



**Viewed from Front of engine**

Engine rotation is clockwise

When No.1 Cylinder is at TDC, the Sensor must be placed 90 degrees after the centre of the gap. You can place the sensor in the most suitable position for ease of mounting with in the 360 circle provided the above rule is adhered to. The sensor we use (part number CRK-SEN5) this has a 3mm diameter magnetic pick up (inductive type 2 wire). The diameter of your wheel if you are producing your own, is controlled by the size of the magnetic pick up. The gap between each tooth, must not be less than the diameter (or width) of the magnetic pick up itself. Otherwise the sensor will not be able to detect a gap, it will just see the teeth on either side. The number of teeth on the wheel is 36 with 1 tooth removed (35 teeth with one big gap). It is recommended that you have a maximum gap between sensor and the timing wheel be of 1mm. The gap between the sensor and the timing wheel, may need to be reduced according to the diameter of the wheel you are using. If you are struggling with space and require to make the size of the wheel very small, it is recommended that you begin to reduce the width of the teeth in order to maintain the minimum gap between teeth, so the sensor can still detect the gap. Obviously, as the teeth get smaller, the sensor will struggle to detect the signal being generated by the tooth. This is the reason for reducing the gap between the sensor and the timing wheel.

It is recommended that the depth of the cut out between each tooth is as deep as possible. The reason for this is the deeper the gap the harder it will be for the sensor to detect anything other than the tooth. This is particularly important that if your engine or equipment fitted to the engine produces interference, this will help to reduce the problem of signal degradation.

You must remember that if your tooth wheel or sensor does not produce a clean signal for the ECU, at the very least the engine may not start and unfortunately even worse, if the sensor signal is poor or weak, it may create a random misfire. This could then be virtually impossible to detect its cause and it could take days to find the cause.

**Crank Sensor**

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Date: 19/01/2010

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DWG NO. 36-1 Trigger Wheel Setup Drawing

REVISION: A4