

## P1251 Error Code for Toyota Engines

**Note: Since this article, caused too many calls from Toyota owners who had this problem and now we decided to produce the MAP sensor adjuster to address the problem for everyone. Our stock number MAP1251 cost \$95.**

This P1251 error code problem came to our attention from some customer reported that they have recurring error code P1251. So far, we have 5 customers who has Toyota 1KD-FTV engines reported out of 621 sales so it is not a regular occurrence, but we are still trying to be perfect and pursuing the fix for it.

This error code will put you into limp mode so it can be quite dangerous while you are driving.

It means you will lose engine power suddenly with engine check light coming on while you are driving. It doesn't stop your car moving, but you can't accelerate easily, so it can create dangerous driving conditions, therefore we strongly suggest to you stop using our Manual Mapper and look for the fix. All you have to do is to flip the Mapper switch to "Bypass" then you cut the Manual Mapper out of the system. Or you may try to disconnect it physically.

The cars with above problem are always far away from us so we couldn't attend the problem with instruments to figure it out why.

However, we have been sending the modified Manual Mapper to customers consistently to find the reasons.

The P1251 is Toyota's own error code when car computer detects too much air pressure difference between the intake air (MAF) and after turbo charger (MAP). When it happens, the car computer will try to reduce the turbo pressure by changing the angle of the vane inside of turbo charger which controlled by the stepper motor so it can reduce the pressure but when it doesn't work then car computer thinks it has too much pressure and the turbo stepper motor is not working. Hence, P1251 error the turbo stepper motor failure (some did have faulty motor).

Some customers helped us by measuring the actual air pressure when that happens and we now know it is not actual air pressure problems, it is only the electronics signalling problem.

However, we also found out many after market diesel power boosting devices do have P1251 error problems and keeping very quiet about it.

The nature of P1251 error is caused by many things and our manual mapper will aggravate the conditions and pushing over the car computer's set limits.

Many people will have P1251 error by new oversized exhaust pipe, clogged or aged MAP or MAF sensor, sticky EGR valve or turbo charger vane actuator, Clogged up intake manifold, faulty turbo charger or stepper motor, or after market power boosting device sending higher pressure signal to the car computer for more fuel and so on etc, etc.

**Our manual mapper really has got nothing to do with above conditions only aggravating the marginal conditions to finally push over the limit.**

Many customers who had problems reported that they have power boosting device or they have a modification to the engine or just simply aging parts of one of the above.

Many just simply cleaning up the clogged up intake manifold with soot fixed the problem.

However, in our part to address the problem **we now know the fix.**

Please let us know if you ever had P1251 error code problem in the past with our Manual Mapper, we will send you an adapter piece which fits into the back of our Manual Mapper which will reduce the EGR feedback signal.

This adapter piece solved 90% of the P1251 problem and 3 customers are quite happy with it.

Please don't ask me to fix your P1251 problem which has got nothing to do with us. So many people called me to ask how to fix it. The adapter piece only applies to our Manual Mapper customers.