



Installation manual

PART 2/2

MANUFACTURER	VAG
ENGINE DISPLACEMENT	2000
NUMBER OF VALVES	16
ENGINE CODE / NUMBER	CAWA / CAWB / CCTA / CCZA / CCZB / CCZC / CCZD
FIRING ORDER	1-3-4-2
VEHICLE CATEGORIES	M
TRANSMISSION	MT / AT
VERSION	VSI-2.1 DI LPG
TYPE VSI INJECTOR	KN9 - 82cc
MODULE TYPE	Gen2 Type 1
PETROL ECU MANUFACTURER / CODE	Bosch MED 17.5 / 17.5.2
MODEL YEAR:	2009-
SYSTEM APPROVAL NUMBER (R115)	E4-115R-000020 / VSI-LPG 31
LOCATION R115 SYSTEM STICKER	Right side, centre door post
ENGINE SET NUMBER	366/121036/A
MANUAL	076/2618700
DATE	2018-09-11

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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, 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 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 nr. 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 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)



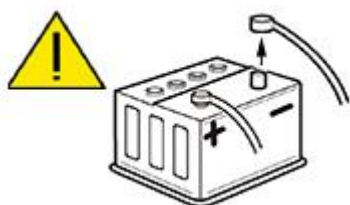
Tightening moments

	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

EXPLANATION OF SYMBOLS :

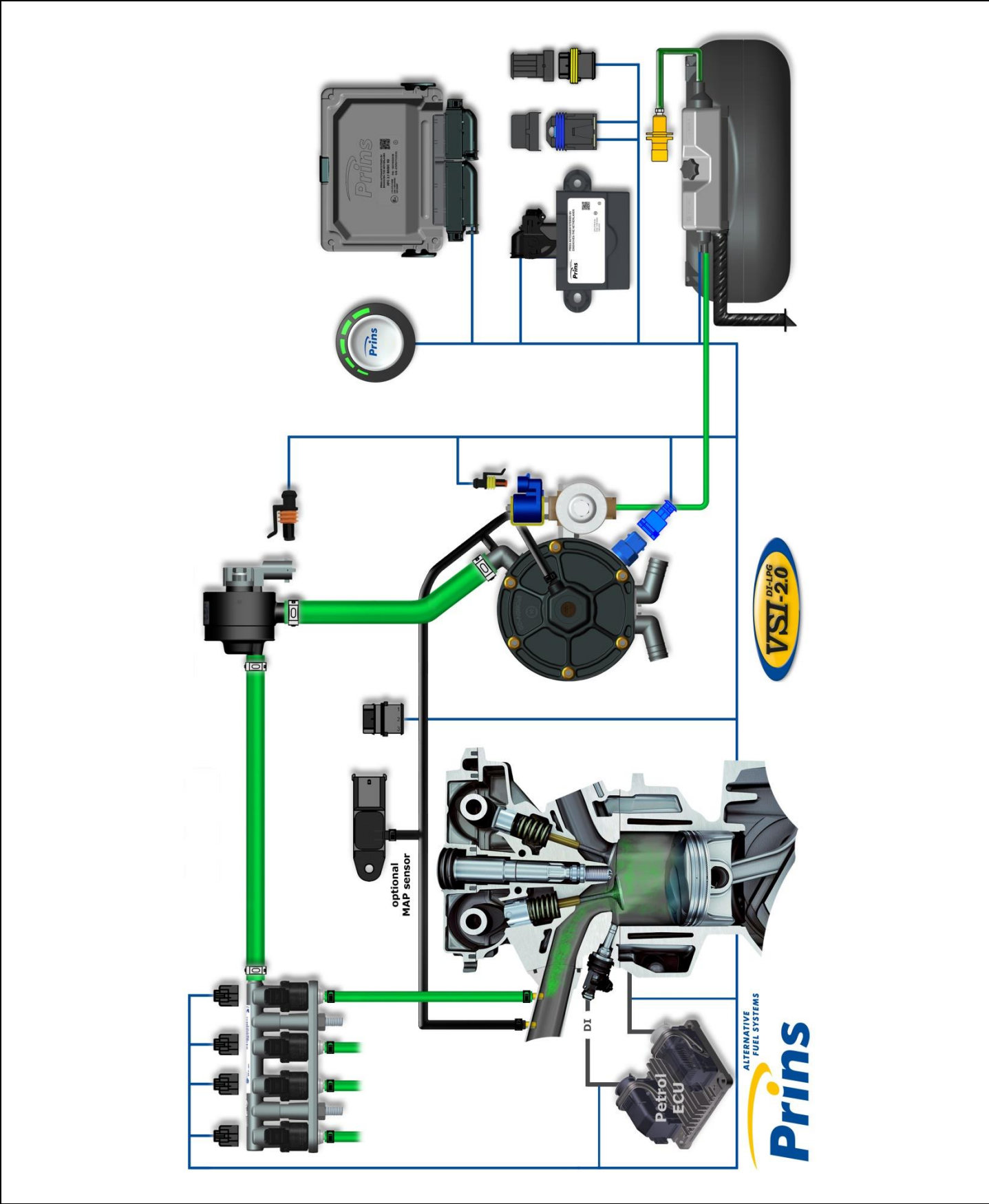


= IMPORTANT, CAUTION



= 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 KN9 : LPG E4-67R-010310 CNG E4-110R-000295
	
Prins AFC : E4-67R-010098 E4-10R-030507	LPG hoses Tubithor : LPG E13-67R-010145 CNG E13-110R-000017 Rubia : LPG E4-67R-010068 CNG E4-110R-000003

Mounting the reducer (Example from Audi Q3)

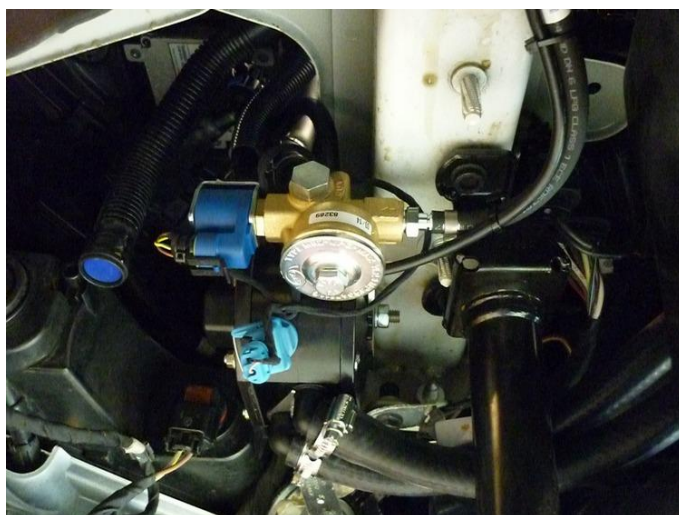
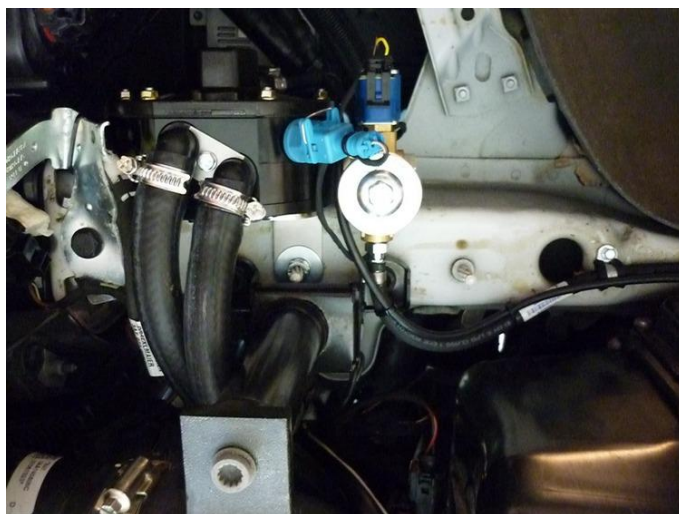


Bent bracket



Connect hoses to reducer.

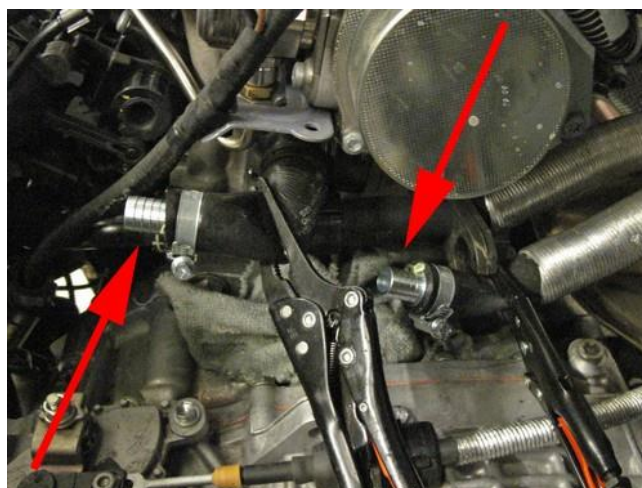
Mounting the reducer (Example from Audi Q3)



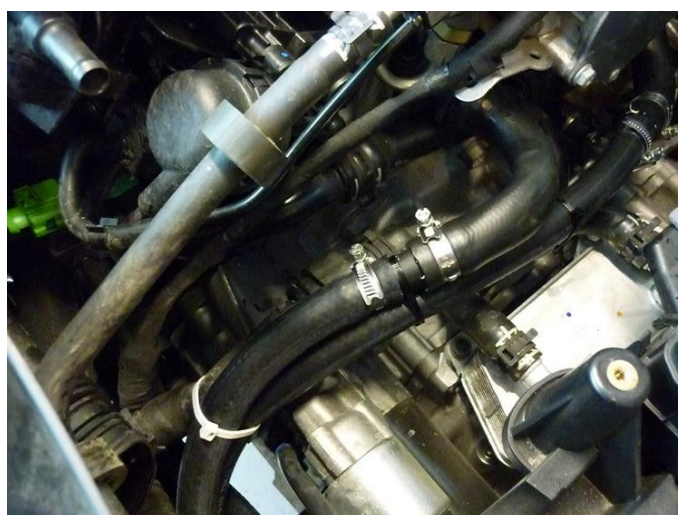
Water connections



Cut water hose and turn 180°.

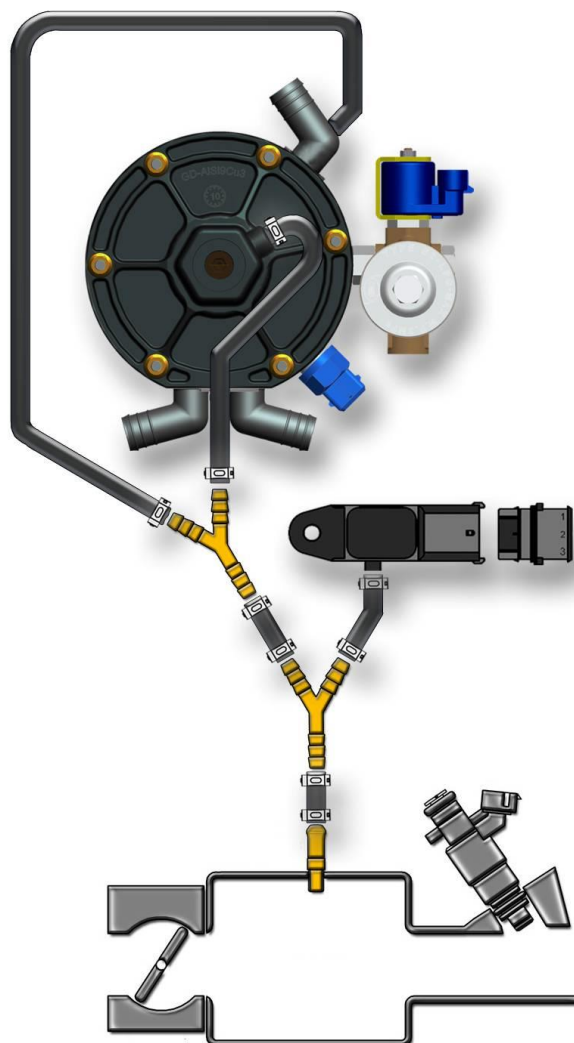


Mount 2x 16x20mm water couplers and mount water hoses.



Water hose routing.

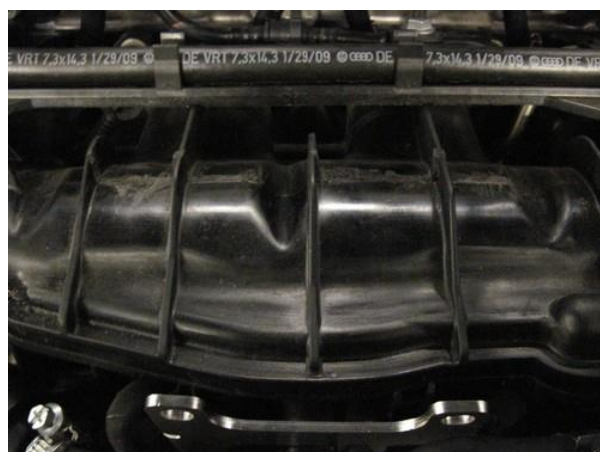
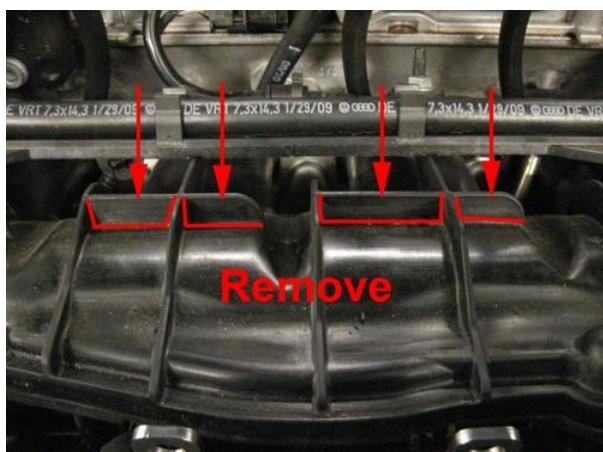
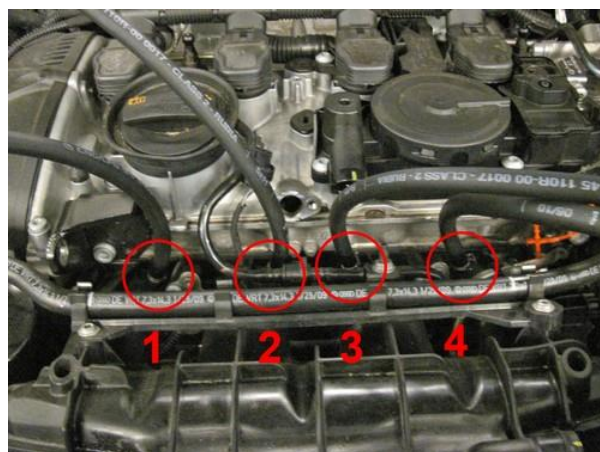
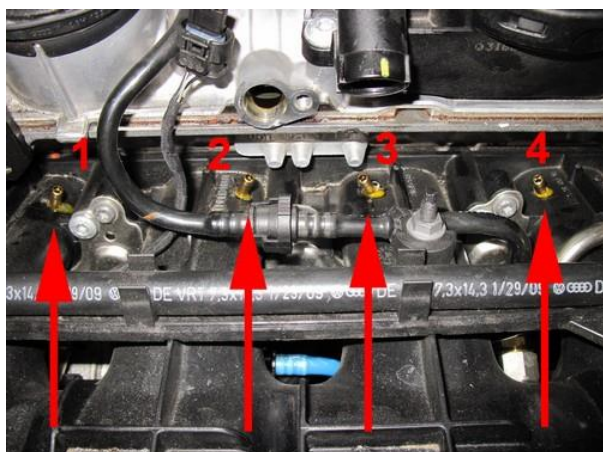
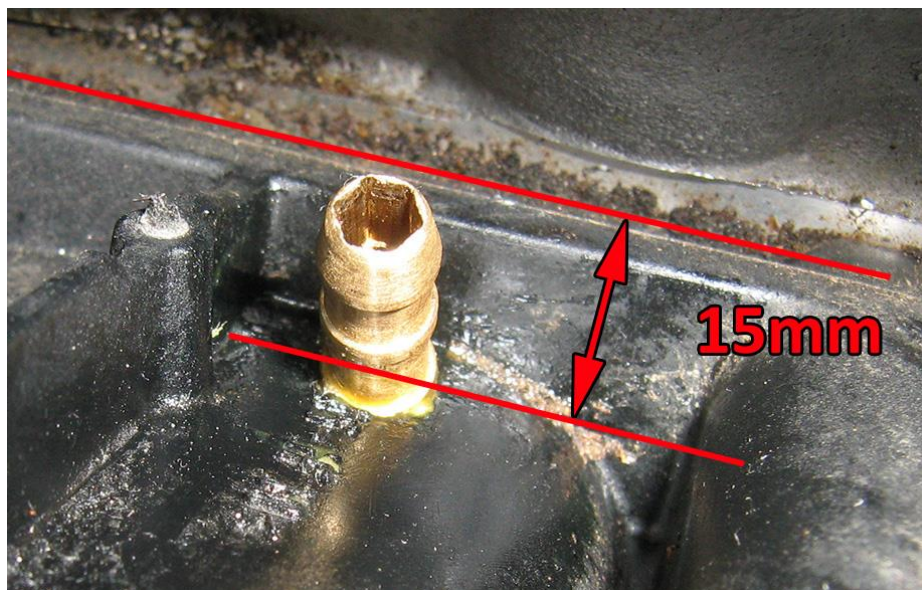
Overpressure / MAP connection



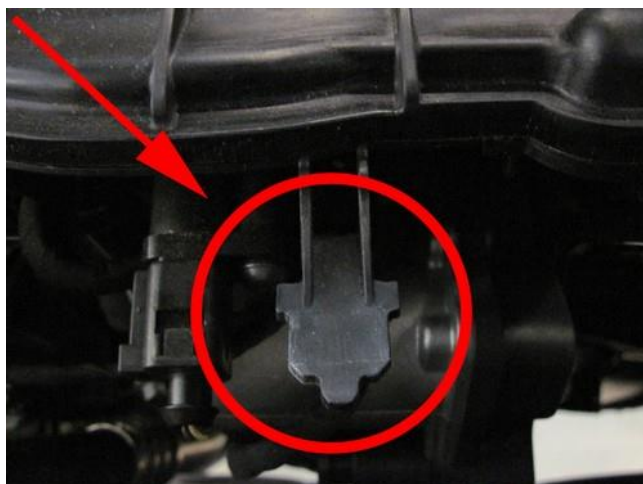
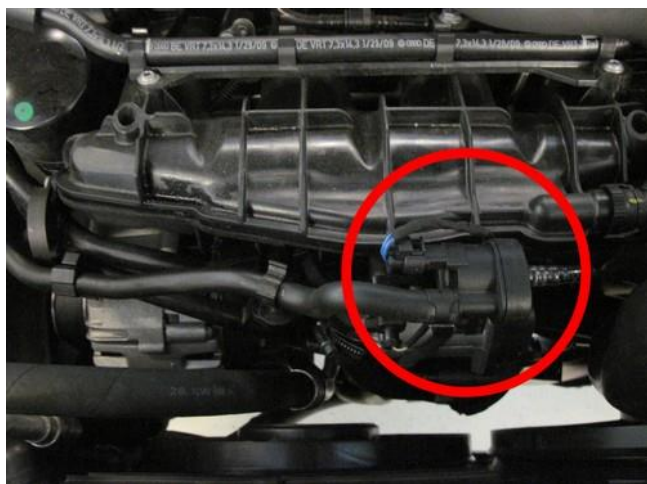
Remove the inlet manifold. Drill a hole for the overpressure / MAP coupling, see picture, drill **Ø5mm**, cut **M6x1** thread and install coupling with a locking compound.

Mounting the inlet manifold couplings

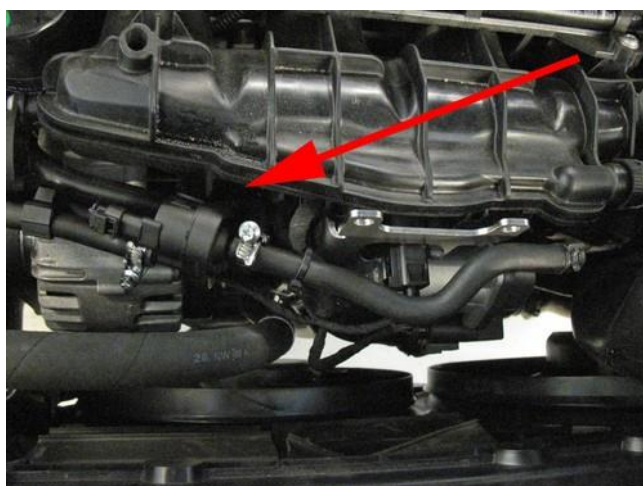
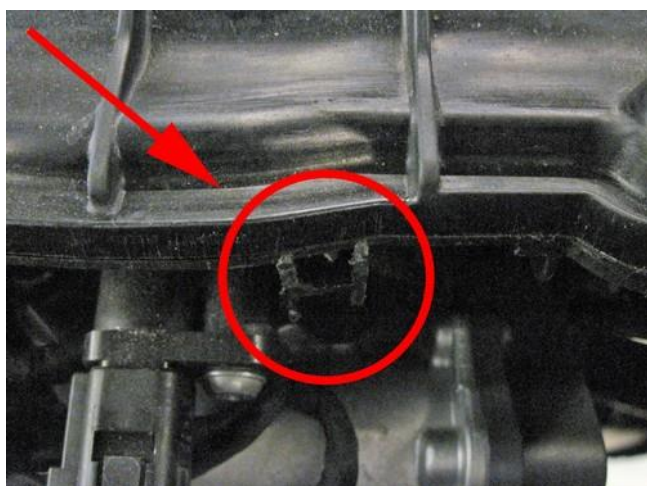
Remove the inlet manifold. Drill $\varnothing 5\text{mm}$ holes and cut M6 thread. Mount couplings with a locking compound. Adapt inlet manifold for hose routing (see pictures). Refit inlet manifold. Mount hoses.



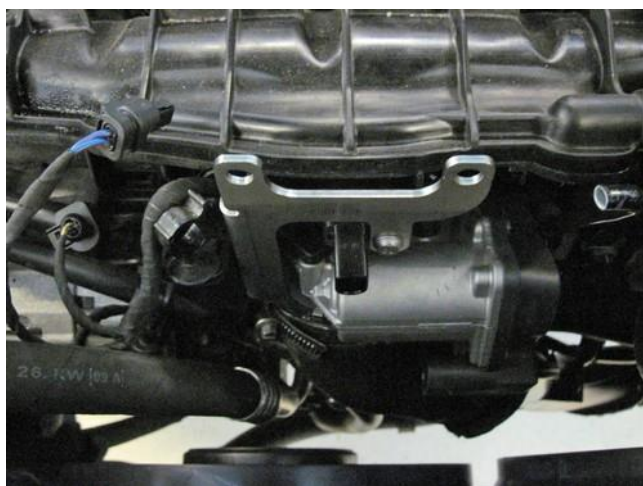
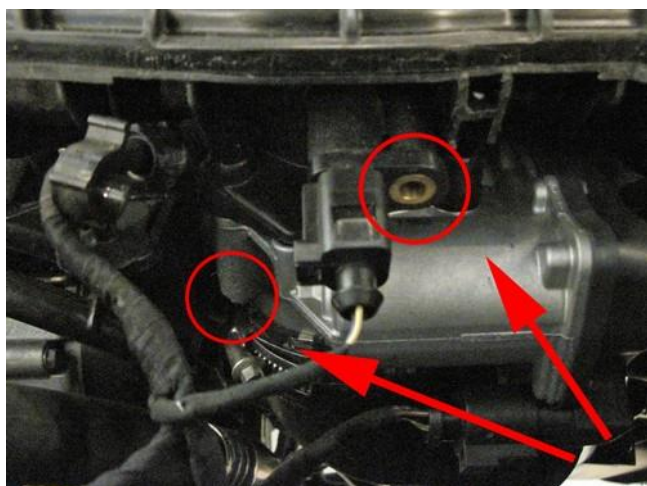
Reposition canister valve / Mounting injector rail bracket



Remove canister valve from support. Cut away support.

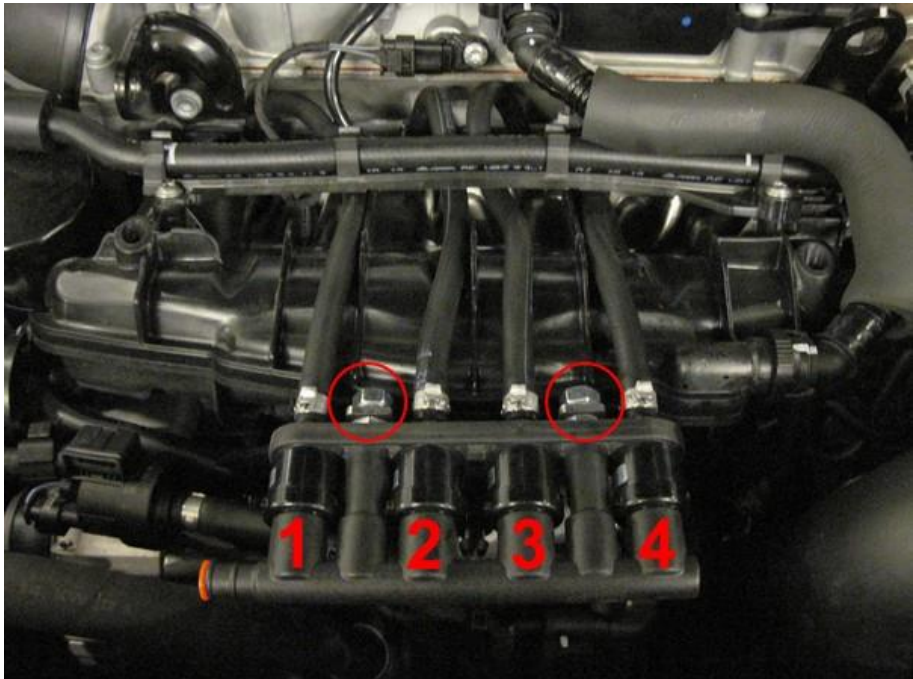


Cut original canister valve hose and reposition canister valve. Mount original hose to the other side.



Mount injector rail bracket on 2 original torx bolts from inlet manifold.

Mounting the VSI injector rail & hoses



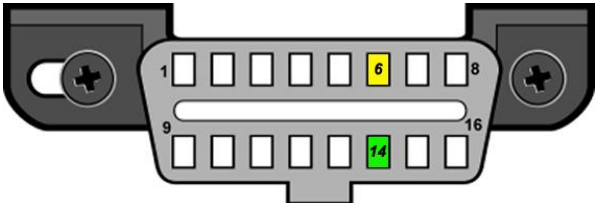
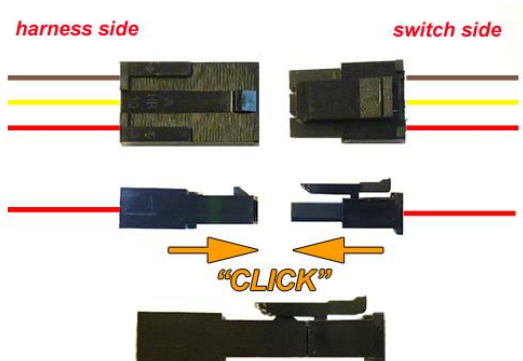
Mount the injector rail with spring washers and nuts. Connect hoses to injector rail.

Hose Ø5mm	VSI injector 1	Inlet manifold coupling cyl.1	± 25 cm
Hose Ø5mm	VSI injector 2	Inlet manifold coupling cyl.2	± 25 cm
Hose Ø5mm	VSI injector 3	Inlet manifold coupling cyl.3	± 25 cm
Hose Ø5mm	VSI injector 4	Inlet manifold coupling cyl.4	± 25 cm



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 petrol ECU

154-pin connector:

A - Engine control unit -J623-

154-pin connector:

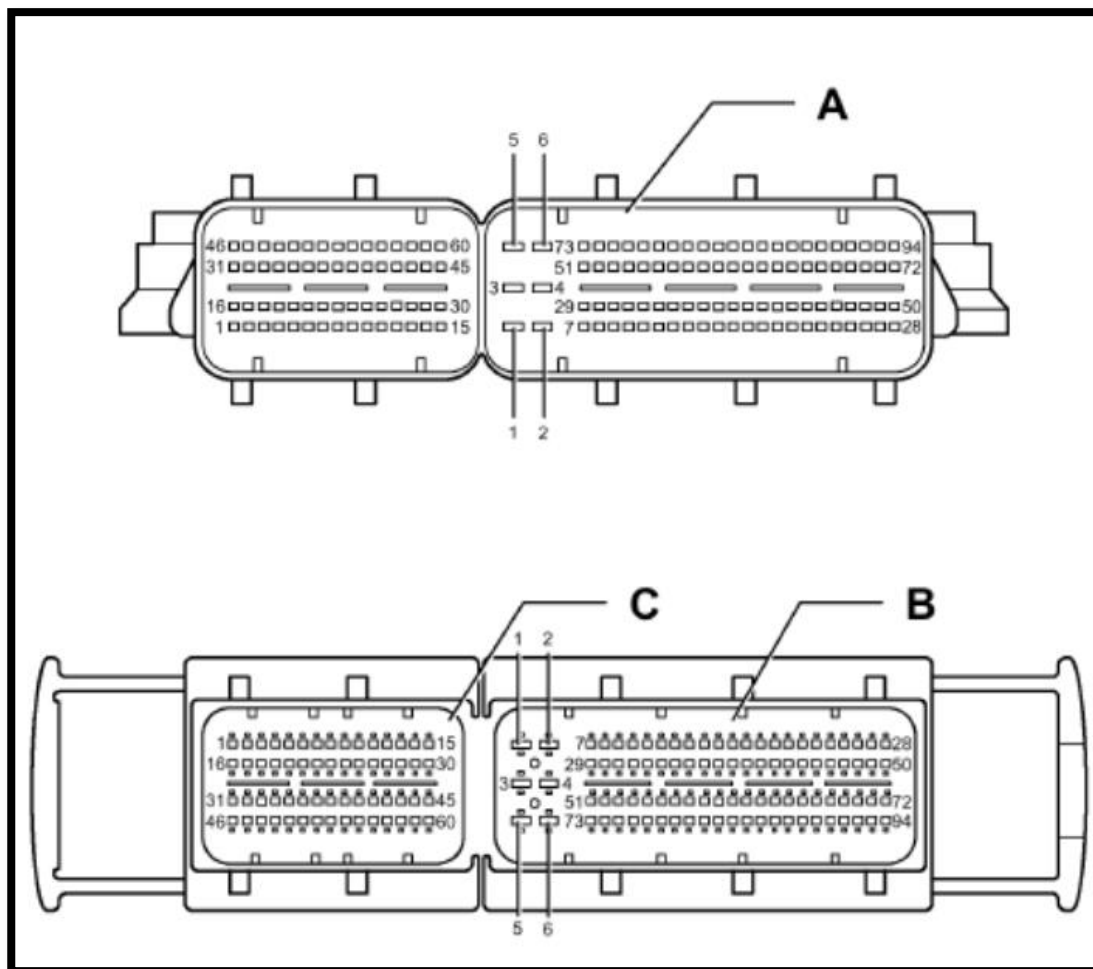
B - 94-pin connector -T94-

C - 60-pin connector -T60-



Note

Connector -T154- is comprised of a 94-pin connector -T94- and a 60-pin connector -T60- .



Electrical connections

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

Wire number / code	Wire colour	Connection
32 Ground sense 1 Ground battery	Brown Brown	Connect to the '-' of the battery; use a ring terminal or solder: Wire colour : Black Wire location : At original grounding point, left suspension strut  (example Audi Q3)
4 +12V Battery	Red	Do not place the fuse in the holder before having completed the installation of the LPG system. Wire colour : Red Wire location : At original fuse / relay box  (example Audi Q3)
98 98 G INJ OUT 1 106 106 G + INJ 1	White - yellow red	Connector VSI-injector to cylinder 1. Timing belt side
99 99 G INJ OUT 2 107 107 G + INJ 2	Green - yellow red	Connector VSI-injector to cylinder 2.
100 100 G INJ OUT 3 108 108 G + INJ 3	Pink - yellow red	Connector VSI-injector to cylinder 3.
82 82 G INJ OUT 4 90 90 G + INJ 4	Blue - yellow red	Connector VSI-injector to cylinder 4.



Electrical connections

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



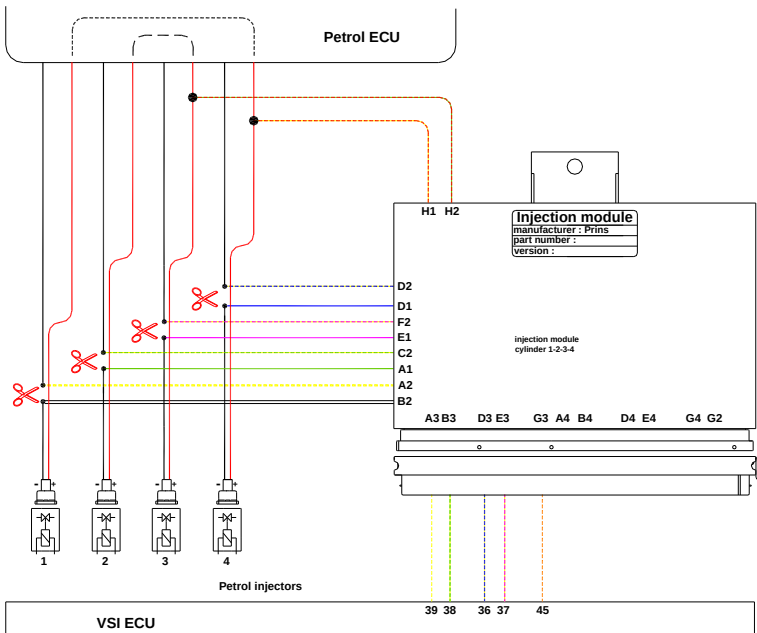
For measuring the petrol injectors :

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.

VSI measure wire nr. :	Full coloured / Bicoloured Module position	Interrupt petrol injector wire
VSI wire inj/ecu-lo-1 Petrol injector cyl. 1	white / white-yellow B2 / A2	Colour : red-black Location : petrol ecu connector T60 , pos. 33
VSI wire inj/ecu-lo-4 Petrol injector cyl. 4	blue / blue-yellow D1 / D2	Colour : red-grey Location : petrol ecu connector T60 , pos. 48
Module wire pos. H1 ECU HIGH A (cil. 1-4)	red-yellow H1	Colour : brown-grey Location : petrol ecu connector T60 , pos. 46
VSI wire inj/ecu-lo-2 Petrol injector cyl. 2	green / green-yellow A1 / C2	Colour : red-white Location : petrol ecu connector T60 , pos. 49
VSI wire inj/ecu-lo-3 Petrol injector cyl. 3	pink / pink-yellow E1 / F2	Colour : red-purple Location : petrol ecu connector T60 , pos. 34
Module wire pos. H2 ECU HIGH B (cil. 2-3)	red-green H2	Colour : brown-white Location : petrol ecu connector T60 , pos. 47



Electrical connections

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

27 37 18	+5V Sensor C ground AD1	Red – blue Brown - black Blue - white	<i>For measuring the inlet manifold pressure (MAP).</i> Connect the 3-pole connector to the Prins MAP sensor.
17 25	AD2 DAC1	Blue – green Green - white	<i>High pressure petrol sensor signal interruption.</i> Sensor side. ECU side. Wire colour : Blue Wire location : Petrol ECU, connector T60 , pin 40
20 10	AD3 DAC2	Blue – pink Green	<i>Boost sensor signal interruption.</i> Sensor side. ECU side. Wire colour : Green Wire location : Petrol ECU, connector T60 , pin 39
63	Ground shift	Blue – orange	<i>Make a connection to ground high pressure petrol sensor.</i> Wire colour : Brown Wire location : Petrol ECU, connector T60 , pin 13
8	RPM engine speed	Purple - white	<i>For measuring the engine speed.</i> Wire colour : Grey Wire location : Petrol ECU, connector T60 , pin 53
40	Wake-up	Grey-red	<i>High pressure petrol sensor 5Volt supply / car wake-up.</i> Wire colour : Black - grey Wire location : Petrol ECU, connector T60 , pin 29
112	+ Ignition	Red - grey	<i>Make a connection to ignition + / contact +.</i> <i>Do not place the fuse in the holder before having completed the installation of the LPG system.</i> Wire colour : Black-green or Black-violet or Black-blue Wire location : Petrol ECU, connector T94 , pin 87

Insulate not used wires

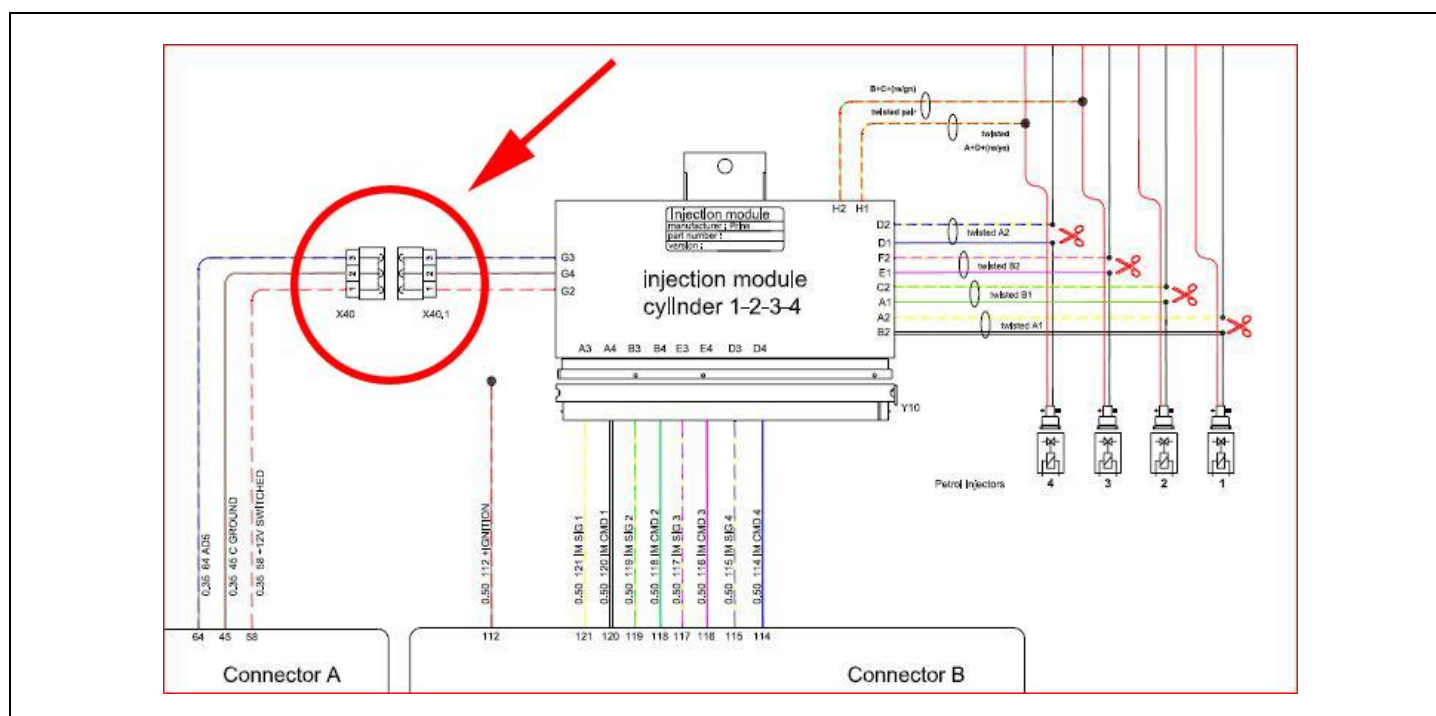
19	AD4	Blue	Insulate
36	AD6	Blue - brown	Insulate
38	AD7	Blue – light blue	Insulate
39	AD8	Bleu - red	Insulate
50	DAC4	Green - blue	Insulate
56	DI2	Yellow – green	Insulate
60	DI3	Yellow - pink	Insulate
61	DI4	Yellow - blue	Insulate
74	DAC3	Green – pink	Insulate
Insulate not used additional wires			



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 evaporator heats up.
Check the engine signals, petrol injection time, RPM, ECT, lambda, MAP signal, 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 to 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.

