

Nissan MAF Pinouts

CR31 RB30 (2 -7 volt)

- Pin 1. Sensor ground (black)
- Pin 2. Chassis ground (black)
- Pin 3. AFM output (white shielded - 2-7 volts)
- Pin 4. Hot wire cleaning (red - NOT USED)
- Pin 5. 12 volts from ECCS relay (thick white - ignition)
- Pin 6. Calibration pot (yellow/red - NOT USED)

* Sensor and Chassis grounds are the same and are connected together

* When updating from RB30 MAF to later model MAF, ECU will require modification (Refer Type 1 manual)

VL RB30 (2 - 7 volt)

- Pin 1. Sensor ground (black)
- Pin 2. Chassis ground (dark brown)
- Pin 3. AFM output (grey/yellow shielded - 2-7 volts)
- Pin 4. Hot wire cleaning (blue - NOT USED)
- Pin 5. 12 volts from ECCS relay (orange/black - ignition)
- Pin 6. Calibration pot (tan - NOT USED)

* Sensor and Chassis grounds are the same and are connected together

* When updating from RB30 MAF to later model MAF, ECU will require modification (Refer Type 1 manual)

Z31 VG30 (2 - 7 volt)

- Pin A = Calibration pos (NOT USED)
- Pin B = output voltage (black shielded 2-7 volts)
- Pin C = ground (black - hot wire)
- Pin D = ground (black - ECCS)
- Pin E = battery source (12V black striped)
- Pin F = self cleaning mechanism (NOT USED)

* Sensor and Chassis grounds are the same and are connected together

* When updating from VG30 MAF to later model MAF, ECU will require modification (Refer Type 1 manual)

Z32 VG30 (80mm)

- Wire A - N/C
- Wire B - Signal (shielded white)
- Wire C - 12v Hotwire Ground (black) **[Not used - do not connect]**
- Wire D - Signal Ground (shielded black)
- Wire E - 12v Power (white)
- Wire F - N/C

S13 CA18 (65 mm)

- Wire A - N/C
- Wire B - +12v power
- Wire C - ground
- Wire D - air flow signal out

S14 SR20 (65mm)

- Wire A - N/C
- Wire B - +12v power
- Wire C - ground
- Wire D - air flow signal out

R32 RB20 (80mm)

- Wire A - N/C
- Wire B - Signal
- Wire C - 12v Ground
- Wire D - Signal Ground
- Wire E - 12v Power

R33 RB25 Series 1 (80mm)

Wire A - N/C
Wire B - Signal
Wire C - 12v Ground
Wire D - Signal Ground
Wire E - 12v Power

R33 S2 / R34 / WC34 RB25 (80mm)

White with Blue Trace - Ground
Orange with Black Trace- Signal
Black with White Trace - 12v Power

Q45 VH45 (90mm)

Wire 1 (White) - Signal
Wire 2 (Black) - Ground
Wire 3 (Red/White & Black) - 12v Power

Ford Cobra MAF

Note: that these MAFs are originally used with JWT applications with a level converter for Z31 ECUs.

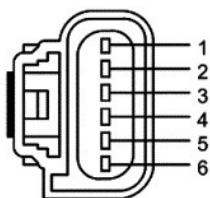
Wire A - 12V
Wire B - Ground
Wire C - Ground
Wire D – Signal

R35 GTR MAF Insert Z33 350Z VQ35DE Insert

Wire A – No pin. N/C
Wire B (Red) – MAF 12V
Wire C (Black) – MAF ground
Wire D (White) – MAF signal
Wire E (Brown) – AIT signal N/C
Wire F (Black) - AIT ground N/C

PMAS HPX-N1 MAF

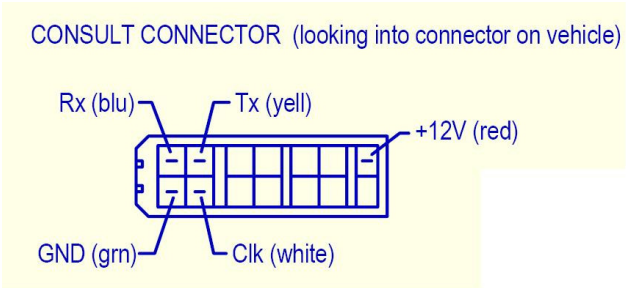
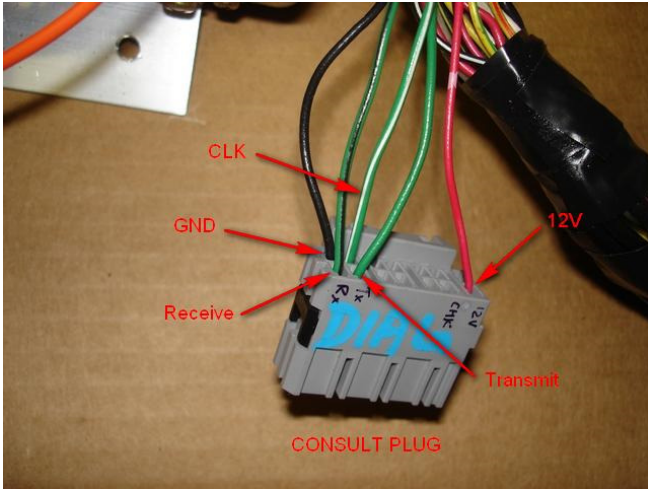
Wire 1 – Input Air Temp N/C
Wire 2 – Input Air Temp N/C
Wire 3 – MAF out (Signal)
Wire 4 – MAF return (Signal ground)
Wire 5 – GND (Ground)
Wire 6 – PWR (12V power)



Pin	Circuit
1	IAT
2	SIGRTN IAT
3	MAF OUT
4	MAF RTN GND
5	GND
6	VPWR +12V

MAF Sensor Pin Connections

Consult Port Wiring



Check this against your ECU pinouts:

S13 CA18, S14 SR20DET, HCR32 RB20, BNR32 RB20, Z32 VG30 etc

101	102	103	104	105	106	107	108	1	2	3	4	5	6	7	8	9	10	21	22	23	24	25	26	27	28	29	30	41	42	43	44	45	46	47	48	49	50
109	110	111	112	113	114	115	116	11	12	13	14	15	16	17	18	19	20	31	32	33	34	35	36	37	38	39	40	51	52	53	54	55	56	57	58	59	60

21 = RX, 22 = TX, 31 = CLK, 32 = CHK

Check you have power on +12V and grounding to GND: 49/59 = 12V Ignition, 50/60 = GND

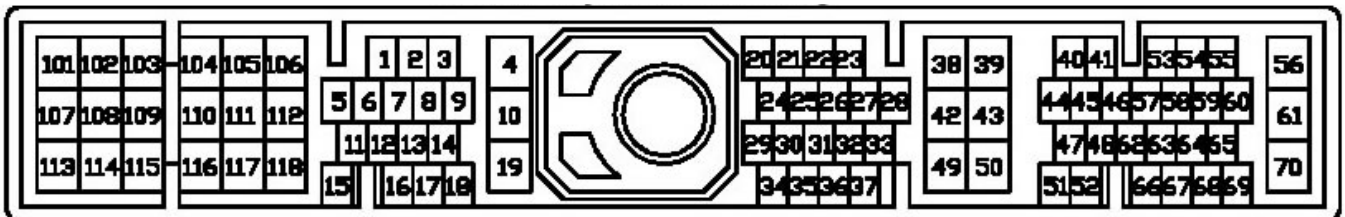
S13/S14A/S15 SR20DET, B13 SR20DE, S13 KA24DE etc



7 = RX, 15 = TX, 14 = CLK, 23 = CHK

Check you have power on +12V and grounding to GND: 38/47 = 12V Ignition, 39/48 = GND

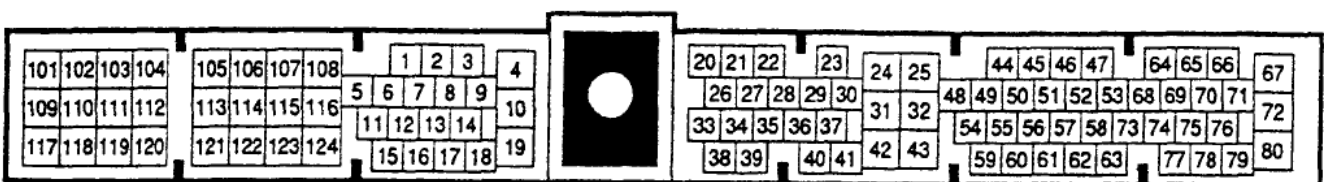
B14 SR20DE, S14 KA24DE, N15 GA16DE etc



64 = RX, 65 = TX, 68 = CLK

Check you have power on +12V and grounding to GND: 56/61 = 12V ignition, 39/43 = GND

ER34/WC34 RB25DET, Z32 VG30DETT 300ZX (1996), A32 Maxima VQ30DE



75 = RX, 76 = TX, 78 = CLK (only on Z32)

Check you have power on +12V and grounding to GND: 67/72 = 12V Ignition, 32 = GND