

Electronic Engine Control self test for Ford vehicles with EEC IV

WARNING!
FOLLOW STANDARD SAFETY PRACTICES WHEN WORKING ON A VEHICLE INCLUDING BUT NOT LIMITED TO:

Transmission in Park or Neutral and the driven wheels off the ground or chocked when cranking/running the engine.
Check fan blade for cracks and do not stand next to the fan when engine is running.
Use caution when working on fuel systems, which can remain pressurized for a long period after the key is turned off.
No smoking around fuel.
Watch for electric fan which can come on at any time.
Watch out for hot and/or moving parts.
When working on a no-start vehicle, use a neon spark tester to check for spark and ground the coil wire to prevent accidental starting if spark should occur while testing.
Watch out for high voltage secondary circuits.
If you are not sure of the safety of any operation DO NOT DO IT. ASK SOMEONE!

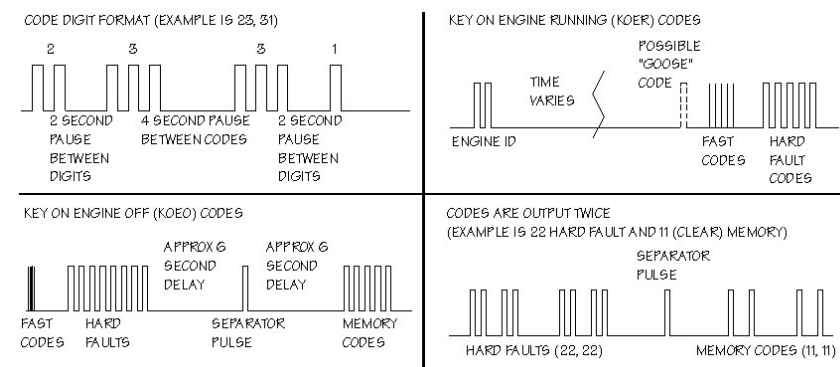
[2 Digit EEC codes](#)
[3 Digit EEC codes](#)

CODE TYPES AND FORMATS

CODE FORMATS

Codes are output as a series of pulses. The following charts show the (approximate) timing of the various code pulses.

NOTE: Two digit codes are shown. Three digit codes have similar timing. It just takes a little practice to distinguish between two and three digit types.

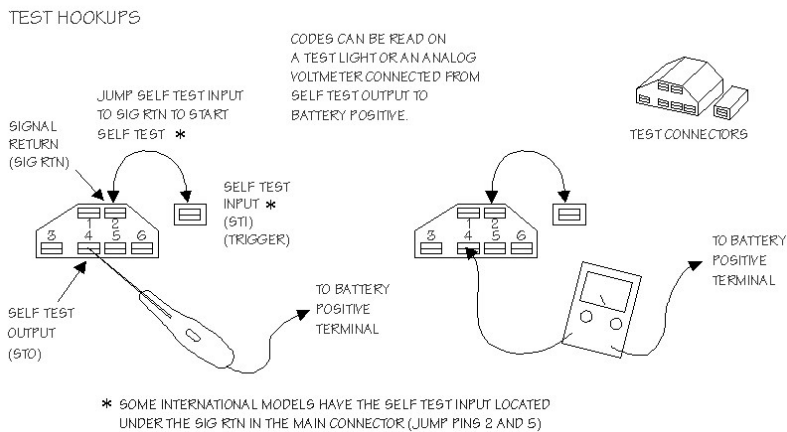


TESTS

NOTE: Vehicle should be fully warmed for all tests.

HOOKUP

See figure below. EEC IV vehicles have two connectors for self testing the system. They are located on the firewall or the left or right front fender. The large connector contains the self test output (STO) and ground (SIG RTN). The small pigtail is the self test input (STI).



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