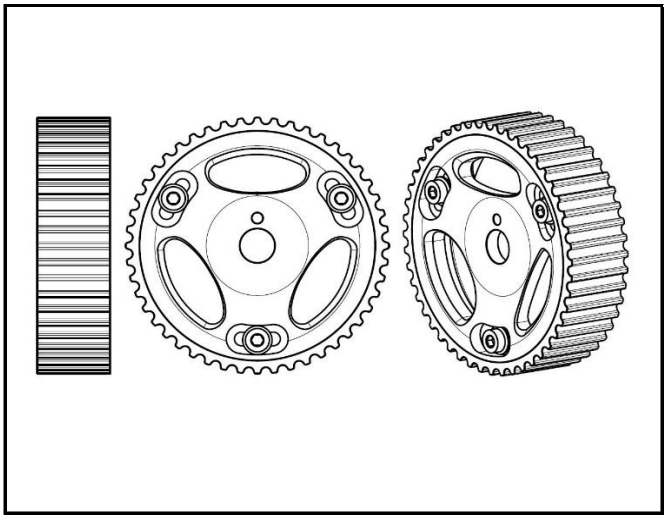
Installation Instructions

Important:

This product is intended exclusively for motorsport applications on closed test tracks and is **not road-legal**.
Installation must be carried out by a **certified professional** within a recognized company to qualify for replacement.

Product Overview:



Technical data:

Mechanical

Outer Surface: Black hard-anodized with laser-etched angle lines
Inner Surface: Violet anodized with laser-etched markings
Material: Aluminum EN AW-7075 (CNC machined)
Screws: 3x M6x12 10.9 black zinc-coated (included)
Weight: 420g (including screws)

Safety Instructions:

- For detailed **general safety** instructions, visit: www.cronesix.de/Instructions
- Ensure the **correct torque** is applied during the installation of all components.
- Ensure **proper installation** of the timing belt.

First Installation Guide

1. Prepare the camshaft gear:
The camshaft gear comes pre-set to 0° and tightened with the correct torque but without Loctite. Only apply Loctite after the final adjustment is chosen.

2. Remove the camshaft gear cover.

3. Turn cylinder 1 to TDC (Top Dead Center).

4. Loosen the screws of the old camshaft slightly.

5. Release the timing belt tensioner:
Disconnect the spring from the tensioner.

6. Remove the timing belt.

7. Remove the old camshaft gears:
Be cautious to ensure the pin does not fall into the timing belt cover.

8. Remove the 4 screws that are holding the cover plate behind the camshaft gears and replace them with the new ones!

Instructions continue on the next page.

9. Install the new camshaft gears:
Place them carefully and tighten the screws lightly.

10. Reinstall the timing belt:
Attach the spring to the tensioner and apply additional pre-tension to the tensioner.
Tighten the tensioner bolt to 49 Nm (36,1 ft/lbs).

11. Tighten the camshaft screws:
Tighten the screws to 49 Nm (36,1 ft/lbs).

12. Manually rotate the engine:
Check the timing marks again to ensure alignment.

Optional:
If a CRONESIX cam sensor holder is used, follow the relevant instructions.

Step-by-Step Adjustment of Timing Angle

While adjusting to find the correct setting, do not apply Loctite to the three M6 screws.
Instead, tighten them to **14 Nm** (10,3 ft/lbs).

Once the correct setting is found, clean the threads thoroughly and secure the screws with **medium-strength Loctite**.

If a CAM sensor is also used

The two camshaft gears have their magnets in different positions.
Make sure that the magnet does not align with the missing teeth of the crank trigger.
If neither position fits, an **extra magnet** is included.
The old one must be drilled out, and the new one must be glued in place with Loctite.

IMPORTANT:
If Loctite has been applied to the screws previously, ensure the threads are thoroughly cleaned. Residual Loctite can affect the torque accuracy.

Note:
Due to the fine spline on the screws, the anodized coating on the contact surface may be slightly damaged. This is unavoidable.

If no further adjustments are required, the screws must be secured with Loctite and tightened to the specified torque.