



TOYOTA LANDCRUISER V8 Twin Turbo Diesel with Automatic Transmission AB60F



Subject: AB60F 6-speed Automatic Transmission—Converter Lockup Improvement

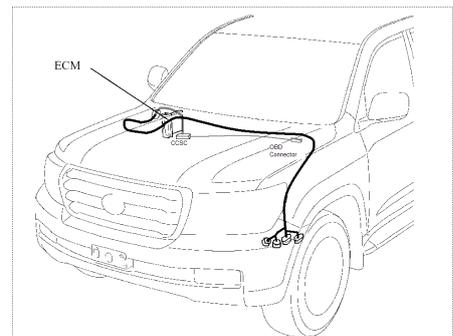
Background: This module is designed to fix a serious problem of the converter lockup functionality, which is responsible for a dramatic lack of fuel efficiency at speeds between 60 and 120km/h, bad engine brake effect when driving downhill and poor driving performance.

Although TOYOTA should be aware of this problem, so far, TOYOTA remains inactive to fix this problem.

ECON*LOCK has been designed to use the converter lockup signal from the ECU and modifies it, so that the converter locks up at the expected conditions, improves fuel efficiency, improves the engine brake effect and makes the vehicle overall much more nippy.

Installation: If the **ECON*LOCK** is available with a plug & drive harness, the installation is pretty easy.

- 1) Place **ECON*LOCK** on the passenger side under the dashboard next to the ECU.
- 2) Route the **ECON*LOCK** harness along the fire wall under the plastic cover to the driver side. Follow the whole way down to the suspension arm of the front wheel.
- 3) Route the harness out of the corner and push it back towards the cable connector of the gearbox. The cable has to be feeded **OVER** the head protectors of the exhaust pipe, to ease this work, one fixing screw of the heat protection plate has to be opened.
- 4) Disconnect the original gearbox control cable with the big connector and fit the adapter between original connector and gearbox.





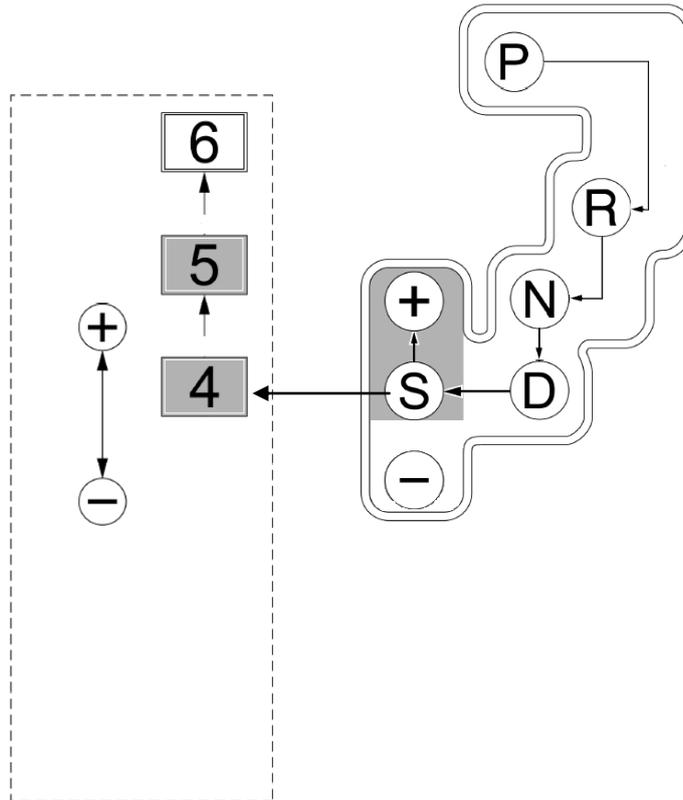
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5) Connect the OBD-Cable to the OBD-Socket

6) The **ECON*LOCK** requires a power supply from the Ignation system. Since there are no IGN-terminals available under the dashboard, one source could be the supply of the wiper-ECU.

Operation: AFTER starting the engine, **ECON*LOCK** needs to be activated to work in S-mode.



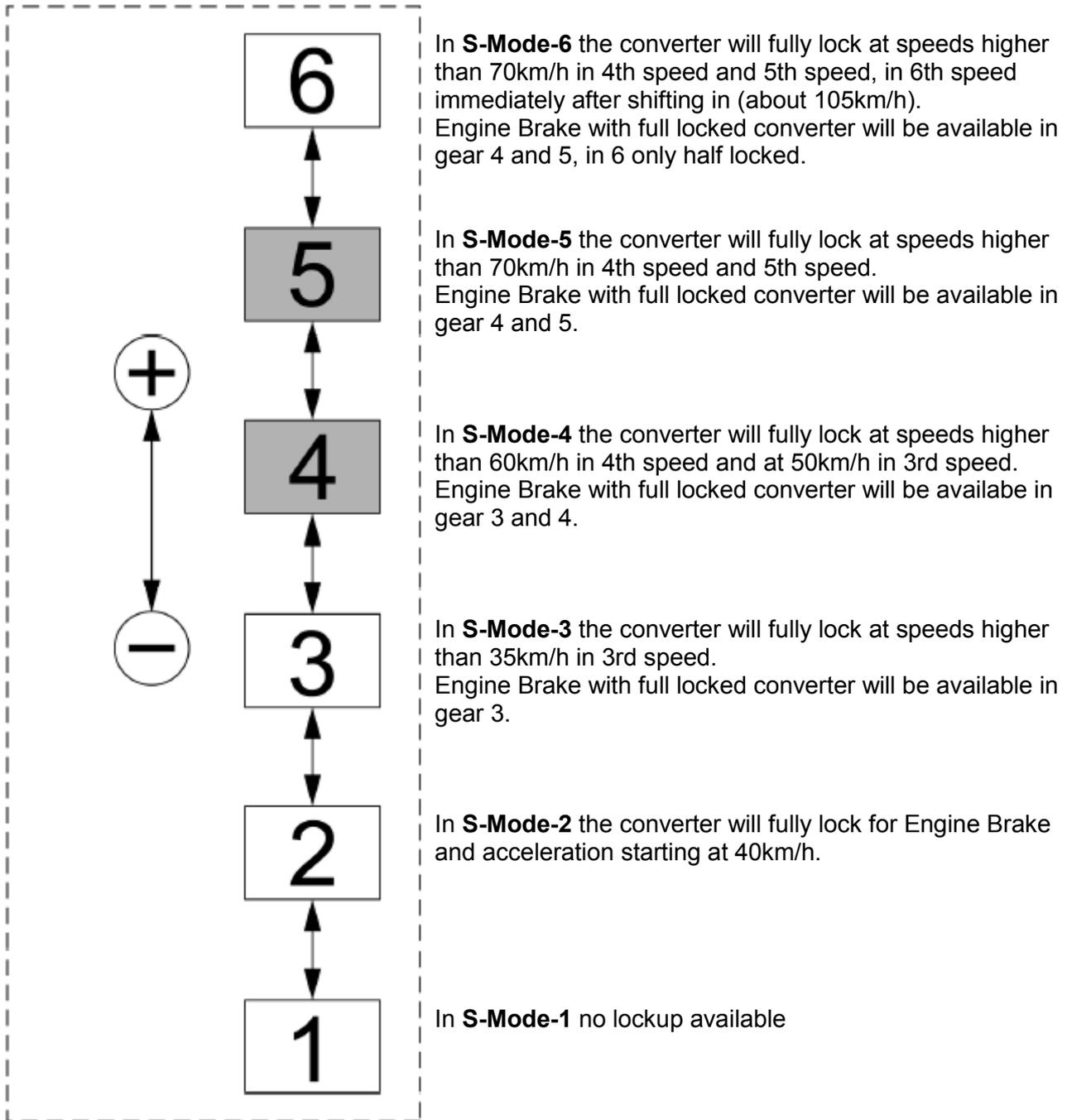
Once **ECON*LOCK** is activated, the operation will be performed within the mapping of the **ECON*LOCK** controller.

At any time it is possible to change back to regular ECU-control by shifting into D and lifting the foot from the acceleration pedal.

The switch between **ECON*LOCK** and ECU-control can be done while vehicle is in motion at any speed.



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At any time the lockup signal as half lock or full lock from the ECU will be passed through the **ECON*LOCK** module. Especially in lower speeds the ECU likes to assist engine brake with half lock signal, although it has no real effect, **ECON*LOCK** allows this support.

ECON*LOCK turns off when engine has been turned off, or the switches **PWR** or **2nd** have been selected.