

Auto > Manual ECU Trick

To suit: EA-ED Falcon with EEC IV

By Slabz

Introduction

Ok, so when you convert your Auto Falcon to a Manual, the ECU is going to still want to control the (non-existent) auto transmission and more importantly, it is going to want to know that the thing "supposedly" isn't melting into a puddle of metal (getting too hot). Also, you'll probably want to tell the ECU that the auto isn't "in gear" so that it will idle slower (not trying to compensate for the extra load on the engine that happens when its in gear and most importantly, so your car will start (they don't when they're not in Neutral or Park in case you haven't noticed :P). There is already a guide out there by Jaysen but I've decided to make my own with an alternative to try.

Step 1



The first step is to attach a piece of wire to the negative battery terminal and the best way to do this is by crimping a ring styled crimp plug (pictured below) onto the end and bolting it on with everything else.

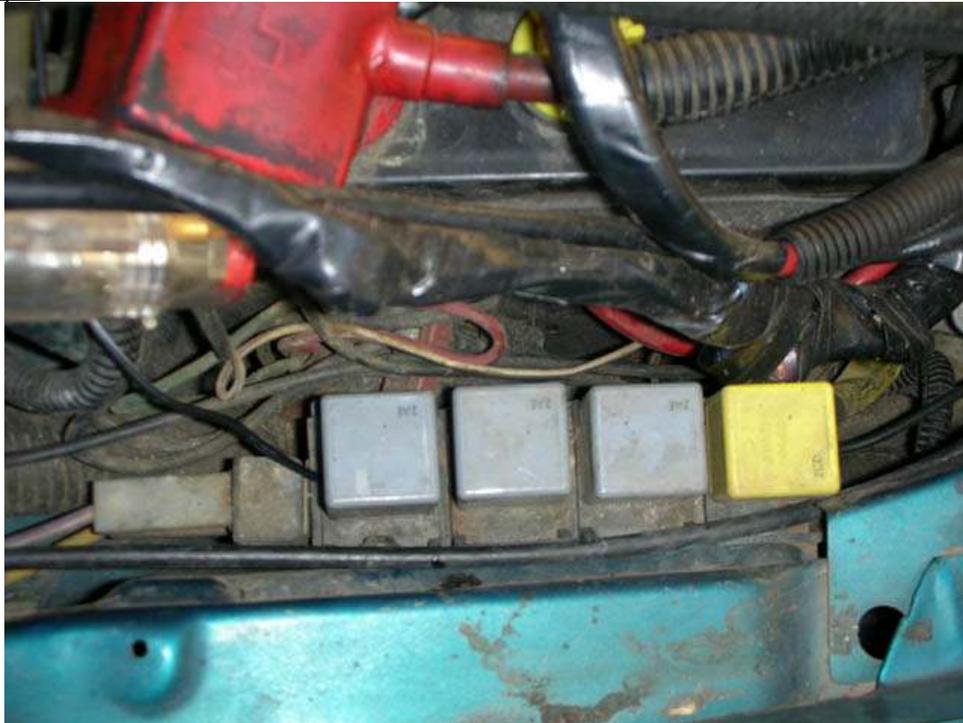


Step 2



The next step is to bare the end of the wire and bend it at a right angle as you can see in the picture.

Step 3



The next step is to get to the row of relays on the driver's side of the battery. There will probably be a plastic cover over the top which you have to unscrew first.

Step 4



Now, pull the rear most relay out and stick the wire in the rear most slot (which is pin 85 or 86).

Step 5



Now put the relay back in and have the wire running out the side. This will make the relay continue to operate as normal however our wire is now earthing out that pin the relay.

Conclusion

The whole point of this is to bypass the inhibitor switch in the auto transmission that prevents the car from starting when it is in gear. The switch's purpose is, when the transmission is in Park or Neutral, its moves into the closed position which completes the circuit and the starter relay (the one we played with) then activates so the starter motor operates when you turn the ignition barrel to the final position.

The problem is that when you remove the transmission, the switch goes too so you can't ever engage the starter motor. I couldn't get my car to start when I tried Jaysen's way (not to say it isn't any good though) so I came up with this way. If this is all you do, your car will still probably idle a bit fast because it thinks it's in gear and that's when Jaysen's resistor trick works to lower the idle speed (that part worked for me).

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