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Howell fuel injection yj

K247JW360 - TBI Kit - Jeep Wagoneer 360 - Howell EFI Conversion & Wiring Experts howell wiring jeep Description Manuals Additional Information Part #YJ258 Converts L-6 Jeep Engine to EFI by adjusting 4.3L GM V-6 components and in-line electric fuel pump. The TBI adapts directly to the Jeep 2 barrel carb intake manifold. Most old emission plumbing has been eliminated. Improves handling and fuel economy. The set of emissions legal versions of the order part #CAYJ258. The GM ECM replaces the Jeep ECM with a dash. The high pressure fuel pump must be installed in the main fuel line from the tank and the fuel shall be returned to the tank. The harness includes a diagnostic connector, and the diagnostic is similar to the 1986-92 GM pickup. You're watching: #YJ258 – TBI KIT: 1987-91 YJ Wrangler Offroad \$1,295.00 Add to cart post #1 11 old 04-13-2016, 04:29 PM Thread Starter 1987 YJ Fuel Injection Conversion Howell This build all started with a vision of taking yj 1987 and having a troublesome carburetor, and installing a throttle in the body, transforming it over to fuel injection. Located in California we have some serious smog laws and getting these older Jeeps to pass the smog can be a real headache. There are so many EVAP lines and parts that can go wrong leading to your Jeep not registering. With fuel injection, you have three EVAP lines, and passing smog is no longer a worry at all. Fuel injection will also be a big change in the trail, no longer will you stop-out in a sticky situation because the carb flooded or got starved out. We support the military, and this YJ is our first official build in our new store we decided to add some military decals and accents and named this Pilot build. We are planning on doing a 4 lift, and this YJ will be sitting meaning 33s. We needed an engine and fuel system that could be made, so howell ca's legal YJ258 kit was the obvious choice. We pulled out the jeep in the store and tucked the hood, pulled out the seats and took the door so we could move around freely. We started to find two EVAP lines that will need to stay and will be on a new fuel injection conversion, labeled them and got them out of it. Then we started peeling stuff back. It can be scary and scary to just start unplugging stuff and taking it off, but don't worry because you won't ever be using this stuff again! There are many switches and connectors that you will have no idea what they are, but just jerk them up and get down to the intake manifold. After we had stripped all the EVAP lines, and disconnected all the switches, the next thing we decided to deal with was getting the old ECU out and pulling the harness into the engine compartment. The first thing is to take the far right dash module out, four screws up on top, the glove box has four screws, and then there are four 5/16 nuts behind. Now this YJ is AC so it was get to the back four, but we took the seats, and were able to fix and reach up to the outside of them with a quarter inch of the socket and get them, then removed the instrument panel cover and radio and reached the radio hole to get the other two bolts. Then you will take the ECU, which happens to the two nuts that are available from the engine compartment. To pull out the strap, we just took the tortoise connector channel and caught the connector and harness through the back. To get the grommet out you are going to want to pry it out of the engine compartment carefully, then cut it and drag it off the harness and save it later. The next part of this project is quite intense, pulling apart the electric harness and removing it can be very intimidating, all the wires in the engine compartment looked like a rat's nest. We identified the wires that had to stay and cut them off the plug and moved them to one side tagged. The next thing to do is remove all the electrical tape and looms. We had one guy start the old diagnostics and relays and the other guy at the other end and started following the wires and cutting them. The only stuff that remains is your ignition electronics, and the collector heater switch relay. We fished each wire and we had several intersections that had wires needed to stay (the main harness and computer harness intertwined much more than we expected) and the wires needed to go. There were also duct tapes holding these junctions, which is not good! So we cut all these crosses, and soldered and sealed with a thermostat wrap. When we had all the harness smashed and had all the wires we knew we needed from the old computer harness we pulled it out and it cleaned up the engine compartment a lot! We went ahead and connected the three wires that came from the old harness of our Dura spark system. Our quad plug wasn't one that could change, so we just cut it out and soldered the individual connector in our purple cord that goes to the dealer. Then we made sure we had the collector heater relay all dialed with wires to the heater, heater switch, and power relay. Taking on the challenge of removing all the old diagnostic wires and CPU wires from the main harness was the toughest part of that work. We ended up with several wires that we had no idea where they went. But with our wiring diagrams we were able to track them down and get them hooked up properly. With everything from the engine to the bay we discovered that the exhaust manifold was cracked and the exhaust system was welded badly. So we cut it, and took the intake and exhaust manifold off. With the inlet and exhaust manifold off we were able to really clean the engine and valve cover. We then threw a new California legal exhaust collector on, a new valve cover gasket, and this engine was looking good! With all the old carburetor stuff out of the way the new GM TBI unit. We started with the new harness to install feeding new ECU plugs, diagnostic plugs, and a fuse panel inside the Jeep. Then, in the harness to the collector is an idea where everything needs to go. Starting with the O2 sensor and the coolant temp sensor and making sure that the harness reached them correctly, because we knew they could only enter one place. Then we installed gm TBI adapter plates and gaskets with some RTV so that there would be no vacuum leak. Then we looked up so we know where all the vacuum ports are on the TBI unit and screwed it down. Using old vacuum lines and connectors, we got the new EVAP system bent properly. Pretty much there are only two lines that come out of the drum and play on the CTO and TBI units. Harness then candles lightly; all connectors reach exactly where they are supposed to go and everything is marked. Then we crawled under the Jeep and pulled the belly pan so we could install a new high performance fuel pump and filter. We wrapped the pump in some foam to protect it from sliding around the bracket that they designed. We cut the line a few inches back from the belly pan and screwed the belly pan back up and hooked up to the fuel line. We just used the provided rubber fuel lines that came with the kit and squeezed them. We had to chew up the speedo cable so got a new OEM one of crown cars (87 cable is different then other years to make sure you find the right one). We had to extend the speed sensor a bit and plugged it into tying it out of it. When a brand new fuel and vacuum system was set up and all the new electrical plugged in the engine bay we moved inside the Jeep to install the new ECU. We used the original mounting plate using some foam and wire loom brackets. Then we found the right ignition cord that had current when running and when cranking (our was yellow) and gave a new ECU of power. We tied the LED light to the test engine light and were ready to test the new TBI system. Turning the key on to the position we heard the fuel pump kick on and off properly, then cranked over the key and the Jeep started right up and the test lights went no more starving fuel this Jeep goes like a brand new YJ! Reasonable Jeeps is an offline post #2 11 Old 04-13-2016, 05:17 AM Sweet. Wire looms? We want finished product pics. What are you going to do for the air filter? Alferd Packer: Stand up, you're a voracious, human-eating son*****, get up! There were seven Democrats in Hinsdale County and you and ate five of them. post #3 11 Old 04-13-2016, 10:40 PM Thread Starter Its at the muffler shop getting a new exhaust finished pics will be tomorrow! The air filter will come off the Chevy S10 from the pick and pull for \$20, the same TBI unit we just put on the jeep! Reasonable jeeps have offline mail #4 from Old 04-15-2016, 10:03 AM Thread Starter Completed wire looms clean up and got air filter dialed in! This Jeep works like its brand new! The reasonable jeep is an offline #5 11 Old 04-15-2016, 10:10 AM Nice write up, thx. I bolted my fuel pump to the bottom of the bath. Did you not let go of the application, which is located in the cliff rash area, and it did not apply to the hosts. Look at my thread FAQ for some pics of my air cleaner. It was used from the Astro . The right to be heard does not necessarily include the right to be taken seriously. -Hubert Humphrey. To view links or pictures in captions, your number of posts must be 10 or more. You currently have 0 posts. by #6 11 Old 04-15-2016, 05:53 PM Great work. I want to see the rest of your build. I like the military themed YJ idea. Nice air cleaner. Looks like it was made for it. Alferd Packer: Stand up, you're a voracious, human-eating son*****, get up! There were seven Democrats in Hinsdale County and you and ate five of them. post #7 11 Old 04-16-2016, 01:03 AM Profile Gallery Announces My Jeeps This is my... came this way and I'm not surw why, or as injectors r firing Sent from my HUAWEI H892L via Tapatak post #8 11 Old 04-16-2016, 10:26 AM Autozone sells this 10 Edelbrock air filter, including an element, for about \$20. I lenthened the center stud so I could use a longer element for better flow. The cold air tube channel from the JY enclosures is nice. But it doesn't really matter to the performance of IMHO. Bill 1988 Wrangler, 4.2L I-6, Howell EFI JP-1, CRT HEI Ign, AX15 ext slave conversion, Zone 2 lift + 1 BL + 1 /2 boom, BFG 31 x 10.5, Bestop. post #9 11 Old 04-16-2016, 10:33 AM Make sure to secure your Howell harness so it can't slide down and touch the exhaust manifold. Happened to me, and it was bad. I take these little brackets that mount on the existing holes in the valve cover and support the harness. Bill 1988 Wrangler, 4.2L I-6, Howell EFI JP-1, CRT HEI Ign, AX15 ext slave conversion, Zone 2 lift + 1 BL + 1 /2 boom, BFG 31 x 10.5, Bestop. by #10 11 Old 04-16-2016, 08:46 PM Profile Gallery Announces My Jeeps Funny that you post this air cleaner... same thing I have on my other yj with 350 CID... I will be trying this out now. Sent from my HUAWEI H892L via Tapatak post #11 11 Old 04-16-2016, 08:50 PM Profile Gallery Announcements My Jeeps Originally Posted by mgrg1356 View Post This is my... came this way and I, m not surw why, or as injectors r firing sent from my HUAWEI H892L using Tapatak I believe it is a chevy tbi, and have been having a hot soak start issues. I was told that the fuel pressure regulator gasket tb leaks and causes it. Do someone check it out. I also have slow cranking rpm's for hot starts... I guess it might be due to starters as I have been replaced 4/2 ax15 setting. Sent from my HUAWEI H892L via Tapatak

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