EDELBROCK COMPETITION FORD MASS AIR FLOW SENSOR
For use with in Universal Applications
Part #15402
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Mass Air Flow (MAF) Sensor. If you have any questions, do not hesitate to contact our **Technical Hotline at: (800) 416-8628** from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time.

DESCRIPTION: The Edelbrock E-Force Competition MAF sensor is intended only for use in custom air intake systems. This kit contains the mass air housing and mass air flow sensor only. Construction and design of the rest of the intake system is the responsibility of the installer. The provided MAF sensor is a blade-style sensor compatible with 2004 and Newer F-150's, and 2005 and newer Mustangs

CALIBRATION: This system requires recalibrating the vehicle for the new MAF sensor. Contact a local installer or performance shop before installing this kit. **Do not drive your vehicle with this kit until you correct the vehicle calibration or severe engine damage will result.**

INSTALLATION:

1. Install the supplied MAF sensor in the new MAF sensor housing using the two supplied #8-32 thread-forming screws.
2. Your MAF sensor housing is now ready for installation into your custom air intake system.
3. The MAF sensor housing has 3 threaded inserts (M6x1.0) for installation into your custom shroud. These bolts are evenly spaced on a 5-1/4" bolt pattern. The MAF housing is a direct bolt in for Airaid shrouds that utilize a 6" filter adapter.
4. Once the installation is complete, attach your engine harness connecter to the MAF sensor.

WARNINGS:

1. Do not attempt to start vehicle before updating PCM or severe engine damage may result.
2. Do not modify the MAFS housing in any way. This could cause inconsistent readings from the MAFS.
3. All PCV hoses, breather hoses, etc., should be plumbed into the air intake downstream of the mass air housing.
4. All air entering the engine must enter through the mass air housing. Any air that bypasses the mass air housing would be considered a vacuum leak, and thus cannot be compensated for properly by the engine ECU. This includes valve cover breathers vented to atmosphere.

IMPORTANT NOTE: The transfer function values provided in the table, on the next page, are only provided as a guide. It is always required that you verify the Air/Fuel ratio with a wideband lambda sensor, installed in front of the catalytic converter, while running the vehicle on a chassis dyno through the entire RPM & load range.

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Transfer Function Table

Voltage	Lb / Min
5	113.449
4.731	97.2757
4.484	83.8695
4.17	68.6985
3.876	56.9055
3.522	44.1957
3.316	37.5833
3.084	31.2542
2.804	24.2298
2.551	18.8963
2.353	15.1953
2.26	13.9668
2.157	12.7689
2.114	12.1323
2.004	10.991
1.758	7.9886
1.604	6.4527
1.517	5.6631
1.422	4.8684
1.32	4.0964
1.204	3.2865
1.142	2.9055
1.007	2.1951
0.931	1.8645
0.838	1.5249
0.735	1.2295
0.603	0.97
0.54	0.8916
0.426	0.8223
0.011	0

MAF Frequency Table

(2011+ mustang)

Period	Lb/Min	HZ
1485.00	0.0000	673.40
650.00	0.5173	1538.46
635.00	0.5474	1574.80
605.00	0.5914	1652.89
590.00	0.6202	1694.92
540.00	0.7282	1851.85
500.00	0.8412	2000.00
450.00	1.0735	2222.22
410.00	1.3058	2439.02
360.00	1.8583	2777.78
330.00	2.3606	3030.30
320.00	2.5113	3125.00
290.00	3.2898	3448.28
275.00	3.8423	3636.36
259.00	4.4143	3861.00
242.00	5.1713	4132.23
226.00	6.2118	4424.78
220.00	6.6747	4545.45
215.00	6.9517	4640.37
210.00	7.4369	4761.90
207.00	7.7262	4830.92
200.00	8.3807	5000.00
193.00	9.2718	5181.35
188.00	9.8092	5319.15
183.50	10.4823	5449.59
178.00	11.5845	5617.98
173.00	12.6663	5780.35
160.50	15.8482	6230.53
150.00	19.9931	6666.67
143.50	21.9436	6968.64
139.00	23.9373	7194.24
136.00	25.4466	7352.94
132.00	27.9213	7575.76
128.00	31.3117	7812.50
123.00	34.9811	8130.08
119.80	36.9873	8347.25
114.00	42.3269	8771.93
107.00	50.3936	9345.79
101.00	58.6262	9900.99
83.30	82.8983	12004.80

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