

# 2003 S-Type 3.0L

P0057 Heater Control Circuit  
Bank 2 Sensor 2  
(Downstream O2 Sensor LHS)

## Sensor Location

Not bad to access

Best with a lift

Doable with ramps – but you must decide whether you need to be on back or belly before you slide under; no rolling-over in-situ

Tools:

Something larger than the 21mm open-end spanner I have  
7/8" Open-end "may" work – I became convinced in my case it wouldn't and went so far as to change into a clean stained shirt for a trip to town to obtain a 22mm or 23mm – whatever it takes – guessing 22mm.  
I suddenly remembered I had a large adjustable wrench on the pegboard for tractor-work

Gave it a try and broke the sensor loose nicely.

But I get ahead of myself:

You needn't bother with loosening the sensor until you find the other end of the wiring and disconnect it.



## Wiring Connector

It's hiding behind the "710" filter alongside the upstream O2 sensor connector

Maybe, if you have a lift and long, very skinny hands – you can disconnect it with the 710 filter in-place. I didn't even try.

So plan to do a 710 change while you are at it.



## Ahhh....THAT'S better

Downstream sensor connector is on the right in this pic, upstream on the left. The pigtail and connector from each sensor is at the top, car harness/connector at the bottom

A study of the connector on your replacement sensor will reveal the mounting feature and locking feature to you.

I probed the cavity denoted by the arrow with a tiny screwdriver very lightly and "SNAP!" the locking tab broke off and fell in my face

No harm/no foul as it was part of the failed sensor assy.

Gave a sharp tug downward on the car harness connector and they separated

Then I probed the (front – though it appears as the "back" in this pic) side of the connector whilst pulling down to dislodge it from the mounting bracket

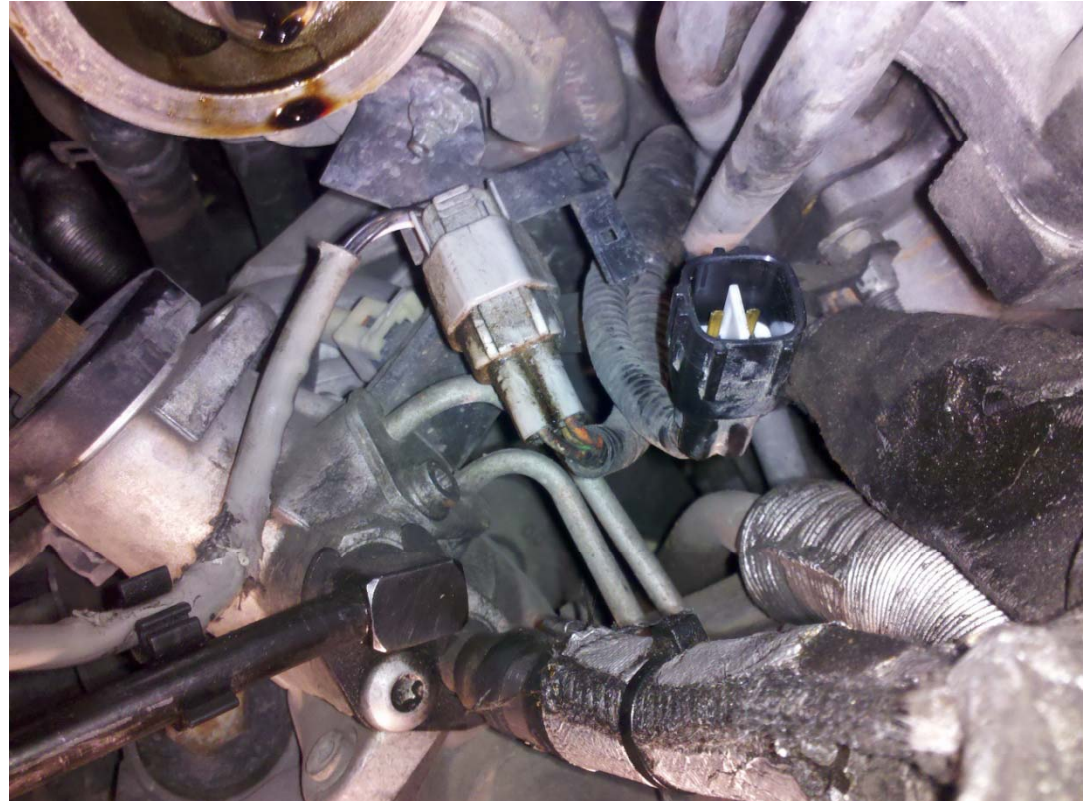


## The Hard Part is Over

Note the wire-routing as you remove it and you can return to slide #1 and proceed with the Sensor removal steps.

Not certain, but I believe I read in JTIS that the fixing torque for the sensor is 40 nm. No matter, my torque-wrench is a ratchet and useless in this application.

I put the new one on “good-n-firm” with the 7/8” open-end, after a liberal application of the included anti-sieze compound



## Parts

I used **Denso 234-4798 Oxygen Sensor** obtained from Amazon for the sum of \$50.60

[http://www.amazon.com/gp/product/B000PWWJAM/ref=oh\\_details\\_o03\\_s00\\_i00?ie=UTF8&psc=1](http://www.amazon.com/gp/product/B000PWWJAM/ref=oh_details_o03_s00_i00?ie=UTF8&psc=1)

Cleared the code and took it out for a post-maintenance-check-ride and the panel stayed “clean and green”

