**Situation:** EMI and/or RFI affects sensor output to processor

Electromagnetic (EMI) and/or radio frequency (RFI) interference and resulting sensor malfunction can cause the engine to stall, misfire and/or trigger one or more false trouble codes.

**Solution:** Wells Advantage

Wells digital cam and crank position sensors feature a proven technology that provides increased accuracy through a stronger and more consistent signal.

**Repair tips:**
- Proper testing of a cam or crank position sensor on a late-model vehicle requires a lab scope.
- Not all 2-wire position sensors are reluctance type sensors; many are magnetoresistive sensors.

Before replacing, study a vehicle wiring schematic, see “Part Search - Learn More” in the e-catalog (www.wellsVE.com)
- Failed sensor connectors are not unusual. Always carefully inspect the connector when diagnosing a failed component.

**Features:** (features and benefits vary by style of component)
- Validation tested from -40 to 300 degrees Fahrenheit
- Life-cycle tested to meet or exceed OE specifications
- OE-style brackets, hold downs, hardware, spacers and weather-tight connectors
- O-rings and seals included, if required
- Ford application part (F153) redesigned with over-molded magnets to eliminate common product failures (and additional damage) associated with OE design

**Benefits:**
- Proper alignment, positioning and spacing for faster, easier installation
- Sensor is properly sealed to prevent leaks, which reduces comebacks
- Sealed connections to prevent environmental corrosion and performance issues
- Direct OE replacement
- Performs as well as or better than OE
- Longer component life

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