



INSTRUCTIONS

Crank/Cam

Please Read These First

These instructions are intended as a guide only and are not a substitute for a workshop manual. The fitter must have a degree of mechanical competence. If you are in any doubt as to your ability to fit the part, do not undertake the job.

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FuelParts^{UK} Intermotor

Crank/Cam

Safety

Warning; Cam and Crank sensors are located on the engine in locations that can get very hot. Ensure that the vehicle has cooled to a safe level before attempting to replace the sensors.

Removing the old sensor.

1. Disconnect the battery.
2. Disconnect the sensor's electrical connection.
3. Unclip the sensor's wiring loom as necessary.
4. Remove and inspect the old sensor.

Note

Should the sensor's tip show any signs of external damage, investigate and rectify the cause of damage before moving on to the next step. Check and clean the electrical connector. The new sensor may appear different from the old one; a further instructional leaflet will be included with the sensor in this case.

Fitting the new sensor.

1. Ensure that the mating surfaces are clean.
2. Refit the new sensor. Tighten to original factory torque settings.
3. Route and secure the wires in their original position, ensuring that they will not foul any moving parts and that they are routed away from any high tension electrical wires.
4. Reconnect the sensor.
5. Reconnect the battery.
6. Follow the procedure

PTO

outlined in your vehicle's service manual to clear any fault codes that may have been set (you may need to use a fault code reader or specialist equipment).

Failure to do this may cause the computer to register a fault and stay in "limp home" mode. This may damage the catalytic converter and other emission related equipment.

Note

Cam-belt tension on some multi-valve engines may cause the Malfunction Indicator Lamp (MIL) to illuminate. Ensure that the cam-belt is correctly tensioned when replacing the cam sensor.

NB: Part number specific information CS1292G and 19046, is supplied with modification lead, which **MUST** be used. Cut original connector off loom and splice on new connector, use connectors supplied, join wire colours like to like plus join black .

wire on new connector to unused black (earth) wire in original loom to ensure correct operation.