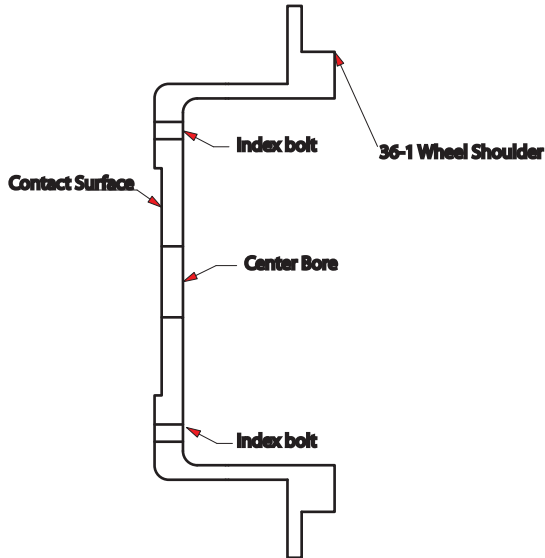


LIABILITY:

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Everything is based around these 4 items. The center bore and 36-1 wheel shoulder are concentric to each other. The center bore is designed to be a close tolerance to the crank bolt. This way the wheel will run true to the crank. The contact surface is the only area that touches the damper. The index bolts are there only for alignment and will be removed. The torque on the crank bolt will certainly keep the hub from turning. They're handy if you need to remove the hub adapter as they'll help you get it back in the right place without resetting the timing.

Step 1

Timing. Since the sensor mount replaces the timing indicator you need a method to set the timing. The timing indicator for the left side is NLA from Nissan.

Method 1: I made up some blank plates that mount in the same position. Remove the second and third bolts from the bottom on the left hand side of the timing cover.

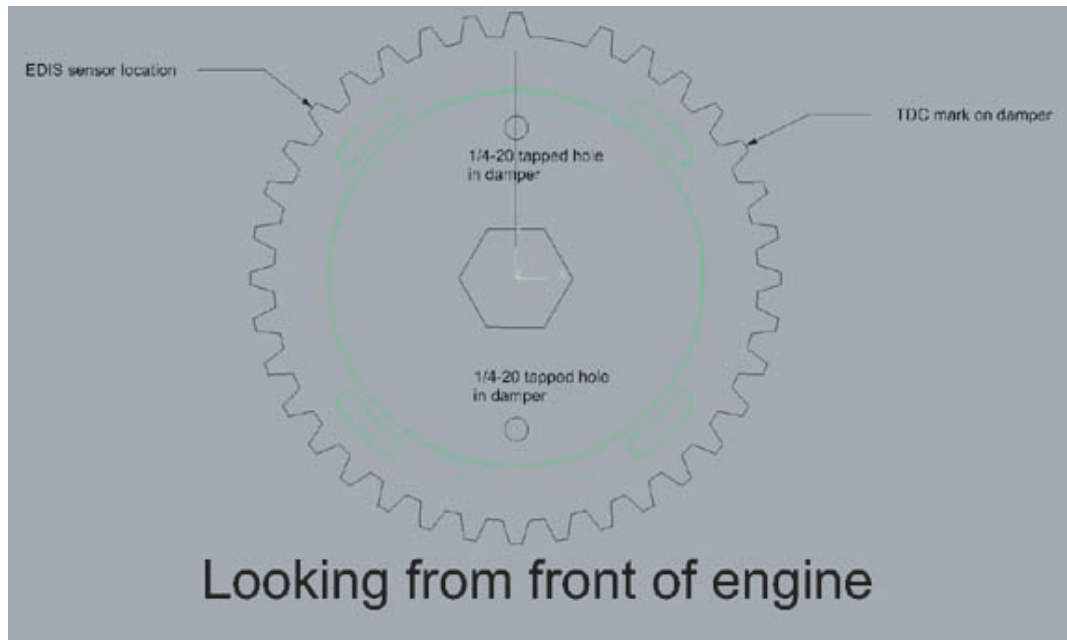
Install the timing indicator as shown and tighten bolts. Check the clearance between the damper and indicator. The plates are hand made so you may have to tweak it a bit to clear. Set the damper to "0" on your original timing tab. Make a mark on the damper towards the bottom of the new tab and a corresponding mark on the tab. You now have "0" If your timing light is adjustable then your good to go. If your light is static then turn the damper to the 10 degree BTDC mark and make a line



on the new plate opposite the new damper line. Now you have a line at 10 degrees BTDC .

Method 2: Make your own dam indicator. See if I care.

If you are installing the hub on an old motor start by cleaning out the inside of the damper. Then remove the crank bolt. Put the timing mark on "0"
Remove the 36-1 wheel from the hub adapter. You may want to paint it as it's mild steel and will rust. Try not to get too much paint on the inside ring where it sits on the hub.
Slide the hub assembly into place and give it a twist to make sure it's not binding on the damper. The dampers are cast and there are some inconsistencies in the finish. If the hub feels like it's binding you will need to remove the damper and clean up the inside of the bore with a die grinder.
Install the hub with the the new longer crank bolt and your old washer. Leave the bolt loose enough so you can spin the hub. Now install one index bolt but do not tighten it. These bolt holes lined up with no problem on my damper but I have no idea as to the accuracy that Nissan was holding. You may have to enlarge the holes a bit or not use them at all. Remember the crank bolt is what keeps it all together. Do not tighten the crank bolt yet. This way the motor stays on TDC
Now install the sensor mount bracket.
My timing indicator is on the left hand side of the motor so there is an empty boss on the right hand side. This where the sensor mount will go. Most engines have the timing indicator on the right side. You will need to remove it.
Remove the bottom 8mm bolt from the front cover. It's the one just above the oil pump. This becomes the pivot hole for the bracket. Install the bracket using the longer 8mm bolt (supplied) but only hand tighten. Install the 6mm socket head cap screw through the bracket and into the boss and hand tighten. You may want to use a ball end allen key for this.
Now install the sensor on to the sensor bracket with the 2) 10-32 button head screws. I use blue lock tight on these. Now reinstall the 36-1 wheel according to this diagram:



Tighten the 4 allen head retaining screws. Now set the air gap between the sensor and wheel and lock down the mounting bolts.

NOW TORQ THE DAMPER BOLT!!!!!!!

Then Remove the 1/4 20 index bolt.

At this point the motor should fire right off. Check your timing. It should be at 10 BTDC. If not shut the motor down and adjust the 36-1 wheel on the hub. When your happy with your base timing then remove the retaining screws for the 36-1 wheel one at a time and reinstall them with blue lock tight.

Crack a cold one your done.