



TECH TIPS



O2 Sensor Tips

1. Warm exhaust manifolds are easier to remove O2 Sensors from than cold ones.
2. If re-using an O2 Sensor, coat threads with anti-seize compound. New sensors already have anti-seize compound on the threads.
3. Maximum torque on O2 Sensor - 30 lb. ft.

Examine the shield over the sensing tip:

- A. A black sooty coating indicates a rich running engine.
 - B. A brownish tan coating indicates lead contamination.
 - C. A powdery white coating indicates silicone contamination.
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1. Test O2 Sensor voltage output and response time with a propane torch and a digital volt-ohm meter, with 10 meg-ohm impedance in the volt meter circuit. Hook volt meter to both wires of a two wire sensor and to the single wire and to the shell of the O2 Sensor on a single wire type. Clamping the one wire sensor in vise-grips and hooking the volt meter lead to the pliers saves the fingers. Heat the O2 Sensor with the torch and observe the volt meter. You should see the voltage climb to .6V in

15 Seconds, then on up to .8V in the next 45 seconds. Remove from flame and voltage should drop to less than .2V in less than four seconds. Repeat this test two more times in succession. If it meets the voltage and time specifications, then this indicates the O2 Sensor is capable of communicating with the computer and giving fast and accurate air fuel ratio information. The faster the O2 Sensor responds, the faster the computer makes corrections.

2. Our recommended intervals for O2 Sensor testing are every 20,000 miles or every tune-up or any time you suspect a rich running condition or the use of leaded fuel. Also, this test should be performed any time the computer stores code 13, 44, or 45 on a GM car, or any other vehicle where computer codes indicate O2 or rich or lean conditions.