Billet MAF Housing (N60 / N62)
Install Directions

Removing MAF from plastic housing.

First we need to get the maf lid off, Take a razor blade and go around the lid flat to slice off the top layer of rtv. Then take the blade and pierce the rtv inward all the way around, you'll have to do this a few time you'll start seeing slices of rtv coming out. After this you'll need to smaller flat head screwdrivers, Use them to pry open the lid and remove it.

Next you'll need to heat up your soldering iron. You will see a solder joint that holds on the copper r/f shield(maybe 2 joints depending on what maf your using). Go ahead and heat up the spot and remove the copper rf shield you wont need this anymore so u can discard it. (the aluminum case is more than sufficient to block rf).

Now comes the tricky part, remove the 4 screws that hold the connector to the plastic housing. Now with your soldering iron take and heat up each wire coming off the unit and bend slightly up it will help to pull a little on the connector. Do that for each wire once the connector is removed your ready to take out the element. Remove the 3 screws holding it in place. Then remove the element being care full to not damage the elements on the inside. I find it helpful to remove the screen on the maf and help push up on the element stalk from the inside.

This is a good time to buy some "crc" maf cleaner and clean the maf up real good.

KEEP IN MIND THIS PEICE IS TUFF TO MAKE BECAUSE NO TWO MAF ELEMENTS ARE THE SAME!!! EVERYTHING IS VERY TIGHT PLEASE TAKE YOUR TIME AND PAY

ATTENTION!!!!

Installing into your new Billet Part - (This should be already welded prior to install.)

Now you should have the all the pieces on the table, take your billet housing and put a small amount of petroleum jelly or motor oil on the o-ring being careful not to get any on the element. Set it in the new housing and apply even pressure in the board to wiggle it in the housing. Set the 3 screws in the housing "start all 3 screws before tightening it down" your just looking for hand tight with a Phillips screw driver.

Now take the connector and bend in the flat tabs about 1/8" so the come out and bend at about 100degs instead on 90 degs this will help in the aid of soldering the wires. Attach the connector to the new housing using a small amount of sealant around the edge of the sealing surface.

Then go ahead and solder the wires, using a good ohm meter like a fluke 88, test the connection from the pin location on the circuit board to the actual flat pin on the connector. you should not have any resistance at all. If you have more than .01 ohms go back and fix up your soldering joints.

Now we need to check for clearance for the lid to any electrical connections on the element. (some of the larger ones will need to be cut off flush or bent 90 deg) like I stated earlier.

Now its time to attach the lid, Spread a small amount of rtv on the sealing edge of the housing and line up the lid. You have to be very careful because the lids are very close tolerance and must go on nice and flat. take your time working it on by hand, DO NOT use the 4 screws to draw it down.

After its down set your remaining 4 screws into the lid. You can add a very very very small amount of blue loctite on them to keep them from coming out, but I haven't had any reports of them doing so.

If all went well your now finished, clean up the remaining squeezed out rtv off the sides and let dry for an hour or so and install on car. Keep in mind the flow direction reference back to the stock plastic housing for help.