



1999 - 2003 Ford E-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 behind the air filter box on the driver's side firewall, next to the "doghouse" cover. 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. You may have to remove the air filter box for access to the PCM and connector.

There is a large black grommet holding the PCM in place. There are two 10mm nuts, one on each end of the grommet, holding it in place. Remove these nuts and then remove the grommet.

Remove the PCM from the vehicle taking care to not the orientation of the PCM. The PCM can fit back into the vehicle backwards and will not allow the harness to be properly reconnected. Remove and save the black plastic cap from the rear of the PCM.

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.

Fasten the module to the PCM using fiberglass duct or packaging tape. Reinstall the PCM in the vehicle, again taking note of the orientation. Reinstall the grommet and reconnect the PCM harness connector. Reinstall the air filter box if it was removed.

Turn on the ignition key and check for proper operation of the "Check Engine" light. The light should blink once when the key is turned on and then stay on. If no light appears or if the light turns on but does not blink, **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!