

PRO-FLO Installation/Replacement Procedure for the PROM Chip in the ECU

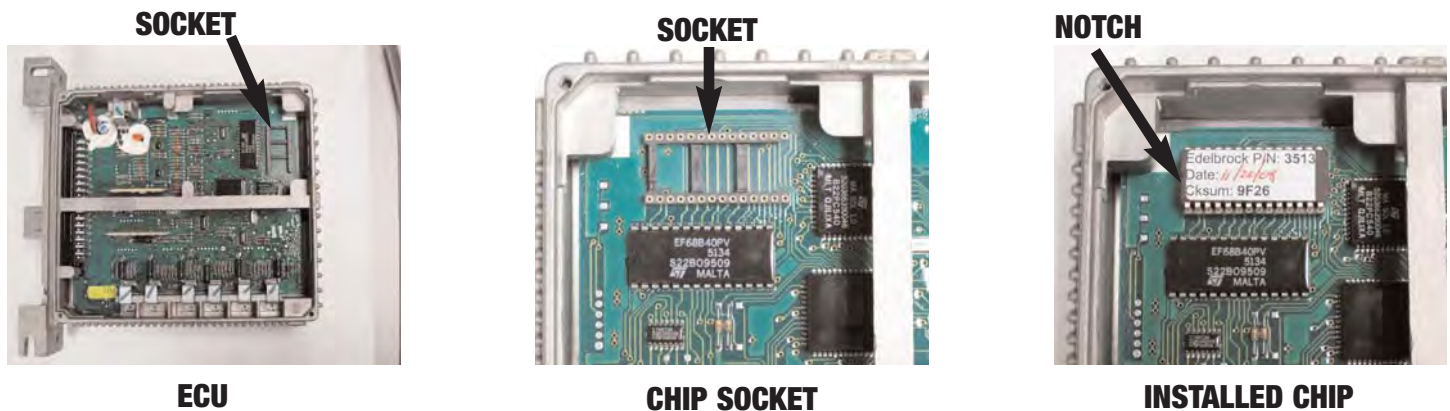
With the ignition off, unplug the ECU from the harness by flexing the locking clip and pivoting the harness connector away from the ECU.

Remove the ECU top cover by removing the four screws.

Locate the PROM socket on the ECU circuit board. If a PROM chip has been previously installed, gently pry the old PROM chip out of its socket using a small screwdriver.

Remove the new chip with its carrier from the anti-static packaging and plug the new chip/carrier assembly into the socket in the proper orientation. (The notch on the end of the chip should go toward the side wall of the ECU case.) Be sure that all the pins line up properly.

Warning: Powering the ECU with the PROM chip backwards or misaligned may cause permanent damage to the chip.



Press down with light to moderate force (up to 10 pounds) to properly seat the new chip/carrier into the PROM socket.

Replace the cover and plug the ECU back into the wiring harness.

Plug in the calibration module. Turn the ignition switch to the 'ON' or 'RUN' position. Do **NOT** start the engine.

After the commercial, the calibration module will display the first screen:

RPM= 0 Fuel=0.0mS
VAC= 0.0" Hg SPK=10^

It is important to reset any previously saved data sets left over from the 'old' chip. Push the [RESTORE] button. Use the [UP ARROW] or [DOWN ARROW] buttons as necessary to get the cursor flashing on "base". Then press [ENTER]. When the base data is restored press [EXIT].

Press the [SAVE] button. Use the [UP ARROW] or [DOWN ARROW] buttons as necessary to get the cursor on data set A. Press [ENTER]. After the data has been saved press [EXIT].

Repeat the process described above in step 9 for data sets 'B' and 'C'.

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