

Skid Mark Garage Flex Fuel Kit

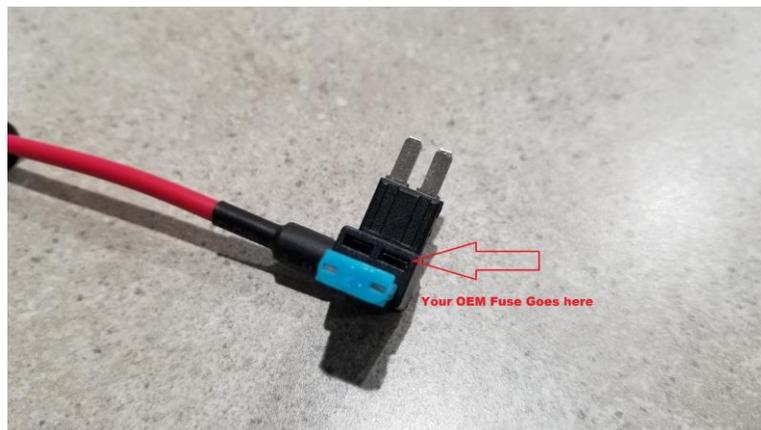
2014+ Chevy SS

Connecting the sensor to your fuel supply

1. Working in a well-ventilated area, make sure car has been off for 30 minutes or more to allow fuel pressure to bleed off and allow any engine components to cool off.
2. Remove the factory engine cover (if applicable) and locate the quick disconnect on the passenger side of the engine.
3. Place a shop rag just below the fitting to catch any fuel drips and using a 3/8" fuel line quick disconnect tool (available at most auto parts stores as a free rental or buy online at our site), disconnect the hardline from the flexible line and separate the fitting to make room for the flex fuel kit to be installed (driver side under engine cover).
4. The short hose in your kit can now be attached with the 45° bend towards the fuel rail, the sensor inserted into the factory flex line and lastly the other end of the sensor to the short hose supplied with your kit.
5. Verify connections are secure, and turn key to the run position to prime your fuel pump and check for leaks. Shut off and move to the electrical portion of the install once done.

Making the electrical connections

1. Take the large end of the Flex Fuel Wiring harness included in the kit and attach it to the sensor.
2. Attach the short black wire to a nearby ground (cylinder head or firewall are popular options)
3. Route the remaining loomed wires towards the fuse box. Taking care to route them safely away from heat and moving parts. The red wire will ultimately attach at the fuse panel and the white will need to be routed just below the fuse panel to the PCM.
4. In the fuse panel, route the red power wire to "switched" or hot only while key is in run position slot. (Bank1 or 2 coils are popular here). Remove the factory fuse and insert piggyback harness and **be sure to re-insert factory fuse into empty slot on piggy back harness**. Insert adapter into the fuse slot and insert stock fuse into adapters empty fuse slot. Tuck wire neatly or trim edge of cover for best appearance.



5. You will now need to gain access to the PCM located in passenger side of the engine bay, if any hoses or wire harnesses are blocking access, push them aside to allow room to unplug the connector.

6. Unplug the x1 connector (black) and disassemble plastic cover to expose the wires, remove front trim ring as well to expose the terminal side of the connector (yours will be black not blue like pictured)



7. Find Pin location #40 as shown in the picture above. With a small pin or pick push out any plastic slug from the terminal side if hole is plugged, take the white wire and insert into the #40 pin location and seat all the way down just like the other factory terminals making sure you have the pin aligned the same way as the others. If necessary, remove the cover from the face of the plug to ensure you have fully seated the pin terminal. Then reassemble the connector.
8. Zip tie the wire bunch if necessary and replace covers, and prepare to reattach harness connector to the PCM
9. Double check wire connections, route away from any moving parts and secure if necessary with zip ties
10. Start car, check again for leaks. You can now go get your car tuned to read from the flex sensor.

Additional pics and tips at <http://skidmarkgarage.net>

Questions? Call 612.486.2350 or Email info@skidmarkgarage.net