

# ***Superchips***

## ***Fitting Instructions***

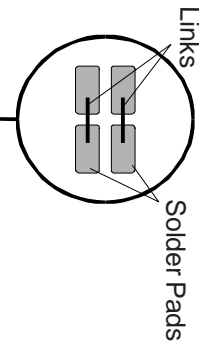
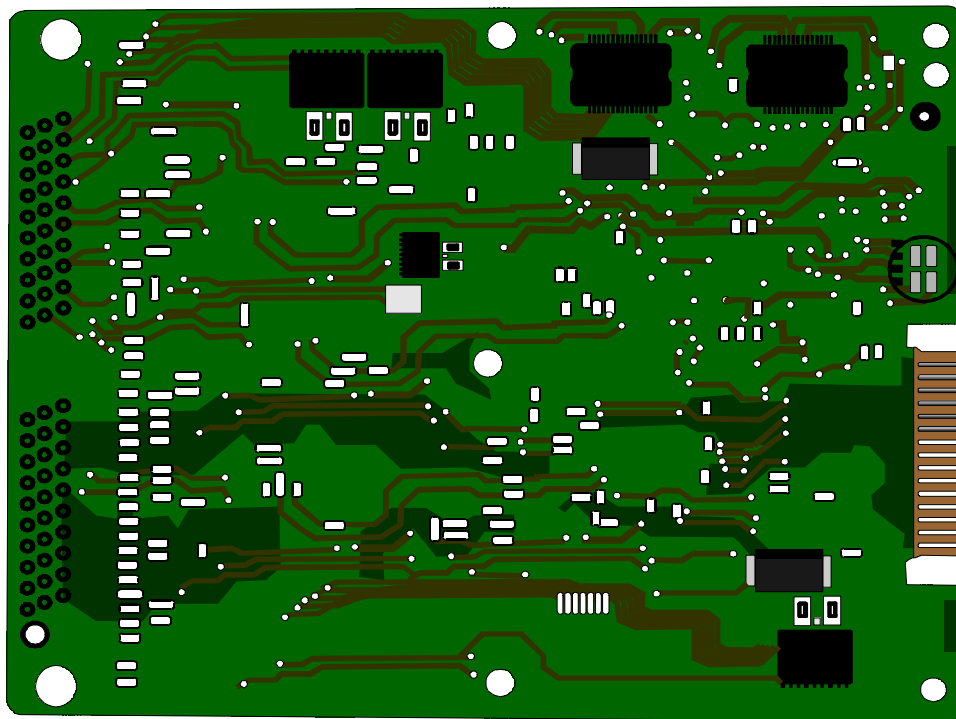
FORD EEC V

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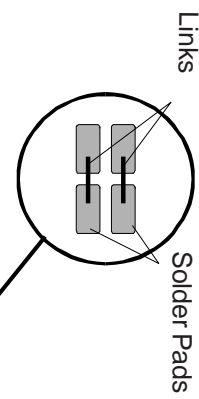
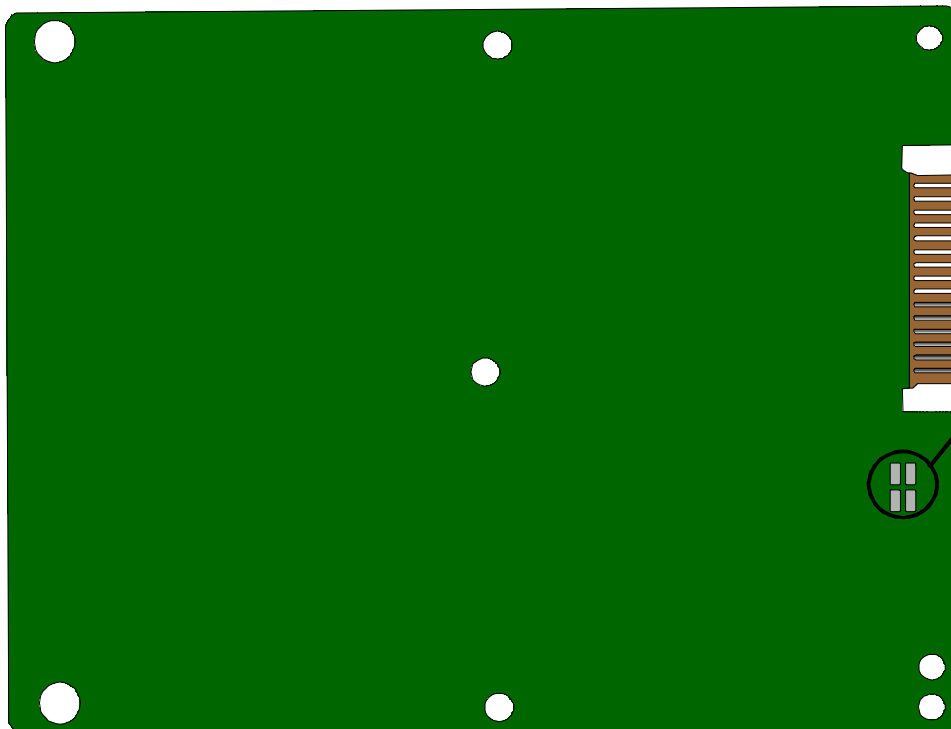
### Technical Specification

Kit List:  
FLASH MODULE V1.1 OR V1.2

### Fitting Diagram



FRONT OF  
ECU



BACK OF  
ECU

## FITTING INSTRUCTIONS

### General Instructions

Remove the ECU from the car to facilitate access to the port edge connector. Opposite the harness plug connector on the back of the ECU you will see a Black plastic blanking plug covering the edge connector. Please ensure the 4 digit identity code on the ECU matches that of the programmed Flash Module that is to be fitted. Providing the identity codes match, undo the 6 screws in the ECU cover and remove the top and bottom covers from the ECU body. **Thoroughly** clean the edge connector, both sides and the link pads if required, to remove all traces of grease and laquer. Cleanliness is **critical** to correct operation of the module.

EARLY CARS. Refit the ECU covers and then the programmed module can be slid onto the edge connector and secured with tank tape or equivalent to the ECU.

LATER CARS with the thinner ECU circuit board will require the V1.2/3 module and making the links on the ECU circuit board, if the link pads are found to be present. The link pads, if present, may be located on the top or bottom side of the ECU circuit board as per the drawings on previous page. These links complete the connections to the pins of the edge connector and if not made can cause irreparable damage to the ECU when fitting the Flash Module.

Carefully install the programmed module onto the ECU. Re-fit the ECU to the car. If the car will not start or idles roughly re-check the cleanliness of the edge connector and security of the module and rework as necessary.

**Under no circumstances must the module be disturbed when the ignition is turned on or the engine running as this will result in irreparable damage to the ECU.**

### Reading Instructions

To use the EEC Reader, you will need a stable 12-volt supply (If you have a car battery, this can be used) and the correct lead connected to the LPT1 (the main printer port). The first step is to remove the EEC IV/V computer from the car. Remove the cover on the back of the ECU to expose the edge connector and thoroughly clean the contacts with a suitable solvent cleaner.

New ECU's may have links which require to be connected before reading. Check the type of ECU see first page of fitting instruction of INS113 for further details for links. Failure to correctly identify the new type of ECU's can result in ECU destruction.

When you ready to read the ECU, make sure you have the reader attached and the power is on. Double click the Flash Icon on your desktop and the software will go straight to the Flash Reader software. Next read the ECU, then if it is a bad read the software will bring up a warning. In this case you'll need to check your connections and try again. If you have a good read you will be prompted for a file name which you wish to save the file as, typically you name the file NAME of ECU.ORG e.g. FIFA.ORG. You now need to upload the file to Superchips either by E mail or using the BBS.

### Programming Instructions

You need to make sure you have the latest version of the Flash Programming/Reading software for windows. You can find this on the web site or the BBS, please contact Superchips for further details.

The programmer should be connected to the LPT1 (the main printer port) using the lead supplied. A stable 12V power supply is needed, a car battery can be used if uncertain.

To run the software follow the following steps:

1. Ensure there is not a module connected to the programmer.
2. Apply power to the programmer.
3. Run software by double clicking on the FLASH icon on your desktop.
4. Ensure Yellow (software ready) and Green (12V power supplied) lights are on.

Next you will have two options:

#### **V2 (Red Light ON) or V5 (Red Light OFF)**

1. At the right of the screen you should see the Loaded Filename, Version of Module required, File Size and File type you have loaded. NASP and TURBO is for information only. The V2/V5 is important, the rule is as follows.

- **V2 Modules (Red Light ON)**  
A V2 Module will accept either V2 or V5 files.
- **V5 Modules (Red Light OFF)**  
A V5 Module will only accept V5 files.

**\* Once a module has become a V5 it will only accept V5 files.**