



P1141 · Subaru

Mass Air Flow Sensor Circuit High Input

P1141 on a Subaru means the engine control module (ECM) has detected an abnormally high voltage signal from the mass air flow (MAF) sensor circuit, which typically indicates a rich condition or a wiring fault. The ECM expects the MAF sensor's output to stay within a calibrated range, and a sustained high input tells the computer that more air is being reported than the engine is actually ingesting.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Subaru specific	Medium	Intermediate	Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or stalling, especially when coming to a stop
- Black smoke from the exhaust and a strong fuel odor due to rich running
- Poor fuel economy and reduced power under acceleration
- Hesitation or stumble during light throttle application
- Failed emissions inspection due to high carbon monoxide or hydrocarbons

Common causes, most likely first

- 1 Contaminated or failed mass air flow sensor element
- 2 Intake air leak between the MAF sensor and throttle body, allowing unmetered air
- 3 Damaged or corroded MAF sensor connector or wiring harness
- 4 Clogged or improperly installed aftermarket air filter element
- 5 Faulty engine control module (ECM) or poor ECM ground connection
- 6 Restricted exhaust or intake passage causing abnormal airflow readings

How to diagnose and fix it

- 1 Inspect the MAF sensor connector and wiring for corrosion, chafing, or loose pins, and repair as needed
- 2 Check the intake air filter and air intake tube for restrictions, cracks, or loose clamps
- 3 Clean the MAF sensor element with a dedicated MAF cleaner and re-test the voltage signal
- 4 Use a scan tool to compare MAF sensor readings with expected values and check freeze-frame data
- 5 Perform a smoke test to detect unmetered air leaks between the MAF sensor and throttle body
- 6 Replace the MAF sensor if cleaning and wiring repairs do not resolve the high input signal
- 7 Verify ECM grounds and, if all else fails, test the ECM for internal faults



Before you replace the MAF sensor

- A dirty MAF sensor element is far more common than a failed sensor, and cleaning with the correct spray often resolves the code without any parts replacement.
- An intake leak downstream of the MAF sensor can cause the sensor to report a higher airflow than actual, setting P1141 even though the sensor itself is healthy.
- Aftermarket oiled air filters can contaminate the MAF element with oil residue, leading to skewed readings and this code on Subaru engines.
- A poor ground connection at the ECM or a damaged signal wire can mimic a failed MAF sensor, so always check voltage drops and continuity before condemning the sensor.
- P1141 is sometimes stored alongside misfire or fuel trim codes, and diagnosing those first can reveal the true root cause of the rich condition.

Can I keep driving with P1141?

You can drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or long trips because the rich condition can damage the catalytic converter and spark plugs over time. If the engine runs rough or stalls, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- MAF sensor cleaner spray
- Smoke machine for intake leak testing
- Basic hand tools (screwdrivers, socket set)
- Wiring diagram for the MAF sensor circuit

Reading P1141

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Subaru): its meaning depends on the make.
1	Fuel and air metering.
41	The exact fault within that area.

Often seen with

P0102 Mass/Volume Air Flow Circuit Low Input · **P0103** Mass/Volume Air Flow Circuit High Input · **P0172** System Too Rich (Bank 1) · **P0301** Cylinder 1 Misfire Detected · **P0420** Catalyst System Efficiency Below Threshold (Bank 1)



See it working

Watch the animated explainer [How the PCV System Works: Crankcase Ventilation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/subaru-p1141/>

