



# ADAPTING A HIGH FLOW FORD MAF SENSOR INTO A NISSAN CONTROL SYSTEM (REQUIRES SPECIAL JWT ECU)

## 93 FORD COBRA MUSTANG FORD # F1SZ-12B579-A

Use Ford connector kit **F43Z-14A411-A** to replace the original Nissan MAF wire loom connector.

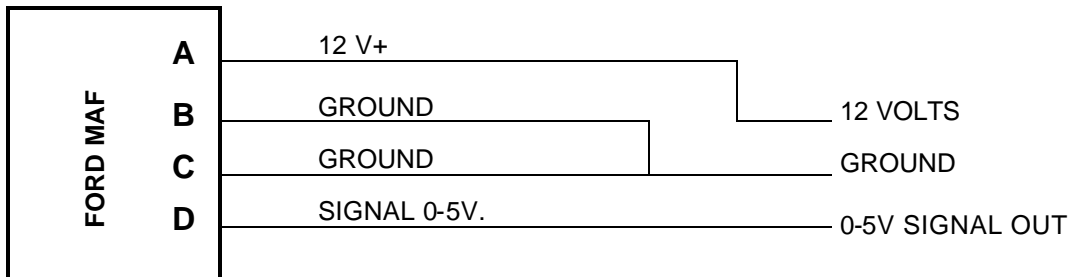
OR

## 2001+ FORD LIGHTNING FORD # 1L3Z-12B579-(A or B)

Use Ford connector **1R3Z-12B566-AA** to replace the original Nissan MAF wire loom connector.

NOTE: This connector has 2 additional wires (F and E). These are not used and can be removed.

This conversion will only work with a JWT ECU programmed specifically for the MAF sensor specified on the JWT ECU. Cut the wires and solder them to the correct Ford connector wires (see chart below).



\*Due to the variations of Nissan wiring between models, this may not be the correct Nissan MAF sensor pins for the model you are working on. You must confirm that Ford pin "A" is connected to 12v+. Ford pins "B" and "C" are connected to the Nissan ground wire. Ford pin "D" must be connected to the Nissan 0-5V MAF signal wire.

**CONFIRM THE CONNECTIONS USING THE FACTORY MANUAL**

| MODEL            | 12 VOLT            | 0-5V SIGNAL OUT   | GROUND       |
|------------------|--------------------|-------------------|--------------|
| 91-94 SER (SR20) | ORANGE /BLUE STRIP | ORANGE            | WHITE        |
| 95-98 SER (SR20) | WHITE / RED STRIP  | ORANGE            | WHITE        |
| 89-98 240SX      | BLACK/WHITE STRIP  | WHITE             | BLACK        |
| 81-83 280ZXT     | YEL / BLUE STRIP   | YEL / RED STRIP   | BLACK        |
| 84-89 300ZXT     | BLACK / WHT STRIP  | BLACK SHIELDED    | BLACK (BOTH) |
| 93-97 ALTIMA     | ORANGE (NO SHIELD) | ORANGE (SHIELDED) | WHITE        |

ANY WIRES THAT ARE NO LONG USED IN THE WIRE LOOM, SHOULD BE TAPED UP TO AVOID SHORTING.

NOT USED  
12v+  
GROUND-  
GROUND-  
SIGNAL OUT  
NOT USED

F A B C D F

AIR FLOW 

**LIGHTNING MAF**

AFH90-02  
4H09