

056

Make: Various

Model: Various

Subject: Plastic air mass meter calibration

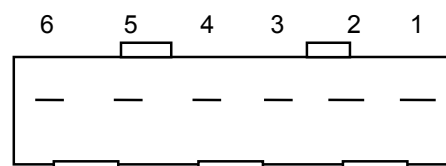
From approx. 1986 to 1992 the plastic Bosch hot wire air mass meter was used on various vehicles, such as VL Commodore, Nissan Skyline, Volvo and Saab vehicles. Injectronics receives many calls on how to test these units. Faults / complaints range from flat spots, poor performance cold, intermittent lean, intermittent rich. Although a calibration test can not 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. Also see tech bulletin 005.

To test the voltage, connect an accurate voltmeter between pin 2 (earth) and pin 3 (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 212 007	1.30v
0280 212 008	1.30v
0280 212 011	1.30v
0280 212 012	1.30v
0280 212 013	1.30v
0280 212 015	1.30v
0280 212 016	1.40v
0280 212 019	1.40v
0280 212 024	1.40v
0280 213 006	1.30v
0280 213 012	1.40v



- 1 – Earth
- 2 – Earth
- 3 – Load signal (output)
- 4 – Burn off signal
- 5 – Power supply
- 6 – Idle / co mixture adj.