FLANGED MAXFLOW™ INSTALLATION INSTRUCTIONS 1994-1995 5.0 MUSTANG
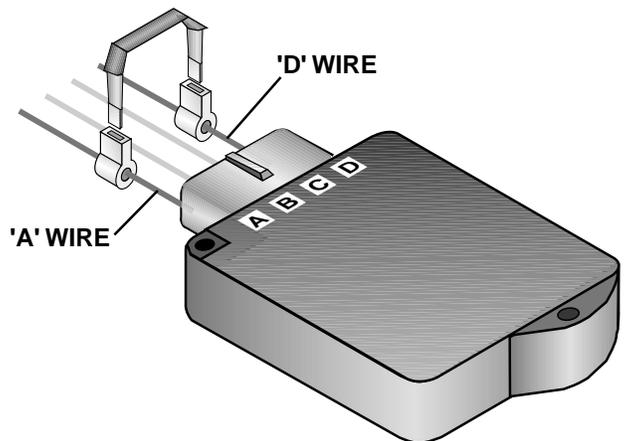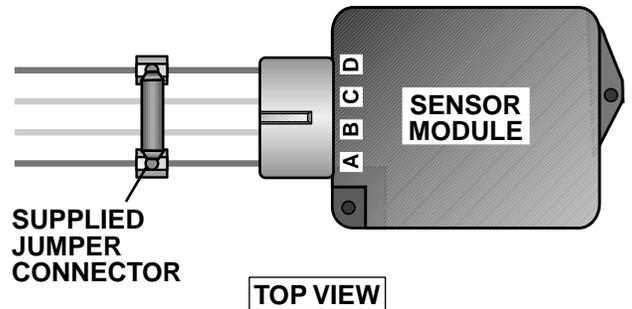
1. Disconnect the battery at the negative terminal to prevent possible damage to the electrical system and to reset the computer. The engine idle characteristics may be affected initially if this is not done.
2. Remove the rubber inlet hose from the throttle body and mass air flow (MAF) sensor cover. Loosen the two latch fasteners attaching the air cleaner housing to the MAF cover and separate. Unsnap the front portion of the cover, disconnect the wire connector from the MAF sensor module and remove the unit from the vehicle.
3. Remove the module from the MAF housing by removing the two fasteners located on top of the unit.

> **NOTE: Some units have anti-tamper Torx type socket screws. A special adapter bit is included for removal of these fasteners.**

Carefully lift the module and O-ring out of the MAF and set aside. Be careful not to damage the prongs and wires.

4. Place the module with the O-ring into the MAXFLOW™ unit with a twisting motion and secure using the existing screws.
5. Remove the factory MAF meter from its mount and replace it with the MAXFLOW unit. Secure the unit with the factory fasteners. Reattach the wire connector to the MAXFLOW and snap the front cover back into place. Reassemble the intake duct assembly.
6. Using pliers, attach the supplied black jumper connector to join both of the 'A' and 'D' wires in the MAF wiring harness. With the t-tap connectors, it is not necessary to remove the wire insulation. However, the black flex loom may have to be split to expose the A and D wires.
7. Reconnect the battery.

> **NOTE: Due to various ECM calibrations, two (2) different value jumper connectors have been supplied. If vehicle exhibits any driveability or idle problems, disconnect negative battery terminal, remove previously installed black jumper from MAF harness and install the red jumper connector. Reconnect battery cable.**

SENSOR MODULE

SUPPLIED JUMPER CONNECTOR

TOP VIEW

'D' WIRE

'A' WIRE

VORTECH®

ENGINEERING, INC.