

Figure 1: After hooking up the scope to the two sensors, we found that the automatic tensioner was indeed defective.

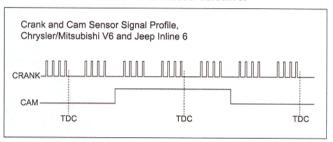


Figure 2: The signals used in the Chrysler applications of Mitsubishi's V6 use the same crank and cam sensor profiles as the Jeep in-line six cylinder engines.

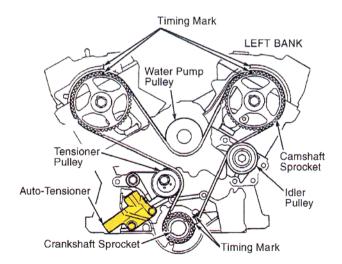


Figure 3: The new auto tensioner was installed on the front lower right-hand side of the block. Courtesy of Mitsubishi Motor Sales of America