



SSSQUID MAF CONVERSION KIT (SSSMCK) INSTALLATION

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P/N: 02-004-11

Tools required:

- Flat-head screwdriver
- Phillip's-head screwdriver
- Any other applicable tools to remove and install your particular intake system
- Soldering iron (may be necessary)
- Wire stripper (may be necessary)
- Terminal crimper (may be necessary)

Time required: 30-45 minutes

Difficulty: 4/10

Installation:

1. Remove the 10mm bolts holding the intake filter box in-place (there will be 2-4 depending on model, engine, and production date).
2. Loosen the VAM-to-intake elbow hose clamp. Disconnect the VAM from the chassis harness. Remove the VAM and filter box.
3. Install your selected MAF in place of the original VAM. You may need to use adapters or a different intake boot depending on the MAF diameter.
4. Install your new filter-side intake components.

- Find the VAM harness connection. Pull back the rubber weather protection to expose the harness connection and wires. Feed the supplied 12v supply wire through the large opening toward the small opening. It may help to use a screwdriver or wire-feeder to help the wire through the tighter end of the rubber protector (see fig. 1).

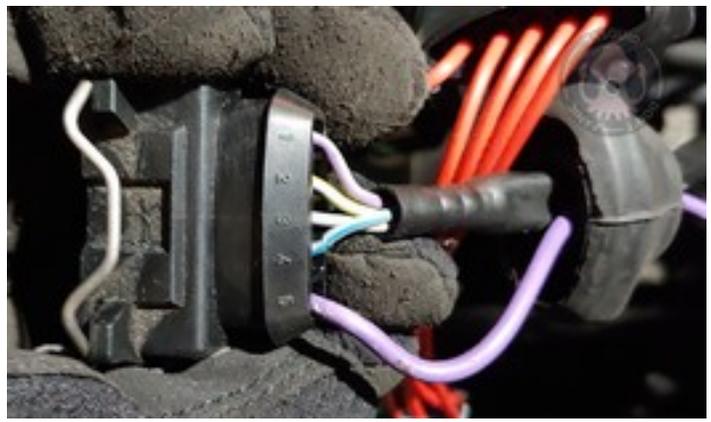


Figure 1

- The terminal will simply snap right into the 5th, empty slot of the stock VAM adapter. The stock VAM does not make a connection with this, so you can switch back to the stock VAM if necessary without any modification to your wiring.

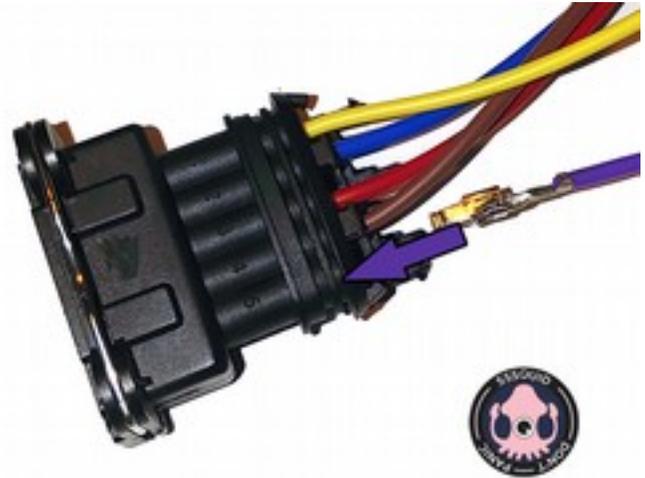


Figure 2

- Run the new power supply wire either to a switched battery source, or replace a fuse with the vampire fuse adapter (the top slot is the fuse for the wire, while the bottom slot is for the original fuse). Make sure the fuse direction is correct! (see fig. 2, 3, & 4)

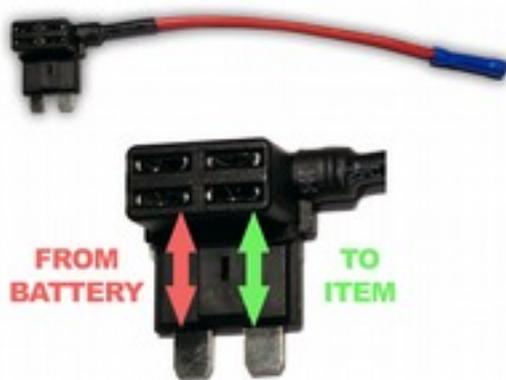


Figure 2

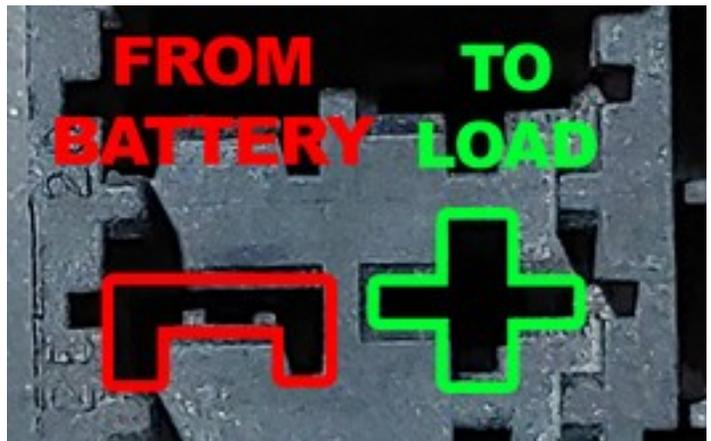


Figure 3



Figure 4. An example of an installed vampire fuse adapter.

8. If not pre-wired, you may need to splice a MAF pigtail to the included universal 4-pin connector. Pin-out available in table to the right..

Color	Function
RED	+12 VOLT
GREEN	+5 VOLT
BLACK	GROUND
BLUE	MAF SIGNAL
YELLOW	IAT (optional)

9. (Optional) Splice the auxiliary yellow wire to your IAT sensor.
 - a. Not all MAFs contain IAT sensors, please consult your specific MAF specifications.
 - b. Not all IAT sensors operate with the same specifications as is expected by the stock ECU. Either be tuned for the specific IAT sensor you will use, or use the internal temp sensor of the SSSMCK.
 - c. If you are using an external IAT sensor, connect the yellow wire to the signal of the IAT sensor, and the other wire of the IAT sensor to ground. Use ONLY 2-wire IAT sensors!
 - d. If there is any doubt, it's best practice to use the built-in temp sensor within the SSSMCK. You can choose between internal and external temp sensors using the jumper as outlined in figure 5.

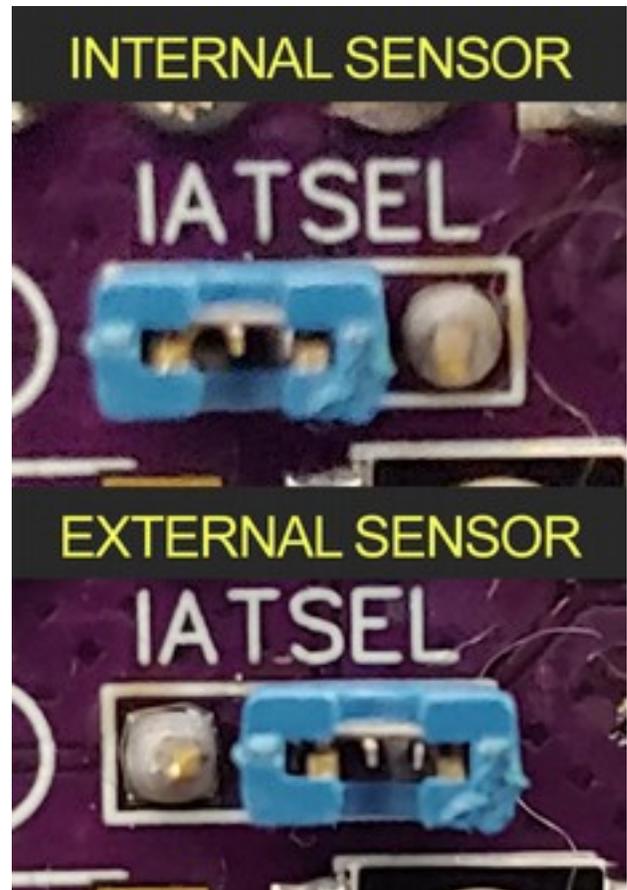


Figure 5

10. The SSSMCK installation is now complete! You will now install your intake filter setup, following its specific instructions. There are many options to choose from, but we do recommend using a cold-air intake system. Secure the MCK to the old VAM filter box mounting bracket with the supplied cable-ties.



An example of an installed kit using internal IAT.

11. (Optional, but recommended): If you have a wideband EGO (O2) sensor with gauge, fine fuel adjustments can be made. Disconnect any ECU EGO feedback and perform an ECU reset. Start your vehicle and allow it to reach normal operating temperatures. Use a flat-head screwdriver to move the adjustment potentiometer clockwise (adds airflow to calculated value), or counter-clockwise (removes airflow from calculated value; see *fig. 6*) to bring your idle to stoich -- lambda 1.0; AFR 14.7:1. This is software controlled and has a maximum of +/-20% correction to output airflow. Do NOT use this to adjust for larger or smaller injectors. Use this ONLY as a minor correction tool! If you change injector sizes, it is important that you get tuned!

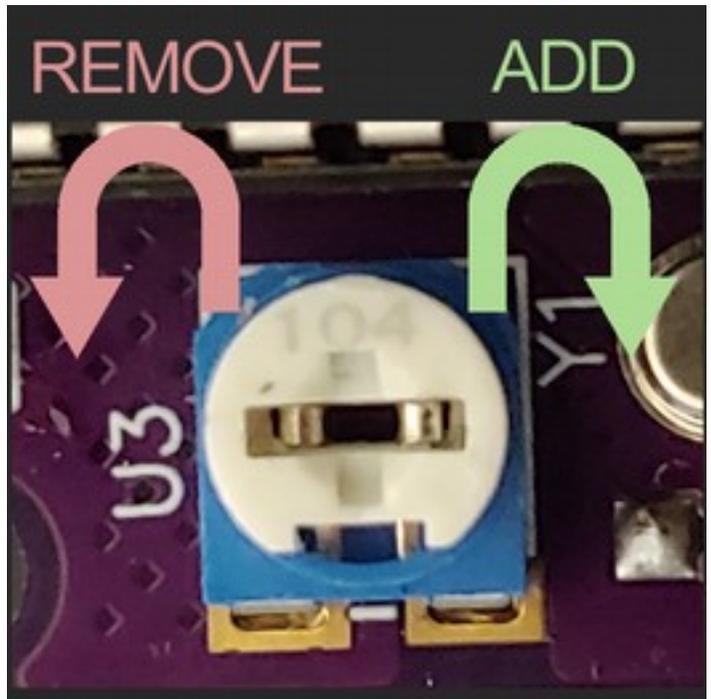


Figure 6

FAQ

- **Do I have to make any other engine or ECU modifications for this item?**
 - No, there are no required engine or ECU modifications for most every vehicle.
- **Should I reset my ECU?**
 - It is a good idea to reset your ECU after installation. There are instructions on how to do this on our website's FAQ page (<https://www.sssquid.com/v3/faq/>)
- **Which MAFs can I use?**
 - You will have specified a MAF during checkout. At the moment, this kit is an add-on and does not contain a MAF sensor. In the future this will be an all-in-one.
- **Can I change MAFs in the future?**
 - Yes! This is designed to be user-tunable, so you can use the freely available software to flash to a different MAF. (As of this exact moment, the software is still in alpha and may not be publicly available).

For any other questions, please contact us on our website, or by emailing INFO@SSSQUID.COM