

Skid Mark Garage Flex Fuel Kit

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. Next connect the shorter section of the included hockey stick shaped stainless hose to the fuel rail connection, the longer side will then snap onto the sensor, and the OEM line to the other side of the sensor.
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.



Making the electrical connections

1. Take the Harness package out of the bag, connect the sensor side connector 1st, then disconnect the OEM plug from the nearest coil pack and connect our new jumper harness between the OEM coil plug and the coil. Next step is the PCM connection like in this example below.



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. 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.



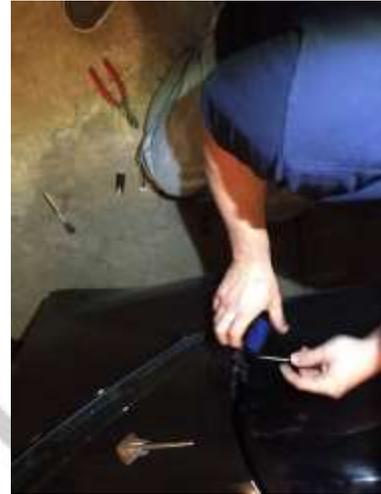
3. Once loose, you should be able to tilt the fender out enough to gain access to the PCM



4. Now the PCM can be removed by pressing on the 2 clips that secure it into place.



5. With the PCM loose disconnect the x1 harness (connections side should be blue once you remove it)



6. Working the harness towards the fender well or **door (if you have a dry sump, see additional notes below) 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 located Pin 38.



8. If there is a plastic plug in the Pin 38 location, simply pull it out with a tweezers or push it out from the front with a pick.
9. Next insert the white PCM wire from the flex sensor into the newly opened Pin 38 location. Be sure its seated and secure the wire bunch with an included zip tie. Remove the front blue cover if necessary to seat the terminal and replace covers and prepare for reassembly.
10. Carefully route the harness back into the fender, re-insert into the PCM and click the PCM back into place.
11. Reassemble the fender bolts/liner
12. Use remaining zip ties to secure the wires/loom out of any danger.

13. Start car, check again for leaks. You can now go get your car tuned to read from the flex sensor.

**If your car has the dry sump system, you may find it easier to loosen the entire fender to access the wires from the door side. Or remove your fender entirely for the most access



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Questions? Email info@skidmarkgarage.net