



MAF Conversion Kit Using PSC1-004

Installation Instructions

Parts Included:

Split Second PSC1-004
Split Second ARM1
MAF Sensor
MAF Wiring Harness

Note: It is recommended that all electrical connections be soldered and covered by heat shrink tubing. Crimp and instant splice connectors are OK if done carefully and double checked for proper connection.

1. Disconnect the battery.
2. Remove the air flow meter.
3. Install the MAF sensor. Split Second can provide certain reducers if they are needed to match different size hoses.
4. Do not put a cone filter on the end of the MAF sensor. Try to feed the MAF sensor with at least 9" of tubing or bolt it to an air box. This will promote an orderly flow of air through the sensor.
5. Mount the PSC1 in a convenient location.
6. Fish the PSC1 wire harness to the area near the ECU.
7. Find a suitable place to mount the ARM1. We recommend on top of the steering column. Mount the ARM1 using the Velcro provided.
8. Fish the ARM1 wire to the area near the ECU.
9. Unplug the connector to the ECU.
10. Locate the wires of the PSC1. Six inches from the end of the wire jacket cut the **RED**, **BLACK**, and **GREEN** wires. These wires will connect to end of the MAF wire loom. Save the old wires, they will be used later.
11. Connect the **RED**, **BLACK** and **GREEN** wires to the MAF loom. Connect each wire to their corresponding colors. Tie the **BROWN** wire on the MAF loom to the **BLACK** wires.
12. Connect the **VIOLET** wire of the PSC1 to the AFM flow signal wire leading to the ECU.
13. Connect the **GRAY** wire of the PSC1 to the intake air temp signal leading to the ECU. As an alternative you can install a dedicated IAT sensor for improved cold running in cold climates.

14. Connect the **YELLOW/BLACK** wire to the tachometer signal wire.
15. Connect the **RED** wire left over from the MAF loom to the ECU switched power wire. Connect the other end of the **RED** wire to the **RED** wires going to the PSC1, MAF harness and ARM1.
16. Connect the left over **BLACK** wire to the AFM sensor ground. Connect the other end of the **BLACK** wire to the black wires going to the PSC1 and MAF harness and ARM1.
17. Using an instant splice, connect the **ORANGE** wire to the signal wire of the oxygen sensor.
18. Connect the **BROWN** wire of the ARM1 to the signal ground wire of the oxygen sensor. If your O2 sensor does not have a separate signal ground, you can connect the **BROWN** wire to the **BLACK** wire on the ARM1.
19. Connect the **WHITE** wire of the ARM1 to a panel light wire that goes to +12V when the lights are turned on. This will dim the display at night.
20. Plug the ECU connector back into the ECU.
21. Reconnect the battery.

Refer to the PSC1-004 and R4 data sheets for more information on adjustment of the map table values.

If you have any difficulty with installation, please call us at (949)863-1359 for assistance. We hope you enjoy the precise, filtered operation of your new PSC1-004 air/fuel ratio calibrator and increased horsepower of your vehicle.

THANK YOU FOR CHOOSING SPLIT SECOND