Many questions about this issue so I'm here to post this solution so folks can find it in a search.

So you've done a manual swap in your Eurovan, you've installed my Transmission Emulator, but now it won't start and the reverse lights don't work.

Here's the fix.
First you have to get at the 175 relay also know as the park neutral relay or PNP relay. It lives under you center dash area where the radio and climate control are located. There is a panel in the middle that runs full width of the center console with four screws holding it on. Remove the four screws, lift out the panel and you should see a bank of three relays.

The one you want has 175 printed in big numbers on the top. They can be a real pain the arse to remove! A little spray of WD40 might help but go sparingly. If it's being really stubborn, remove the positive battery cable from the battery so you don't fry anything and use a flat blade screwdriver to pry the relay from it's socket. Work your way around all four sides.
Once it's out you'll need to remove the black plastic cover. Carefully pry one side at the little retaining tab and lift the relay assembly up.
DO NOT POKE THE SCREWDRIVE IN TOO DEEP AS YOU WILL DAMAGE THINGS!!
Now repeat on the opposite side. Once you get it past both sides it will slide out.

Now slide the cover back on, it will go only one way so be patient and get it right. If you have some dielectric grease, apply it to all terminals and install the relay. That's it. Turn the key and the car should now start.

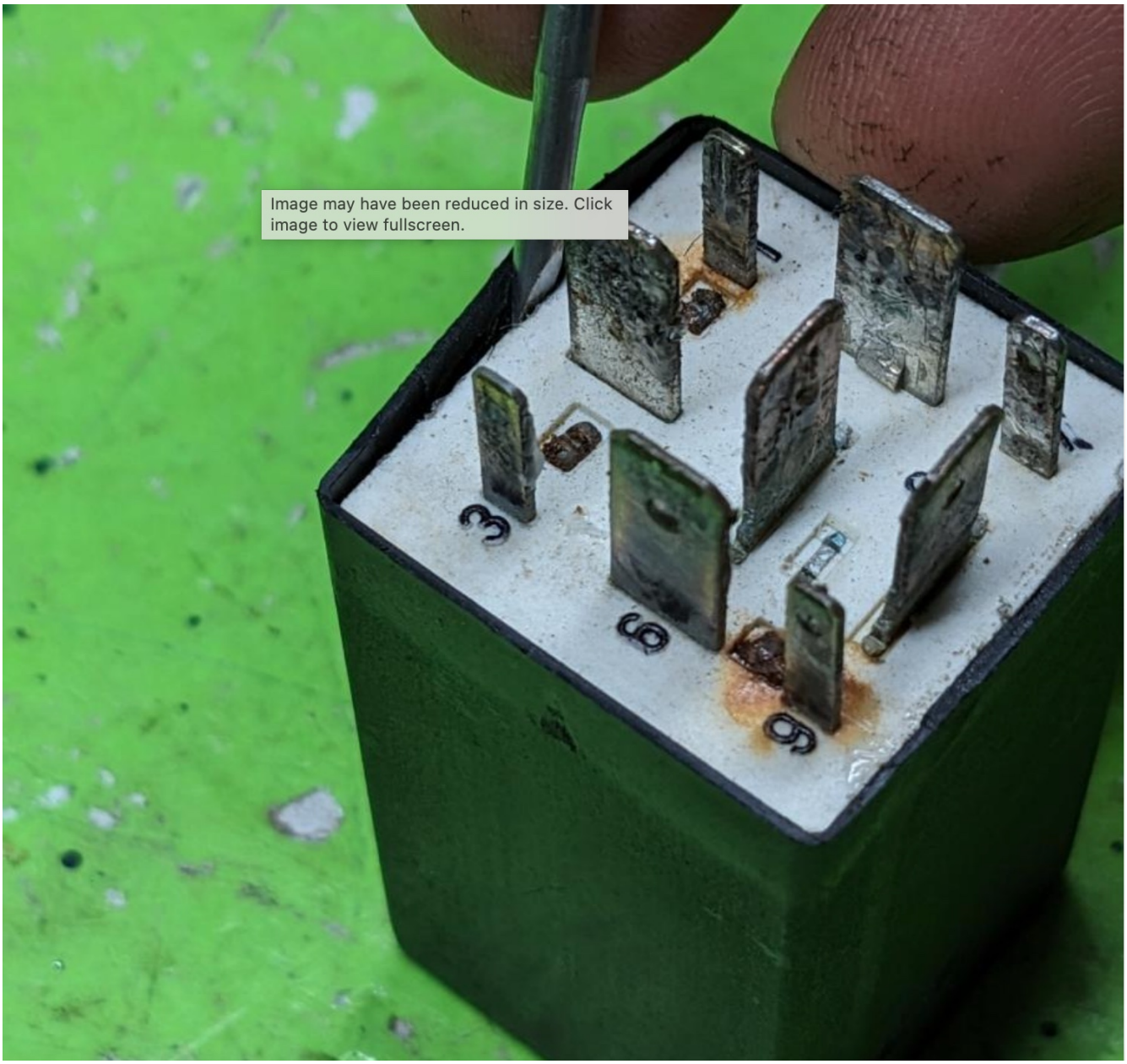
On to the reverse lights.
They are operated by the same relay so you'll need to get at the wires that come out of the relay's socket. You can remove the socket from its holder.

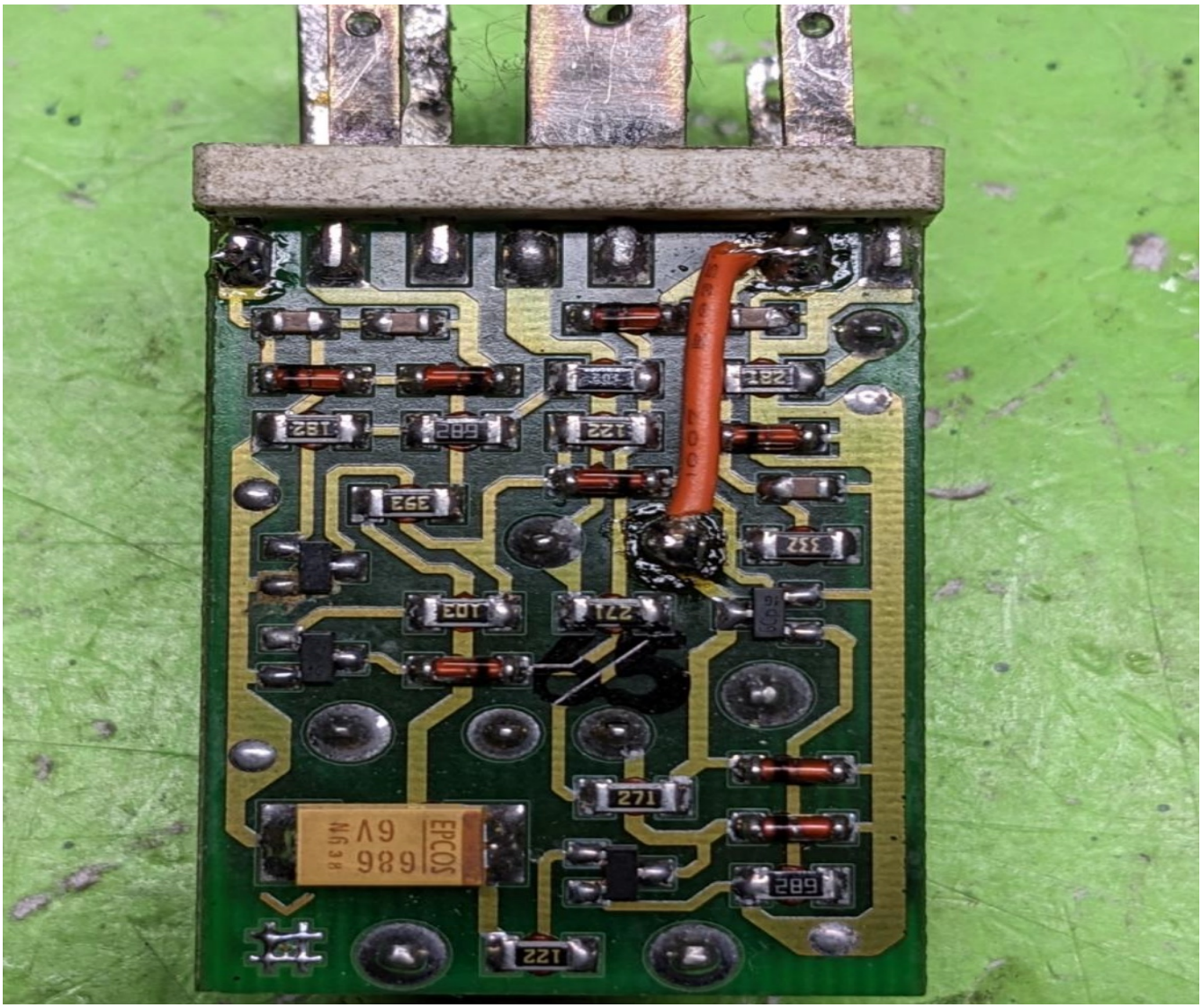
Get two lengths of wire long enough to go from the relay, across the dash to the left then thru the firewall and down to the reverse light switch. Twist them up like a long rope for easier routing.

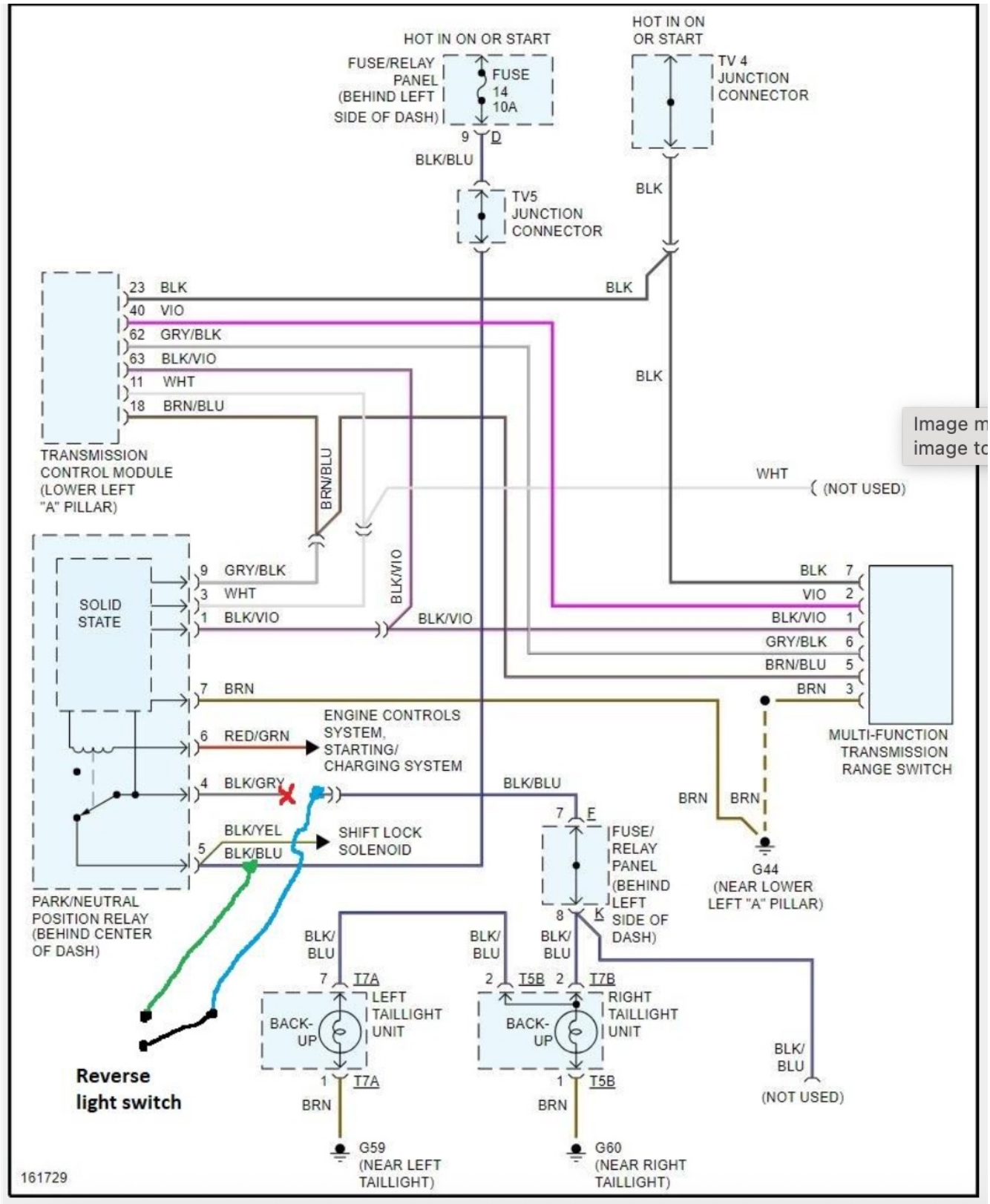
OK on the relay socket, locate the *BLACK/BLUE* wire at the center terminal #5. This wire is 12V hot in on or start key positions. Use a wire connector of your choice to tap into this wire and attach one wire of the pair you just made to this wire. You want to leave it connected to the relay and wire harness with your new wire connected to it.

Now locate the *BLACK/GREY* wire on the relay socket terminal #4. CUT this wire. Ignore the wire left on the relay side. Take the part of the grey/black wire that is still connected to the wire harness and connect the other wire of your pair to it. Route the wire pair to the reverse switch and connect it to the special EV1 connector of the switch and attach to switch. Provided the switch is good, the reverse lights should now come on when you are on reverse gear.

See diagram below for a visual on this.


Image may have been reduced in size. Click image to view fullscreen.
3
6
9


EPCOS
686
6V
182
689
122
392
332
103
271
271
289
122


HOT IN ON OR START
FUSE/RELAY PANEL (BEHIND LEFT SIDE OF DASH)
FUSE 14 10A
9 D
BLK/BLU
TV5 JUNCTION CONNECTOR
HOT IN ON OR START
TV 4 JUNCTION CONNECTOR
BLK
BLK
23 BLK
40 VIO
62 GRY/BLK
63 BLK/VIO
11 WHT
18 BRN/BLU
TRANSMISSION CONTROL MODULE (LOWER LEFT "A" PILLAR)
BRN/BLU
WHT
(NOT USED)
BLK/VIO
SOLID STATE
9 GRY/BLK
3 WHT
1 BLK/VIO
BLK/VIO
BLK 7
VIO 2
BLK/VIO 1
GRY/BLK 6
BRN/BLU 5
BRN 3
MULTI-FUNCTION TRANSMISSION RANGE SWITCH
7 BRN
6 RED/GRN
ENGINE CONTROLS SYSTEM, STARTING/ CHARGING SYSTEM
4 BLK/GRY
BLK/BLU
BLK/YEL
5 BLK/BLU
SHIFT LOCK SOLENOID
BRN
BRN
G44 (NEAR LOWER LEFT "A" PILLAR)
7 F
FUSE/ RELAY PANEL (BEHIND LEFT SIDE OF DASH)
8 K
PARK/NEUTRAL POSITION RELAY (BEHIND CENTER OF DASH)
BLK/ BLU
BLK/ BLU
BLK/ BLU
7 T7A
2 T5B
2 T7B
BACK-UP
LEFT TAILLIGHT UNIT
BACK-UP
RIGHT TAILLIGHT UNIT
BLK/ BLU
(NOT USED)
1 T7A
1 T5B
BRN
BRN
Reverse light switch
G59 (NEAR LEFT TAILLIGHT)
G60 (NEAR RIGHT TAILLIGHT)
161729