

SHIFT IT

We install and road-test an electronic shift kit in the EF Falcon

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THE FITTING

The popularity of shift kits in older cars has been around for a long time, but when it comes to the newer models, some have their ECU retuned and the trans' shift points firmed up to make the cog swapping less sloppy. This comes at a price, though, which usually extends over \$1000 along with an engine tune.

The TransModule we installed into our stock six-cylinder EF Falcon is an electronic shift kit designed to increase the speed of electronic automatic transmissions. These modules recalibrate the hydraulic system in your transmission electronically without the need to drop the pan. It works by increasing the line pressure and allowing the transmission to change harder from one gear to the next.

The result of all this is faster, firmer shifts, reduced flaring between gears to make the transmission more responsive. There are other long-term benefits too, like less heat and wear therefore prolonging the life of the transmission.

The beauty of these modules is that they can be turned off at the flick of switch and allows your standard shift pattern to return and your car to behave exactly as it did without the module installed.

We installed one into an EF Falcon in under two hours and then took it for a test drive. With the switch flicked to the on position and the control knob turned to about quarter position, there wasn't a really noticeable difference, but when we turned it up further to halfway and beyond (full), you could really feel the shift points firm up and the transmission hold its gears longer.

The product definitely works, and works well, and now I have it at half position as it is not too violent in its shifting, but it allows the car to respond much better to everyday driving conditions. In my opinion, at the three-quarter to max setting it would be great for a car that has a little bit of engine work such as cam, intake and exhaust, as it will get the most out of the package.

Read on for the installation and company contact details. ■



▲ Disconnect the battery



▲ Here is the ECU exposed



▲ Remove the left-hand-side kick panel by removing the two plastic plugs



▲ Remove the Phillips head screw holding the ECU support strap, noting the earth attached to this screw



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▲ Pull the ECU out into the passenger foot well



9

▲ Cut this wire about 15cm from the ECU, so that both ends are easily accessible



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▲ Connect a wire from the BLUE WIRE of the module to the wire that has been cut, which used to go to Pin 81



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▲ Undo the bolt holding the harness to the ECU, as it will make it easier to handle



10

▲ Strip both ends of this wire. Then connect the GREEN WIRE of the MODULE to the wire that leads to PIN 81 of the ECU



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▲ Connect a wire from the RED WIRE of the module to the red wire on Pin 71 of the ECU. DO NOT cut the wire on Pin 71 just tap into it by removing some of the insulation with a sharp knife



7

▲ Remove the black plastic cover from the top of the ECU harness connector by pulling it away and pulling the black tabs outwards releasing them from the clips



14

▲ Then wrap the red wire from module around it, solder and tape over it



8

▲ Locate the wire on Pin 81. All outer pins are numbered on the connector, you may need a torch to see the numbering clearly



11

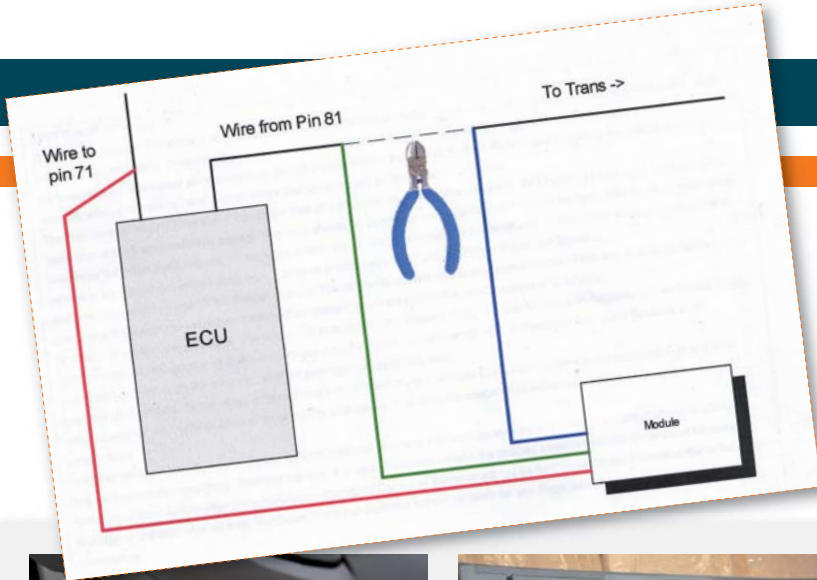
▲ We used solder to join the two wires, then insulated them with electrical tape



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▲ Put the black cover on the ECU harness connector, and connect to the ECU itself





PARTS PRICE LIST

ITEM/COSTS	
EF Fully Adjustable TransMod	\$115
Soldering Iron	\$10
Solder	\$5
Electrical Tape	\$3
Installation	FREE
Total	\$133

HOW LONG TO INSTALL

Installation took around 1.5 hours.



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▲ Put the ECU back in its original position making sure to mount the earth connection



17

▲ Remove the glovebox by releasing the two side tabs



19

▲ We then drilled two holes for the control switches and mounted them



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▲ Once out, we fed the wires and control switches under the dash and through the sides



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▲ We decided to mount the switch and potentiometer in the glovebox for a couple of reasons. 1. It's neatly hidden. 2. Will stop the kids or mates from playing with the settings!

SOURCES:

SHIFT KITS

Thanks to Shift Kits for providing us the kit used in this tech article. For more info on this product and other shift kits, please contact Shift Kits on 1300 663 128 or visit www.shiftkits.com.au.



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▲ We then refitted the kick panel, glovebox and scuff plate for a stealth installation



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▲ Reconnect the battery and test drive!

