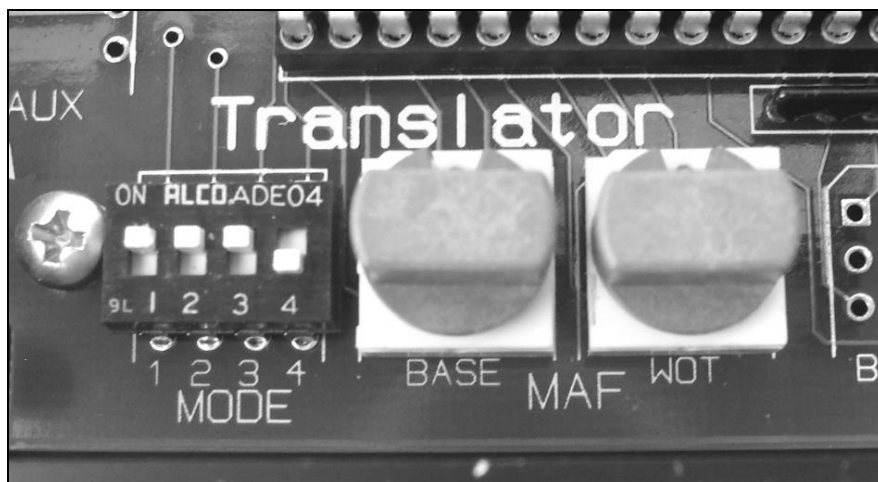# MAF TRANSLATOR

MAF Signal Converter for '86/87 Turbo Buick and '89 Turbo TA

The Translator allows the replacement of the stock mass airflow sensor (MAF) with newer, more reliable, and higher flowing MAF sensors.

Installing the Translator

1. Open the lid of the Translator and set the switches according to the charts on the following page.
2. Find a suitable location for the Translator box. Some people mount it on the plastic inner fender. Others mount it under the air filter, or other similar location.
3. Unplug and remove the stock MAF sensor.
4. Mount the new MAF sensor, making sure it is facing the right direction. There is typically a small arrow on the MAF showing you the direction of airflow.
5. Plug the new MAF sensor into the Translator pigtail. With some MAF's, an adapter plug is necessary. Connect the vehicle harness to the other pigtail. BE CERTAIN that you line up the connectors such that the PINK wires are connected. **Remember, the PINK wires must be lined up or damage can result!**
6. Inspect all connections to make sure they are correct, and no corrosion exists on the old vehicle harness.

Inside the Translator

There are three adjustments inside the Translator.
MODE – Specifies the type of chip in use in the car's computer (ECM)
BASE – Specifies the type of MAF sensor in use
WOT – Allows the modification of the airflow signal when at full throttle or close to full throttle.

Mode Switch

Chip Type	Switch 1	Switch 2	Switch 3	Switch 4
Extender	**ON**	**ON**	**OFF**	**OFF**
Extender Extreme	**ON**	**ON**	**ON**	**ON**
All other chips (Stock, TurboTweak)	**ON**	**ON**	**ON**	**OFF**

BASE Switch

MAF BASE	Type of MAF
0	**3.5" LS1**
1	**3.5" LS1 (richer at idle)**
2	**3.5" LS1 (leaner at idle)**
3	**3" LT1/Caprice/Impala**
4	**3" LT1/Caprice/Impala (richer at idle)**
5	**3" LT1/Caprice/Impala (leaner at idle)**
6	**85mm**
7	**85mm (richer at idle)**
8	**85mm (leaner at idle)**
9	**4" MAF tube with integral sensor**
A	**4" MAF tube with integral sensor (richer at idle)**
B	**4" MAF tube with integral sensor (leaner at idle)**
C	**Not used**
D	**Not used**
E	**Not used**
F	**Not used**

WOT Switch

MAF WOT	Effect on WOT Airflow Signal
0	No change
1	2% Richer
2	4% Richer
3	6% Richer
4	8% Richer
5	10% Richer
6	12% Richer
7	14% Richer
8	Not used
9	14% Leaner
A	12% Leaner
B	10% Leaner
C	8% Leaner
D	6% Leaner
E	4% Leaner
F	2% Leaner

Tuning Notes

- It's a good idea to reset your ECM after installing the Translator to let the computer relearn.
- The BASE knob has a "richer at idle" and "leaner at idle" selection. You can use one of those if your idle BLM is too high or too low. For example, if your idle BLM is low, say 115, you can use the "leaner at idle" setting to help bring the BLM up closer to 128. If the BLM is high, use the "richer at idle setting" to bring it down closer to 128. You might have to drive around a bit for the BLM's to change.
- Some chips lock the airflow to 255gr/sec at WOT, which means the WOT knob won't have much of an effect. The WOT knob will still change how fast the airflow reading gets to 255gr/sec, and will affect the airflow readings just under 255. The Extender series of chips do not lock the airflow reading and can read above 255. All other chips stop at 255.

The manufacturers and sellers of the Translator cannot be held responsible for any damages resulting from the use or misuse of the Translator or information in this document.