



## MAF Conversion Kit For Mitsubishi 3000 GT, '98 and '99 OBDII

### Installation Instructions


#### Parts Included:

- Split Second ARC2-GP
- Split Second ARM1
- MAF Sensor
- Cone Air Filter
- Wiring Harness
- (2) Hose Clamps

#### Parts installation:

- 1) Remove the air filter housing and Karman Vortex air flow meter.
- 2) Position the cone filter where the old air filter was.
- 3) Install the MAF sensor assembly in place of the Karman Vortex sensor. Secure to the rubber hose with a hose clamp. The oval rubber opening will fit the round sensor with the hose clamp installed.
- 4) Secure the cone filter on the MAF sensor with the new hose clamp provided.
- 5) Position the wiring harness so the connector can mate with the MAF sensor.
- 6) Remove the battery and battery tray. Route the harness through the main engine wiring grommet behind the battery. Position the wiring harness next to the ECU behind the center console. The ECU is accessible by removing the left and right kick panels from the center console.
- 7) Remove the three bolts holding the ECU in order to provide access to the ECU wiring harness.
- 8) Determine a suitable location for the ARC2. Popular spots are under the dash left of the steering column, along the right side of the center console or the roof of the glove box compartment. The preferred location is under the armrest in the center console.
- 9) Mount the ARC2 with the velcro that is provided.
- 10) Thread the wires from the ARC2 to the ECU.
- 11) Determine a suitable location for the ARM1. Popular spots are on the steering column or in the center console.
- 12) Mount the ARM1 with the velcro provided. Note that one of the screws on the bottom of the ARM1 is tied to +12V. Be sure those screws do not contact chassis ground. The preferred location is on the steering column.
- 13) Thread the wires from the ARM1 to the ECU.

#### Wiring Instructions:

 **WARNING!** Disconnect the negative terminal of the battery before connecting the **RED** and **BLACK** leads. Be sure you know the anti-theft radio code before disconnecting the battery.

- 1) Remove the excess wire jacket so that the ARC2, ARM1 and harness wires can be accessed next to the ECU.

Secure the end of the wire jacket with heat shrink tubing or a zip tie so it does not fray.

- 2) Crimp the **BLACK** wires from the ARC2 and ARM1 together on one side of a butt splice connector. Crimp a 1 foot length of left over **BLACK** wire and the harness **BLACK** wire together on the other side of the butt connector. Tie the loose **BLACK** wire to chassis ground.
- 3) Connect the **BROWN** wire from the ARM1 to one of the **BLACK** wires using an instant splice connector.
- 4) Crimp the **RED** wires from the ARC2 and ARM1 together on one side of a butt splice connector. Crimp a 1 foot length of left over **RED** wire and the harness **RED** wire together on the other side of the butt connector. Connect the loose **RED** wire to the **BLACK/RED** wire going to pin 47 or 59 of the ECU using an instant splice connector. This will provide a switched +12V.
- 5) Connect the **WHITE** wires from the ARC2 and ARM1 together using an instant splice connector so that one of the wires terminates inside the connector and the other has a long loose portion extending from the connector. Connect the **WHITE** wire to the **GREEN/WHITE** wire feeding the instrument panel lights behind the center console using an instant splice connector. When the headlights are turned on, this wire goes to +12V which will cause the illumination of the ARC2 and ARM1 to dim.
- 6) Connect the **YELLOW** wire to the **RED** wire on the ARC2 using an instant splice connector. This will make the ACCEL function active at all times.
- 7) Connect the **VIOLET** wire to the **BLUE/YELLOW** wire leading to pin 61 on the ECU connector using an instant splice connector. This wire provides the air flow input to the ECU. **NOTE: If the stock air flow meter is reconnected, the VIOLET and GRAY wires in the ARC2 wiring harness must be disconnected.**
- 8) Connect the **GRAY** wire to the **RED/BLUE** wire leading to pin 62 on the ECU connector using an instant splice connector. This wire provides the temp signal to the ECU. The **GRAY** wire has an in-line connector for the same reason as the **VIOLET** wire. This wire provides the temperature input to the ECU.
- 9) Connect the **TAN** wire to the **ORANGE** wire leading to pin 51 on the ECU connector using an instant splice connector. This wire provides the barometric pressure input to the ECU.
- 10) Connect the **ORANGE** wire from the ARM1 to the **WHITE** wire leading to pin 71 or 72 on the ECU connector. This wire provides the oxygen sensor input to the ECU.
- 11) Connect the **BROWN** and **GREEN** wires in the MAF harness to their respective colored unattached wires from the ARC2 using butt splice connectors.
- 12) Reconnect the negative terminal of the battery.
- 13) Plug the harness connector into the MAF sensor.
- 14) For stock injectors, begin with the following settings on the ARC2 and then fine tune per the ARC2 data sheet:
  - LOW: +0% (0 clicks from zero)
  - MID: -14% (7 clicks to the left of zero)
  - HIGH: +0% (0 clicks from zero)
  - ACCEL +2% (2 clicks up from zero)

If you change injector size, adjust with the LOW and HIGH settings and leave MID at -14%.

If you have any difficulty with installation, please call us at (949) 863-1359 for assistance. We hope you enjoy the increased horsepower and precise, filtered operation of your MAF conversion.

**THANK YOU FOR CHOOSING SPLIT SECOND**