

Injectronics

TECHNICAL BULLETIN

VARIOUS

#T0055

Make: Various

Model: Various

Subject: Aluminium air mass meter calibration

From approx. 1984 to 1990 the Aluminium, Bosch and J ECS hot wire air mass meter was used on various vehicles, such as Saab, Volvo, Porsche, Nissan, 300zx and 300c. Injectronics receives many calls on how to test these units. Faults / complaints range from flat spots, poor performance cold, intermittent lean, intermittent rich. Although a calibration test cannot be performed on the vehicle, a very basic test that can be done is a static (rest) voltage test. This is the voltage that the MAF sensor outputs at no airflow. While this test does not check the full calibration of the air mass meter it can give a quick indication of its operation.

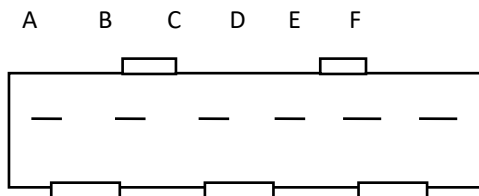
Injectronics has found that if the voltage drops just 50-milli volts (0.050) below the correct static voltage a vehicle can suffer from flat spots and poor performance when cold.

To test the voltage, connect an accurate voltmeter between C (earth) and B (output) and turn the ignition key on. Check the voltage and while gently tapping the unit, monitor the output. It should not suddenly jump to zero volts or over 2 volts.

Static Rest Voltage

Bosch Part #	Voltage
• 0280 212 002	1.60v
• 0280 212 005	1.60v
• 0280 214 001	1.70v

Nissan Part #	Voltage
• 300c	1.60v
• 300zx	1.60v



- A- CO / Idle mixture
- B- Load signal (output)
- C- Earth
- D- Earth
- E- Power Supply
- F- Burn off signal