Ford EEC-V J3-8B Chip module Install Instructions

PRECAUTIONS.

When working with static sensitive electronic parts, care must be taken to ensure the electronics are not damaged from static electricity discharge.

You can wear a static strap grounded to the vehicles body as the safest way to guard against static discharge. Alternatively you can touch a raw metal (unpainted) part of the body to ground yourself and discharge any static buildup. Do this regularly to prevent static build up.

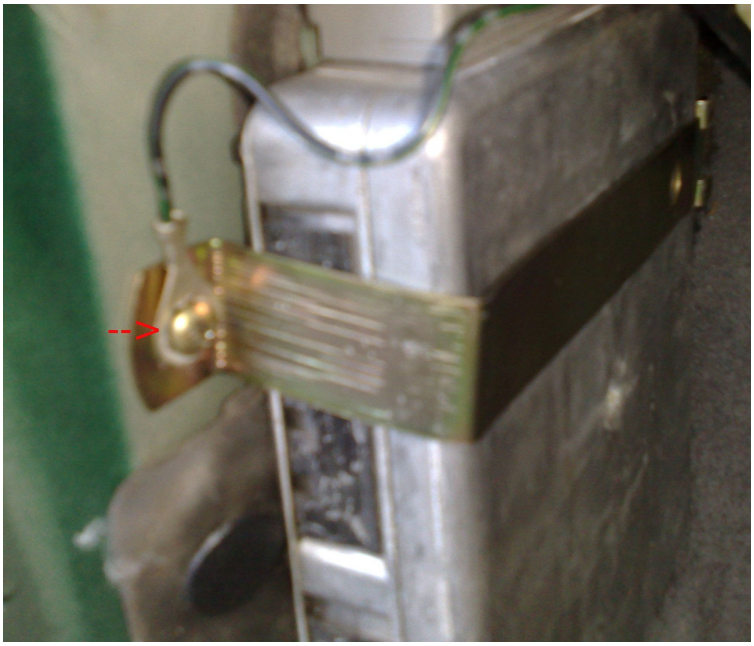
Try to handle the chip module on the edges. Avoid touching the pins.

When working on the ECU it is good practice to remove the negative lead from the battery before plugging in or removing the chip module.

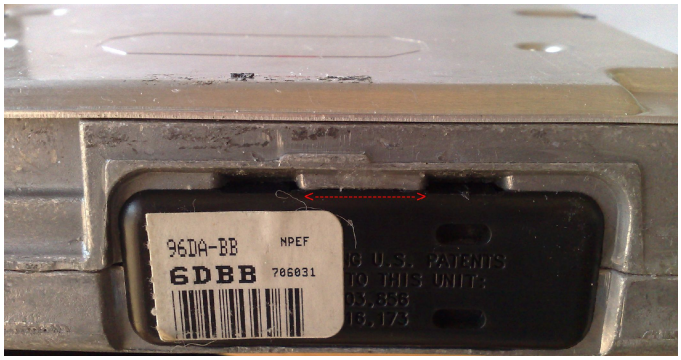
If you have a security coded radio fitted, make sure you have the code before disconnecting the battery

#1) Start by removing the plastic kick panel on the passenger side foot well to expose the ECU.

#2) Remove the brace holding the ECU in place.



#3) Looking at the bottom of the ECU there is a black plastic cover, use a flat screwdriver and pry it off.



#4) Once removed, the contacts for the chip module are exposed. The contacts are coated with some type of

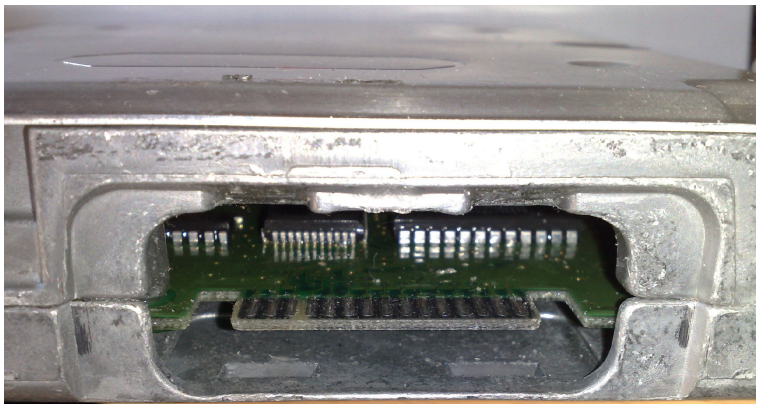
silicon grease, this needs to be removed. Use the supplied swabs to remove grease.

After cleaning the contacts there will be some soft jel still left behind and it will need to be scraped off. Use a dull non metallic object to give the contacts a scraping, an icy pole stick is ideal. Use an up down motion as apposed to side to side for best results.

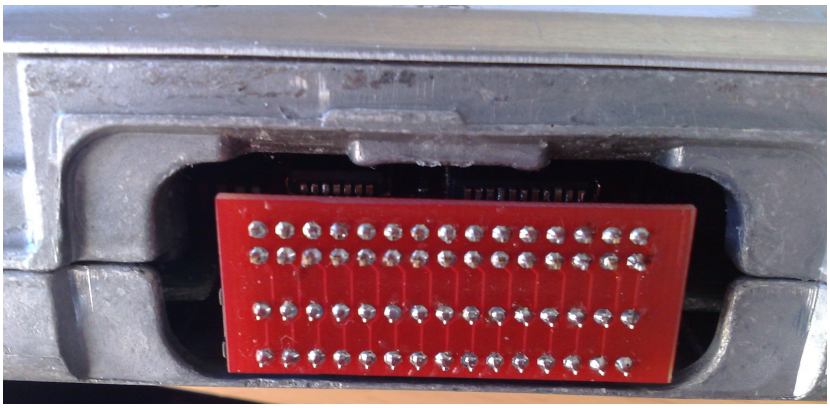
Give the contacts one final wipe to remove any residue left behind.

It may be easier to remove the ECU from the car for the purpose of cleaning the contacts. Use a 10mm socket or spanner to un do the bolt on top of the connector, the plug will come out with the bolt.

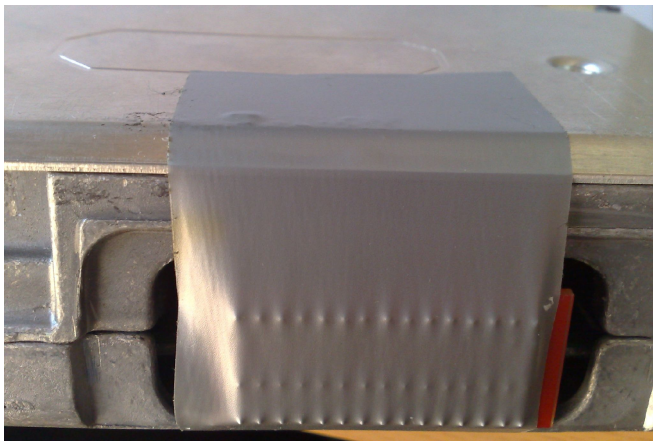
NOTE: It is very important that the contacts are well cleaned. If the module is not able to make proper contact it won't function correctly or wont function at all. You don't want the car to cut out while driving!



#5) Install the J3 chip module once the contacts are clean. It can only go on the one way with the board going back into the case. Make sure its firmly seated.



#6) Place a piece of Gaffa type tape over the module to secure it in place. Use the front and back of the case for a firm hold.



#7) Installation is completed. Reinstall the ECU and brace, leave the plastic trim until you are sure its working. Reconnect the battery and turn the ignition to the on position. You should hear the fuel pump start for 1 - 2 seconds and stop. If the fuel pump and thermo fans run continuously (you can hear the fans) the chip module is not working correctly. More than likely the chip isn't making a good connection to the finger contacts on the ECU board. If so remove the J3 chip module and clean the contacts again.
If the first test checks out OK then start the car. It should run normally.

If everything checks out and the car runs like it should then follow the throttle relearn procedure outlined below.

Throttle position calibration

Any time the battery is disconnected the transmission must relearn the closed and wide open throttle positions to enable the ECU to determine the proper gear to select for the appropriate throttle position. If this calibration is not performed following a power source interruption, the transmission will shift and perform poorly.

#1) Get the engine up to normal operating temperature.

#2) Leave the engine running and set the closed throttle reference position by placing the transmission in "D", air conditioning off and let the engine idle like this for 1 minute.
** Make sure hand break is on **

#3) Next, leave the car in D and set the wide open throttle reference position by turning the engine off - but leave the ignition switch ON., then press the accelerator pedal to the floor and hold it for 1 minute minimum.

#4) Place the gear shifter in to Park and switch off the ignition. Drive the vehicle and check for proper shifting operation.