



5500 Series Chip Module Installation

CAUTION: The vehicle must be turned off and the keys **MUST NOT** be in the ignition during the entire installation. We recommend that you place the keys in your pocket while installing the module. Failure to follow this suggestion may result in damage to your PCM.

Removal of PCM

Begin by disconnecting the negative battery terminal of your car's battery. Next, locate your car's PCM. The PCM is held in place by a 7/32" or 5.5mm bolt. Please remove this bolt. Next, remove the wiring harness by use of 10mm socket and ratchet. Slowly and gently pull the PCM out of its location and out of the car.

PCM cleaning and preparation

1. Once you have removed the PCM, take a look at the side of the PCM opposite from the wiring harness. Gently, pry off the plastic or metal cover. The J3 port (chip port) will now be exposed. *See figure 1.*
2. Next, to properly clean the J3 connector, remove both covers from the PCM. To do this, remove the 5.5mm hex screws on the side of the PCM. *See figure 2.*
3. On older models, use a clean rag to wipe away the protective grease on either side of the connector. On newer models there is no grease, but instead there is rubber coating on the connector. Use a piece of Scotchbrite to scrub away the rubber coating on the port. On all models, then use a piece of Scotchbrite to sand the contacts until hint of copper can be seen evenly on both sides. **DO NOT** go past the copper or you will ruin the PCM.

It is extremely important that the port is properly cleaned. Otherwise, the car may not start or the chip may not function properly. Do not use sandpaper or anything other than what we recommend. Failure to follow these instructions may result in damage to your PCM. *See figure 3 and 4.*

4. Reinstall the cover on the computer and hand tighten the hex bolts.

Installing the module

1. Insert the module into the J3 port as shown. *See figure 5* for correct mounting. An example of incorrect installation is shown by *figure 6.*
2. Secure the chip to the back of the PCM by using a piece of duct tape. This will assure a steady connection. *See figure 7.*

Finishing up

1. Carefully work the PCM to its original location.
2. Reconnect the wire harness to the PCM.

3. Reconnect the negative battery cable. Key on but do not start the engine. On the newer cars, the gauges will reset themselves by doing a full sweep. Wait a few seconds.
4. Start the car. Wait a few minutes. If everything seems OK, proceed to step 6. If the car runs funny or does not start, continue to the next step.
5. If the car runs funny or does not start, one of the following may be happening:
 - a. The PCM was not properly prepared or the contacts were not fully cleaned. Please remove the keys and place them in your pocket, disconnect the negative battery terminal and check your work.
 - b. Your PCM may need “jumpers.” On some 1998-2000 automatic cars, the J3 port was shut off by Ford. You should contact American MotorSport for instructions on how to solder in jumpers yourself, or on where to send your PCM for jumpers to be installed.

If the car runs fine, proceed to the next step.

6. If the car runs fine in the step 4, shut off the engine, and remove the keys. Re-secure the PCM in its original location. On some vehicles, one of the original mounting brackets may no longer fit. It can be left off, but be sure you secure your PCM with at least one of the harnesses or otherwise.

7. Have fun!



Fig. 1

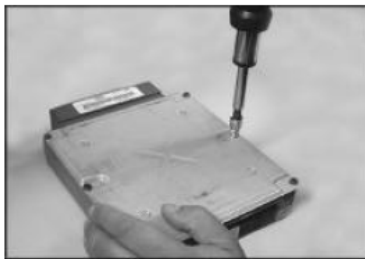


Fig. 2

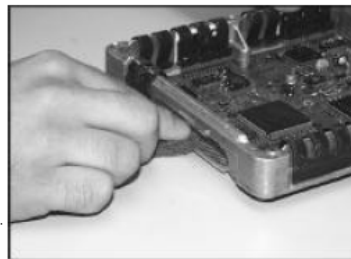


Fig. 3



Fig. 4



Fig 5 -Chip properly mounted



Fig 6 -Chip incorrectly mounted



Fig. 7

If you need any additional help, please contact us at info@americanmotorsport.com

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www.americanmotorsport.com