



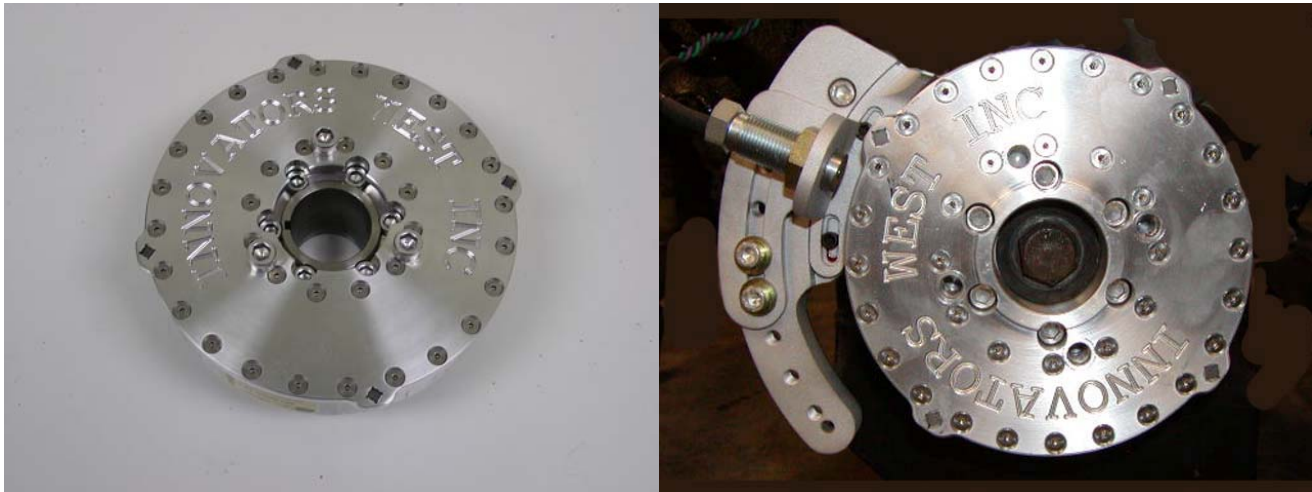
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SBF Crank Trigger Supplemental Install Instructions



The flying magnet crank trigger option includes:

- Dampner with integrated magnets
- Sensor pickup mount with adjustable sensor bracket and adjustable timing pointer

Note:

- The sensor is available separately
- The pickup mount is designed for use with any non-magnetic sensor with 3/4" – 16 threads

Installation:

The crank trigger sensor bracket mounts off of the lower 2 timing cover bolts on the passenger side of the motor. Remove the factory bolts and install the supplied hardware. Make sure to use red Loctite on all fasteners as the bolts will have a tendency to loosen under the vibrations of a race motor.

Setup for EFI applications

Using a piston stop, rotate the motor over to TDC. Adjust the timing pointer and tighten down the screws to lock it in place. Next, turn the motor over to 50 degrees (see note below) BTDC, number 1 cylinder, compression stroke. In this position, move the crank trigger sensor so that it is centered over the crank trigger magnet. Also make sure that the sensor is centered front to back over the magnet. Lock the sensor bracket in place. You will now need to set the air gap for the sensor. Typical air gap should be between .040" to .080". The low side is deemed by crank flex and high side is hard starting to no start.

Note: Different types of engine management systems use different reference points for setting the crank trigger. Generally the FAST, FAST XFI and BS3 use 50 degrees BTDC. The Accel DFI Gen 7 uses 0 degrees as its reference point.

Setup for Carbureted applications

Using a piston stop, rotate the motor over to TDC. Next, turn the motor over to XX degrees (see note below) BTDC, number 1 cylinder, compression stroke. In this position, move the crank trigger sensor so that it is centered over the crank trigger magnet. Also make sure that the sensor is centered front to back over the magnet. Lock the sensor bracket in place. You will now need to set the air gap for the sensor. Typical air gap should be between .040" to .080". The low side is deemed by crank flex and high side is hard starting to no start.

Note: XX Degrees – This setting will be your timing setting for the motor. If you desire a total of 36 degrees of timing then you will rotate the motor over to 36 degrees BTDC and at that point you will set your crank trigger sensor. The sensor will be moved in order to make timing changes.