



## **Tech Note**

The following Volvo TSB relates to the relocation of the Mass Air Sensor wiring harness to avoid the possibility of an open circuit, or more problematic for our purposes, high resistance due to connection, though poor. This condition can cause the signal from the MAF to be erroneous by the time the PCM receives it. This will certainly cause Air/Fuel ration issues which are the largest cause of both false catalytic converter codes, and real converter damage.

Please read below:

Section2

Group23

No.

0010

Year98

Month04

Reference:

TP 2306202, Section 2(23, 26) Engine management system Motronic 4.4; 850 (B5254T) 1997-

Vehicles involved:

Engines with Turbo (engine codes 52, 53, 56)

Service Campaign 83C:

Mass Air Flow (MAF) sensor connector

Background:

The MAF wiring harness should be attached and routed according to the information to minimize an open circuit and/or high electrical resistance.

Model:

M/Y 98 (as indicated by (W) in the VIN)

Volvo S70/V70/C70 Turbo versions.

Material:

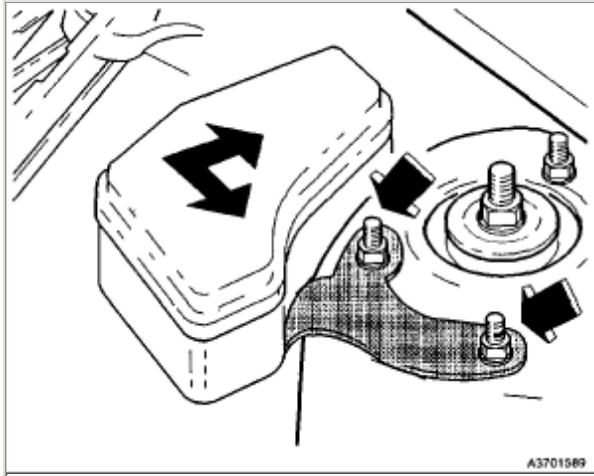
Part	Part number	Quantity
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tie strap	948211-8	1
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Mass Air Flow (MAF) sensor connector

Mass Air Flow (MAF) sensor connector

Change fusebox location

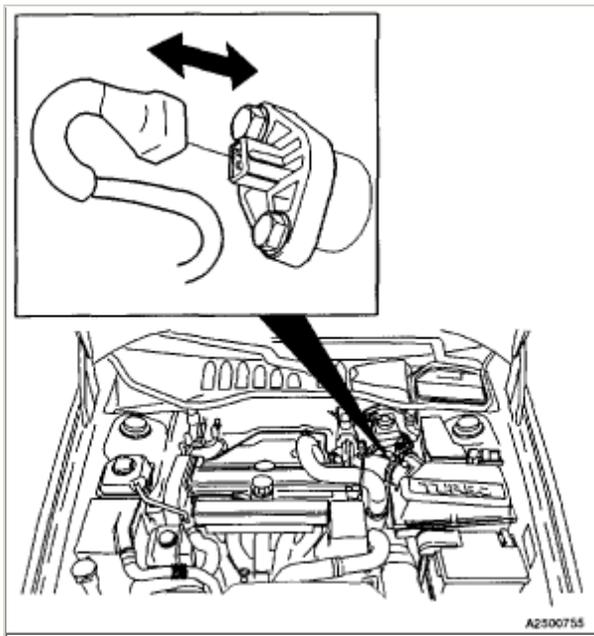


Slacken off the two nuts holding the fusebox bracket a few turns.

Press the fusebox backward and towards the left side of the car.

Tighten nuts to 25 Nm (18.4 ft. lbs).

2



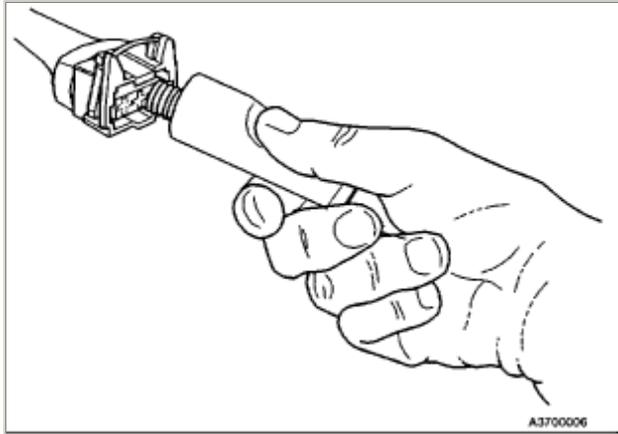
Disconnect connector

- Disconnect connector
- Disconnect/connect connector 3 times to remove oxide layer on the mating surface.

- Check that no terminals have been backed out of the connector and they are undamaged.

3

Lubricate the connector



Check terminals if they are greased.

Add grease only if it is missing.

Use low temperature grease. 0.5 gram/car. Make sure that no dirt is introduced with the grease.

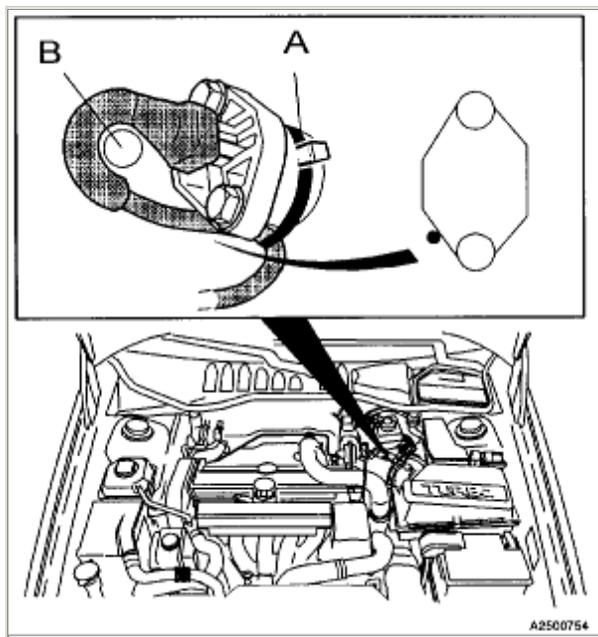
4

Secure the cable harness to the mass air flow (MAF) sensor

Position cable with an 18 mm (23/32") diameter loop (B), so that it is not putting stress on the connector (check with calipers).

Hold the cable in the position it is to be fixed and check that the cable is not stretched.

If the cable is stretched, position cable on the other side of the turbocharger control valve (TCV) hoses which are under the MAF sensor.



Install tie strap (A) (P/N 948211-8) as illustrated.

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Check

- Check that the clearance between MAF connector and fuse is 3.2 mm (1/8") or more.
- Check that the fresh air intake is properly secured on the turbo charger (TC). If necessary tighten clamp.