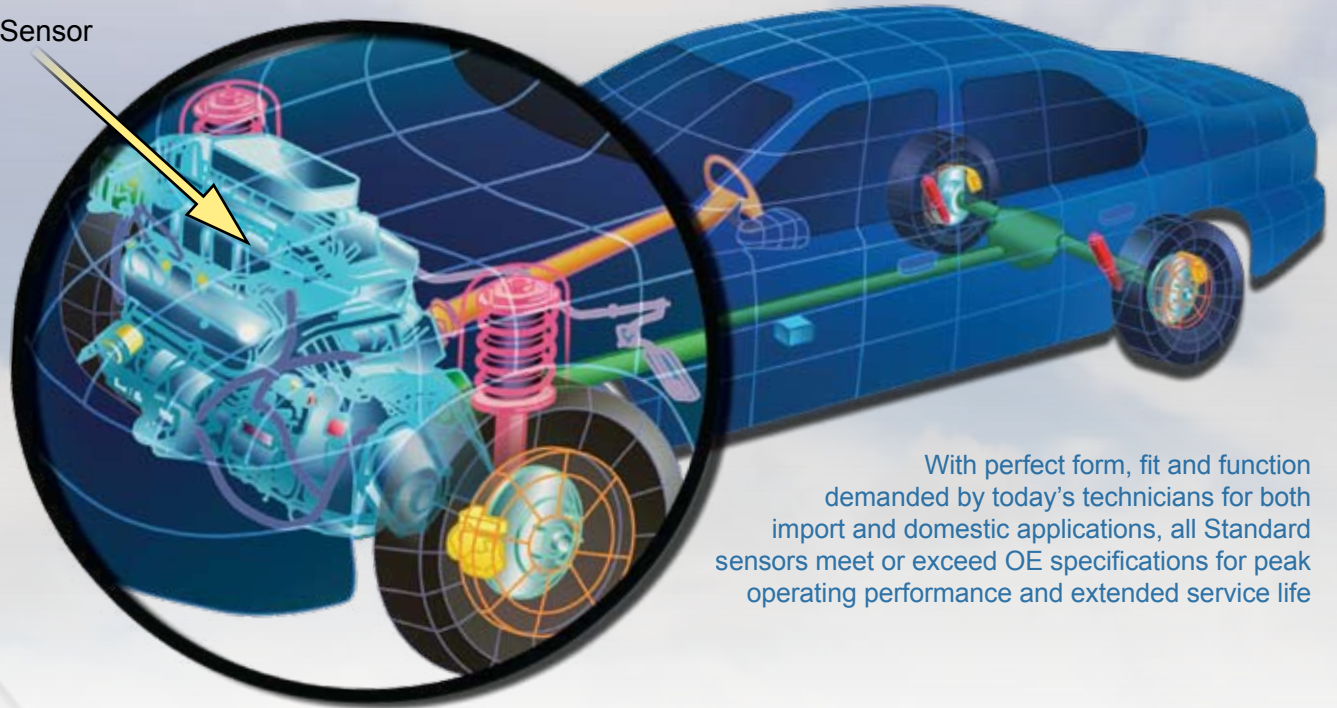


# Just the Facts

## Knock (Detonation) Sensors

Knock Sensor



With perfect form, fit and function demanded by today's technicians for both import and domestic applications, all Standard sensors meet or exceed OE specifications for peak operating performance and extended service life

### What does a Knock Sensor do?

This sensor creates a voltage signal based on the vibrations caused by detonation. The computer uses this signal to retard timing when spark knock occurs.

### Where are these sensors located?

The Knock sensor is typically located in the lower engine block, cylinder head or intake manifold.

### Will a malfunctioning Knock Sensor illuminate the check engine light or affect vehicle operation?

Yes, a failing sensor can illuminate the MIL, and may cause pinging and drivability problems.

### What are the common causes of failure?

The knock sensor can be damaged and fail if it is over tightened during service or replacement. There are 10 diagnostic trouble codes that can be set, ranging between P0325 through P0334

### How to determine if these sensors are malfunctioning.

To check for proper operation, monitor the knock sensor data parameter on the scan tool. Some activity should be occurring while accelerating the engine. The diagnostic codes range between P0324 and P0333.

### What makes Standard Knock Sensors the best.

- Standard knock sensors are designed to respond to knock frequencies up to 1000 Hz accommodating shifts in engine knock frequency making it a more flexible sensor responding to correct engine knock over a broad range of vehicle conditions
- Manufacturing processes include an automated data acquisition system to continuously monitor the sensor output to ensure that it responds with appropriate voltage output at the specified frequency range
- All units are 100% tested using an accelerometer vibration test to ensure trouble-free operation



Ford  
KS57



GM  
KS6



Chrysler  
KS43



Toyota  
KS166



Honda  
KS64



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