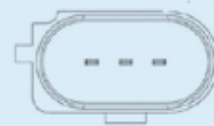
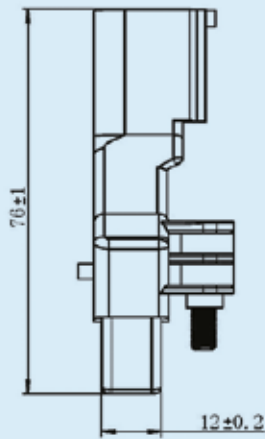
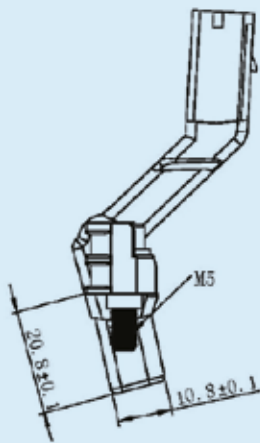




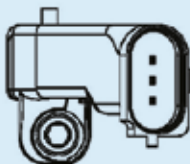
## XCS6022 SPECIFICATION



SUPPLY VOLTAGE	12V
RESISTANCE	1 Kohm
AIR GAP	1.5 +/- 0.2mm
MAX OUTPUT VOLTAGE	11.60 +/- 0.2V
MIN OUTPUT VOLTAGE	0.20 +/- 0.2V



Pin 1 VCC  
Pin 2 OUT  
Pin 3 GND



**IMPORTANT FITTING ADVICE FOLLOWS**



## XCS6022 IMPORTANT FITTING INFORMATION



Please ensure that the locating lug is positioned correctly before securing into place.

Failure to correctly locate the lug or shearing off the lug will result in misalignment of the sensor and faulty readings.

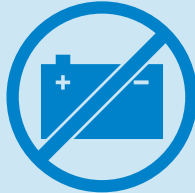


PLEASE READ THE FOLLOWING GENERAL FITTING ADVICE...

## CAMSHAFT SENSOR GENERAL FITTING ADVICE



ENSURE ENGINE IS COOL BEFORE STARTING

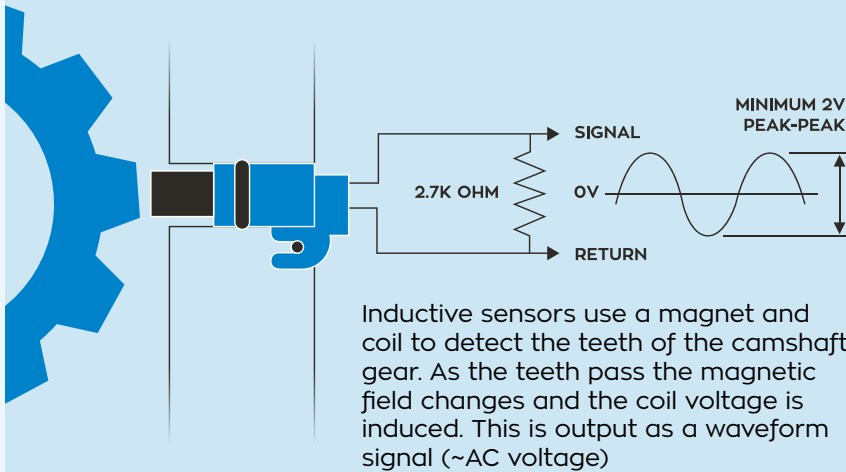


DISCONNECT BATTERY



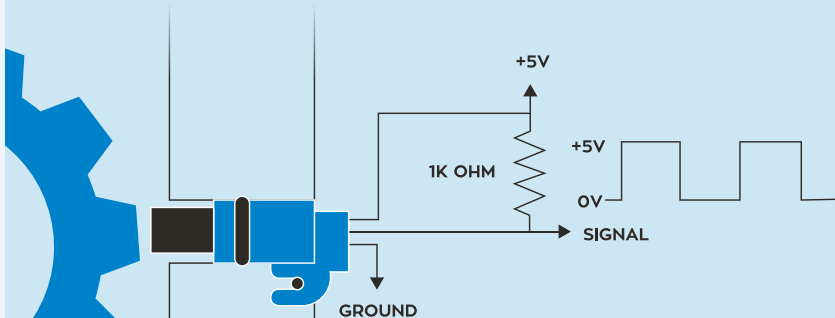
ALWAYS REFER TO MANUFACTURERS INSTRUCTIONS

### INDUCTIVE SENSOR



Inductive sensors use a magnet and coil to detect the teeth of the camshaft gear. As the teeth pass the magnetic field changes and the coil voltage is induced. This is output as a waveform signal (~AC voltage)

### HALL EFFECT SENSOR



Hall effect sensors do not use a coil and instead of an analogue AC signal they create a digital signal. Either on or off, as the teeth pass the sensor.

1. Camshaft 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. Camshaft 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. 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.



ALWAYS REFER TO  
MANUFACTURERS  
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.”