

Taylor Automotive Engineering
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ATI Fuel injection Damper Kit Instructions

****IMPORTANT INSTRUCTIONS**** PLEASE READ BEFORE FITTING



Parts Included:

1. ATI Super damper with 60-2 trigger wheel fitted
2. Single Vee aluminium pulley
3. Damper mounting hub
4. Crankshaft sensor mounting bracket with sensor and timing pointer
5. 2 x 3/8 UNF socket head bolts 38mm long with Schnorr locking washers (sensor mount)
6. 6 x Torx T40 Plus Bit countersunk 5/16 UNC bolts (Damper to hub)
7. 3 x 3/8 UNC bolts (pulley to hub)
8. ATI damper instructions

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Before fitting the assembly to the engine check that the sump edge does not overlap the timing cover. If it does we recommend filing it flush - failure to do so may result in the trigger wheel touching the sump.



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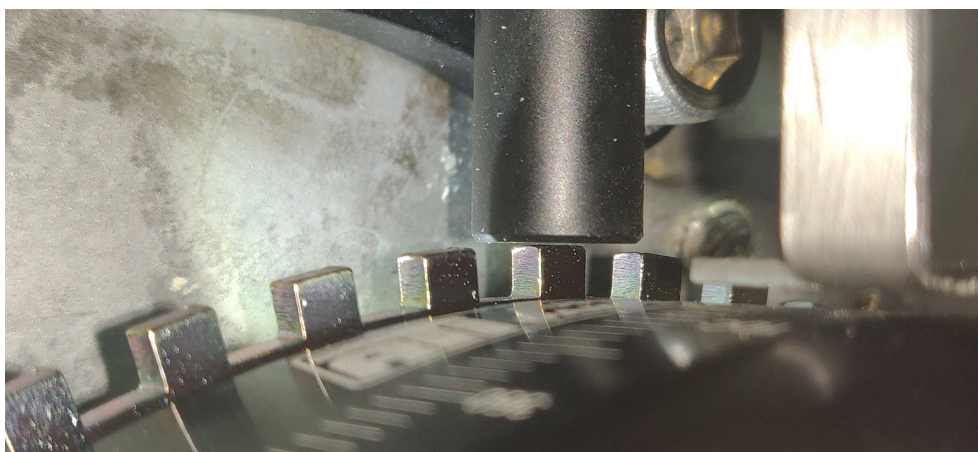
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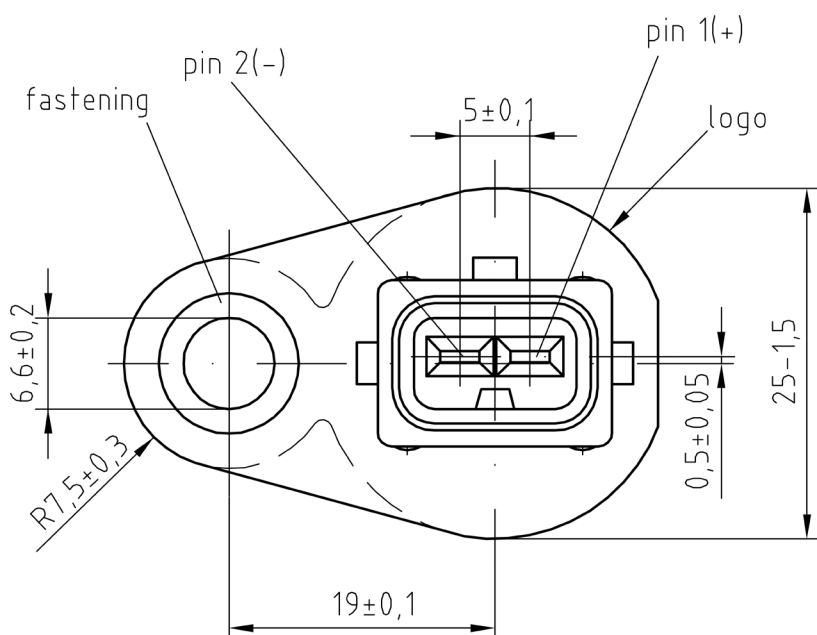
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The damper hub replaces the standard seal face so it needs to be removed before the hub is fitted to the crankshaft. The hub is a close tolerance fit on the crankshaft and cannot be removed without the use of a puller.



The 6 countersunk bolts that secure the damper to the hub should be tightened to 16ft/lbs. Please ensure that you use the supplied T40 Torx PLUS bit - not a standard T40 Torx. All the bolts come with Loctite pre-applied - there is no need for additional locking compound.



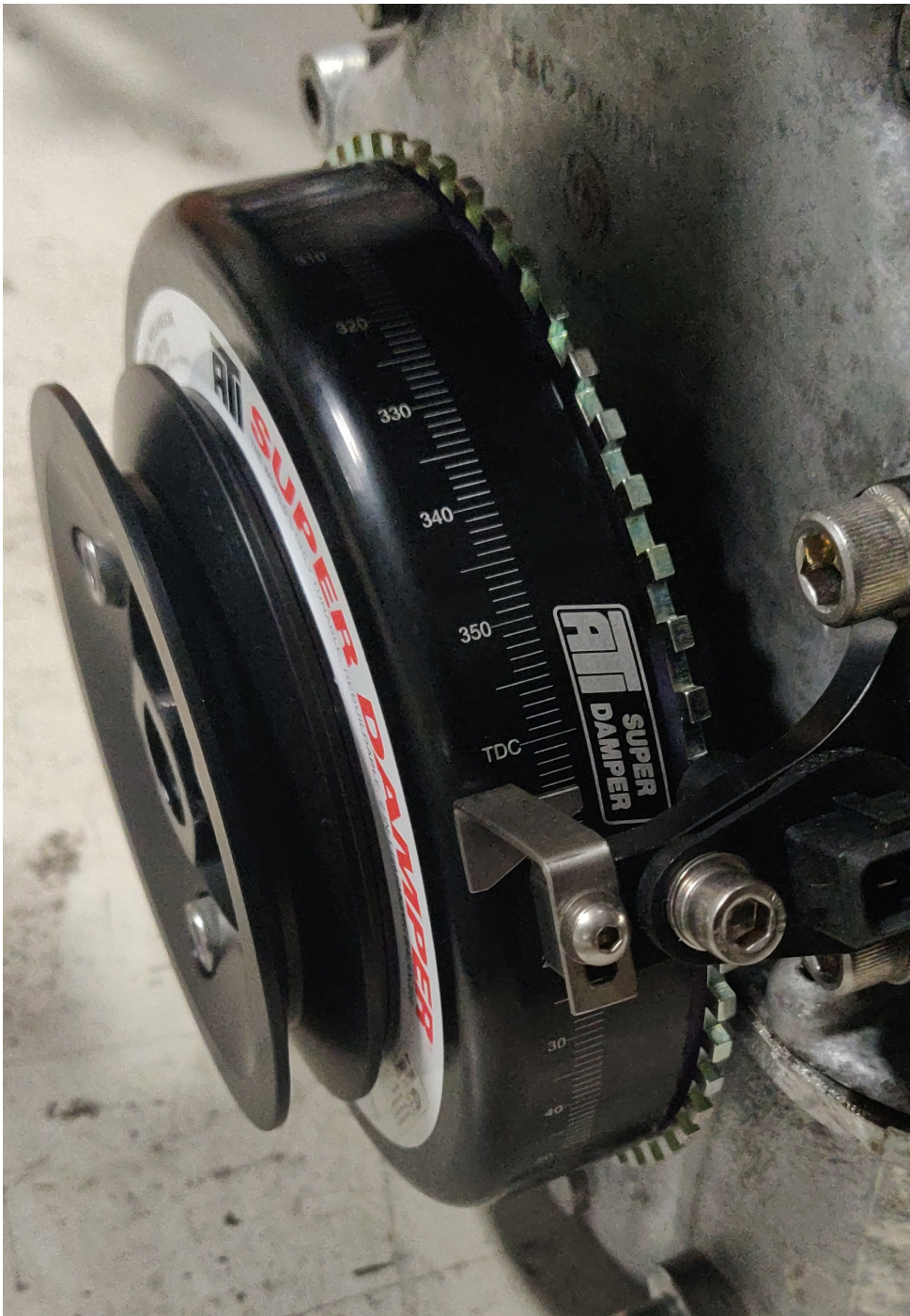
The crank sensor uses a Junior power timer 2 way plug (not supplied). Please observe the polarity of the sensor when creating the wiring loom. Pin 1 = +Ve, Pin 2 = - Ve.

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When fitting the crankshaft sensor mounting it is important to ensure that there is a gap from the sensor to the trigger wheel - the sensor is a non contact device. Once the crank sensor has been mounted correctly the engine can be set to TDC and the timing pointer adjusted accordingly.