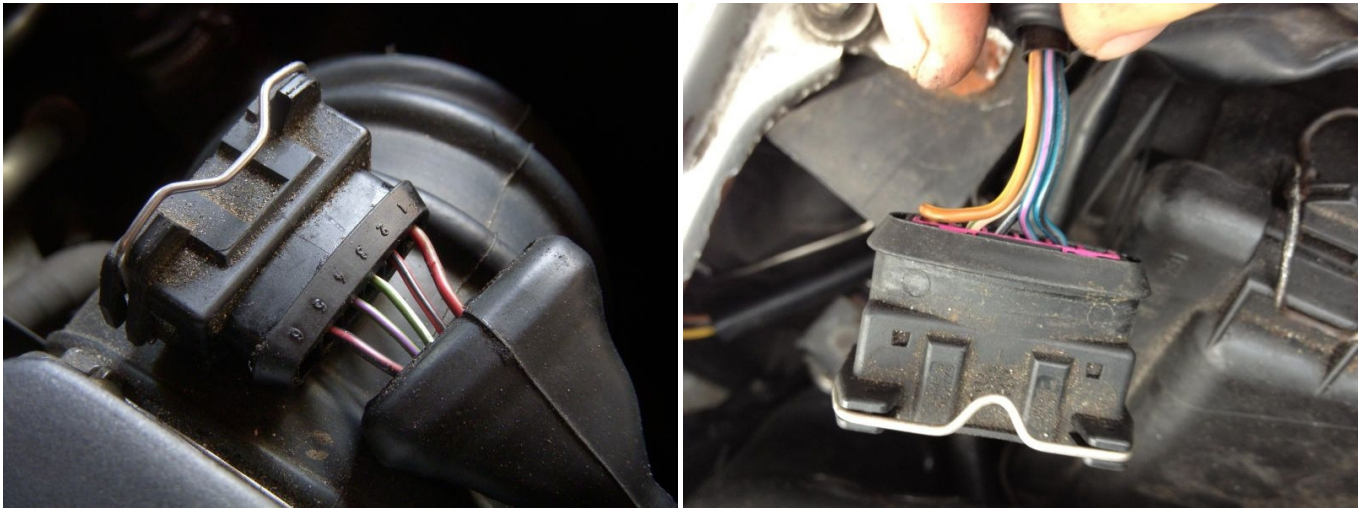


G70 MAF TESTING WORKSHEET

For the G70 MAF harness connector the female pins are only in positions 1 through 5; No. 6 the one at the left end of the connector is empty. For the AAN MAF harness connector, the five pins are as follows:

Pin Number	AAN Wire Colour	ABY/ADU Wire Colour	Comment
1	Brown/red	Brown/yellow	Connection to ground (cam cover or intake manifold)
2	Red/Black	Black/green	Connects to pin T55/26 in the ECU
3	Green/white	Black/white	Connects to pin T55/7 in the ECU
4	Green/violet	Blue/violet	Connects to pin T55/25 (Holding Relay) in ECU = burn-off signal
5	Black/red	Blue/Black	Connects to injector power harness

Here are two photos showing the position of the five wires (Left = AAN, right = ABY)



Testing the G70 MAF is found in the Bentley in section J24, Volume One, pgs. J24-77 to J24-85. The following is a short-form summary of this info and is not 100% complete:

1. Testing for ground: Disconnect the harness connector from the MAF. Set your DMM to 20 ohms and look for continuity between Pin 1 (Pin 6 is the empty position) and ground on the engine or chassis. **My result = _____ohms**

2. Testing for connection to the injector circuit: Turn the DMM to 20 VDC. Connect to Pin 5 and ground. Turn on the ignition. You should get some positive DC volts. **My result: _____V**

3. Checking MAF function: With harness connector removed, switch DMM to 200 ohms. Connect DMM probes to terminals 1 and 2 on the MAF (1 is on the right, 6 is on the left). Record the resistance. **My result: _____ohms.** Disconnect leads and "Short" the circuit (press probe ends together). Display value must equal value recorded previously. **My result: _____ohms**

If the difference is greater than 0.1 Ohm, replace MAF. **(My result:_____)**

Re-connect the MAF sensor harness connector. Peel back the rubber boot on the connector to expose the terminals. Switch the DMM to 20 VDC. Connect the DMM to the back side of Terminals 1 and 3. Turn the ignition switch to "ON" (run) but don't start the engine. Should be 1.2 to 1.5 Volts. **My result: _____V** Start the engine and let idle. Voltage reading should now be 2.5 volts. **My result: _____ V**

Increase the engine speed briefly (manually move the throttle position to more open). Voltage should increase to 3.0 to 5.0 volts (depending on engine speed). **My result: _____ V**

All the of the specified voltages and resistances must be obtained. If NO = replace MAF. **(My result: _____)**