

75ZT Community

Cleaning the MAF sensor for Rover 75 / MGZT By Austin

Time: 1 hour

Tools required:

- 8mm socket and wrench
- 5mm Allen key
- TS25 5-point security Tamper Proof bit.
- Pliers, if you can't get the correct Tamper Proof bit.
- Can of residue free cleaner, I used Maplin's N61AN Contact Cleaner.
- Can of air duster or an air line.

A note about the Tamper Proof bit required:

The standard Torx tools you get at Maplin etc is standard six-point like the picture on the left. This won't fit not even if it says secure/security Torx. This is because the MAF screws are 5 pointed like the picture on the right.

You can get the correct bit from:-

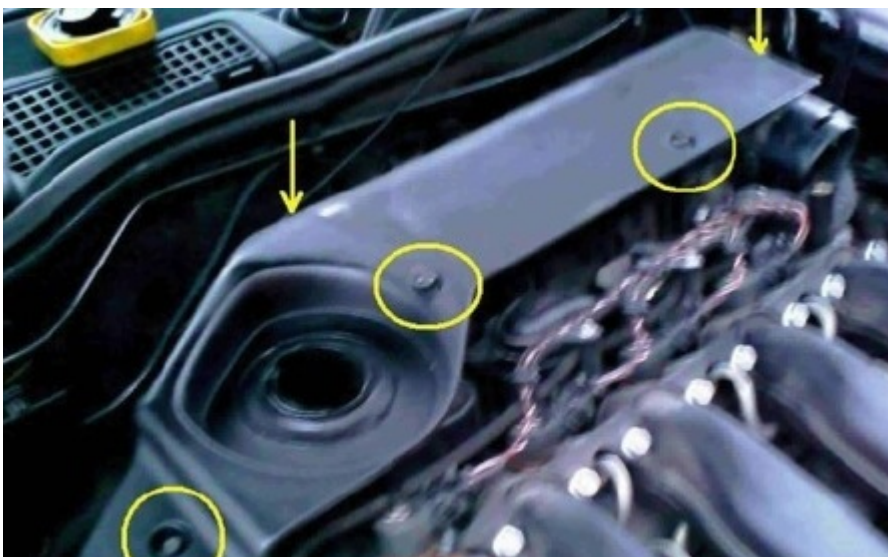
<http://www.ttcuk.com/trident-t111600---9-piece-set-of-5-point-security-bits-14dr-tamper-proof-1090-p.asp>



Let's start, first open the bonnet and remove the three bolts holding the engine cover with the 8mm socket. These are circled in the picture below.



Once the engine cover is removed, you will need to remove the back box housing the air filter. There are 5 Allen bolts holding this down. You need the 5mm Allen key for this. The bolt locations are shown below, the two indicated by the arrows are slightly harder to find. You will also need to remove the Oil filler cap, caution, cover the opening and or refit the cap once the filter cover has been removed to avoid any items being dropped inside.

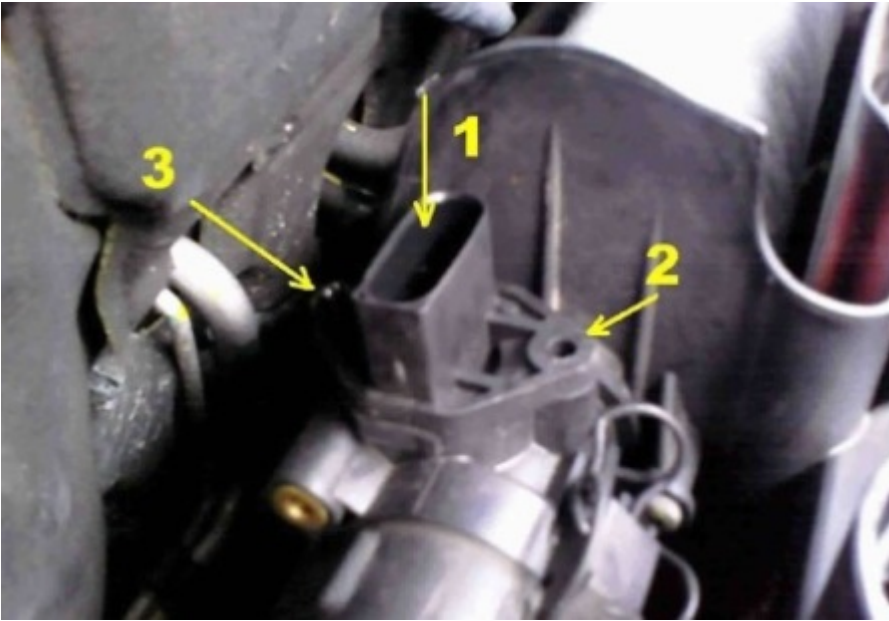


Once the air filter box is removed you can see the MAF housing which is nearest the Oil filler hole. First you will need to unplug the cable connected to the MAF sensor indicated by the number 1.

Next is the tricky bit, removing the two screws holding the MAF sensor in place. These screws seem to be a very special

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type of secure Torx that only has a 5 pointed star as opposed the normal 6 pointed Torx. In the end I gripped them hard with a pair of pliers and undid them. See the notes at the start of the how-to about the correct tool.



Once the two screws are removed (which took me about 45mins) you can CAREFULLY pull out the MAF sensor. Please remember that the sensor is VERY fragile and you MUST not touch any of the internal parts indicated by the arrows. Not even with a cotton bud. Now take the spray and give a good squirt into the areas shown in the picture, then allow to dry naturally or with an air duster aerosol.

A point to make is that I don't think there is any visible dirt to see. There was not on mine and my car has done 42,000 miles.

The reason we use the aerosol is that it does not involve touching any parts and does not leave any residue.



Once the MAF sensor is dry re-insert it. A point to make is I have replaced the silly BMW secure Torx screws with normal positive drive screws making for a much easier job next time. Plug the MAF sensor wire connector back in. Seat the air filter box back on, make sure it's correctly fitted, its easy to think its back on correctly, but the two back Allen bolts don't do up! Refit the engine cover.

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Take your car for a test drive. Some people report better MPG, see how you get on.

Please note that this is no cure for an out of spec MAF. You may still need Rover Ron's MAFAM what boosts the signal sent from an out of spec MAF.

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