

# INSTALLATION INSTRUCTIONS

## 102076 CamFix™ Module 1984-1989 Turbo 3.8

The CamFix™ module is designed to insert a “start-up” CAM signal which can help to start the engine even if the CAM sensor is defective, broken or missing. This “Limp-Home” feature requires a bit of cranking, but the engine **will start and run in Multi-port mode** without the CAM sensor connected, or with a defective CAM sensor. In addition, the module can, under most conditions, provide quicker engine startup during cranking. This is possible because of the false signal generated by the module. Ordinarily, ignition spark is initiated by the onset of the CAM sensor signal event, so the ignition will not spark UNLESS the CAM signal is present. Since the CamFix™ module provides a CAM signal as soon as the keyswitch is turned on, it can start ignition spark immediately during cranking – assuming you have pressurized fuel in the fuel rail. Under these conditions, the engine may start faster, minimizing crank time.

### INSTALLATION

Simply un-plug the CAM Sensor connector and insert the module connector in-between the CAM sensor connector and the engine harness connector. Turn the ignition key ON but don't start the car, and observe the blinking LED on the module; this will indicate proper installation. Position the module under the belt tensioner and away from moving parts. That is all there is to it...the CamFix™ Module does its job silently and effectively. It can be kept on the engine indefinitely.

The false CAM signal generated by this module will help start an engine that has a defective or dead CAM sensor. To simulate this, you can test it out by simply un-plugging the CAM sensor connector, then try to start the car. It won't start easily (you must press on the throttle to get it started and keep it running initially) but it will start. Crank the engine for the first three or four seconds after turning the ignition on. This will require a bit of patience since the fuel timing is offset from the normal fuel timing. The engine may buck and kick, but once it is running, it will stay running (in Multi-port mode) and the SES light will illuminate with a code 41 – but **it WILL start and run!** Once the engine is running, it can be driven normally for the most part, but since sequential injection is disabled (all the injectors open at the same time), the code 41 is set and the engine runs rougher than normal. The SES (check engine) light will illuminate while the CAM sensor is disconnected. But remember, the car will start and you can drive it, something that has not been possible up until now – You would be calling the tow truck without this module. The CamFix™ will work with any ECU you are using, including the FAST and DFI systems.

Since the CamFix™ Module produces a false CAM signal for only five seconds from the very onset of the key being turned on, the quick start AND the limp-mode features are only applicable for the first five seconds of cranking. After the timeout, all operations return to normal and the car starts and runs as before. You will find that the cranking time is usually shortened with this module in place.

**It should be noted that under certain conditions during startup, the starter cranking may “stall”, that is, stop cranking due to combustion kick-back. If this stall occurs, simply turn the key off, then back on to start again. This stall condition is an un-avoidable potential since the false signal is not synchronized with the CAM sensor prior to the actual CAM signal.**

IF THE ENGINE DOES NOT START DURING THE FIRST FOUR SECONDS OF CRANKING,  
TURN THE KEYSWITCH OFF, THEN IMMEDIATELY TRY STARTING IT AGAIN FOR FOUR MORE SECONDS.

