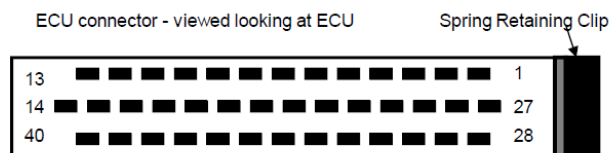
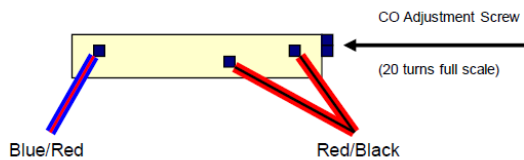
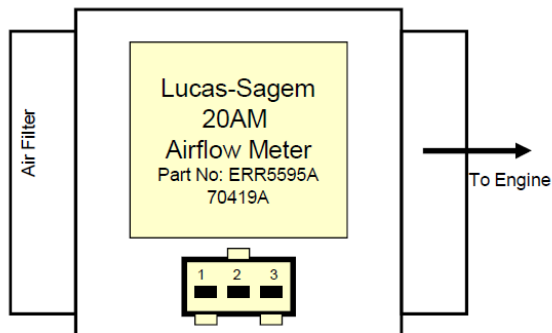


Fitting Instructions For Lucas-Sagem 20AM Airflow Meter **TWS MOTORS**



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UNDER THE BONNET:

- Ensure ignition is switched off. Disconnect the Fuel Injection ECU.
- Disconnect and remove the old Airflow Meter. Fit the new one in place.
- Cut off the old airflow meter plug (4 wires). Tape back the Blue/Red wire (CO Adjust signal) which will not be connected to the new Airflow Meter.
- Put the new rubber connector boot or silicone seals over the wires. Crimp the new connectors onto the wires.
- With reference to the diagram on the left, make the following connections to the new Airflow Meter (Note: **incorrect connection will destroy the airflow meter and invalidate the warranty**):-
 - 1 - Brown/Orange (+12 Volt Ignition Switched)
 - 2 - Blue/Green (Airflow Signal)
 - 3 - Red/Black (Signal Ground)

INSIDE THE CAR:

- Remove the rubber seal inside the ECU plug, then remove the two securing screws. Slide back the connector shell.
- Identify the following wires in the ECU plug:-
 - Blue/Red on pin 22 (CO Adjust)
 - Red/Black on pin 25 (Signal Ground)
- Connect CO Trimmer between the above two wires (see diagram) by tapping in to them. Do **NOT** cut either of these wires. Insulate the connections carefully.
- Plug in ECU and turn on then turn on ignition, but do not start the engine. Adjust the CO Trimmer until a reading of 1.3 Volts is obtained across the terminals. (Note: higher Voltage gives higher CO).
- Switch off the ignition. Insulate all connections. Reassemble the ECU connector, and re-fit the ECU.
- The CO Trimmer may be located inside or outside the ECU connector shell. Outside gives easier access for idle CO adjustment.
- Engine will not run until matching ECU EPROM chip has been installed.

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