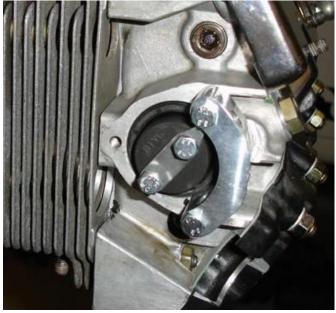# Cam Sync Adapter for

911 Porsche with MFI cams

1. Rotate the engine to 90 degrees before TDC, cylinder #1 on the compression stroke.
2. Attach the trigger to the end of the cam so that it points to a position between the 3 M6 mounting holes on the end of the cam tower. Using the included M6 X 12 bolts and wave washers, attach the trigger. Torque the bolts to 7 lb/ft.
3. Attach the sensor holder to the cam tower where the trigger is pointing at the holder. Attach the sensor holder using the included M6 X 35 bolts and wave washers. Torque the bolts to 7 lb/ft.
4. Thread the included jam nut about half way up the sensor. Thread the sensor into the sensor bracket in the hole closest to the end of the trigger. Stop before the sensor protrudes through the bracket.
5. To adjust the sensor gap, rotate the crankshaft as necessary to position the pointer directly under the sensor. Set the gap between the sensor and trigger to .060 (1.5mm), and tighten the jam nut to 10lb/ft.

Wiring:

1. The included hall sensor has a voltage range of 5-24 volts. Red wire is switch power. White is signal. Black is sensor ground, and bare is shield.