

Finally got round to fitting the new speed sensor today due to the dying speedo needle fault. Not too bad a job although access into the sensor is very tight and can only be done from underneath. That's on the V6 anyhow, as the inlet manifold and multiple hoses down there just get in the way. I couldn't even see it from above....

Now it's been replaced, my power steering has gone back to normal too! It had been behaving a little erratically of late with unusually heavier steering than normal at medium to low speeds.

I guess whatever controls the variable power steering on the V6 gets it's data from this sensor as well as the speedo.

The contacts were spotlessly clean, both male and female sides, so my speedo problems (and evidently, my power steering anomaly) were not down to a corroded connection as has been posted elsewhere on here.

A few pics of the the job below, although it was tricky to get the camera in there and focused, as it was very confined.

### **Looking up at the sensor**

It's the light colored object under the ally heatshield. (that's not a gearbox oil leak btw lol...this area is right next to the leaky joint I had on the high pressure power steering over Christmas. It's been cleaned now...)





### Plug disconnected

Removal of the heatshield is fiddly but it comes off eventually to allow disconnection of the 3 pin plug. There's an 'asbestos' type heatproof cloth around the plug. Just pull it out of the way.



### Heatshield

This is what the heatshield looks like when it's been persuaded to come off. Those 2 spring clips are what hold it on to the sensor and what you have to bend open to remove it.





**Heatshield attached to sensor**  
This is how it clips onto the sensor.



**Removing the Allen bolt**  
A 6mm Allen key is all that's needed to release the sensor from the gearbox.





## Old sensor and gear

The old sensor comes out with the gear cog still attached.



## Gear removed

The gear just pulls straight out from the bottom of the sensor and goes back onto the new one making sure that it is pushed fully home onto the square locating peg inside the unit.



It's just a case of putting it all back together in the reverse order, as they say.

Access would have been easier with ramps, but mine weren't available today so had to make do with Trolley Jack and axle stands.

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