



Installation manual

PART 2/2

MANUFACTURER	VAG
TYPE	(based on A4 / A5)
ENGINE DISPLACEMENT	1395 cc
NUMBER OF VALVES	16
ENGINE CODE / NUMBER - OUTPUT	CVNA – 110kW
FIRING ORDER	1-3-4-2
VEHICLE CATEGORIES	M
TRANSMISSION	AT
VERSION	AFC-2.1 - DI-LPG
TYPE VSI INJECTOR	KN9 - 63cc
TYPE INJECTION MODULE	Type 2 Gen2
PETROL ECU MANUFACTURER / CODE	Bosch MED 17.1.61
MODEL YEAR:	2016-
SYSTEM APPROVAL NUMBER (R115)	E4-115R-000020 / VSI-LPG 31
LOCATION R115 SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	366/121042/A
MANUAL NUMBER	076/3603000
DATE	2019-02-20

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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 AFC has to be activated by means of the diagnosis software.
- In the unlikely event the AFC fails, it will automatically switch over to petrol.
Never disconnect the AFC 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 100 mm 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 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

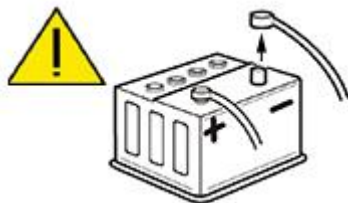
	Nm	Spanner mm
M5 x 0,8	6.5	8
M6 x 1,0	11.3	10
M8 x 1,25	27.3	13
M10 x 1	52	15-16-17
M10 x 1,5	54	15-16-17

LPG manifold nipple	1	3.5 Allen
Reducer nut – bracket (not eVP)	10	13
eVP bolts – bracket	10	10
Lock-off nut (not eVP)	15	16
Fuel line nut – lock-off (not eVP)	20	13
Fuel line Banjo bolt / seals	10	14
Fuel line tank – lock-off	20	16
Filling hose connections	50	22

EXPLANATION OF SYMBOLS :

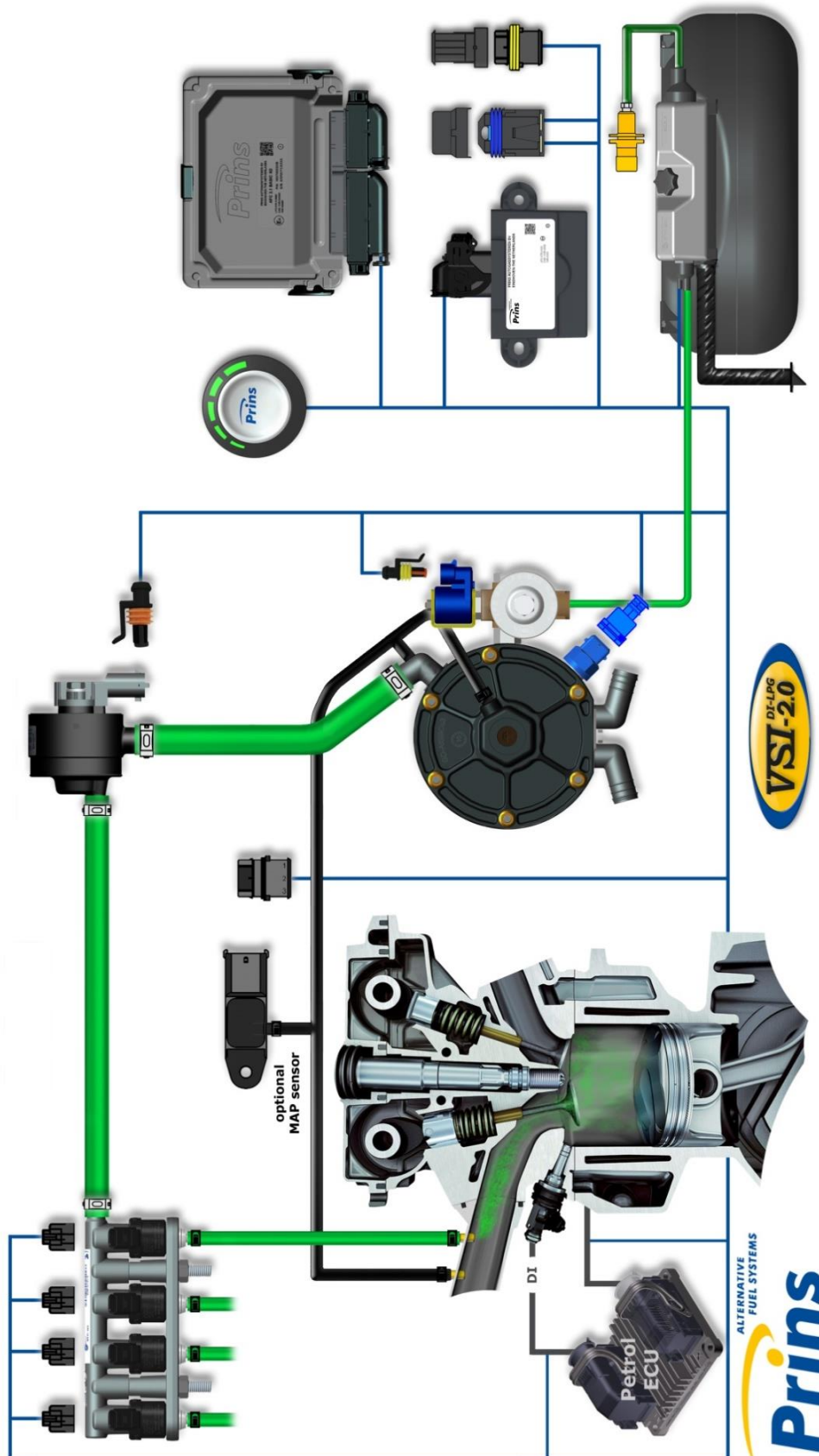


= IMPORTANT, CAUTION



= WEAR SAFETY GOGGLES

Basic System Overview



VSI approval numbers

	
Reducer VSI LPG Prins : E4-67R-010054 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

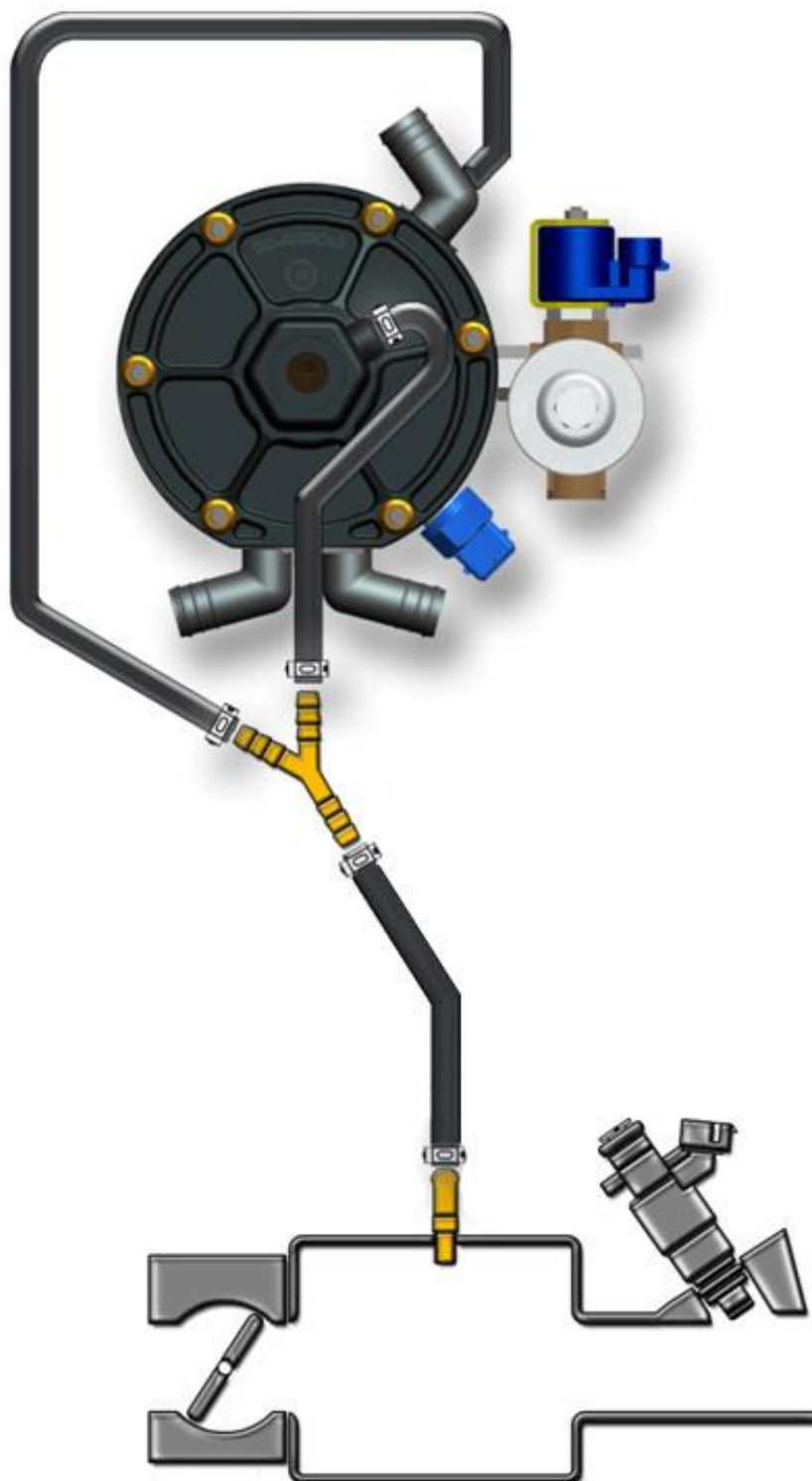
VSI component location overview
(sample from other engine, same engine bay)

		
		Petrol ECU
Rail 		AFC / im 
Filter Unit 		Reducer 

	R115 approval sticker : Right side centre door post
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Overpressure / MAP connection

Drill hole $\varnothing 5\text{mm}$, cut **M6x1** thread



Mounting the inlet manifold couplings; MAP

Remove the inlet manifold.

Drill **5** 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.

Place the inlet manifold back on the engine.



Mounting the inlet manifold couplings



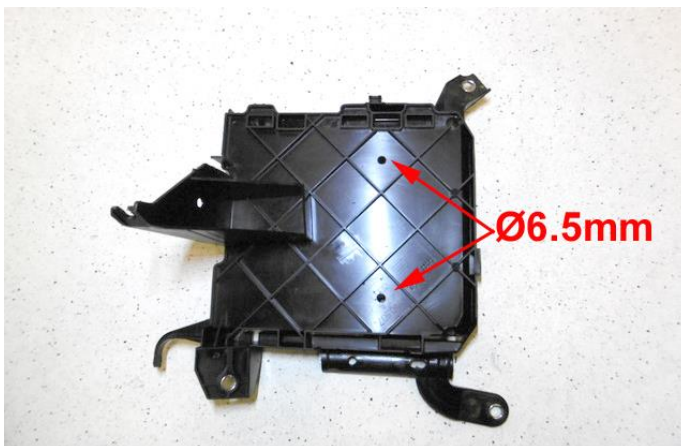
Mounting the VSI injector rail with hoses



Adapt the supplied bracket as shown on pictures, mount the injector rail to the engine and mount hoses.

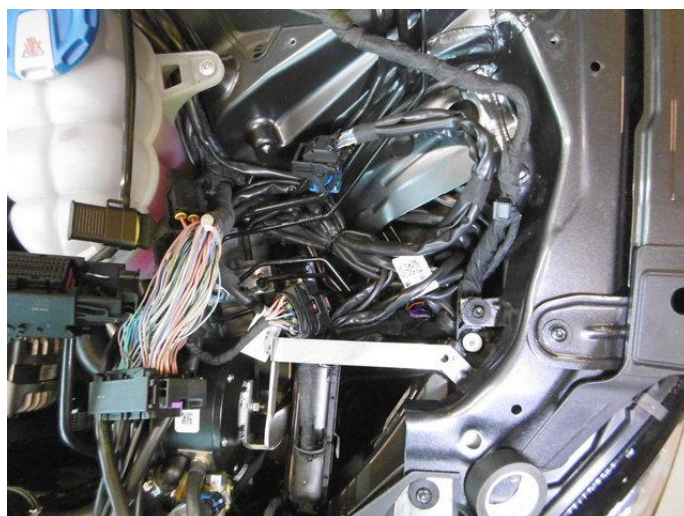
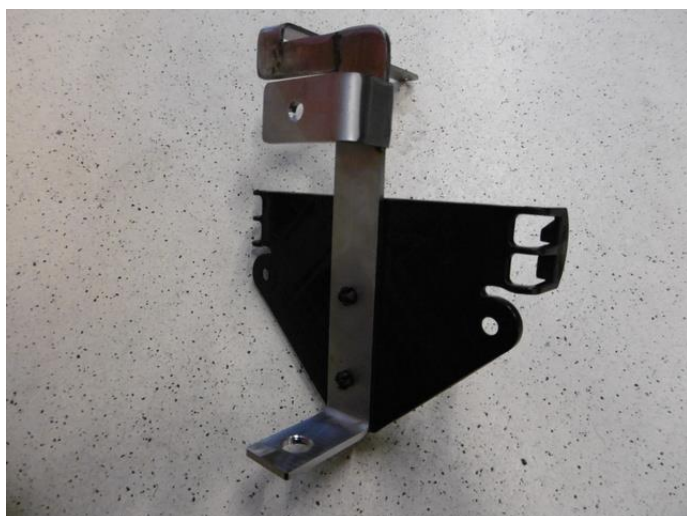
Installing Injection Module (example Audi A4/A5)

Remove Petrol ecu and support



Installing AFC

(example Audi A4/A5)



Mounting the Reducer & Filter (example Audi A4/A5)



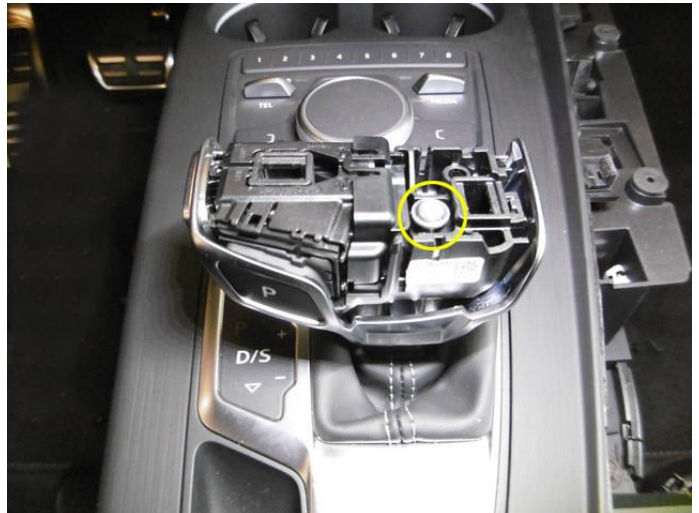
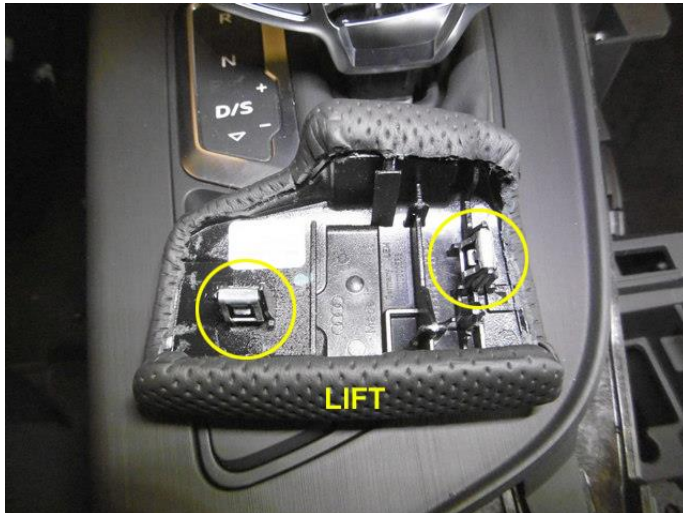
Reducer



Filter



Switch (example A4/A5)

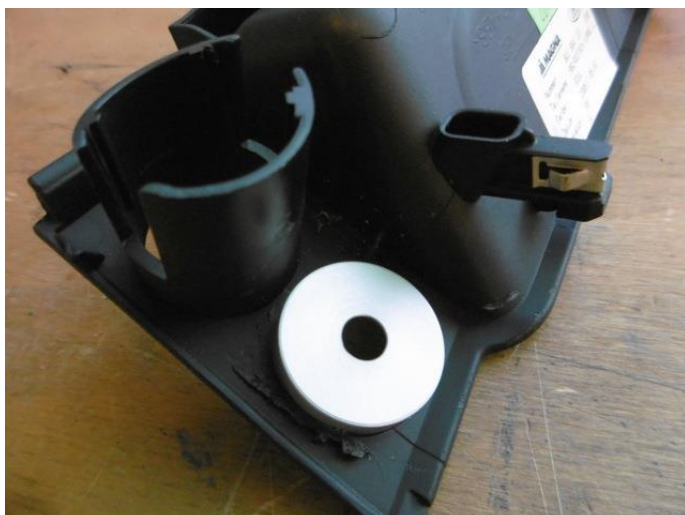
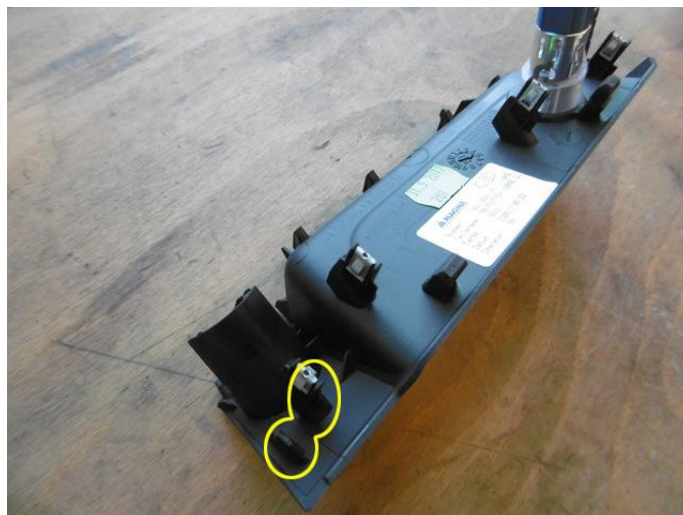


Switch

(example A4 / A5)



Lift console



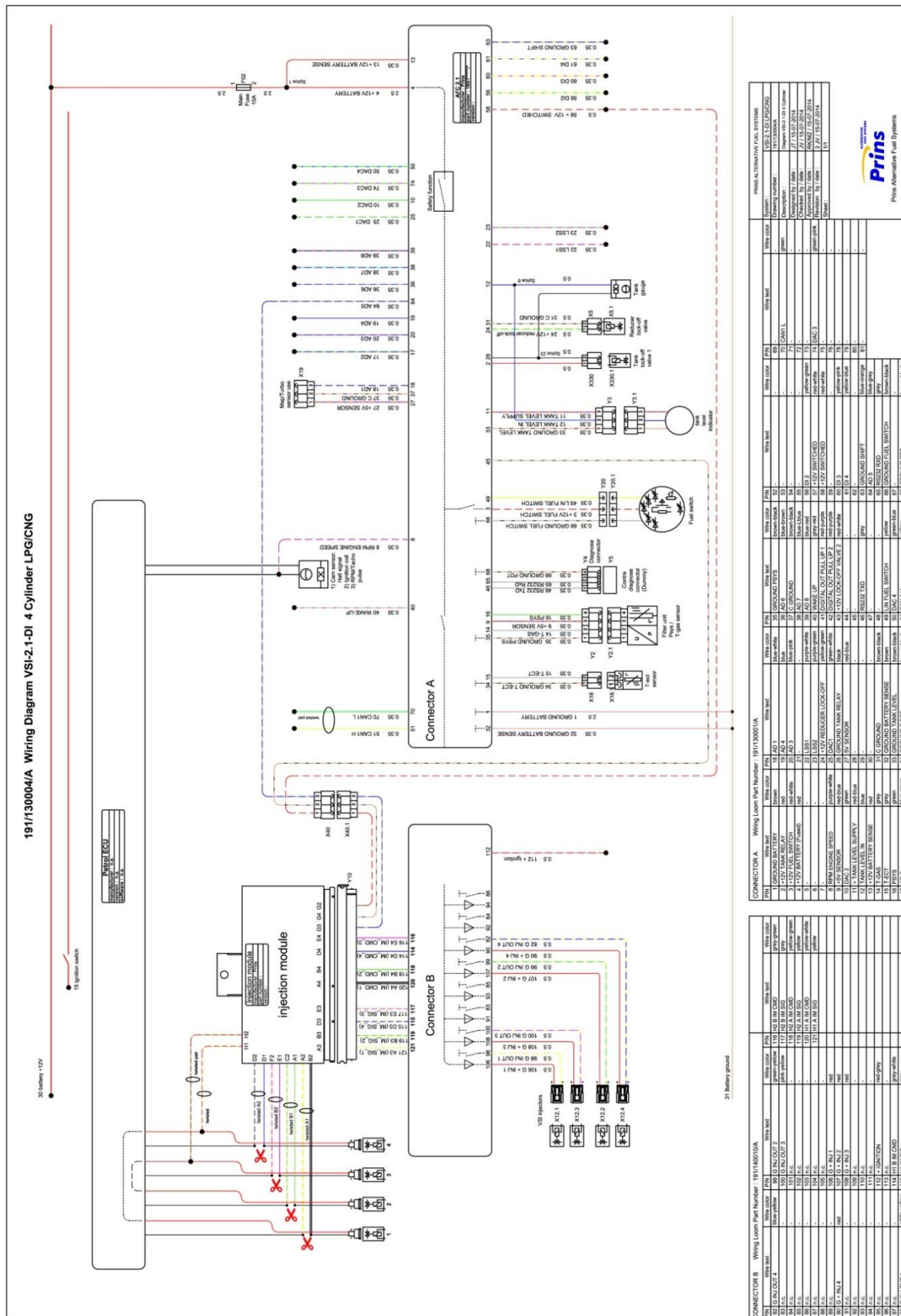
Switch



Option 2:



Basic wiring diagram 4 cylinder



Electrical connections

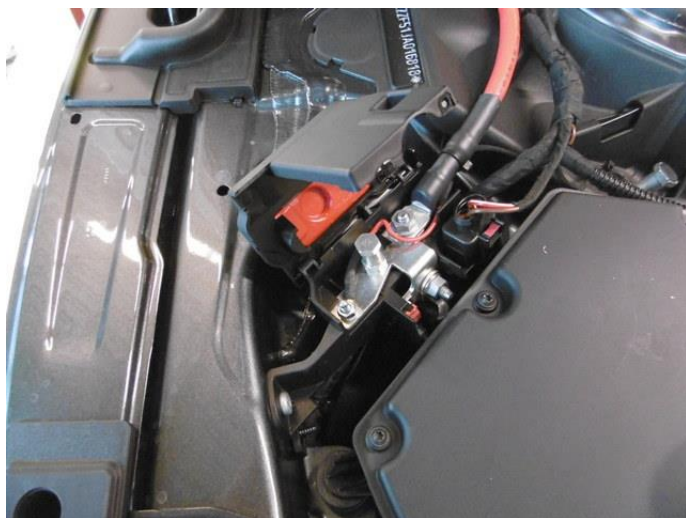
Check and measure the wiring in case of changes in the cars wiring colours.
(Example Audi A4/A5)

Wire number / code	Wire colour	Connection
--------------------	-------------	------------

Ground battery	 Brown	Connect to the '-' of the battery; use a ring terminal:
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+12V Battery	 Red	Do not place the fuse in the holder before having completed the installation of the LPG system. Connect to the '+' of the battery; use a ring terminal:
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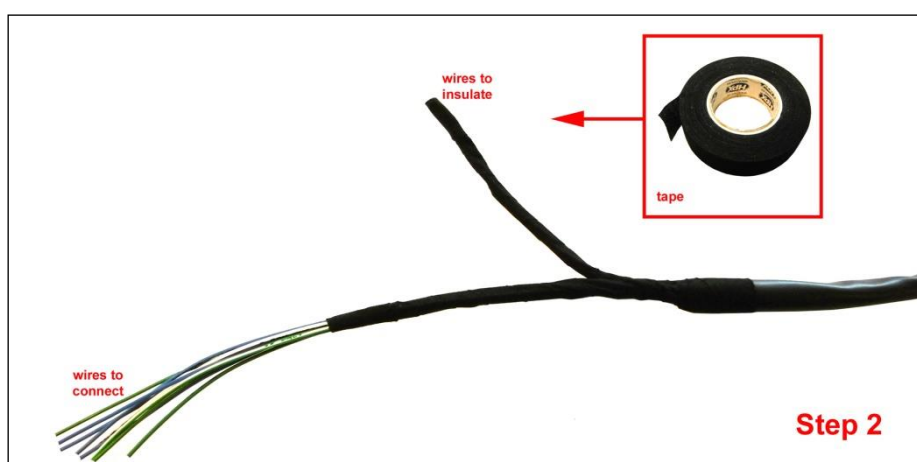
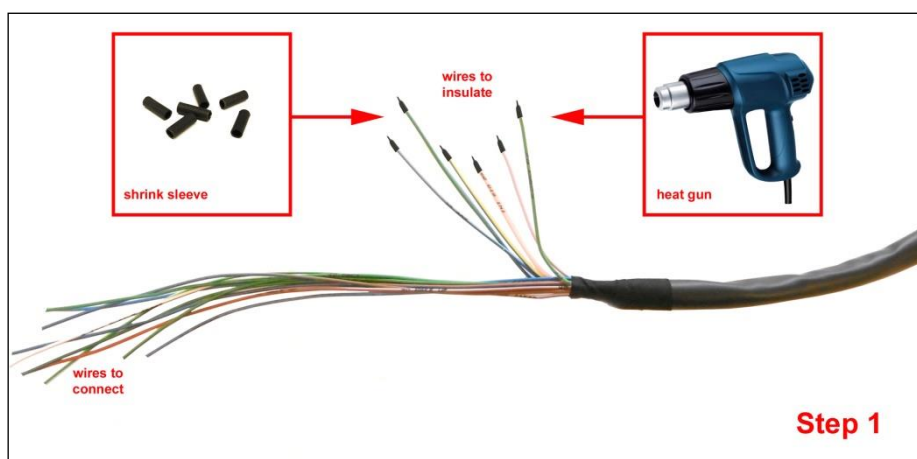


Electrical connections – Insulate not used wires

10	DAC2	Green	<i>Insulate</i>
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>
36	AD6	Blue-brown	<i>Insulate</i>
38	AD7	Blue-lightBlue	<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>
56	DI2	Yellow-green	<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>

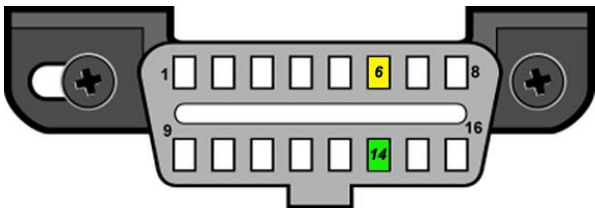
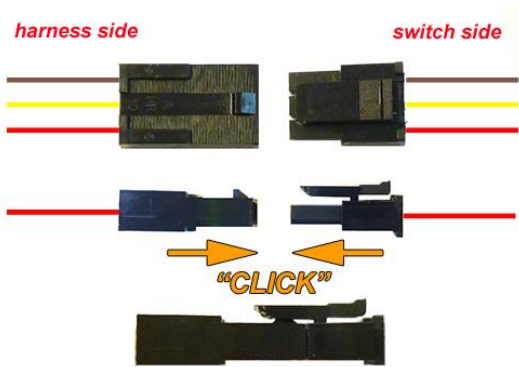
Insulate additional loose wires

How to insulate



Electrical connections – driver room

Driver room

51 70	CAN1 High CAN1 Low	Yellow Green	Connect to EOBD diagnose connector Pin : 6 Pin : 14
			
3-pole micro connector 66 3 49	Ground fuel switch +12V fuel switch LIN fuel switch	Brown-black Red-white Yellow	Connect the 3-pole connector to the Prins fuel selection switch
			

Electrical connections

PIN-outs are LEADING



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
IM pos. B2 / A2			Colour: Brown-blue Location: petrol ecu T105 , pin 24

Petrol injector cyl. 4			
INJ LO 4		Blue	Injector side
ECU LO 4		Blue-yellow	ECU side
IM pos. D1 / D2			Colour: Brown-yellow Location: petrol ecu T105 , pin 2

(cyl. 1-4)			
ECU HIGH A		Red-white	Injector side
IM pos. H1			Colour: Red-yellow Location: petrol ecu T105 , pin 87

Petrol injector cyl. 2			
INJ LO 2		Green	Injector side
ECU LO 2		Green-yellow	ECU side
IM pos. A1 / C2			Colour: Brwon-white Location: petrol ecu T105 , pin 3

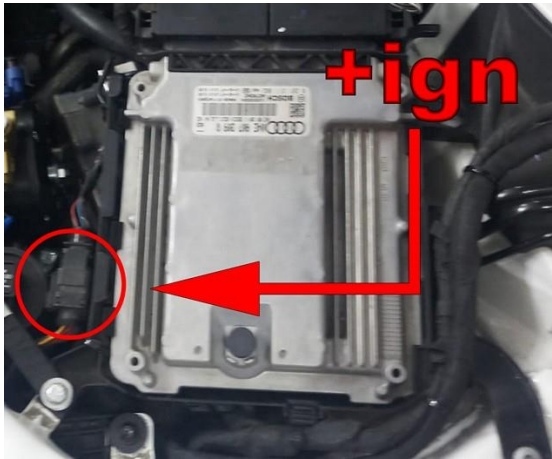
Petrol injector cyl. 3			
INJ LO 3		Pink	Injector side
ECU LO 3		Pink-yellow	ECU side
IM pos. E1 / F2			Colour: Brown-black Location: petrol ecu T105 , pin 23

(cyl. 2-3)			
ECU HIGH B		Red-green	Injector side
IM pos. H2			Colour: Red-white Location: petrol ecu T105 , pin 86



Electrical connections

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

3-pole connector			For measuring the inlet manifold pressure (MAP). Cut-off connector.
27	+5V Sensor		Red-blue <i>insulate</i>
37	C ground		Brown-black <i>insulate</i>
18	AD1		Blue-white Wire colour: Brown-green Wire location: petrol ecu T105 , pin 75
17 & 25			High pressure petrol sensor signal interruption. Wire colour: Grey-Blue Wire location: petrol ecu T105 , pin 56
17	AD 2		Blue-green Sensor side
25	DAC 1		Green-white Petrol ecu side
			High pressure petrol sensor ground. Wire colour: Black Wire location: petrol ecu T105 , pin 11
63	Ground Shift		Blue-orange
			High pressure petrol sensor supply 5V Wire colour: Red-black Wire location: petrol ecu T105 , pin 69
40	Wake-up		Grey-red
			For measuring the engine speed signal. Wire colour: Red-green Wire location: petrol ecu T105 , pin 89
8	RPM		Purple-white
112			Connect to +ignition / contact+ (+15). Do not place the fuses in the holder before having completed the installation of the LPG system. Wire colour: Grey-black Wire location: Next to the petrol ecu, on connector pin 5
			
112	+ Ignition		Red-grey

Electrical connections

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

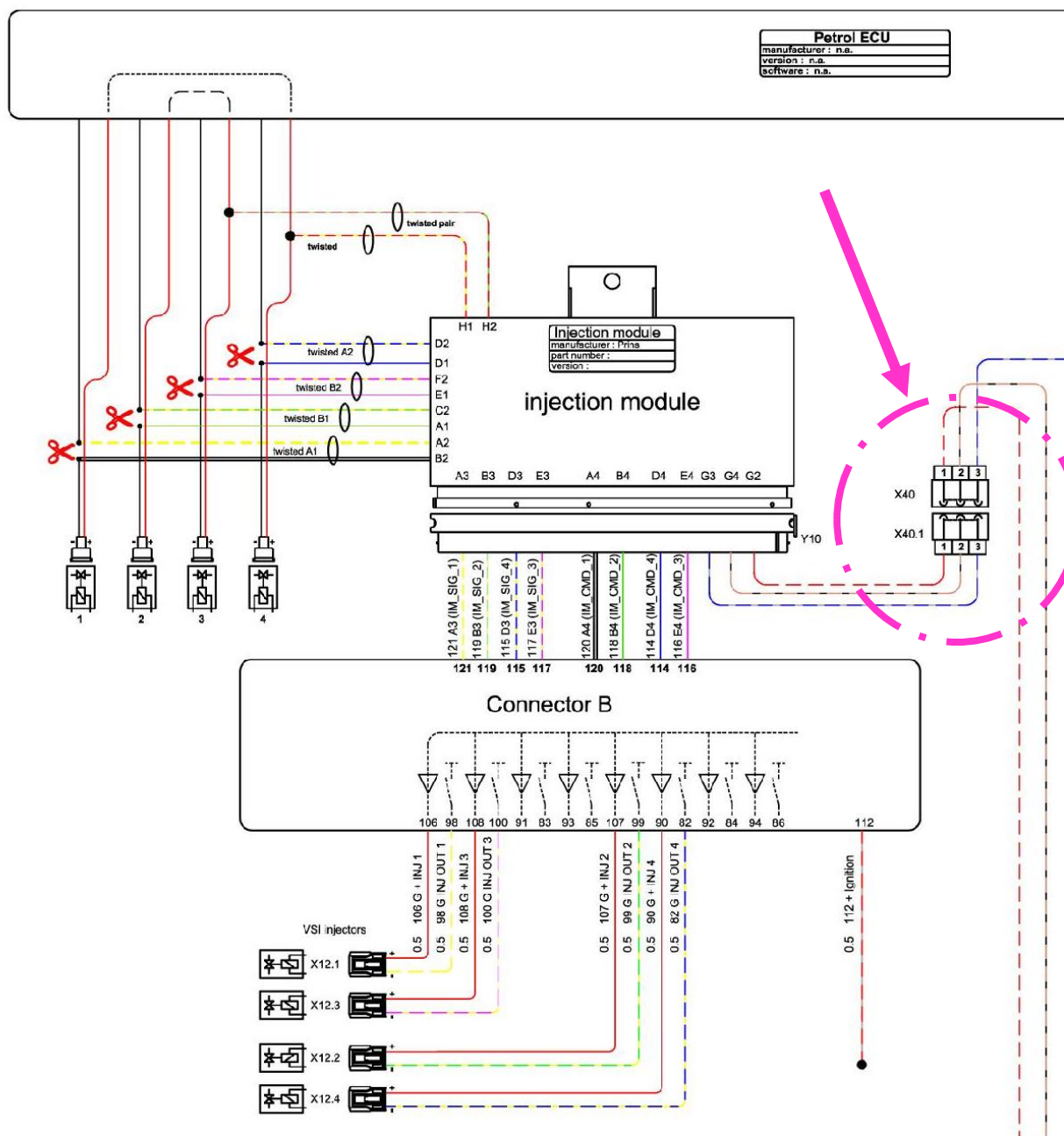
98	98 G INJ OUT 1		White-yellow	Connector VSI-injector to cylinder 1.
106	106 G + INJ 1		red	
99	99 G INJ OUT 2		Green-yellow	Connector VSI-injector to cylinder 2.
107	107 G + INJ 2		red	
100	100 G INJ OUT 3		Pink-yellow	Connector VSI-injector to cylinder 3.
108	108 G + INJ 3		red	
82	82 G INJ OUT 4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



Electrical connections

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

Connector Injection Module



Electrical connections

Connectors in wiring loom

2-pole blue connector 15 T-ECT 34 Ground T-ECT	Grey Brown-black	<i>For measuring the engine coolant temperature (Tect).</i> 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	<i>For measuring gas pressure and gas temperature.</i> Connect the connector to the filter unit sensor.
2-pole connector 24 +12V eVP coil 31 C Ground	Yellow-green Brown-black	Connect the connector to the coil.
4-pole connector 46 Service TxD 65 Service RxD 68 Ground PDT	Grey Grey Brown-black	Diagnose connector.
Tank 1 wiring loom X105 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.
Tank 2 wiring loom X106 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

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 AFC with the diagnostic software.
When the AFC has not been activated, the switch will keep blinking.
To activate the AFC, select function *activate ECM* in the diagnostic software.
3. Check whether the program in the AFC 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 evaporator 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 evaporator pressure.
Refer to *Basic → System* in the diagnostic software for the idle level value set.
Adjust the evaporator 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 evaporator 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.

