PRP KNOCK SENSOR INSTALLATION GUIDE

Tools Required

- 4, 5, 6 mm Allen
- 10mm Socket

The knock sensor will be installed in this thread located on the rear RHS of the block.

If you optioned for Titanium hardware, see Page 3

Wiring Note: If your harness operates from a single knock sensor, you will need to run fresh shielded 2 core wiring to your aftermarket computer. The extra wire terminated at the ecu side will ensure these sensors operate at their full accuracy. We recommend using shielded 2 core M27500-22ML2T08 Click Here For A Google Search For Suppliers

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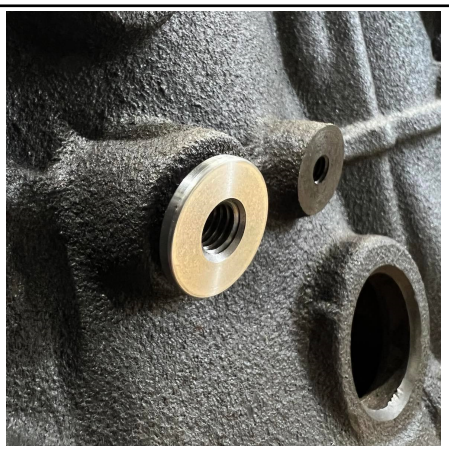
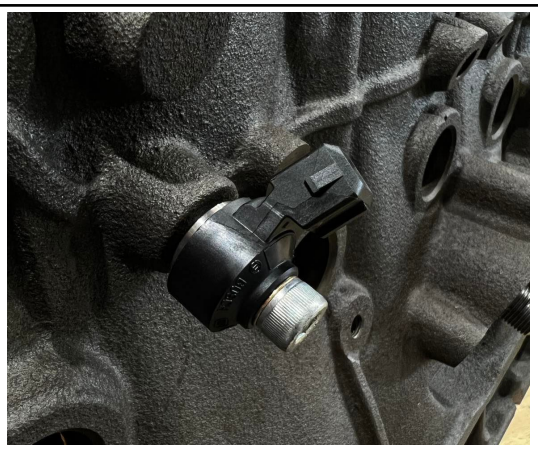
Ensure the threads are clean from debris before installation.

The insert is installed using an internal 5mm Allen.



Once installed firmly, it should not be touching any porous unmachined surfaces.

If it looks like it's sitting proud, it's doing its job correctly as resting on the unmachined surface will cause irregular signals. If you find you need to remove some of the casting surface, remove the insert and shave carefully with a grinder/sander. Ensure to clean up afterwards before reinstallation.



Install the sensor with the 6mm Allen Cap head bolt to 20Nm.

If you optioned for the Titanium hardware

please see the next page

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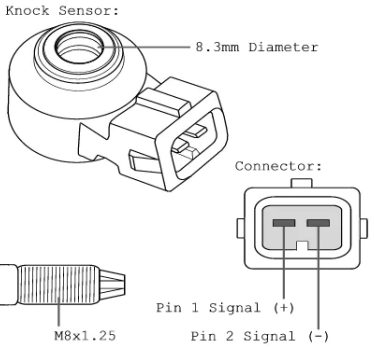
PN: SS-0819-055
Rev 1.01 20200113
www.syltech.com.au

Data Sheet: Wideband Knock Sensor

Model No: SS-0819-055
BOSCH Knock Sensor: KS4-P

Type: Engine Vibration Measurement
Measurement Range: 3 to 25 kHz
Sensitivity (@5kHz): 26 ± 8mV/g
Impedance: >1MOhm
Capacitance field: 1150 ± 200 pF

Mounting Hole Diameter: 8.3mm
Supporting Sleeve: Brass
Connector Type: EV1 2Pin Jetronic
Installation Torgue: 20±5Nm



Install the conversion stud into the block using a 4mm Allen.

Install the sensor over the stud and install the nut using a 10mm 12 point socket and apply snug torque of 20 Nm.