

Dual Edge MAP/MAF Enhancer Installation Instructions

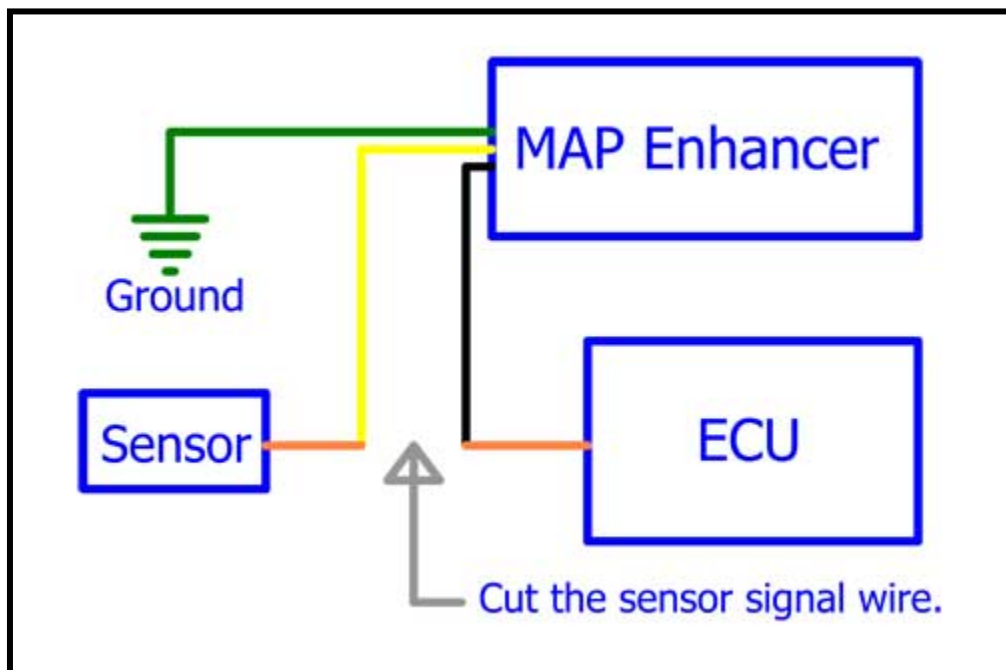
Note: The instructions are the same for both MAP (Manifold Absolute Pressure) and MAF (Mass Air Flow) sensors.

Use a volt meter to find the signal wire from the MAP or the MAF. The signal wire will be the one that changes the most dramatically at different engine revolutions. MAP sensors change most when you goose the engine. MAF sensors change proportionately to engine revolutions.

Note: if none of the wires change very much, then you must suspect that you have a frequency based MAP or MAF. You should see a change of 2 volts on your signal wire. If you have a frequency type sensor, then you must use a frequency type MAP/MAF Enhancer. The Dual Edge MAP Enhancer will only work on voltage type sensors, which is the most common type.

Note: MAF sensors often have an integrated Intake Air Temperature sensor, so will have 5 wires instead of 3. Don't be confused by this. You still need to find the wire that changes dramatically between low RPMs and high RPMs.

Cut the signal wire. Then connect the sensor end of the cut to the yellow wire, and the computer end of the cut to the black wire. Extend the green wire to a good ground.



That completes the basic installation. However, the white wire can also be used to turn your entire HHO system on and off. The white wire will provide a ground source when the Enhancer's switch is in the "Hybrid" position. The ground source is removed when the switch

is in the "Factory" position. Therefore, you can use the white wire as a ground source for the relay you use to power your HHO system. In this way, when you turn on the Enhancer, you'll also turn on your HHO system.

Using Your MAP Sensor Enhancer

You will probably need to start your engine in the factory position. You don't want the air/fuel ratio leaned out at start up. Starting the engine in "Hybrid" mode can turn on a check engine light.

First adjust both knobs all the way counter-clockwise – this will be to the full rich position.

After the engine has been running for a few minutes, switch the enhancer to "Hybrid" and flip the "CITY/HWY" toggle switch towards "City". Then slowly turn the "City" knob clockwise. Continue turning clockwise until you feel the engine start to lug down a bit. Then back it off until the engine is running freely again.

Flip the toggle switch to the "HWY" setting, and adjust this in the same manner. However do the setting while you are driving at highway speed.

When you are driving in "HWY" mode, but need more power, such as when towing or driving up steep grades, you can switch to "City" mode. Usually the "City" setting is not as lean.