



**INSTALLATION INSTRUCTIONS
CRANK TRIGGER IGNITION TRANSDUCER
P/N 60355**

Slide the unthreaded rear trigger locator over the front of the transducer up to the locknut. Push the transducer through the slot in the mounting bracket and thread on the front trigger locator. At this time, just center the transducer in the slot and hand tighten the nut so that the transducer is just protruding through the front trigger locator.

There are two wires coming out of the back of the transducer and a grounded sheath. The purpose of the grounded sheath is to eliminate noise interference to the transducer's signal. Attach the grounded sheath to a convenient point on your chassis or engine. The black wire is (Mag.+) and the white wire is (Mag.-). On MSD-6 and MSD-7 series, Ignition controls the black wire gets spliced to the violet wire on the MSD, and the white wire gets spliced to the green wire on the MSD. If you are using the Accel Laser II system, our black wire is connected to the (Mag.+) terminal on the input terminal strip. The white from the transducer is connected to the (Mag.-) terminal on the input strip. If you are using an ignition control system other than one of those mentioned above, check the manufacturer's wiring diagram, keeping in mind that our black wire is (Mag.+) and our white wire is (Mag.-). If the transducer is wired backward, it will make the timing erratic and cause the timing to be further advanced than when it is wired correctly.

Turn the engine over until #1 cylinder is under compression and the desired total timing mark on your damper or crank hub is lined up with the T.D.C. pointer. (Example: 36°BTDC.) Rotate the wheel, without turning the engine over, until one of the trigger lugs is in line with the center of the transducer.

To time the engine initially, loosen up the locking nut and line up the center of the transducer with the trailing edge of the trigger lug. Adjust the pickup for .045" to .060" air gap. Retighten the locking nut on the pickup. Rotate the engine by hand and check the clearance at all four triggering lugs. If you have more than .015" variation in air gap from lug to lug, go back and re-center your wheel.

To check the polarity of the transducer, hook a timing light up on #1 cylinder spark plug wire. Start the engine and run it at a speed where the wheel appears steady. Now, point the light at the trigger wheel and observe where the trigger lug is in relationship to the transducer when the light fires. If the ignition is firing before the lug gets to the transducer, the polarity is incorrect. Reverse the wires and recheck it with the timing light.

Once your crank trigger ignition is properly wired, there is one more important step that needs to be checked – the routing of the wires. Make sure that the two magnetic pickup wires are wound around each other. Route the magnetic pickup wire near the frame or engine whenever possible. Do not run the magnetic pickup wires near any of the spark plug wires or near any of the wires that run from your ignition box to your coil. Do not run the pickup wires through the same hole in the firewall, body panel, etc., that your coil or other ignition wires are going through.

PARTS LIST

- 1 TRANSDUCER ASSEMBLY
- 1 FRONT TRIGGER LOCATOR
- 1 REAR TRIGGER LOCATOR

***For Technical Assistance, Call Moroso's Tech Line at
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time***

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