MAF install guide

First drive the truck until the engine reaches operating temperature. This will help the ECM to adjust to the new MAF faster.

Installing the Housing:

1. First install the sensor into the top of the housing with the supplied allen screws.

2. Remove the cover from the top of the filter canister.

3. Using a 10mm socket remove the three screws from the stock MAF housing and loosen the 4th screw that holds the Cruise control cable support bracket to the filter cover.

4. Using a small amount of Vaseline or similar lubricant coat the inner opening of the cover where the housing slides into.

5. Slide the new housing in place and bolt it to the bracket and the bracket to the filter cover.

6. Now install the last screw on the opposite side so that the housing is square to the cover. There should be a space between the housing and the cover for water drainage and this should be straight along the edge.

Installing vacuum caps:

1. Remove the vacuum sensing line from the Fuel pressure regulator.

2. Now install a vacuum cap on the end of the fuel pressure regulator and the open end on the vacuum tree.

Note: the first picture shows the vacuum line as installed from the factory and the second picture shows the line capped off. I like to cut the vacuum caps in half for a neater install.





Rewiring the connector:

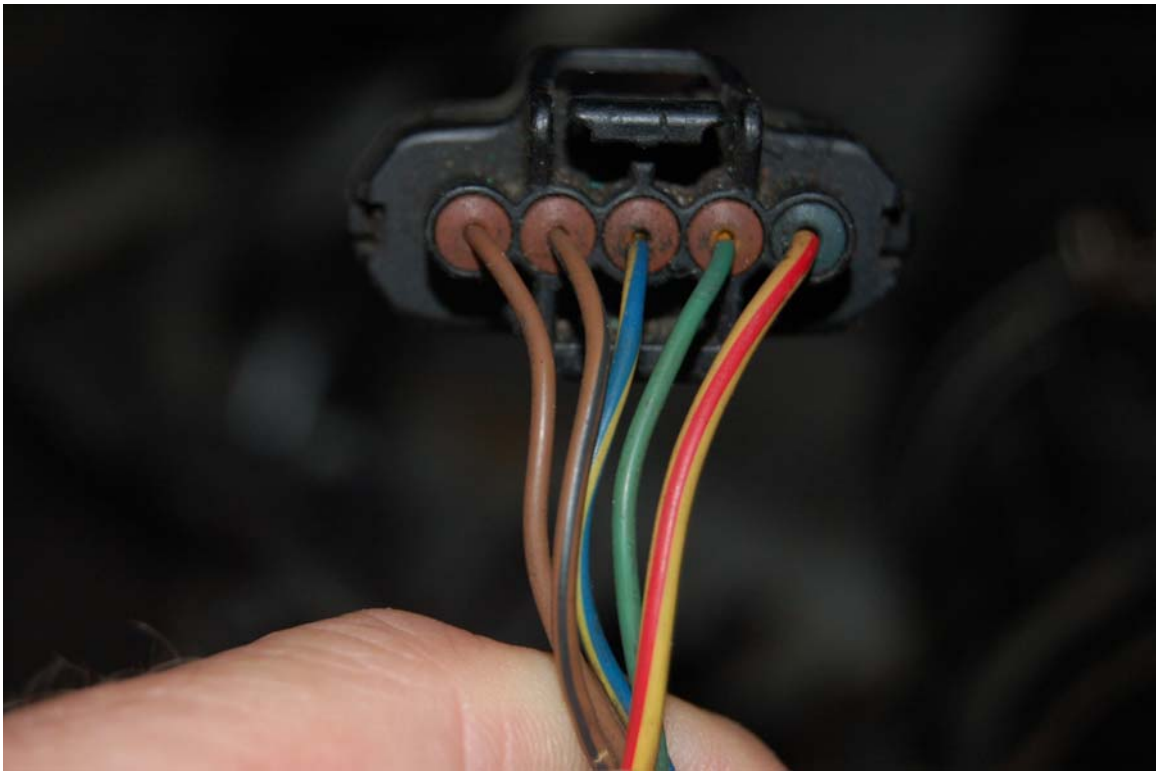
1. Next remove the locking tab from the connector housing by using a small screw driver to pry it up out of the connector.

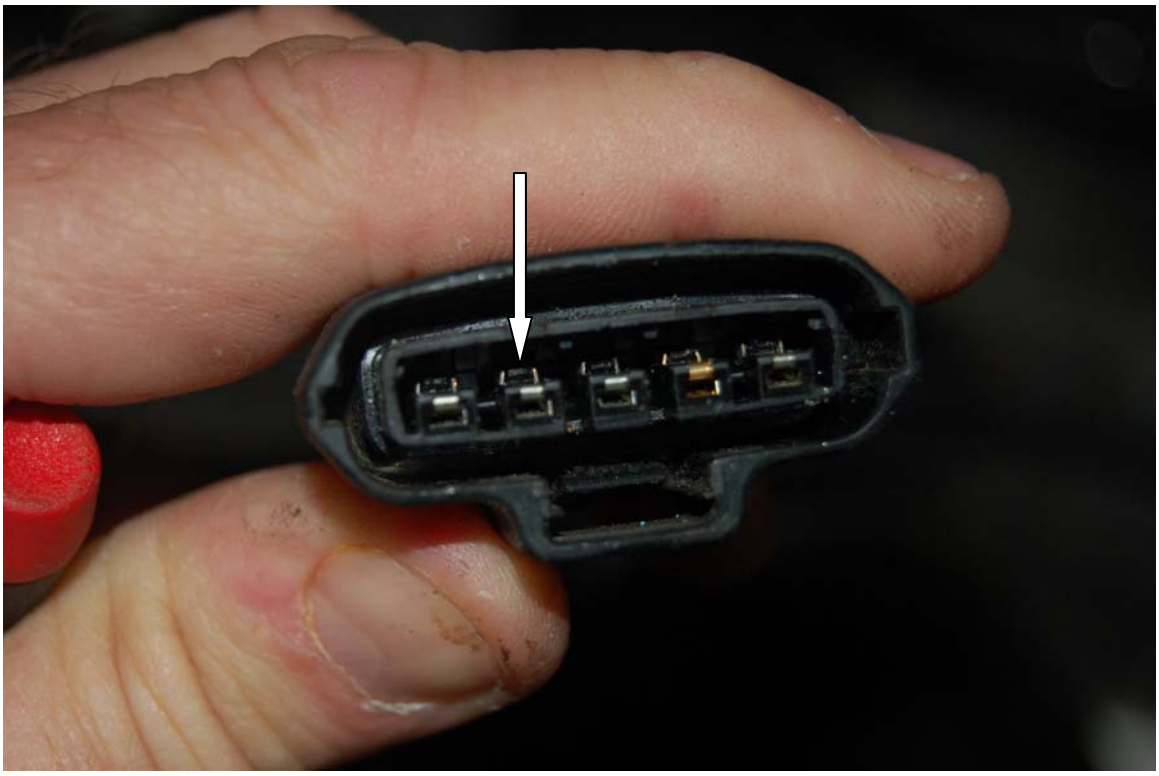


2. using the small screw driver remove the 4 wires that need to be rearranged for the new sensor. Pin 1, 12v, stays in place. Each pin is held in place with a latch and that needs to be pried up to allow the pin to slide out.

Note: before removing the wires check the color code and sequence against the chart listed below.

This first picture is the back of the connector with the wires in the stock location. The second picture shows the latch that needs to be lifted to allow the pin to be removed.





3. install the wires as described on the following chart. Both the stock and new sensor configurations are listed in case the stock MAF needs to be reinstalled.

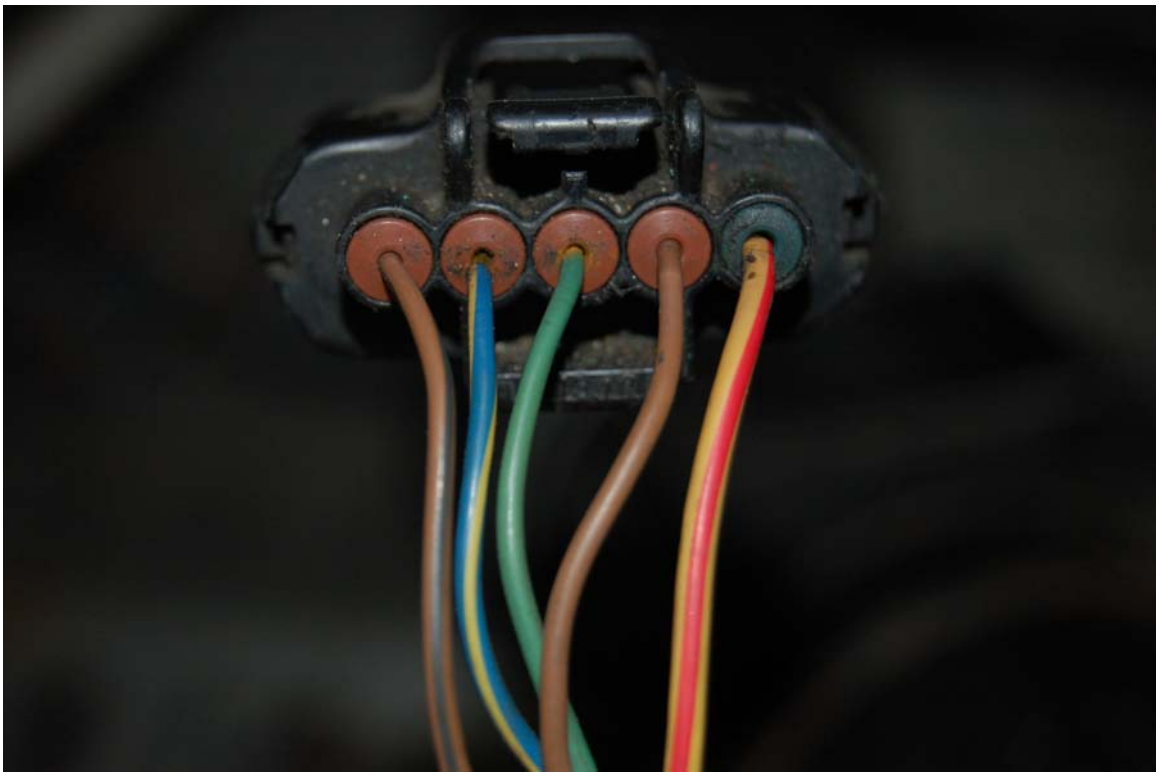
Stock pin out

P1 – 12v – Yellow/Red stripe
P2 – VG – Green
P3 – THA – Blue/Yellow stripe
P4 – E2 – Brown/Black stripe
P5 – E3 – Brown

22204-21010, 22204-07010

P1 – 12v – Yellow/Red stripe
P2 – E2G – Brown
P3 – VG – Green
P4 – THA – Blue/Yellow stripe
P5 – E2 – Brown/Black stripe

This picture is of the wiring altered for the new sensor.



Plug in the wire harness to the new sensor and start the truck. Once you have confirmed that the truck idles properly install the locking tab back into the connector.

To allow the ECM to adjust for the new MAF take the truck out for a short drive and then let it idle for a few minutes.

Note: if the truck starts and then dies it’s an indication of a problem with the MAF sensor. Check the wiring again, if it persists then the sensor may be bad if bought used.

In the case of a CEL from a bad sensor, disconnect the battery for 10 minutes to reset the light and reinstall the stock MAF.