

# PSDesigns

## Intake Air Temperature Sensor Relocation Kit

This kit is designed to replace the OEM temp sensor located in the MAF sensor.

Tools you will need:

Metric socket set

Torx sockets

Soldering iron and solder, or crimp connectors

Electric tape and wire ties

Wire cutters and strippers

Disconnect the battery before starting the work on the car.



fig.1

The MAF connector can either be cut off and the IAT loom connected in its place to the free wires (for alpha-n conversions only!) or for a reversible installation utilising the cars standard ECU map undo the wire tie on the connector and remove the rubber cover from the connector See fig.2

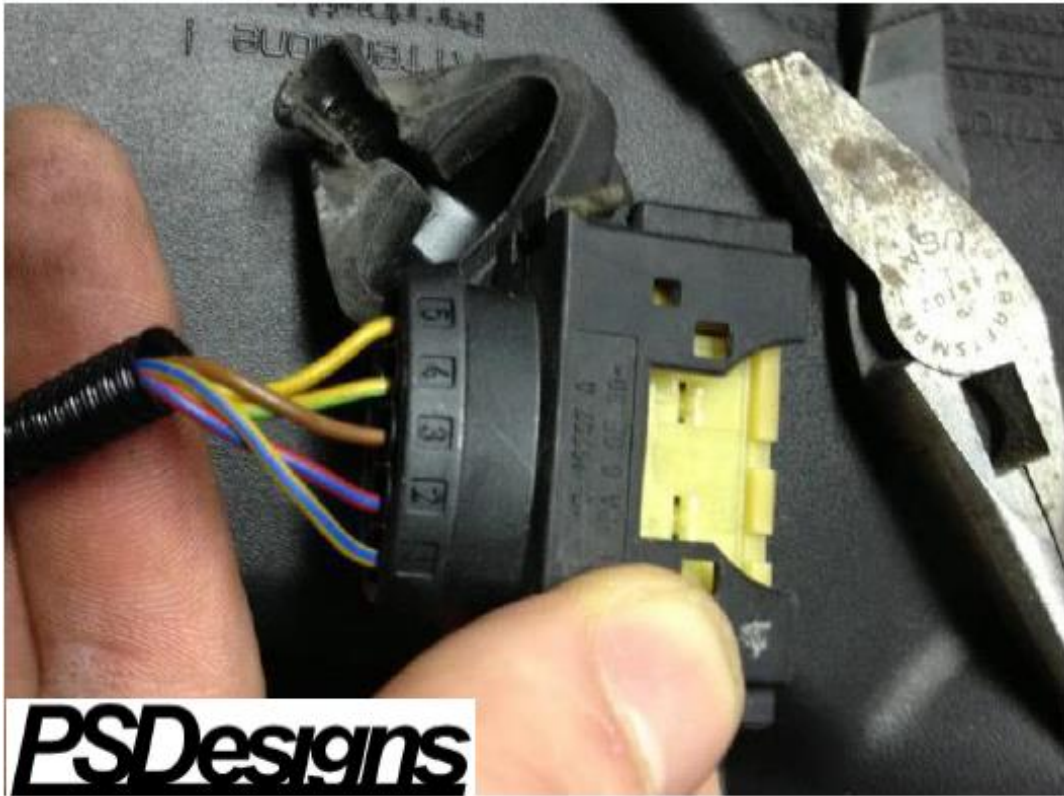


fig.2

The brown wire can be attached to either the red or black wires of the IAT loom. On the vehicles loom, cut the wire that is yellow with a blue tracer. Leave enough length on the side of the connector in case you ever want to return the car to stock. Do not cut the brown or brown/orange wire but strip of a section of the insulation using a sharp knife. If you accidentally cut the brown wire, this is not a very big problem as it can be soldered together in the next Step. See fig.3.

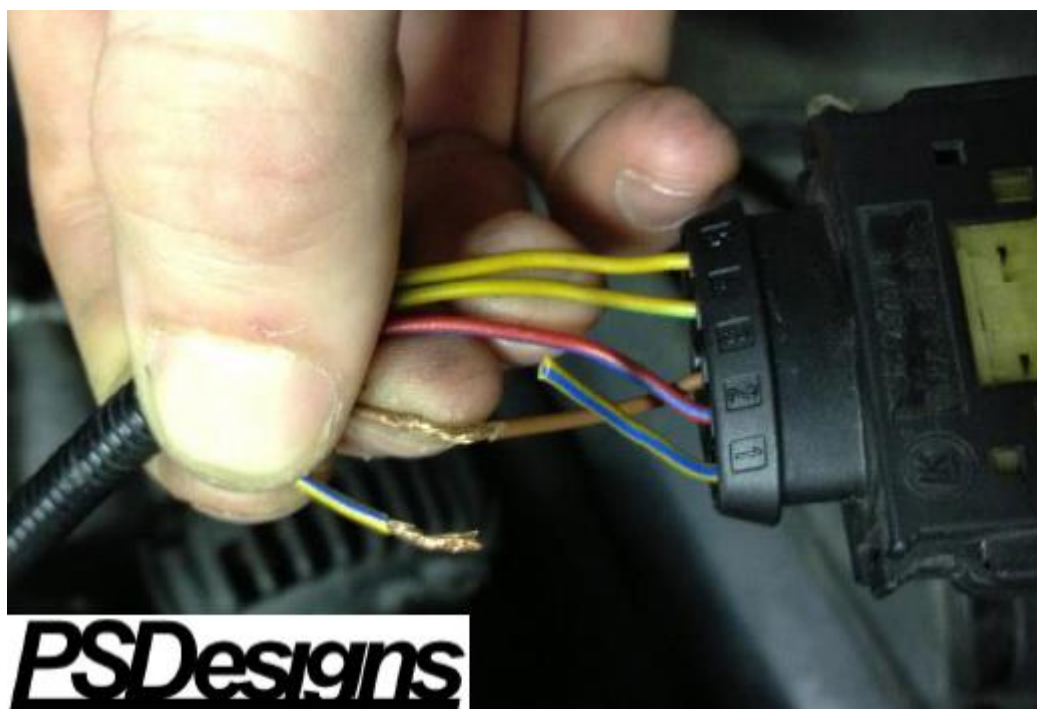


Fig 3

Trim the excess length of the IAT loom and strip 1cm of the insulation from the ends. If soldering the connections (which is recommended, place heat shrink tubing on the IAT loom red or black wire before soldering. Connect the chosen red or black wire to the engine loom end of the yellow/blue wire. Once cooled, slide the heat shrink tubing over the soldered connection and heat it with a heat gun or the blue section of the flame from a cigarette lighter until it shrinks and forms a tight fit around the wire. Place a second heat shrink tube on the free end of the yellow/blue wire on the side of the connector and heat it to prevent the cut end from contacting any other wire. Wrap the brown wire stripped end of the IAT loom on the exposed section of the brown wire of the engine loom. Heat shrink tubing can't be used here. Make the connection permanent by soldering and insulate with electric tape. If you are not able to solder you can also use a crimp butt connector for the yellow/blue wire and a 3-way tap connector for the brown wires. Soldered connections are more durable. See fig.4.

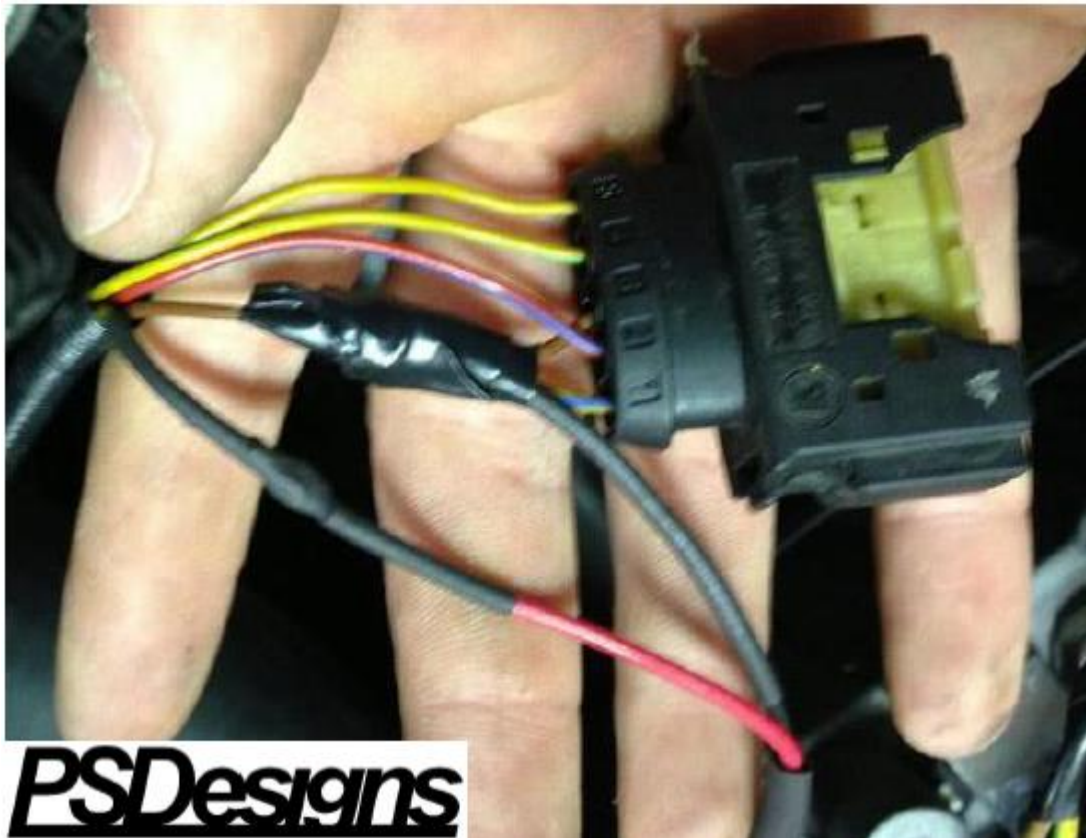


Fig.4.



Re-fit the rubber boot and fit a new wire tie to secure it to the connector. The connector can now be connected to the MAF sensor (leave disconnected in alpha-n). Reconnect the battery and you are done. see fig.5.



Fig 5