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## Toyota and 24 toothed distributor setups

**Note: For older 4 toothed distributors (2S-E, 22R-E, 22R-TE, 4Y-E and 4A-GE engines) you don't need to do any of the below, simply use the "Basic Trigger" setting as it has a tooth every 90deg in the distributor making it perfect for Basic Trigger. This can use either MS1, MS2 or MS3**

### MS2-Extra and MS3 Only



**24 + 1 Toothed Wheel** (Toyota ESA) inside the distributor using either 2 or 3 VR sensors (Ne, G1 and G2), depending on model. With the 3 VR sensor distributor we are only concerned with 2 of the sensors, one which reads the 24 teeth and one which picks up a single pulse per revolution.

On 4 cylinder engines the third sensor (G2), which also picks up on the single tooth, will be redundant.

On 6 cylinder engines the G1 signal is for cy#6 and G2 is for cy#1, so it is recommended to use G2 instead of G1, therefore making G1 redundant.

This gives the signal for 4 and 6cy engines a 24+1 at cam speed. (Ne + G)

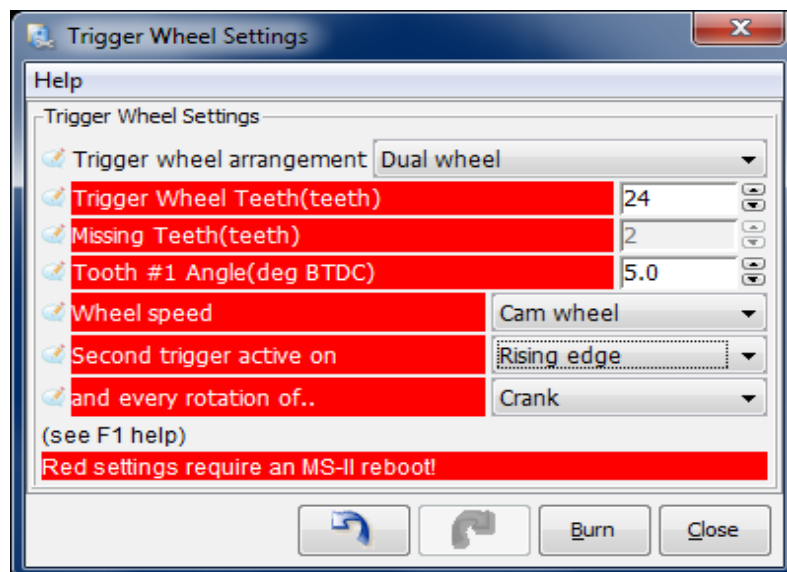
**24 + 2 Toothed Wheel (RX7, etc)** This is similar to the above in that it has a 24 toothed wheel, but there are also 2 teeth at 180deg apart rather than a single tooth.

All setups:

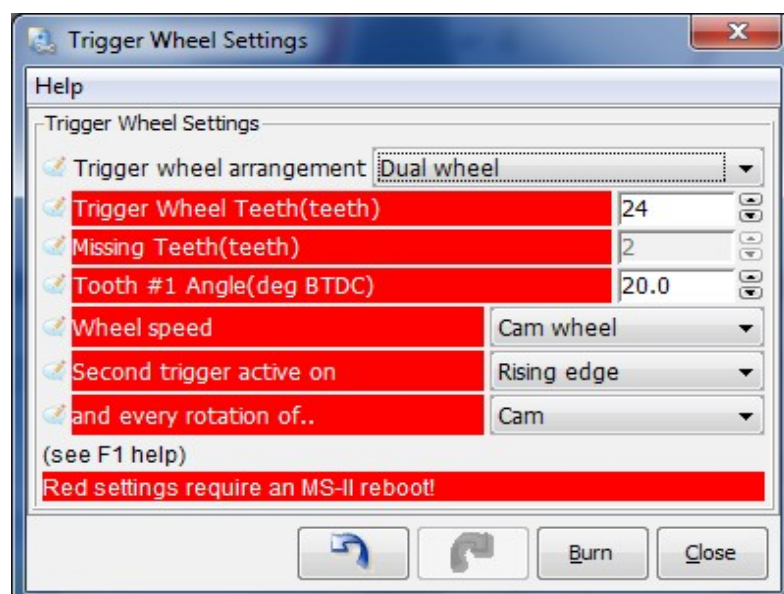
Wire the 24 toothed VR sensor (**Ne**) as the trigger input to the MS ECU, this is the red wire in the screened cable for main trigger (pin 24 of the db37).

Wire the relevant G sensor (G1 on 4cy and G2 on 6cy) to the second trigger input (red wire inside screened cable)

### 24 + 2 wheel settings (RX7):



### 24 + 1 Wheel Settings (Toyota ESA):



Coolant sensor readings for Toyota's: 32 deg F = 6020 ohm 77 deg F = 2080 ohm 212 deg F = 230 ohm	Air Temp Sensor readings for Toyota's: 4 deg F 15000 ohm 32 deg F 5500 ohm 68 deg F 2500 ohm 140 deg F 550 ohm
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