

Each tooth is 6 deg apart
60 teeth with 2 missing teeth
(P/N 1001-30: 60-2 wheel)

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

60 deg apart (trailing edge 1 to
trailing edge 11)
58.5 deg apart (TDC to trailing edge
of 11th tooth)

Center Z1 mark (TDC) is center of the gap
between teeth 1 and 2
The sensor will read trailing edges of teeth,
so trailing edge of #1 will be the initial
position in a new rotation

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
11th 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.

