

CRANKSHAFT POSITION (CKP) SENSOR REMOVAL/INSTALLATION[L3 Turbo]

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Removal

1. Disconnect the negative battery cable.
2. Remove the charge air cooler duct. (See INTAKE AIR SYSTEM REMOVAL/INSTALLATION[L3 Turbo].)
3. Remove the under cover.
4. Remove the splash shield (RH).
5. Disconnect the CKP sensor connector.
6. Remove the installation bolts to remove the CKP sensor.

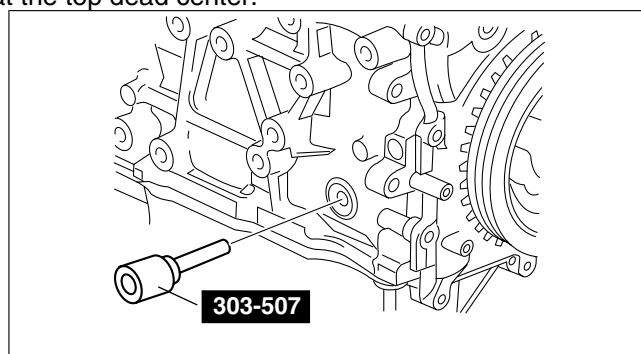
Installation

Caution

- When foreign material, such as an iron chips, gets on the CKP sensor, it can cause abnormal output from the sensor because of flux turbulence and adversely affect engine control. Be sure there is no foreign material on the CKP sensor when replacing.

1. Perform the following procedure so that piston No.1 is at the top dead center.

- (1) Rotate the crankshaft in the direction of the engine rotation and remove the cylinder block lower blind plug when the No. 1 cylinder is at the point prior to top dead center (TDC) of compression, then install the SST.
- (2) Rotate the crankshaft in the direction of the engine rotation so that the No.1 piston is at TDC of the compression stroke. (Until the crank weight contacts SST and stops.)



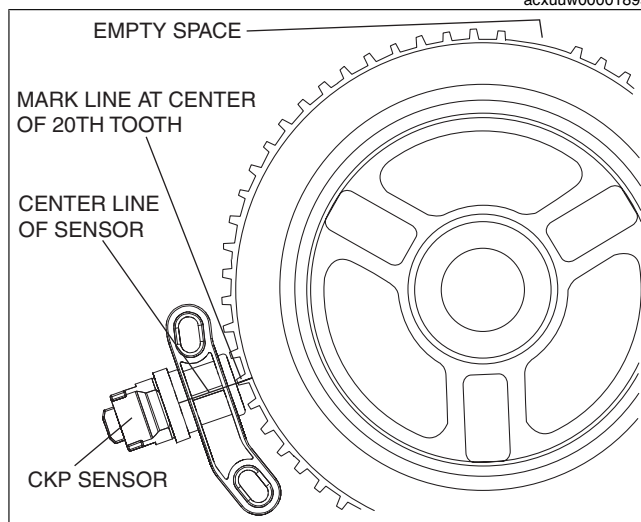
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2. Using a straight edge, draw a straight line directly in the center of the twentieth tooth of the crankshaft pulley pulse wheel (counting counterclockwise from the empty space).

Caution

- If the line is not accurately drawn, ignition timing, fuel injection and other engine control systems will be adversely effected. Draw the straight line carefully using a straight edge.

3. Align the center line of the crankshaft position sensor and the line drawn in Step 2, then install the sensor.
4. Install the CKP sensor fitting bolts.



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Tightening torque

5.5—7.5 N·m {57—76 kgf·cm, 49—66 in·lbf}

5. Remove the SST then install the cylinder block lower blind plug.

Tightening torque

18—22 N·m {1.9—2.2 kgf·m, 14—16 ft·lbf}