

To remove the sensor you will need a T20 torx bit. After removing the two retaining screws, gently twist the sensor and remove from housing.

To clean the MAF sensor you will need a suitable cleaner, I got CRC MAF cleaner from Repco, I had to ask for it, it wasn't on display.

Do not touch any of the surfaces of the sensor, let the cleaning spray do the work. If you work over a white cloth, you can see the color of the solvent coming off, keep going until the solvent comes off clean.

This pic shows the sensor cleaner, the sensor removed from the housing, and the torx bit used to remove it.



If you do need to replace the MAF sensor, these are the part numbers to use. These numbers are just for the sensor shown in the photo above. This is significantly cheaper than replacing the WHOLE air flow meter, housing and all.
ZD 30 Series 1-3 22680AD21A
(previously 22680AD210 which was before that 22680 AD201)

ZD30 Series 4 22680 7S000

Tony

Last edited by YNOT; 14th August 2010 at 07:24 AM.

Thanks

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14th August 2010 07:23 AM

#2

YNOT 

Moderator

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Join Date: Jun 2010

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ZD30 Prior series 4

there should be 4 wires at your MAF they'll be Red, White, Black and White terminal 1,2,3 and 4 respectively,
With the car idling, warmed up to normal operating temp, vehicle in neutral and the AC off test the following;

The 1 (R) should be reading between 1.6 and 2 volts

The 3 (B) should be reading 0v

With the car stopped but the ignition 'on' disconnect the MAF plug and test

The 2 (W) should be reading approx 5v

The 4 (W) should be reading the battery voltage.

If they read these voltages your MAF is functioning correctly.

ZD30 Series 4

there should be a 6 pin connector Nothing, White, Black, Red, White and Black, terminal 1,2,3,4,5,&6

With the car idling, warmed up to normal operating temp AC off, in neutral no load test the following

The 3 (B) should be reading 0v

The 4 (R) should be reading between 1.5 to 1.9v at idle increasing to 4.0v when revving through to 4000rpm

With the car stopped but the ignition 'on' disconnect the MAF plug and test

The 2 (W) should be reading the battery voltage

If they read these you MAF is functioning

TB45

There should be a Black/Red wire, Black and White wire Term 2,3 &4

With the car idling, warmed up in neutral and ac off there should be the following

The 3 (B) should be reading 0v

The 4 (W) should be reading 1.3 to 1.8v, and with the engine at 2500rpm should be 2.1 to 2.5v

With the car off disconnect the MAF plug turn the ignition on and test

The 2 (B/R) should be reading the battery voltage

TB48

There should be a White/Green, Yellow, Black/White and Black/Red Term 1,2,3 & 4

With the car idling, warmed up, in neutral and the AC off there should be the following

The 1 (W/G) should be reading 1.1 to 1.5v, and at 2500rpm 1.7 to 2.4v

The 3 (B/W) should be reading 0v

Turn the car off and disconnect the MAF plug and turn the ignition on

The 2 (Y) should be reading approx 5v

The 4 (B/R) should be reading the battery voltage

RD28

There should be White, Black and Red Term 1,2 &3

With the car idling warmed up in neutral with the AC off there should be the following

The 2 (B) Should be reading 0v

The 3 (R) should be reading 1.6 to 2.0v

With the car off disconnect the MAF plug and turn the ignition on

The 1 (W) should be the battery voltage

If they don't read the battery voltage of the approx 5v at those respective terminals there is most likely a short in the system so check the connectors harnesses and plugs if they don't read the voltages at idle then there is most likely a fault with the MAF.

Tony

Thanks

Reply

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14th August 2010 09:40 AM

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patch697 

Banned

Join Date: Jun 2010

Top post Tony, This will save some members a lot of dosh as now they can DIY it.

Cheers

Paul