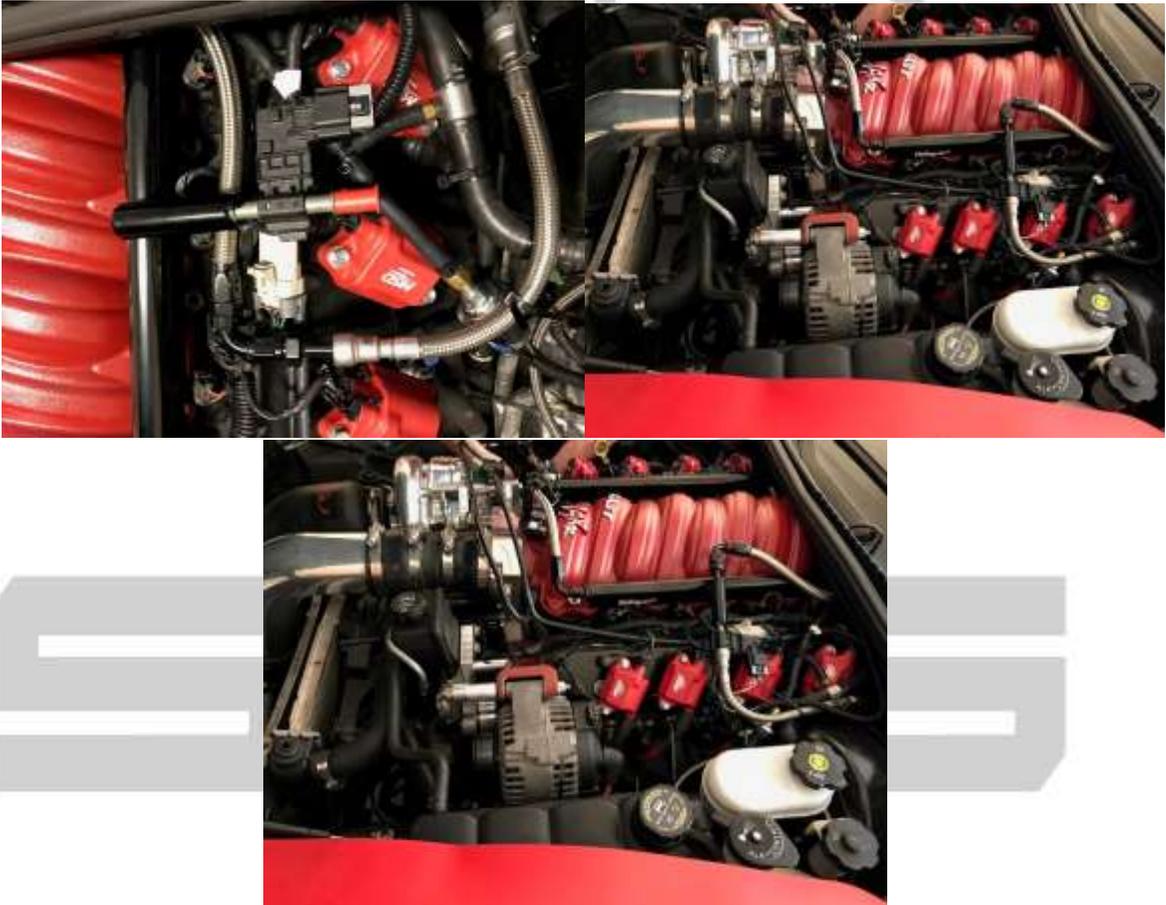


# Skid Mark Garage C6 Flex Fuel Kit Guide

## 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. Locate the factory hardline where it meets the flexible crossover tube on the passenger side of the engine near the firewall.
2. 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), disconnect the hardline from the flexible line.
3. Unscrew the threaded cap from the open end of the billet fuel adapter supplied in the kit and slide the assembly onto the hardline at driver's side fuel rail. Reinstall the threaded billet cap over the hardline making sure to align notch in cap to fuel line ridge, thread back into adapter and snug up hand tight with a 16mm Wrench. Next remove red cap from sensor module tube and then connect the flexible tube onto the sensor, you should feel it click into place.
4. Verify connections are secure and then start car to check for leaks. Then shut off and continue onto the electrical portion of the installation.



\*Aftermarket parts pictured, your install will be similar but may not look exactly like pictures

### Making the electrical connections

1. Our New simplified harness is easier than ever to use. Simply locate the nearest ignition coil to your flex sensor, unplug the harness and insert out harness between the coil and the OEM harness. Example below, may not look exactly like your car, but the principle is the same.



2. You will now need to gain access to the PCM located inside the passenger front fender. Turn front wheels to the far right to allow access to the screws securing the fender liner or remove the passenger front wheel/tire assembly. Remove any moldings if necessary. Loosen (but don't remove) t-bolts under hood and the one in the door jamb to allow the fender to hang loose.
3. Once loose, you should be able to tilt the fender out enough to gain access to the PCM
4. Now the PCM can be removed by pressing on the 2 clips that secure it into place. **At This point you need to determine which ECU your car has. GM used several during the production of the c6 and you can compare the image below to identify which you have. This step is critical to ensure you insert the sensor wiring into the correct location.**



E67 PCM/ECM Connector #1 Pin #5



E38 PCM/ECM Connector #1 Pin #40

5. With the PCM loose disconnect the x1 harness once you have identified your PCM be sure to detach the correct connector
6. Working the harness towards the door if you have a dry sump, or out the wheel well if not so you can open it and insert the pin.
7. Remove the plastic cover on the back of the harness to expose the wires and locate If there is a plastic plug in the Pin location, simply pull it out with a tweezers or push it out from the front with a pick.



Your harness may look slightly different with the range or PCM's and years, but the overall idea is the same

8. Next insert the white PCM wire from the flex sensor into the newly opened Pin location. Be sure its seated and secure the wire bunch with an included zip tie. Replace cover/s and prepare for reassembly.
9. Carefully route the harness back into the fender, re-insert into the PCM and click the PCM back into place.
10. Reassemble the fender bolts/liner
11. Use remaining zip ties to secure the wires/loom out of any danger.
12. Start car, check again for leaks. You can now go get your car tuned to read from the flex sensor.

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