



5-0 IGNITE SR20 24+1 CAM TRIGGER V2 [NEO] INSTALLATION GUIDE

This installation guide is applicable to the following engine;

- Nissan SR20 RWD VARIANTS (S13, S14 & S15)

Please read this installation guide carefully prior to installing the product.



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PREFACE

Thank you for purchasing 5-0 Ignite SR20 cam trigger kit. We have done all the hard work to ensure that your installation is a breeze and clean. Your kit should include the following items;

- 1x Cam Trigger Sensor (**Pull-Up Resistor Built-In**)
- 1x 24+1 Tooth Cam Trigger Wheel
- 3x Trigger Wheel Shims
- 2x M8x1.25 – 20mm Class 12.9 Socket Head Cap Bolts
- 2x M8 Spring Washers
- 1x M14x1.5 – 40mm Class 10.9/12.9 Hex Head Bolt
- 1x M14 Heavy Duty Washer
- 1x 4 Pin CAS 'Grey' Connector Set

Replacement O-ring part number: N70-118 (BS118, 0.862" x 0.103") purchasable anywhere.



INFORMATION AND LIMITATIONS

Installation of this kit requires moderate level of mechanical skills and experience due to the requirement of timing component removal/installation and calibration of the vehicle's ECU.

This kit will require a modern/capable ECU (such as Haltech, Link, Motec, Emtron, HKS FCon Vpro/Gold) that allows you to set the trigger type (24 and 1 multitooth), trigger edge and trigger angle. This guide covers the basic trigger settings for Haltech, Link and HKS FCon ECUs. For all other ECUs, please consult with your ECU manufacturer.

Fastening of bolts (i.e timing chain tensioner, cam sprocket, cam pulley bolt etc.) shall follow manufacturer's recommended specifications.

PROCEDURE

1. Remove ignition coils, valve cover and the OEM CAS.

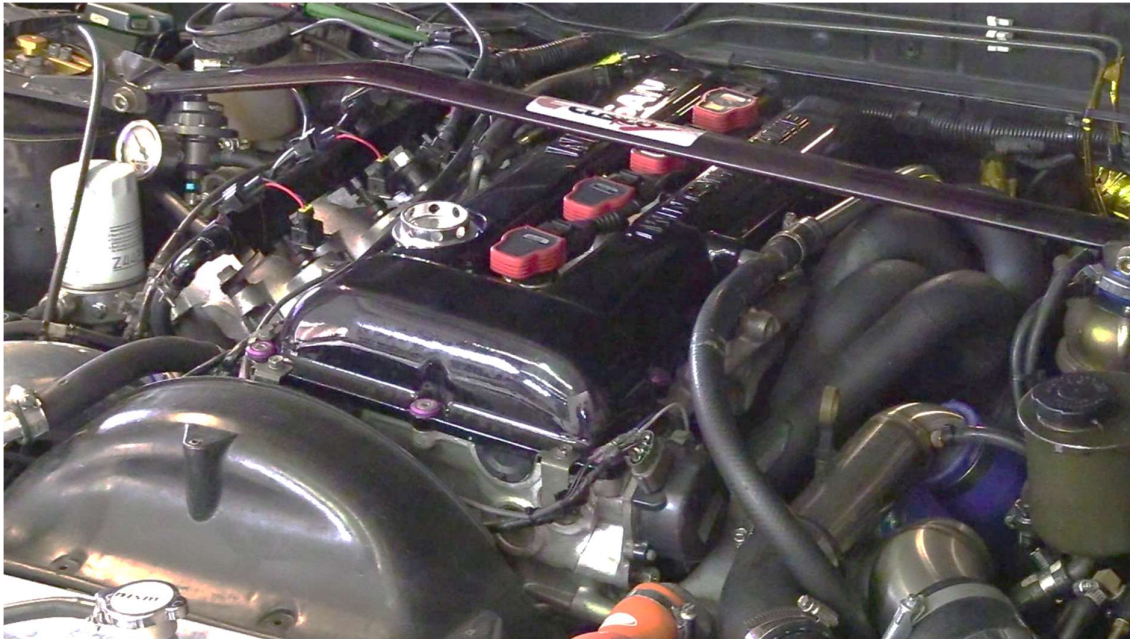


Figure 1 - Remove Valve Cover, CAS and All Upper Components

2. Set the engine to TDC (guide can be found in google or FSM) and mark a position on the chain relative to the cam sprocket.

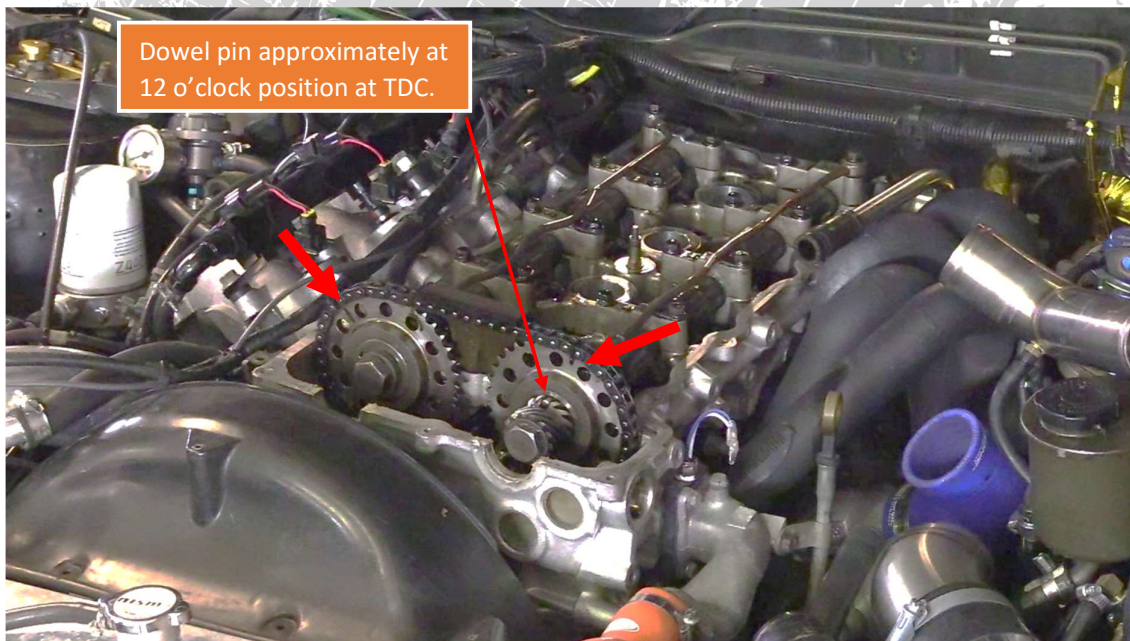


Figure 2 - Set the Engine to TDC

3. Turn the crank counter clockwise by a small amount to release tension on the timing chain.

In this guide, we will be performing the short-cut method in removing the CAS gear with the help of a 2nd person. If you are uncomfortable with this method, proceed with removing the timing chain tensioner and the exhaust cam sprocket as per Nissan's FSM.

4. Using 1" spanner, 24mm socket and a breaker bar, loosen the exhaust cam sprocket bolt. **DO NOT USE** an impact wrench.

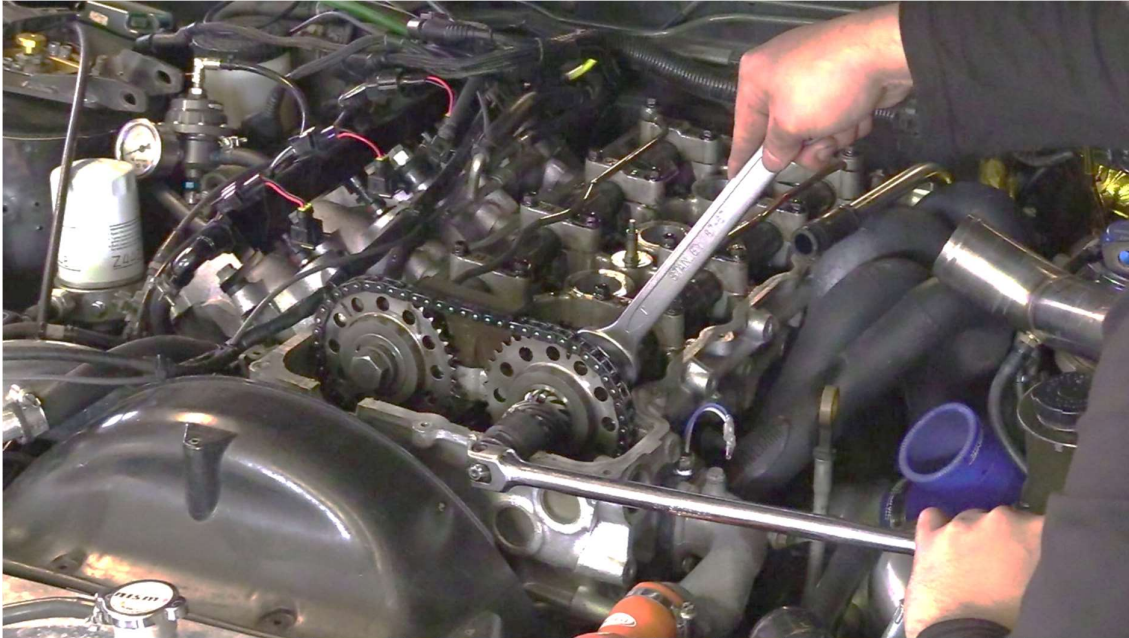


Figure 3 - Loosen the Exhaust Cam Sprocket Bolt

5. With the help of 2nd person, hold the exhaust cam sprocket in place FIRMLY whilst you remove the cam sprocket bolt.



Figure 4 - Remove the Exhaust Cam Sprocket Bolt

6. With the help of 2nd person in place holding the exhaust cam sprocket firmly, use a hammer and gently tap the CAS gear repeatedly at 9, 12 and 3 o'clock positions until it is removed from the cam sprocket.



Figure 5 - Remove the CAS Gear



Figure 6 - CAS Gear Removed, 2nd Person Holding the Sprocket Firmly

7. Using an internal micrometre, measure the internal diameter of your exhaust cam gear hub. Dimension should be 20.00mm – 20.02mm. If it is beyond the maximum dimension, please email us.



Figure 7 - Measure the internal diameter of the cam gear hub

8. Using the supplied bolt and washer (flat side of the washer facing trigger wheel side), trial install the trigger wheel **WITHOUT** any shims. Referring to **STEP 11**, if the gap is beyond 0.6mm, install the required shims. Once the sensor gap has been confirmed, apply medium strength thread locker to the bolt for final installation. Using 21mm Socket and 1" spanner, torque this bolt to 140Nm. **Ensure that your timing mark has not moved!**

Note: The trigger wheel should fit snug into the cam gear with minimal side-side play.



Figure 8 - Trigger Wheel Installed



Figure 9 - Install Shim onto Trigger Wheel to reduce the Gap **ONLY IF REQUIRED**.

9. **CHECK** that there is a gap between the dowel pin and the trigger tooth. Some aftermarket cam did not press the dowel pin deep enough which you will need to tap in or grind shorter.

Ensure that
gap exists here

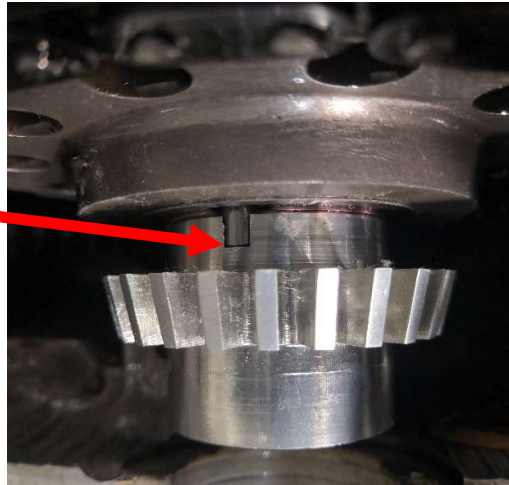


Figure 10 - Check Dowel Pin Gap

10. Smear a small amount of rubber grease onto the trigger sensor O-ring and slide the sensor in carefully. Screw in the bolts using spring washers provided. Spring washer **MUST BE USED** to provide ground contact to the cylinder head.

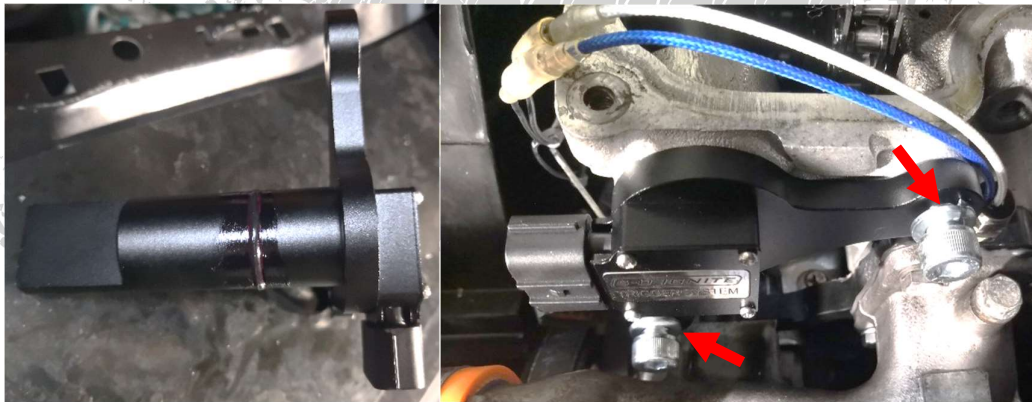


Figure 11 - Install the Sensor

11. Using a bent type feeler gauge, **CHECK** the sensor gap on the rear and front teeth. Add trigger wheel shim if necessary (step 8).



Figure 12 – Checking the Sensor Gap **IS MANDATORY!**

- **Nominal static sensor gap: 0.4mm to 0.6mm for both front tooth and rear teeth.**
- If you're getting trigger count error at high rpm, start by adding a shim in.
- Adding one trigger wheel shim will reduce the sensor gap by approximately 0.2mm.
- This checking step is only required to be performed once unless changes has been made that would affect the geometry such as changing cylinder head, changing camshaft, changing cam gear or repair work to the cam journal bore/caps.
- The cam gear hub thickness varies between OEM and aftermarket brands of cam gear. This affects the sensor gap!

12. Hardware installation is now complete. Assemble everything back together and perform the wiring. Wiring pinout on figure 14 of this installation guide.

WARNING



While this trigger kit uses the OEM Nissan 4-pin CAS connector for a true plug-and-play installation, it is essential to run a new, dedicated shielded wiring loom (including power, signal, and ground) directly to your ECU. The sensor must be powered by a regulated voltage source—such as the ECU's 5V, 8V, or 12V output (not to be confused with the ECU's 12V input supplied via the main ECCS relay). **The warranty does not cover damaged sensor from incorrect wiring, physical damage or powering the sensor with an unregulated voltage source.** This kit includes a replacement 4-pin grey CAS connector for your convenience.

The original 12V feed for the crank angle sensor (CAS) on OEM or aftermarket plug and play wiring loom is typically shared with ignition coils, injectors and is NOT a regulated voltage source.

All sensors have undergone a stringent recorded physical operational test prior to dispatch to ensure full functionality. It is the installer's responsibility to check and verify wiring prior to powering up the sensor.

FAILURE TO HEED THIS WARNING MAY RESULT IN PERMANENT SENSOR DAMAGE

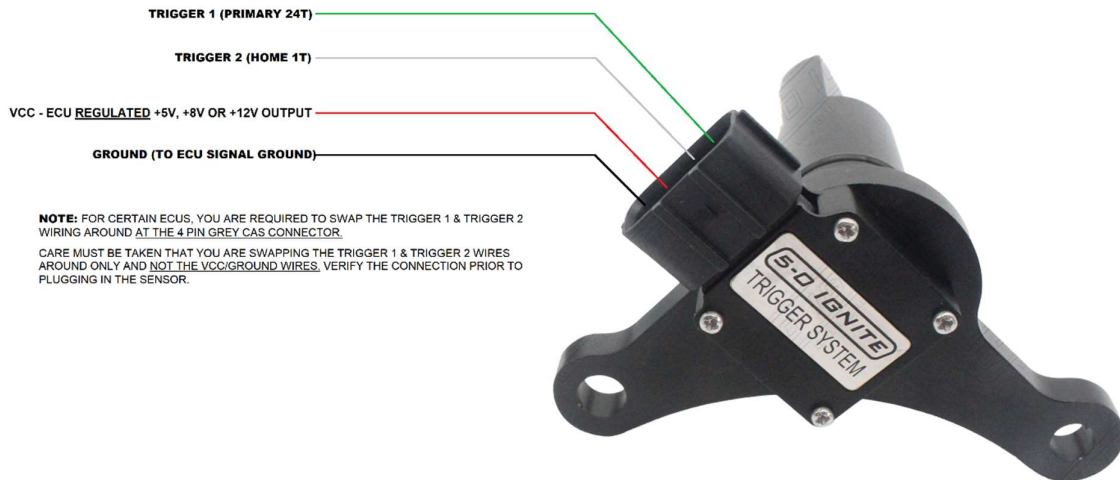


Figure 13 - 5-0 Ignite SR Cam Trigger V2 Sensor Pinout



DO NOT PERFORM THESE ECU SETTINGS IF YOU ARE NOT EXPERIENCED OR HAVE A GOOD UNDERSTANDING, OTHERWISE, ENGINE DAMAGE MAY OCCUR. If in doubt, seek assistance from your ECU manufacturer or your tuner.

At this stage, you are now ready to configure your ECU.

13. Connect the ECU to your laptop and configure these settings.

NOTE: Some ECUs will require you to swap the two trigger wires to output the right signals into the ECU. Refer to the troubleshooting section and figure 20.

General settings for variety of ECUs

- a. Trigger edge: Falling

Note: The sensors pull to ground when a tooth is present, VCC when not near a tooth.

- b. Pull up resistor: **DISABLED** (PULL-UP RESISTOR IS BUILT INTO THE SENSOR)
- c. Trigger type: Multi-tooth crank, 1 tooth home
- d. Tooth on cam: 24, or otherwise, tooth on crank: 12
- e. Tooth on cam: 1
- f. Crank sensor type: Hall Effect
- g. Cam sensor type: Hall Effect
- h. Trigger offset angle: Set using the timing light with timing lock on.
- i. Trigger filter: 0 or 1

FOR ECU SETTINGS NOT PRESENTED IN THIS GUIDE: PLEASE ASK YOUR ECU MANUFACTURER.

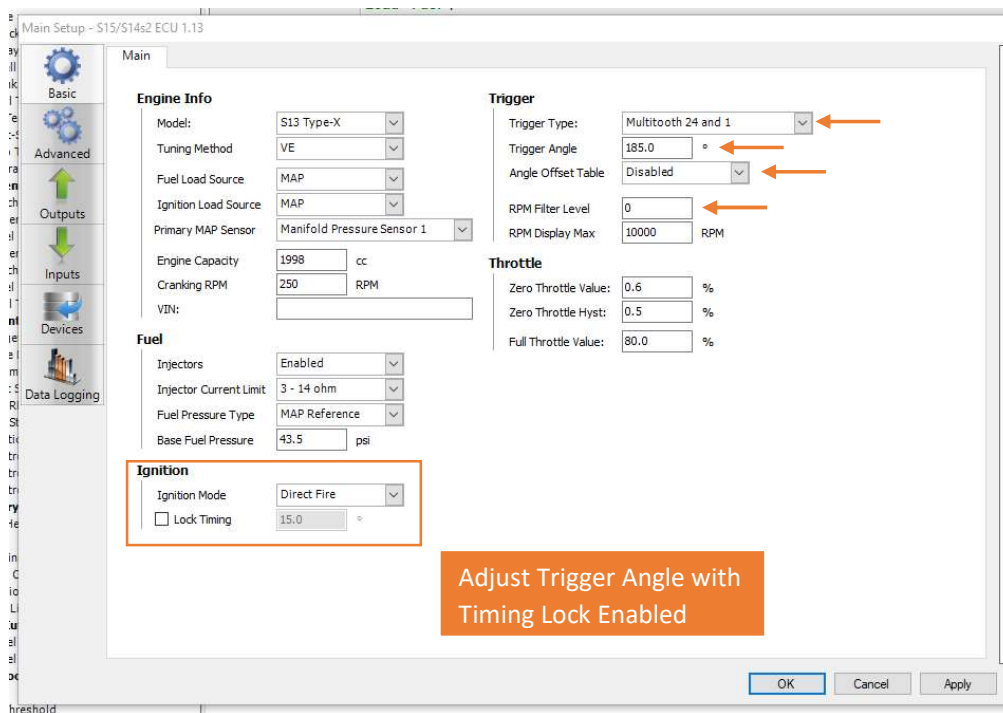
Haltech Platinum Pro Plug-In (SR20)

Figure 14 - Haltech Platinum Pro Plug-In Configuration

Trigger edge setting is not available on Haltech platinum pro ECUs, therefore, the factory default edge setting is used.

-> Perform timing lock and adjust trigger angle.

Haltech Elite (ESP/NSP)

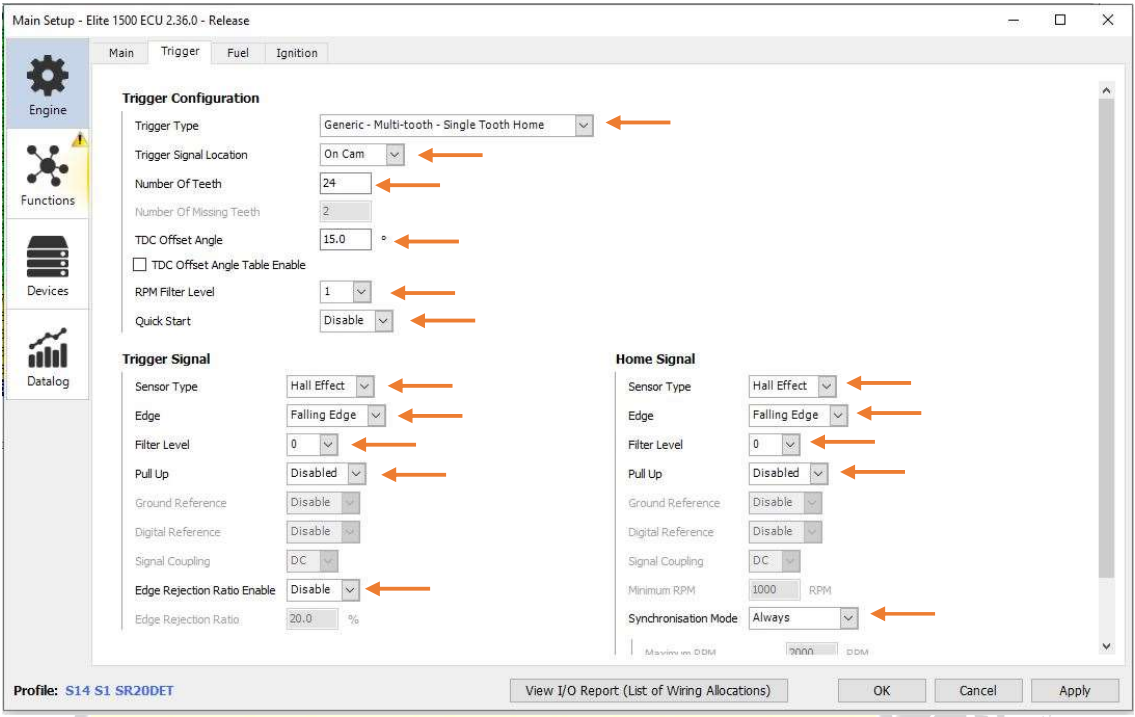


Figure 15 – Haltech Elite Configuration on ESP (NSP similar)

-> Perform timing lock and adjust trigger angle.

Link G4/G4+/G4X (SR20)

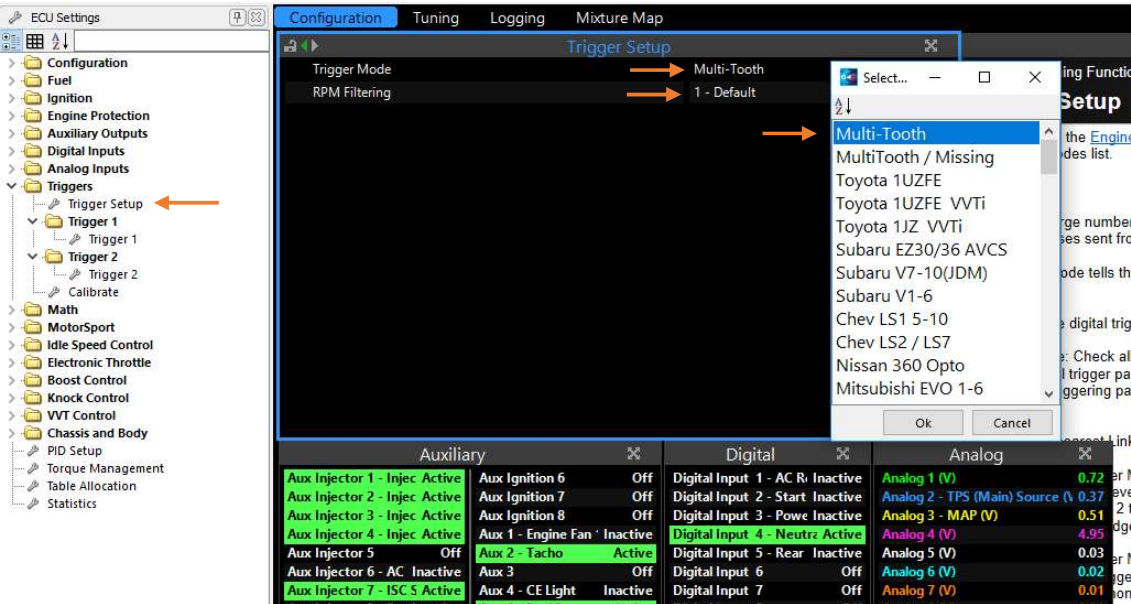


Figure 16 - Link ECU Main Trigger Setup

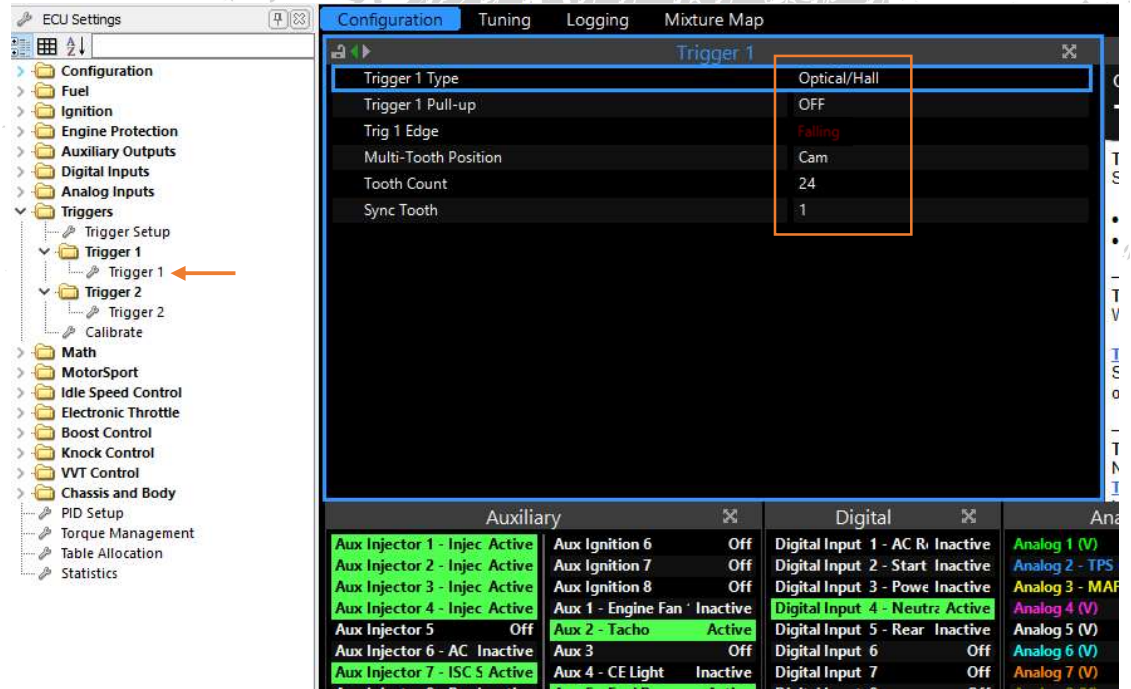


Figure 17 - Link ECU Trigger 1 Setup

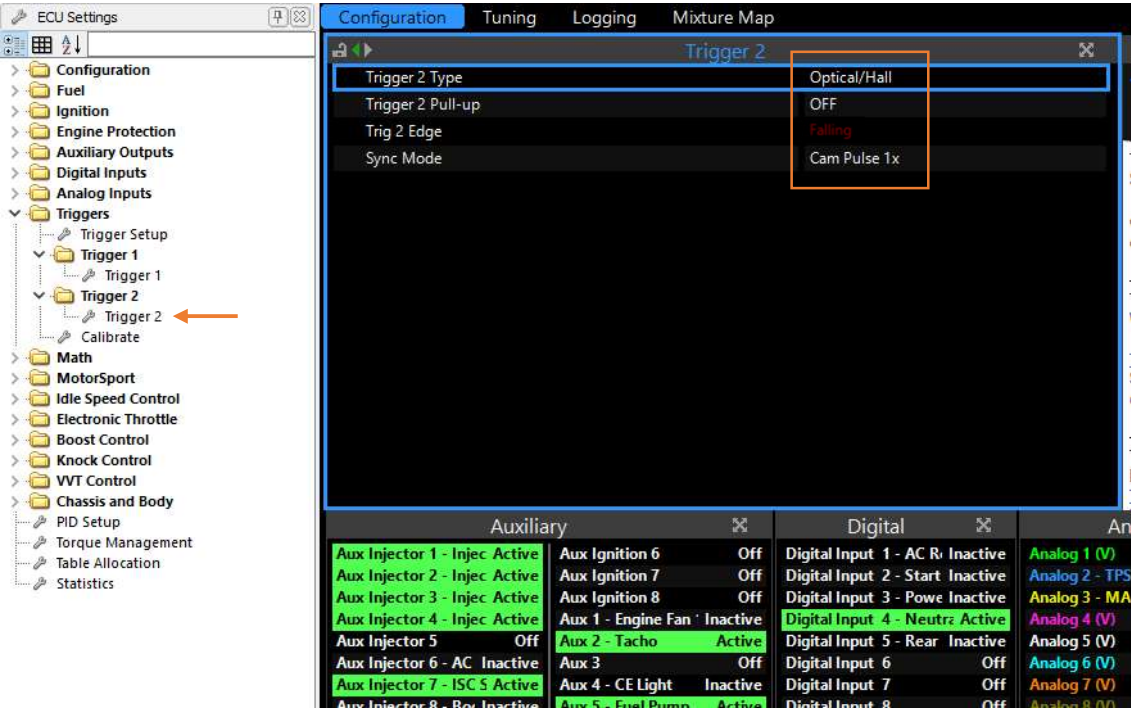


Figure 18 - Link ECU Trigger 2 Setup

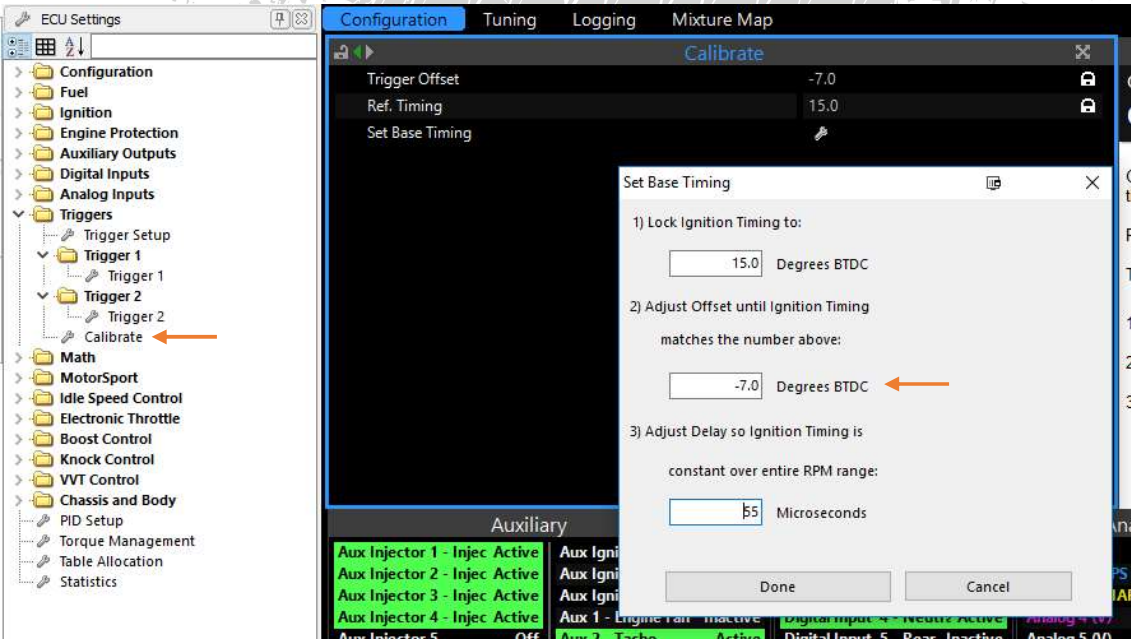


Figure 19 - Link ECU Trigger Offset Angle, Lock Timing Menu

-> Perform timing lock and adjust trigger angle.

HKS FCon Vpro/Gold

内部スイッチ設定

G1入力 <input checked="" type="radio"/> 光学式 <input type="radio"/> 電磁式	G2入力 <input checked="" type="radio"/> 光学式 <input type="radio"/> 電磁式	NE入力 <input checked="" type="radio"/> 光学式 <input type="radio"/> 電磁式
G1周期 <input checked="" type="radio"/> 720 <input type="radio"/> 360 <input type="radio"/> 180	G2周期 <input checked="" type="radio"/> 720 <input type="radio"/> 360 <input type="radio"/> 180	NE周期 <input checked="" type="radio"/> 60 <input type="radio"/> 30 <input type="radio"/> 10
インジェクタ制御 <input checked="" type="radio"/> 電圧 <input type="radio"/> 電流x1 <input type="radio"/> 電流x2		
水温入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	吸気温入力 <input type="radio"/> 通常 <input checked="" type="radio"/> フルアップ	
アナログ1入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	アナログ2入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	
エアソンスイッチ入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	ニュートラルスイッチ入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	
スイッチ1入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	スイッチ2入力 <input checked="" type="radio"/> 通常 <input type="radio"/> フルアップ	

Figure 20 - HKS Fcon Configuration (Japanese Market)

-> Perform timing lock and adjust trigger angle.

The TDC (offset) angle above are for a starting reference point only as it may be affected by head or block machining, head gasket thickness, camshafts or any other variable that may alter camshaft position. For some brand of ECU such as Haltech platinum sport, TDC angle must be set higher than the maximum ignition timing that you intend to run i.e. if your TDC angle is 30 degrees, your engine will not run an ignition timing greater than 30 degrees even if you set it at 40 degrees on the timing table. In that circumstance, you need to adjust the trigger tooth offset and reset the trigger TDC angle to match.

14. Enable timing lock (i.e. at 0 or 15°) and disable the injectors.
15. With a timing light connected to Cyl 1 COP extension lead, crank the engine. Adjust the 'TDC' angle until the crank timing matches the timing lock figure. **Note that the TDC angle is set at compression stroke.**
16. Once all parameters are satisfactorily configured, enable the injectors and start the engine.
17. With the engine idling and timing lock still enabled, double check that the timing is still synchronised with the timing lock. Re-adjustment is usually required, where the previously set TDC angle, was set at lower cranking speed where the timing light may not perform accurately.
18. **Once all set, disable the timing lock.**

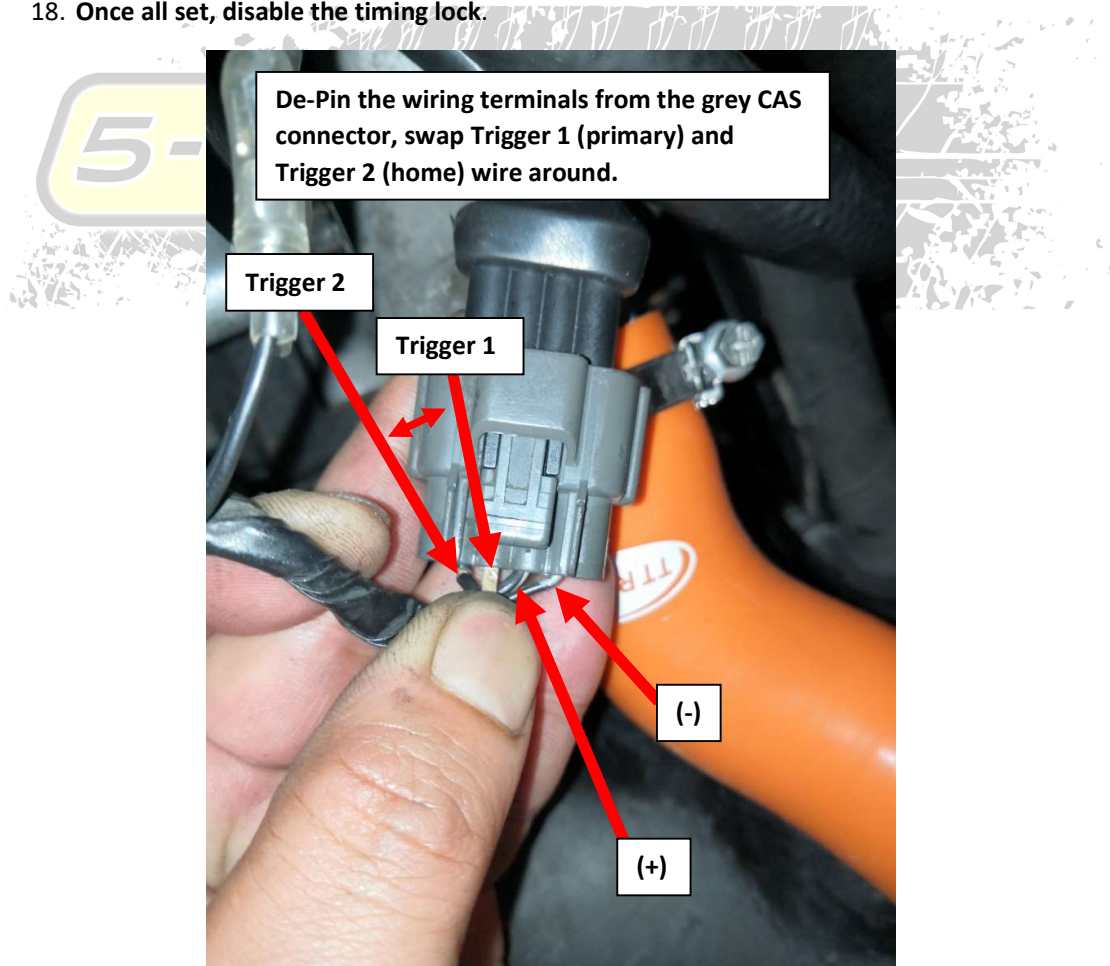


Figure 21 - Swapping Trigger Wires Around (Required on Some ECUs)

TROUBLESHOOTING

PROBLEM	APPROACH
No signal output from the sensors.	<ul style="list-style-type: none"> • Check if wiring is correct. • Ensure trigger sensor gap is set as per step 11. • Check the 12V and ground connection to the sensor. • From figure 20, check resistance between the positive pin to trigger 1 pin. Value should be $\sim 2200\ \Omega$. • From figure 20, check resistance between the positive pin to trigger 2 pin. Value should be $\sim 2200\ \Omega$.
Sensors are outputting signal but engine does not start. Continuous miss counts.	<ul style="list-style-type: none"> • Swap the 120° and the 1° sensor wiring (trigger 1 and trigger 2) on the 4-pin grey CAS connector, refer to figure 21.
Engine misfires intermittently/trigger error	<ul style="list-style-type: none"> • Check trigger signal using ECU's in-built or external oscilloscope to verify trigger pattern and tooth count. • Check for excessive exhaust camshaft axial play, if beyond factory allowance, using a dial indicator. • Some aftermarket cam gear has the cam gear hub internal diameter (refer to figure 7) larger than OEM causing run out. Check for out of round/eccentricity on all 24 primary teeth using a dial indicator (email us for a guide). • Check for excessive exhaust camshaft radial play, if beyond factory allowance. This is normally achieved by measuring the 1st cam journal to cam cap/bore clearance. • Ensure trigger sensor gap is set as per step 11. • Check for noisy signal using oscilloscope, shielded wiring ground strap to only be grounded on one end. <p>Note: If using an unregulated power supply, faulty charging circuit and extreme voltage spikes will damage the sensor!</p>

As with all other 24+1 trigger setup, it does require a full cranking cycle of the engine for the ECU to synchronise and start the engine. If using Haltech ECU with NSP software, under the main trigger settings, set the 'Tooth Count Til Start' to 25. This allows for full cranking cycle to occur and synchronise without throwing a DTC code.

CONCLUSION

Installation is now complete. Cam trigger kit on SR20 reduces ignition timing drift by significant amount in comparison to OEM CAS or any trigger disc replacement. Benefits includes tuner's confidence in maximising ignition timing whilst keeping consistent safety margin.

