



Installation manual **PART 2/2**

MANUFACTURER	Ford
TYPE	(based on Mustang)
ENGINE DISPLACEMENT	2294cc
NUMBER OF VALVES	16
ENGINE CODE / NUMBER - OUTPUT	2.3 Ecoboost – 231kW
FIRING ORDER	1-3-4-2
VEHICLE CATEGORIES	M1
TRANSMISSION	AT
VERSION	AFC-2.1 DI - LPG
TYPE VSI INJECTOR	KN9 - 82 cc
TYPE INJECTION MODULE	Gen2 Type 1
PETROL ECU MANUFACTURER / CODE	Bosch 0 261 S16 511 (864)
MODEL YEAR:	2018-
SYSTEM APPROVAL NUMBER (R115)	na
LOCATION R115 SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	eVP-500: 347/121005/A // Reducer: 347/121006/A (discontinued)
MANUAL NUMBER	076/0708400
DATE	2019-02-28

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Revision: -

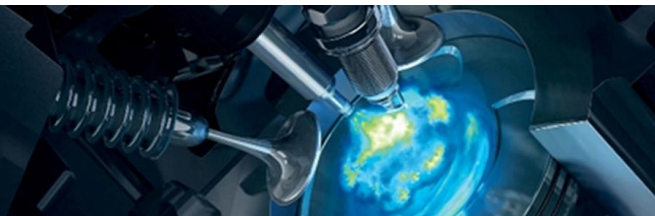


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FOR EXPLANATION AND CIRCUIT DIAGRAMS SEE : INSTALLATION MANUAL GENERAL PART 1 / 2



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.
- 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 and alarm system.
- Do not place the main fuse into the fuse holder before having completed the installation of the VSI system.
- The VSI computer has to be activated by means of the diagnosis software.
- In the unlikely event the VSI computer fails, it will automatically switch over to petrol. Never disconnect the VSI computer connector, unless you have removed the main fuse.
- When installing the VSI 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 the 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 100mm of the exhaust or similar heat source, unless such components are adequately shielded against heat.
- Remove any internal burrs after having shortened the LPG pipe.
(This guarantees the maximum flow through the pipe without pollution.)
- 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 an exterior filler into the body work).
- After having completed the installation, check the whole system for gas leakage; use a gas leak detection device. Also check for any 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'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.](#)

Please fill in the [warranty portal](#) completely 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 no. 099/99928)
- Exhaust gas analyser
- Multimeter
- Oscilloscope
- Prins diagnostic software
- Prins Diagnostic Tool
- Torque wrench (5-50Nm)
- Torque wrench (200-250Nm)
- Portable light
- Assortment drill bits Ø4 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

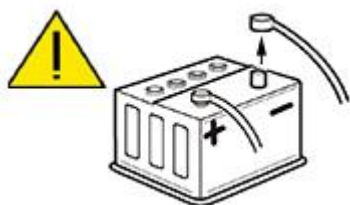
	Nm	Spanner mm
M5 x 0,8	6.5	8
M6 x 1,0	11.3	10
M8 x 1,25	27.3	13
M10 x 1	52	15-16-17
M10 x 1,5	54	15-16-17

LPG manifold nipple	1	3.5 Allen
Reducer nut - bracket	10	13
Lock-off nut	15	16
Fuel line nut – lock-off	20	13
Fuel line tank – lock-off	20	16
Filling hose connections	50	22

EXPLANATION OF SYMBOLS:

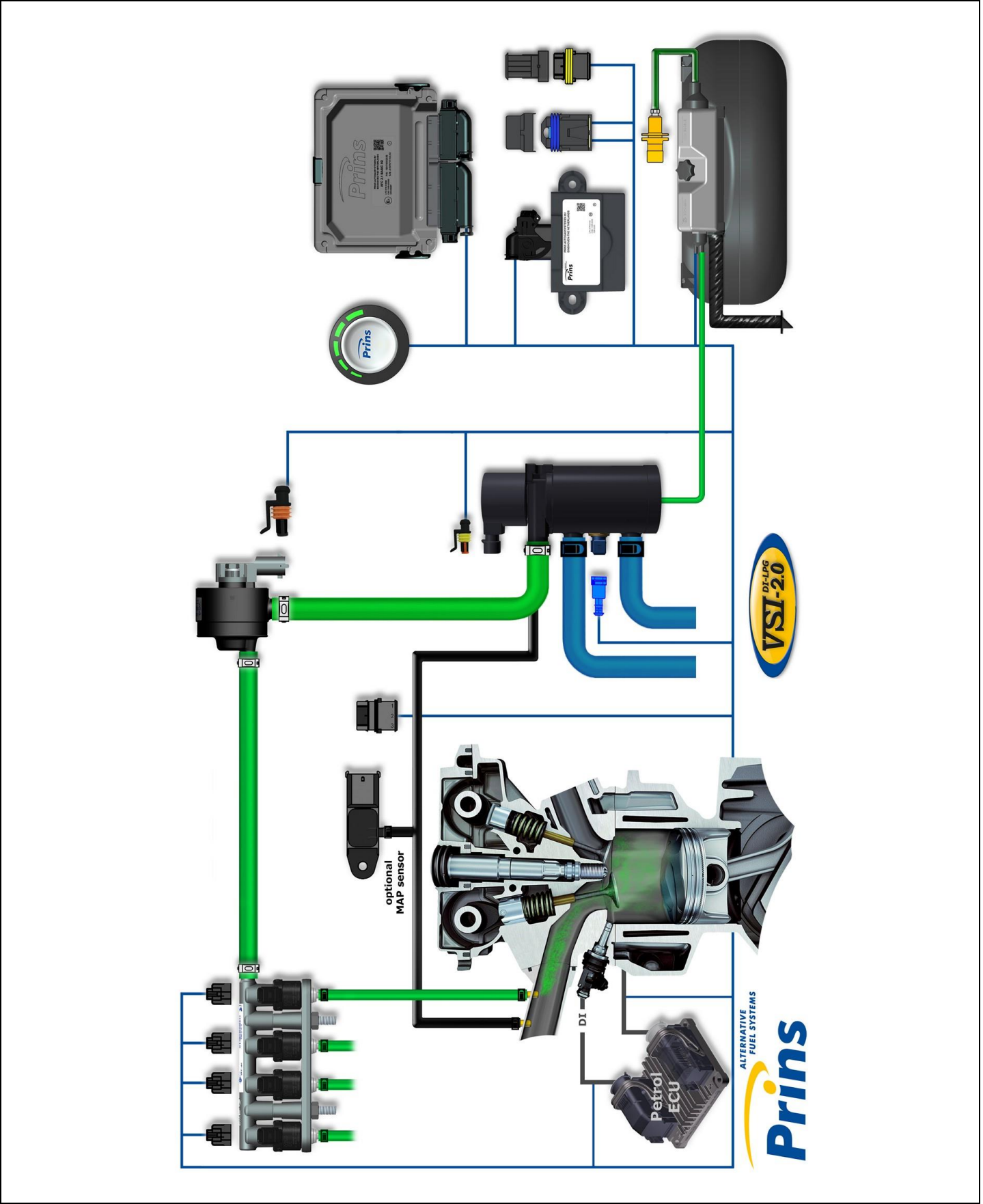


= IMPORTANT, CAUTION

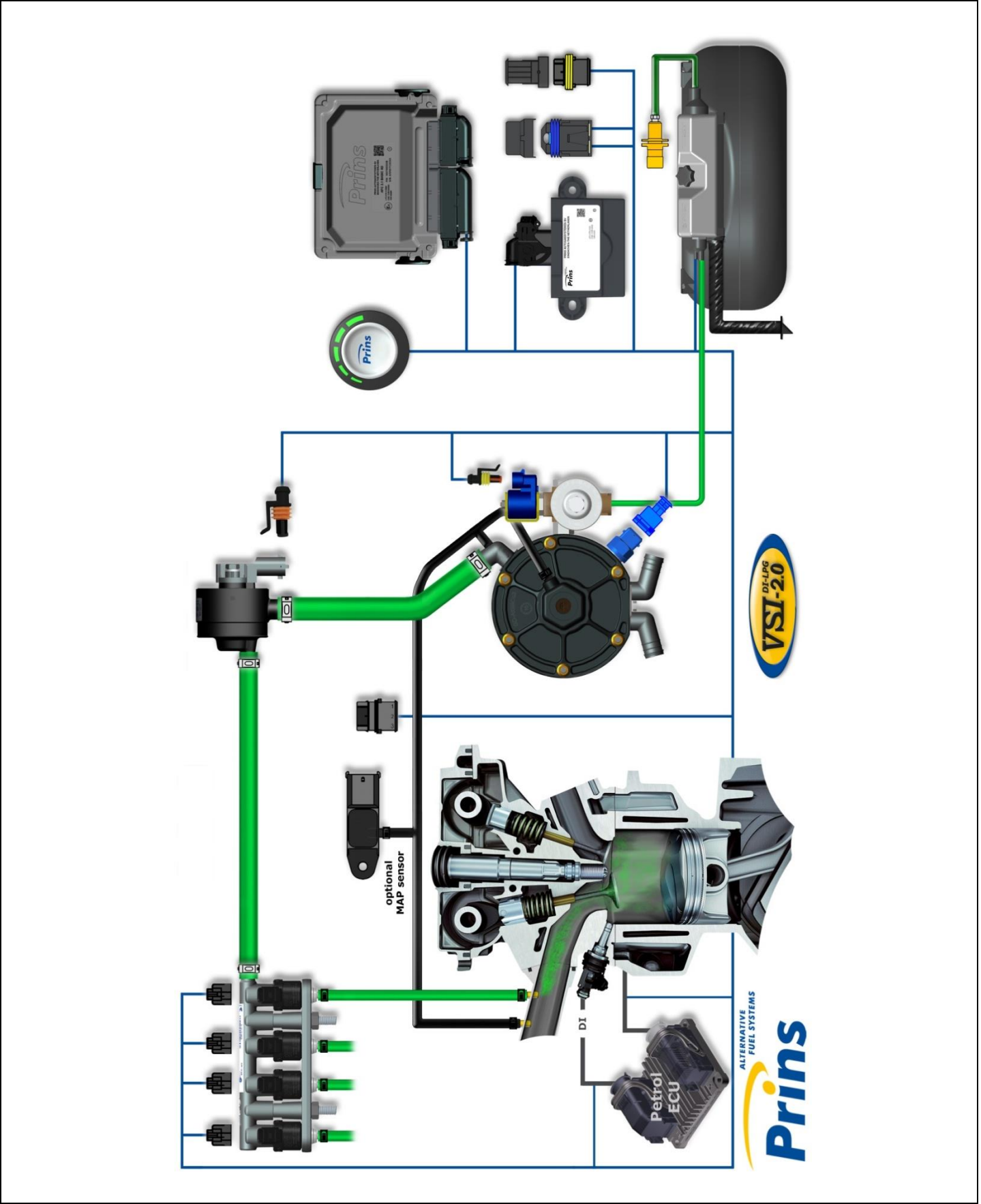


= WEAR SAFETY GOGGLES

Base diagram eVP-500



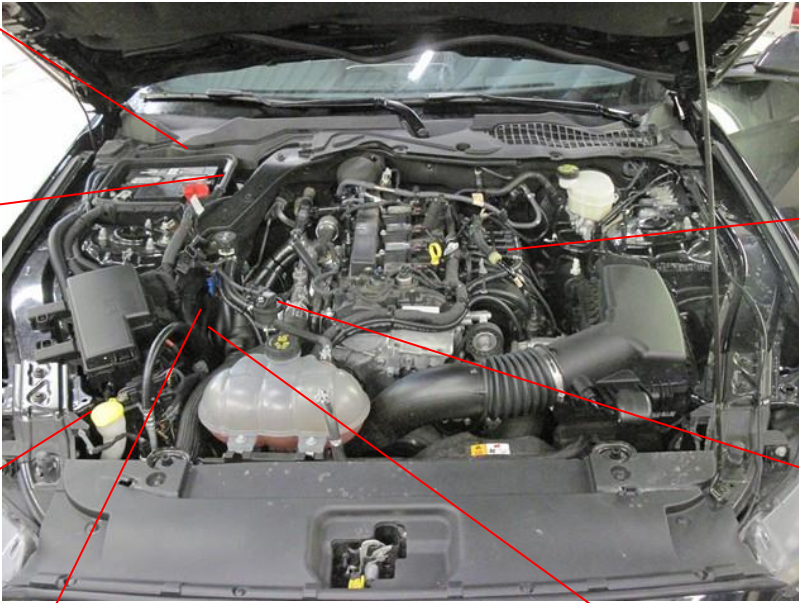
Base diagram



VSI approval numbers

	
Reducer VSI LPG Prins : E4-67R-010054 Reducer eVP-500 : E4-67R-010358 Lock-off valve OMB : E8-67R-014327 Lock-off valve Valtek : E4-67R-010041	Injector rail Prins : LPG E4-67R-010093 CNG E4-110R-000021
	
Filter unit T1 / T2 Prins : LPG E4-67R-010096 CNG E4-110R-000028 Filter unit Keihin: LPG E4-67R-010177 CNG E4-110R-000091	Injector Keihin KN9 : LPG E4-67R-010310 CNG E4-110R-000295
	
Prins AFC : E4-67R-010098 E4-10R-030507	Tubithor : LPG E13-67R-010145 CNG E13-110R-000017 Rubia : LPG E4-67R-010068 CNG E4-110R-000003 WinLas : LPG E37-67R-010140 CNG E37-110R-000012 Thunderflex : LPG E24-67R-010018 CNG E24-110R-000040

VSI component location overview
(example Ford Mustang)

IM 		
AFC 		Rail 
Petrol ECU 		Filter Unit 
Reducer or eVP-500 		Fuse 

	(if applicable) R115 approval sticker : Right side centre door post
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Mounting the inlet manifold couplings

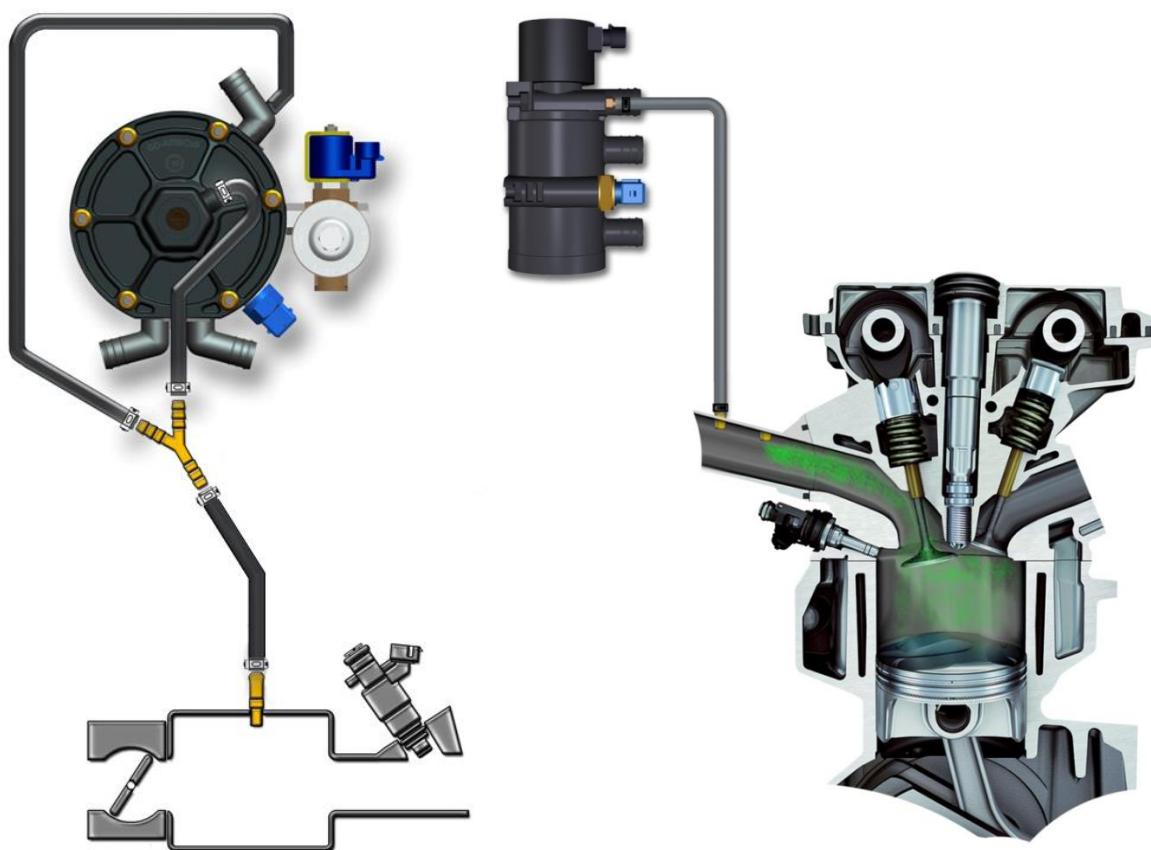
Remove the inlet manifold. Drill **4** holes of **5mm** in the inlet manifold. Cut **M6x1** thread in these holes. Place the VSI couplings with a lock compound in the inlet manifold. Watch out that the lock compound doesn't come inside the VSI couplings.



Overpressure connection



Drill hole Ø5mm and cut thread M6.

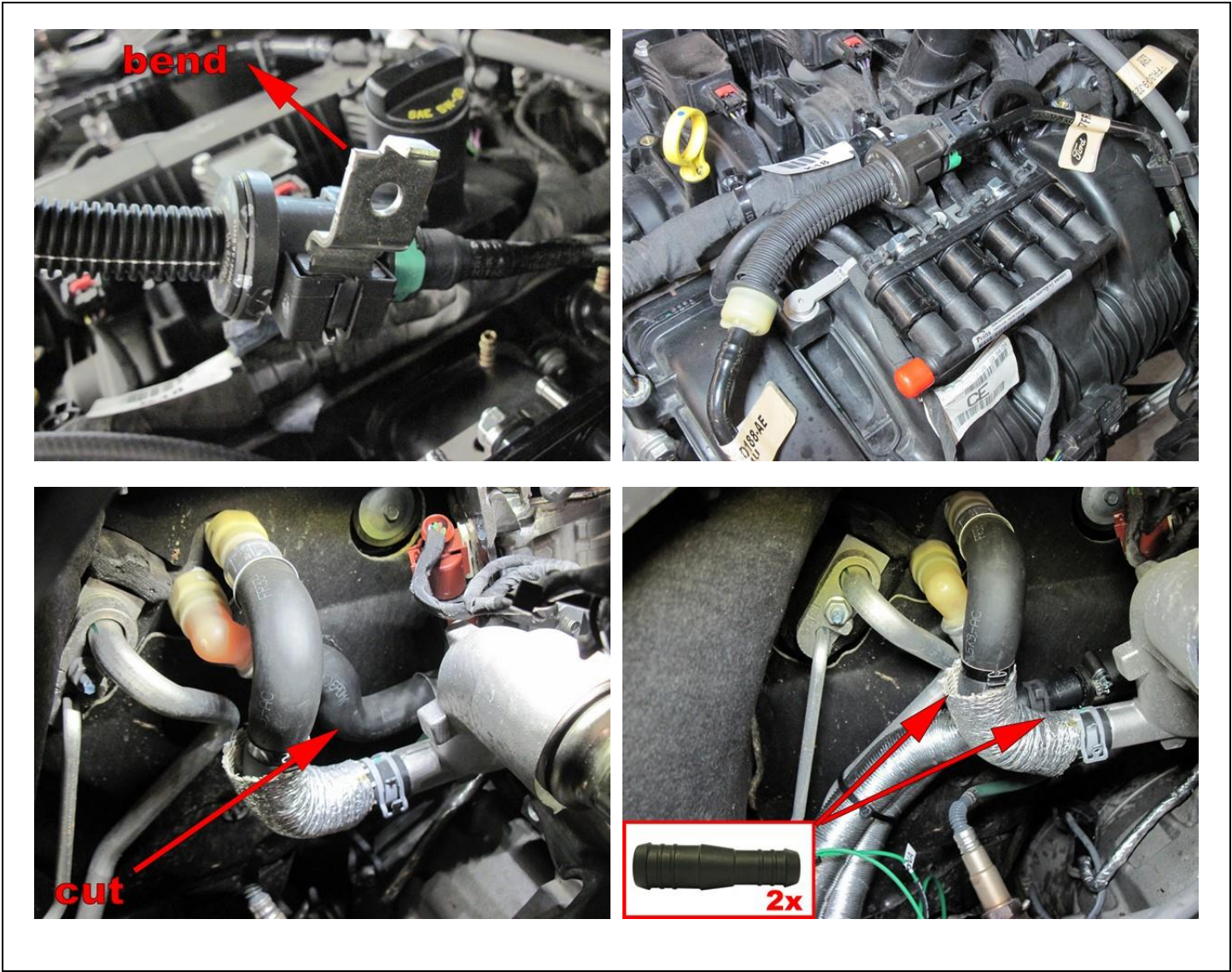


After mounting the manifold back to the engine, connect the MAP / overpressure hose.

Mounting the VSI injector rail



Mounting the VSI injector rail / Water connections



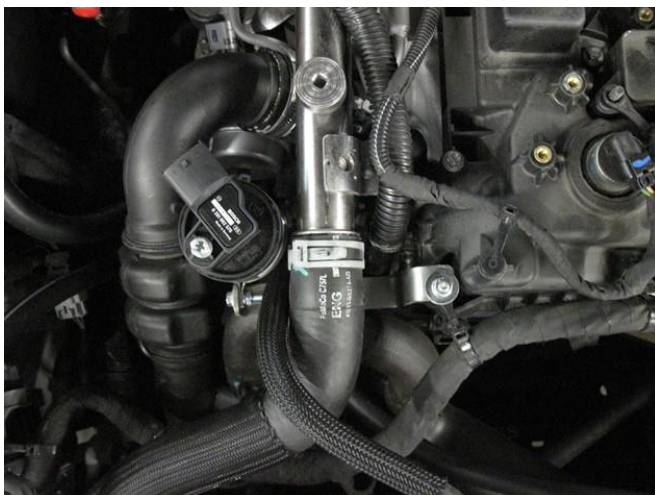
Examples mounting Prins parts (based on Ford Mustang)



AFC & IM directly to the battery housing.



eVP-500



Filter



eVP-500 & filter



Switch

Check and measure the wiring in case of changes in the cars wiring colours.

Petrol ECU
 manufacturer : n.a.
 version : n.a.
 part number :
 software : n.a.

Injection module
 manufacturer : Trina
 part number :
 version :

Connector B

VSI injectors

Wiring Details:

- Injection module pins:** H1, H2, D2, D1, F2, E1, C2, A1, A2, B2, A3, B3, D3, E3, A4, B4, D4, E4, G3, G4, G2, Y10.
- Connector B pins:** 106, 98, 108, 100, 91, 83, 93, 65, 107, 99, 90, 82, 92, 84, 86, 112.
- VSI injectors:** X12.1, X12.3, X12.2, X12.4.
- Wiring Labels:**
 - 121 A3 (IM_SIG_1)
 - 119 B3 (IM_SIG_2)
 - 115 D3 (IM_SIG_4)
 - 117 E3 (IM_SIG_3)
 - 120 A4 (IM_CMD_1)
 - 118 B4 (IM_CMD_2)
 - 114 D4 (IM_CMD_4)
 - 116 E4 (IM_CMD_3)
 - 0.5 106 G + INJ 1
 - 0.5 98 G NJ OUT 1
 - 0.5 108 G + INJ 3
 - 0.5 100 G INJ OUT 3
 - 0.5 107 G + INJ 2
 - 0.5 99 G NJ OUT 2
 - 0.5 90 G + INJ 4
 - 0.5 82 G NJ OUT 4
 - 0.5 112 + Ignition
- Twisted Pairs:** twisted A1, twisted B1, twisted B2, twisted A2.
- Connectors:** X40, X40.1.

Electrical connections – Insulate

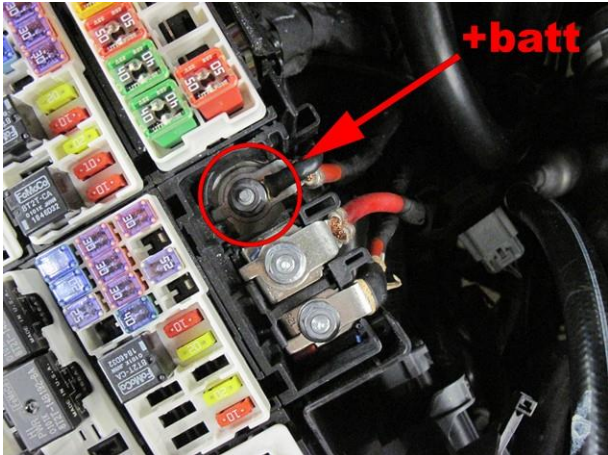
19	AD4	Blue	<i>Insulate</i>
20	AD3	Blue-pink	<i>Insulate</i>
22	LSS1	Purple	<i>Insulate</i>
23	LSS2	Purple-green	<i>Insulate</i>
38	AD7	Blue-light Blue	<i>Insulate</i>
39	AD8	Blue-red	<i>Insulate</i>
43	+12 Valve 2	Red-white	<i>Insulate</i>
50	DAC4	Green-blue	<i>Insulate</i>
60	DIG IN3	Yellow-pink	<i>Insulate</i>
61	DIG IN4	Yellow-blue	<i>Insulate</i>
62	C Ground	Brown-black	<i>Insulate</i>
74	DAC3	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.
Do not place the fuses in the holder before having completed the installation of the LPG system.

(based on Ford Mustang)

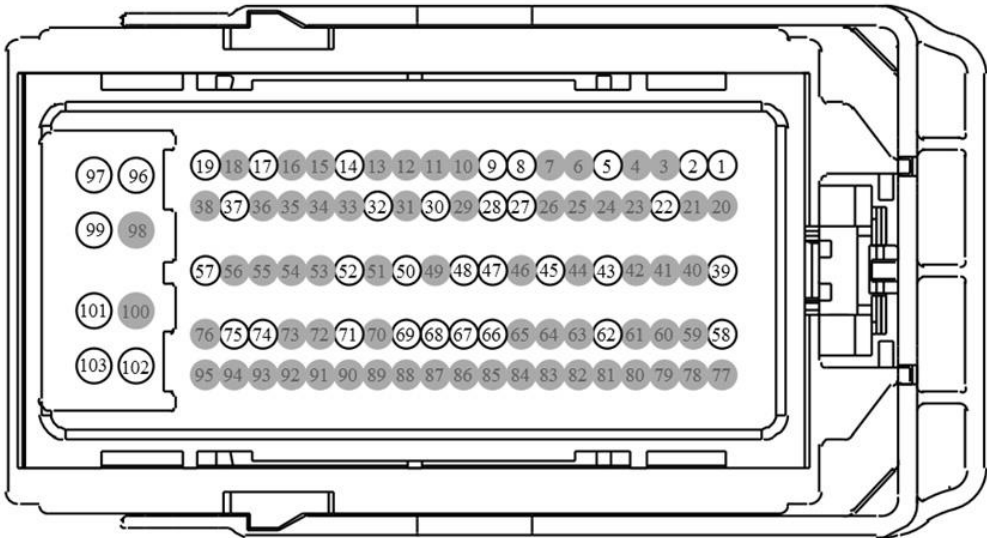
Wire number / code	Wire colour	Connection
32 Ground sense 1 Ground battery	Brown Brown	Connect to the '-' of the battery; use a ring terminal: Wire colour : Black  On main ground from battery, located on the suspension strut.
4 +12V Battery	Red	Do not place the fuse in the holder before having completed the installation of the LPG system. Wire colour: Red  On main +batt from battery, located in the fuse/relais box.

Check and measure the wiring in case of changes in the cars wiring colours.

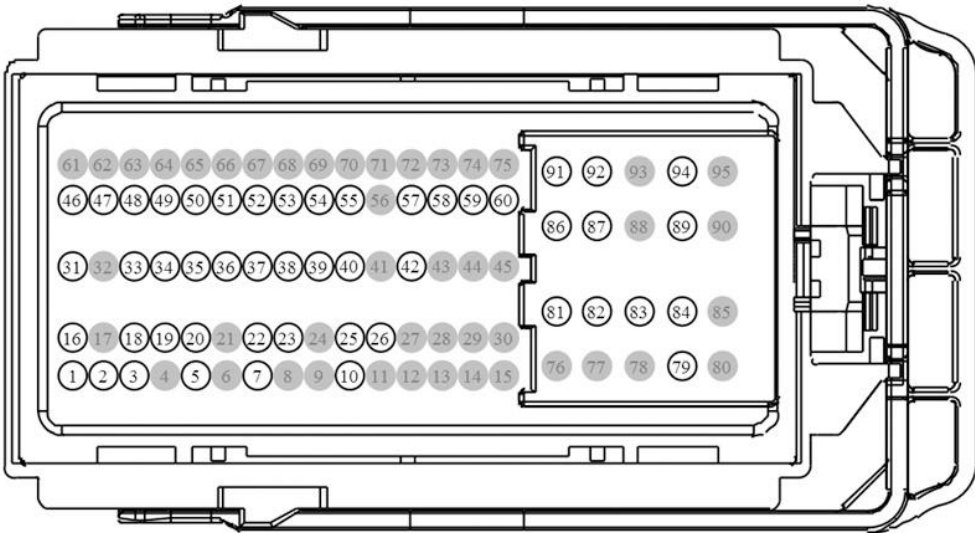
98 106	98 G INJ OUT 1 106 G + INJ 1	White-yellow red	Connector VSI-injector to cylinder 1 . Timing belt side
99 107	99 G INJ OUT 2 107 G + INJ 2	Green-yellow red	Connector VSI-injector to cylinder 2 .
100 108	100 G INJ OUT 3 108 G + INJ 3	Pink-yellow red	Connector VSI-injector to cylinder 3 .
82 90	82 G INJ OUT 4 90 G + INJ 4	Blue-yellow red	Connector VSI-injector to cylinder 4 .



Petrol ECU



A



B

View from the top of the connectors

Electrical connections

Check and measure the wiring in case of changes in the cars wiring colours.



For measuring the petrol injectors :

Interrupt each petrol injector control wire (injector min)

Each VSI wire has a petrol injector / cylinder number printed on the wire, connect this wire to the corresponding petrol injector / cylinder.

Connect the **bicoloured** VSI measuring wire to the **ecu side** (wire code: ecu-lo).

Connect the **corresponding full coloured** VSI wire to the **petrol injector side** (wire code: inj-lo).

See diagrams: Installation manual general part 1 / 2.

Attention:

Each bicoloured measuring wire corresponds to a specific LPG injector and petrol injector / cylinder number. Do not interchange the wires.

Petrol injector cyl. 1			
INJ LO 1		White	Injector side
ECU LO 1		White-yellow	ECU side
<i>IM pos. B2 / A2</i>			Colour: Yellow-blue Location: ecu pin B87
Petrol injector cyl. 4			
INJ LO 4		Blue	Injector side
ECU LO 4		Blue-yellow	ECU side
<i>IM pos. D1 / D2</i>			Colour: Blue Location: ecu pin B92
(cyl. 1-4)			
ECU HIGH A		Red-white	Injector side
<i>IM pos. H1</i>			Colour: Green-blue Location: ecu pin B84
Petrol injector cyl. 2			
INJ LO 2		Green	Injector side
ECU LO 2		Green-yellow	ECU side
<i>IM pos. A1 / C2</i>			Colour: Blue-orange Location: ecu pin B88
Petrol injector cyl. 3			
INJ LO 3		Pink	Injector side
ECU LO 3		Pink-yellow	ECU side
<i>IM pos. E1 / F2</i>			Colour: Green-purple Location: ecu pin B93
(cyl. 2-3)			
ECU HIGH B		Red-green	Injector side
<i>IM pos. H2</i>			Colour: Violet-grey Location: ecu pin B83



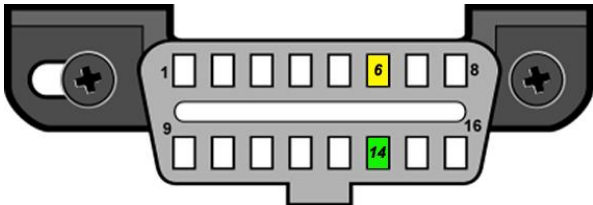
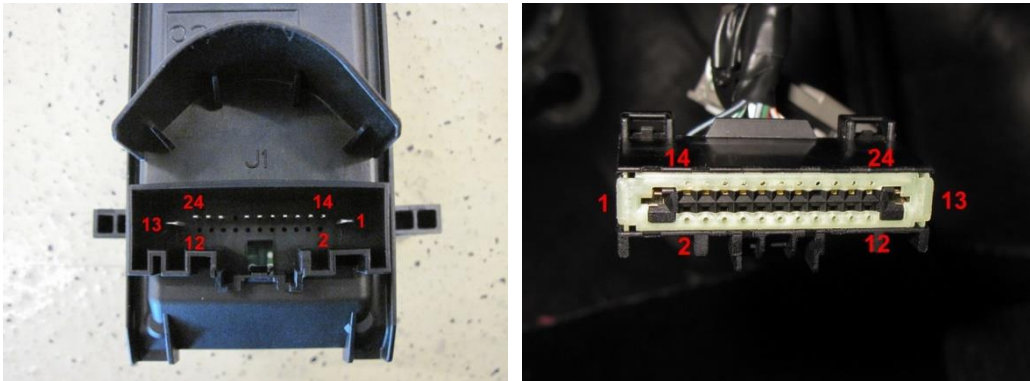
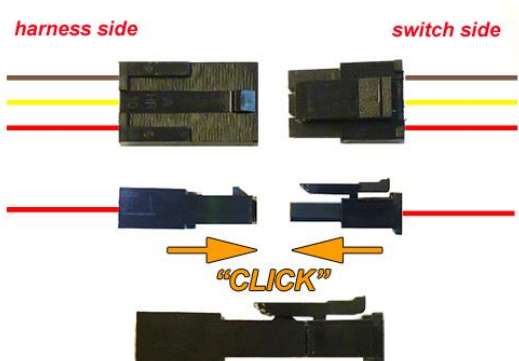
Electrical connections

Check and measure the wiring in case of changes in the cars wiring colours.

3-pole connector 27 +5V Sensor 37 C ground 18 AD1		Red-blue Brown-black Blue-white	For measuring the inlet manifold pressure (MAP). insulate insulate only blue-white to the OEM MAP sensor / Petrol Ecu Wire colour: Green-brown Wire location: ecu pin B33
18	AD 1	Blue-white	
			For measuring the engine speed signal. Wire colour: Green-purple Wire location: ecu pin B54
8	RPM	Purple-white	
36 & 25			High pressure petrol sensor signal interruption. Wire colour: Purple Wire location : ecu pin B37
36	AD 6	Blue-brown	Sensor side
25	DAC 1	Green-white	Petrol ecu side
			High pressure petrol sensor supply 5V. Wire colour: Green-purple Wire location: ecu pin B8
40	Wake-up	Grey-red	
			High pressure petrol sensor ground. Wire colour: Yellow-green Wire location: ecu pin B20
63	Ground Shift	Blue-orange	
112			+ ignition. Wire colour: Yellow-purple Wire location: ecu pin A48
112	+ Ignition	Red-grey	
17 & 10			Low pressure petrol sensor signal interruption. Wire colour: Green-purple Wire location: ecu pin A71
17	AD 2	Blue-green	Sensor side
10	DAC 2	Green	Petrol ecu side
			PWM Wire colour: Yellow-green Wire location : ecu pin A39
56	DI2	Yellow-green	

Electrical connections

Driver room

51 70	CAN1 High CAN1 Low	Yellow Green	Connect to EOBD diagnose connector (2 possibilities). Pin: 6 Pin: 14
			
	OR	OR	OR
51 70	CAN1 High CAN1 Low	Yellow Green	Connect to EOBD diagnose connector (2 possibilities). Pin: 20 (White - blue) Pin: 19 (White)
			
3-pole micro connector 66 3 49	Ground fuel switch +12V fuel switch LIN fuel switch	Brown-black Red-white Yellow	Connect to switch. Connect the 3-pole connector to the Prins fuel selection switch
			

Electrical connections

Connectors in wiring loom

2-pole blue connector 15 T-ECT 34 Ground T-ECT	Grey Brown-black	For measuring the engine coolant temperature (Tect). Connect the connector to the reducer temperature sensor.
4-pole connector 35 Ground Psys 14 T-Gas 9 +5 Volt sensor 16 Psys	Brown-black Grey Red-blue Green	For measuring gas pressure and temperature. Connect the connector to the filter unit sensor.
2-pole connector 24 +12V reducer lock-off 31 C Ground	Yellow-green Brown-black	Connect the connector to the reducer lock-off valve.
4-pole connector 46 Service TxD 65 Service RxD 68 Ground PDT	Grey Grey Brown-black	Diagnose connector.
Tank wiring loom 2 +12V Tank relay 12 Tank level IN 26 Ground tank relay	red blue black	Connect to the tank lock-off. Connect the tank level gauge. Connect to the tank lock-off.
Wiring loom link 45 C ground 58 +12V switched 64 AD5	Brown-black Red-white Blue-grey	Connection from AFC connector A to connector B.

Optional:

3-pole connector 11 + manometer 12 tank level in 33 ground manometer	red blue brown	Cut off connector and insulate wires
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Checklist after installation

1. Connect the Prins Diagnostic Tool and run the VSI diagnostic program.
Install the VSI fuse, turn the ignition key in the accessory position.
When working on the car, beware of moving and rotating parts in the engine compartment.
2. When commissioning the LPG system, you must activate the VSI computer with the diagnostic software. When the VSI computer has not been activated, the switch will keep blinking.
To activate the VSI computer, select function *activate ECM* in the diagnostic software.
3. Check whether the program in the VSI computer matches with the car (dedicated engine set):
Refer the car description in the diagnostic software (Basic → Identification) and compare these with the set number.
4. The system will switch over to LPG as soon as the temperature of the coolant becomes higher than parameter 70 - Switch over ECT.
5. Check all components and connections for any gas leakage (use a LPG leak detector device or a fluid detection like soap). Caution for moving and rotating parts in the engine compartment!
6. Let the engine run warm on petrol >80°C.
Check if the reducer heats up.
Check the engine signals, petrol injection time, RPM, ECT, lambda, MAP signal and petrol pressure signal.
Let the engine run idle on LPG.
Adjust the reducer pressure.
Refer to *Basic → System* in the diagnostic software for the idle level value set.
Adjust the reducer pressure in such a way that the pressure measured (P-sys) equals the idle level value.
Turn the socket-head screw at the front of the reducer to adjust the pressure.
An error code will be generated whenever the pressure variation is too high.
7. Use the diagnostic software to check again all input and output signals.
8. Check the system for error codes and solve these, if required.
Check the petrol ECM for EOBD error codes.
Place the protection connector on the VSI communication connector.
9. Take a test drive and check the drivability on LPG and petrol.

