



Hall Effect Crankshaft Signal Sensor Holley P/N 554-118

P/N 554-118 is designed as a drop-in sensor replacement for flying magnet crank trigger setups using a 3/4-16" threaded magnetic sensor. This sensor is a hall effect sensor, meaning it outputs a square wave signal, which is ideal for use with most Electronic Fuel Injection Systems. This sensor is to only be used with a trigger wheel with "flying magnets". It does not detect a ferrous steel target.

The sensor can operate from 5-20 volts. It is recommended to feed the sensor "clean" electrical power.

NOTE: This is not designed for systems requiring an inductive pickup as the sensor does not produce zero-crossings.

INSTALLATION:

- 1) Remove existing sensor.
- 2) Install new sensor. Set the gap to .040"-.080". The closer the better. Ensure there can be no physical contact when the engine is operating.
- 3) Loose pins and seals are included and must be crimped onto existing harness. Use the proper tools to crimp metripak 150 style pins. It is advised to use shielded wiring (with drain wire grounded at the ECU end) to connect to this sensor. The pins are inserted into the back of the connector. Install the TPA lock after the wires are inserted.

The following is the proper wiring for this sensor:

- A- Red- 5V to 16V clean switched power. Pin B20 ("EST 12V Output") on Holley EFI systems would be a good choice.
 - B- White- Sensor Output to ECU crank signal (Pin A30 on Holley EFI).
 - C- Black- Sensor ground. Connect to a "clean" ECU ground, such pin A14 ("IPU Ground") on Holley EFI systems.
- 4) If using Holley EFI, set the crank sensor "Type" to "Digital Rising" or "Digital Falling". "Digital Falling" is recommended.
 - 5) Make sure you check the ignition timing and alter the ignition reference angles or crank sensor position after the engine is started.