



## Redline Motorsports Inc. Mod Mounts

### Part # RED-MMCSA

After you have removed the cam and crank sensor (by following the instruction in the Ford manual) Its time to install the Mod mounts. Start with sliding the Holley 554-124 sensor through the outside flange and then screw into the Mod mount sleeve. If you feel your factory air gap was around .050 with the stock sensor. Take the factory sensor and the mod mount with 554-124 Holley sensor installed and put them end to end. Screw the Holley sensor in or out until factory sensor and the mod mount are both the same length from end to mounting surface. And then lock into place.

If you are looking for a more precise air gap. Turn the engine over until the tooth is in the middle of the opening. Then take a veneer caliper and measure between the tooth and mounting surface. Take that measurement and subtract .050. Check Mod mount length from tip to mounting flange. Turn Holley sensor in and out as needed. Repeat with cam sensor. Lock into place. Reinstall as instructed in Ford manual.



**CAMSHAFT SENSOR**

**CRANKSHAFT SENSOR**

YOU WILL THEN NEED TO WIRE IN THE 554-124 CONNECTOR, CUT OFF THE CURRENT CONNECTORS FOR CAM AND CRANK ON THE HOLLEY HARNESS PART # 558-108, THE 554-124 COMES WITH THE PROPER END

**FOR CRANK SENSOR:**

PIN A – RED WIRE – 8V TO 20V CLEAN SWITCHED POWER - PIN J1A10(CONNECT WITH EXISTING RED/WHITE WIRE) OR J1B20 WOULD BE A GOOD CHOICE

PIN B – WHITE WIRE - SENSOR OUTPUT - PURPLE WIRE ON EXISTING CONNECTOR GOING TO J1A30

PIN C – BLACK WIRE – SENSOR GROUND – BLACK WIRE ON EXISTING CONNECTOR GOING TO J1A14

**FOR CAM SENSOR:**

PIN A – RED WIRE – 8V TO 20V CLEAN SWITCHED POWER - PIN J1A10(CONNECT WITH EXISTING RED/WHITE WIRE) OR J1B20 WOULD BE A GOOD CHOICE

PIN B – WHITE WIRE - SENSOR OUTPUT - PURPLE WIRE ON EXISTING CONNECTOR GOING TO J1A22

PIN C – BLACK WIRE – SENSOR GROUND – BLACK WIRE ON EXISTING CONNECTOR GOING TO J1A14

AFTER WIRING SENSORS AND INSTALLING YOU WILL GO TO THE IGNITION SETUP AND SET UP THE CRANK AND CAM SIGNALS AS FOLLOWS.

The image shows a software interface for configuring sensors. It is divided into two sections: 'CRANK SENSOR' and 'CAM SENSOR'. Both sections have a 'Sensor Type' dropdown set to 'DIGITAL RISING'. The 'CRANK SENSOR' section has a 'Type' dropdown set to '36-1', an 'Inductive Delay' input field set to '50.0 usec', a 'Timing Offset' input field set to '0°', and a 'TDC Tooth Number' input field set to '5'. The 'CAM SENSOR' section has a 'Type' dropdown set to 'Single Pulse'.

Section	Type	Sensor Type	Inductive Delay	Timing Offset	TDC Tooth Number
CRANK SENSOR	36-1	DIGITAL RISING	50.0 usec	0°	5
CAM SENSOR	Single Pulse	DIGITAL RISING			

AND ALSO IN THE IGNITION PARAMETERS SETUP THE FIRING ORDER AS FOLLOWS:

The screenshot displays a software interface for engine tuning with the following sections:

- IGNITION TYPE:** Ignition Type is set to CUSTOM. A Configure button is present.
- REV LIMITER - MAIN OVER-REV:** Type is Spark Only. High RPM is 8700 RPM. Low RPM is 8699 RPM.
- REV LIMITER #1:** Enable is unchecked. Type is Fuel Only. On RPM is 1 RPM. Off RPM is 0 RPM.
- REV LIMITER #2:** Enable is unchecked. Type is Fuel Only. On RPM is 1 RPM. Off RPM is 0 RPM.
- FIRING ORDER:** Drag Cylinders To Reorder. Firing Order list: Cyl #6, Cyl #5, Cyl #4, Cyl #8, Cyl #1, Cyl #3, Cyl #7, Cyl #2.
- KNOCK SENSORS:** Type is Resonant (1 Wire). Number is 0. Frequency is 2.0 kHz. Sensitivity is 0.
- CRANKING PARAMETERS:** Timing is 15.0°. Crank to Run RPM is 400 RPM.

YOU **MUST** THEN VERIFY YOUR TIMING IS CORRECT WITH A TIMING LIGHT BEFORE RUNNING ENGINE, AND ALSO VERIFY INDUCTIVE DELAY IS CORRECT SEE HOLLEY INSTRUCTIONS FOR SETTING TIMING OFFSET AND INDUCTIVE DELAY.

ANY QUESTIONS PLEASE CALL 309-863-5929 OR EMAIL REDLINEMOTORSPORTSINC@GMAIL.COM

