Installation of JDSPorsche 16v Euro 84-86 LH and EZ-F Performance EPROMS

NOTICE

In order to guarantee safe operation, it is essential that your 928S is in good condition. This requires:

1) A MAF within calibration i.e. that set set a minimum of 1% tailpipe CO with the idle adjustment potentiometer within the range 300-500 ohms. (Airpump disconnected or vacuum feed to diverter valve disconnected and plugged)
2) Injectors cleaned, balanced and flowing within specification.
3) Confirmed fuel pressure and fuel flow rate.
4) 93 US/AKI (North America) or 98 RON (EUROPE) octane fuel must be used. If this cannot be obtained then connect the “octane loop” connector in the cableform adjacent to the EZ-F 25way harness connector.
5) Do NOT use these chips to improve the performance of a 928S that is running poorly.

INSTALLATION

1) You will need to extract both ECU's together on their cradle. Some people report it is easier to take out the passenger parcel shelf first. The units are located inside the passenger foot well at the wheel arch side. Fold back the carpet, to expose the ECUs on their cradle. Remove the wooden cover over the fuse and relay board.

Unplug the LH and EZK ECUs by releasing the small spring clip at the cable end of the connectors. Unbolt the cradle by unscrewing the two socket head bolts at the front edge of the plate, remove the plate complete with ECUs. It is held in place at the rear by a peg that locates in a grommet.

Unbolt the LH ECU from the plate. The LH ECU is the larger of the two units and has a serial number in the series 928.618.123.XX. Carefully lever up the tabs securing the lid to the base plate of the LH ECU, and remove the lid, as indicated in the picture below. Try to unfold the tag along its length, rather than bend it at a single point. This will reduce the possibility of the tab fracturing.

Unscrew and remove the two screws and clip near the 25 way connector. Note that the screw on the right of this picture is a self tapping screw, the other a normal metric threaded screw...

Remove the top cover.

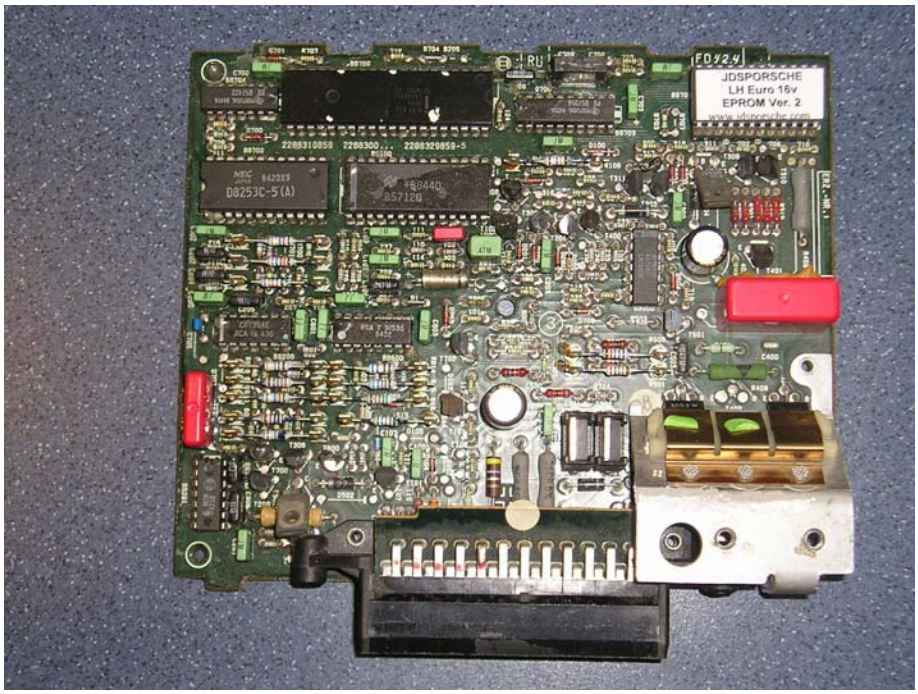
On the base of the unit, unscrew and remove the two heatsink screws indicated in the picture.

1) At the back of the unit, unclip the three plastic clips shown below from the edge of the circuit board

Then by pushing gently on the 25 way connector at the front, and easing the circuit board up at the back, slide the circuit board out of the heatsink frame.

Carefully ease the EPROM out of its socket. Work from each end evenly. Make sure the screwdriver is inserted between the body of the socket and the ERPOM, and not the socket and the circuit board...

Turn the board so the 25way connector is facing you, as below. Carefully insert the new LH EPRO so that the label script can be read…. Make sure all pins are located in their respective sockets and then push the chip fully home. Excess force is not required; if the chip is reluctant to go home, carefully double check the pin locations.



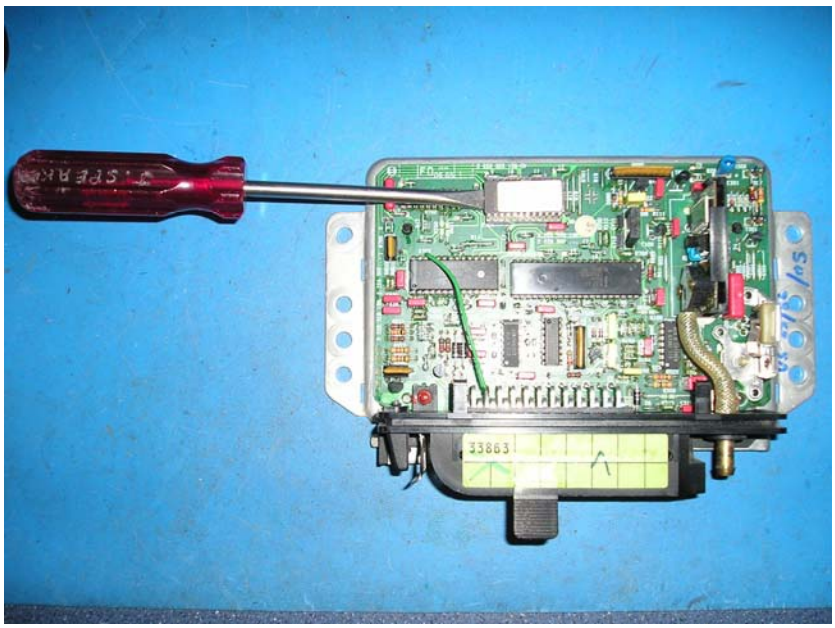
Refit the circuit board to the heatsink plate and clip it into place with the three clips at the rear, then refit the two heatsink screws that were removed in step (5). This is essential for proper heat dissipation in the power semiconductors on the board. If the screws are omitted, damage could result to the devices.

PREPARATION and INSTALLATION EZ-F

Unbolt the EZ-F ECU from the cradle. Remove the lid after bending back the 8 retaining tags.

NOTE: Check carefully that the EPROM is fitted in a socket ! Some early 928 618 124 00 EZ-F ECUs had EPROMs soldered directly into the circuit board. If this applies to your ECU, the board will have to be dismantled from the base plate and a socket fitted.

The EPROM should be carefully removed by carefully levering each end in turn with a flat bladed screwdriver.



2) Turn the board so the 25way connector is facing you, as below. Carefully insert the new LH EPROM so that the label script can be read…. Make sure all pins are located in their respective sockets and then push the chip fully home. Excess force is not required, if the chip is reluctant to go home, carefully double check the pin locations.