THE PROBLEM

THE THROTTLE POSITION SENSOR CAN FAIL PREMATURELY.

Also referred to as the Accelerator Pedal Position Sensor (APPS), the design of OE throttle position sensors have failed prematurely due to poor OE design unable to endure heat & vibration.

You may experience the following symptoms:

- **Check Engine light illuminated**
  - Codes: P0123, P2121, and/or P2122
- **Erratic throttle response and stalling**

THE SOLUTION

USING THE NTK THROTTLE POSITION SENSOR (TPS PART NUMBER TH0238)

NTK’s TPS solution utilizes Hall Effect sensor technology to eliminate the negative effects of heat, vibration and wear. This contact-less design significantly improves overall sensor life.

What makes the Hall Effect technology superior to the original potentiometer sensor design?

Potentiometers require a physical connection which results in friction, heat, and vibration. This interaction reduces sensor life expectancy. In comparison, the Hall Effect technology uses a small integrated circuit (IC) to send a more precise signal.

What are the benefits of the NTK design?

- Increased life span
- No internal wear
- Identical signal output and performance
- Consolidates the bracket and bell crank from the old design into one easy-to-install part number used on both manual and automatic transmissions

CALIBRATION STEPS*

1. Turn key to “ON” position (do not start engine).
2. Monitor the TPS voltage using a scan tool or a voltmeter on Pin 3, labeled on the connector.
3. Rotate sensor clockwise or counter-clockwise so the TPS voltage is between 0.50V-0.60V or 10%-12%.
4. Tighten (2) Torx screws when sensor is positioned correctly.
5. After screws are tightened, verify TPS voltage is still in range. Re-adjust as needed.
6. Turn key to OFF position.

* Refer to the OE service information for the complete service & calibration procedure based on application.