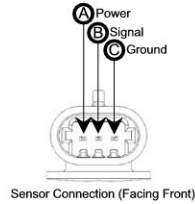
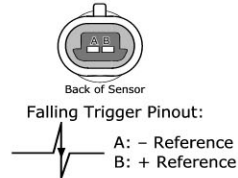


Sensor Pinouts:

CAM Sensor

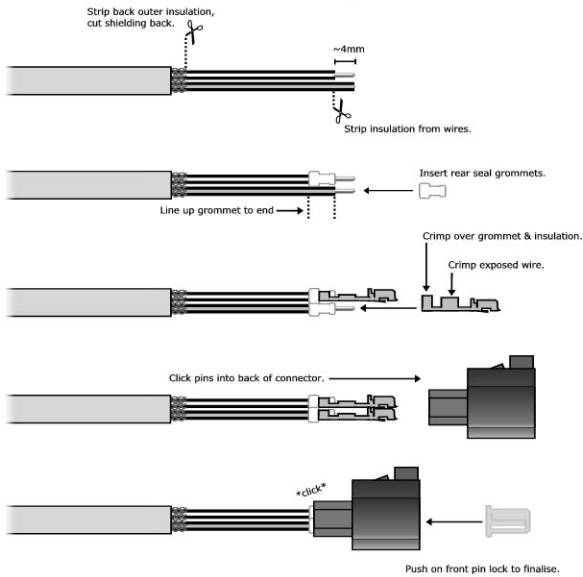


CRANK Sensor

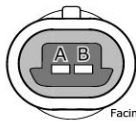


Sensor End Connector Termination:

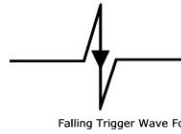
Below diagram illustrates an appropriate method in terminating shielded core to sensor connector.



Magnetic Sensor Pin Orientation:

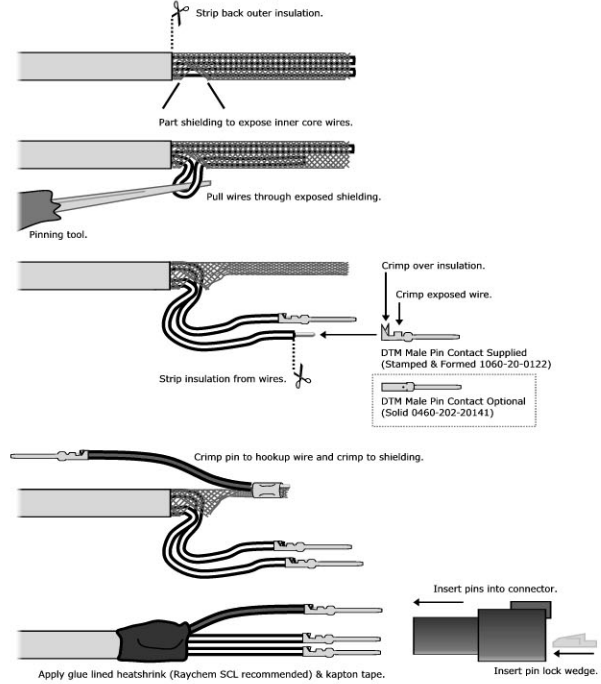


A: - Reference
B: + Reference



DTM Connector Sub Harness Termination for Shielded Wire:

Below diagram illustrates an appropriate method in terminating shielded core ensuring the grounded shielding travels past the sub harness connector to minimise external noise throughout the whole core length. Other methods might include solder sleeves and various open/closed barrel crimp combinations not included in this kit.
IMPORTANT: Ground shielding at one end only.



Haltech Elite Series Configuration:

CAM Sensor:

Power - Elite 8v/12v Supply
Signal - Elite Home+ ECU Pin B2
Ground - Elite Signal Ground ECU B14/15/16
Install cam sensor pickup so the tooth is aligned with TDC compression timing mark on cam gear.

CRANK Sensor:

Pin B - Elite Trigger+ ECU Pin B1
Pin A - Elite Trigger- ECU Pin B5

Trigger Configuration

Trigger Type:

Trigger Signal Location:

Number Of Teeth:

Number Of Missing Teeth:

TDC Offset Angle: °

☐ TDC Offset Angle Table Enable

RPM Filter Level:

Quick Start:

Trigger Arming Voltage

Volts

RPM	200	500	1000	2000	4000	6000	8000	10000
Volts	0.50	0.75	1.00	2.00	3.00	4.00	5.00	6.00

Trigger Signal

Sensor Type:

Edge:

Filter Level:

Pull Up:

Ground Reference:

Digital Reference:

Signal Coupling:

Edge Rejection Ratio Enable:

Edge Rejection Ratio: %

Home Signal

Sensor Type:

Edge:

Filter Level:

Pull Up:

Ground Reference:

Digital Reference:

Signal Coupling:

Minimum RPM: RPM

Synchronisation Mode:

Maximum RPM: RPM

Maximum Throttle Position: %