



## 1994 - 1997 Ford F-250/350/Super Duty Internal Module Installation Instructions

Before going any further,

### **\*\*REMOVE KEY FROM IGNITION\*\***

We will not be responsible for any damage to the PCM caused by leaving the key on during installation

Open the hood and locate the computer (PCM) harness connector. It is located on the driver's side firewall, beneath the brake master cylinder and next to the fender. The connector is rectangle shaped, approx. 1" x 6" with a 10mm bolt in the center. Using a 10mm socket, remove the connector from the PCM. The bolt is attached to the connector and DOES NOT come out. Remove the two (2) 10 mm bolts attaching the rubber boot to the firewall (on the top and on the bottom). Remove the boot.

On the driver's side fender, locate the two (2) 5/32" screws that hold the plastic fenderwell (at about 12 o'clock and 2 o'clock) and remove them. You will need a long object to pry the fenderwell down. A prybar or broomstick works well. At the 2 o'clock position, slip the prybar between the fender and the fenderwell about 6" — 8". Pull up on the prybar to "pop" the fenderwell down. You should now have clear access to the PCM. Remove the PCM and release the prybar.

Many PCMs will have a coating of lithium (white) grease covering the connector. Remove the grease using a cloth or paper towel. There will also be a coating of clear silicone covering the connector.

Use the provided Scotch-Brite® pad to clear away the silicone. Acetone (nail polish remover) helps to clean the connector. **(Note - DO NOT USE CARB CLEANER OR LACQUER THINNER!! Damage to the PCM can result!!)** BOTH sides of the connector must be cleaned thoroughly. If you are cleaning the connector and begin to see copper, you are cleaning too far. This may result in a poorly fitting or "loose" module.

Failure to properly clean the connector may cause the vehicle not to start and/or may damage either the module or the PCM. Any module that has failed due to improper installation **WILL NOT** be covered under warranty. Please note: 95% of all tech calls can usually be traced back to poorly cleaned contacts. Please take your time and clean the PCM connector thoroughly as it will save you unwanted headaches down the road.

It is recommended that you open the PCM case by removing the 6 case bolts with a 7/32" socket. This allows complete access to **BOTH** sides of the connector to ensure that it is clean. The PCM circuit board is sealed and is quite robust. However, to avoid damage from static discharge, it is recommended that you avoid contact with any of the internal components wherever possible. Once completed, reassemble

the PCM case **BEFORE** installing the module onto the connector. This ensures that you do not accidentally install the module upside down.

**If installing a multiple program module**, remove the (3) 13mm nuts which hold the parking brake assy. Pull the parking brake I assembly away from the body and lay aside. This is to allow access to switch assembly when reinstalling the PCM.

Fasten the module to the PCM using fiberglass duct or packaging tape. Reinsert the PCM in the case, being careful not to crimp or cut the switch wires between the case and the PCM. Install the complete assembly back underneath the dashboard. The label on the PCM connector should be facing the fender. Reconnect the PCM harness connector. Save the case bolts, ground tab and plastic cap in case you should ever need to remove the module.

Turn on the ignition key and check for proper operation of the "Wait to Start" or "Glow Plug" light. If no light appears, **TURN OFF** the ignition key, remove the module and re-clean the edge connector. Once the light operation is verified, start the vehicle and verify that it appears to be operating correctly.

**NOTE:** The "Check Engine" light may blink very quickly, appearing as little more than a slight flicker. This is an acceptable indication of normal function.

Now go make sure your teeth are brushed, because once you start driving, you'll be smiling like crazy!