

C4 Corvette L98 CODE 33 PROBLEMS

Prepared by Peter Mihaltian NCRS #47240

There are a few things that can cause a code 33 which is a high MAF signal. These could include a) **an open wire or terminal** at or to the MAF; b) **faulty relays** (*or installed backwards and with this I mean there are two different relays used one for power and the other for burn off, and if they are switched I have seen them give code 33, don't know why but I have seen this even though they seem to be the same relay with the exception that one comes with a shock absorbing strap and the other one does not so one thing can be to just swap relays and see if that helps*). Relays could be a good possibility and would be worth checking and you also need to try swapping them to make sure they are not the problem; c) **faulty MAF** sensor and the last possibility being; d) **the ECM**.

PROME REVISION - I want to point out that Chevrolet has come out with a revised PROM for the 1986 Corvette due to code 33 problems. Now before you go off and order the revised PROM we need to find out a little bit more of the problem you are having. This is not a hard code to fix but you may have to do a little looking.

WIRING - Wiring is not a common code 33 problem but if you have an intermittent problem that could be a sign of a poor connection of one of the terminals at the MAF sensor. If the light comes on right away that could also be a sign of a broken wire. If one of the MAF sensor wires becomes open it will set a code 33 but, this condition would happen all of the time and most likely occur shortly after start up. If you have access to a scan tool I would hook it up and read the airflow; when warm it should be around 6.0 grams per second. Then try wiggling the wires and if it shoots. If it does go up you probably have a wiring problem. If it's high all the time then you could have an opening in the wiring. I would suspect that seeing how you tried a new sensor that would not be the problem but I would check it anyway to begin with.

ECM Upgrade - I suspect that you have a #1227165 ECM in the car and that could be the problem. This is the original style ECM used in the 86 to 89 Corvettes. Chevrolet has had a real problem with the internal circuit board cracking on these original units and when this happens there can be all kinds of problems including code 33, 36, 34, 15, 51 and a few more. Drop down the ECM and see what the service number of the unit is and if it's a #1227165 replace it, if it's an aftermarket rebuilt painted black one replace it as I do not trust that old style ECM at all and I have found that just about all aftermarket replacement ECM units are of the old style. The GM number you need to go back in the car with is #16198259. **#16198259** is the GM replacement for the original #1227165 and is much better.