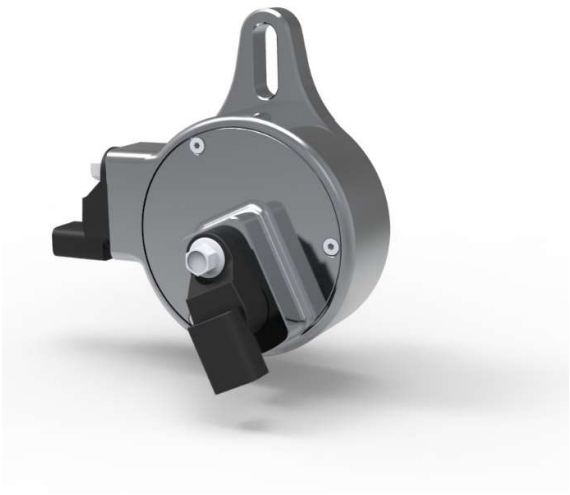
HONED

HDP40-01
D&B Series Trigger Kit Basic



Installation Instructions

Warning

This product is not intended for people unfamiliar with aftermarket engine management systems and engine sensors. If installed or set up incorrectly, there is a serious risk of damage to your engine.

Honed Developments Pty Ltd holds no responsibility for any engine damage that occurs as a result of the installation of this device.

This device is intended to be installed on off-road vehicles only.

Please read through these instructions before attempting to install the Honed Trigger kit.

Necessary Items

- You will need a cam drive from an old distributor
- You will need two Honda Hall Effect Sensors
    - The relevant part number is:37510PNB003
    - These can be found on a huge number of Honda vehicles produced from 2002 onward such as the Honda Civic, Jazz/Fit, CR-V etc. They are used on K-series and L-series engines (among others)
    - They can typically be found mounted in the head
    - Check the length of the sensor is ¬21mm as shown below

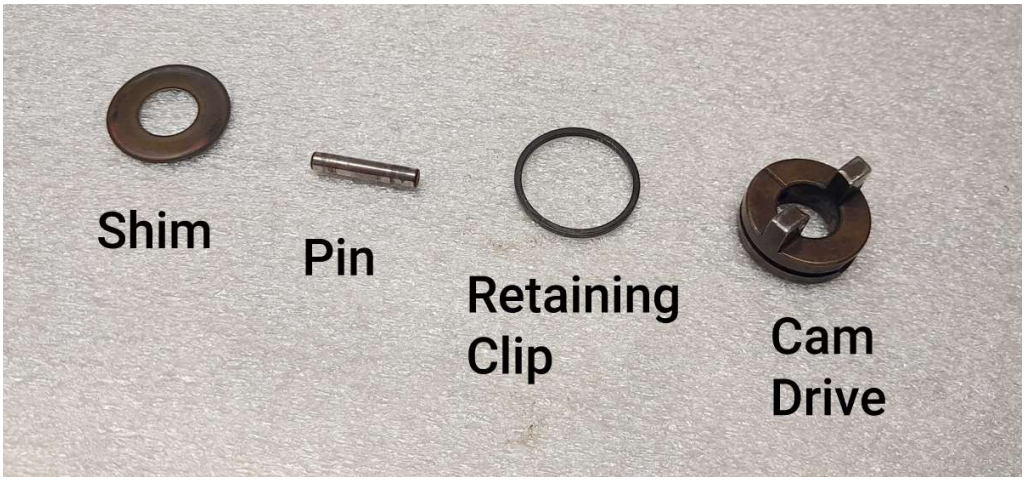
Steps

1. Remove the original distributor from the engine

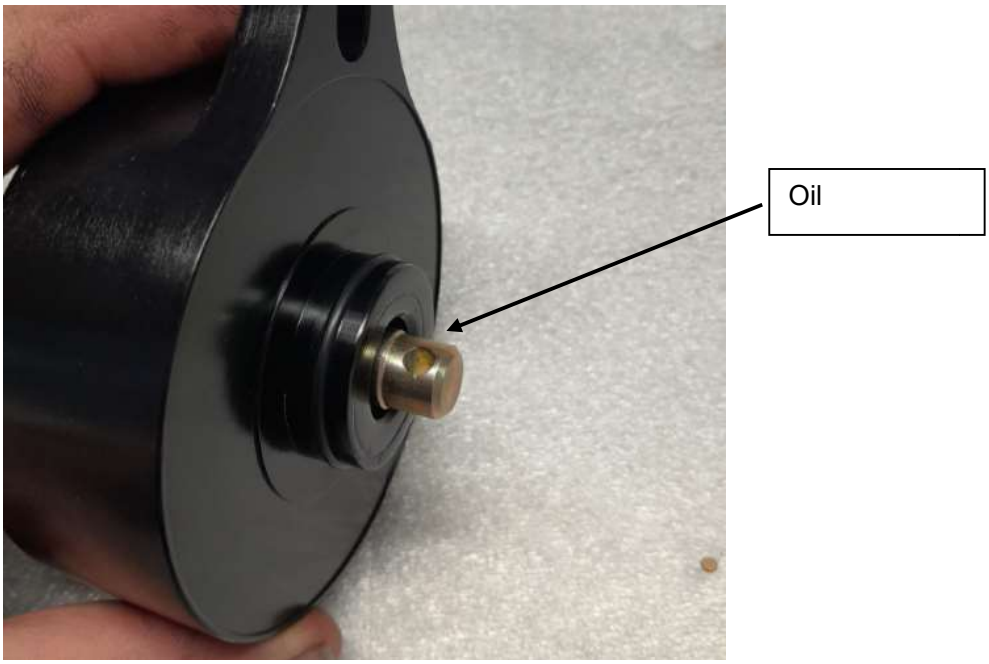
2. Remove the cam drive from the distributor
    a. Use a small screw driver to pry the retaining clip off the cam drive

    b. Slide pin out and remove cam drive and shim

    c. You should be left with the following:



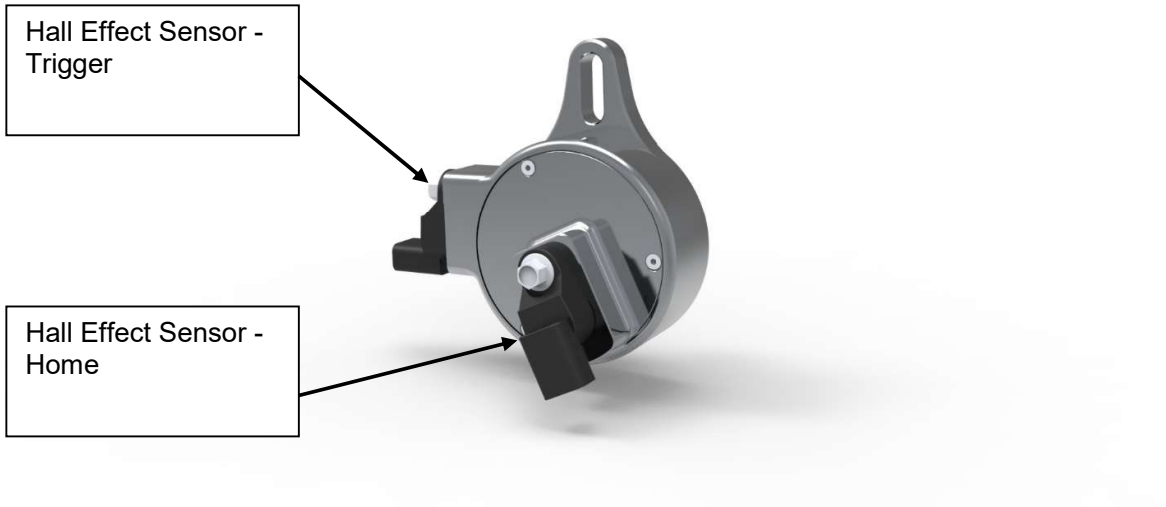
3. Apply engine oil to the shaft of the Honed Trigger Kit. Also apply a light amount of oil to the o-ring.



4. Assemble the shim onto the Honed unit

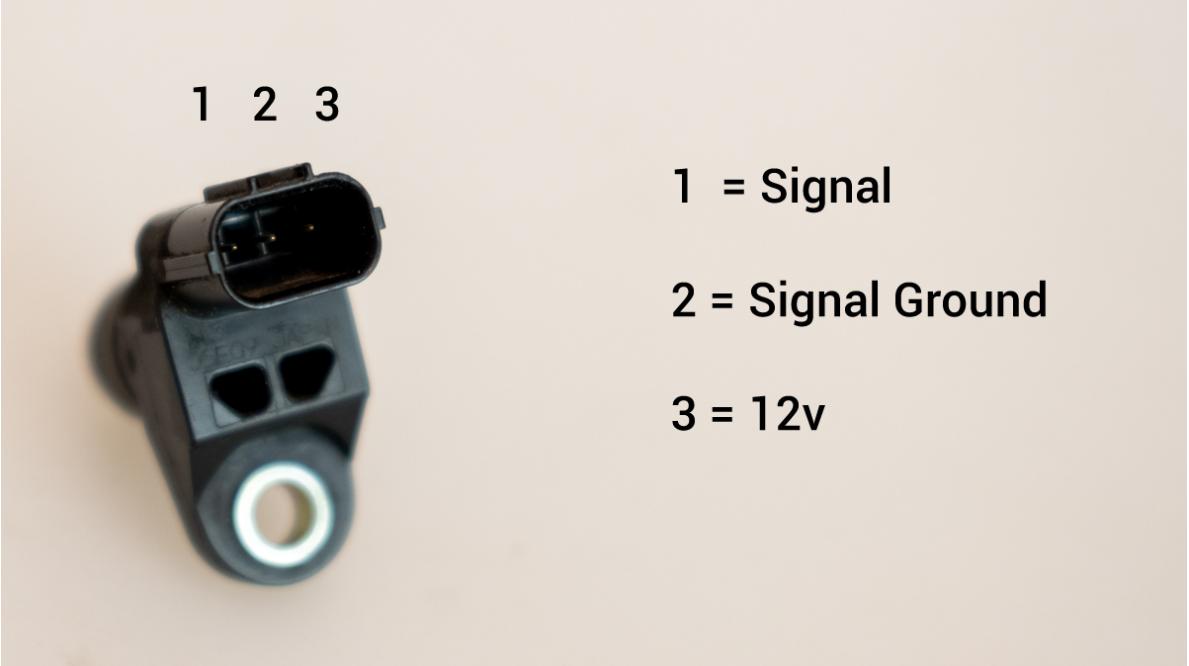
5. Assemble the Cam Drive, Pin and Retaining Clip
    a. NOTE: The drive dogs on the Cam Drive are slightly offset. The unit will only install into place with an OEM Honda cam in one orientation. You may need to remove the cam drive and rotate 180 degrees then re-install. With aftermarket cams it may be possible to end up with the trigger drive 180 degrees out.

6. Install Hall effect sensors – Torque the m6 Flange Bolts to 6 Nm



7. Mount the unit to your engine with either a m6 (D16a3) or m8 original distributor fastener. Typically the unit is orientated with the mounting tab facing upward.

Sensor Plug Wiring



ECU Configuration General

- The trigger wheel is 8T
- The home flag is a single/revolution (1)
- For full sync operation in most aftermarket ECU the trigger settings should follow
    - 8+1 and on the Cam
- A timing light a someone that knows how to set the TDC offset angle will be required

Max RPM	10,000
Trigger Signal Location	Cam
Trigger Tooth Pattern	8
Home Tooth Pattern	1
Trigger Sensor Type	Hall
Trigger Edge	Falling
Trigger Pull Up	Yes
Filter Level	0

ECU Configuration Haltech

- TDC Angle starting suggestion 109 deg (This needs to be checked with timing light)
- Pull up may like the strong setting