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Remanufactured Automotive Electronics Components

TECHNICAL BULLETIN

Document number: T0039

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Make: Holden

Model: VL Commodore

Subject: Distributor rotor plate

Over the years In*jec*tronics have received many calls from customers who have recently fitted a new crank angle sensor and are now faced with an intermittent engine miss at idle. In*jec*tronics have found that if the distributor rotor plate is fitted upside down when replacing the crank angle sensor, this problem occurs.

The rotor plate consists of 6 inner slits and 360 outer slits. The purpose of the 360 slits (1° sensor) is to inform the ECM of the engine RPM as well as the degree of movement of the crankshaft and this signal will not be affected when the rotor plate is fitted upside down.

The purpose of the 6 slits (120° sensor) is to inform the ECM when the crankshaft is 70° BTDC for each particular cylinder. The larger slit of the six denotes cylinder number one. This signal will be affected when the rotor plate is fitted upside down as the position of the number one cylinder slit is changed to the number 4 cylinder position. However, because the plate is upside down, the degree of distance between the previous small slot and the larger slot is different and will cause an incorrect dwell time for cylinder number 4.

Skyline J917 **VL RSB04**