

Each tooth is 10 degrees apart
36 teeth with 1 missing tooth
(P/N 1005-30: 36-1 wheel)

View is facing front of engine
(Crank pulley side)/looking at
engine from rear of car. Engine
rotates CW in this view.

For 1001-46 crank sensor mounts
(later 911 engines with 30mm
distributor hole)

With engine at TDC cyl #1:
Center of crank sensor should be
aligned with the trailing edge of the
6th tooth after the missing teeth gap

The 1001-41 early 911 (27mm distributor hole)
TW + crank sensor was physically clocked to be
17.061 degrees more CCW than the late (30mm
distributor hole). Compensate using software
settings for modern ECUs.

60 deg apart (trailing edge of
tooth 1 to trailing edge of tooth 6)
57.5 deg apart (TDC/Z1 to trailing
edge of 6th tooth)

Center Z1 mark (TDC) on pulley is center of the
gap between teeth #1 and #2

The trailing edge of tooth #1 is when the
identification of a new rotation occurs for ECU

