

OPERATING INSTRUCTIONS

104395 SensorCheck™ for 1984-1989 turbo CCCI Ignition Systems

The Computer Controlled Coil Ignition (CCCI) is probably the least-understood system on your turbo Buick powered vehicle. The most common problem with these ignition systems is the "no-start" condition, and there are very few tests that a car owner is capable of performing, to determine a faulty component in the system.

This simple plug-and-play diagnostic tool is designed troubleshoot your ignition system for the most common "no-start" scenario. Specifically, it will display a simple LED to indicate the status of the CAM sensor, CRANK sensor, COIL POWER and MODULE POWER. The CAM LED will visibly blink rapidly during idle, and the CRANK LED will appear to be continuously on (due to the rapid CRANK signal) when the vehicle is running normally. The POWER LED will be illuminated when the module fuse is working. There are three LED's assigned to each model: **"Hot Air" (84-85)** or **"Intercooled" (86-89)**. Their functions are indicated beside each LED. The POWER LED for intercooled cars shows the status of the ECM/IGN fuse, and for hot air cars, the CCCI fuse.

To use this tool, remove the CCCI connector from the module using a 1/4" nut driver. Insert the harness connector into the receptacle of the SensorCheck™ firmly – you don't need to use the nut driver to tighten it. Then firmly insert the pigtail connector of the SensorCheck™ into the original coil module. No hardware needs to be tightened. Be sure all connectors are firmly seated. Connectors can only fit one way.

Slide the switch to the appropriate year of your ignition system. With the key on, the POWER LED should light and possibly one or both of the sensor LEDs. If not, check the ECM fuse and/or the CCCI fuse in your fuse panel. The slide switch will only enable LEDs for the appropriate model years.

While cranking the engine, look for the CRANK and CAM LED to indicate their related function. If either one is not lighting, look for issues with those sensors. Issues could include bad sensors, bad wiring, or bad connectors (faulty terminals within the connectors). Both sensors must show valid signals for the car to start.

Note: When using this device, the "Service Engine Soon" lamp may indicate a fault. It will go away when the tool is removed and will not affect the operation of the vehicle.

Copyright ©2016 Caspers Electronics, Inc. All rights reserved.

No CAM signal=No spark, no injector pulse.
No CRANK signal=No spark, only injector pulse.
CAM signal initiates sequential spark. Without it, no spark.
CRANK signal initiates fuel injector pulses.
No lights, good fuses=check ECM ground return wire.

