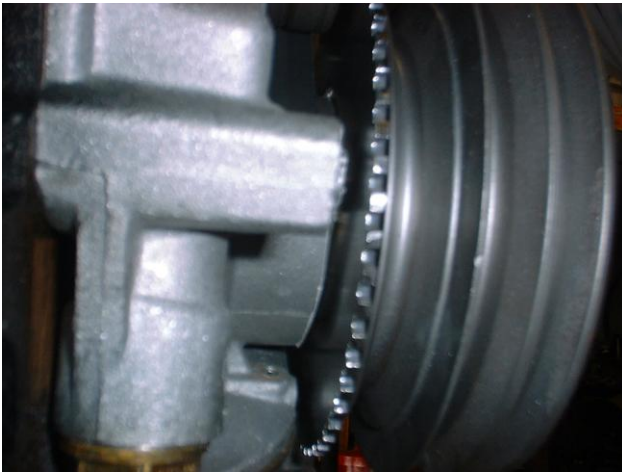




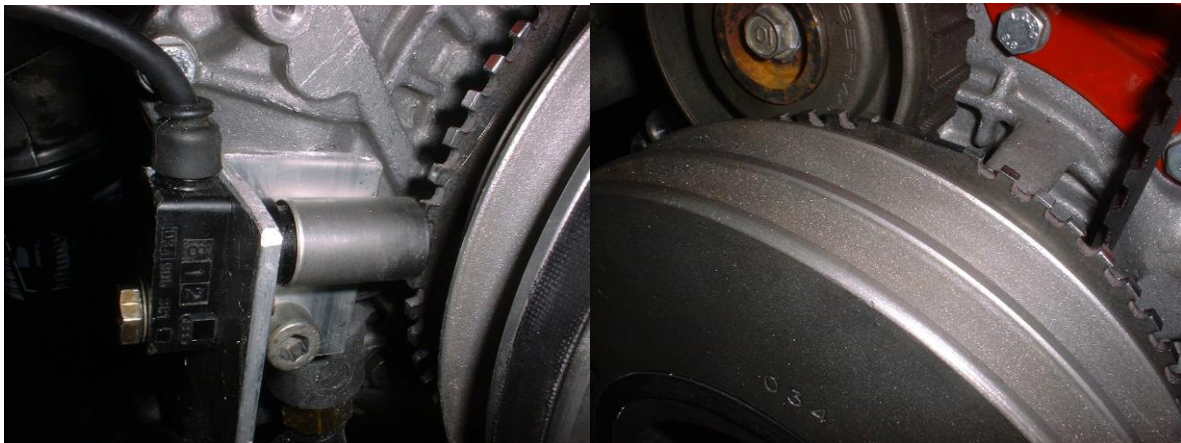
034EFI CRANK PULLEY

Installation Considerations:

- The oil pump housing may need as much as 1/8" removed from the lip using an angle grinder. Lightly grind off material until a minimum of 1/32" of clearance exists between the *oil pump housing-timing belt cover* and the *toothed pulley*. Test fitting may reveal no clearance is needed, also check the proximity of other components to ensure proper and safe fit. *See picture below:*



- A VR Sensor or Hall Sensor mounting bracket will need to be fabricated to locate the sensor to the pulley Teeth. A piece of alum angle iron can work nicely as in the application below. The bracket should allow the adjustability of the sensor air gap, a minimum of .020" to a max of .06". Typically an airgap of .04-.05" works well. Also ensure the bracket is very rigid, it should be immovable when pressure is applied by hand. The stiffer the bracket it, the better. The bracket should be constructed out of non-magnetic material such as aluminum or stainless steel to ensure no magnetic interference to the sensor. Be sure to pay special attention to the minus-two-teeth location, as a target of 8-20 teeth before TDC is desired the **location pictures below** locate the sensor 13 teeth before TDC.



- The pulley should be torque'd to factory specifications, it can be painted as preferred, or else light surface rust will occur. It is **not recommended** to powder coat the pulley as the heat involved can weaken the dampening rubber.