



Installation manual

PART 2/2

MANUFACTURER	VAG
TYPE	Based on VW Golf
ENGINE DISPLACEMENT	1500cc
NUMBER OF VALVES	16
ENGINE CODE / NUMBER - OUTPUT	DACA - 96 kW / DADA - 110 kW / DPCA – 110kW
FIRING ORDER	1-3-4-2
VEHICLE CATEGORIES	M
TRANSMISSION	MT / AT
VERSION	AFC-2.1 DI-LPG
TYPE VSI INJECTOR	KN9 - 63 cc
TYPE INJECTION MODULE	Gen2 Type 2
PETROL ECU MANUFACTURER / CODE	Bosch MG1CS011 (0261.S16.449 (658))
MODEL YEAR:	2018-
SYSTEM APPROVAL NUMBER (R115)	E4-115R-000020 / VSI-LPG 31
LOCATION R115 SYSTEM STICKER	right side, centre door post
ENGINE SET NUMBER	366/121031/A
MANUAL NUMBER	076/2619500-2
DATE	2020-02-20

Copyright © Prins Autogassystemen 2017

Revision: 2



TABLE OF CONTENTS

Manual updates / revision	2
General instructions	3
Required equipment / tools / materials for installing a complete system	4
Vehicle check	4
Tightening moments	5
Base diagram	5
VSI approval numbers	7
VSI component location overview.....	8
Overpressure / MAP connection	9
Electrical connection Injection Module.....	10
Water connections	11
Mounting the inlet manifold couplings.....	12
Mounting the VSI injector rail	13
Mounting the VSI injector rail	14
LPG hoses	15
Mounting the Injection Module	16
Wiring routing	17
Mounting the fuel selection switch	18
Basic Wiring Diagram	19
Electrical connections – Insulate.....	20
Electrical connections	21
Electrical connections	22
Electrical connections	23
Electrical connections	24
Electrical connections	25
Electrical connections	26
Checklist after installation	27

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



Manual updates / revision

Rev. nr	Rev. Date	Subject update
1	2019-02-20	-
2	2020-02-20	Added DPCA engine



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 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 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

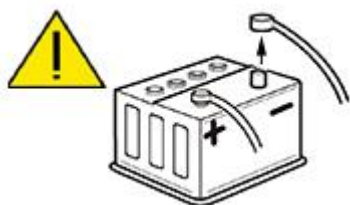
	Nm	Spanner mm
M5 x 0,8	6.5	8
M6 x 1,0	11.3	10
M8 x 1,25	27.3	13
M10 x 1	52	15-16-17
M10 x 1,5	54	15-16-17

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:

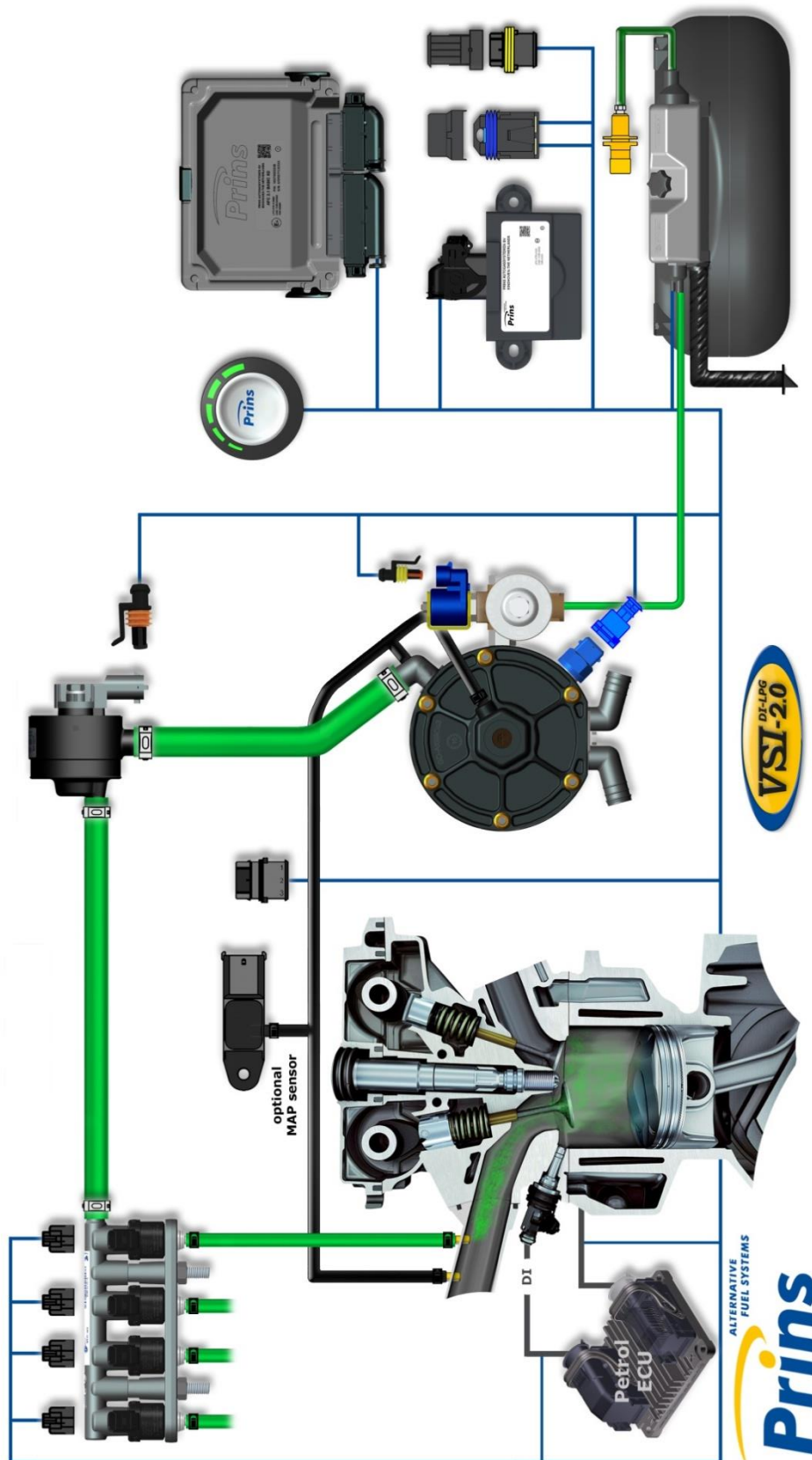


= IMPORTANT, CAUTION



= WEAR SAFETY GOGGLES

Base diagram



VSI approval numbers

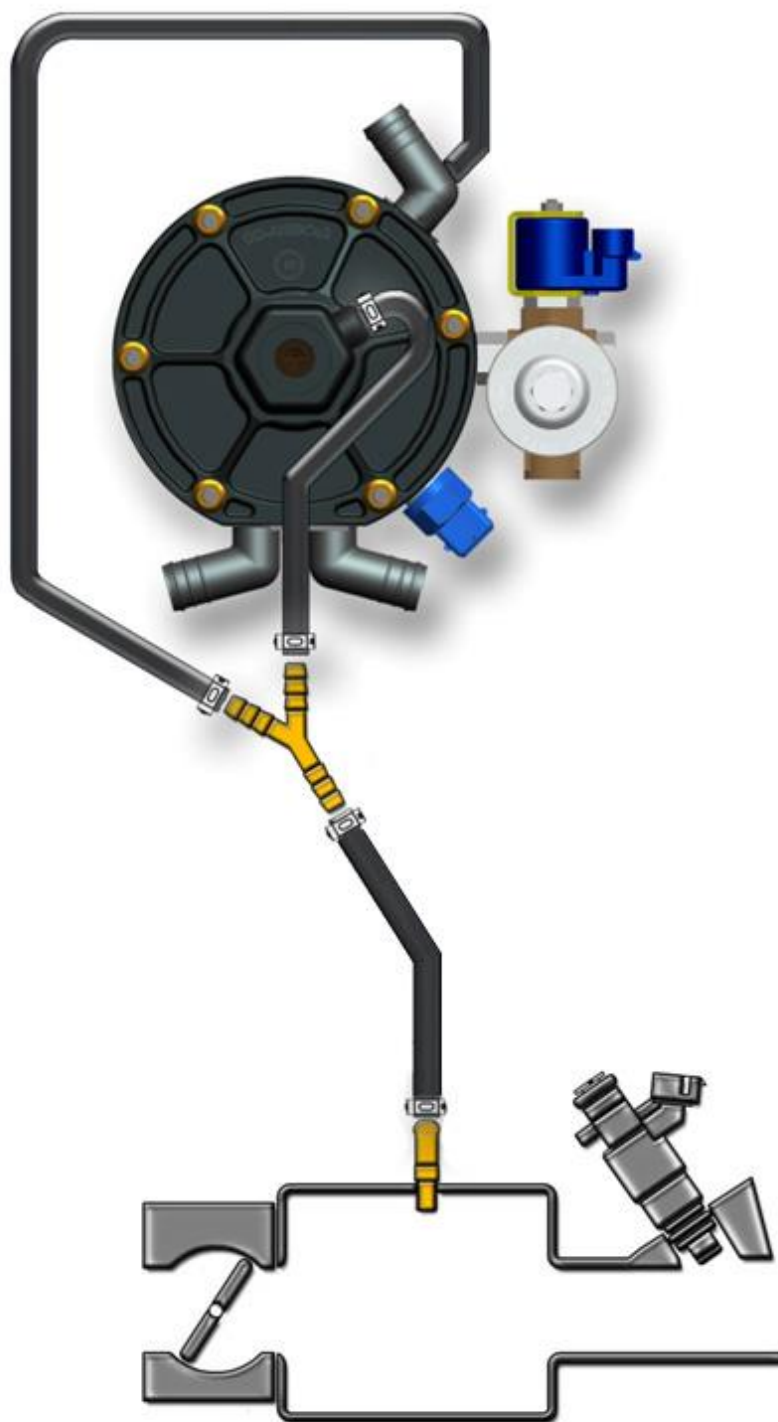
	
Reducer VSI LPG Prins : E4-67R-010054 Lock-off valve OMB : E8-67R-014327 Lock-off valve Valtek : E4-67R-010041	Injector rail Prins : LPG E4-67R-010093 CNG E4-110R-000021
	
Filter unit T1 / T2 Prins : LPG E4-67R-010096 CNG E4-110R-000028 Filter unit Keihin: LPG E4-67R-010177 CNG E4-110R-000091	Injector Keihin KN8 : LPG E4-67R-010092 CNG E4-110R-000020 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

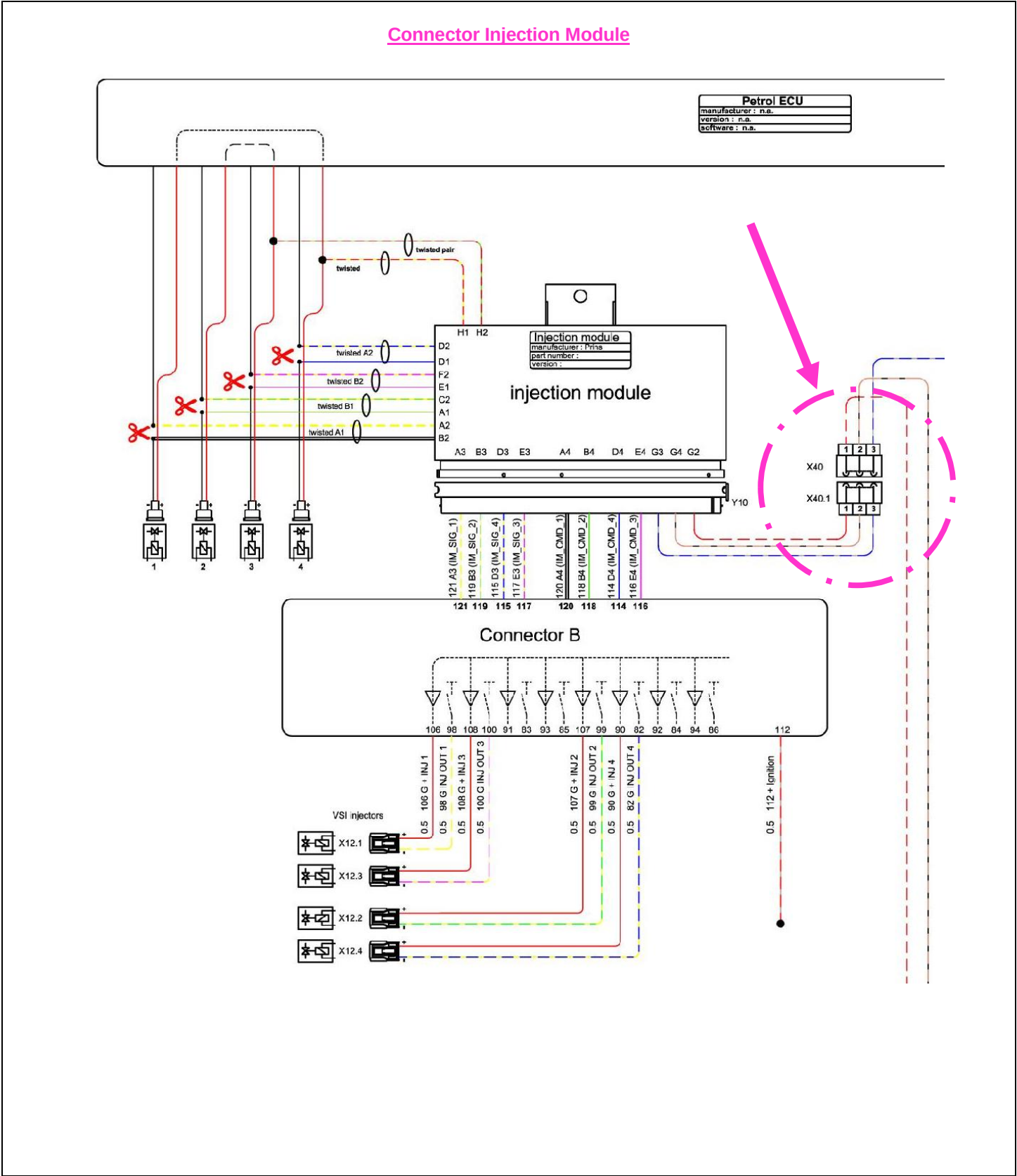
Fuse 	Example from VW Golf 	Petrol ECU 
IM 		Rail 
Reducer 		Filter 
AFC 		

 R115	R115 approval sticker : Right side centre door post
--	--

Overpressure / MAP connection



Electrical connection Injection Module



Water connections



Rotate hose 180



Mounting the inlet manifold couplings

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.



Remove (turn=break) plastic hexagons with 6mm

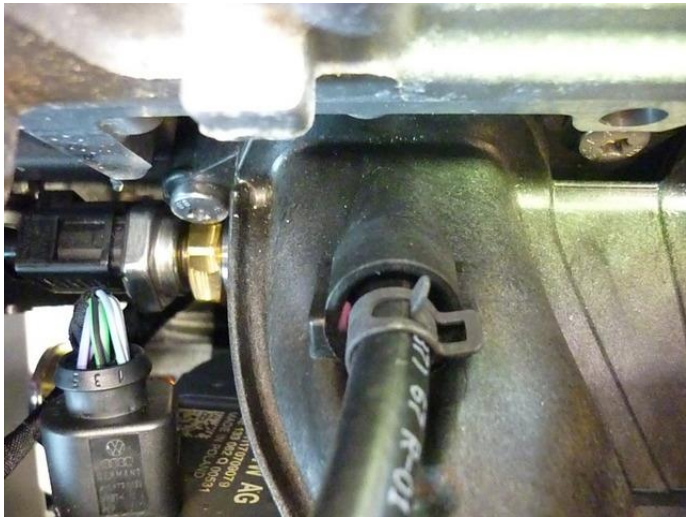


drill Ø5mm – cut M6



MAP/overpressure connection

Mounting the VSI injector rail



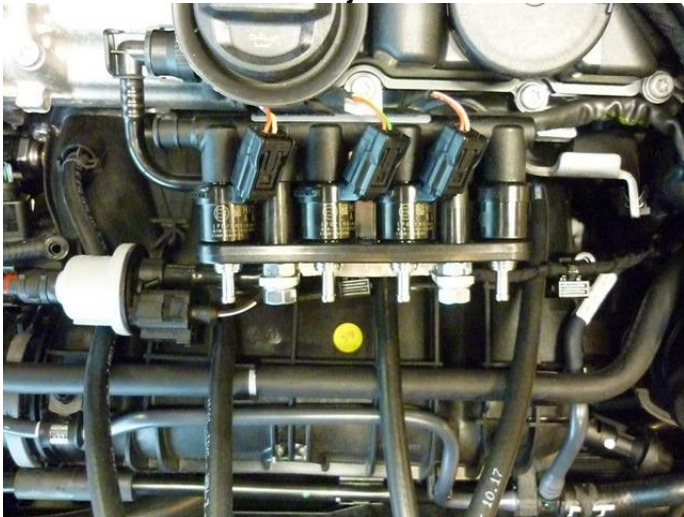
Lengths : 22-20-20-19



Mounting the VSI injector rail



Rotate injector 4



Lengths : 22-20-20-19

LPG hoses

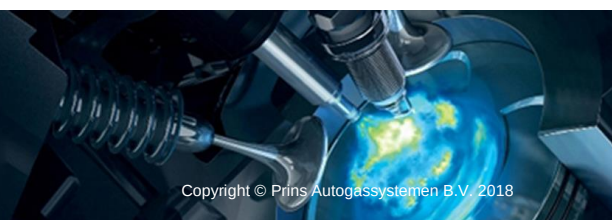
<i>Hose (Ø in mm)</i>	<i>From component</i>	<i>To component</i>	<i>Hose length (cm)</i>
5	VSI injector 1	Inlet manifold coupling cyl.1	22
5	VSI injector 2	Inlet manifold coupling cyl.2	20
5	VSI injector 3	Inlet manifold coupling cyl.3	20
5	VSI injector 4	Inlet manifold coupling cyl.4	18

General info.

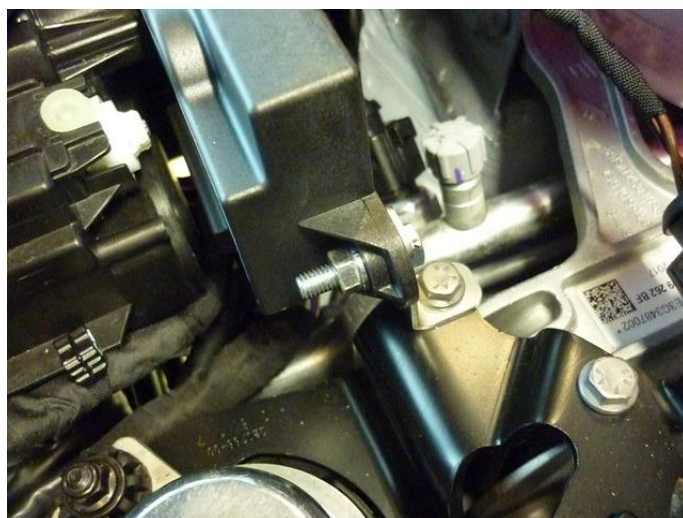
In Case of a *Keihin* filter : only use two **M6x10mm** bolts with spring washers.

Cut the LPG hoses on length.

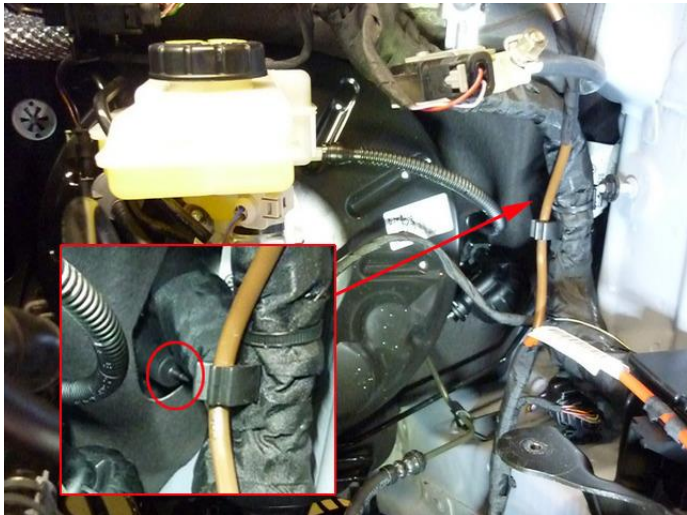
Please observe that there is no damage or fouling to the hoses.



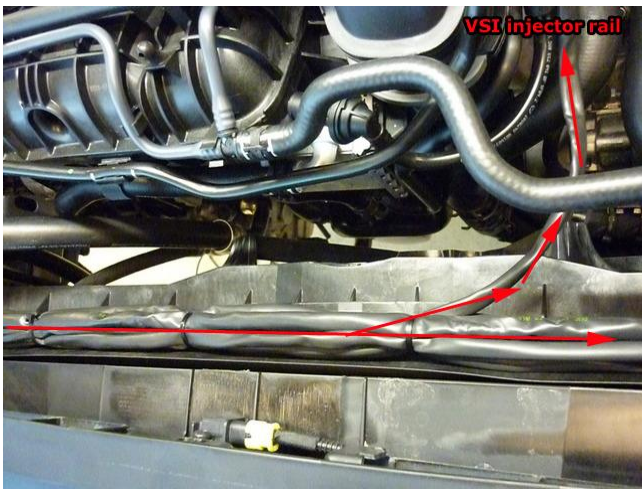
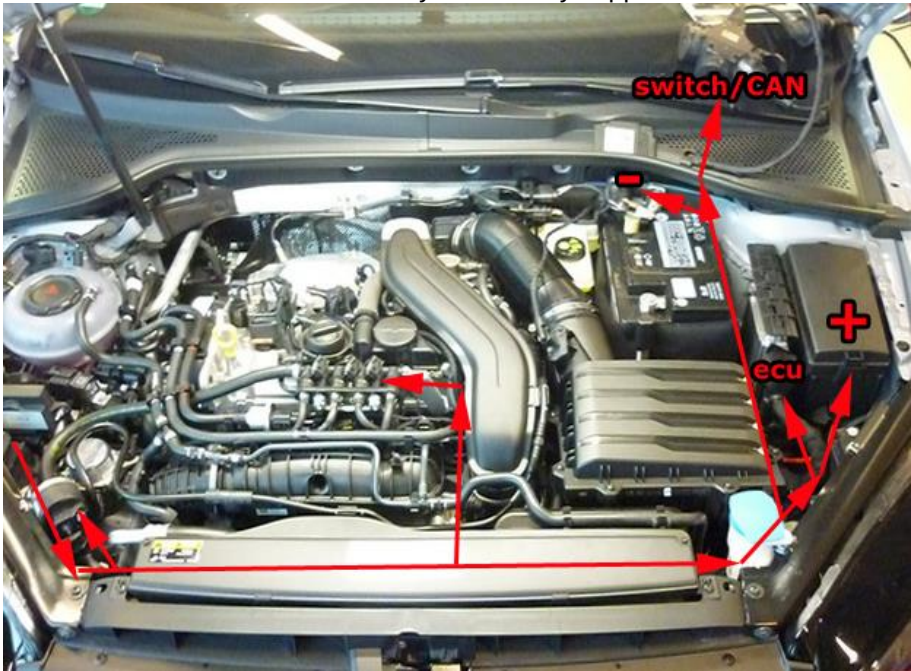
Mounting the injection module



Wiring routing



Remove battery and battery support



Mounting the fuel selection switch (Example VW Golf)

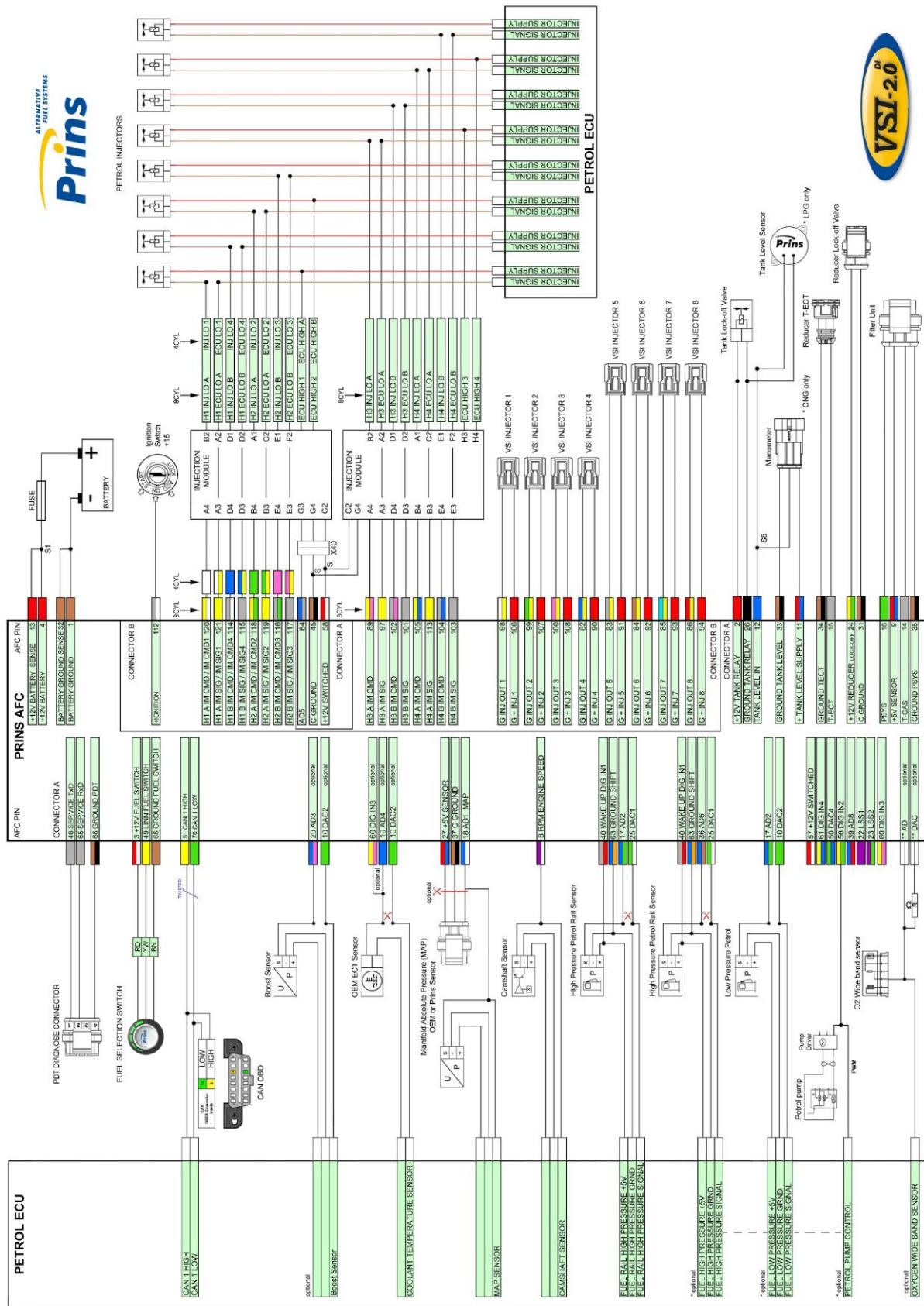


When mounting the switch, only push on its sides.
Pushing the switch hard in the centre may result in damage to the switch.



EOBD

Basic Wiring Diagram



ALTERNATIVE
FUEL SYSTEMS

Prins

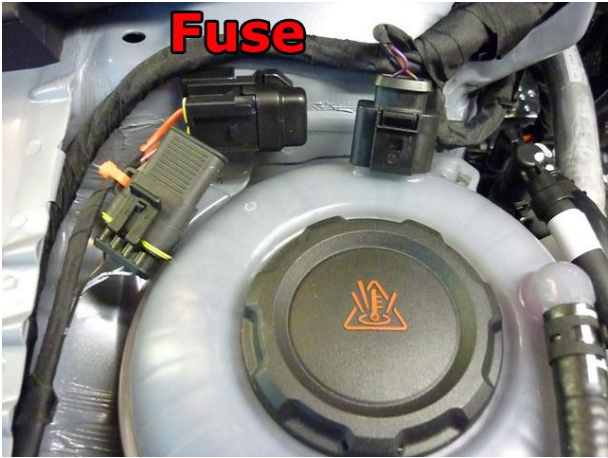
VSI-2.0

VSI-2.0

Electrical connections – Insulate

36	AD 6		Blue-brown	
10	DAC 2		Green	
19	AD4		Blue	
20	AD3		Blue-pink	
22	LSS1		Purple	
23	LSS2		Purple-green	
38	AD7		Blue-light Blue	
39	AD8		Blue-red	
43	+12 Valve 2		Red-white	
50	DAC4		Green-blue	
56	DI2		Yellow-green	
61	DIG IN4		Yellow-blue	
62	C Ground		Brown-black	
74	DAC3		Green-pink	
3-pole connector			Red-blue Brown-black Blue-white	Not used
27	+5V Sensor			
37	C ground			
18	AD1			
18	AD 1		Blue-white	

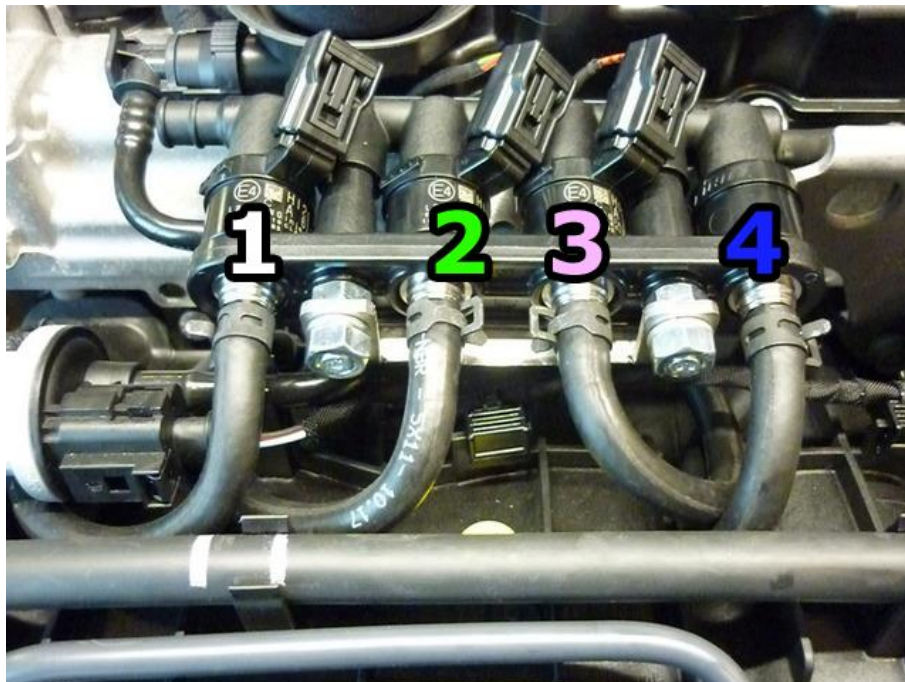
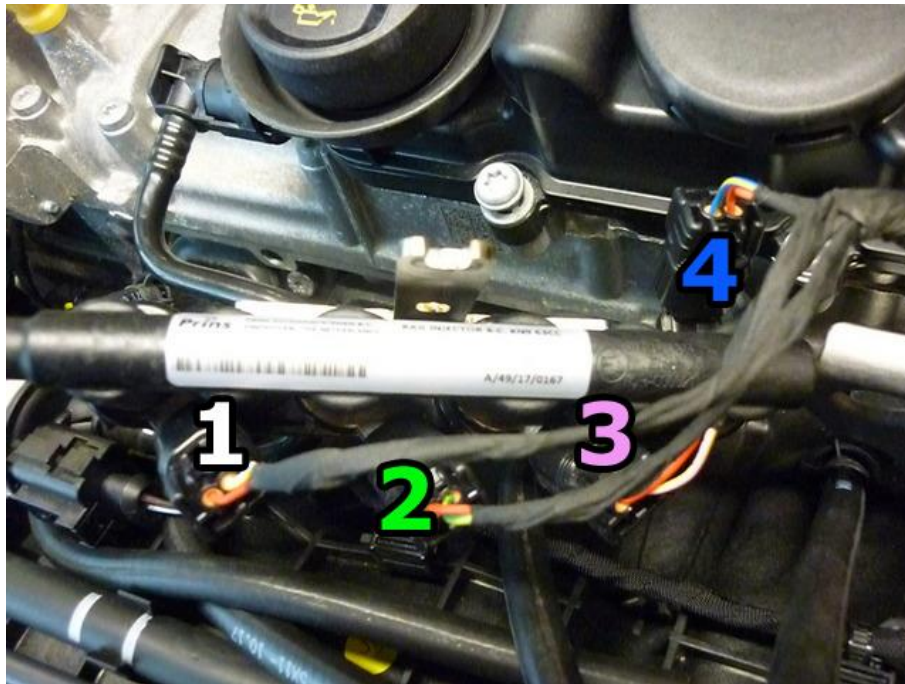
Electrical connections

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 location : Behind battery 
4 +12V Battery	Red	Do not place the fuse in the holder before having completed the installation of the LPG system. Wire location : fuse box  

Electrical connections

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

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



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
IM pos. B2 / A2			Colour : Location : ecu connector T60, pin 35
Petrol injector cyl. 4			
INJ LO 4		Blue	Injector side
ECU LO 4		Blue-yellow	ECU side
IM pos. D1 / D2			Colour : Location : ecu connector T60, pin 19
(cyl. 1-4)			
ECU HIGH A		Red-yellow	Injector side
IM pos. H1			Colour : Location : ecu connector T60, pin 33
Petrol injector cyl. 2			
INJ LO 2		Green	Injector side
ECU LO 2		Green-yellow	ECU side
IM pos. A1 / C2			Colour : Location : ecu connector T60, pin 20
Petrol injector cyl. 3			
INJ LO 3		Pink	Injector side
ECU LO 3		Pink-yellow	ECU side
IM pos. E1 / F2			Colour : Location : ecu connector T60, pin 50
(cyl. 2-3)			
ECU HIGH B		Red-green	Injector side
IM pos. H2			Colour : Location : ecu connector T60, pin 34



Electrical connections

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

			<i>High pressure petrol sensor supply 5V</i> Wire colour : yellow-grey Wire location : ecu connector T60, pin 25
40	Wake-up		Grey-red

			<i>High pressure petrol sensor ground.</i> Wire colour : green-violet Wire location : ecu connector T60, pin 38
63	Ground Shift		Blue-orange

			<i>For measuring the engine speed signal.</i> Wire colour : yellow Wire location : ecu connector T60, pin 42
8	RPM		Purple-white

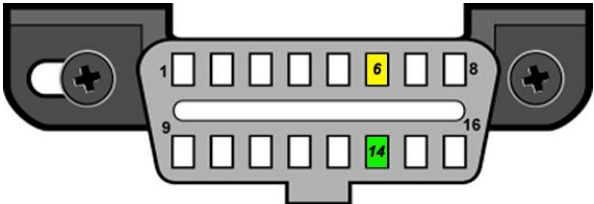
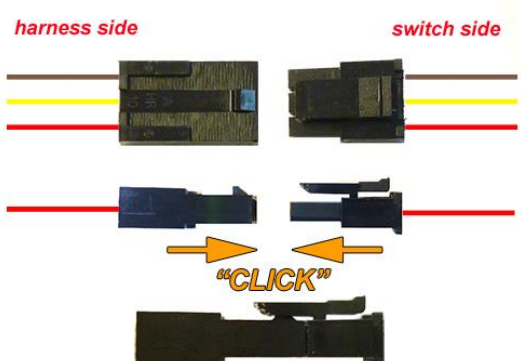
			<i>For measuring MAP sensor (smart-sensor).</i> Wire colour : yellow-blue Wire location : ecu connector T60, pin 44
60	DIG IN3		Yellow-pink

17 & 25			<i>High pressure petrol sensor signal interruption.</i> Wire colour : yellow-blue Wire location : ecu connector T60, pin 56
17	AD 2		Blue-green
25	DAC 1		Green-white

112			<i>Connect to +ignition / contact+ (+15).</i> <i>Do not place the fuses in the holder before having completed the installation of the LPG system.</i> Wire colour : black-purple Wire location : ecu connector T94 , pin 87
112	+ Ignition		Red-grey

Electrical connections

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 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
---	----------------------	---



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 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.

