

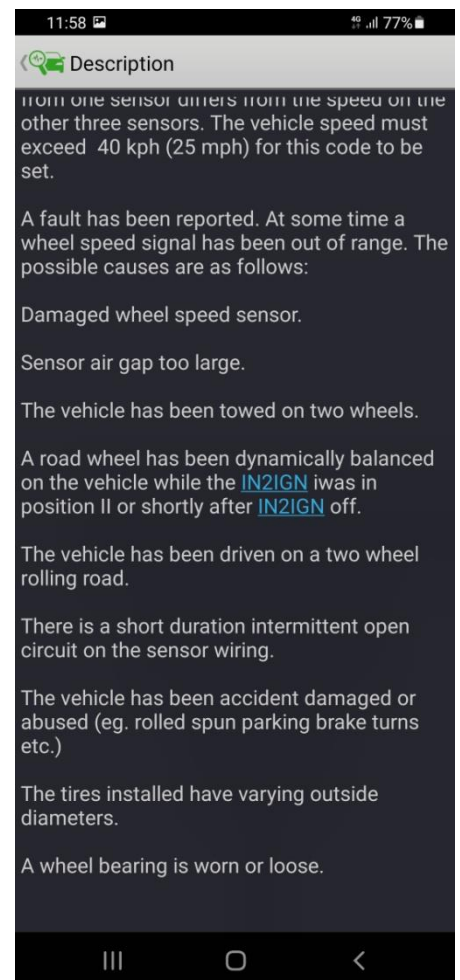
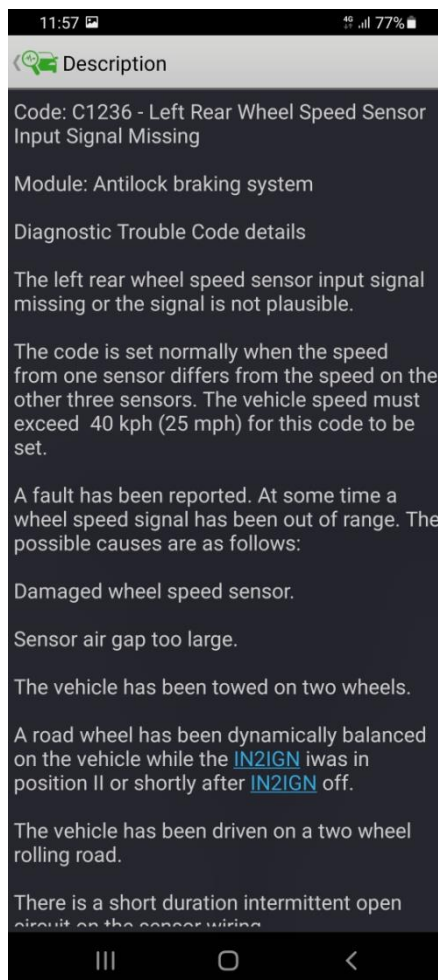
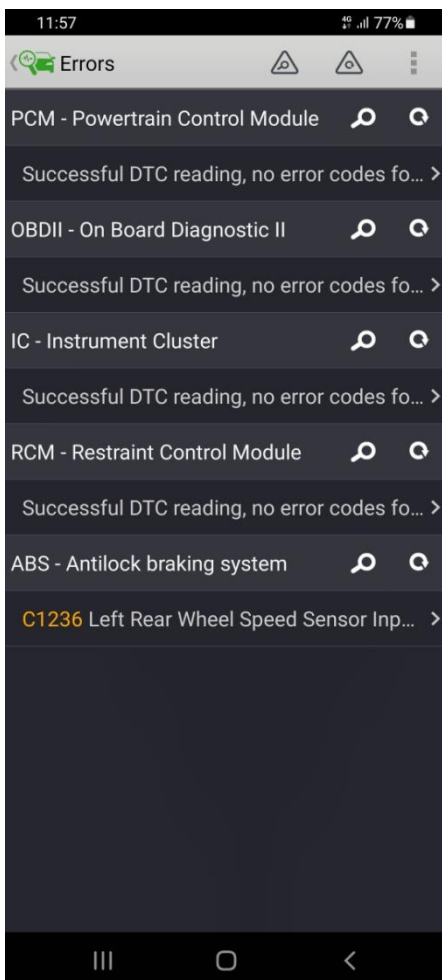
# Rear ABS sensor Magnetic Ring Replacement

## Ford Fiesta 1.4 TDCi 2007

**I take no responsibility for any damage caused by anyone following this guide. You do so at your own risk.**

Ok let's see if we can get a nice clean easy to follow guide on this one.

First thing you should do is scan the car preferably with Forescan for any codes and at least an idea of where you are going for this problem I already knew what the problem was but scanned anyway, the 3 images below are what I found out with Forescan. Other scan software may help but Forescan is the best one to use without doubt.



Ok so as you can see the problem is the Left Rear Wheel Speed Sensor (the magnetic ABS ring). I already knew this as it didn't have one fitted at the time I changed the Drum and bearing and didn't like the look of the old one so fitted it without while waiting for the new one to arrive.

## The Tools Used



1 x Trolley Jack

1 x ½ drive bar with short extension

1 x 19mm socket for wheel nuts

1 x 30mm socket for hub nut (drum nut)

1 x flat head screwdriver

1 x soft rubber mallet

## The Process

Step 1 : Place something behind the front wheels and the rear wheel not being worked on, place the car in gear and lower the handbrake.

**(you will see in the images I used wood for this but you should use wheel stops)**



**Step 2 : Find a suitable Jacking point under the car. For this job I used the axel cross beam. Place the jack and lift into place but don't lift the car.**



**Step 3 : Loosen the wheel nuts (half a turn is enough you're not removing them yet)**

**Step 4 : Jack the car up and remove the wheel and Place it next to you with the outer side facing up then put the wheel nuts back on the drum. The wheel being near you and wheel nuts being back on will make sense later on.**

**Step 5 : Use the flat head screwdriver to remove the centre cap.**



**Step 6 : Use the 30mm Socket to remove the large centre hub nut and pull off the drum.**



**Place the drum into the wheel as pictured below. The nuts are on the drum it is not bolted to the wheel however you could bolt it to the wheel should you wish for better stability and reduced chance of stud damage.**

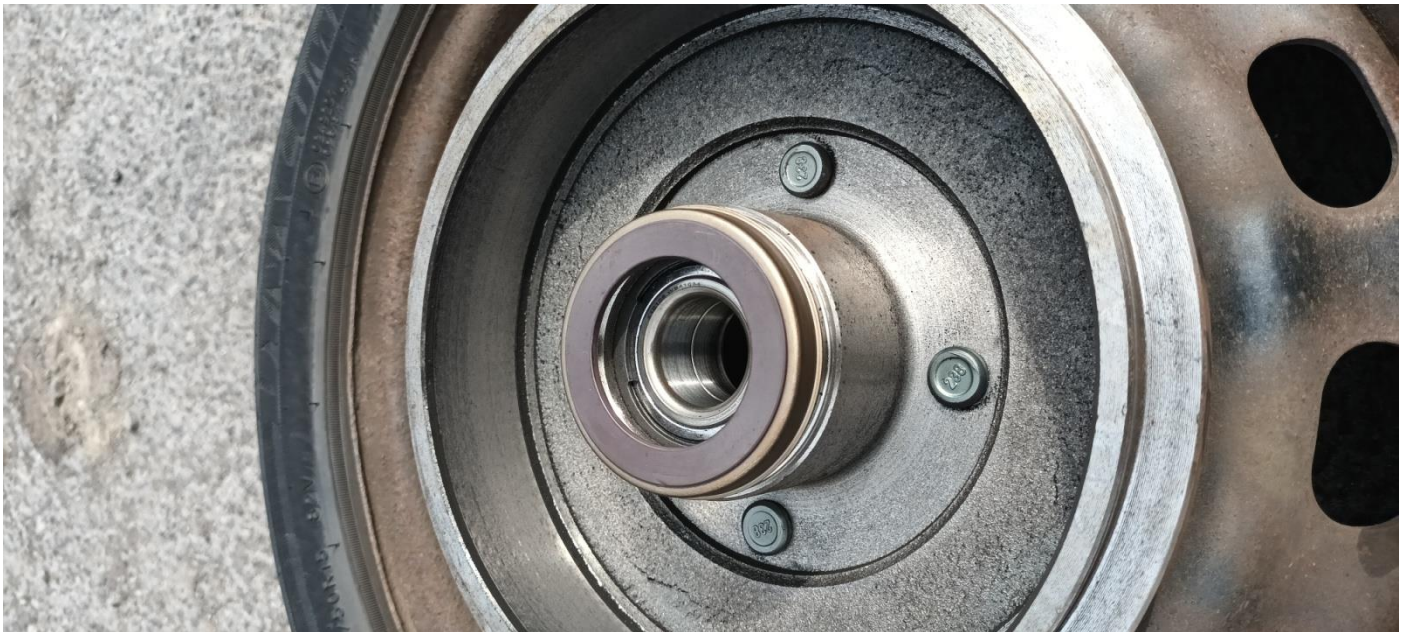


**As you can see there is no ring on the drum if you are changing an old one you can pry the old one off with a screwdriver or pry bar.**

**Ok time for the new Ring.**



**Place it as evenly as you can onto the drum.**



**Very gently tap around the edge going around and around MANY times until it's sat into place.**

**(It does not go down to the bottom of the groove)**

## Refitting

When you are happy the ring is down all the way and in place put the drum back on the car. Next you want to spin it by hand (with the hub nut off) and feel and listen for anything dragging. If you feel resistance take it off and recheck the ring is in place.

When you're happy and it feel free place the hub nut back on and make sure it's tight. Next make sure you can still turn the drum by hand and it feels free. As long as it feels free reach into the car and put the handbrake on and check to be sure you can no longer move the drum.

Assuming everything is solid and you can't move it, place the centre cap back over the hub nut and put the wheel back on the car.

Lower the jack and double check the wheel nuts and operation of the handbrake.

**If you have movement on the drum with the handbrake on remove the drum again and adjust the brake shoes. Also check the cables.**

## Final Steps

Plug in your OBD adapter and clear the fault codes. Take the car for a short drive making sure you exceed 25mph, assuming all went well your ABS light should stay off and the codes should stay gone. My final scan with Forescan is below.

