

# Workshop 48

## Cleaning a Hitachi MAF

### Tools needed

Flathead Screwdriver

Phillips Screwdriver

8mm spanner

Silicone Free Contact Cleaner

It is generally accepted that the Bosch MAF should be left alone as they are self-cleaning, the Hitachi ones with care can however be removed and cleaned with care. General symptoms can be hunting; white smoke, poor acceleration and more commonly juddering around the 2000rpm rev range.

You can tell which MAF you have before you attempt to clean it by checking what is printed on it, usually the Hitachi is also held in place by normal Phillips screws, the Bosch ones are secured with security Torx screws.

The MAF can be found in the front right of the engine bay and will be connected to the air box, take care to remove the plug gently, whilst this is off it is worth cleaning the plug and contacts. Then remove the jubilee clip from around the pipe.



Once the jubilee has been loosened off you will be able to pull off the MAF attached to the collar that also houses the gauze. Once it has been removed you can remove the gauze by removing the x4 8mm nuts, you will find that there will be some debris on the gauze such as tiny flies and dust that has managed to sneak it's way past the filter.



Remove the 2 screws and carefully remove the MAF upwards making sure not to drop or catch the edges as you remove it.



Once remove you will see two very fine wires with a resistor bridging them **DO NOT TOUCH THESE WITH ANY INSTRUMENT** You will notice that mine had some debris on the resistor and more importantly the wires, clean this off using only Silicon Free Contact Cleaner, I purchased mine from Maplins



Contact Spray from Maplins



Refitting is the reverse of removal, remembering to plug the MAF back in as the car will only start without it and will not rev up.

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