

# Injectronics

Remanufactured Automotive Electronics Components

## TECHNICAL BULLETIN

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**Make: Nissan**

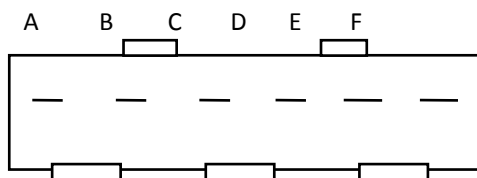
**Model: R31 Skyline / 300C**

**Subject: Hot wire air mass sensors**

Generally speaking, early hot wire air mass sensors made by JECS or Bosch had aluminium bodies and the later air mass sensors had plastic bodies.

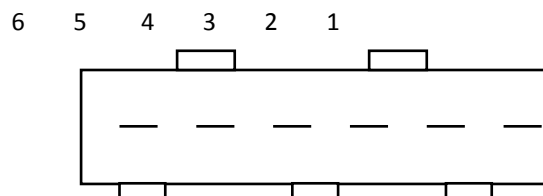
Both units have a 6-pin connector plug which are almost identical in size and shape yet are wired very differently. Consequently, plastic body air mass sensors have been fitted to vehicles which are supposed to have aluminium body air mass sensors and vice versa. This inturn can cause malfunction of the air mass sensor, the electronic control module or both.

One such unit, which is commonly, yet incorrectly replaced, with the other is the Nissan 300c air mass sensor and the Nissan R31 Skyline air mass sensor. The diagrams below are the wiring pin outs for both types of air mass sensors (looking into the plug).



Nissan 300c AMM (aluminium)

- A - ECM pin 30 (idle mixture adjustment)
- B - ECM pin 31 (load signal to ECM)
- C - Earth
- D - ECM pin 26 (air temp sensor earth)
- E - Power supply (12 volt supply)
- F - ECM pin 12 (burn off signal)



Nissan R31 Skyline AMM (plastic)

- 6 - ECM pin 30 (idle mixture adjustment)
- 5 - Power supply (12 volt supply)
- 4 - ECM pin 12 (burn off signal)
- 3 - ECM pin 31 (load signal to ECM)
- 2 - Earth
- 1 - ECM pin 26 (air temp sensor earth)

As you can see from the above diagram, both air mass sensors have their power supply and earth terminals in different locations, which can cause unreparable damage if fitted incorrectly.

Often the reason that the two are incorrectly interchanged is that the 300c air mass sensor may have a number 22680-V5002 printed on the body, which is actually a production number. The R31 Skyline Nissan part number is identical to this however they must not be interchanged. As always Injectronics suggests you refer to manufacturers testing procedures.

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