



Platinum Racing Products

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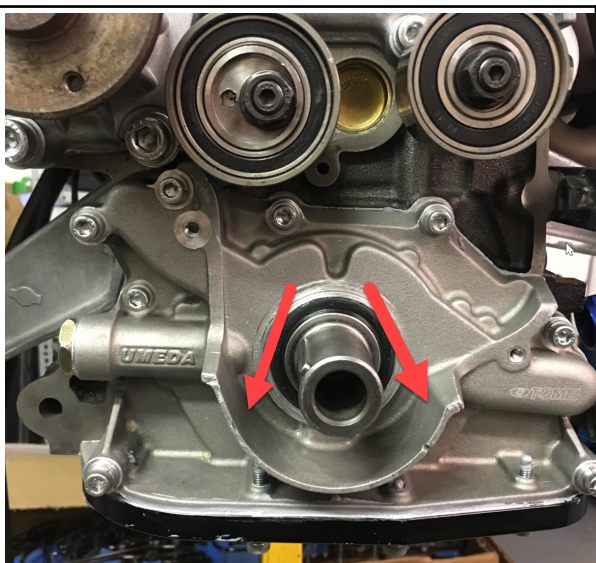
RB Pro Series Trigger Kit Rev E: 28022023

FULL PRO SERIES 36-2 RB TRIGGER KIT INSTALLATION INSTRUCTIONS

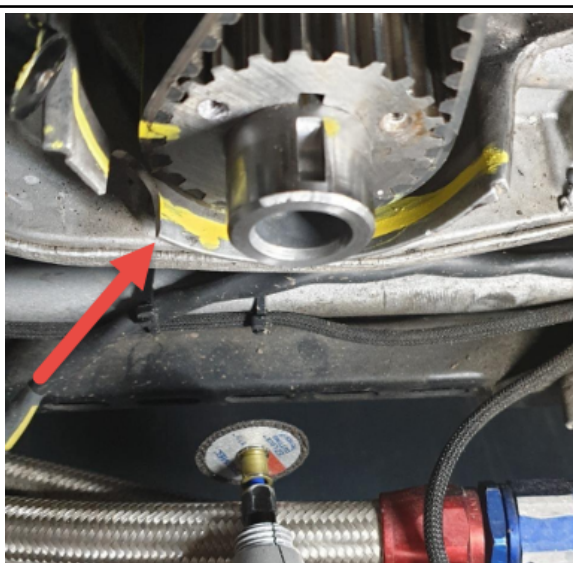
This trigger kit will adapt to all known RB oil pump and harmonic balancer configurations.

(Non PRP pump used here to give you worst case scenario installation)

FOR NON PRP PUMPS FOLLOW THESE STEPS FIRST



The oil pump belt guard will need to be trimmed.



Use the edge of the sump as a reference depicted by the yellow paint pen in the above photo.



This can be done with an angle grinder but if you can find a dremel, or hobby saw kit it makes life easy. Carefully cut the overhanging collar, leaving the old bottom crank gear on the crank snout to offer the crank protection just in case you slip.

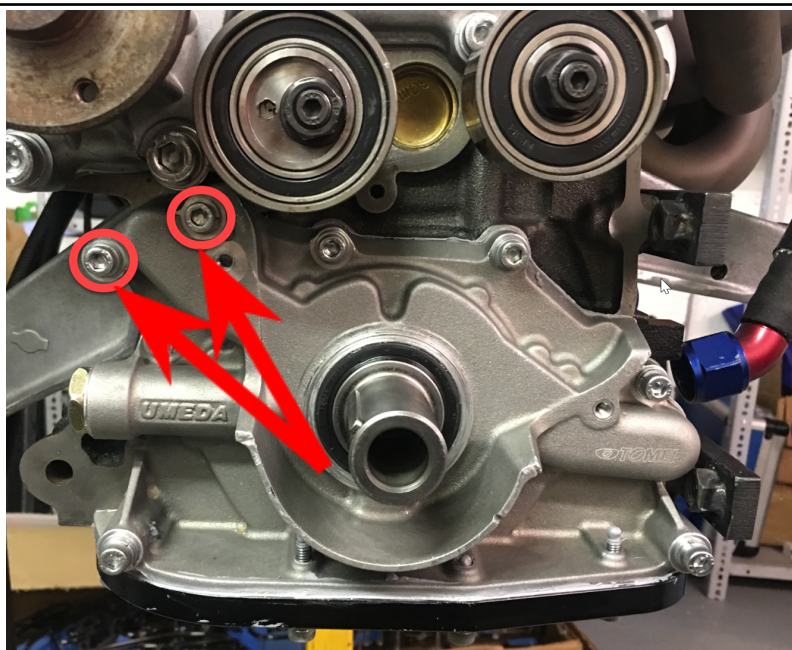
NOTE: Retain the belt guide washer that usually lives between the timing gear and the oil pump. Disregard the larger washer that goes on after the gear as its not used



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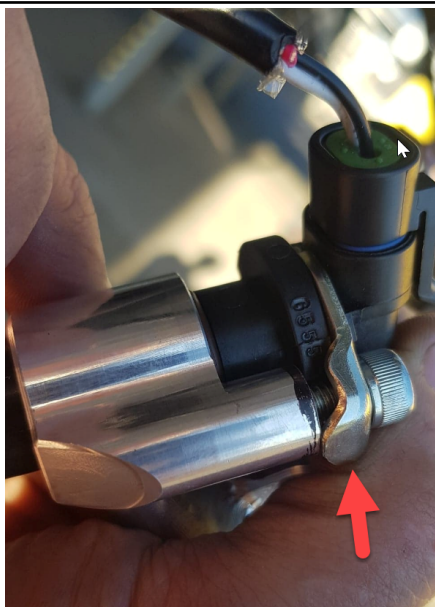
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START OF INSTRUCTIONS

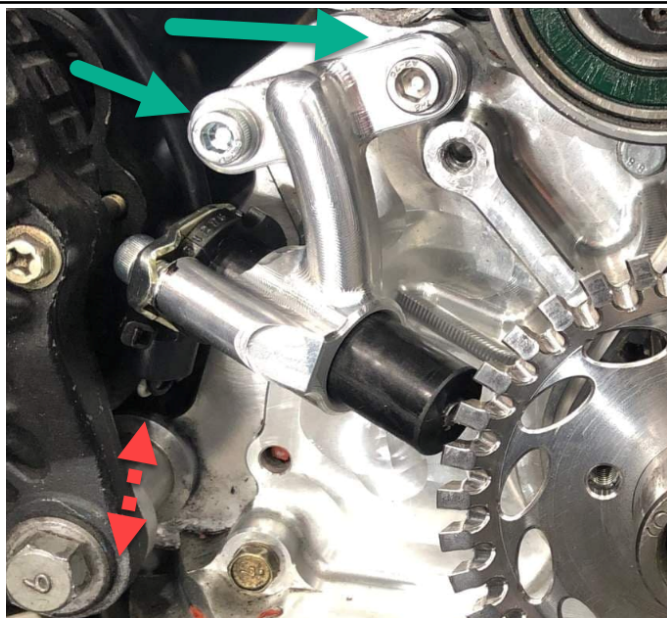


Remove the bolts shown within the red circles.

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Install the bottom trigger sensor into the trigger mount bracket, you may need to remove the clip and change the position, as the plug end needs to point down or away from whichever oil pump housing. (we do this for you)



Install the sensor and mount (green arrows). It's easier to plug in your patch loom in first (see wiring instructions below). If installing onto a non PRP dry sump oil pump blanking plate, use the optional spacer to bring the sensor up to position.



Replace timing belt guide with PRP Hardened washer.



Reinstall the timing belt and new gear/trigger assembly, now you can work on tooth alignment and gap, aim for .050" gap and align the centre trigger sensor pad with the tooth profile by modification of spacing with use of your own initiative.



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Sensor alignment is obviously important, you want the middle of the sensor pick up pad fairly well aligned with the middle of the trigger wheel pad, with the aim of 60 thou (1.5mm air gap)

Please be aware that the closer the air gap the bigger the reductor voltage is to the ECU, some ECU's will clip the wave form and may miss read the trigger signal, in which case we recommend increasing air gap.



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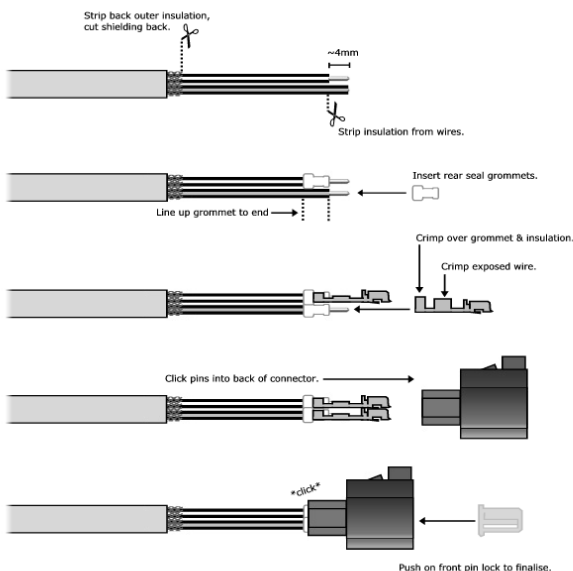
WIRING CRANK VR SENSOR IMPORTANT NOTE:

VR sensors are susceptible to signal interference. Correct shielding methods **MUST** be used to ensure no electrical noise is sustained prior to their signal reaching the ECU. The pigtail's shielding on supplied connector should be continued to the engine harness and grounded at one end only (at ECU).

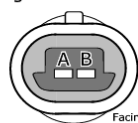
Below is an acceptable method in correctly continuing the pigtail shielding within supplied 3 pin Deutsch connector. If unsure about the correct method to correctly terminate the shielding please contact a qualified Auto Electrician. PRP takes no responsibility for incorrect installation of the sensor or hardware.

CRANK VR 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

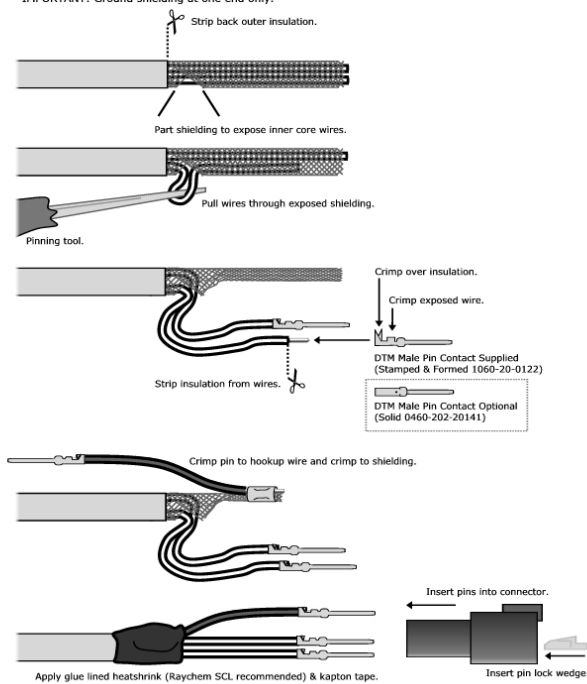
Facing Sensor's Connector Face.



Falling Trigger Wave Form

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.

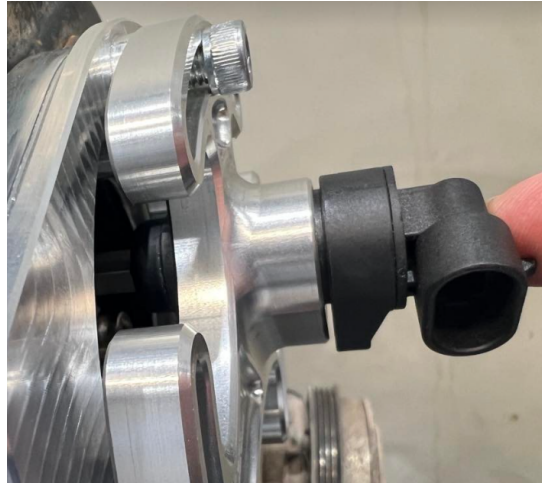


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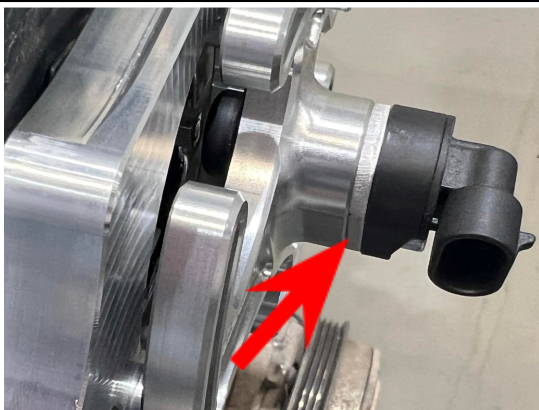
CAM HOME INSTALLATION INSTRUCTIONS



Install the trigger disc on your exhaust cam gear using the M7 bolts provided, (PRP Titanium option pictured). Face the long lug anywhere you like as you will need to set your home signal anyway. Tension as per manufacturers recommendations.



Install the CAS bracket and trigger mount. Also install the black MoTeC sensor. Measure the sensor. The recommended gap for your sensor is 0.4- 1.5 mm off the trigger lug. Use the spacer provided if required.



Spacer installed (red arrow). These sensors are strong coupled with our pressed magnet so some or any gap will work much better than no gap 😊



Installed and ready for tuning.

NOTE: Subsequent to electronic setup pages linked to this document, this MoTeC Hall effect must have an arming voltage of no less than 12V DC

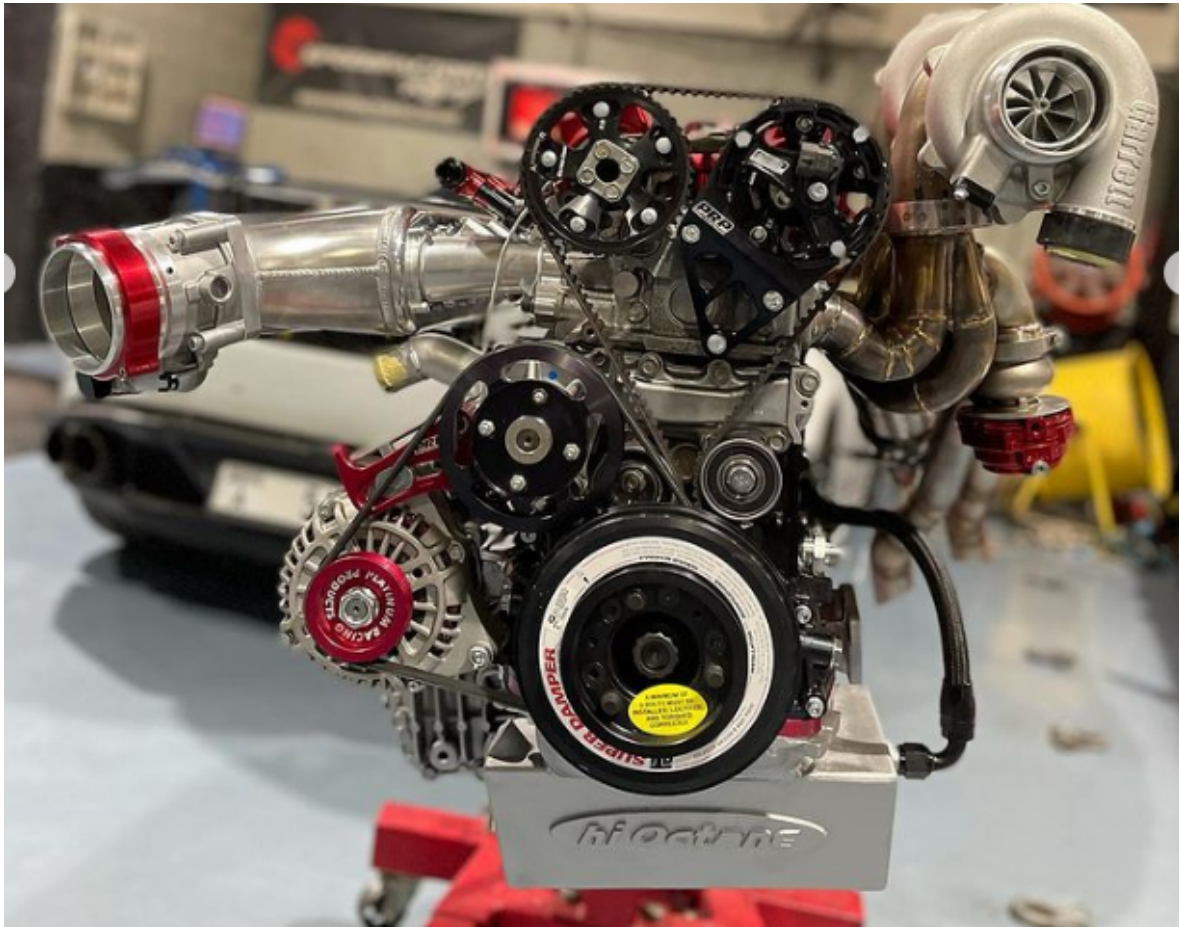


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Wire in your new sensors using the quality plugs provided. Double check and lock all your hardware. You may now set up your ECU for a 36-1 tooth crank trigger and 1 home signal. Set base timing and ensure your cam home and crank signal do not conflict (this is why we offer so much adjustment on the cam trigger kit, you run the risk of edge swapping) and start your engine. The link below will direct you to the wiring diagrams for Haltech Pro plug in and Elite series ECU's, if you are running another brand ECU the sensor wiring will help.

[Pro Trigger Kit Motec Sensor Integration into Haltech ECU](#)

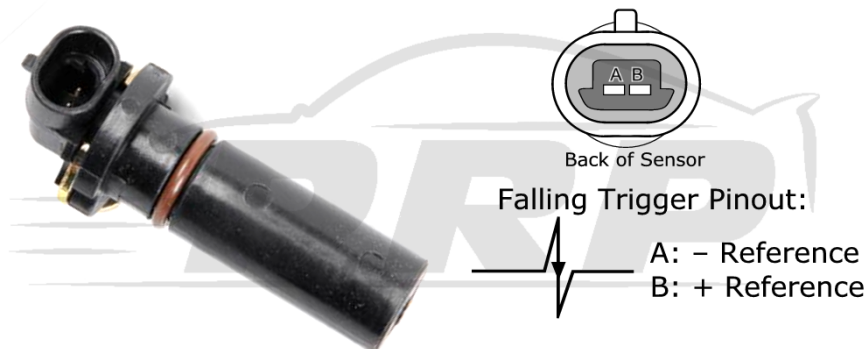
[Haltech Wiring Diagrams](#)

[Haltech Pinouts, Guides, Manuals](#)

More Wiring Instructions can be found here -> [RB STREET SERIES CAS REPLACEMENT INSTRUCTIONS](#)



Sensor Connection (Facing Front)



Back of Sensor

Falling Trigger Pinout:

A: - Reference

B: + Reference