring

Mount the supply- and return hose together with clamps Ø15mm and mount the wiring harness to the fuel lines with a tie wrap. Mount the “hoses“ with clamps, with a maximum distance of 20cm.



Hose routing 1



FSU to HPP

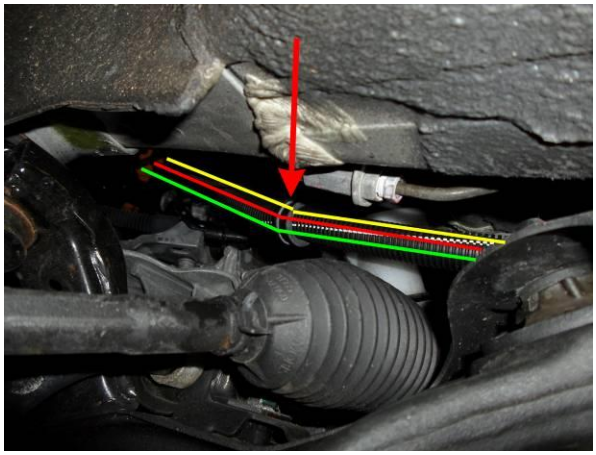
HPP to FRU

Original fuel line with extension line to boost pump

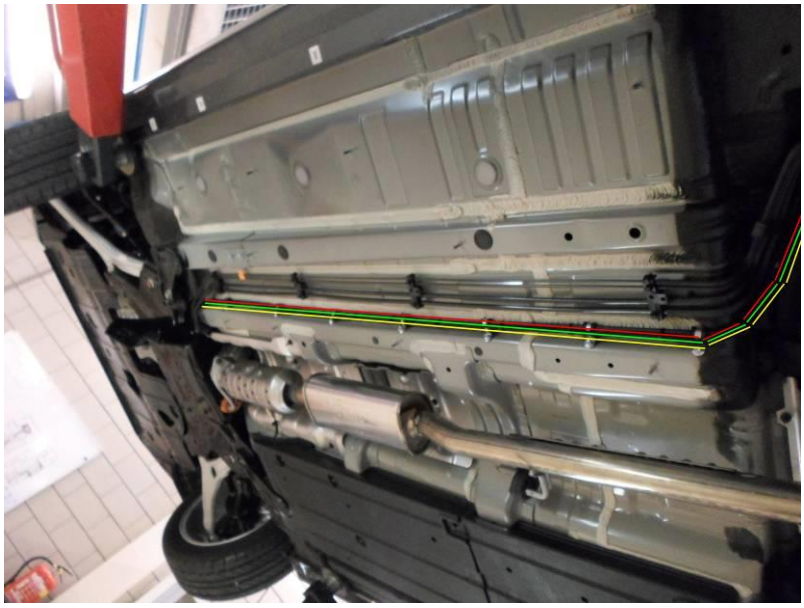
Boost pump to FSU

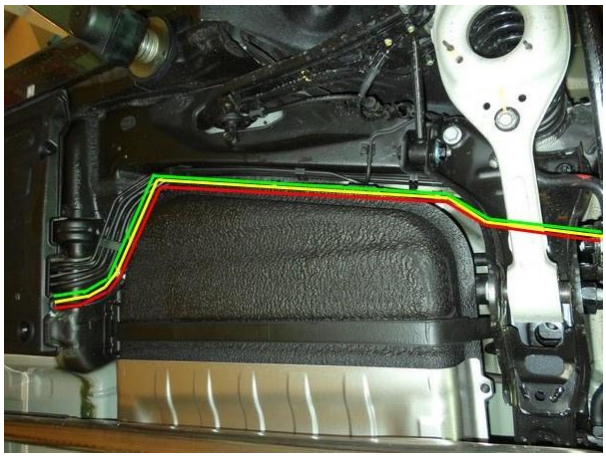
LPG tank to FSU & FRU to LPG tank

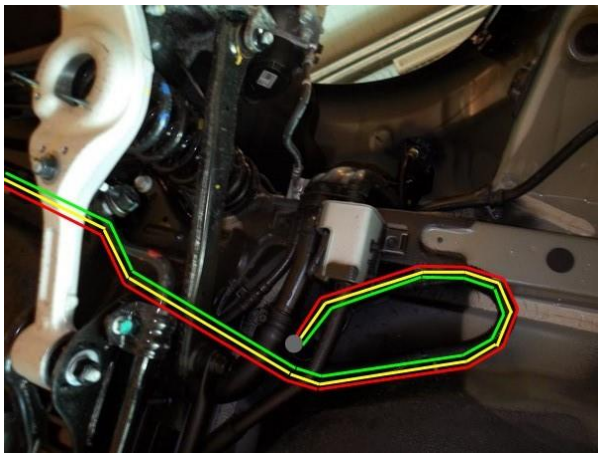
Hose routing 2



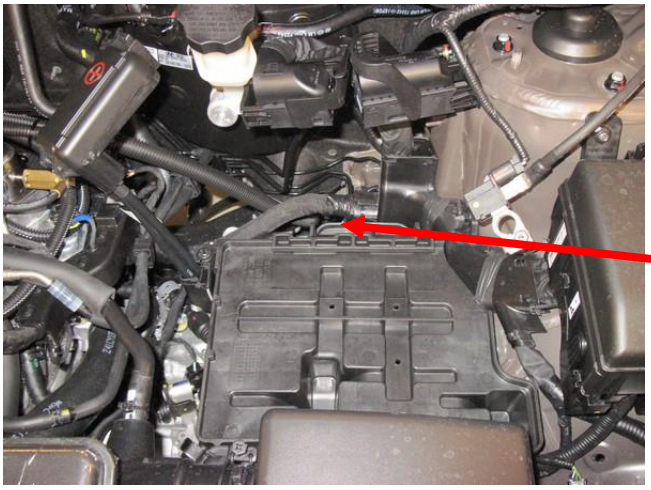
Mount 700mm protective tube around hoses from FSU&FRU to tank in the engine room.

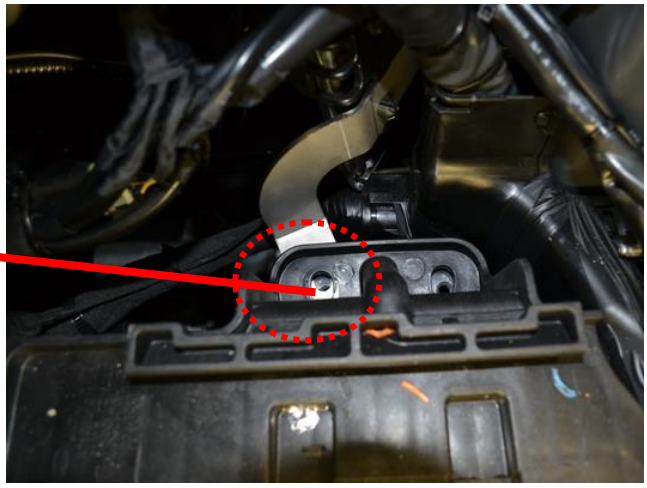






Mounting the AFC



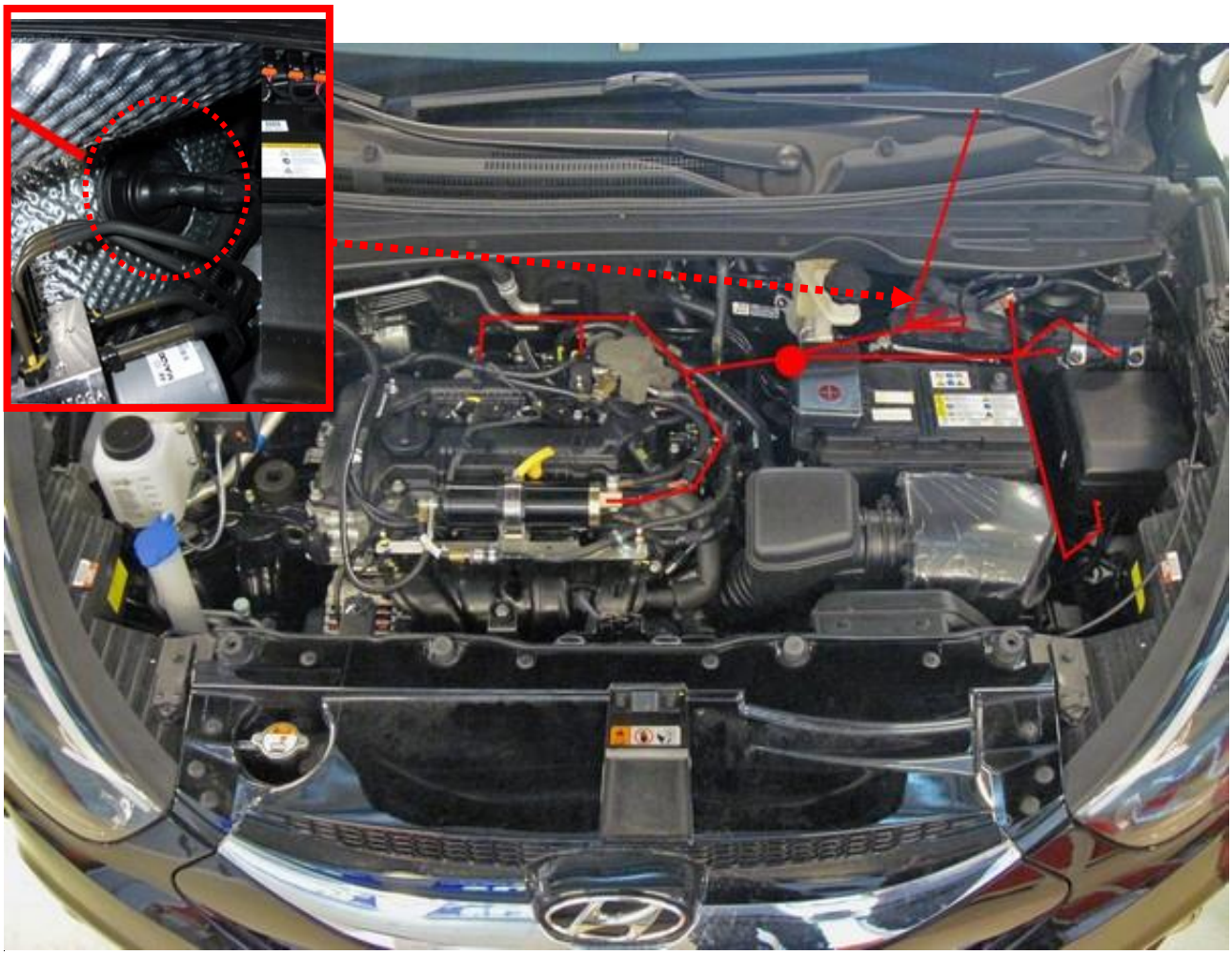


Remove the M8 bolts. Mount the AFC bracket underneath the plastic battery support and temporarily mount 1 orginal bolt for connecting the wiring.

Mounting the fuse / relay box

Mount the bracket to the original bolts from the original relay box.

Wiring routing



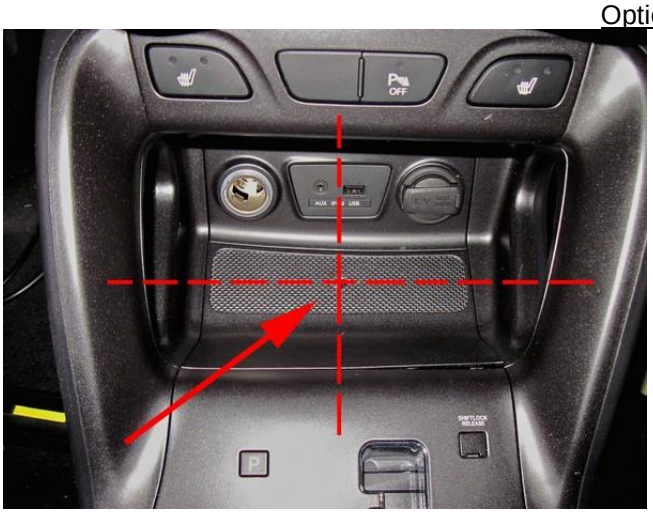
Wiring routing DLM.

Mounting the fuel selection switch

Mount the switch.

Option 1:

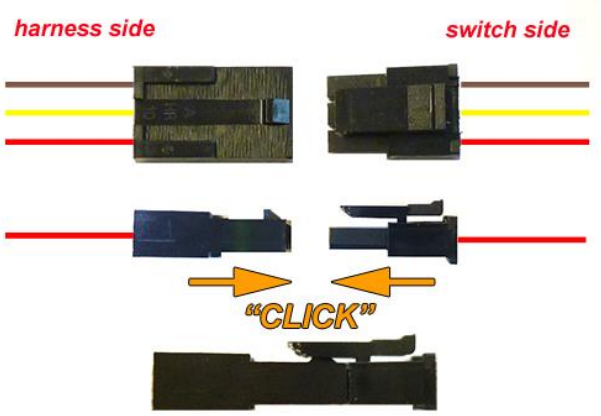
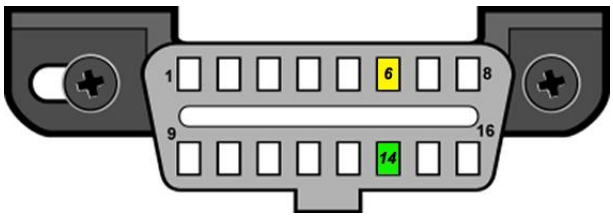
Option 2:

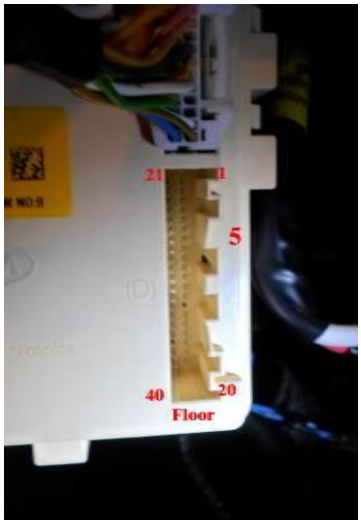


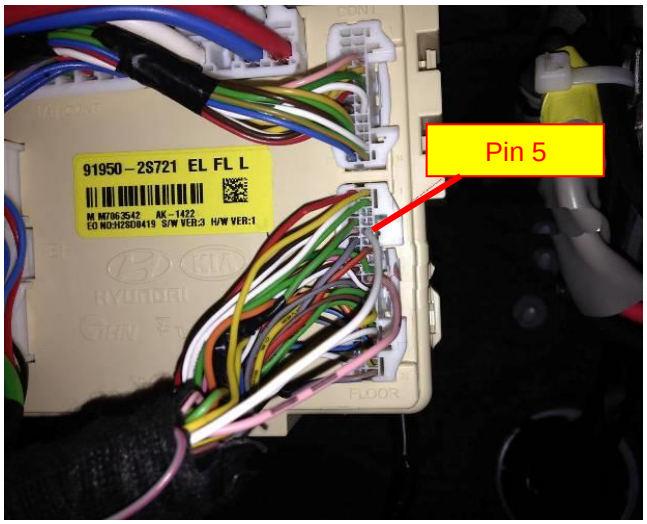
Electrical connections MT / AT

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**
		
40 Wake-up	Grey-Red	*Car wake-up* Wire colour: **white** Wire location: driver side – **BCM** - lower connector **Pin 5**

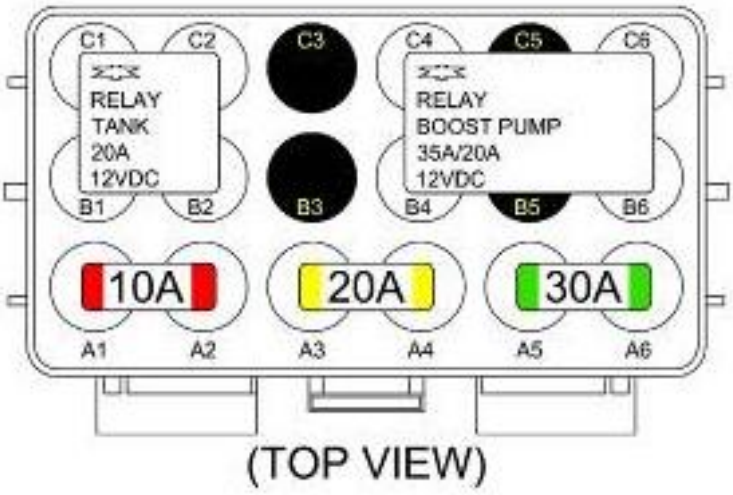




Electrical connections MT / AT

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

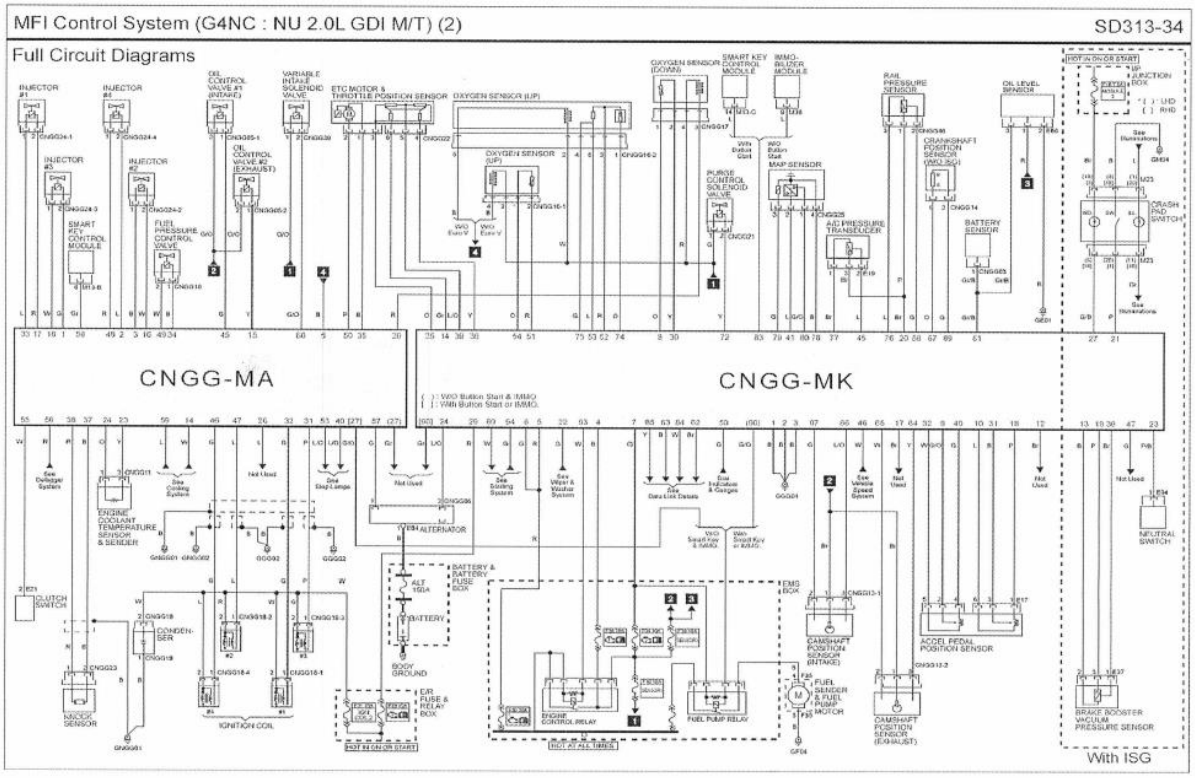
1-32 MAIN GND ecu MAIN GROUND SENSE	Brown	*Connect to the '–' of the battery (-31);* use a ring terminal. Wire colour: original ground point Wire location: left side, suspension strut 
4 – 13 +12V BATT sense +12V BATT fused +12V BATT boost pump +12V BATT pump driver	Red	*Connect to the '+' of the battery (+30);* use a ring terminal. **Do not place the fuses** before having completed the installation of the lpg system. Wire location: Fuse box M6 nut 

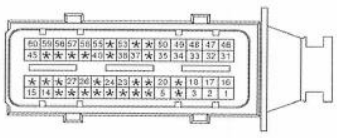


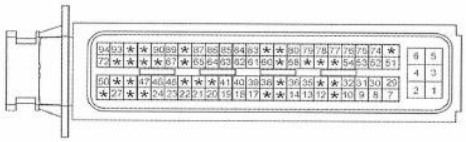
(TOP VIEW)

Electrical connections MT

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







CNGG-MA

PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	G	Injector #3 Control (+)	31	P	Ignition Coil #3 Control
2	L	Injector #4 Control (+)	32	G	Ignition Coil #1 Control
3	B	Injector #2 Control (-)	33	L	Injector #1 Control (-)
4	-	-	34	B	FPCV (+)
5	B	Oxygen Sensor (Up) Heater	35	B	ETC Output (-)
6	-	-	36	-	-
7	-	-	37	B	Knock Sensor Signal
8	-	-	38	R	Knock Sensor Ground
9	-	-	39	-	-
10	-	-	40	L/O	Brake Light Switch
11	-	-	41	-	-
12	-	-	42	-	-
13	-	-	43	-	-
14	W	Cooling Fan (High) Relay Control	44	-	-
15	Y	Oil Control Valve Exhaust	45	G	Oil Control Valve Intake
16	W	Injector #2 Control (+)	46	G	Ignition Coil #4 Control
17	R	Injector #1 Control (+)	47	LR	Ignition Coil #2 Control
18	W	Injector #3 Control (-)	48	W	Injector #4 Control (-)
19	-	-	49	W	FPCV (-)
20	R	Oxygen Sensor (DOWN) Heater	50	P	ETC Output (+)
21	-	-	51	-	-
22	-	-	52	-	-
23	Y	ECT Signal	53	L/O	Brake Test Switch
24	O	ECT Ground	54	-	-
25	-	-	55	W	Clutch Switch
26	L	FTPS Signal (Not Used)	56	R	ELEC. Load - Defrost (Active High)
27	G/O	F/Pump Relay Control (W/O IMMO.)	57	G	Alternator (COM)
	Gr	CCV Control (W/O IMMO.)	58	Gr	Engine RPM Output
28	-	-	59	L	Cooling Fan (Low) Relay Control
29	-	-	60	G/O	VIS Control
30	-	-			

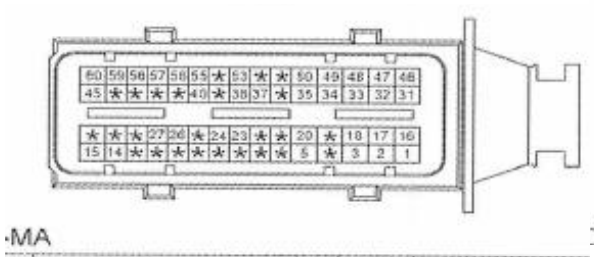
CNGG-MK

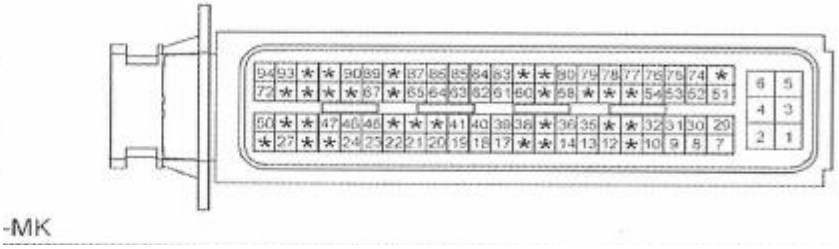
PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	B	Ground	33	-	-	65	W	CMPS (Exhaust) Signal
2	B	Ground	34	-	-	66	-	-
3	B	Ground	35	O	TPS Ground	67	O	CKPS Ground
4	B	Engine Control Relay 'ON' Input	36	Y	TPS 2 Signal	68	-	-
5	R	Memory Power	37	-	-	69	-	-
6	G	Memory Power	38	Br	BVS Signal	70	-	-
7	W	Engine Control Relay 'ON' Input	39	L/O	TPS Supply	71	-	-
8	O	Oxygen Sensor (DOWN) Ground	40	G	APS 1 Supply	72	Y	PCSV Control
9	G/O	APS. 1 Signall	41	L	MAP/FTP Supply	73	-	-
10	L	APS. 2 Ground	42	-	-	74	O	Oxygen Sensor (UP) Trim Resistor
11	-	-	43	-	-	75	G	Oxygen Sensor (UP) Nernst Voltage
12	Br	FTPS Ground (Not Used)	44	-	-	76	L	RPS Ground
13	B	BVS Ground	45	L	APT Signal	77	Br	APT Ground
14	Gr	TPS. 1Signal	46	W	Vehicle Speed Input	78	B	MAP Sensor Ground
15	-	-	47	G	Start Relay(High) Control	79	G	IAT Signal
16	-	-	48	-	-	80	G/O	MAP Sensor Signal
17	Br	Fuel Level Input (Not Used)	49	-	-	81	-	-
18	P	APS. 2 Supply	50	G	Engine Check IND.	82	-	-
19	P	BVS/CKPS Supply (+5V)	51	R	Oxygen Sensor (UP) Ground	83	L	IMMO. Data Line
20	Br	APT/RPS Supply	52	R	Oxygen Sensor (UP) Virtual Ground	84	W	CCP-CAN (High)
21	P	ISG OFF Switch Input	53	L	Oxygen Sensor (UP) Pumping Current	85	Y	C-CAN (High)
22	G	Wiper Switch Input (Active High)	54	O	Oxygen Sensor (UP) Signal	86	L/O	CMPS (Intake) Ground
23	P/B	Neutral Switch	55	-	-	87	G	CMPS (Intake) Signal
24	L/O	Alternator (PWM)	56	-	-	88	-	-
25	-	-	57	-	-	89	G	CKPS Signal
26	-	-	58	G	RPS Signal	90	G/O	F/Pump Relay Control (With IMMO.)
27	G/B	Lamp Output (Active High)	59	-	-		Gr	CCV Control (W/O IMMO.)
28	-	-	60	W	Starting Signal	91	-	-
29	P	ON/START Input	61	Gr/B	LIN Communication Bus	92	-	-
30	Y	Oxygen Sensor (DOWN) Signal	62	Br	CCP-CAN (Low)	93	W	Engine Control Relay Control
31	B	APS. 2 Signal	63	B	C-CAN (Low)	94	G	Start Relay (Low) Control
32	W	APS. 1 Ground	64	Y	CMPS (Exhaust) Ground			

Electrical connections MT

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

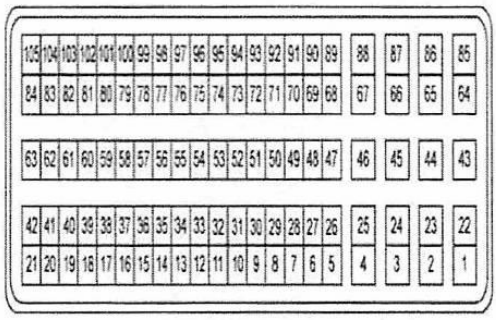
Wire number / code	*Wire colour*	*Connection*
		High pressure petrol sensor signal interruption Wire colour :**Pink** Wire location : **Petrol ecu MK Connector pin 58**
36 AD 6	Blue-brown	Sensor side
25 DAC 1	Green-white	Petrol ecu side
8 RPM engine speed	Purple-white	For measuring the engine speed signal. Wire colour : **Green** Wire location : **Petrol ecu MK Connector pin 87**
15 T-ect	Grey	For measuring the engine coolant temperature. Wire colour : **Yellow** Wire location : **Petrol ecu MA Connector pin 23**
63 Ground Shift	Blue-orange	*High pressure petrol sensor ground* Wire colour : **Grey** Wire location : **Petrol ecu MK Connector pin 76**
61 DI 4	Yellow-blue	*Digital Input 4, 5Volt* *Wire colour :* **Orange** *Wire location :* **Petrol ecu MK Connector pin 20**
18 AD 1	Blue-white	*Analog in (sensor side) MAP sensor in* *Wire colour :***Pink** *Wire location :* **Petrol ecu MK Connector pin 80**
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 :* **Pink** *Wire location :* **Petrol ecu MK Connector pin 29**
40 Wake-up	Grey-red	*High pressure petrol sensor 5Volt supply / car wake-up* *Wire colour :* *Wire location :* **insulate**

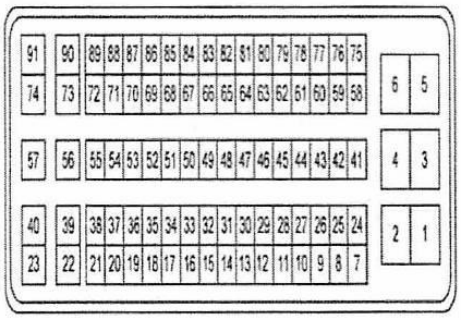




Electrical connections AT

PCM Terminal Information





EGGG-AA

PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	O	Injector #1 Control (+)	36	-	-	71	-	-
2	W	Injector #4 Control (+)	37	W	[A/T] Up Shift	72	-	-
3	L	Injector #2 Control (+)	38	R	[A/T] Select Switch	73	P	[A/T] Switch Signal-S4
4	W	Injector #3 Control (+)	39	P	[A/T] Oil Temperature Sensor(+)	74	R	[A/T] Switch Signal-S2
5	-	-	40	-	-	75	G	[A/T] Switch Signal-S3
6	-	-	41	P	Oxygen Sensor (Down) Ground	76	-	-
7	Y	PCSV Control	42	-	-	77	Gr	FTPS Signal
8	W	Start Relay (High) Output	43	L	[A/T] VFS_UD	78	Gr	Fuel Level Input
9	-	-	44	Gr	[A/T] VFS_3SR	79	-	-
10	-	-	45	W	[A/T] VFS_T/CON	80	-	-
11	L	MAP/FTP Supply	46	R	[A/T] VFS_2/3B	81	-	-
12	Br	TPS. 1 Signal	47	-	-	82	P	ECTS Signal
13	G	ECTS Ground	48	-	-	83	Br	Oxygen Sensor (Up) Virtual Ground
14	-	-	49	-	-	84	L	Oxygen Sensor (Up) Nernst Voltage (LSU)
15	L	APS. 2 Supply	50	-	-	85	W	FPCV (-)
16	-	-	51	Gr	Alternator (PWM)	86	Br	FPCV (+)
17	-	-	52	-	-	87	Y	[A/T] Solenoid Power 1
18	O	TPS Supply	53	L	Brake Test Switch	88	G	[A/T] Solenoid Power 2
19	Gr	APS. 1 Supply	54	W	APS. 1 Signal	89	L	[A/T] SS-A
20	-	-	55	-	-	90	-	-
21	-	-	56	Y	APS. 2 Signal	91	-	-
22	B	[A/T] VFS_O/D	57	-	-	92	-	-
23	Br	[A/T] VFS_LINE	58	G	[A/T] Down Shift	93	-	-
24	Gr	Oxygen Sensor (Up) Heater	59	G/B	[A/T] Oil Temperature Sensor (-)	94	Br	[A/T] Switch Signal-S1
25	Gr	Oxygen Sensor (Down) Heater	60	B	Knock Sensor Ground	95	Y	[A/T] Output Speed (Supply)
26	R	[A/T] SS-B	61	R	Knock Sensor Signal	96	R	[A/T] Input Speed (Supply)
27	-	-	62	Br/B	APS. 1 Ground	97	-	-
28	-	-	63	B	APS. 2 Ground	98	-	-
29	-	-	64	P	Injector #1 Control (-)	99	L	[A/T] Input Speed (Signal)
30	-	-	65	R	Injector #4 Control (-)	100	Br	[A/T] Output Speed (Signal)
31	-	-	66	G	Injector #2 Control (-)	101	-	-
32	Gr	TPS Ground	67	Br	Injector #3 Control (-)	102	-	-
33	-	-	68	-	-	103	L	Oxygen Sensor (Down) Signal
34	P	TPS. 2 Signal	69	-	-	104	O	Oxygen Sensor (Up) Pumping Current
35	-	-	70	-	-	105	W	Oxygen Sensor (Up) Trim Resistor

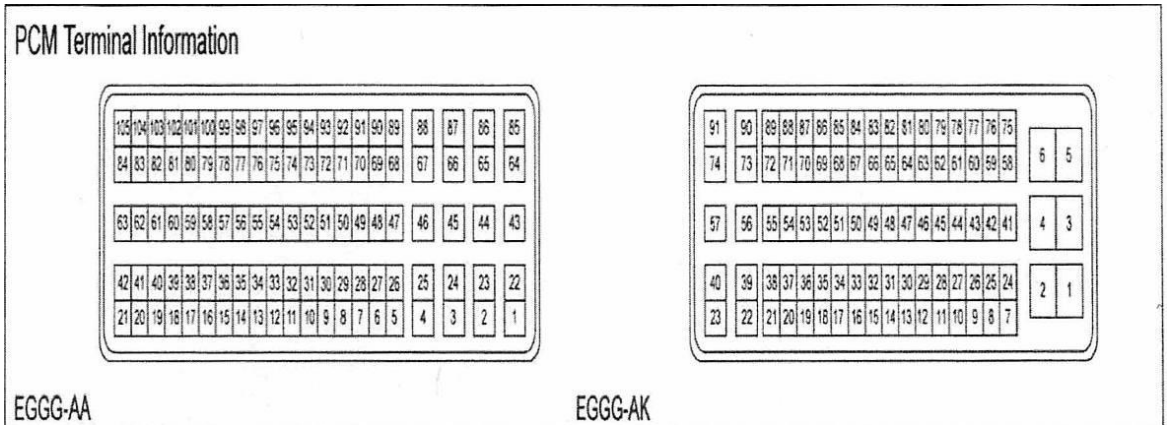
EGGG-AK

PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION	PIN	COLOR	DESCRIPTION
1	B	Ground	33	-	-	64	Br	Vehicle Speed Input
2	B	Ground	34	-	-	65	-	-
3	R	Memory Power	35	P	ISG Switch IND.	66	G	CMPS Signal (Intake)
4	B	Ground	36	Br/O	C/Fan (High) Relay Control	67	W	Start Signal Input (Active High)
5	R	Memory Power	37	Br	F-Pump Relay Contro (With Smart Key/IMMO)	68	P	ON/START Input
6	W	Engine Control Relay 'ON' Input			CCV Control (W/O Smart Key/IMMO)	69	-	-
7	W	CMPS Ground (Exhaust)	38	-	-	70	-	-
8	O	MAP Sensor Ground	39	L	CVVT Exhaust	71	B/O	Start Relay (Low) Control
9	-	-	40	W	Ignition Coil #2 Control	72	-	-
10	G	RPS Ground	41	-	-	73	-	-
11	-	-	42	O	FTPS Ground	74	B	Ignition Coil #4 Control
12	-	-	43	G	BPS Signal	75	W	Engine Control Relay 'ON' Input
13	Gr	CMPS Supply	44	O	APT Signal	76	-	-
14	Y	CKPS/BPS Supply	45	-	-	77	L	C-CAN (Low)
15	L	APT/RPS Supply	46	G	Brake Light Switch	78	W, Br	CKPS Ground
16	G	Alternator (COM)	47	G	CMPS Signal (Exhaust)	79	Br, G	CKPS Signal
17	-	-	48	-	-	80	Br	CMPS Ground (Intake)
18	-	-	49	Y	Wiper Switch Input (Active High)	81	-	-
19	-	-	50	L/O	Engine Control Relay Control	82	-	- ECT
20	Gr	C/Fan (Low) Relay Control	51	L	CCV Control (With Smart Key/IMMO)	83	-	-
21	-	-			F-Pump Relay Control (W/O Smart Key/IMMO)	84	-	-
22	W	ETC Output (Motor -)	52	-	-	85	B	VIS Control
23	L	ETC Output (Motor +)	53	-	-	86	-	-
24	B	BPS Ground	54	-	-	87	-	-
25	Br	APT Ground	55	-	-	88	G/O	Engine Check IND.
26	P	MAP Sensor Signal	56	P	CVVT Intake	89	-	-
27	W	RPS Signal	57	G	Ignition Coil #1 Control	90	-	-
28	Y	IAT Signal	58	-	-	91	R	Ignition Coil #3 Control
29	L/O	ELEC Load - Defroster (Active High)	59	-	-			
			60	R	C-CAN (High)			
30	-	-	61	L/B	IMMO. Data Line			
31	G	ISG Switch	62	Br	LIN Communication			
32	-	-	63	Gr	Engine RPM Output			

Electrical connections AT

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

Wire number / code	*Wire colour*	*Connection*
		High pressure petrol sensor signal interruption Wire colour: **Pink** Wire location : **Petrol ecu AK connector pin 27**
36 AD 6	Blue-brown	**Sensor side**
25 DAC 1	Green-white	**Petrol ecu side**
18 AD 1	Blue-white	*MAP sensor* Wire colour: **Blue-red** Wire location: **Petrol ecu AK connector pin 26**
8 RPM engine speed	Purple-white	*For measuring the engine speed signal*. Wire colour: **White-black** Wire location: **Petrol ecu AK Connector pin 47**
15 T-ect	Grey	*For measuring the engine coolant temperature*. Wire colour: **Brown-black** Wire location: **Petrol ecu AA Connector pin 82**
63 Ground Shift	Blue-orange	*High pressure petrol sensor ground* Wire colour: **Grey** Wire location: **Petrol ecu AK Connector pin 10**
61 DI4	Yellow-blue	*Digital Input 4, 5Volt* Wire colour: **White-black** Wire location: **Petrol ecu AK Connector pin 15**
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: **Pink** Wire location: **Petrol ecu AK Connector pin 68**
40 Wake-up	Grey-red	*High pressure petrol sensor 5Volt supply / car wake-up* Wire colour: Wire location: **insulate**



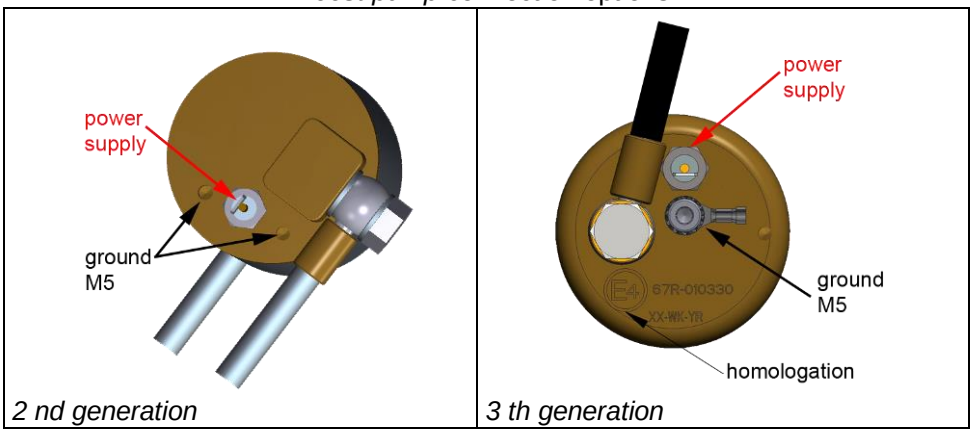
Electrical connections MT /AT

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 Ground Psys pin A 9 +5V sensor pin B 16 Psys pin C	 Brown Red-blue Green	Connect the 3-pole connector to the Psys sensor positioned into the Fuel Return Unit. Sensor wire pin A Sensor wire pin B Sensor wire pin C
2-pole connector FSU, black 24 + Lock-off FSU 31 C Ground	 Yellow-green Brown-black	 Connect the 2-pole connector to the lock-off valve of the Fuel Supply Unit
2-pole connector FRU, grey 43 + Lock-off FRU 34 C Ground	 Red-white Brown-black	 Connect the 2-pole connector to the lock-off valve of the Fuel Return Unit
4-pole diagnose connector 46 Service TxD 65 Service RxD 68 C Ground	 Grey Grey Brown-black	Diagnose connector for service / diagnosis Connector pin 1 Connector pin 2 Connector pin 4
Boost pump relay 2 + relay boost pump 26 Ground BP relay +12V fused BATT +12V Boost pump	 Red-white Purple-blue Red 2.5mm2 Red 2.5mm2	 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 + driver relay 73 LSS 4 tank relay +12V BATT fused +12V driver	 Red-white Purple-blue Red 2.5mm2 Red 2.5mm2	 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

Boost pump connection options:



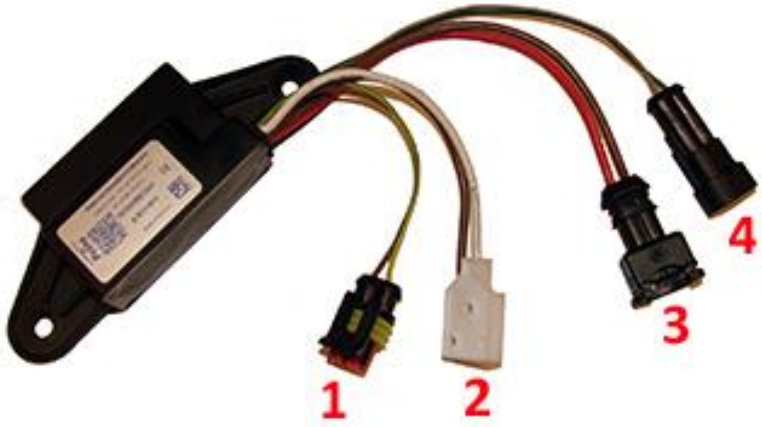
2 nd generation | *3 th generation*

Electrical connections MT / AT

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

Lpg tank housing

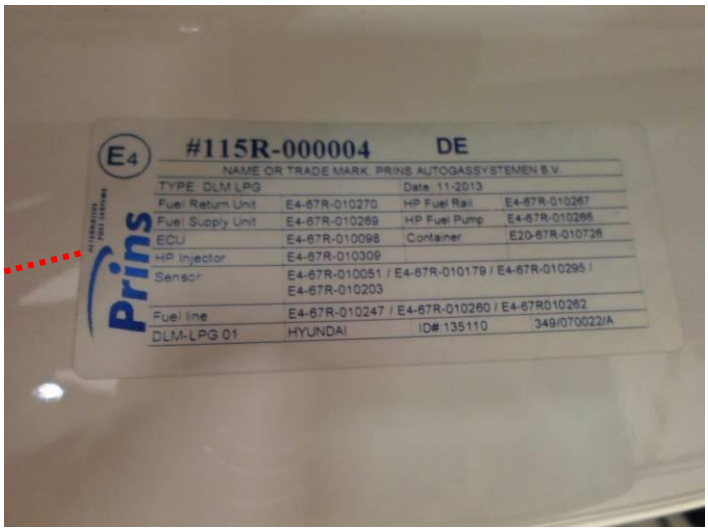
Wire number / code	*Wire colour*	*Connection*
3-pole tank level connector 33 Ground tank gauge 12 Tank level in 11 + tank level supply	Brown-black Blue Red-blue	Connect the 3-pole connector to the tank level sensor.
2-pole driver connector 71 LSS 3 PWM driver 64 AD 5 driver diagnose	Purple-pink Blue-grey	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 87 From main ground
4. *2-pole connector driver*	Green Grey	From AFC pin 71 pwm From AFC pin 64 diagnose



Prins R115 & R67 stickers

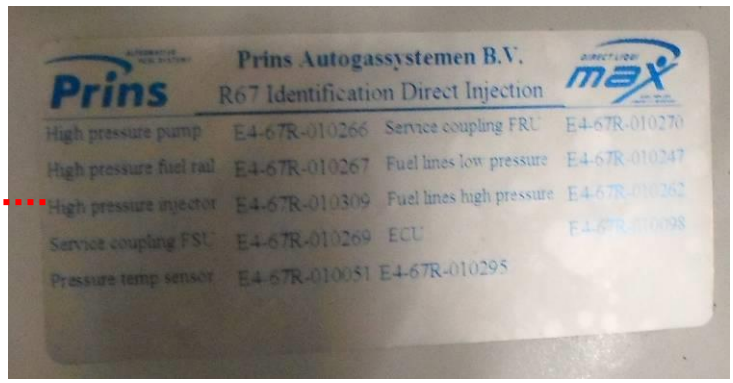
R115

Right door centre pillar

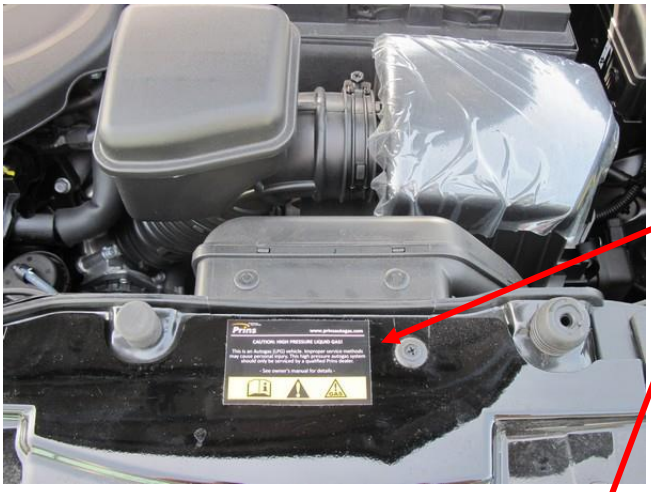


R67

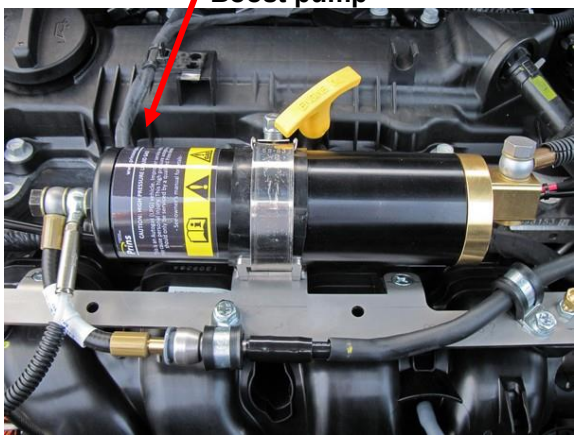
Right suspension strut.



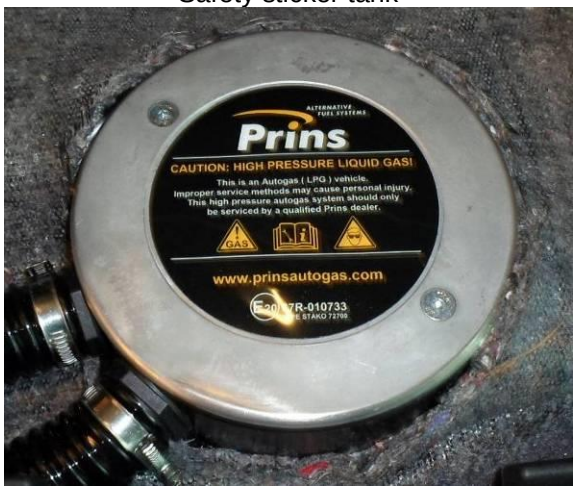
Prins safety sticker



Boost pump



Safety sticker tank



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.