

WANT TO CURE THE "DEATH FLASH?"

Do you have a 2000 or newer truck that no PCM is offered for or the dealer pulled 4 degrees of timing out of, with the DRBIII to keep your truck from having detonation or pre-ignition problems, and now the truck is a pig? Sluggish and generally will not spin the tires from a stoplight, even with a 360?

Then advance your timing.

Your timing is set initially by the crankshaft sensor and the distributor has the camshaft sensor in it to determine when the injectors fire relative to the amount of valve opening. So moving the distributor does not affect base timing. But moving the crankshaft sensor relative to it's current position does. The trick is this, and takes about one hour. This will work on any Dodge truck 92- to present except for the 4.7L or the V-10.

Remove the crankshaft sensor on the aft/passenger side of the block. It is held down by (2) 1/2" bolts and pulls out of the tranny bell housing when loose. There is a rubber grommet in the bell housing also, remove it. Now look at the sensor's bracket, notice the 2 bolt holes. Slot each hole 3/8" both ways, still giving the bolts something to hold onto. Then insert the sensor back into the bell housing, making sure you pulled out the rubber grommet. Thread the 2 bolts back in loose, then slide the sensor as far as it can, towards the oil filter, away from the intake. This will advance, moving it towards the intake in the same direction of crank rotation and will retard the base timing; do not do this unless your teenager is driving the truck. It will usually be limited by the bell housing how far you can move it. If you are really brave, grind the bell housing and fab a new adjustable bracket. This will add 3-4 degrees of timing across the whole board of advance tables, and cure the Death Flash problem in your Magnum. That'll be \$5 please...just kidding!

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