Cam sensor dodge neon

We recommend Torque Pro. In most cases if P comes up it is due to lack of oil lubrication. You need to purchase high end oils in order to have a longer lasting camshaft oil timing system. You definitely get what you pay for in this case. P , P , P , P , P Type B codes- will erase itself without a scanner. Type A code there is something else. If the initial P sets and other codes are present then erase all codes and do five camshaft drive cycles and then re-investigate which codes come back. If any of these codes are present disregard and erase. If they come back it is electrical wiring or connection failure. If the valve does not respond to the criteria of the computer, it will recognize the algorithm. So, usually when the P code shows it is failure due to lack of maintenance. Most P codes are almost always a result of bad oil changes and lack of car maintenance in regards to engine lubrication. This site uses Akismet to reduce spam. Learn how your comment data is processed. I have a Dodge Neon 2. Was told camshaft position sensor was the problem. Got a new sensor and still have the problem. Car was running now I Have a no start car cranks. What can I do now? Need help. Your model Neon uses a separate target magnet that is mounted in the rear of the camshaft, and that only fits in a particular way. The magnet is located by dowel pins and retained by a bolt that must be torqued correctly 30 inch-pounds. Over torqueing can break the magnet, which will cause a no start condition. Not mounting the magnet correctly can also break it, so check to see if the magnet is still in one piece. Did you replace the magnet when you replaced the sensor? If you have a manual, locate the signal wire, and check the signal voltage with a multimeter while you crank the engine. No signal voltage find the signal voltage in the manual means no signal voltage is being generated,and with type of setup, the problem is more likely to involve the target magnet than the rest of the sensor. I am have a Yukon hybrid with the 6. I had the error code P come up. Is there anything special to this code with the hybrid engine along with the electric motor. If I were to take it to my GMC dealer how much am I going to have to pay for this repair just round figures keeping it simple. Let me know what you think I would really appreciate it. I am the writer of the above article. If it was a circuit problem, most likely it would have coded a P Verifying proper oil pressure, oil level and using an approved dexos oil is essential for these variable timing engines. A very common issue is oil deposit residue inside the actual actuator, preventing proper physical operation. Even if you check the electrical portion of the actuator, it will check out ok and still code. You could try an engine flush to try to clean the oil lubrication passageways and related components and use regular oil service intervals and premium engine oil such as Mobil 1 which is Dexos approved and yet cheaper than AC Delco Dexos oil. Actual time to fix this problem varies. If it is the actuator it self, it is 7. If it is the solenoid, it is only 2. I would suspect that someone jump-started your car backwards and fried something. Hopefully just a fuse is blown, but a burnt-out ECM is going to be a costly mistake. After diagnostics P code was there. Engine Oil level is fine and i used to do engine oil replacement on regular basis. Is this a solenoid problem because last time i just clean the solenoid and check engine not appeared for km or there is mechanical problem in engine like carbon. I would suspect a bad gasket under the valve cover There are O-rings between the valve cover and the cylinder head for VVT oil or a sticking valve. How many miles are on your engine? Mercedes c cdi engine run well then stoped runs now and gain for six seconds. It seems to be stuck. Am I missing something? Yes, the actuator valve is connected to the camshaft, so that makes perfect sense. We got it out! Put my car back together and now Im getting the P code again! But the ECM is detecting a high resistance in the circuit. If all checks out fine, oil change done, flush also, suspect a faulty ECM at this point. Hi, I have a Maxima 3. I have P and P Ticking noise from engine for about a week but engine running pretty well â€" no hard start or stalls. Oil level is fine. Any suggestions on what could be problem in preparation of taking it to mechanic? Abby- The timing chain tensioner seems to be a common problem on the Maxima 3. Since purchasing new, have always used full synthetic oil for changes and never had an issue. About 11 months ago, took the suburban to the dealer for oil, transmission, radiator and differential fluid changes. Took the suburban on a road trip two days after picking up from the dealer and 90 miles away from home, the check engine light came on. We stopped in that town and spent the night with plans on taking the suburban to a dealer in that city for repair. In calling the dealer back in my home town, he said it could have been some dirty oil getting on the solenoid that is causing the problem and if there were no rough starts, just monitor to engine should the light come back on. From that point, the light would come on once every 2 or 3 months for a day and then off the next day. About 6 weeks ago, I was tired of this light coming on, so I took the suburban to a local auto mechanic who worked on it for two days. They replaced the solenoid, electromagnet and some sort of valve. After picking up the car, the light stayed off for two days and then decided to come on and stay on. I called the mechanic and he said to drive it around for a few days and see if the light ever turns off. A week went by and I decided to take the car to a different dealer for diagnosing in which they said it was low on oil, so they replace the oil with

a full synthetic and the light stayed off for two days. Now the light is back on and I am at a loss. Any ideas on what the next step should be? Runs fine but not smooth at times you can hear it shift a little harder as if it was thinking about it. This is driving me crazy. I have a Chevy Cruze with a 1. Was running fine before the service was done and now it has a rough idle and bucks when in gear and I let off the gas pedal. Hello, I have an issue and wondering if anyone has any input. I have a Infiniti G35 coupe and I originally had a valve cover leak on the drivers side. Oil was in two of the wells from the leaking rings. So I purchased used slightly used valve covers with about 20k on them with new O-rings in place. So the check engine light was on prior to this job. He demanded more money so I decided to take it to Nissan instead. Their report was I had a leaking oil passages in the rear timing cover and oil pressure was zero at idle and a few other small things with an estimate of I brought it to a well reviewed mechanic and he adjusted the timing from 2 to 9 and the car ran much better. I changed the oil myself twice with quality filter. The solenoid? Timing chain? Intake gasket not installed correct? Does the [] Chevy Impala LS 3. If so, where are they? While driving I had the vtc slip etcâ€¦come on tested the car it was the cam shaft sensor. So I went ahead and purchased cam shaft bank 1 and 2 also crank sensors. Changed the oil and filter. Then I get the p So flushed my car just with clean oilâ€¦5 30 mobile one full synthetic. Took off the sensors wiped then down, took the solenoid off cleaned it. Here I am 2 weeks later, testing every wire, relay, and harness. Nothing found yet. Help me. Because I would be getting another code. It will ready a failure code for the solenoid. Is there a certain type of driving I have to do to reset it. My Buick Verano threw this code a few weeks ago. I replaced the solenoid yesterday and it came back on today. It stalled right when I pulled into my driveway. This is very frustrating because I am worried my wife would have an accident due to the engine stalling. Only code is for the intake camshaft position timing over advanced bank 1. It gets clogged with sludge and sticks in one position or another. I then have to move the shifter to the far right position and manually shift from 1st, 2nd, 3rd and 4th, no overdrive is an option when shifter is in this position. When coming to a stop, the transmission shifts itself back into the lower gears, but moving forward I have to manually shift. The center console has been removed and all parts cleaned and connections checked when this happened before, two days later the problem seemed to fix itself. I recently had the oil changed thru express oil and the car had been driven approximately miles when the same problem happened again. Took the car and had a code reader put on and the only code was the code. Thanks for the explanation. P might be solved by a cleaning, but the transmission problem might require someone with a factory scantool to look at it. To clean the VVT valve, just remove it and blast it with brake cleaner or carb cleaner. Skip to content. Notify of. Miles: Miles. Engine: Engine. Inline Feedbacks. Reinier Breytenbach. Hi William, Your model Neon uses a separate target magnet that is mounted in the rear of the camshaft, and that only fits in a particular way. Hello Tom. This does not include flush and cleaning of the engine oil lubrication system. To gain access to the solenoid, the magnet cover must be removed. Once you have removed the solenoid, you may find something like in the following picture. Also there is minor oil seepage on below oil pan side. Oil level on engine remains the same. Jennifer- Yes, the actuator valve is connected to the camshaft, so that makes perfect sense. Hi Jennifer I completely forgot I had wrote that article. I have been very busy working up north. If that code is coming back. Maybe time to start investigating the circuit. Now we need to focus on the live data. Do you have access to a live data scanner? Very important to test the ECM side of the circuit here. Here is how to do that. If the CMP actuator is in the park position on the scanner, then it probably jammed up again. A static test of the actuator should give a value of 6 to 7 ohms 20celcius. When doing a dynamic test, apply voltage for no more than a second or two. I hope this is making sense to you? Ashley Simpson. I have same car n and everything and got all these same codes today did you get yours fixed. Mike W. Hi All, i have a P fault in a car a just bought recently, it is vauxhall straa 1. Amy Ashworth. George Quinones. Michelle Messina. Benjamin Jerew. How do I clean the VVT valve? Next Post Next P â€" Fuel pressure regulator -performance problem. JavaScript seems to be disabled in your browser. You must have JavaScript enabled in your browser to utilize the functionality of this website. With over 25 years of hands-on performance experience with Z cars and 's we are the most experienced performance shop of our kind for these cars Weber carbs to complete prog

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busy the last few months we have to make a temporary change to our Phone hours. We can be reached via Phone Mon-Fri am to pm Pacific time. The Shop is open and we are working normal hours but we need those extra hours to catch up on Engine work, Carb rebuilding, and shipping. You can always shoot us an email at topendmail gmail. Thanks for understanding and for all the support that is keeping us so busy Steve and Jeff Top-End Performance. Datsun Z Search: Search This Section. See this Page. Actual Price:. Our price is lower than the manufacturer's "minimum advertised price. You have no obligation to purchase the product once you know the price. You can simply remove the item from your cart. Show 6 12 24 36 per page. More Info.