



## FULL FUNCTION ENGINEERING

### **Please Read Before Installing**

#### **Requirements:**

- Reluctor sensors have polarity and *must* be wired correctly. The back side of the sensor connector numbers the pins (1 & 2). Pin #2 is the positive pin.
- Hall sensors have polarity and *must* be wired correctly. The wires are color coded as follows:
  - White – Signal to ECU
  - Black - ECU Ground
  - Red – Positive voltage from ECU (normally between 8v and 12v)
- Connector electrical pins require the use of a double barrel crimping tool.
- If any wiring extensions are needed use shielded wiring.
- After installation the engine timing **MUST** be zeroed. Please consult your ECU's user manual for proper zeroing procedure.
- For engines with aftermarket pullies, align engine at TDC before starting installation to ensure proper alignment. Please refer to your engine's user manual for TDC location.
- If any issues arise prohibiting proper installation or timing zeroing, **DO NOT** continue.
- Apply a light film of clean engine oil to CAS cover o-ring and lightly rotate to install.

#### **Recommendations:**

- Use the “double nut” method to remove studs.
- Use a bottom tap to clean out threads prior to installing new bolts / studs.
- Secure sensor wiring away from moving/rotating parts.
- Do not over torque nuts/bolts.
- Many of the supplied parts have close tolerances but will not have to be forced to fit.