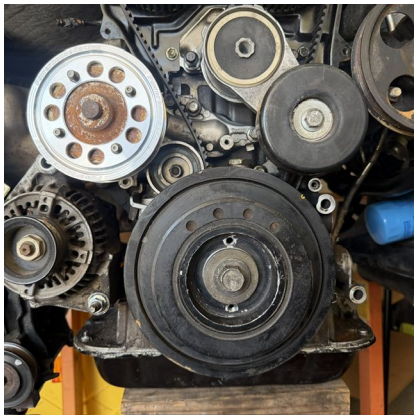
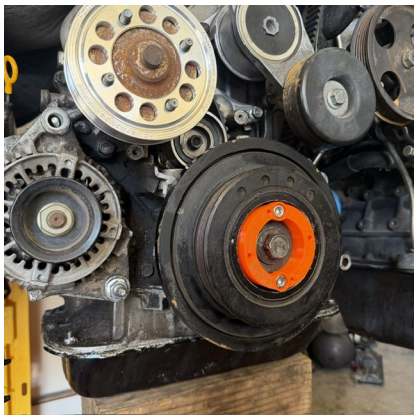
TRIPAS GARAGE
2JZ 36-2 Crank Trigger Wheel

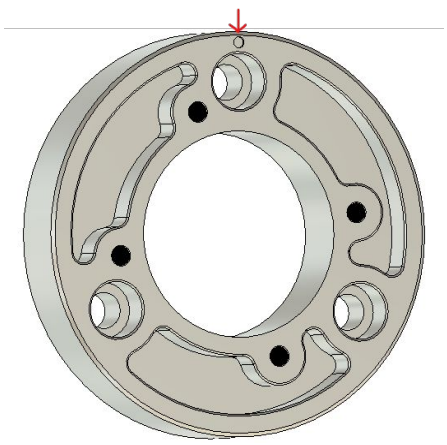
Step 1 – Set engine cylinder 1 to TDC and remove serpentine belt.



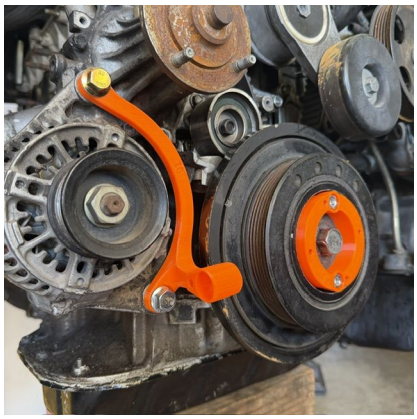
Step 2 – Install and mount the trigger wheel hub to the crank pulley with the provided hardware. MAKE SURE TO USE BLUE LOCTITE ON THE HUB BOLT THREADS. TORQUE BOLTS TO 20FT-LBS.



FLUIDAMPR trigger wheel hub has a small circular dimple at the top which goes in the 12'oclock position when the engine is at TDC. Use the hub centering tool to center the hub on the crank pulley. INSTALLER MAY NEED TO REMOVE THE 3 BOLTS ALREADY ON THE HARMONIC BALANCER AND REPOSITION THEM TO ALLOW THE HUB TO SIT CORRECTLY WITH THE DIMPLE AT 12'OCLOCK. REFER TO FLUIDAMPR SERVICE MANUAL FOR FLUIDAMPR BOLT TORQUE SPECS. MAKE SURE TO USE BLUE LOCTITE ON THE TRIGGER HUB BOLT THREADS. TORQUE TRIGGER HUB TO 20FT-LBS.

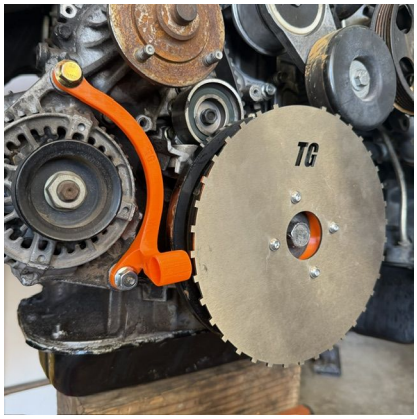


Step 3 – Install and fasten the sensor mount to the engine with the supplied longer alternator bolt. When installing the sensor mount, make sure to push the mount over as far left as possible while tightening. REMOVAL OF THE WATER PUMP PULLEY RECOMMENDED BUT NOT REQUIRED. REFER TO TOYOTA SERVICE MANUAL FOR ALTERNATOR BOLT TORQUE SPECS.

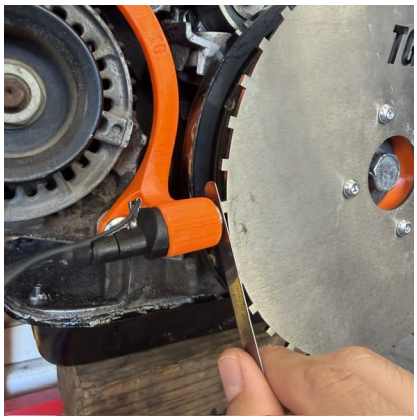


Step 4 – INSTALL THE SERPENTINE BELT

Step 5 – Mount the trigger wheel to the hub with the (4) supplied bolts and washers. The TG logo should be in the 12'oclock position when the engine is at cylinder 1 TDC. USE BLUE LOCTITE ON THE (4) BOLTS AND TORQUE TO 20FT-LBS.



Step 6 – Install the sensor and set the sensor to tooth gap distance to 0.2mm – 0.8mm using feeler gauges. If needed use a supplied washer/shim provided to retract the sensor out further creating a larger sensor to tooth gap. MAKE SURE TO SPIN THE ENGINE BY HAND BEFORE STARTING TO VERIFY NONE OF THE TEETH MAKE CONTACT WITH THE SENSOR.



Please work with your qualified tuner to configure the ECU using the trigger specifications provided below. TripasGarage can provide the trigger pattern and sensor information, but the final trigger configuration, timing settings, and synchronization parameters must be determined and verified by the tuner for the specific ECU and application.

Crank Trigger Specifications

- Trigger type: **GENERIC – MISSING TOOTH – NO HOME** (when not using a home/cam trigger)
- Trigger type: **GENERIC – MISSING TOOTH – SINGLE TOOTH HOME** (when using TripasGarage cam trigger kit)
- Number of Teeth: **36**
- Number of Missing Teeth: **2**
- Trigger Location: **Crankshaft**
- Sensor Type: **Reluctor**
- Signal Type: **Analog**

IMPORTANT: Do not assume trigger settings from another application or ECU are correct for this kit. Always verify the trigger configuration and ignition timing with your tuner after installation.

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The purchaser is solely responsible for determining proper application, compatibility, installation, adjustment, and use of the product and for verifying that the product is properly installed and functioning as intended.

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