

How-to: Mass Air Flow cleaning for the MKIV Volkswagen

Vehicle performed on: 2000 Volkswagen New Beetle 1.8T
Other models: MKIV 1.8T's (All models), Audi TT, Audi A4's

What you need:

Philips-head and/or Flathead screwdriver

Arc joint pliers

Rags

[Electric cleaner](#)

[MAF cleaner](#)

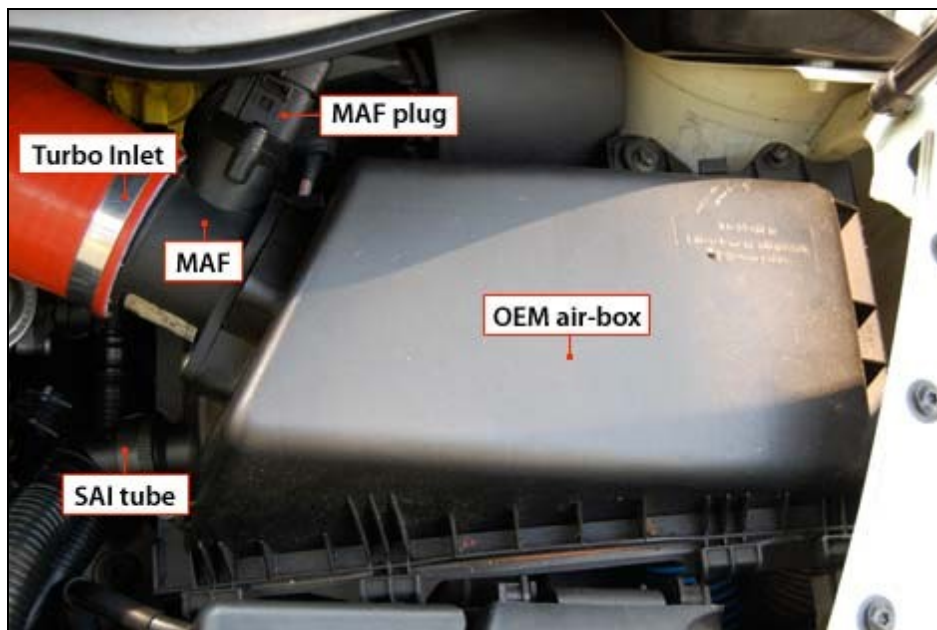
Beverage of choice (Diet Mtn Dew for us. Ommegang if it was later in the day!)

Time: Noob – 1.5hrs, Experienced: 30-45min

Legal: **We are not responsible for any problems you encounter during this how-to.**

Intro:

This is a very simple process. If you've been experiencing hesitations, rough idle etc, your MAF (Mass Air Flow) sensor may be the culprit. If you have a CEL, this could be it. Within the housing sits the sensor. This can become dirty or if running an oiled filter like K&N. Some say that these filters do not effect the MAF, however I ran one and had gone through 3 MAF's. I've since moved on to a mod'd OEM air-box running the OEM paper filter and have had no issues..

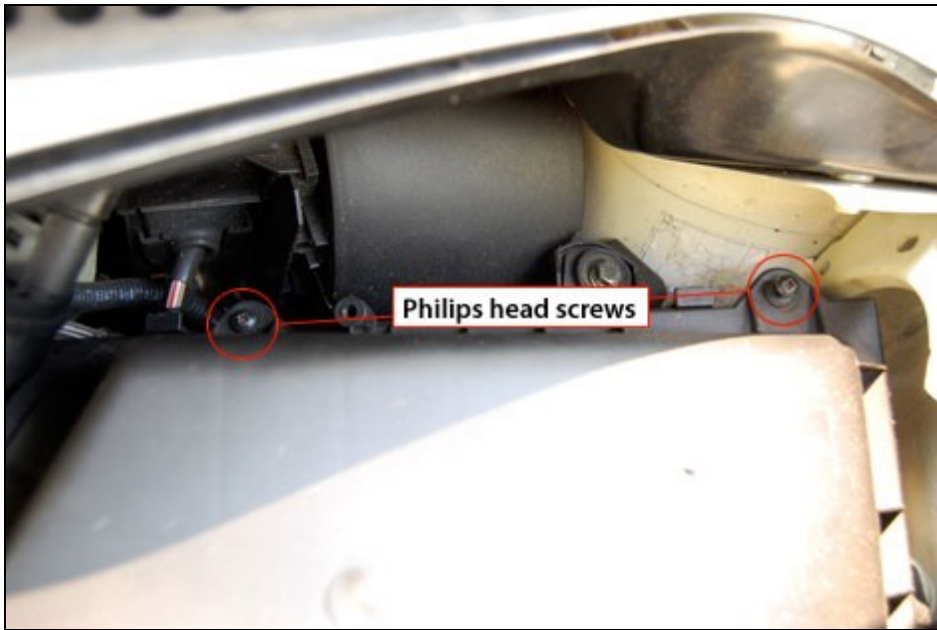


Take a swig of beverage.

Step 1:

Depending on your set-up, I find it easier to take the air-box out as well. I am running a Forge T.I.P which is a heck of a lot stiffer than OEM so just pulling the MAF out is a pain.

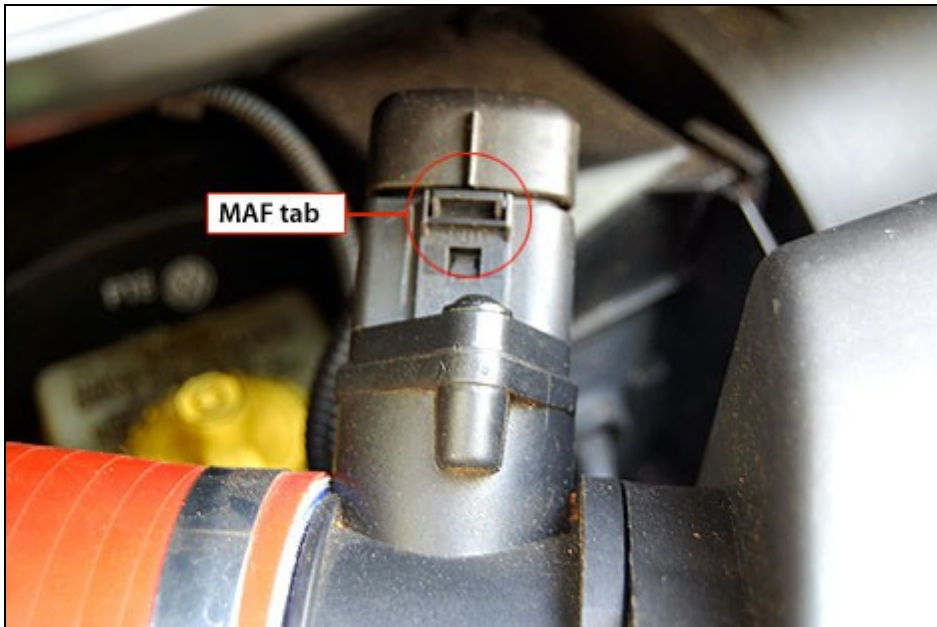
You will have 2 philips-head screws to the rear of the air-box. These along with the tabs hold the cover down.



Leave in place for now. If you do take out, unlock the SAI hose, just under MAF.
Take a swig of beverage.

Step 2:

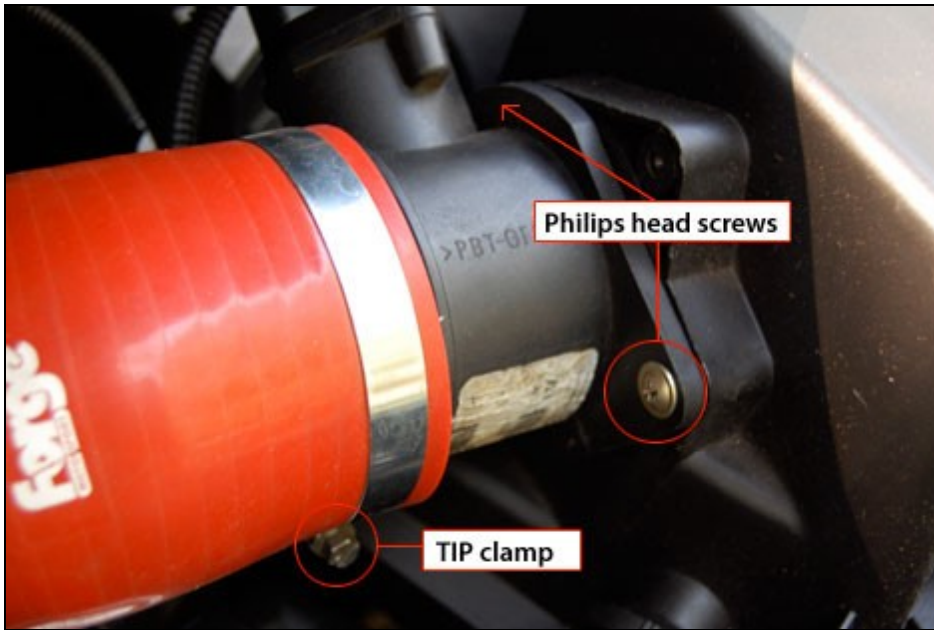
Gently press tab to unlock and pull plug off MAF. Tuck up and out of way.



Take a swig of beverage.

Step 3:

There are two (each side) philips head screws that hold the MAF to the air-box. Remove these. Unlike the air-box, these come out completely. Since they are a bit of a pain, I recommend putting a rag under your work area. If you do drop one/both they will fall here rather than into the engine area.



Take a swig of beverage.

Step 4:

Loosen clamp around neck of TIP (Turbo Inlet Pipe). Just push this down the pipe and out of the way. * See pic above

*If you have the OEM tube, you will have one of those self squeeze clamps. They are a nightmare/dangerous and I suggest switching to a normal clamp like I have. You will need a very large set of arc joint pliers.

Take a swig of beverage.

Step 5:

Slowly pull MAF off/out of air-box and then out of TIP. This is one of those *figure it out on your own*. What I mean is that it's semi-tricky and you just have to wiggle/play it out. DO NOT DAMAGE ANYTHING!

Take a swig of beverage.

Step 6:

Take cleaner and spray the sensor, screen* and plug area. It will dry fast and you can wipe any extra off. BE EXTREMELY CAREFUL.

* The screen is to control air flow/turbulence across the sensor.

That's it.

Take a huge swig of beverage.

Step 7:

Reverse order. Make sure all is snug and bolted down. You don't want any air leaks.

Take this time to look over your engine too. This is a great way to learn and examine your car.

While pulling the MAF plug off, I noticed the red plastic didn't look right. Looking closer it has started breaking off, becoming brittle?



Our 1.8T's run very hot. If your still running the cloth VAC lines, inspect them for drying/cracking. Another big CEL among 1.8T owners. If possible, buy some silicone hose and replace all. Silicone is indestructible when it comes to engine heat.

If you do loosen you air-box cover, take this time to look at the filter. Shake it out but do not let dirt get on top of the filter, MAF sensor side. I usually bang straight down on flat surface. OEM filters are very cheap to replace at your oil change interval. Hopefully with a 1.8T your running a synthetic oil and at a 5k or more change depending on driving habits and environment.

- [the 1.8T dub crew](#)

Let us know if this How-to helped out in the comments. We are planning many more.
<http://oneightturbo.com/2007/09/14/how-to-mass-air-flow-cleaning-for-the-mkiv-volkswagen/>

Grab our RSS feed: <http://feeds.feedburner.com/oneightturbo>