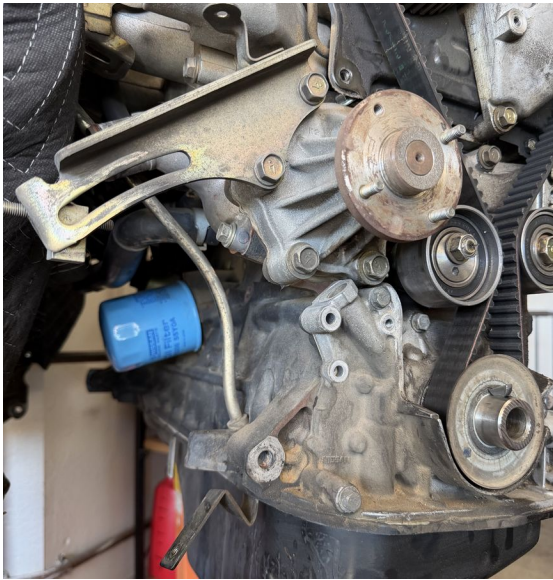


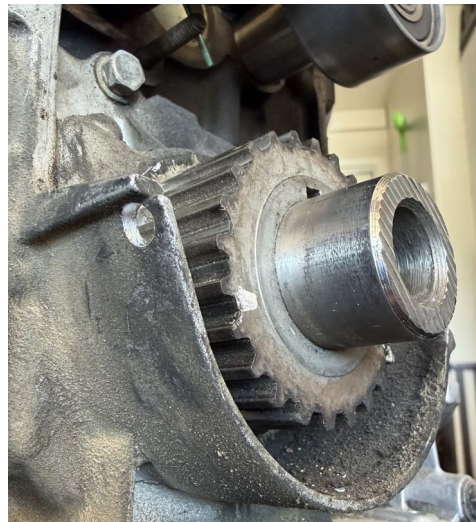
Step 1 - Remove the Harmonic balancer, upper/lower timing covers, and alternator.



Step 2 - Remove the woodruff key and lower timing gear washer/spacer.



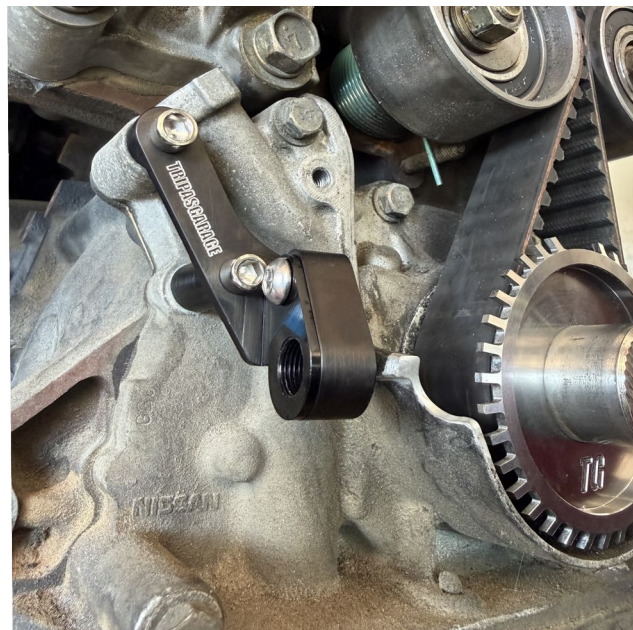
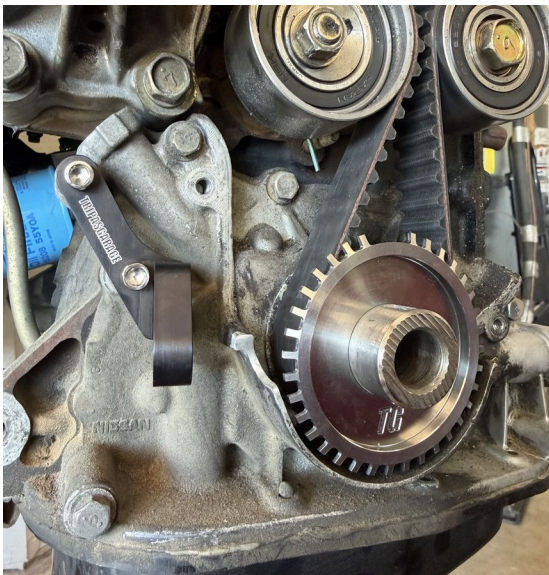
Step 3 - REMOVAL OF THE TIMING BELT OPTIONAL BUT HIGHLY RECOMMENDED. Drill hole in the oil pump housing. Start small with a pilot hole then work your way up. Be very careful not to put too much pressure as you may ruin the belt and/or timing gear teeth.



Step 4 - Use a dremel with sanding band to clean up the area and remove any sharp corners. Also use the dremel to remove some material from the lower timing cover where it meets the oil pump housing you just modified. Make sure to clean up all of the metal shavings. **AT THIS TIME YOU CAN REINSTALL THE TIMING BELT**



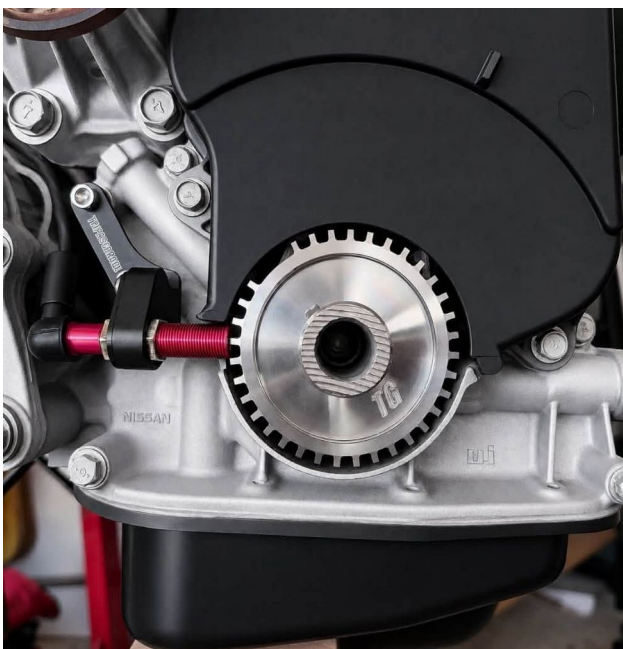
Step 5 - Slide on the 36-2 trigger wheel all the way making sure to line up the tab on the rear with the hole in the timing gear. Install the sensor mount to the oil pump with the two supplied bolts. Then install the hall sensor adapter onto the sensor mount and fasten with the supplied bolt.



Step 6 - Screw one of the sensor locking nuts onto the sensor all the way to the rear of the sensor near the wires. Install the sensor into the sensor mount, then install the second sensor locking nut loosely on the sensor. **Set the gap between the sensor and trigger teeth to 0.2mm - 0.8mm** by screwing the sensor into the sensor mount and using feeler gauges to set the proper gap. Once proper gap is achieved, tighten both sensor locking nuts firmly to keep the sensor from moving out of position.



Step 7 - Install woodruff key, lower/upper timing covers, harmonic balancer, and all accessories. **DO NOT USE IMPACT GUN TO TIGHTEN HARMONIC BALANCERS BOLT AS THE VIBRATION CAN KNOCK THE TRIGGER WHEEL OUT OF POSITION CAUSING DAMAGE TO THE REAR OF THE LOCKING TAB AND TIMING GEAR. USE HAND TOOLS TO TIGHTEN BALANCER BOLT TO SEAT THE BALANCER ALL THE WAY.** REFER TO NISSAN SERVICE MANUAL FOR HARMONIC BALANCER TORQUE SPECS.



Step 8 – Reroute the OEM CAS wiring from across the front of the engine to somewhere hidden under the intake manifold area. This will give it a much cleaner look. Connect the 4-pin interface harness into the OEM CAS wiring connector and plug the crank sensor into one of the 3-pin Signal connectors.

The two signal connectors correspond to the primary trigger (Crank) and home/sync (Cam) sensors.

Signal 1 and Signal 2 are intentionally not labeled "Crank" and "Home" because the required sensor input assignment varies between ECU manufacturers.

Refer to your ECU's trigger/sync configuration to determine which input should be used for the primary/crank trigger and which should be used for the home/sync signal.

TROUBLESHOOTING

No RPM Signal?

If the ECU is **not displaying an RPM signal after installation**, first verify your ECU's trigger configuration and wiring. If the configuration is correct, **try swapping the crank sensor connector from Signal 1 to Signal 2 or vice versa at the interface harness.**



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