

CAM/CRANKSHAFT SENSOR GENERAL FITTING ADVICE



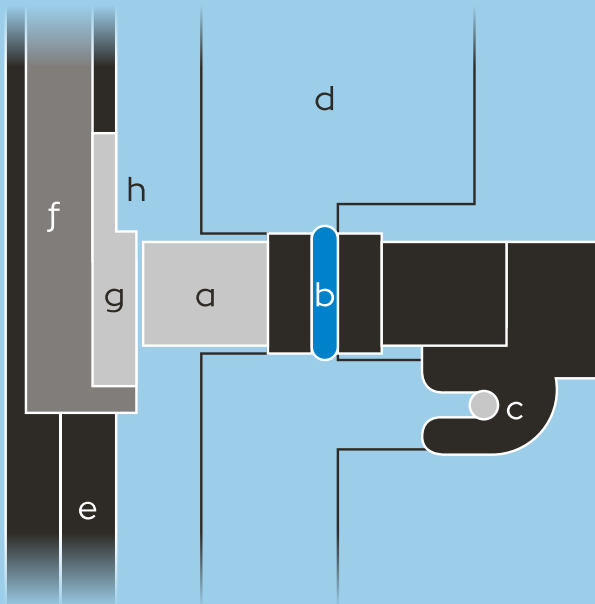
ENSURE ENGINE IS COOL BEFORE STARTING



DISCONNECT BATTERY



ALWAYS REFER TO MANUFACTURERS INSTRUCTIONS



- a. Cam/Crankshaft Sensor
- b. 'O' Ring
- c. Locating Slot/Pin
- d. Outer Casing
- e. Timing Belt/Chain
- f. Cam/Crankshaft Gear
- g. Step Up (High) Position
- h. Step Down (Low) Position

1. Cam/Crankshaft sensor failure is commonly caused by damage from oil contamination. Ensure any oil leaks are addressed before replacing the sensor.
2. Carefully remove the old sensor.
3. Oil the 'O' ring of the new sensor
4. Correct positioning of the new sensor is critical. Cam/Crankshaft sensors often feature slotted mounting holes and/or locating pins. Ensure that any locating pins are correctly seated before fully slotting into place. Failure to do so can shear off the locating pin causing misalignment of the sensor and incorrect readings.
5. The Cam/Crankshaft drive gear has a high (step up) and low (step down) machined area. As the high area passes close to the Cam/Crankshaft sensor it detects the gear and reports to the position to the ECU. It is generally advised to fit the Cam/Crankshaft sensor when the drive gear is in the high (step up) position, closest to the sensor. If the drive gear is in the low position it may need to be rotated so that the sensor is recognised when the engine is started.
6. Reconnect wiring and reset the ECU if needed. (See next page)



IF FAULTS PERSIST A PARAMETER RESET MAY BE REQUIRED. PLEASE SEE NEXT PAGE



RESET PARAMETERS GENERAL ADVICE

After replacing engine management components, many vehicles will require a reset of the parameters to tell the ECU that a new part has been fitted. Without this, the ECU will believe that the engine is still running with faulty sensors and will default back to data already received before the replacement. This causes the vehicle to run poorly, normally with the Malfunction Indicator Lamp on and the fault code still logged in memory.



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INSTRUCTIONS

Reset parameters as follows

1. Firstly, reset the vehicle using diagnostic tools.
2. If the fault code persists, perform a manual reset according to the manufacturers instructions, commonly as follows:
3. Carry out 3 drive cycles:
 - A. Turn ignition on, turn ignition off
 - B. Turn ignition on, turn ignition off
 - C. Start the engine.
4. An extended road test, normally around 20 miles is then required to provide the ECU with enough data to allow the sensor to function correctly.

TECHASSIST

“Fitting aftermarket sensors is similar to plugging an aftermarket device into a PC or laptop – the PC will recognise the new device, then find and install the drivers it needs to operate correctly. The vehicle’s ECU is very similar, it simply needs to calculate how best to use the newly fitted component.”