Step 1:
The finger stick is connected to wires leading to the Mass Airflow Meter (MAF) and the EGR. The location of the connectors are shown. The MAF assembly has been moved to show the location of the EGR connector. You will also be removing the hard plastic harness cover on top of the engine in location shown.

Step 2:
Here is a picture showing the MAF wires that we will be using. Note the colors of the wires at each respective location on the connector. The colors may vary with models but the positions on the connector are the same for all models.

Step 3:
Here’s the position of the wire which we will use on the EGR connector. It is the bottom wire closest to the retention tab on the connector. Once again, note the color of this wire as it is different for various models.
Step 4: 
The picture above shows all the wires that we will connect to. Open the harness tubing going from the MAF connector to expose the wires shown in step 2. These are shown on the left side of the photo above. The wire coming from the MAF in connector (yellow here) will be cut in half. Remove the hard plastic cover shown in step 1 to expose the wire from the EGR connector. This is shown on the right side of this image.
Step 5:
Now it’s time to crimp connectors as well. The wire connected to the MAF IN connection needs to be cut in half. Connect the MAF input and output to either end of the cut wire as shown. The ground and power connections will be connected by stripping some insulation off and exposing the wire. The grey (ground) lead goes to the MAF ground wire and the red (power) lead goes to the MAF power wire.

Step 6:
Strip the EGR lead without cutting the wire and attach the blue (EGR) lead here.

Final Step:
Insulate all the exposed connections with electrical tape. Now place the stick in the bundle with the EGR connection. Fit the hard cover over the assembly and press the cover back into place.