

EGT Clamp style sensor installation manual

- 1) select the header/dump pipe in which you wish to mount the probe.
- 2) Locate the sensor location point on the dump pipe. Each make and model of snowmobile and ATV has a specific location for the EGT sensor on the factory-equipped pipes. If you have aftermarket pipe. Your system will require a sensor location that is very different than the factory location. Consult your dealer or manufacturer for their suggested location.
- 3) Once the spot is located, drill a 0.250”(1/4”) inch diameter hole in the header tube.
- 4) Use a small mechanics magnet that will pass through the hole to the bottom wall to retrieve drill and tap shavings. Clean shavings from magnet and search for more shavings until the magnet comes back clean.
- 5) With the sensor inserted through the untightened fitting, measure the sensor's immersion depth into the exhaust stream. The correct immersion should be 1/3 to 1/2 the diameter of the exhaust pipe. This immersion will not cause a significant restriction in exhaust flow or horsepower. When the depth has been selected, mark the sensor at the location just above the compression nut with a marker or pencil. If more than one probe is to be mounted, it is important that all probes be located at the same immersion depth. Now remove the sensor from the mounting hardware.
- 6) Install the clamp around the pipe and insert the cone into the 1/4” hole. Tighten the clamp using a 5/16” nut driver or straight blade screwdriver. No ratchet tools please! Do not over tighten the clamp or damage will result! If you over tighten the clamp, it will not be able to expand when the pipe gets hot.
- 7) Insert the sensor through the mounting hardware until the depth mark reaches the top of the compression nut.
- 8) With the sensor transition spring lead wire at the 90 degree angle from the exhaust pipe and using a short 7/16” open end wrench, tighten the compression nut until the sensor probe is unable to rotate in the hardware. If necessary, support the square portion of the fitting body with a 9/16” open end wrench.
- 9) Route the lead wire toward the firewall taking precaution to keep it away from hot and moving parts. Do not harness the lead wire tightly. Make long sweeping bends and loosely guide the lead wire to the instrument using the harness ties. This will allow the wire to absorb the engine vibration along the wire's length,

NOTE: Do NOT cut or splice the thermocouple lead wire as it is special wire that provides correct reading to the gauge. Simply coil any excess wire out of the way. If the thermocouple wire is too short, call the factory for longer leads. When disassembling the sensor, place the ferrule (olive) in a safe place for later use.