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**MAF-V**

0.94	0.98	1.02	1.05	1.09	1.13	1.17	1.21	1.25	1.29	1.33	1.37	1.41	1.48	1.56
2.7	2.84	2.97	3.11	3.26	3.42	3.6	4.08	4.59	5.15	5.71	6.2	6.7	7	9

**G/Sec**

**MAF-V**

1.64	1.72	1.8	1.88	1.95	2.03	2.11	2.19	2.27	2.34	2.42	2.54	2.66	2.77	2.89
11	13	15	18.75	22.12	25.5	28.5	31.74	34.98	38.83	42.73	48.32	53.64	58.75	63.86

**G/Sec**

**MAF-V**

3.01	3.13	3.24	3.36	3.48	3.59	3.71	3.83	3.95	4.06	4.18	4.3	4.41	4.49	4.57
70.63	79.11	88.45	98.84	110.4	123.21	137.33	152.82	169.76	188.19	208.05	229.01	251.16	265.79	281.3

**G/Sec**

**MAF-V**

4.61	4.65	4.69	4.73	4.77	4.8	4.84	4.88	4.92
289.47	297.92	306.58	315.37	324.22	333.14	342.11	351.05	360

**G/Sec**

**Tuning tips:**

Assuming a proper latency and injector scaler value are used, the fuel mapping should be straight forward with a progressive ramp up as MAF-V increases. Meaning, that the fuel map will progressively be richer then needed to produce an AFR curve as it rises.