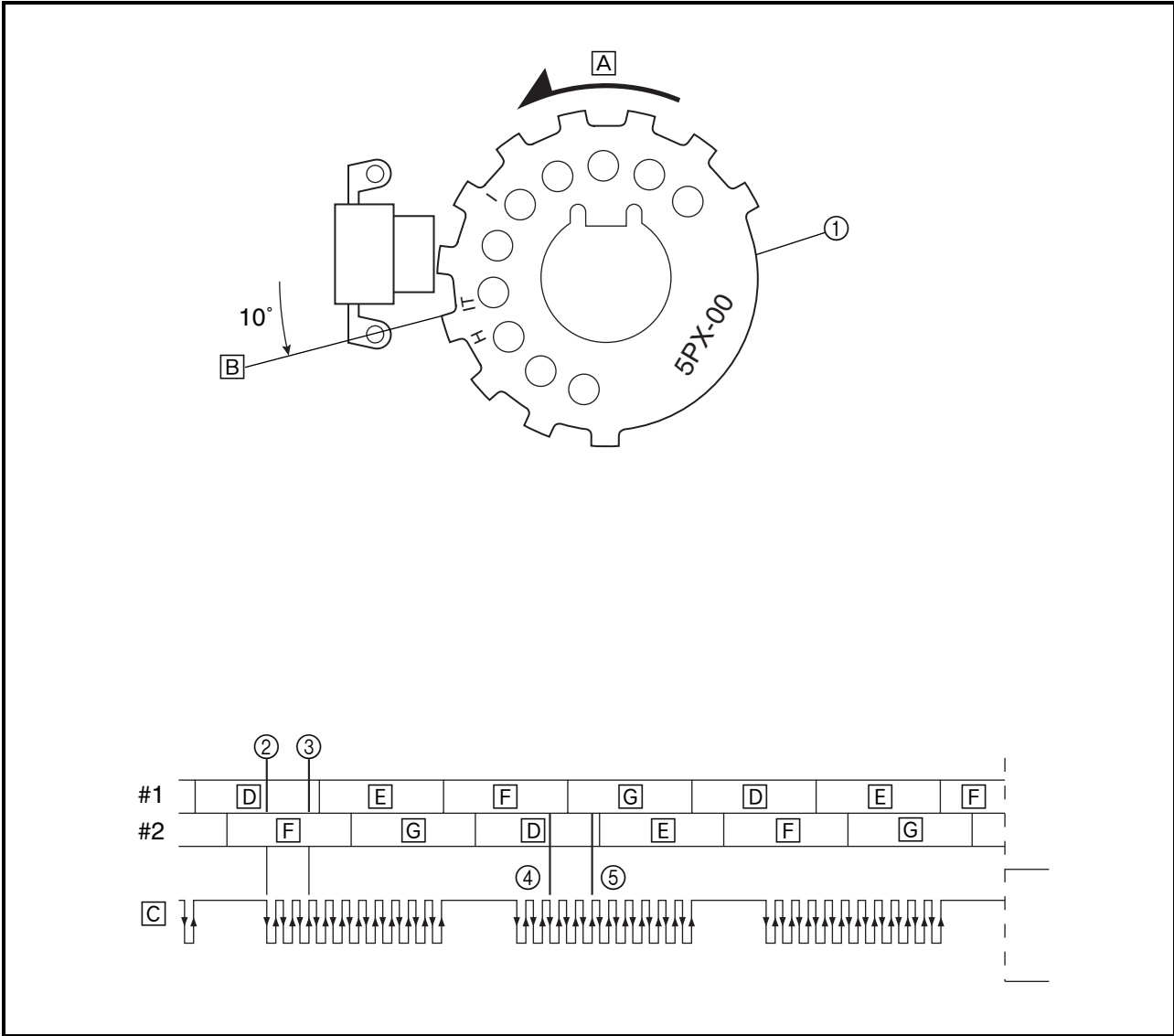


Crankshaft position sensor

The crankshaft position sensor uses the signals of the crankshaft position sensor that is mounted on the left side of the crankshaft. When the rotation of the pickup rotor that is attached to the crankshaft causes the projections on the rotor to pass by the crankshaft position sensor, an electromotive force is generated in the coil. The voltage of this force is then input into the ECU, which calculates the position of the crankshaft and the speed of the engine. The ignition timing is then determined in accordance with the calculated data, in order to determine the corresponding injection timing. Based on the changes in the time intervals of the signals generated by the crankshaft position sensor, the ECU calculates the ignition timing advance to suit the operating conditions. The injection timing is also advanced in accordance with the ignition timing in order to supply fuel to the engine at an optimal timing.



- ① Pickup rotor
- ② Identification of cylinder #1 (82° BTDC)
- ③ Ignition of cylinder #1 (10° BTDC)
- ④ Identification of cylinder #2
- ⑤ Ignition of cylinder #2
- Ⓐ Direction of rotation
- Ⓑ Compression stroke of cylinder #1 (10° BTDC)
- Ⓒ Crankshaft position sensor
- Ⓓ Compression
- Ⓔ Combustion
- Ⓕ Exhaust
- Ⓖ Intake