



# MAWH

P/N CPR 6001022

Tech line 248.398.2397

## YOU MUST DISCONNECT BATTERY BEFORE BEGINNING (RED POS) THE REPLACEMENT COMPUTER NUMBERS ARE:

The conversion from Speed Density to Mass Air is easily done in about two hours. It involves changing Automatic: E9ZZ 12A650 CA, Manual (convertible): E9ZZ 12A650 BA, Manual (hard top): E9ZZ 12A650 AA,



For later model computers the numbers are as follows: Automatic: F3ZF 12A650 BA, Manual: F3Z 12A650 AA Universal rebuild EEC- certified replacement: F3ZF 12A650 DA

This Kit may also be used with other applications, some of which are:

1993 Cobra computer: F3ZF 12A650 CA This computer takes a special calibration and 24# injectors.

1986 to 1991 2.3 L Mustang and other vehicles: F12F 12A650 AB

This requires a different pin placement in the computer wiring connector.

### **TOOLS REQUIRED**

7mm & 10mm Socket, Needle Nose Pliers, Wire Stripper and Soldering Iron.

### **Remove old EEC by:**

Remove kick panel on passenger lower side. Remove the white plastic retainer that holds the EEC to the out side wall. 7mm to remove the green screw that holds the EEC to the outside wall, then pull EEC down from inside the wall. Remove the connector from the EEC using the 10mm socket back out screw in the center of the wire harness connector.

### **Let us start.**

Route the mass air harness thru the firewall (passenger side) following the existing wires use the tie wraps and secure it to your stock harness. Put mass air harness through the firewall, close to the EEC computer. This may require a new hole. Locate the large grommet that the EEC harness is running through. Push the wire through the firewall. Remove the red "H" plastic pin lock by pulling on lock with needle-nosed pliers. By working gently on all portions of the Red H., you now can push and pull out the pins in the connector. Pull pins 51& 11 and move to pin location (list below). Push the following pins (List below) on the black side of the stock harness.

### ***The movement of the two pins on the EEC connector is required.***

- Pin 51 must be moved to Pin 38 in EEC IV connector. (38 is empty)
- Pin 11 must be moved to Pin 32 in EEC IV connector (32 is empty)
- Green Wire Connect push into pin # 9
- White Wire connect push into pin # 50
- Red wire from MAWH to red wire on pin # 37 you need to be solder it.
- Black wire from MAWH to either pin # 40or # 60 you need to be solder it.

Push the Red H plastic holder back into the EEC connects. This will lock the pins in place. You must unplug the vacuum line from the absolute pressure sensor, which is located on the center of the firewall. Be sure to leave the electrical wire connector plugged in. Remove the vacuum hose from the lower intake manifold and plug it off. Plug in the 4-pin connector, on the mass air wire harness into the element unit on the stock mass air flow meter. Also, reconnect the battery cable.

