TRIPAS GARAGE

KA24DE 36-2 CRANK TRIGGER KIT INSTALLATION GUIDE

STEP 1 – Set engine cylinder 1 to TDC and Remove the (6) bolts holding the front crank pulley on. HOLD ONTO PULLEY AS IT WILL FALL ONCE BOLTS ARE REMOVED.

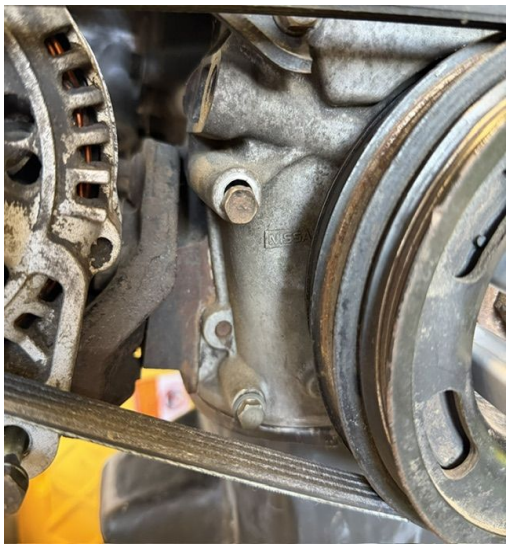


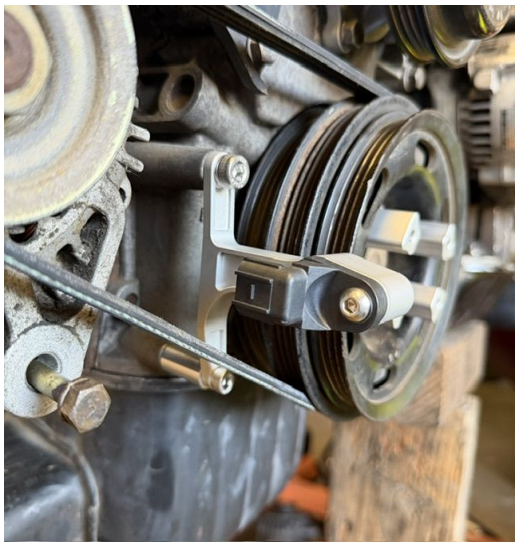
STEP 2 – Position the TripasGarage hub onto the pulley and tighten down the pulley/hub with the supplied (6) bolts with lock washers. TRIPASGARAGE HUB HAS A SMALL DOT ON THE FRONT FACE WHICH WHEN INSTALLED SHOULD BE ON THE TOP AROUND THE 12' OCLOCK POSITION. ADD A SMALL DROP OF BLUE LOCTITE TO THE THREADS OF EACH BOLT. REFER TO KA24DE FACTORY SERVICE MANUAL FOR TORQUE SPECS.





STEP 3 – Remove the two bolts on the leftt side of front timing cover. (1) 10mm (1) 12mm. Install and tighten the sensor mount using the supplied sensor mount bolts and spacer. WHEN TIGHTENING DOWN THE SENSOR MOUNT MAKE SURE IT'S AS FAR LEFT (AWAY FROM THE CRANK) AS IT CAN GO. PULL/PUSH LEFT WHILE TIGHTENING.

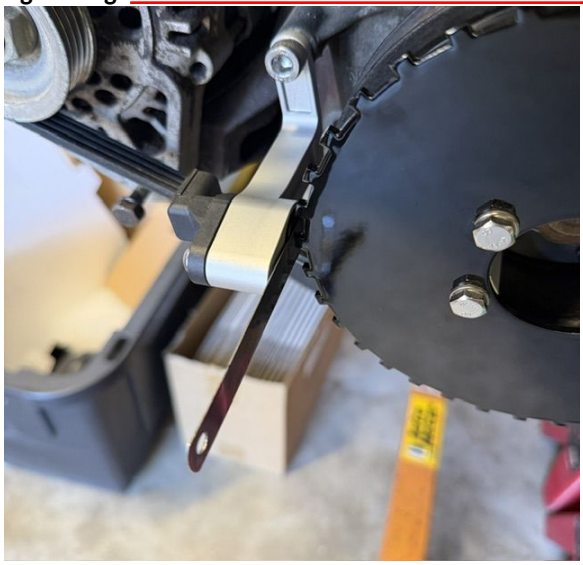




STEP 4 – Install and tighten down the trigger wheel using the supplied (4) bolts and washers. USE A DROP OF BLUE LOCTITE ON THREADS OF EACH BOLT. Tighten to 16-20 FT-LBS. TG logo Should be in the 12 oclock position when engine cyl 1 is at TDC.



STEP 5 – Using feeler gauges verify the distance between the sensor and tooth has a proper gap of 0.2mm – 0.8mm. If unable to reach suggested gap refer back to Step 3 and make sure the mount is as far left as possible when tightening. ROTATE ENGINE BY HAND TO VERIFY NONE OF THE TEETH MAKE CONTACT WITH THE SENSOR.



STEP 6 - Reroute the factory CAS wiring and connector to under the intake manifold rather than leaving the wiring across the front of the engine. If the entire harness cannot be easily rerouted, carefully unwrap the factory harness tape and separate only the CAS wiring from the main harness. Route the CAS wiring under the intake manifold and out of the way, then re-wrap the harness to secure and protect the remaining wiring.

STEP 7 - Connect the crankshaft Hall-effect sensor wiring to Signal 1 on the interface harness. If the ECU is not showing an RPM signal after installation, try connecting the crank sensor to Signal 2 instead. ECU manufacturers may use different trigger-input configurations, so the required input can vary between ECUs.

Timing Setup

Because trigger setup procedures and timing parameters vary between ECU manufacturers, you will need to work with your qualified tuner to configure and verify the system and set the correct ignition timing.

Tripas Garage can provide the trigger wheel, sensor, and crank position information needed for configuration, but final ECU configuration and timing verification should be performed by the tuner.

KA24DE 36-2 Trigger System Specifications

- **Trigger Wheel:** 36-2
- **Trigger Location:** Crankshaft
- **Sensor Type:** Hall Effect
- **Trigger Signal:** Digital / square-wave
- **Missing Teeth:** 2
- **Total Tooth Count:** 36
- **Sensor Position:** Approximately **90° BTDC**
- **Sensor Target:** Ferrous 36-2 trigger wheel
- **Application:** Nissan KA24DE S13 / S14

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