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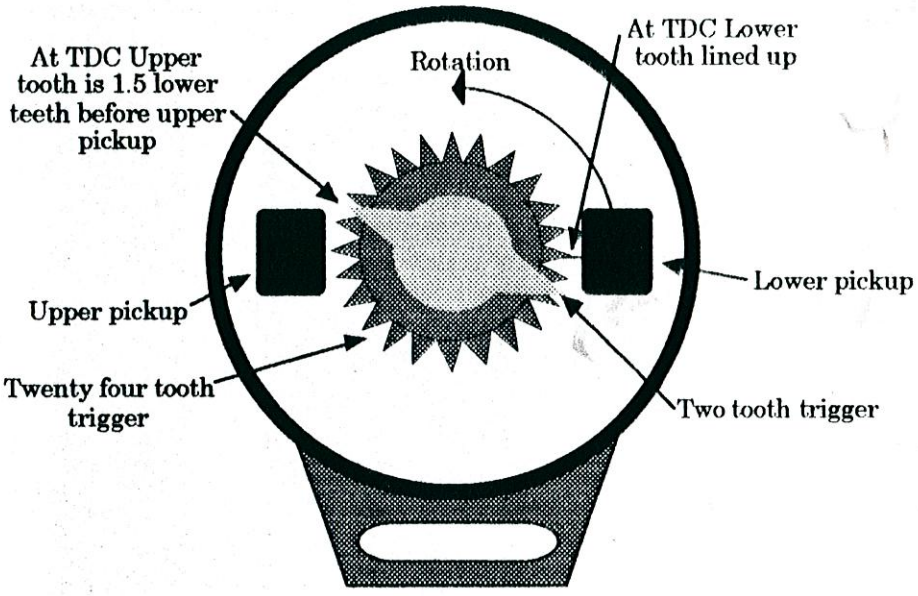
NOTE: The computer cannot retard beyond "base timing" (usually 5 ATDC) irrespective of the programmed split. If leading timing = 5 BTDC, and trailing split = -12, then actual trailing timing = 5 ATDC (NOT 7 degrees ATDC). The trailing timing will only be correct when leading timing is greater than the split value.

Crank Angle Sensor (CAS).

The position of the CAS is slightly different to the factory position to allow correct decoding for the LINK system. Install as follows:



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CAS installation:

1. Set engine at TDC, #1 rotor.

2. Remove CAS from engine, and cover from CAS.

3. At the drive end there is a dot mark on the gear and an index ridge on the alloy shaft housing. Align the dot to the ridge.

4. Viewing from the top of the CAS with the lower pickup (24 tooth wheel) at "6 o'clock" rotate the shaft CLOCKWISE 3 teeth. At this point the upper 2 tooth wheel should have teeth at 1 o'clock and 7 o'clock.

5. Make a note of this position and re-install CAS into engine. This position will tend to shift during insertion so re-align once installed to obtain the 1/7 o'clock placement of the upper 2 tooth wheel.

6. Run engine and after setting ADVANCE LIMIT to 0 check leading timing with timing light in the normal manner.

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