Technical Notes on The EEC-IV MCU

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(all fonts are Courier New)

(The information supplied here was gotten through researching e-mail correspondence, technical publications and from information given to the author. If it helps you, great! If you learn more about the EEC, please return the favor by sharing what you learn with me and others.)

If you were a contributor and didn't get acknowledged, flame me and I'll get it right in the "next" edition. There were many contributors who didn't want me to remember them, so I chose to delete most original corresponcences, hence the high probability that I may have failed to acknowledge someone who wanted to be given credit.

DISCLAIMER: Beware -- none of this data is guaranteed to be accurate! Use it at your own risk and please let me know what you learn so that I can add to and correct this.

CONTENTS:

INTRODUCTION

I've collected and compiled data to help you decipher the EEC-IV inner workings. Software algorithms and automotive control techniques are purposely absent as the
EEC hardware and chip set are what I'm primarily interested in figuring out. The EEC MCU probably controls one or more vehicles you own plus it contains all the components necessary to build an efi system for any vehicle -- if only we could program and modify it. That is my purpose -- to uncloak the EEC-IV so that we can play with what we bought!

The sections titled EEC DIAGNOSTICS, FUEL CONTROL, IGNITION & TIMING CONTROL, FUNCTIONS, SCALARS AND TABLES are departures from the goals stated above -- but I felt it was informative and hated to discard it. If this were a formal document, I would probably either ditch those sections, re-structure the document's purpose to include them or write a separate document on control algorithms.

THE MCU

The EEC-IV was introduced in 1983 and has gone through several major physical changes, with the earliest models showing a fairly simple two board design using through hole soldered components. The last of the EEC-IV designs were much more current in technology, showing extensive use of surface mount components and a much more finished and complex appearance. In between, there appears to be a variety of mother/daughter board and other designs. Still, they are all called EEC-IV, although somewhere in its life there was a Ford P/N generational change.

Roy <spectric@globalnet.co.uk> writes: "The processor used is the 8065 along with several supporting peripheral chips like the DUCE chip which can provide up to 8 PWM outputs and the DARC chip which has 6 channels of timer capture inputs." (Is he talking about the EEC-V here ?)

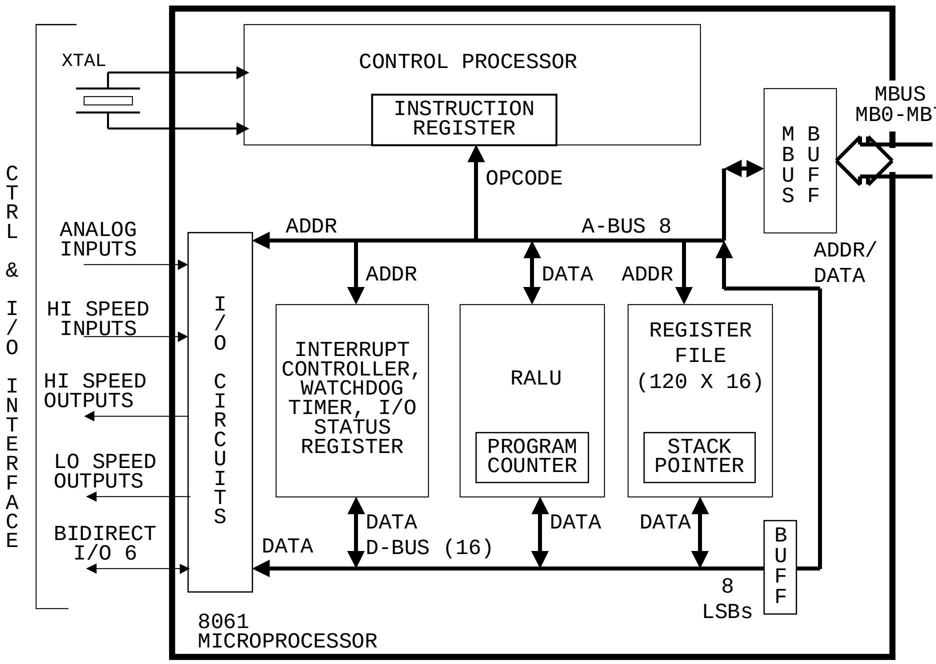
"This control unit is more suited to a history class than modern engine management systems. All of the functions within the EEC, apart from the actual power drivers, are now found within the micro controller such as the 68332 and 336."

The EEC module is rated to 80C (185F) continuous, 100C intermittent, so it will be much happier and live longer in the passenger compartment. Some of the later generation 15 and 18 MHz Motorola 8061 processors have a bus loading/edge timing sensitivity that only gets worse at high temperature, so it's best to keep the EEC in a more hospitable environment. Additionally, mounting the EEC in the passenger compartment will give you better access to the J3 test port, which is where you'll be plugging in a chip and/or the Calibrator.

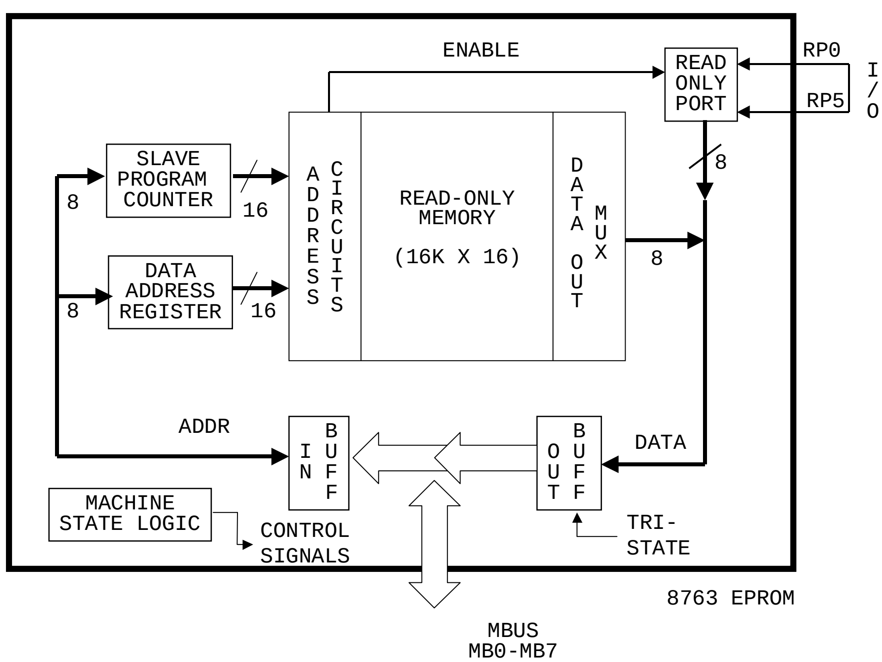
The J3 test port on the side of the ECU box is for developers to plug into -- this is how the after-market chipmakers and others get into the box. The test connector has the micro-controller's multiplexed address/data bus signals on it. It also, very conveniently, has a PROM disable signal. So the chip makers design something that hangs off that connector, disables the computer's PROM, and substitutes its own PROM in its place.

THE MICROPROCESSOR:

The micro-controller is an Intel 8061, a close cousin to the Intel 8096. It is supplied by three manufacturers: Intel, Toshiba (6127) and Motorola, though the Motorola units seem to slip spec a little and differ in their timing slightly from the others. There are some major differences between the 8061 and 8096 (e.g. pinouts, bus layout, etc.), but most of the code is transferable.

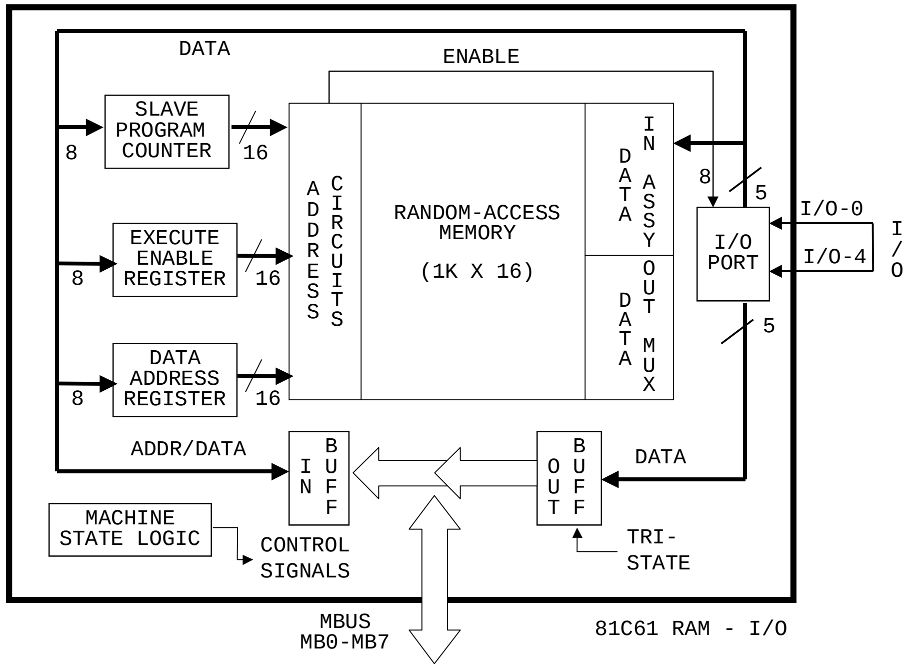


The 8061 is an 8096 with a few extra instructions added. One is a very powerful conditional jump to complement the high speed I/O units. This instruction, the jump on bit equals zero, is used to test any one of the eight bits of a given byte and jump if the bit equals zero (is this the JBC/JNB command?). Other conditional jumps were added to aviod extensive data shifts. With a 15 MHz input frequency, the 8061 can perform a 16-bit addition in 0.8 microseconds and a 16 x 16 bit multiply or a 32/16 bit divide in 5.2 microseconds (using the hardware multiply and divide feature). For typical applications, based on a normal instruction mix, instruction execution times average 1 to 2 microseconds. It seems to have the same functional pins as the 8096, but it's in a custom package, so the pinout is different. Most of the signals should be able to be found with a scope or logic analyzer. The 8096 has a



multiplexed address/data bus. The address/data bus signals are on the service port connector (J3) along with a few others, possibly including the address latch enable, read strobe, write strobe, and EPROM disable.

There are at least two hardware versions of the 8061 chip. One is a 40 pin DIP and the other is a square LCC 68 pin package. The 68 pin version has more I/O and perhaps other functions.



81C61 RAM - I/O

The address/multiplexing scheme is similar to that of the 8085 which has AD0 .. AD7 and then A8 .. A15 so the 8085 "latches" the address information A7:0, and maintains A8:15 while it is using AD0 .. AD7 as D7:0 ....

On the 8061 there are ONLY AD0 .. AD7 none of the "other" address lines so ... when the 8061 wants to read an address it must

1) present 8 bits of the address and send the latch signal
2) present the OTHER 8 bits of the address and send the latch
3) enable the "Read Enable" flag, and read the 8 data bits

LEGEND			
ADDR	ADDRESS	I/O	INPUT/OUTPUT
ASSY	ASSEMBLY	LO	LOW
A-BUS	ADDRESS BUS	LSB	LEAST SIGNIFICANT BIT
BIDIRECT	BIDIRECTIONAL	MBus	MEMORY BUS
BUFF	BUFFER	EPROM	ERASABLE READ-ONLY MEMORY
CTRL	CONTROL	MUX	MULTIPLEXER
D-BUS	DATA BUS	RAM	RANDOM ACCESS MEMORY
HI	HIGH	RPn	READ-ONLY PORT INPUT

CPU, ROM, RAM PINOUT

8061 CPU (IC-1)					
1			35	GND	
2			36	Vss+	
3			37		
4			38		
5			39		

6			40		
7			41		
8			42		
9			43		
10			44	MB0	
11	Vcc		45	MB1	
12			46	MB2	
13			47	MB3	
14			48	MB4	
15			49	MB5	
16			50	MB6	
17			51	MB7	
18	GND		52		
19			53		
20	TP analog in		54		
21			55		
22			56		
23			57		
24			58		
25			59		
26			60		
27			61		
28			62		
29			63		
30			64		
31			65		
32	MAP f-v		66	xtal	
33			67	xtal	
34			68		

87C61 RAM/IO (IC-7)					
1			13	CPU-65, J3-13	MB3
2		/OE	14	CPU-64, J3-11	MB4
3			15	CPU-63, J3-9	MB5
4	GND (?)		16	CPU-62, J3-7	MB6
5			17	CPU-61, J3-5	MB7
6	GND (?)		18		
7			19	GND (?)	
8			20	address bit	
9			21	address bit	
10	CPU-68, J3-19	MB0	22	address bit	
11	CPU-67, J3-17	MB1	23		
12	CPU-66, J3-15	MB2	24	GND	
CPU is IC-1, J3 is service connector					

8763 EPROM (IC-8)					
1	J3-22, 1K to +5V		13	CPU-65, J3-13	MB3
2	J3-16, 10K to +5		14	CPU-64, J3-11	MB4
3			15	CPU-63, J3-9	MB5
4	GND		16	CPU-62, J3-7	MB6
5			17	CPU-61, J3-5	MB7
6			18	+5V	
7	+5		19	+5V	
8	GND		20	CPU-59, J3-21	
9	J3-12		21	CPU-58, J3-23	

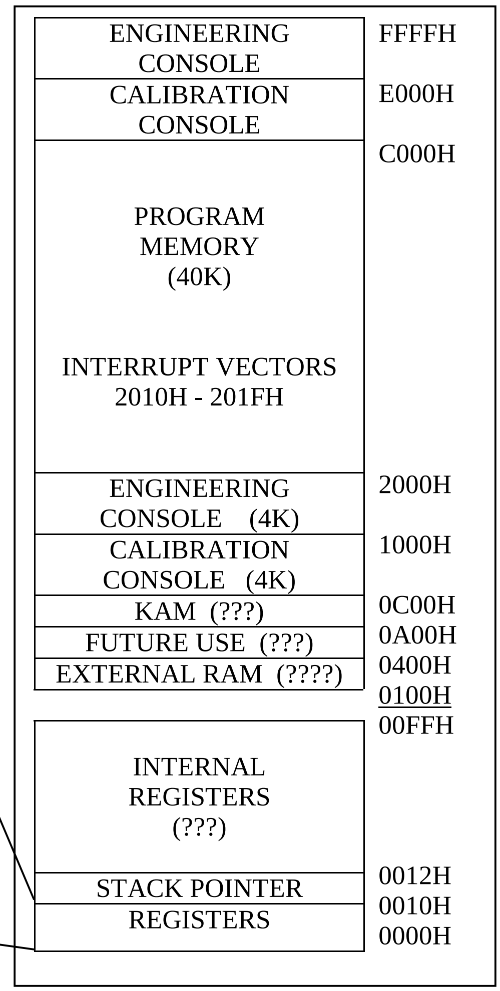
10	CPU-68, J3-19	MB0	22	CPU-57, J3-25	
11	CPU-67, J3-17	MB1	23		
12	CPU-66, J3-15	MB2	24	GND	
CPU is IC-1, J3 is service connector					

[As far as the memory chips go on the ram chip pins 4, 6, 19, 24 all connected to GND, and 3, 5, 7 all went to VRef (Dan S.)]

8061 MEMORY MAP

The 8061 uses the same address space for program and for data memory and can execute instructions from any memory address. Its addressing range is 64k locations and the first 256 locations are on-chip and refer to the internal register file. All other memory resides externally.

	READ	WRITE
0F 0E	H.S. TIME	H.S. TIME
0D	H.S. BUFFER	H.S. COMMAND
0C	H.S. MASK	H.S. MASK
0B	H.S. DATA	NOT USED
0A	I/O STATUS	I/O STATUS
09	INT. PEND	INT. PEND
08	INT. MASK	INT. MASK
07 06	TIMER	NOT USED
05	A/D HI	WATCHDOG
04	A/D LO	A/D COMMAND
03	I/O PORT	I/O PORT
02	L.S. PORT	L.S. PORT
01 00	ZERO REG	NOT USED



(This memory map came from a difficult to read picture. The things I'm unsure of are:

- The "REG" at 00.
- Anything with "?" in it. The number of "?" shows the number of characters I think are there.
- The OA00H address at the beginning of the KAM area.
- The Interrupt Vector addresses: 2010H - 201FH.
- The D000H/E000H address at the beginning of the Engineering Console area.

8061 INSTRUCTION SET

```
==============================================================================
Summary,    8096 instructions vs.  8061 instructions
==============================================================================
     32    instructions the same
     43    instructions the same, but renamed
      8    instructions the same, but split into 2 pseudo-ops (2 vs. 3 operands)
      7    instructions in 8061, not in 8096
                -- bank0/1/2/3
                -- retei
                -- rombank
                -- signd
      6    instructions in 8096, not in 8061
                -- br
                -- divu/divub
                -- mulu/mulub
                -- rst
```

Instructions in 8096 alphabetical order

op-code	8096	8061	description	difference
64-67	add	ad2w	add words (2 operands)	-- split
44-47	"	ad3w	add words (3 operands)	-- split
74-77	addb	ad2b	add bytes (2 operands)	-- split
54-57	"	ad3b	add bytes (3 operands)	-- split
A4-A7	addc	adcw	add words with carry	-- rename
B4-B7	addcb	adcb	add bytes with carry	-- rename
60-63	and	an2w	logical and words (2 operands)	-- split
40-43	"	an3w	logical and words (3 operands)	-- split
70-73	andb	an2b	logical and bytes (2 operands)	-- split
50-57	"	an3b	logical and bytes (3 operands)	-- split
	-----	bank0		-- not in 96
	-----	bank1		-- not in 96
	-----	bank2		-- not in 96
	-----	bank3		-- not in 96
E3	br		branch indirect	-- not in 61
01	clr	clrw	clear word	-- rename
11	clrb	clrb	clear byte	-- same
F8	clrc	clc	clear carry flag	-- same
FC	clrvt	clrvt	clear overflow trap	-- same
88-8B	cmp	cmpw	compare words	-- rename
98-9B	cmpb	cmpb	compare bytes	-- same
05	dec	decw	decrement word	-- rename
15	decb	decb	decrement byte	-- same
FA	di	di	disable interrupts	-- same
FE/8C-8F	div	divw	divide signed integers (FE prefix)	-- rename
FE/9C-9F	divb	divb	divide signed bytes (FE prefix)	-- same
8C-8F	divu		divide unsigned words	-- not in 61
9C-9F	divub		divide unsigned bytes	-- not in 61
E0	djnz	djnz	decrement and jump if not zero	-- same
FB	ei	ei	enable interrupts	-- same
06	ext	sexw	sign extend int to long	-- rename
16	extb	sexb	sign extend 8-bit int to 16 bit int	-- rename
07	inc	incw	increment word	-- rename
17	incb	incb	increment byte	-- same
30-37	jbc	jnb	jump if bit clear	-- rename
38-3F	jbs	jb	jump if bit set	-- rename
DB	jc	jc	jump if carry flag is set	-- same
DF	je	je	jump if equal	-- same

D6	jge	jge	jump if signed greater than or equal	-- same
D2	jgt	jgt	jump if signed greater than	-- same
D9	jh	jgtu	jump if unsigned higher	-- rename
DA	jle	jle	jump if signed less than or equal	-- same
DE	jlt	jlt	jump if signed less than	-- same
D3	jnc	jnc	jump if carry flag is clear	-- same
D7	jne	jne	jump if not equal	-- same
D1	jnh	jleu	jump if unsigned not higher	-- rename
D0	jnst	jnst	jump if sticky bit is clear	-- same
D5	jnv	jnv	jump if overflow flag is clear	-- same
D4	jnvt	jnvt	jump if overflow trap is clear	-- same
D8	jst	jst	jump if sticky bit is set	-- same
DD	jv	jv	jump if overflow flag is set	-- same
DC	jvt	jvt	jump if overflow trap is set	-- same
EF	lcall	call	long call	-- rename
A0-A3	ld	ldw	load word	-- rename
B0-B3	ldb	ldb	load byte	-- same
BC-BF	ldbse	ldsbw	load integer with byte, sign extended	-- rename
AC-AF	ldbze	ldzbw	load word with byte, zero extended	-- rename
E7	ljmp	jump	long jump	-- rename
FE/6C-6F	mul	ml2w	multiply integers (2 operands)	-- split
FE/4C-4F	"	ml3w	multiply integers (3 operands)	-- split
FE/7C-7F	mulb	ml2b	multiply bytes (2 operands)	-- split
FE/5C-5F	"	ml3b	multiply bytes (3 operands)	-- split
6C-6F	mulu		multiply unsigned words (2 operands)	-- not in 61
4C-4F	"		multiply unsigned words (3 operands)	-- not in 61
7C-7F	mulub		multiply unsigned bytes (2 operands)	-- not in 61
5C-5F	"		multiply unsigned bytes (3 operands)	-- not in 61
03	neg	negw	negate integer	-- rename
13	negb	negb	negate byte	-- same
FD	nop	nop	no operation	-- same
0F	norml	norm	normalize long integer	-- rename
02	not	cplw	complement word	-- rename
12	notb	cplb	complement byte	-- rename
80-83	or	orrw	logical or words	-- rename
90-93	orb	orrb	logical or bytes	-- rename
CC/E/F	pop	popw	pop word	-- rename
F3	popf	popp	pop flags	-- rename
C8	push	pushw	push word	-- rename
F2	pushf	pushp	push flags	-- rename
F0	ret	ret	return from subroutine	-- same
	-----	retei		-- not in 96
	-----	rombank		-- not in 96
FF	rst		reset system	-- not in 61
28-2F	scall	scall	short call	-- same
F9	setc	stc	set carry flag	-- rename
09	shl	shlw	shift word left	-- rename
19	shlb	shlb	shift byte left	-- same
0D	shll	shldw	shift double word left	-- rename
08	shr	shrw	logical right shift word	-- rename
0A	shra	asrw	arithmetic right shift word	-- rename
1A	shrab	asrb	arithmetic right shift byte	-- rename
0E	shral	asrdw	arithmetic right shift double word	-- rename
18	shrb	shrb	logical right shift byte	-- same
0C	shrl	shrdw	logical right shift double word	-- rename
	-----	signd		-- not in 96
20-27	sjmp	sjmp	short jump	-- same
00	skip	skp	skip - 2 byte no operation	-- rename
C0/2/3	st	stw	store word	-- rename
C4/6/7	stb	stb	store byte	-- rename
68-6B	sub	sb2w	subtract words (2 operands)	-- split
48-4B	"	sb3w	subtract words (3 operands)	-- split

```
78-7B     subb    sb2b    subtract bytes (2 operands)           -- split
58-5B      "      sb3b    subtract bytes (3 operands)           -- split
A8-AB     subc    sbbw    subtract words with borrow            -- rename
B8-BB     subcb   sbbb    subtract bytes with borrow            -- rename
F7        trap            software trap (internal use only, not in assembler)
84-87     xor     xrw     logical exclusive or words            -- rename
94-97     xorb    xrb     logcial exclusive or bytes            -- rename
```

The bank selection opcodes are 8063 -- as that is the difference between them, memory bank selection capabilities...

8061 Interrupt Vectors and Priorities:

Priority:	Interrupt	16-Bit Address
Highest	High-Speed Input #0	0x201E
High	High-Speed Input #1	0x201C
High	HSO Port Output Interrupt #1	0x201A
Low	External Interrupt	0x2018
Low	HSI Port Input Data Available	0x2016
Low	A/D End-Of-Conversion	0x2014
Low	Master I/O Timer Overflow	0x2012
Lowest	HSO Port Output Interrupt #2	0x2010

At Reset, PC = 0x2000 in Memory Bank #8

MCU PARTS LIST

Ref Designator	Part	Description	Notes
C1			
C2			
D1			
IC1	P8061BH-3	CPU	68-pin
IC2	74003PC		16 pin DIP
IC3			
IC4	74001MC		16 pin DIP
IC5	71001FB		16 pin DIP
IC6	71001FB		16 pin DIP
IC7	81C61-A	RAM - I/O	24 pin DIP
IC8	D8763-1	EPROM - I/O	24 pin DIP
IC9	74003PC		16 pin DIP
IC10	74003PC		16 pin DIP
IC11			
IC12			
IC13	7007FB		TO-92

THE MCU:

* For a discussion of the EEC-IV, see SAE paper 820900 (and when you get it, please send me a copy <g>.)

There is custom EPROM and RAM in the EEC that is integral with the 8061 in that it works directly with the multiplexed address/data bus of the 8061. The test connector also has the micro-controller's multiplexed address/data bus signals on it as well as a PROM disable signal. Almost all Intel 8 bit processors used this multiplexed address and data bus. Anyone with an old IBM PC or PC-XT, or anything using the Intel 8088 processor uses this scheme. The chips in the EEC are soldered in and the things that look like PROMs don't have useful markings on them. The memory chips are not industry standard types, which is why EEC modifiers always use the service port to attach external memory.

Mike Wesley said: "None of the CPU's seem to have any on board ROM, just some scratchpad RAM. Everything is outside either in an EPROM or FLASH, and it's not a standard EPROM so exercise caution when trying to read these devices -- they are easily destroyed using typical procedures.

"... to do word transfers, put the address of the low byte data on the bus, strobe it in, put on the low byte data, strobe that in, put on the high byte data and strobe that in. You don't need to place the address for the high order byte on the bus. The OEM code (especially in the EEC-V) places the low byte address on the bus, strobes, places the low byte data on the bus, strobes, places the high byte address on the bus, strobes, places the high byte data, and strobes. The CPU will do the high byte addressing for you."

ECM TEST PORT (J3) PINOUT

The pinouts are derived from the J3 Test Port on a SD unit for an '87 Mustang (DA1 / E7SF-12A650-A1B). Looking at the MCU facing the service port (from the rear of
the mating plug) the connector is numbered from right-to-left with odd numbers on the component side and the even numbers on the wiring side. It is a 15/30 terminal, card-edge connector with .1" spacing. (The table below is arranged for the pins to be read from left-to-right, top first.)

29 27 25 23 21 19 17 15 13 11 9 7 5 3 1

30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

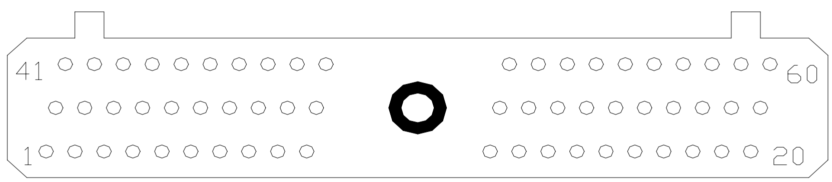
PIN NO.	SIGNAL / FUNCTION	MCU PIN	CPU 8061	RAM 81C61	EPROM 8763	notes
29	PWR GND	40,60				
27	VPWR	37,57				
25	address		57	22	22	
23	address		58	21	21	
21	address		59	20	20	
19	D7		68	10	10	
17	D6		67	11	11	
15	D5		66	12	12	
13	D4		65	13	13	
11	D3		64	14	14	
9	D2		63	15	15	

7	D1		62	16	16	
5	D0		61	17	17	
3				7		
1	VREF (+5)	26				

30	PWR GND					
28	VPWR	37,57				
26	NC					
24	NC					
22					1	1K TO +5 only
20	NC (some MCU)					
18	NC					
16					2	10K TO +5 only
14	NC					
12					9	
10			3	9		
8			60			1K TO +5 only
6	NC					
4	(high for access)					IC4-74001 pin 13
2	ACT	25				

There're 14 pins from the 8763 EPROM on the connector, 2 pins from the 87C61 RAM-I/O on the connector, 1 pin from the 8061 CPU and 1 pin from a 16-pin logic chip.

ECM CABLE PINOUT



The table below lists two MCU cabling pinouts. The first, for a Mustang EEC was submitted by Bernt Frisk <bernt@mbox301.swipnet.se>. The second, for a 1991 Ranger 2.3L Dual Plug EFI Engine (from Mitchell International On-line manual (c) 1992) was submitted by <tnye@mansci.watstar.uwaterloo.ca>.

Pin No.	Wire Color	Name	Wire Color	Name	Signal
1	BK/O	Kapwr	Y	Kapwr	keep-alive power
2			LGN	BOO	
3	DGN/W	Vss +	GY/BK	Vss +	Vehicle speed sensor positive
4	DGN/Y	IDM	DGN/Y	IDM	Ignition Diagnostic monitor
6	O/Y	Vss -	PK/O	Vss -	Vehicle speed sensor negativ
7	LGN/Y	ECT	LGN/R	ECT	Engine coolant temp sensor
8	O/LBU	FPM	DGN/Y	FPM	Fuel pump monitor
9			PK/LBU	DATA -	
10	BK/Y	ACC	DGN/O	ACC	A/C compressor clutch
11	W/BK	AM 2			Air managment solenoid 2
14			LBU/R	MAF (CA only)	
15			LBN/BU	MAF RTN	

				(CA only)	
16	BK/O	IGN GND	O/R	IGN GND	Ignition ground
17	LBN/R	STO/MIL	PK/LGN	STO/MIL	Self-test output check Engine
20	BK	CSE GND	BK	CSE GND	Case ground
21	GY/W	ISC/BPA	W/LBU	ISC/BPA	Idle speed control bypass air
22	LBN/LGN	FP	LBU/O	FP	Fuel pump
23	LGN/BK	KS			Knock sensor
24	Y/LGN	PSPS	Y/LGN	PSPS	Power steering pressure switch
25	Y/R	ACT	GY	ACT	Air charge temperature
26	O/W	VREF	BN/W	VREF	Reference voltage
27	RB/LGN	EVP	BN	HEGO	EGR valve position sensor
28			LBN/O	NDS	
29	DGN/P	HEGO	GY/LBU	HEGO	Heated exhaust gas oxygen sensor
30	LBU/W	NDS	LBU/Y	NDS/CES	Neutral drive switch (automatic)
32			DBU/Y		
33	DGN	EVR	BN/PK	EVR	EGR vacum regulator solenoid
36	Y/LGN	SPOUT	PK	SPOUT	Spark out timing control
37	R	VPWR	R	VPWR	Vehicle power
40	BK/LGN	PWR GND	BK/W	PWR GND	Power ground
43			PU	ACD	
45	DBU/LGN	MAP	DB/LGN	MAP	Manifold absolute pressure
46	BK/W	SIG RTN	GY/R	SIG RTN	Signal return
47	DGN/LGN	TPS	GY/W	TPS	Throttle position sensor
48	W/R	STI	W/PU	STI	Self-test input
49	O	HEGOG	O	HEGOG	Heated EGO sensor ground
51	W/R	AM 1			Air management solenoid 1
52			O/Y	SS	
53			PU/Y	CCO	
54			PK/Y	WAC	
56	DBU	PIP	GY/O	PIP	Profile ignition pickup
57	R	VPWR	R	VPWR	Vehicle power
58	LBN/O	INJ 1	LBN	INJ 1	Injector bank 1
59	LBN/R	INJ 2	W	INJ 2	Injector bank 2
60	BK/LGN	PWR/GND	BK/W	PWR/GND	Power ground

Wire Color Xref (sorry, it's in semi color code order)

BK	- black	BU	- blue
BN	- brown	PU	- purple
R	- red	GY	- grey
O	- orange	W	- white
Y	- yellow	PK	- pink
GN	- green	T	- tan

prefixes

D	- dashed / dark
L	- light

EEC DIAGNOSTICS

Two types of diagnostics are performed by the EEC (this was written for early 80's model units so it may be expanded now). They are On-Demand and Continuous. On-Demand is conducted during key-on/engine-off and during engine running modes to permit the microprocessor to test itself. Continuous, as the name implies, is on-going whenever the system is in operation. Beginning in the latter part of 1983, the EEC-IV began to remember conditions found during continuous testing, even after the key is turned off with a special custom memory chip called Keep Alive Memory (KAM). The KAM chip, which contains 128 bytes of read/write memory, is powered by a separate low current connection to the vehicle battery. Faults, even intermittent ones, are recognized and stored away for recall during dealer service.

EEC FUEL CONTROL

The Air Flow sensor used in production EFI's typically compensates for temperature and density changes in the intake air mass. Then the oxygen sensor is used to fine tune the mixture. Almost all use barometric compensation in one form or another. Some systems take a barometric reading from the MAP sensor after the ignition key is turned on, but before the engine starts, and store this as a reference. This can also be updated at WOT, since manifold pressure is essentially = barometric pressure at this point (with some flow related pressure drop). Some systems have a separate barometric sensor in addition to MAP. Some MAP's are not absolute sensors at all, but differential sensors, referenced on one side to the atmosphere. So as the atmospheric pressure changes, the MAP reference point changes as well. Some compensation is possible with the fuel pressure regulator, since it is usually referenced to manifold pressure and thus atmospheric indirectly. This helps regulate the pressure across the injector so the amount of fuel delivered is related to only the injector pulse width. Some systems have no barometric pressure compensation at all.

The EEC does 4 point interpolation on all tables. There is a minimal number of cells in the fuel lookup tables. The EEC doesn't look up 'injector on time', it calculates the injector pulse width by looking at the desired Lambda and then, using the mass of air entering the engine and the injector size, it calculates the duty cycle needed to get the desired A/F ratio. (Lambda is an engineering term where stoich is 1, anything smaller than 1 is rich, anything larger than 1 is lean. To get A/F numbers from Lambda, multiply lambda value by 14.64. For example, an A/F ratio of 14.05:1 is a lambda of .85 lambda.)

Mike Wesley wrote: "The ECU controls both the fuel mixture and the timing. The fuel mixture operates in either "open loop" or "closed loop" mode. Anything external to the EEC that tries to mess with fuel mixture at points where the engine is in closed loop operation will cause the computer to try and compensate. This can cause more problems than it's likely to solve. Timing and WOT fuel settings aren't closed loop functions, and can be changed without the computer trying to correct them. This is why "piggy-back" units, i.e. units that connect between the cable and the ECU, aren't very effective.

"Closed loop operation can sometimes be altered without problems. This ability has allowed some manufacturers to be able to market cars and parts that are fully emissions legal (e.g. KB, Saleen, etc). The after-market devices that go between the engine harness and the EEC interfere with closed loop. The software modules that connect to the service connector (Hypertech, Superchips, Calibrator, etc.) do not interfere with closed loop - rather they can define new values for closed loop. The EEC will do whatever it's told -- it's a computer running a program and your data can be substituted for the factory's through the service port connector. The EEC can not 'learn' around a software module.

"Closed loop operation basically consists of a controller with a target A/F ratio, HEGO information as its feedback and the injectors as the main control mechanism. The 'factory' target A/F ratio is 14.64:1, but this can be changed.

"Approximately 900 items can be changed or logged in a 93 5.0 Mustang. For example, during a shift, the EEC might look at spark, load, TP, fuel, and transient fuel. By logging this data, you can tell exactly where in the spark tables the EEC is travelling and tune just those cells. Most people would normally tweak the whole curve down or try and tune in areas the EEC isn't even looking at. With the data-logging, you can see exactly where it's pulling its data from.

"Examples of some of the functions controlled by the EEC are: A:F ratio in closed loop, transient fuel, EGR, Canister Purge, Thermactor, adaptive control system, control of OBD-I and OBD-II testing (on/off/change test values...), fuel, spark, MAF's, VE tables, injectors, rev limits speed limits, electronic transmission control, and lots more.

"If you have a later car (91 or newer), there is an integrated controller module (ICM) (12B577 basic #). This is located in the engine compartment. It is a black metal box about 8"X6"X1.5". It runs the cooling fan, the fuel pump, and the EEC power.

EEC IGNITION and TIMING CONTROL:

The EEC only sees one Crankshaft Position Sensor signal, but where it comes from depends on the age of the EEC. Early EEC's used a sectored wheel in the distributor which produced a square wave of frequency of Number-Cylinders per 2-revs with a nominal 50% duty cycle unless SEFI was used whereupon there was a "short" tooth. The spark was output by a TFI unit.

Later and perhaps all current EEC's, including the EEC-V, utilize a 36-1 tooth wheel for CPS which is pre-processed by a unit known as the EDIS (Electronic DIStributor). The EDIS converts the 36-1 into a 2 pulses/rev 50% duty cycle square wave which is then fed into the EEC to be used for RPM and injector timing calculations. The EEC sends a PWM signal to the EDIS defining the spark advance required, and the EDIS unit then times out the signals to the coils (wasted spark). This gives a more accurate spark delivery as the EDIS has access to timing data which is updated every 10 crank degrees whereas the EEC only gets timing data every 90 degrees.

The EEC gets one and only one timing signal from the TFI unit. It is called the PIP (Profile Ignition Pickup). The PIP signal is 45 - 55Hz @ 1000 RPM, for 4, 6 and 8 cylinder engines and, with the exception of SEFI, has a duty cycle of 50%. SEFI uses Signature PIP where the #1 vane on the PIP reluctor is roughly 35% duty cycle and the rest are roughly 50%. The EEC uses this to detect cylinder #1. On a stock car, the leading edge of the PIP signal is @ 10 BTDC.

The EEC controls the spark timing. The TFI's function at this point is to basically clean up the PIP signal, charge and fire the coil. The TFI module conditions the hall sensor output and sends it off to the EEC. The only delay is just propagation delay through the TFI electronics. The EEC sends out the SPOUT signal which starts the TFI modules charging the coil. Depending on what advance the EEC is looking for, the falling edge of the SPOUT can vary. The coil fires on the falling edge. Since the EEC 'knows' where 10 BTDC of each cylinder is, by using timers and things, it can calculate when to drop the SPOUT signal. The MCU uses the previous PIP value to determine where the crank was.

The TFI module can handle acceleration rates of up to 250 HZ/sec. Another function of the TFI modules is to provide LOS spark (limp mode). If the TFI detects a loss of SPOUT, it will generate it's own 'SPOUT' to coincide with the rising edge of PIP (10 BTDC...assuming you haven't moved the distributor).

To determine timing values, the EEC uses crank position (CPS), engine temperature (ECT), air-charge temperature (ACT), throttle position (TPS), EGO data and Cylinder-ID to name the significant ones. It's relatively easy to calculate the spark required for optimum power from these, but the compromises made to meet emissions and driveability complicate matters.

The "TFI" (EDIS) units are all very similar. The differences are in the EECs which, though electrically similar, are totally different in terms of code and calibration content. The EDIS gets the required spark advance from the EEC and, using the regularly updated crankshaft position, determines the ignition firing time.

The return from the EEC to the TFI module (SPOUT or SPark OUT) is the timing information and has the same specifications as PIP. What I gleaned from this is that the PIP does 2 things:

1) It lets the EEC know how fast the engine is turning (frequency alone).
2) It gives a base signal to be sent back to the TFI after being delayed a bit. This delay or phase change (relative to the PIP) is what lets the EEC control timing. But indirectly, the TFI is doing _most_ of the work.

The EEC does the timing. The TFI's function is to charge and fire the coil. The TFI basically just cleans up the PIP signal. If you measure it right off the Hall effect sensor, it can look pretty nasty. It goes into the TFI module, gets cleaned up and sent off to the EEC. The only delay is propagation delay through the TFI electronics. The EEC sends out the SPOUT signal which starts the TFI modules charging the coil. The coil fires on the falling edge and, depending on what advance the EEC is looking for, the falling edge of the SPOUT varies. Since the EEC knows where 10 BTDC of each cylinder is, by using timers and things, it can calculate when to drop the SPOUT signal. The PIP information the EEC uses to calculate SPOUT is not current, it uses the previous PIP value to determine where the crank was. The TFI module can handle acceleration rates of up to 250 HZ/sec. Another function of the TFI modules is to provide LOS spark (limp mode). If the TFI detects a loss of SPOUT, it will generate it's own 'SPOUT' to coincide with the rising edge of PIP (10 BTDC...assuming you haven't moved the distributor).

The return signal from the EEC to the EDIS is unrelated to the PIP. It purely indicates to the EDIS unit the amount of spark advance required.

EEC FUNCTIONS

(Taken from Mike Wesley's Calibrator demo and other sources.)

load scaling
MAF transfer
WOT spark advance vs RPM
WOT spark advance vs ECT
WOT spark advance vs ACT
accelerator enrichment
WOT fuel miltiplier vs RPM
WOT fuel miltiplier vs TP
part throttle spark advance vs ACT
open loop fuel vs ACT
closed throttle open loop fuel multiplier

spark advance vs BAP
spark advance rate
dwell
altitude fuel adjustment
cranking fuel vs ECT
injector adjustment for low battery
dashpot clip and decrement rate
transmission TV pressure vs TP
torque convertor lockup vs TP
upshift speed vs TP
downshift speed vs TP
idle airflow

EEC SCALARS

(Taken from Mike Wesley's Calibrator demo and other sources.)

injector size
injector slope
minimum injector pulse width
accelerator pump multiplier
open loop fuel multiplier
part throttle timing adder
dwell minimum
dwell maximum
ACT minimum for adaptive control
ACT maximum for adaptive control
minimum ECT for deceleration fuel shutoff
minimum RPM for deceleration fuel shutoff
minimum load (MAP) for closed loop
hi-load timeout to open loop
idle speed neutral
idle speed drive
CID
number HEGO sensors
WOT TPS value
EGR multiplier
EGR type
PIP filter
half fuel rev limit
speed limit
maximum spark retard
cooling fan ECT hi/lo/hysteresis
intake manifold volume
thermactor presence

EEC TABLES

(Taken from Mike Wesley's Calibrator demo and other sources.)

accelerator enrichment (lb/min)
startup fuel (A:F ratio)
base fuel (A:F ratio)
injector timing (crank degrees)
injector firing order
base spark (deg BTDC)
limp mode spark (deg BTDC)
injector output port
borderline detonation spark
borderline compensation vs ECT

borderline compensation vs ACT
borderline compensation vs lambda
acceleration fuel time constant
exhaust pulse delay
HEGO amplitude
HEGO bias
engine torque
engine frictional torque

MAF CONVERSION

Information on MAF conversion sent to me by Bob Nell <bnell@utk.edu>

attach these 4 wires from the MAF to the EEC

Air Meter Pin C-T/LB to EEC pin #9
Air Meter Pin D-DB/O to EEC pin #50
Air Meter Pin A- Red to EEC (splice into the existing red wire on pin #37)
(this is VPWR)
Air Meter Pin B- Black to EEC(splice this into the existing blk wire on #40 or #60)
(this is PWR GRND)

Also, these changes must be made:

Pin 51 must be moved to pin 38 on EEC
Pin 11 must be moved to pin 32 on EEC

To hook up the VSS:

VSS + must be hooked up to Pin #3 on EEC
VSS - must be hooked up to pin #6 on EEC

you can get the VSS signal right from the VSS or tap it off the speed control amplifier which is located near the dead pedal

Its the yellowish box in the corner there..
The DG/W wire is VSS+ and the black wire is VSS -

To hook up Fuel Pump Signal:

Hook up from Fuel pump relay under drivers seat (I believe the pink wire with stripe) to Pin #19 on EEC

Mike Wesley said: "The setup for the '95 Mustang Cobra R, (351 CID) was an 80 mm Lincoln Mark VIII MAF and 24# per hour injectors. These injectors will easily support 350 HP and the 80mm MAF is a better choice than the 70mm, as you get to use more of its linear range, so fueling can be more accurate.

To convert SD trucks with E4OD/AODE transmissions to MAF, Mike suggested: "The one most people use is the CA 5.8 MAF/E4OD (F5TF-12A650-BYA). It is obtainable through any Ford dealer (Pro-M, Kenne Bell, LCA, Downs Ford). I use the F5TF-12A650-HB (95 CA 5.0 MAF/E4OD) on a 750+ HP daily driver 415 stroker Lightning with a Vortech S trim. It is running open loop, has been reprogrammed, drives like stock, gets 17 MPG and will run low 10's at 130+ in the 1/4 mile and A/C and cruise work great. Both of these EEC's are set to use 4.10 gears. If a smaller ratio is used, say 3.55, you could use the F5TF-12A650-GB. There are probably 15-20 EEC's available to convert a SD (later model) to MAF.

"If you have an early SD truck with AOD, re-wire to the Mustang EEC (Ford MotorSport sells this kit). You'll have to move/add quite a few wires, and you might not like the results if you're not able to re-calibrate the EEC (like the Pro-M 'low cost' kit, Kenne Bell, LCA and Downs Ford come pre-re-calibrated). The engine shuts down at 85 MPH, shifting is fairly sloppy and too early (at least on a Lightning). All Ford EECs shift poorly -- except for the Lightning which is only slightly firmer."

"To use the Mustang EEC on a truck with an E4OD/AODE, you would need to run two EECs in parallel. The Mustang EEC runs the engine, the existing truck EEC controls the trans. Pro-M sells a kit like this."

TESTING AFMs

To test a MAF, supply it with +12V and ground. The output will vary from roughly 0.25V to 0.5V at no flow, up to 4.75 to 5.00V at full flow.

John Lloyd <john@anergy.demon.co.uk> sent the following MAF calibration tables

"I calibrated an air meter the other day in the lab... A slight discontinuity between the hi and lo flow masters but it may be of use?

Calibration of air meters with Ford AFM
Vs=5.0
Tamb=19C
19-Mar-97

l/min			
Lo meter	v	Hi meter	V
0	1.113	200	3.045
25	1.113	250	3.339
30	1.113	300	3.564
40	1.113	350	3.766
50	1.113	400	3.854
60	1.113	450	3.971
70	1.262	500	4.076
80	1.463	550	4.158
90	1.824	600	4.201
100	1.882	650	4.245
120	2.262	200	3.097
140	2.515	400	3.868
160	2.63	200	3.087
180	2.83		
200	3.014		
110	2.106		
160	2.629		
0	1.113		

Below data as promised for what came straight of a Ford Calibration of air meters with AFM
Vs=5.00
Tamb=19C

AFM1	Bosch 0 280 200 025	19-Mar-97
AFM2	Ford 86GB12B529-AA with ref 0 280 200 047 From 2.9i V6 using two off	29-Apr-97

l/min	AFM1	AFM2		AFM1	AFM2	
Lo meter		V		Hi meter		V
0	1.113	0.25	200	3.045	1.16	
25	1.113		250	3.339		
30	1.113	0.25	300	3.564	1.73	
40	1.113		350	3.766		
50	1.113	0.25	400	3.854	2.09	
60	1.113		450	3.971		
70	1.262	0.25	500	4.076	2.35	
80	1.463		550	4.158		
90	1.824	0.25	600	4.201	2.58	
100	1.882	0.25	650	4.245		
120	2.262	0.45	680		2.75	
140	2.515	0.68	400	3.868		
160	2.63	0.83	200	3.087		
180	2.83	0.98				
200	3.014	1.15				
110	2.106					
160	2.629					
0	1.113					

TERMS

A/C	Air Conditioning
ACCS	A/C Cycling Switch
ACC	A/C Clutch Compressor
ACT	Air Charge Temperature sensor
ACV	Thermactor Air Control Valve
AXOD	Automatic Transaxle Overdrive
BOO	Brake On/Off switch
BP	Barometric Pressure sensor
CANP	Canister Purge solenoid
CCO	Converter Clutch Override
CFI	Central Fuel Injection
CID	Cylinder Identification sensor
CKT	Circuit
DIS	Direct Ignition System (see also EDIS, TFI)
DVOM	Digital Volt/Ohm Meter
ECA	Electronic Control Assembly (processor, computer)
ECM	Electronic Control Module (see MCU)
ECT	Engine Coolant Temperature sensor
ECU	Electronic Control Unit (see MCU)
EDF	Electric Drive Fan relay assembly
EDIS	Electronic DIStributor (see also DIS, TFI)
EED	Electronic Engine Control
EGO	Exhaust Gas Oxygen sensor (see HEGO)
EGR	Exhaust Gas Recirculation system
EGRC	EGR Control solenoid or system
EGRV	EGR Vent solenoid or system
EVP	EGR Position sensor
EVR	EGR Valve Regulator
FI	Fuel Injector or Fuel Injection
FP	Fuel Pump
FPM	Fuel Pump Monitor
GND or GRND	Ground
HEDF	High Speed Electro Drive Fan relay or circuit
HEGO	Heated EGO sensor
HEGOG	HEGO Ground circuit
HO	High Output

HSC	High Swirl Combustion, engine type
IDM	Ignition Diagnostic Module
IGN	Ignition system or circuit
INJ	Injector or Injection
ISC	Idle Speed Control
ITS	Idle Tracking Switch
KAM	Keep Alive Memory
KAPWR	Keep Alive Power
KOEO	Key On Engine Off
KOER	Key On Engine Running
KS	Knock Sensor
L	Liter(s)
LOS	Limited Operation Strategy (computer function)
LUS	Lock-Up Solenoid
MAF	Mass Air Flow sensor, meter or circuit
MA PFI	Mass Air Sequential Port Fuel Injection system
MCU	Microprocessor Control Unit
MIL	Malfunction Indicator Light
MPFI	Multi Port Fuel Injection
NDS	Neutral Drive Switch
NGS	Neutral Gear Switch
NPS	Neutral Pressure Switch
OCC	Output Circuit Check
OHC	Over Head Camshaft (engine type)
OSC	Output State Check
PFE	Pressure Feedback EGR sensor or circuit
PFI	Port Fuel Injection
PIP	Profile Ignition Pickup
PSPS	Power Steering Pressure Switch
PWR GND	Power Ground circuit
RWD	Rear Wheel Drive
SC	Super Charged (engine type)
SIG RTN	Signal Return circuit
SIL	Shift Indicator Light
SPOUT	Spark Output Signal from ECA
SS 3/4 - 4/3	Shift Solenoid circuit
STAR	Self Test Automatic Readout (test equipment)
STI	Self Test Input circuit
STO	Self Test Output circuit
TAB/TAD	Thermactor Air Bypass/Diverter Tandem solenoid valves
TFI	Thick Film Ignition system (see DIS, EDIS)
TGS	Top Gear Switch (cancels SIL operation in top gear)
THS	Transmission Hydraulic Switch
TP/TPS	Throttle Position Sensor
TTS	Transmission Temperature Switch
VAF	Vane Air Flow sensor or circuit
VAT	Vane Air Temperature
VBATT	Vehicle Battery Voltage
VM	Vane Meter
VOM	Analog Volt/Ohm Meter
VPWR	Vehicle Power supply voltage (regulated 10-14 volts)
VREF	Voltage Reference (ECA supplied reference voltage 4-6 volts)
VSC	Vehicle Speed Control sensor or signal
VSS	Vehicle Speed Sensor or signal
WAC	WOT A/C Cut-off switch or circuit
WOT	Wide Open Throttle

EEC APPLICATIONS

(sorted on CID and Code)

A9L is the most common 89-93 MAF 5-speed computer catch code
T4M0 is the most common 94-95 MAF 5-speed/E0D computer catch code
J4J1 is the catch code on 94-95 Cobra computers
ZA0 is the catch code used on the Cobra-R!!!

engine	vehicle	year	system	xmsn	diff	Code	Part Number
	MK7					D9S	
	Probe V6					KLO7	
	MK7					M1L1	
	MK8					W3Z2	
	XR7					X2P	
	MK8					Z4H0	
1.9	Escort					8AM	
1.9	Escort					8BB	
1.9	Escort					AA2	
1.9	Escort					AB2	
1.9	Escort					AB3	
1.9	Escort					AF1	
1.9	Escort					AH1	
1.9	Escort					F1X	
1.9	Escort					L1X	
1.9	Escort					M2Z	
1.9	Escort					UB	
1.9	Escort					W1E	
2.0	Probe 16V					T	
2.3	Mustang					8CC	
2.3	Tempo					8DN	
2.3	T'Bird Turbo					8UA	
2.3	Mustang					FB2	
2.3	Mustang SVO					FB2	
2.3	T'Bird Turbo					LA	
2.3	T'Bird Turbo					LA2	
2.3	T'Bird Turbo					LA3	
2.3	T'Bird Turbo					LB2	
2.3	T'Bird Turbo					LB3	
2.3	Mustang SVO					PC1	
2.3	Mustang SVO					PE	
2.3	Merkur Turbo					PF2	
2.3	Merkur Turbo					PF3	
2.3	Mustang SVO					PJ	
2.3	Mustang SVO					PK	
2.3	Mustang SVO					PK1	
2.3	T'Bird Turbo					TA	
2.3	T'Bird Turbo					TE	
2.3	Mustang SVO					TE	
2.3	T'Bird Turbo					TF	
2.3	Mustang SVO					VJ1	
2.3	T'Bird Turbo					ZAA	
2.3	Mustang SVO					ZBA	
2.3	T'Bird Turbo					ZGA	
2.8	Ranger					C9B	
2.9	Scorpio					7GYA	
2.9	Ranger					8DR	
2.9	Scorpio					8GHB	
2.9	Ranger					8ML	
2.9	Ranger					C9E1	
2.9	Ranger					C9M	
2.9	Ranger	87	SD	5-spd		HD	
2.9	Ranger					LDP1	
2.9	Ranger					RM2	

2.9	Bronco II	86	SD	A4LD		RP	
3.0	Taurus	88				8NC	E9AF-14A624-AA
3.0	Ranger					ACE1	
3.0	Taurus SHO					B9B	
3.0	Taurus SHO					B9B1	
3.0	Cougar					CE	
3.0	Taurus					D9C	
3.0	Taurus					D9C1	
3.0	Ranger					J2Z	
3.0	Taurus SHO					L0S	
3.0	Ranger					M2T	
3.0	Ranger					MOM2	
3.0	Taurus SHO					W2Z	
3.0	Taurus SHO					X2J	
3.2	Taurus SHO					H3Z	
3.8	T'Bird SC					B9A1	
3.8	Cougar					B9L1	
3.8	T'Bird					B9L2	
3.8	T'Bird SC					C0S	
3.8	T'Bird SC					LOE1	
3.8	T'Bird SC					M2Y	
3.8	T'Bird					MP	
3.8	LTD					SX	
3.8	T'Bird SC					U2Y	
3.8	T'Bird SC					W1M	
3.8	T'Bird SC					W4D2	
3.8	T'Bird					X1A2	
3.8	T'Bird SC					X1A2	
3.8	T'Bird SC					Z1Z2	
3.8	T'Bird					Z2U2	
4.0	Ranger/Explr					A1S	
4.0	Ranger/Explr					ADZ1	
4.0	Ranger/Explr					ANY1	
4.0	Ranger/Explr					BAT1	
4.0	Ranger/Explr					C1J	
4.0	Ranger/Explr					COW1	
4.0	Ranger/Explr					E0E	
4.0	Ranger/Explr					E0L	
4.0	Ranger/Explr					HAG0	
4.0	Ranger/Explr					K1P0	
4.0	Ranger/Explr					L0D	
4.0	Ranger/Explr					NAP2	
4.0	Ranger/Explr					OLD2	
4.0	Ranger/Explr					P0X0	
4.0	Ranger/Explr					PAN1	
4.0	Ranger/Explr					RAT1	
4.0	Ranger/Explr					UMP1	
4.0	Ranger/Explr					VAN	
4.0	Ranger/Explr					VET1	
4.0	Ranger/Explr					X0A	
4.0	Ranger/Explr					X2T2	
4.0	Ranger/Explr					YAM1	
4.0	Ranger/Explr					Z2C2	
4.6	Crown Vic					A2J1	
4.6	Crown Vic					C2Z3	
4.6	Crown Vic					C3N3	
4.6	Crown Vic					DH	
4.6	Crown Vic					E3Y2	
4.6	Crown Vic					L2W	

4.6	Crown Vic					M2C	
460	Van					DAD	
460CI	F350					8SE	
460CI	F350					J2C1	
460CI	F350					W2T	
5.?	truck CA		MAF	E4OD	3.55		F5TF-12A650-GB
5.0	truck CA	95	MAF	E4OD	4.10		F5TF-12A650-HB
5.0	T'Bird					8KC	
5.0	Mustang		MAF			8LD	
5.0	Bronco					8PZ	
5.0	Bronco					8PZ	
5.0	Mustang					A3M	
5.0	Mustang		MAF			A3M1	
5.0	Mustang	89-93	MAF			A9L	
5.0	Mustang		MAF			A9M	
5.0	Mustang		MAF			A9P	
5.0	Mustang		MAF			A9S	
5.0	T'Bird					AB2	
5.0	Bronco					C2M1	
5.0	Mustang					C3W	
5.0	Mustang		MAF			C3W1	
5.0	T'Bird					D2L	
5.0	Mustang					D3D	
5.0	Mustang	87	SD/SFI			DA1	E7SF-12A650-A1B
5.0	Mustang					DC	
5.0	Mustang					DE	
5.0	T'Bird					DG1	
5.0	Mustang					DX3	
5.0	T'Bird					E1X	
5.0	Mustang					GJ1	
5.0	T'Bird					H2M	
5.0	T'Bird					H2M1	
5.0	T'Bird					KF	
5.0	Bronco					L12D	
5.0	T'Bird					MC2	
5.0	G.Marquis					MN	
5.0	T'Bird					P3M	
5.0	Econoline					T2T	
5.0	Mustang	94-95	MAF	EOD		T4MO	
5.0	Mustang					U4PO	
5.0	Mustang	86	SFI			VH2	E6SF-12A650-H1C
5.0	Mustang					VJ1	
5.0	Mustang					VM1	
5.0	Mustang					VR1	
5.0	Bronco					W2J	
5.0	Cobra					X3Z	
5.8	truck CA		MAF	E4OD	4.10		F5TF-12A650-BYA
5.8	Bronco,F-x50					39D1	
5.8	Bronco,F-x50					A0C3	
5.8	Bronco,F-x50					A2Z	
5.8	Bronco,F-x50					A2Z1	
5.8	Bronco,F-x50					BTQ	
5.8	Bronco,F-x50					C1Z	
5.8	Bronco,F-x50					C2M1	
5.8	Lightning			E4OD		C3P1	
5.8	Lightning			E4OD		C3P2	
5.8	Bronco,F-x50					D1X	
5.8	Bronco,F-x50					D9D1	
5.8	Bronco,F-x50					D9L1	

5.8	Bronco,F-x50					E0D	
5.8	Bronco,F-x50					FK1	
5.8	Bronco,F-x50					GT	
5.8	Bronco,F-x50					U2U1	
5.8	Bronco,F-x50					W2J	
5.8	Bronco,F-x50					X0P	
5.8	Bronco,F-x50					Z2D1	
5.8	Cobra-R					ZA0	

EEC-IV REFERENCE SOURCES:

The Engine/Emissions Diagnosis manual (a.k.a. the "H" manual) for your car's model year covers all emissions related maintenance procedures for the entire model year's production. It is available from Helm, Inc., (800) 782-4356.

"How to Understand, Service, and Modify Ford Fuel Injection and Electronic Engine Control", by Charles O. Probst, published by Robert Bentley of Cambridge, MA, USA, ISBN 0-8376-0301-3. It is available from a number of sources, including the publisher, Ford Motorsports dealers, and Classic Motorbooks at (800) 826-6600. For about $30, you get a complete overview of the sensors, actuators, and control algorithms used by the EEC-IV, step-by-step diagnostic procedures, wiring diagrams, plus tips on hot-rodding EEC-IV cars.

AFTER-MARKET SUPPLIERS:

Connectors for the EEC are apparently proprietary also, though some have said they are available through Amp, Farnell and DigiKey.

There seem to be two channels of ECM availability:

1 - OEMs and the companies they authorize, who together provide remanufactured ECMs through dealer channels;

2 - and those involved in the remanufacturing of ECMs for the true automotive aftermarket.

- A1 Cardone
- Echlin
- Micro-Tech Automotive
- Standard Motor Parts

Some of these companies catalog and offer product (or repair service) on almost 800 different ECM configurations for Ford-made vehicles in the model years from 1977-1993. Some of these are consolidations of applications, where units have proven and tested to be comparable. Foreign made vehicles sold under the Ford nameplate would add to this population of ECMs, since the above count is only Ford units.

For an idea of what the EEC does, and what can be done with it, get a demo of Mike Wesley's calibrator for the EEC-IV at:

http://www.tiac.net/users/goape/index.htm