Thank you for purchasing this performance chip for your vehicle. This chip has been designed to give your vehicle additional performance. Please read all instructions completely before installing.

**Installation Steps:**

» Turn engine off, remove key from ignition and remove the negative (black) battery terminal.

» Locate the vehicle’s Intake Temperature Sensor (IAT) located on or near the intake tube, in the air box or near the throttle body. Figure 1 shows the typical location for the 2 wire IAT sensor.

Differences in MAF/IAT combos vs. IAT sensors: Most pre-2000 model year vehicles use a 2 wire IAT sensor while most post-2000 models use a combination of IAT and MAF (Mass Air Flow Sensor). If you have a 2 wire IAT sensor, follow step 2a. If not, follow step 2b. See figure 2 for a typical MAF/IAT sensor.

a) 2 wire IAT – cut or snip both of the wires coming from the back of the IAT plug. It is recommended that you cut a few inches behind the plug. Install the insulated plugs on the wires if you choose to do so now. This install is recommended so you can remove and re-install the original sensor wires at a later time.

b) MAF, MAP or 3/4/5/6 wire IAT combo sensors – to find which of the two wires are the IAT wires, you will need to use either wiring diagrams for your car (these can be obtained at the dealership or online) or a voltmeter/ohmmeter (these are sold at every major auto store or can be borrowed). To use the voltmeter/ohmmeter, follow our instructions on Page 2.

» After you locate the proper wires, cut both of these wires at the back of the plug. Make this cut a few inches behind the plug to give yourself room to work. It is recommended that you install the insulated plugs on the wires now as it will allow you to remove the module if you want and re-install the original sensor wires.

» Plug the red and black wires of one end of the performance chip to one end of the spliced connection and connect the other red and black wires to the other end and crimp with pliers to attach. See figure 3.

» If you did not use the insulated plugs, you will need to solder the connections of the chip to the wires you cut earlier. If you don’t want to solder, then some electrical tape will also work. Be sure to get a good seal so that the wires don’t touch any metal parts or each other. If the wires need to be extended, you can use any 16-24 gauge wires that you want.
Installation Steps (continued)

» After the chip has been connected, mount the module where you want to in the engine bay. Be sure to keep the chip away from areas of high heat using double sided, heat-resistant tape. If double sided tape is not available, then some zip ties will also work as long as your chip is connected to a sturdy structure like a hose or brace. See figure 4. Make sure that you don’t leave any wires hanging from the chip, especially near moving engine parts.

» After securely mounting the chip, you can reconnect the negative battery terminal and drive your vehicle.

The Knob

» The knob on the chip features a dial that can be adjusted to provide for more power or better fuel economy. The max setting is used for maximum horsepower gains while the low setting is geared for improved fuel economy. Depending on where you turn the knob to, you can fully adjust the performance of your vehicle. However, we do not recommend setting the knob past the low mark on the chip.

USING THE VOLTOMETER

Unplug the MAF plug from the sensor device. Take sensor readings by touching the sensor ports from the sensor itself (not the plug) to the voltmeter. IAT signal ports will carry a value of between 1000-3000 ohms. When you find these readings, these are the two ports that will match up to your IAT wires you need in the disconnected plug. Most of the time the two IAT wires will be located right next to each other. If you are getting TWO valid readings on two sets of different connectors, the next paragraph will describe how to troubleshoot that. This process is basically trial and error until you get readings of between 1K to 3K ohms. If the reading is higher than that, the wires are most likely not the IAT ones you want.

If you are still wondering whether you have the IAT sensor wires or not, you should turn your car on to the accessory position (so that your dashboard lights come on, but the vehicle doesn’t actually start). Keep the wiring plug disconnected while you do this and then test the ports on the sensor using the voltmeter. This time you will want to verify the 12 volt signal coming from the two wires that match up with the two connectors you found earlier. When you have done this, you have found the two IAT sensor wires you need.

Additional Info

» Do not mount the module near magnetic fields or on hot surfaces. If your vehicle has a knock, it is recommended that you correct the problem before installation. This module is not for use on vehicles equipped with nitrous oxide or NOS. For the most significant gains, it is recommended that you use premium or, at a minimum, 89 octane fuel. Use of this aftermarket product is at your own risk. By using this product you agree to release us, its owners, employees and affiliates from all liability and/or damages you incur by using this product, including, but not limited to: damage, traffic violations, warranty issues and theft. This product has been tested extensively and has been shown to be safe and not harmful to the longevity of the engine, however these are only current test results and not guarantees or implications. All tangible and intangible, physical and intellectual, rights, materials, property and information relevant to any Performance Engineering product are reserved for the exclusive and sole use of Performance Engineering.

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