INSTALLATION INSTRUCTIONS

R35 GT-R Speed Density Kit

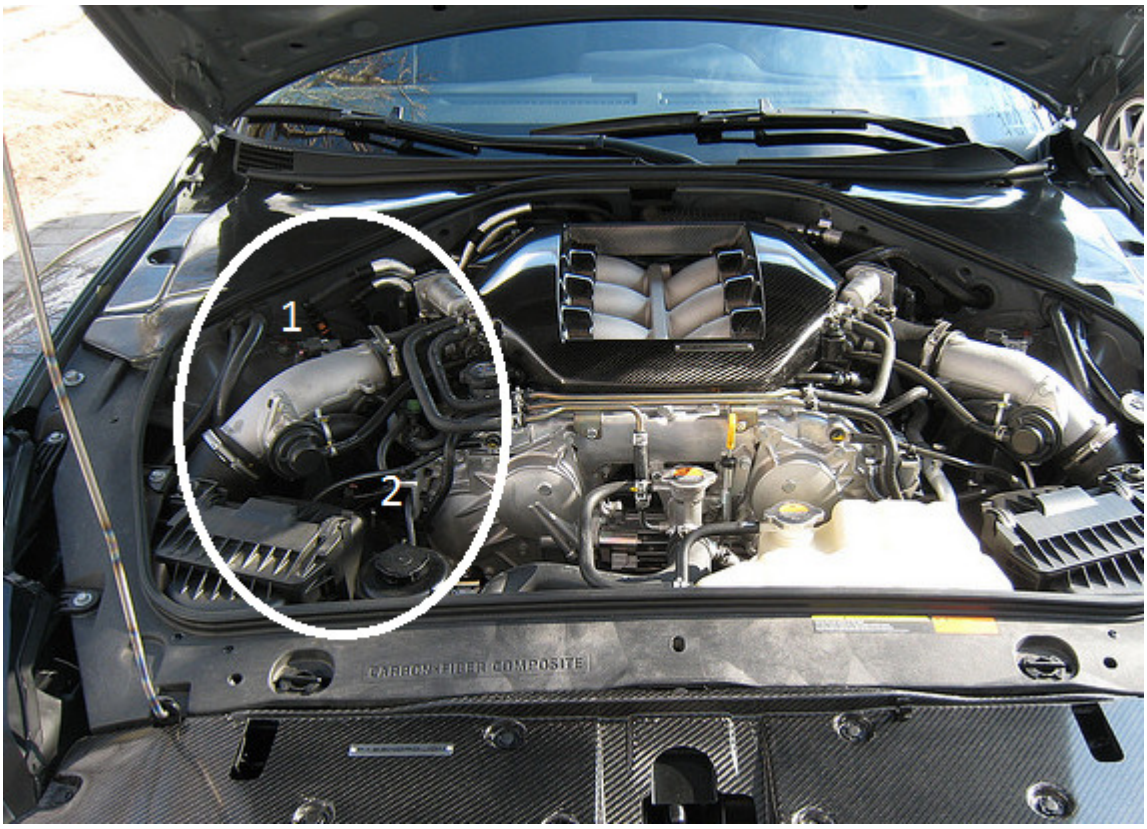
The Gotboost Performance Speed Density conversion kit for the Nissan R35 GT-R allows seamless transition from an airflow (MAF) based engine management system to a speed density (SD) one. This is done by relocating the intake air temperature (IAT) sensor from the OEM MAF sensor housing to the intercooler pipe Manifold Absolute Pressure (MAP) sensor.

The following parts should be included with your kit:

- **Replacement MAP sensor with integrated thermistor**
- **Split wiring loom adapter**
- **1 (KIT A) or 2 (KIT B) sealing terminals**

Installation location:

The replacement sensor and its wiring adapter are to be installed on the engine side "Bank 1". This is commonly referred to as the Right Hand (RH) side of the vehicle, or Passenger side for North American left hand drive vehicles.



1. RH Intercooler Pipe MAP sensor 2. RH Air Intake MAF sensor housing

Step 1.

Locate the RH side intercooler pipe pressure sensor (MAP) at above location 1.

Disconnect the terminal connector by pressing on tab “T” and pulling.

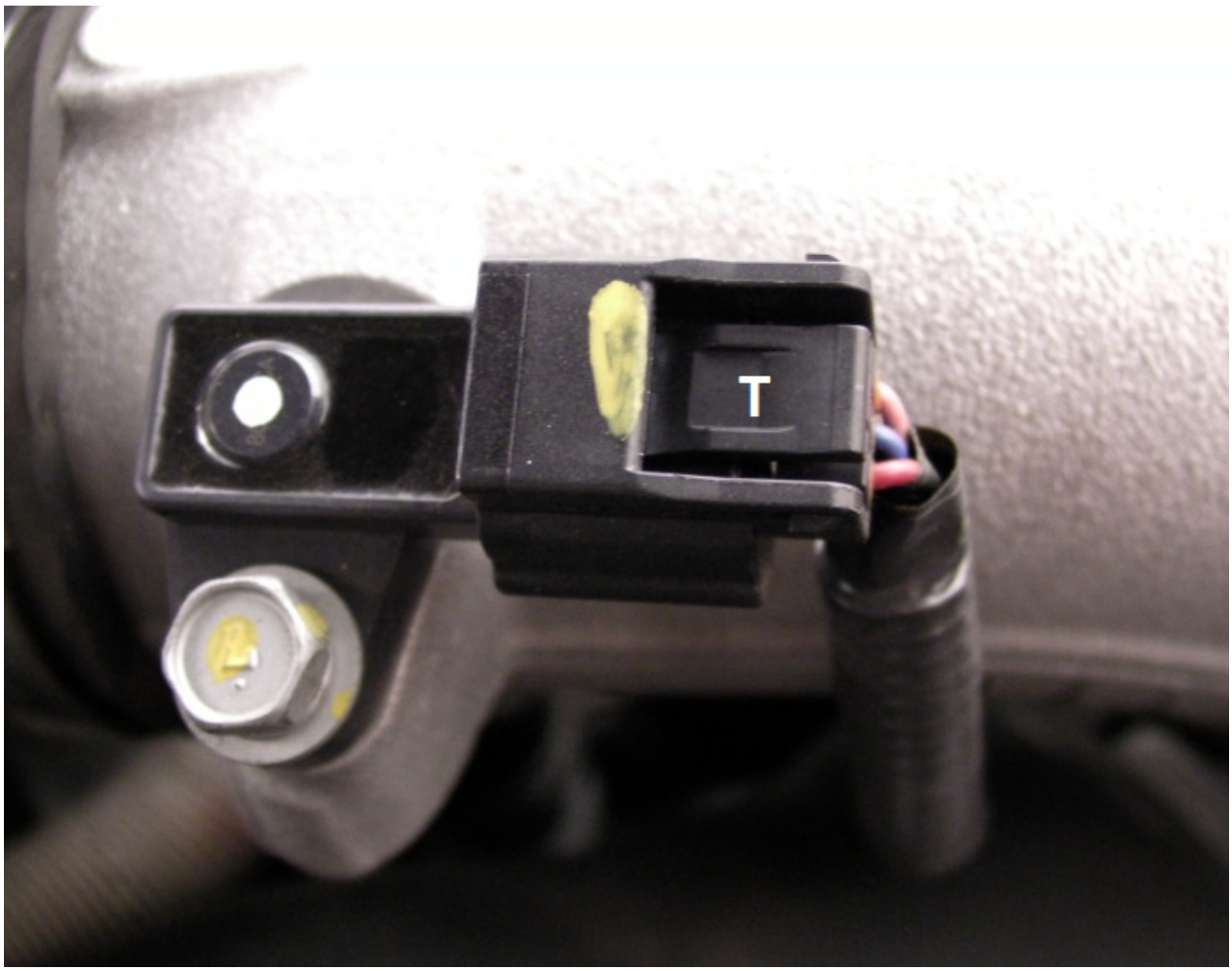
***Do NOT pull the terminal connector by the wires.**

***Do NOT force the connector loose. If the connector is hard to remove, make sure you are depressing the tab “T” and push the connector in then back out**

Use a 10mm wrench or socket to remove the fastener. Keep bolt.

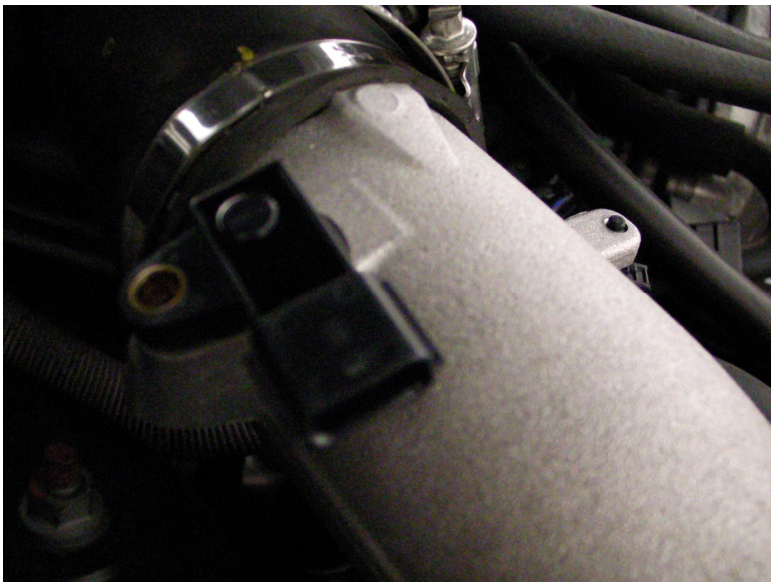
Gently pull the MAP sensor upward and out. Put aside.

***Take care NOT to drop any foreign object in the sensor hole**



Insert the MAP sensor provided with the conversion kit in the same position as the sensor it replaces.

Use the original bolt and gently tighten down (62 In Lbs / 7 Nm).



Connect the harness side 3 wire MAP sensor connector to the conversion loom 3 wire connector. The wire color on each pin should match. Connect the 4pin terminal connector at other end of the conversion loom to the newly installed replacement sensor.

Step 2. KIT A

Attach the loom relocation wire along the existing harness side MAP sensor wiring loom and route the 6 pin MAF connector to the intake. Secure with zip ties or other applicable fasteners.

Locate the MAF sensor housing "2" (see first picture) on the intake and gently disconnect the 6pin terminal connector.

***Do NOT pull the terminal connector by the wires.**

***Do NOT force the connector loose. If the connector is hard to remove, make sure you are depressing the tab and push the connector in then back out.**

Fold the harness side split loom back onto itself towards the motor loom bracket.

Connect the 6 pin terminal on the relocation loom to the harness side MAF sensor connector. There should be 1 pink wire running from the conversion loom.

If you will be removing both MAF sensors from your vehicle, use the blanking plug provided to seal off the LH side MAF harness connector.

NOTE: Operating the GT-R without the MAF sensors requires an aftermarket engine management system.

IF YOU DO NOT USE AN AFTERMARKET ENGINE MANAGEMENT SYSTEM, DO NOT OPERATE YOUR VEHICLE WITH THE MAF SENSORS DISCONNECTED. YOU RISK SERIOUS ENGINE DAMAGE AND MALFUNCTIONS.

Step 2. KIT B

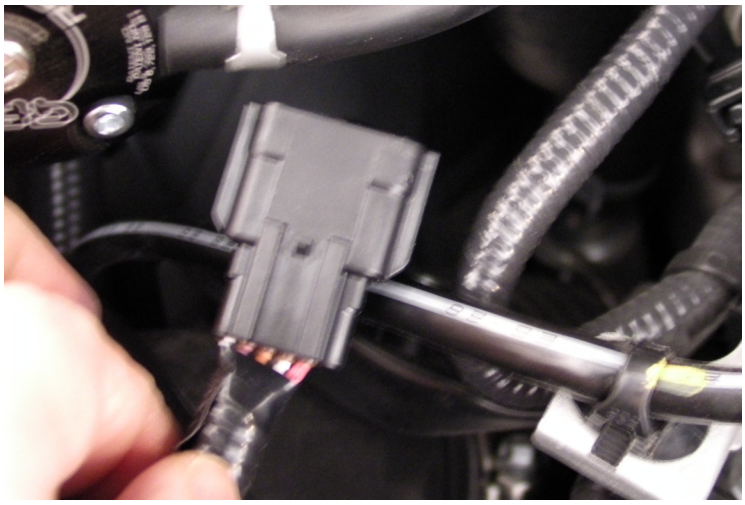
Attach the loom relocation wire along the existing harness side MAP sensor wiring loom and route the MAF transition loom to the intake. Secure with zip ties or other applicable fasteners.

Locate the MAF sensor housing "2" (see first picture) on the intake and gently disconnect the 6pin terminal connector.

***Do NOT pull the terminal connector by the wires.**

***Do NOT force the connector loose. If the connector is hard to remove, make sure you are depressing the tab and push the connector in then back out.**

Connect the harness side MAF sensor terminal connector into the conversion loom 6 pin terminal connector.



If you expect to operate your vehicle with both Speed Density and Air Flow based tunes regularly then, connect the 6 pin terminal at the other end of the conversion loom into the MAF sensor.

If you prefer to remove the MAF sensors or not leave them connected, then use the 2 sealing plugs provided on the other end of the conversion loom.

NOTE: Operating the GT-R without the MAF sensors requires an aftermarket engine management system. However, should you leave your MAF sensors connected with Kit B, you can safely operate your vehicle with EITHER a Speed Density or Air Flow based management system.