



EDELBROCK COMPETITION GM MASS AIR FLOW SENSOR

For use with in Universal Applications

Part #15401

INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Mass Air Flow (MAF) Sensor. If you have any questions, do not hesitate to contact our **Technical Hotline at: (800) 416-8628** from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time.

DESCRIPTION: The Edelbrock E-Force Competition MAF sensor is intended only for use in custom air intake systems. This kit contains the mass air housing and mass air flow sensor only. Construction and design of the rest of the intake system is the responsibility of the installer. The provided MAF sensor is a blade-style sensor compatible with GM vehicles original equipped with a MAF sensor (GM wiring pigtail #19151498 or AC Delco PT2240 may be required on some applications).

CALIBRATION: This system requires recalibrating the vehicle for the new MAF sensor. Contact a local installer or performance shop before installing this kit. **Do not drive your vehicle with this kit until you correct the vehicle calibration or severe engine damage will result.**

INSTALLATION:

1. Install the supplied MAF sensor in the new MAF sensor housing using the two supplied #8-32 thread-forming screws.
2. Your MAF sensor housing is now ready for installation into your custom air intake system.
3. The MAF sensor housing has 3 threaded inserts (M6x1.0) for installation into your custom shroud. These bolts are evenly spaced on a 5-1/4" bolt pattern. The MAF housing is a direct bolt in for Airaid shrouds that utilize a 6" filter adapter.
4. Once the installation is complete, attach your engine harness connector to the MAF sensor.

WARNINGS:

1. Do not attempt to start vehicle before updating PCM or severe engine damage may result.
2. Do not modify the MAFS housing in any way. This could cause inconsistent readings from the MAFS.
3. All PCV hoses, breather hoses, etc., should be plumbed into the air intake downstream of the mass air housing.
4. All air entering the engine must enter through the mass air housing. Any air that bypasses the mass air housing would be considered a vacuum leak, and thus cannot be compensated for properly by the engine ECU. This includes valve cover breathers vented to atmosphere.

IMPORTANT NOTE: The transfer function values provided on the next page are only provided as a guide. It is always required that you verify the Air/Fuel ratio with a wideband lambda sensor, installed in front of the catalytic converter, while running the vehicle on a chassis dyno through the entire RPM & load range.

Transfer Function Table

Frequency	g / s
0	0.00
150	0.58
300	1.06
450	1.45
600	1.79
750	2.13
900	2.49
1,050	2.91
1,200	3.39
1,350	3.96
1,500	4.63
1,650	5.40
1,800	6.30
1,950	7.34
2,100	8.51
2,250	9.81
2,400	11.21
2,550	12.73
2,700	14.44
2,850	16.40
3,000	18.62
3,150	21.04
3,300	23.65
3,450	26.43
3,600	29.40
3,750	32.57
3,900	35.95
4,050	39.54
4,200	43.36
4,350	47.42
4,500	51.76
4,650	56.42
4,800	61.41
4,950	66.66

Transfer Function Table

Frequency	g / s
5,100	72.09
5,250	77.74
5,400	83.68
5,550	89.93
5,700	96.38
5,850	103.14
6,000	110.64
6,150	119.16
6,300	128.26
6,450	137.49
6,600	146.94
6,750	156.64
6,900	167.40
7,050	178.80
7,200	190.09
7,350	201.72
7,500	213.19
7,650	224.78
7,800	237.28
7,950	250.91
8,100	265.16
8,250	279.58
8,400	293.87
8,550	307.62
8,700	321.06
8,850	335.05
9,000	349.87
9,150	365.24
9,300	380.99
9,450	397.50
9,600	415.32
9,750	434.26
9,900	453.23

Transfer Function Table

Frequency	g / s
10,050	471.88
10,200	490.72
10,350	509.95
10,500	529.50
10,650	549.31
10,800	569.33
10,950	589.51
11,100	609.83
11,250	630.27
11,400	650.83
11,550	671.55
11,700	692.43
11,850	713.52
12,000	734.84
12,150	756.39
12,300	778.23
12,450	800.34
12,600	822.75
12,750	845.46
12,900	868.48
13,050	891.79
13,200	915.42
13,350	939.34
13,500	963.58
13,650	988.10
13,800	1012.94
13,950	1038.06
14,100	1063.45
14,250	1089.10
14,400	1114.98
14,550	1141.06
14,700	1167.30
14,850	1193.64
15,000	1220.04



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