



INSTRUCTIONS

Air Mass Meter

Please Read These First

These instructions are intended as a guide only and are not a substitute for a workshop manual. The fitter must have a degree of mechanical competence. If you are in any doubt as to your ability to fit the part, do not undertake the job.

For more Technical Tips and to register your warranty online visit

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FuelParts^{UK} Intermotor

Air Mass Meter

Safety

Warning; The Air Mass Meter is located on the engine in a location that can get very hot. Ensure that the vehicle has cooled to a safe level before attempting to replace it.

Removing the old Air Mass Meter

1. Disconnect the battery.
2. Ensure that the area around the Air Mass Meter is clean and free from debris.
3. Disconnect the electrical terminal block and check the loom and connector for damage.
4. Slacken the hose clips that secure the inlet and outlet hoses.
5. Remove the Air Mass Meter.

Note

Air leaks from the large diameter hoses are a common failing point. Fully inspect them for any cracks or deterioration and replace them as necessary. You should remove the hoses for a proper inspection and flex them to highlight any damage within the convoluted sections.

Fitting the new Air Mass Meter

1. Insert the new Air Mass Meter into the large hoses, it may be necessary to apply a small amount of lubricant.
2. Ensure that the direction of airflow and the orientation of the connector plug are correct.
3. Remake the electrical connection.
4. Reconnect the battery.

PTO

5. Following the procedure outlined in your vehicle's service manual to clear any fault codes that may have been set (you may need to use a fault code reader or specialist equipment). Failure to do this may cause the computer to register a fault and stay in "limp home" mode. This may damage the catalytic converter and other emission devices

6. Check for any air leaks.

MAFS010 / 19655

There is a common problem concerning the air mass meters on Vauxhall 1.8 & 2.0l applications.

The fault, and this bulletin, concerns the specific combination of fault codes P0100 and P0110. This information is provided as a guide only.

The fault is often falsely diagnosed as air mass meter fail, this misdiagnosis results in units being returned as warranty with no faults.

There is a weak point within the wiring loom that effects the earth connection to pin three of the air mass meter (yellow wire). The fault can be permanent or intermittent.

Within the wiring loom (generally underneath the air intake hose next to the battery) is a soldered three way joint that fails. Strip the cloth tape from the loom, locate the joint. Remove the heat shrink and repair.

An improvement can be made by connecting into this joint a separate earth run from, say the alternator mount or, any other suitable earth point.

Insulate the new joint and recover the loom. Clear the fault codes and test the car.

CAUTION - We recommend that this repair is carried out by a professional automotive electrician to avoid potential damage of components such as the ECU.