Lt1 tech

Here you will find information on various LT1's, LS1's, and Vortec Truck engines I have installed or helped to install in many different vehicles. Please ask any questions you may have, I try to answer everyone's questions. If you have a stock truck with a security problem I can also take care of that with this service. The system was also on the 5. I can disable this system to prevent oil consumption, and prevent future lifter failure. I have information on this page about mechanical repair if you've already had a failure. Click on the link for more info on this service. Please do not skip this page, even if you are only looking for programming. Check out my Vortec Swap. In I installed an 01 Vortec cubic inch fuel injected Big Block Chevy with custom DIY closed loop fuel injection system and distributor-less ignition. I installed a ZZ cam. Two weeks later a piston fell apart and the sent a rod out the oil pan and is now out of the truck, here's some pictures of the destruction. Here's the Vortec 6. Megasquirt controlling fuel and spark, same as the above. I have now come across a Vortec 5. Click Vortec 5. I test ran the engine on an engine stand using Ethanol made from a moonshine still. I used Megasquirt for fuel and ignition control. Vortec 5. All ignition and fuel control comes from Megasquirt II. This was my very first fuel injected swap. The LT1 and the car are now gone, bu t I' ve left all the information!! Included on this page is the VATS page, showing how to byp ass GM's anti-theft system used in many early 90's vehicles. My '67 Chevy Page has a little info about my pickup. I've done disc brake and 5 lug conversion. Links includes other sites I found useful during my LT1 swap. If you have any questions or comments about the website or maybe your own engine swap, please E-Mail me! There should be enough here to get you going in the right direction. Some of these I have pictures of completed harnesses I have modified for easy installation. I have a lot of pictures so please be patient and let them load. If you find this information useful, or have suggestion on something to add, let me know , I will try to get it done. My goal is to help the hobbyist to be able to complete a harness transformation by them self. I would only hope you send the PCM to me when it comes time for it. I do not charge for ANY information. Sample schematic similar to what you may see in the following pages. This may help you to learn how to read the schematics. New page on Air Conditioning Controls! For parts list for fuse block, obd2 diagnostic port, and wiring instructions, click here! Typical 'External' Connections This is so the PCM can remember learned information about the engine over time. This includes idle control, fuel trims, and transmission adapts. This is what 'powers up' the PCM. Even the COIL wire on some of those went dead when cranking. After cranking, power was restored to the coil through a resistor, lowering voltage to 6 volts. The signal is only present for two seconds at key on. Fuel pump operation resumes when cranking over. So, if there is a condition where there is a bad crank sensor, fuel pump will come on, turn off, and will not turn on when cranking. However, the signal needed is opposite how you're brake lights work. If you vehicle was equipped with a lockup trans to begin with, you probably already have the proper normally closed switch mounted by your brake light switch. If you do not, you can use a relay to perform the same thing. There are then a normally open leg and a normally closed leg on the relay and a supply. PCM can be programmed to match tire size and axle ratio for you're swap, so this signal is calibrated. The stock LS tach signal is 4 cylinder type signal. This can be programmed as 4, 6, or 8 cylinder signal. How to wire up a fan relay Relay coil draws less then 1 amp. Make sure the ground for the cooling fan is a good one, also ensure there is a good ground from the battery - side to the frame. This uses a 5 terminal relay for the on on the right in this schematic. When the HIGH speed kicks in, it removes power from the first relay. This prevents power from being applied to both wires of the fan at the same time. Here are some pictures of a typical automotive relay that can be found at most parts stores. Although uncommon, when the flash procedure has failed for your LT1 or P66 ECM, there are several things you can do to ensure successful recovery. As you are probably aware, until a complete and successful reflash procedure, your ECM will be rendered unusable and your car will not run. Lets start with what NOT to do after your flash write has failed, until you figure out what to do:. It might be useful to determine what state your ECM and your flash tool computer is in before proceeding, you can usually do that based on the last message printed in your log when it has failed, so lets talk about how the flash procedure works. There are also two bin files, but LT1 tuning software generally stacks them into one. You must complete a successful flash before doing anything else. If ECM power has been lost during a flash procedure on an LT1, and the recovery rom was installed, you should reconnect power and try again now. There is a small chance the recovery rom was not completely installed due to the exact moment that the power loss occurred, in which case your ECM will not recover. This assumes the ECM is in a recoverable state. Either the kernel is loaded, or we are booted from the recovery rom. First off, if for some reason flashhack itself or your laptop has crashed, you should restart the program at this point. If you are suspicious some bug in flashhack has caused the failure, it might also be a good idea to restart the program now so you are starting fresh. Also, make sure you are running the most current

version. Make sure to re-check that box afterwards. This will return to the first step, detect that the kernel is already running, and retry the procedure. Make sure your battery is fully charged, and disconnect any battery chargers from your vehicle. Remove any other sources of electrical noise, turn off any accessories in your vehicle such as stereos or fans. If you see communication errors, or the failure occurs in a different place each time, you may have an issue with your interface or connection to the ALDL port. There also may be a device on your ALDL bus such as a body control module which is malfunctioning and making it difficult to communicate. Many devices often share the ALDL bus. One thing you might not realize, provided you maintain power to the ECM , is that this is a safe time to restart flashhack, try a different ALDL interface, or even install flashhack on a different computer. You may even want to order a new or better ALDL interface online and try again when it arrives, provided you can maintain power until then with a battery charger. Why does this happen, and what should I do? A: With LT1 ecms, by default, we modify some code before writing it to the ECM, and also change the order that the programming is written. This should, in most cases, allow the ECM to remain bootable most of the time if something goes horribly wrong during the flash procedure. This helps only in rare cases of stupidity like someone turning the key off on your car while programming. If you get this error, your bin may have code patches installed in it, or may be an uncommon revision from GM. Modifying a common bin using ordinary tuning procedures should not trigger this error, nor should really common patches such as the ones in EEX. Make sure nobody disconnects power from the ECM until your flash is successful. I just wanted to write a quick note to all of the users of my software that found a few bucks to send to my beer fund. Just so you know, this does not just pay for beer, alongside the few google ads we put up here, it also pays most of my web hosting bills so this stuff can be available to everyone. My new LT1 flash tool definitely seems ready for everyday use, but does need more widespread testing. If you have an LT1 check it out. If you want to get help with EEHack in any way, please join gearhead-efi. Due to a generous donation that got me another test ECM, EEHack development continues with a fresh test bench, socketed up ready to go and communicating with the cheapest FTDI device china has to offer which is really all you need to tune an LT1, you know. Thank you to Mogielski and all the other supporters that have kept me motivated to keep working on this platform over the years even without having an LT1. I plan on separating the flash tool from EEHack entirely and making a better one that will support other ECMs as well. Wanted: Dead, dying, or spare LT1 ecms for eehack development. Please email me address in EEHack credits if you have anything laying aroundâ€¦. Looks like the version of my old aldl-io console aldl program for linux was broken. Do not load a different flash tool or anything else that connects to your ALDL port including dataloggers and try to recover using that. Trust me on this, if you were using another flash tool, there would be no hope at this point anyway. Do not turn your key off, remove power from your ECM, or let your car battery die or drop to a low voltage. Current ECM State It might be useful to determine what state your ECM and your flash tool computer is in before proceeding, you can usually do that based on the last message printed in your log when it has failed, so lets talk about how the flash procedure works. The usual flash procedure goes for each side : Check if the kernel is already running. If not: Unlock the ECM security and enter reprogramming mode which allows us to execute any code we want Upload and run the kernel, this stops executing any code on the eeprom that we are about to rewrite and instead runs a tiny operating system from ECM RAM. What to do? I get a lot of comments posted directly to this site asking for support for EEHack. Due to a generous donation that got me another test ECM, EEHack development continues with a fresh test bench, socketed up ready to go and communicating with the cheapest FTDI device china has to offer which is really all you need to tune an LT1, you know Thank you to Mogielski and all the other supporters that have kept me motivated to keep working on this platform over the years even without having an LT1. Older posts. CPT and American If you are having problems, need a question answered, or have some feedback about the forum, discuss here. New Posts. A section dedicated to thanking our special members who have donated to help support the LTxTech. Hello there yet again!! Who is arriving, WHEN? Shootout cancelled. Shootout Memories. Holley Terminator X Max. Lowering Springs. Automatic and manual transmissions, gears and axles, and everything else! Which tires for me? This area is for advanced technical discussion only. No basic LTx tech should be discussed in this section. Spark plug heat range. Loan a Tool. Lt1 oiling problems. SAE Article on the Crankshaft pulley. Show off your new appearance mods and get some tips on how to detail that bad bitch. New to me but out of the Someone finally made a The rebirth of Six Speed Swap Kits??? El Hefe's new ride. Evil Opti logo on Midsummer Madness Sale Sell stuff to anyone in any state. There are sales forums in each regional forum for local sales. Water to air intercooler. LT1 tuners in the Let the s! Who is here???? 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