

Prins

A WESTPORT COMPANY



installation manual Engine Kit part 2/2



MANUFACTURER
TYPE
ENGINE DISPLACEMENT
NUMBER OF VALVES
ENGINE CODE / NUMBER
VEHICLE CATEGORIES
TRANSMISSION
VERSION
PETROL ECU MANUFACTURER / CODE
HIGH PRESSURE PETROL PUMP

HIGH PRESSURE PETROL INJECTOR
MODEL YEAR:
SYSTEM APPROVAL NUMBER (R115)
LOCATION R115 SYSTEM STICKER
ENGINE SET NUMBER
MANUAL NUMBER
DATE

SKODA
OCTAVIA
1800
16V
CDAB
M
MT
AFC-2.1
BOSCH MED 17.5
Bosch HDP-5-PE 0261.520.(055)/(056)
/(069)/(070)/(089)/(090)/(132)/(133)
Bosch HDEV-5-1 0261.500.(057)/(58)/(74)(75)
2009>
E4-115R-000010 / DLM-LPG 03
right side, centre door post
364/070023/A
076/3602100
2015-04-15

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 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 a 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 owners 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 (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)

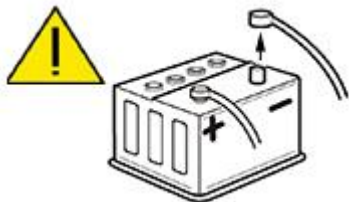
Tightening moments

	Nm	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
High pressure petrol fuel line	24-35	17
Hitachi HPP cover	220	46

EXPLANATION OF SYMBOLS :

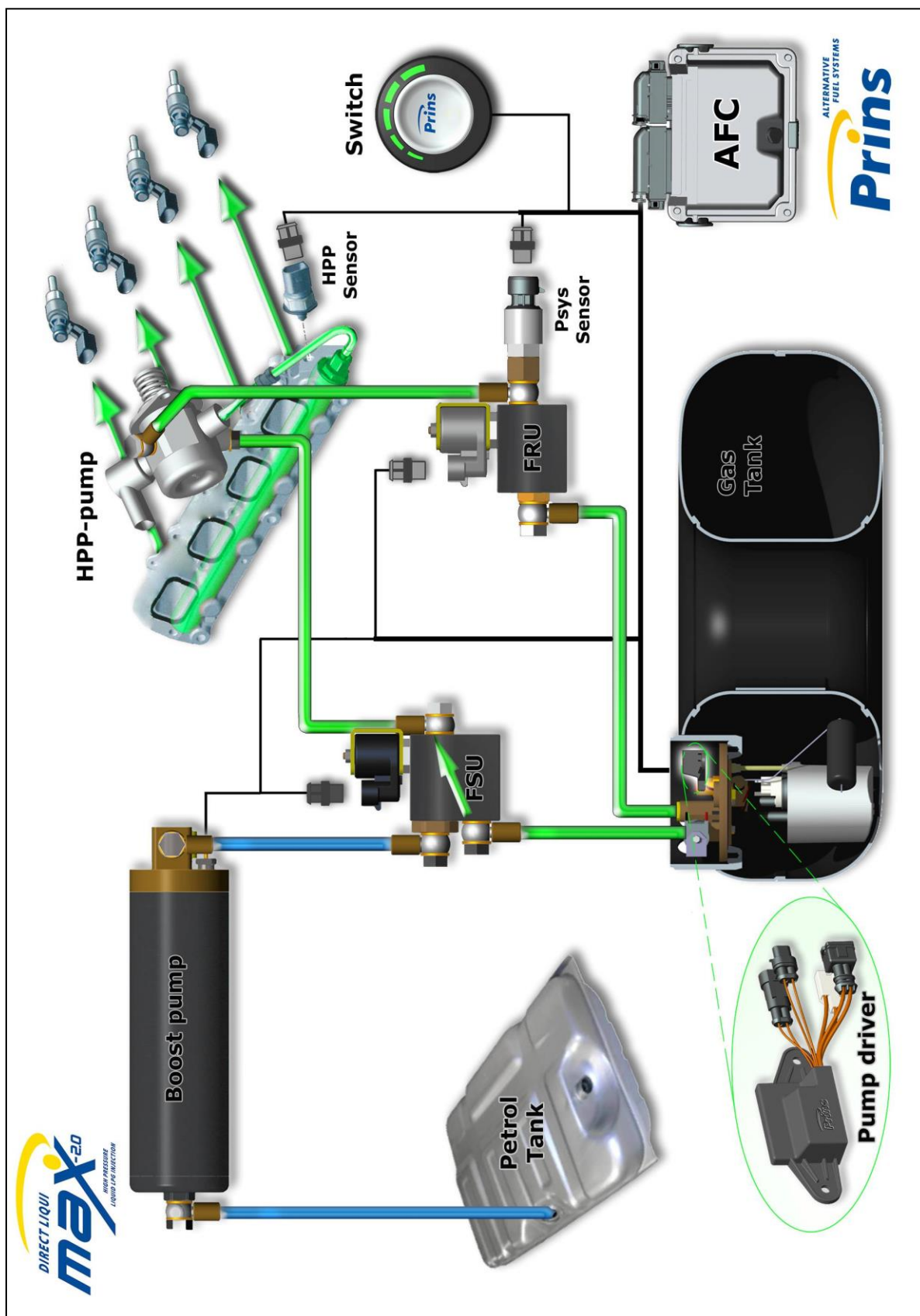


= IMPORTANT, CAUTION

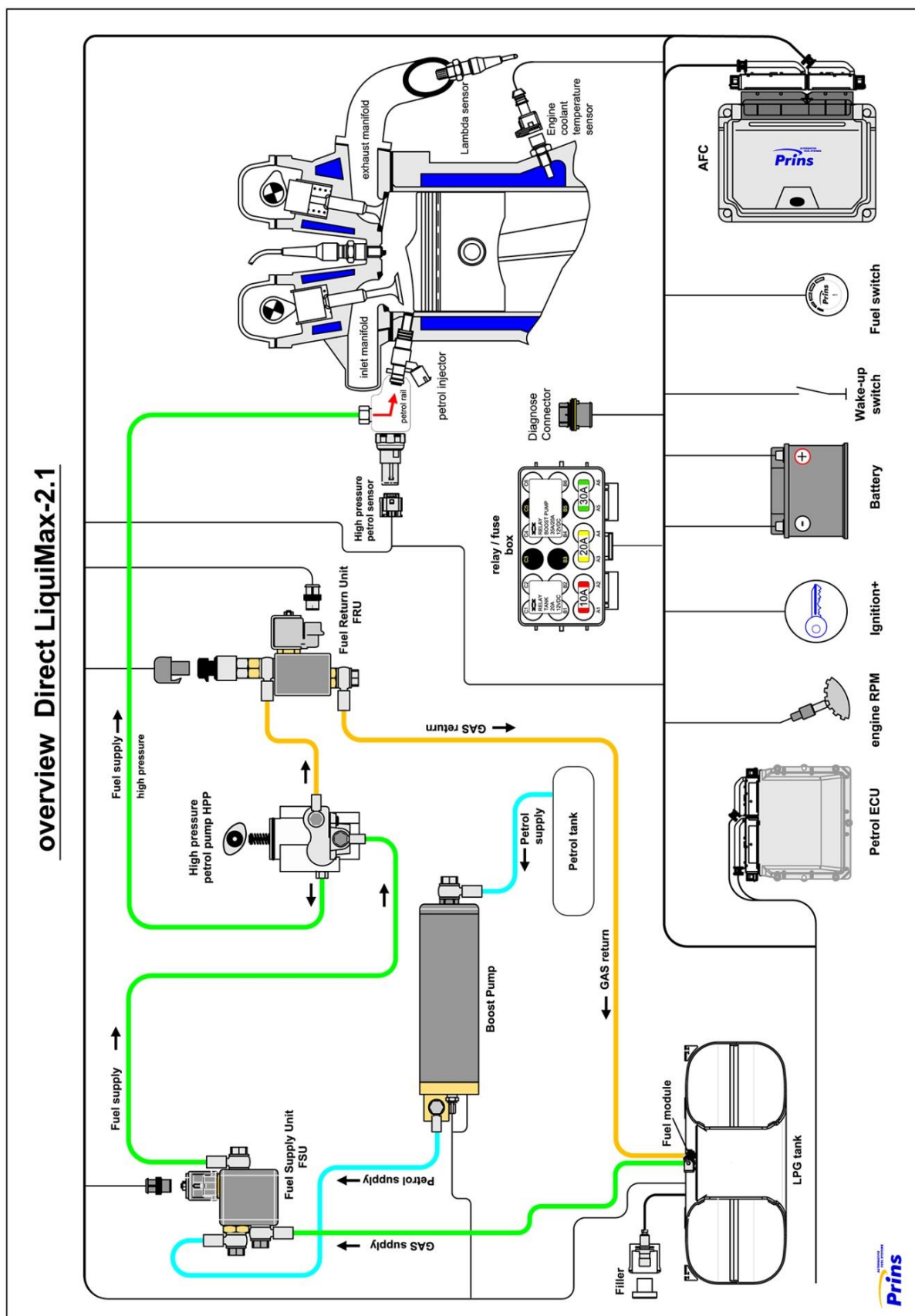


= WEAR SAFETY GOGGLES

Direct LiquiMax-2.0, AFC-2.1



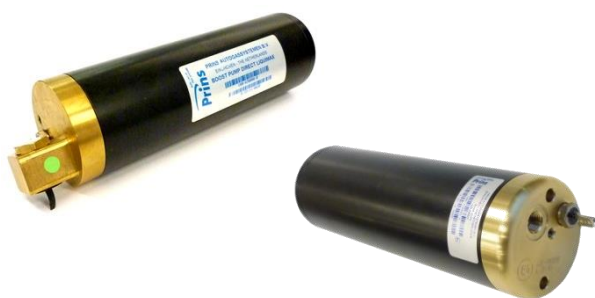
Direct LiquiMax-2.0 diagram, AFC-2.1



Direct LiquiMax parts / approval numbers

1st generation2nd generation1st generation2nd 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-010309Prins AFC: E4-67R-010098
E4-10R-030507

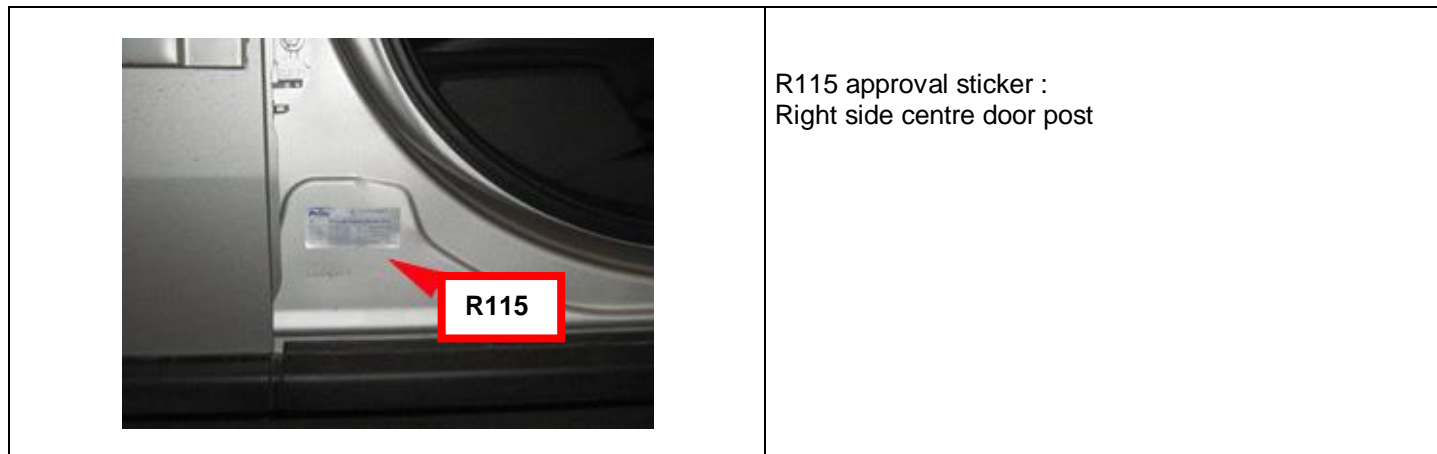
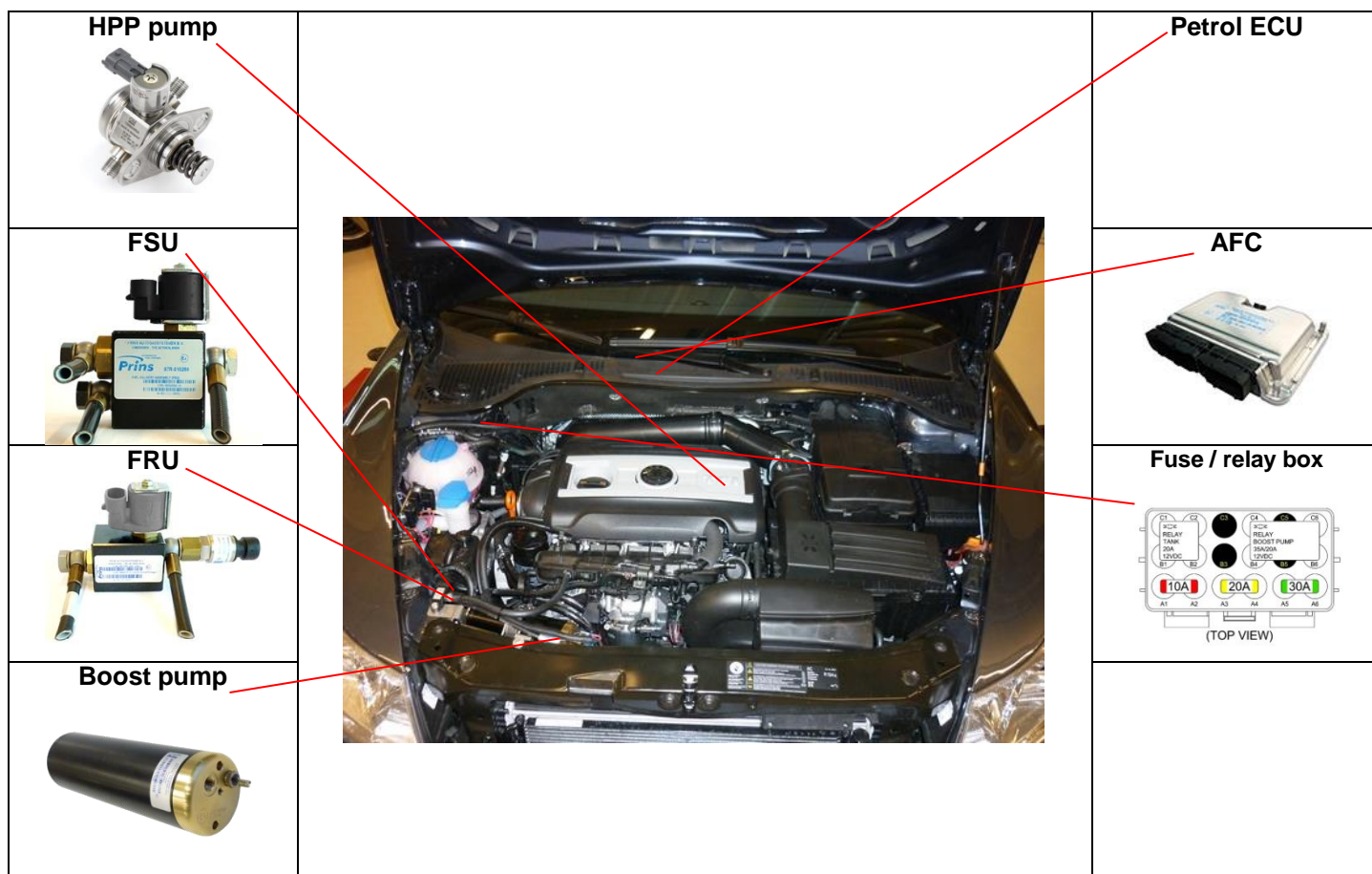
XD-3 LPG



XD-4 LPG

Fuel lines series XD : E4-67R-010247

DLM component location overview



Removal of the Bosch High Pressure Petrol Pump

REMOVAL-

WARNING-

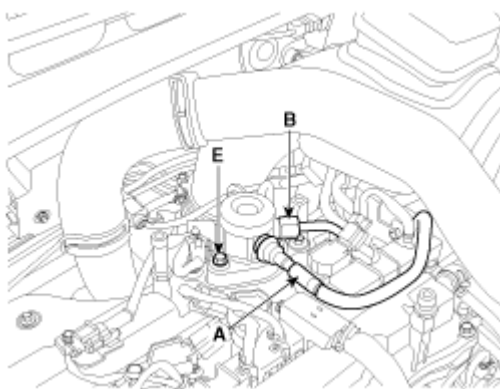
In case of removing the high pressure fuel pump, high pressure fuel pipe, delivery pipe, there may be injury caused by leakage of the high pressure fuel.

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.

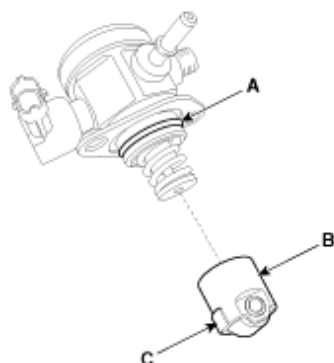
Installation of the Bosch High Pressure Petrol Pump

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

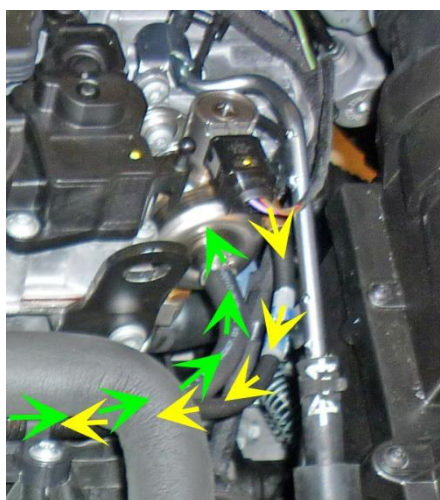
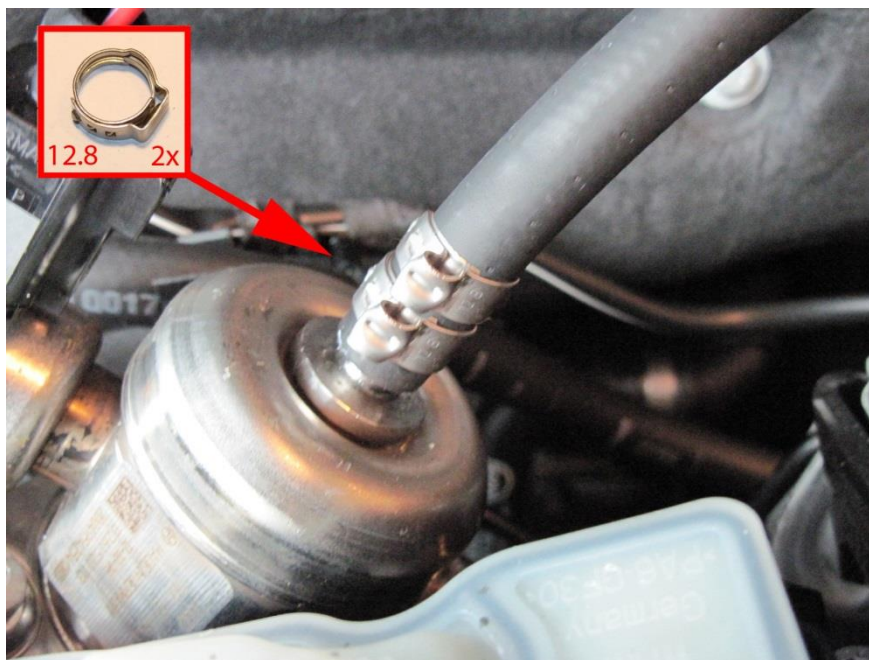


Replace the original high pressure petrol pump for the adapted high pressure petrol pump.
(Follow the workshop manual of the car)

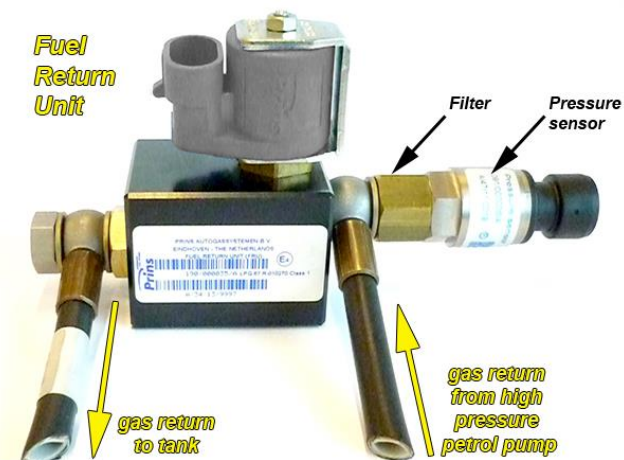
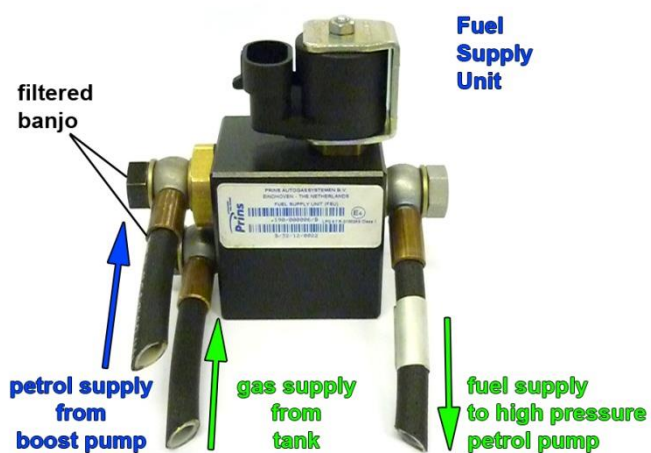
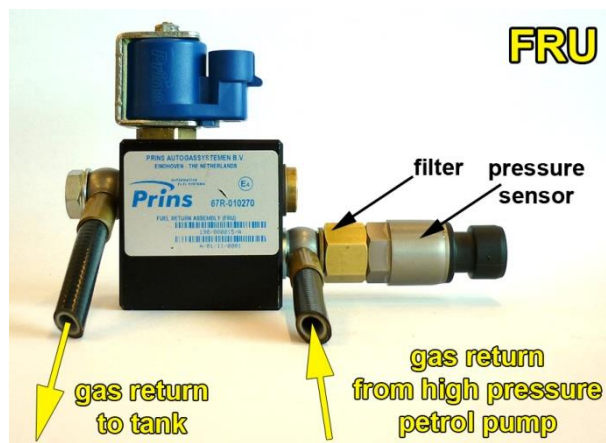
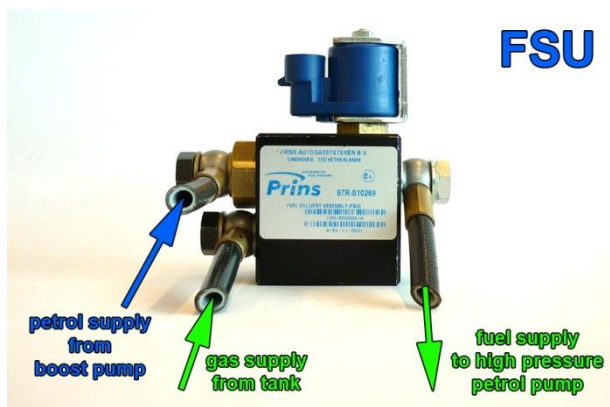


Original high pressure pump. Adapted high pressure pump.

High pressure petrol pump connection



Fuel Supply Unit / Fuel Return Unit

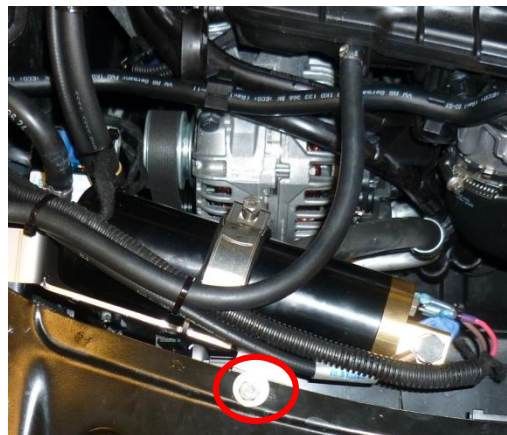


Black filtered banjo will only be used on inlet connections !

Filter inside sensor banjo



Mounting the Fuel Units

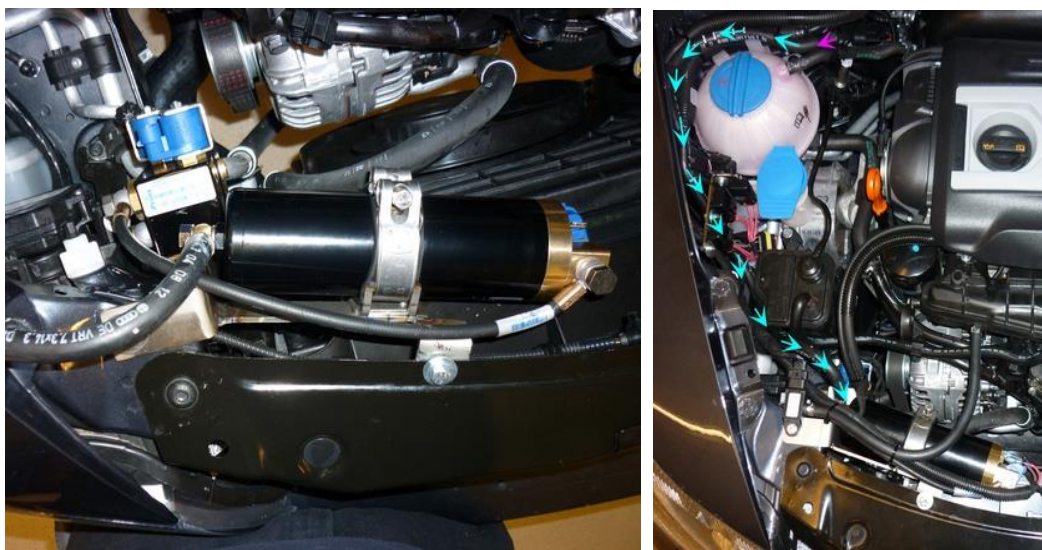


Drill a hole Ø7mm

Insert the fuel line from bottom to top and car mount the fuel line to the FRU and FSU unit.
Attention!!!! Place the fuel line with enough clearance so you can still service the system.



Boost pump



Connect the original fuel hose (with a XD-5 banjo eye and 15,3 clamp) to the boost pump.



181/300009/A

LPG / petrol fuel lines

	Hose	from	to	Length (cm)
1	Original hose	Adapter original petrol hose	Petrol boost pump	XD-5 banjo eye
2	XD-5	Fuel supply unit	High pressure petrol pump	100
3	XD-3	Petrol boost pump	Fuel supply unit	32
4	XD-3	Fuel return unit	High pressure petrol pump	90



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



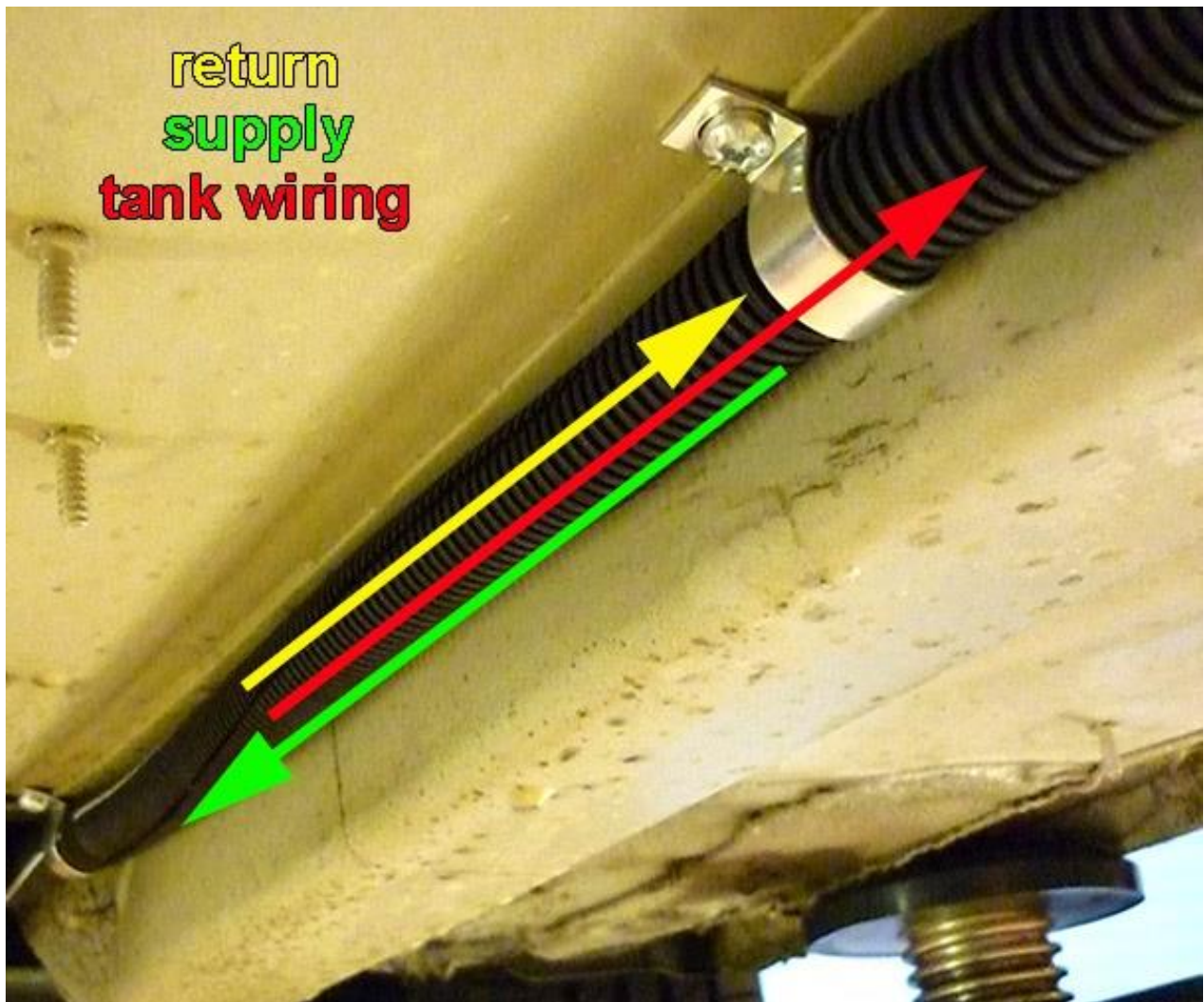
Filtered banjo: (FSU supply inlets / boost pump inlet / HPP pump inlet : black filtered banjo) :



181/300009/A

Supply hose – Return hose – Tank wiring

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

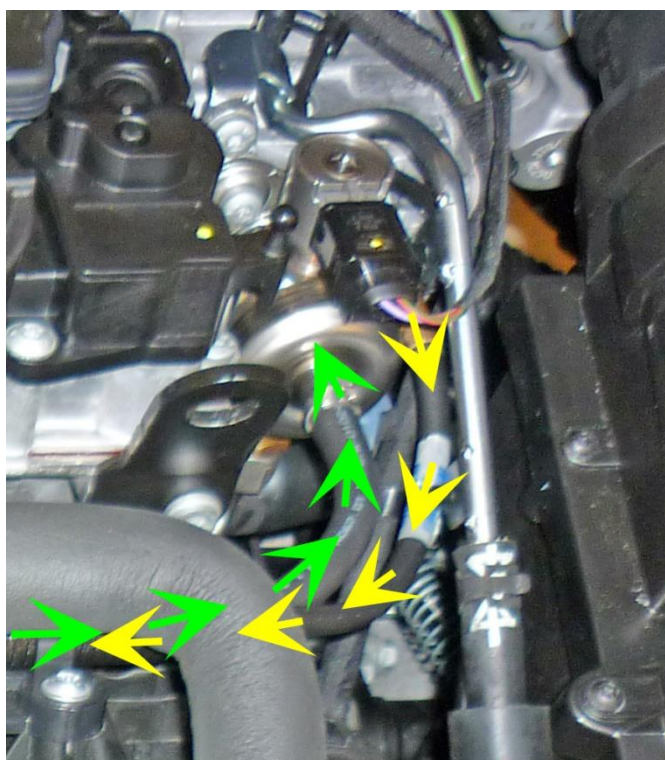


Example photo

Hose routing



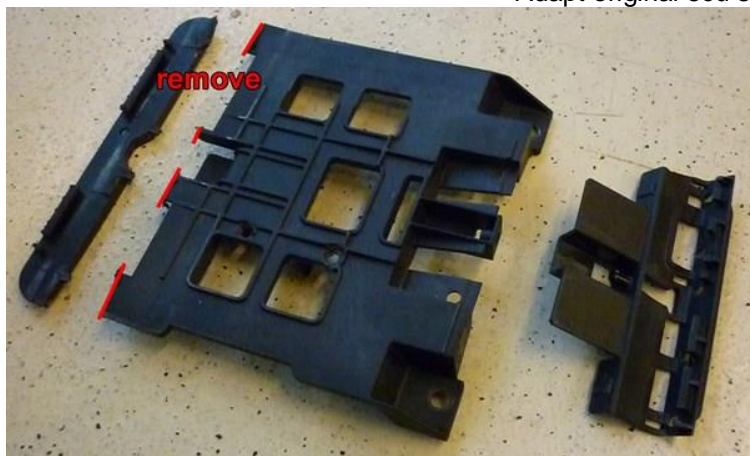
Purple MAP hose is not used anymore !



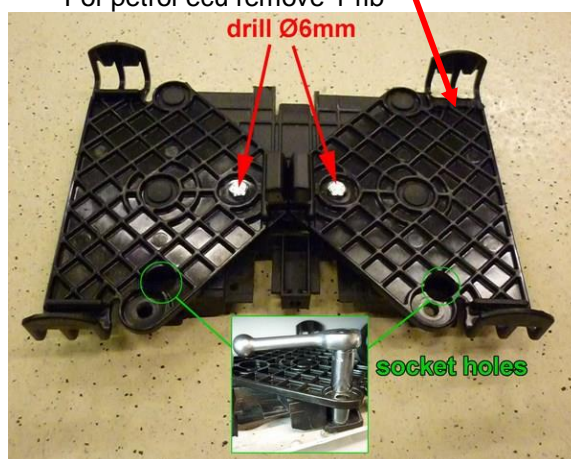
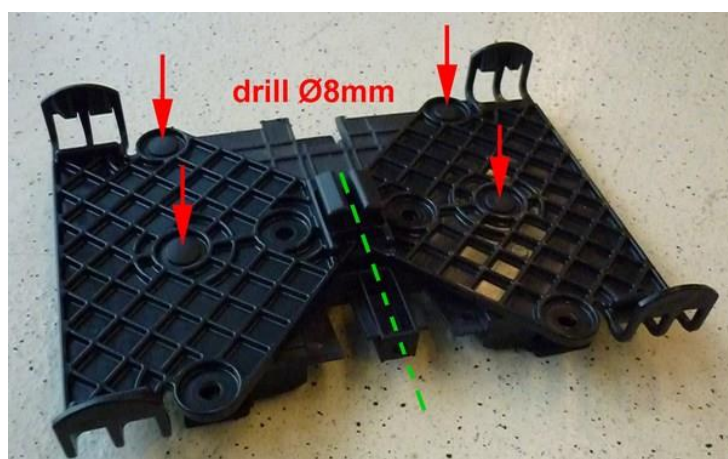
Mounting the AFC-2.1



Adapt original ecu support:

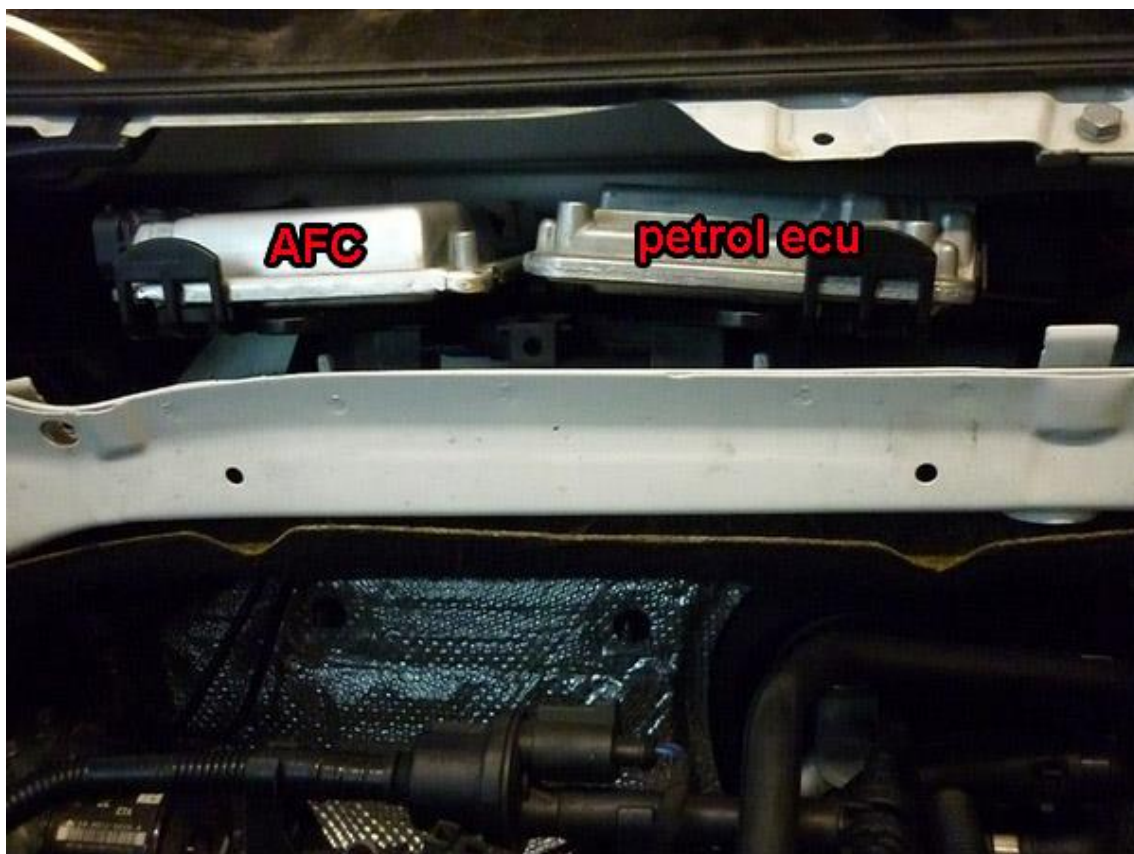


For petrol ecu remove 1 rib

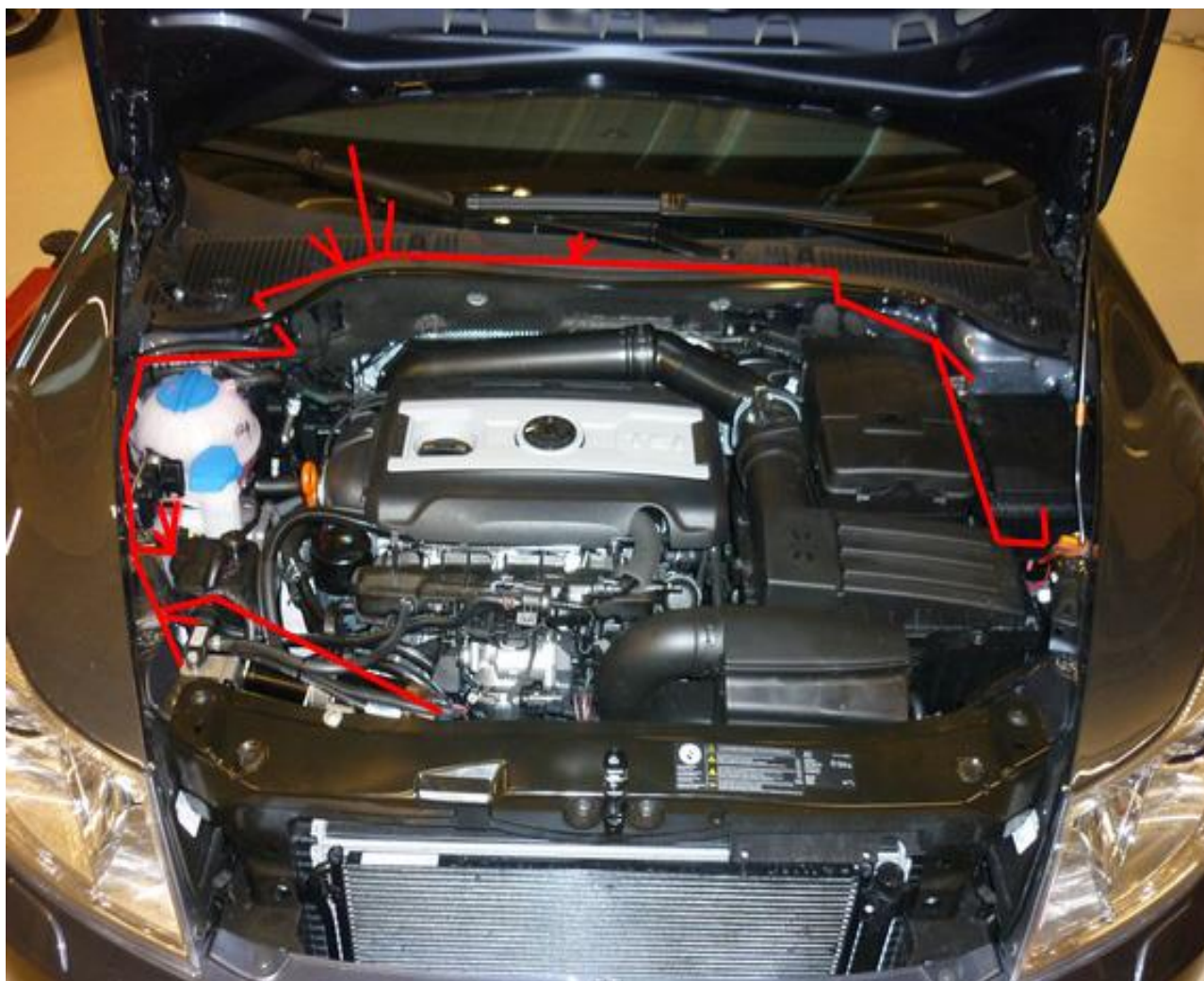
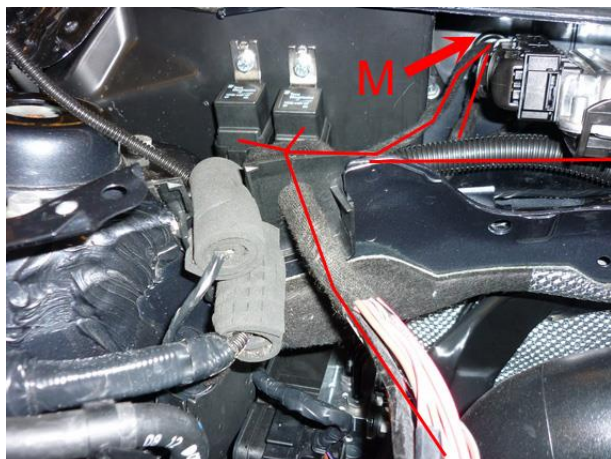


Install the AFC holders with four plastic clips and two M6 bolts

AFC & ECU



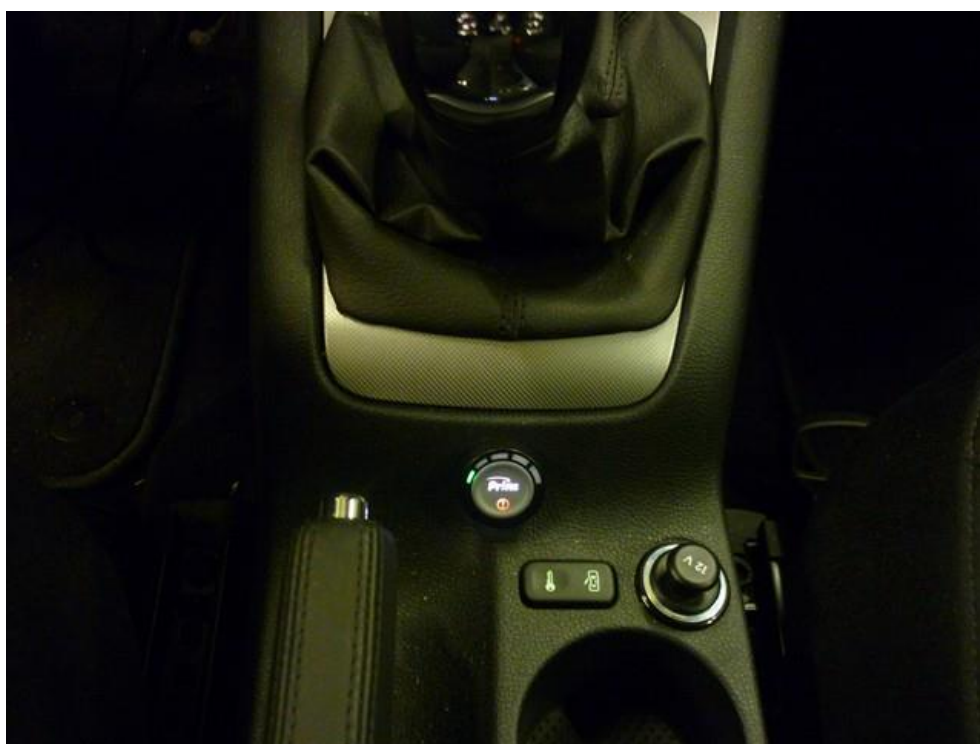
Wiring AFC





Mount the switch, drill Ø8,2mm.

Mounting the fuel selection switch



Electrical connections

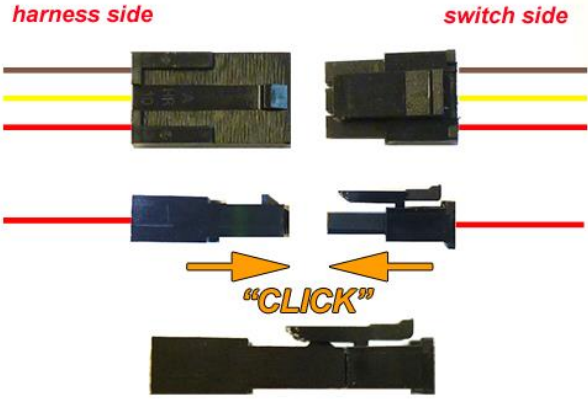
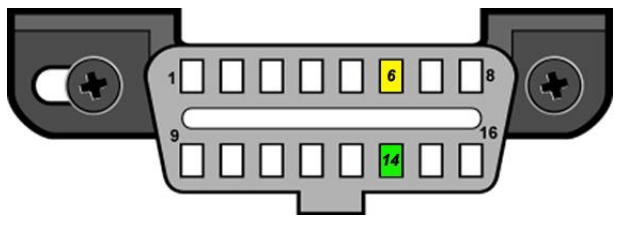
Insulate not used wires.

Wire number / code	Wire colour	Connection
10 DAC 2	Green	Insulate
17 AD 2	Blue-green	Insulate
18 AD 1	Blue-white	Insulate
19 AD 4	Blue	Insulate
20 AD 3	Blue-pink	Insulate
21 AD 9	Blue-purple	Insulate
22 LSS 1	Purple-white	Insulate
23 LSS 2	Purple-green	Insulate
42 Digital out pull up 2	Red-purple	Insulate
56 DI 2	Yellow-green	Insulate
58 +12V switched	Red-white	Insulate
74 DAC 3	Green-pink	Insulate

Electrical connections

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

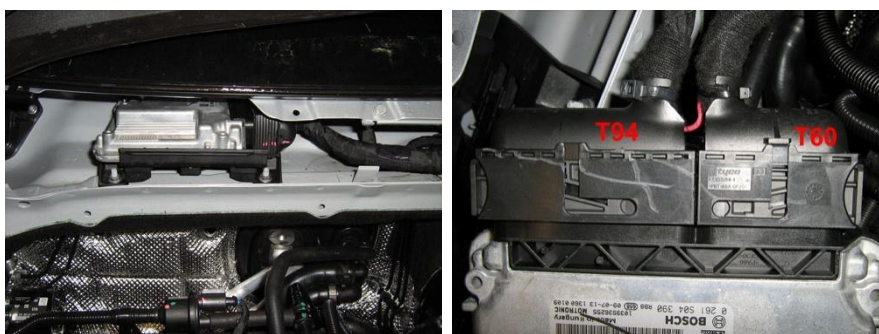
Driver room

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
		

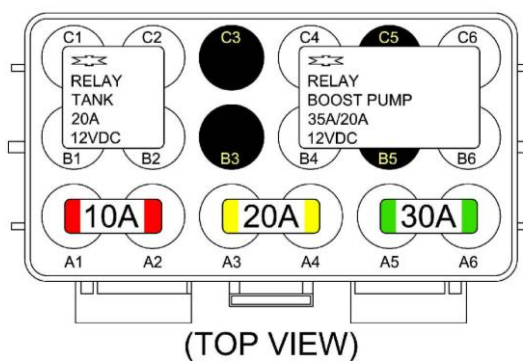
Electrical connections

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

1-32 MAIN GND ecu MAIN GROUND SENSE	Brown	Connect to the '-' of the battery (-31) ; use a ring terminal. Wire location : 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 : left side, fuse box
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 : grey or black-grey Wire location : petrol ecu connector T94 pin 87

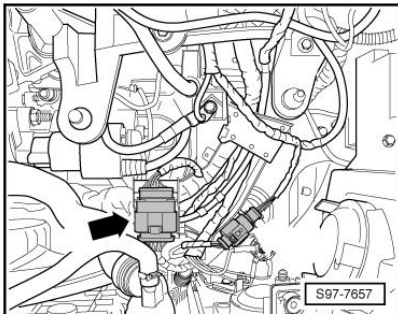


Petrol ecu in plenum chamber



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
60 DI 3	Yellow-pink	Digital Input 3, MAF in Wire colour :grey-white Wire location : ecu connector T94 pin 23
40 Wake-up or 40 Wake-up	Grey-red or Grey-red	Car wake-up Wire colour : Blue-black Wire location : ecu connector T94 pin 8 or Wire colour : thin Black or black-green Wire location :left side, under air filter box, 14-pole oval connector, pin 1
		
36&25		High pressure petrol sensor signal interruption Wire colour : blue Wire location : ecu connector T60 pin 40
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 Wire location : ecu connector T60 pin 13
8 RPM engine speed	Purple-white	For measuring the engine speed signal Wire colour : green Wire location : ecu connector T60 pin 53
15 T-ect	Grey	For measuring the engine coolant temperature Wire colour : yellow Wire location : ecu connector T60 pin 57
61 DI 4	Yellow-blue	Digital Input 4, 5Volt sensor Wire colour : grey-white Wire location : ecu connector T60 pin 29

Electrical connections

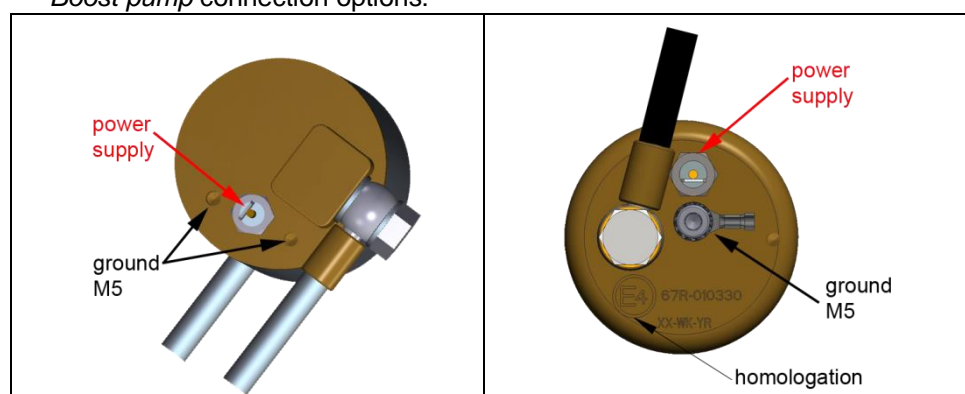
Check and measure the wiring in case of changes in the cars wiring colours.
Insulate not used wires.

Engine room

Engine room

Wire number / code	Wire colour	Connection
<i>3-pole connector</i>		
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
<i>2-pole connector FSU, black</i>		
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
<i>2-pole connector FRU, grey</i>		
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
<i>4-pole diagnose connector</i>		
46 Service Tx D 65 Service Rx D 68 C Ground	Grey Grey Brown-black	Diagnose connector for service / diagnosis Connector pin 1 Connector pin 2 Connector pin 4
<i>Boost pump relay</i>		
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
<i>Wiring tank pump driver relay</i>		
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:

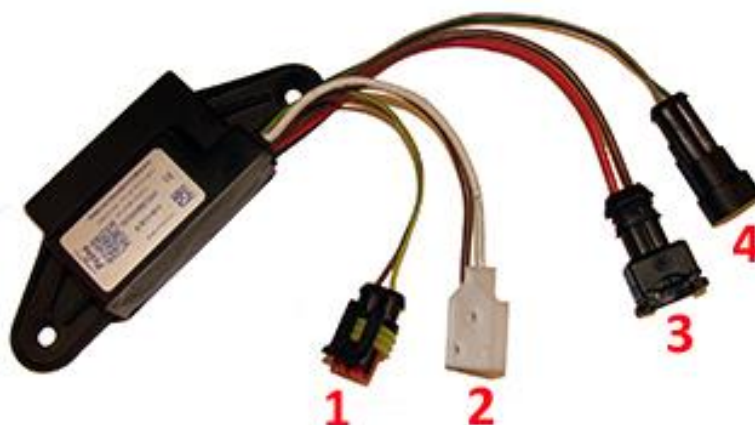


Electrical connections

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 87 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.