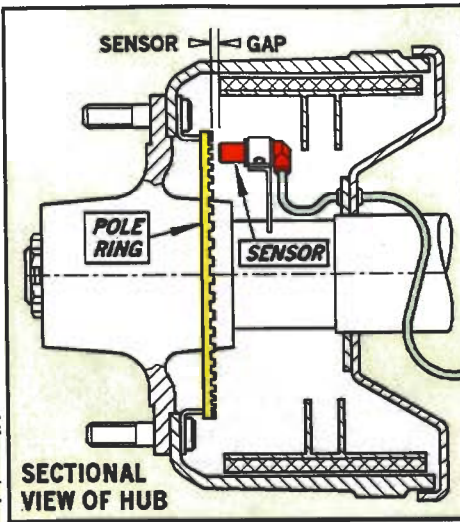


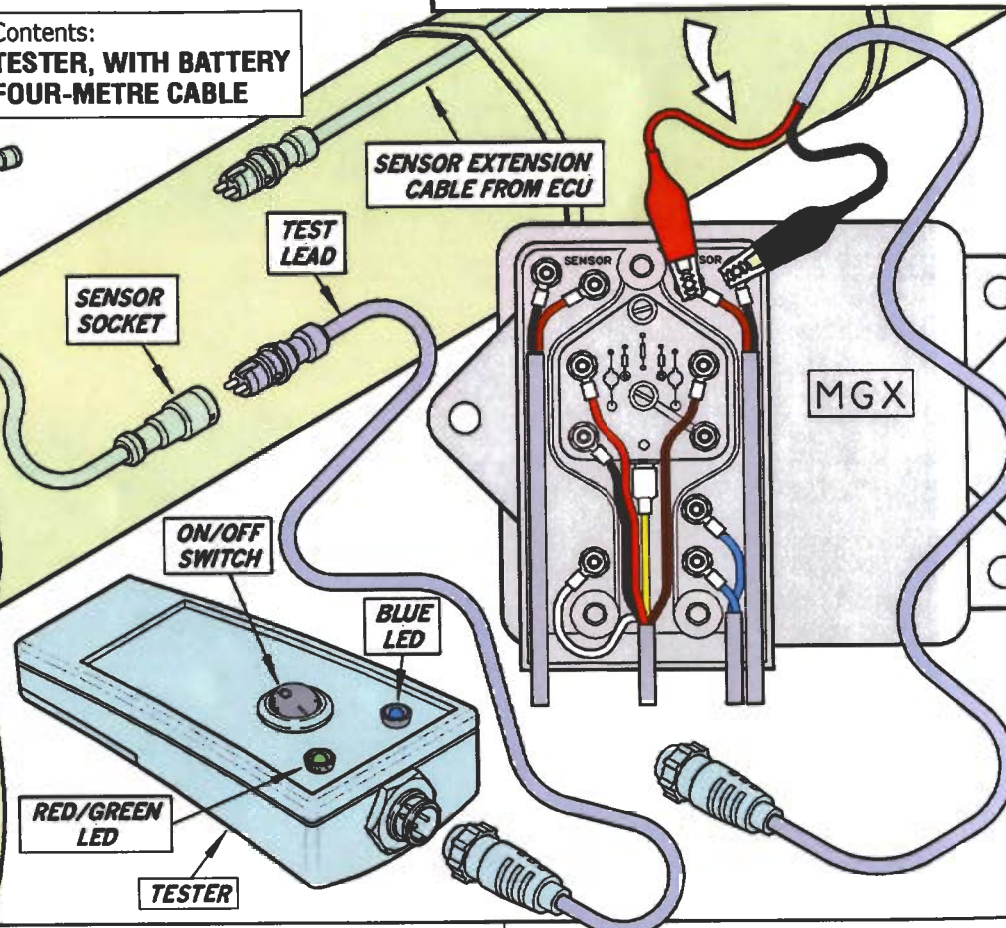
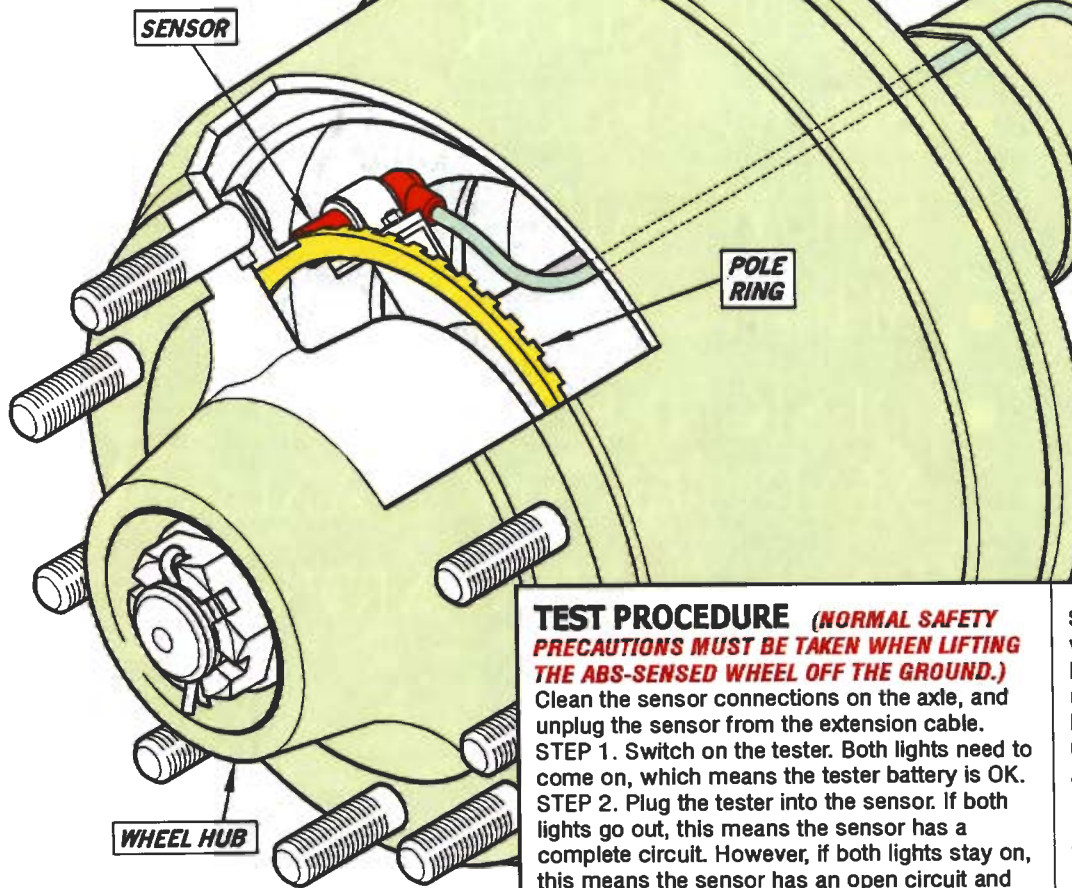
# ABS SENSOR AND POLE RING TESTER



For testing and identifying sensor or pole ring faults on any ABS system, **without removing wheel.** Can be adapted for 60 tooth sensor and drum exciter.

When testing an MGX system, the test cable with crocodile clips is connected to the sensor terminals in the E.C.U. (Connect the RED CLIP to the BROWN WIRE and the BLACK CLIP to the BLACK WIRE)

Contents:  
**TESTER, WITH BATTERY**  
**FOUR-METRE CABLE**



**TEST PROCEDURE** (NORMAL SAFETY PRECAUTIONS MUST BE TAKEN WHEN LIFTING THE ABS-SENSED WHEEL OFF THE GROUND.)  
Clean the sensor connections on the axle, and unplug the sensor from the extension cable.  
STEP 1. Switch on the tester. Both lights need to come on, which means the tester battery is OK.  
STEP 2. Plug the tester into the sensor. If both lights go out, this means the sensor has a complete circuit. However, if both lights stay on, this means the sensor has an open circuit and will need to be replaced.

STEP 3. Jack up the sensed axle and spin the wheel at a steady one revolution per second. If the GREEN light comes on, the sensor is set at under 0.5mm. If the RED light comes on, the sensor is set at 0.75mm - 1.0mm (not sufficient for most ABS/EBS systems). If there is NO LIGHT, the sensor is set above 1.0mm (ABS/EBS systems will not see voltage from the sensor, causing a fault). If the sensor is not set and you get no light from the tester, then reset the sensor and test again.

Once the sensor has been reset under 0.5mm, spin the wheel again, and if you still have no red/green light, this means that although the sensor has a complete circuit, the coil inside the sensor is damaged, and the sensor will need to be replaced. Spin the wheel again at one revolution per second and observe the BLUE light. It should start to pulsate as it checks the pole ring. A regular pulse indicates a good pole ring, but an erratic pulse means that the pole ring is damaged.