

MAF TRANSLATOR

**For Buick GN, T-Type
Pontiac Turbo Trans-Am
Version 6.25 and later**



The MAF Translator (MAFT) and Translator Plus (T+) units are small devices intended to allow the vehicle owner to adjust the fuel delivery and spark advance (T+) of the engine. This is accomplished by intercepting the controlling signals going to and from the PCM (Powertrain Control Module). By modifying these signals the rate of fuel delivery and amount of spark advance is directly adjusted. These adjustments are not accomplished by indirect means. For example, MAFT and T+ adjust spark advance by modifying the spark control signal (EST) and not manipulating coolant or intake air temperature signals. For this reason, the warmup driveability is not affected.

The MAF Translator and Translator Plus are easy to install. The MAF Translator is a simple plug-in, while the Translator Plus requires connection of the Spark signals into the vehicle's electrical harness. Having the factory service manual is a great help in installing these devices.

Test fit all connections described below before selecting a mounting location for the unit. A variety of extension harnesses are available to allow mounting the unit almost anywhere. When mounting the unit under the vehicle's hood, select a location away from sources of heat and water splash/drainage.

Be sure to route all wires away from injector, spark plug and coil wires to avoid interference.

Connecting the MAF signals:

- Locate the MAF (Mass Air Flow) sensor. It is in the path of incoming engine air between the air filter and the throttle body.
- Unplug the factory harness connector, bend the lock tab out slightly and gently unplug.
- In the case of a sensor retrofit, replace the factory sensor with the new one.
- Plug the MAF Sensor pigtail of the Translator into the MAF
- Plug the Vehicle harness into the MAF Harness Pigtail of the translator. In case of certain sensor retrofit cases an adapter harness may be necessary.

Translator Plus:

CAUTION, the connector from the Translator to the MAF adapter harness is NOT KEYED and can be inadvertently reversed. Reversing the connector will damage the MAF. Double and Triple check the connection. The Pink wires must line up. The Yellow wire in the harness must line up with the Green wire from the translator. The connector pin letters will not match. **BE SURE TO CHECK AND RECHECK THIS CONNECTION.**

CAUTION, the MAF signal connector from the translator may be difficult to engage in the MAF adapter harness connector. This is due to mis-alignment of the connector pins. If the connectors will not push together with moderate force inspect/correct the pin centering in the MAF signal output connector.

CAUTION, the vehicle harness connector pins may have corroded or aged. Intermittant connections will cause unpredictable results. Please inspect, clean, and/or retension the connector pins during the installation process.

The MODE switch is a 4 position 'DIP' switch used to set the basic application information

Chip type	Switch 1	Switch 2	Switch 3	Switch 4
Extender Chip	On	On	Off	Off
Extender Extreme	On	On	On	On
All others	On	On	On	Off

Use a small screwdriver or similar instrument to gently set the switches. The warranty does not cover 'Gorilla Damage'. Note: the switches are only checked once at Key-On.

The MAF BASE adjustment is for selecting the basic airflow characteristics of the MAF sensor. The adjustment has effect over the entire airflow range.

The MAF WOT adjustment is for adjusting the fuel delivery under wide open throttle conditions. The fuel delivery correction is only applied during WOT conditions in order to prevent the ECM/PCM from compensating for the change.

MAF BASE

MAF WOT

0	3.5" LT1/LS1 MAF sensor	No Change
1	3.5" LT1/LS1 MAF sensor (richer at idle)	2% Rich
2	3.5" LT1/LS1 MAF sensor (leaner at idle)	4% Rich
3	3" Caprice/Impala MAF sensor (not for Extender Extreme)	6% Rich
4	3" Caprice/Impala MAF sensor (richer at idle) (not for Extender Extreme)	8% Rich
5	3" Caprice/Impala MAF sensor (leaner at idle) (not for Extender Extreme)	10% Rich
6	85mm Plastic MAF	12% Rich
7	85mm Plastic MAF (richer at idle)	14% Rich
8	85mm Plastic MAF (leaner at idle)	not used
9	4" MAF with integral sensor	14% Lean
A	4" MAF with integral sensor (richer at idle)	12% Lean
B	4" MAF with integral sensor (leaner at idle)	10% Lean
C	Not used	8% Lean
D	Not used	6% Lean
E	Not used	4% Lean
F	Not used	2% Lean