

UK Probe Owners' Club - forums

Quick links [FAQ](#)

Notifications [Private messages](#) **geoff.shaw** ▾

[Board index](#) < [Technical Forums and The Probe Oracle](#) < [The Garage - Technical Forum](#)



Select Language ▾

Bosch Immobiliser Bypass - How to!

Locked



Search this topic...



1 post • Page 1 of 1



Roc 24v
Forum Member



Bosch Immobiliser Bypass - How to!

Tue Apr 21, 2009 9:53 am

BOSCH IMMOBILISER BYPASS - COPY FROM ORACLE (Probe Oracle is full members only)

Taken from the UKPOC Oracle & updated by Sparky & John R

Probes suffer from premature failure of the ignition distributor (aka -the dizzy) and invariably the fault is associated with failure of the internal ignition module. This fault eventually creates a further problem with the immobiliser (aka -the moby) on L, M and some N reg. vehicles. These particular cars are fitted with the early Bosch example.

Edited from experience

Geoff Shaw August 2019

VEHICLE IMMOBILISER MODEL VIM125

MPT 1340
WT LICENCE
EXEMPT



FW ROBERT BOSCH GmbH

BOSCH PART No. 9 330 065 125
FORD PART No. 94BB 19A366 AA

Typzeichen: KBA9522

Typ: VIM125

Spannung: 12V

Hersteller: ROBERT BOSCH GmbH

Made in Australia

S/N

8710434623

VEHICLE IMMOBILISER MODEL VIM125

Typzeichen: KBA9522

Made in Australia

S/N

8710434623

To avoid further malfunctions, it is advisable to bypass this type of immobiliser. It has always been thought that this Bosch unit is the cause of the distributor failure, but in fact, the reverse is true. The later Temic type immobiliser is unaffected by distributor failure.

All immobilisers on the Probe are fitted behind a panel by the clutch pedal; it is held in place by one screw and one pushpin clip, remove this, and also the passengers side panel.



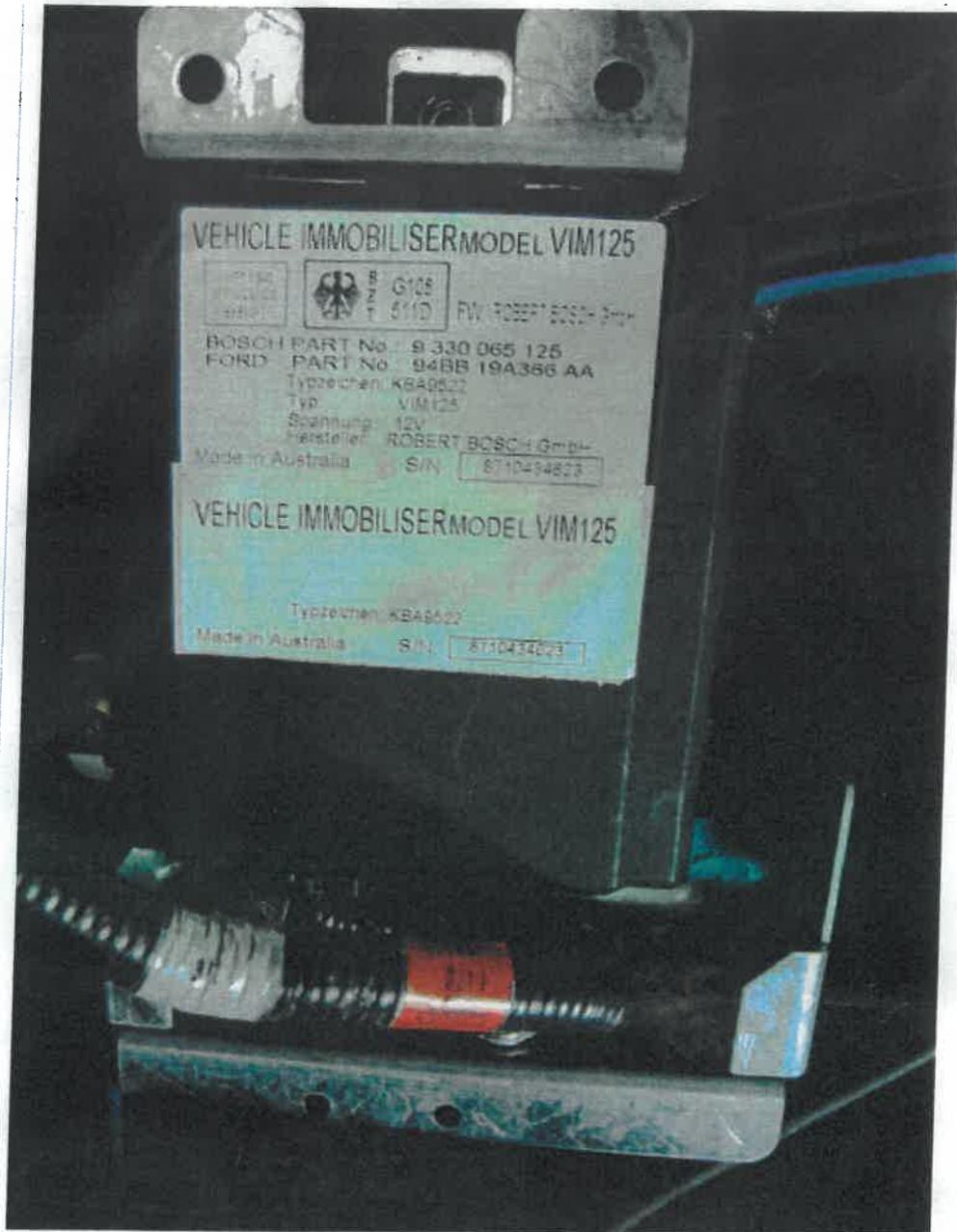
On removing the passenger's side panel, you will see a metal cage held by two torx bolts; within it, a black plastic box; this is the immobiliser. You will have greater access to these bolts if you remove the black plastic heater vent by unclipping it.

Esheaw note Aug 19

Yes the two torx bolts are accessible - just
but with a small tool set they are removable



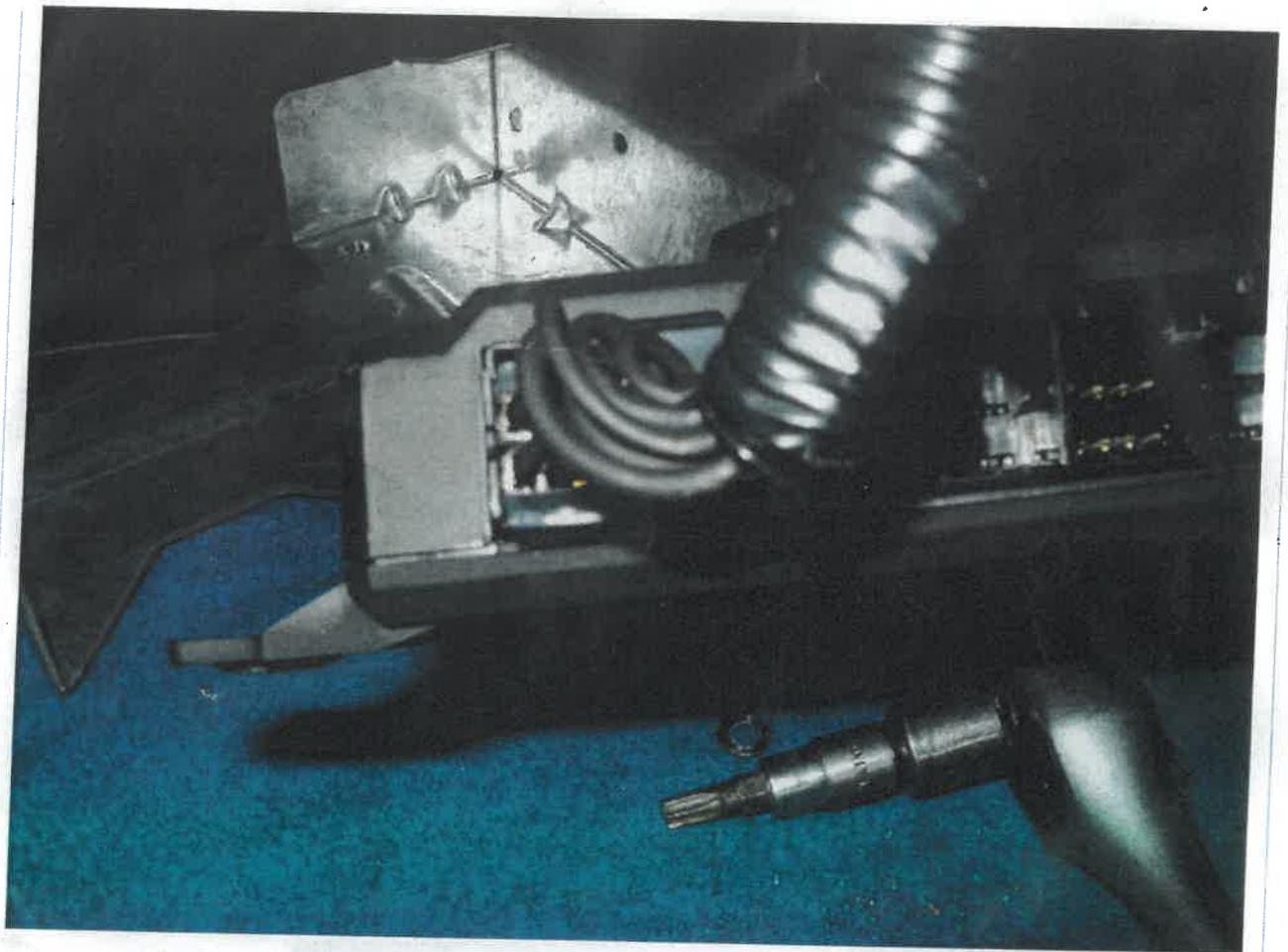
Remove these bolts and slide the immobiliser and cage out to the driver's side. Remove the immobiliser box from the cage by unscrewing three more torx bolts and drilling out a loom securing rivet. You will now have the exposed immobiliser on an umbilical loom.



You now have a number of options available to bypass the immobiliser. Please choose method #1, #2 or #3.

Method #1

Take the connector plug out of the immobiliser to join together several of the black wires.



Before you cut them, label them with the number of the immobiliser contact they are attached to, so you can put it all back if you get it wrong. You can work out which is which by noting the placement of the 'not used' contacts; these don't have a wire attached.

Top row

9 - fuel relay

10 - pcm

11 - fuel pump

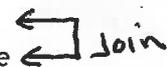
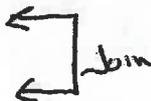
12 - not used

13 - distributor

14 - not used

15 - IM relay

16 - IM relay live



Join

Bottom row

1 - LED

2 - not used

3 - not used

4 - earth

5 - not used

6 - ignition live

7 - fuse live

8 - battery

Cut and join together:

9 - 11

9 Shaw note Aug 2019

- ① Remove plug from immobiliser
- ② Identify the wires as shown
- ③ cut and join the wires as shown
- ④ remaining wires stay in plug
- ⑤ store immobiliser for memory purposes

10 - 13

15 - 16

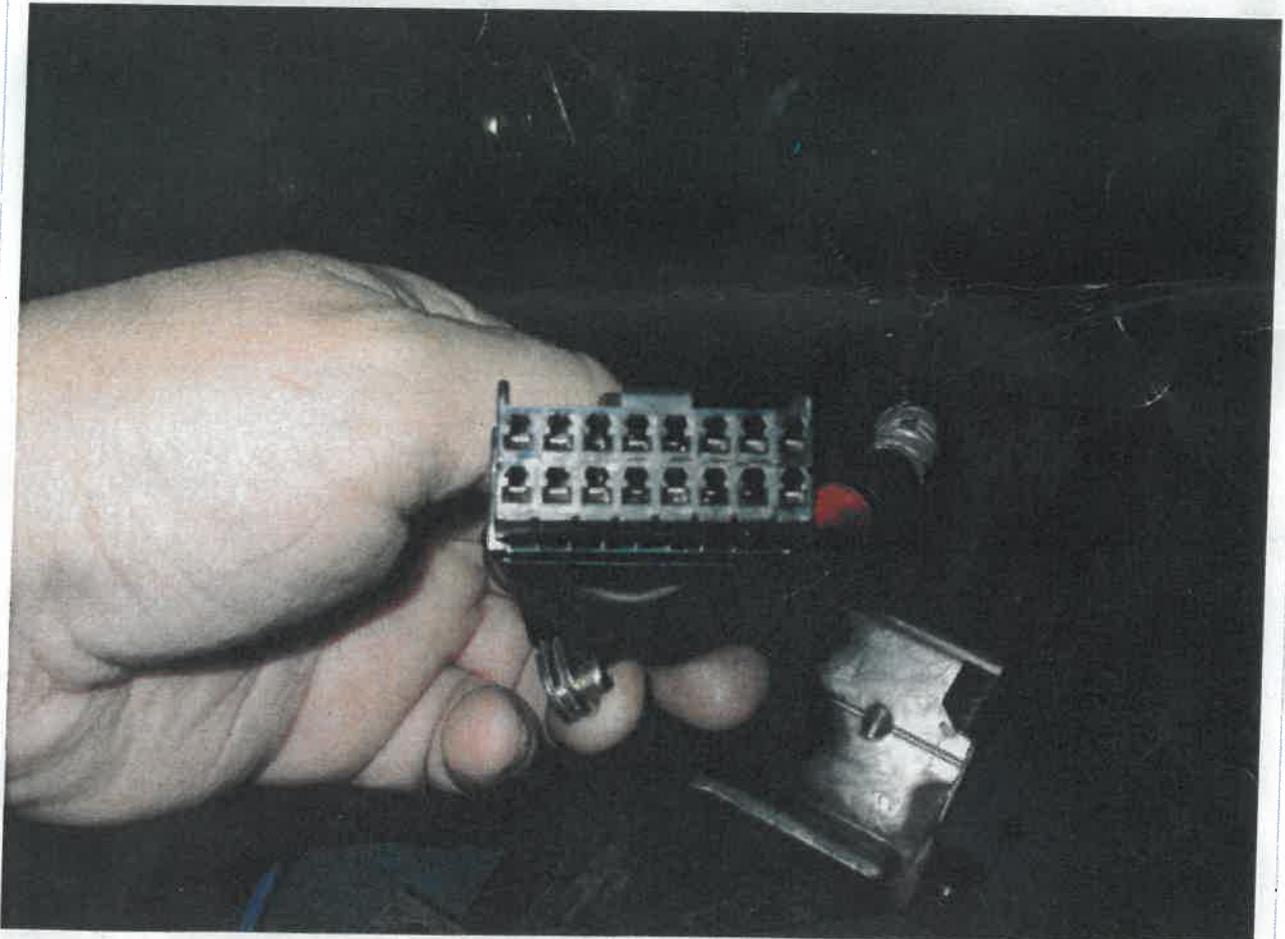
Start the car to check you have done it correctly, then solder / seal the joints, with heat shrink (or similar) to make sure they stay intact. This will bypass the three important circuits. Replace the plug in the immobiliser, and then back into the car. Job done.

Method #2

This avoids cutting/joining any wires and gives you the option of replacing the moby after all joints have been checked and/or re-made. Depending on whom you read, moby fault is down to poor quality solder when originally manufactured that degrades over the years and is associated with dizzy breakdown.

Prepare 3 "jump" leads about 50mm (2") from, 10A standard wire, stripping about 10mm (1/2") from each end and carefully tin them with solder to make nice smooth "pins".

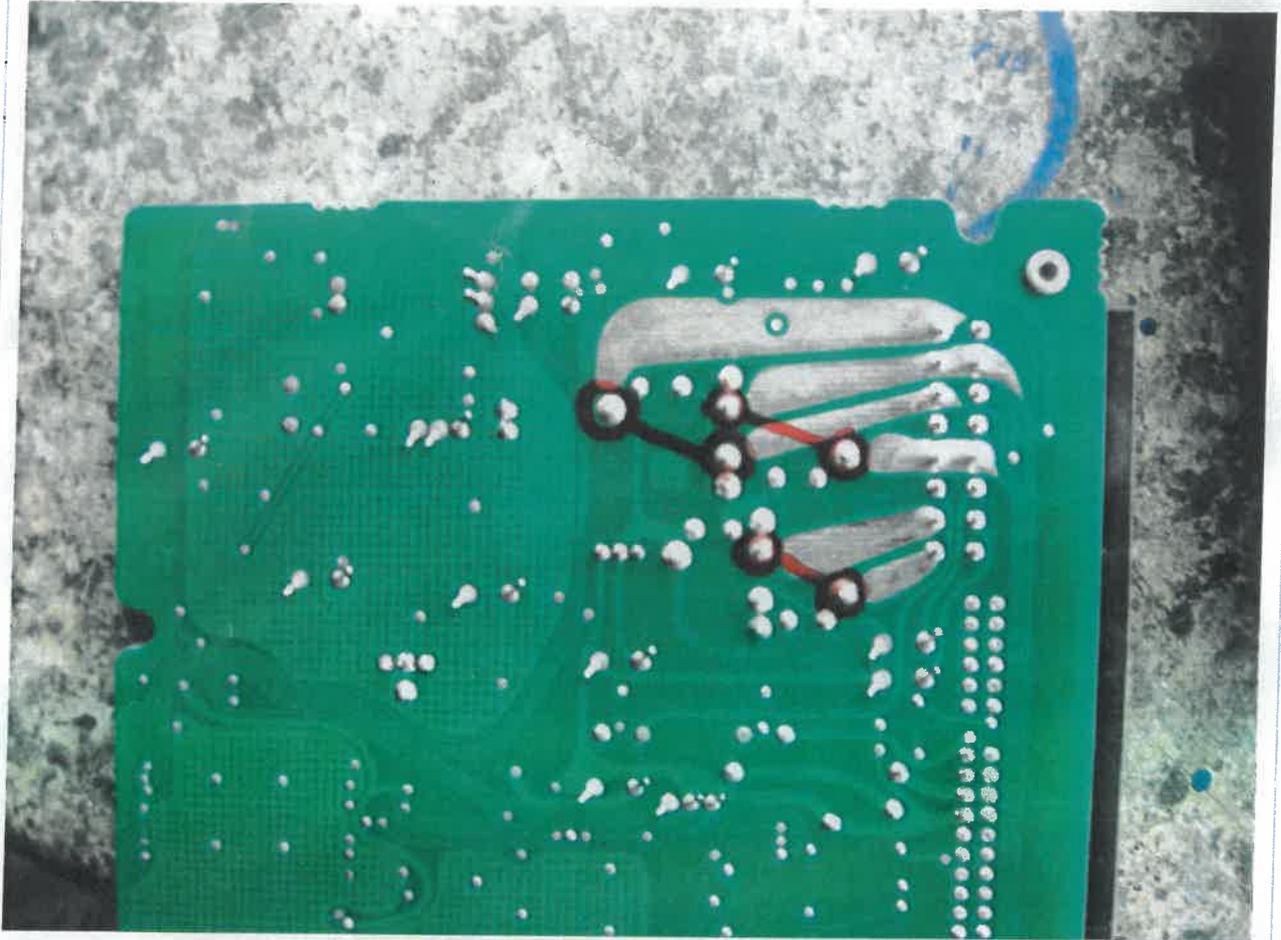
Then using the plug picture below, simply identify and link together 9-11, 10-13 and 15-16 by pushing "pins" into plug (as in doing the link for reading codes). Test and if all OK then tape into place. Simple. Replace everything back into the car. Job done.



Method #3

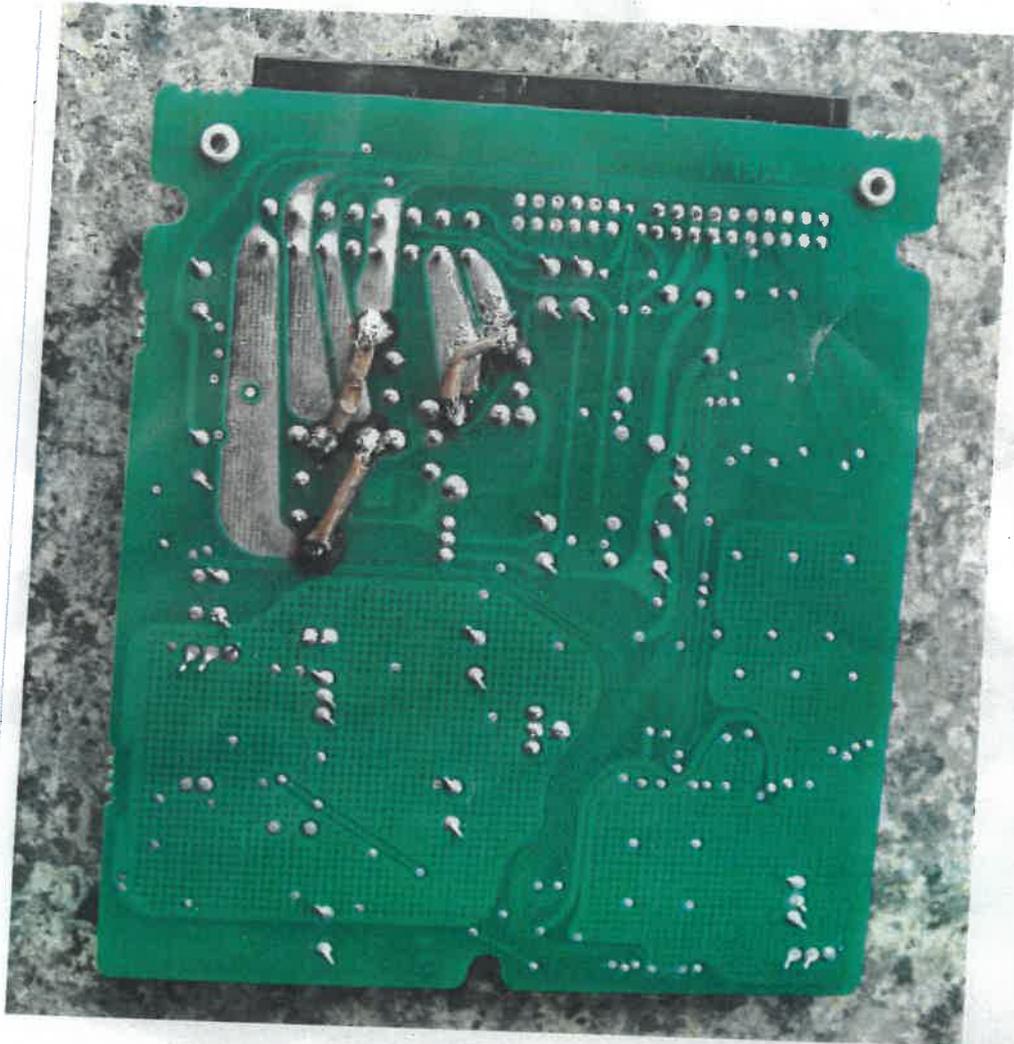
There are three circuits, not one, completed by the relays in the immobiliser i.e. three potential areas for faulty contacts or soldered connections on the immobiliser printed circuit board. It is necessary to by-pass them all to make sure that they won't prevent the car from starting or running. If you want to leave the wiring intact, you can remove the immobiliser circuit board and put shorts on it using insulated wire as

shown by the red lines in the image below.



Remove the circuit board completely by unscrewing the three self tapping screws securing the two halves of the moby. This is necessary to carry out the three shorts. They are:

- 9 to 11 = Fuel pump
- 10 to 13 = Distributor
- 15 to 16 = Starter



Using insulated wire solder the short-cuts into position. It's not pretty, but it works just fine as long as the soldered short-cuts do not touch any other circuit. This one was checked using a jeweller's eye-piece.

Pop the circuit board back into its box, tighten up the three screws and reconnect to the wiring loom. You should now be able to start the car without the fob. If all is well, replace the unit back in its cage and reassemble the panelling. Job done.



Locked   

1 post • Page 1 of 1 

[Return to "The Garage - Technical Forum"](#)

Jump to 

WHO IS ONLINE

Users browsing this forum: **geoff.shaw**, **Google [Bot]** and 10 guests

[Board index](#)

 The team  Members  Delete all board cookies All times are UTC+01:00