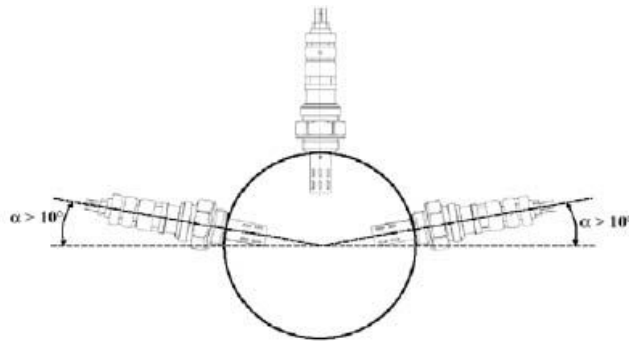


Oxygen Sensor Installation

Below are recommended guidelines for installing the oxygen sensor. Some exhaust configurations may make it difficult to meet each of the recommendations exactly, and some compromise in mounting may be required. The sensor does not necessarily have to precisely meet every mounting guideline below to operate, but please understand that the better you conform to these rules, the longer the sensor will last and the more accurate the results will be.

- The oxygen sensor should be located between 12" and 48" from the engine
- Ensure there are no leaks in the exhaust system, as this will create an artificially lean (higher) AFR reading
- Turbocharged applications, it is recommended that the sensor be installed downstream of the turbine.
- Apply a small amount of anti-seize compound to the threads Caution must be taken not to over-tighten the sensor.
- The controller has an operating temperature range of -40° to 185° F (-40° to 85° C) and is splash-proof but not 100% water-proof. Mount it accordingly.
- The controller and the harness should be kept away from ignition systems and the harness should be routed away from the exhaust system and moving engine components

Weld the sensor boss to the exhaust so that it will position the sensor in the upper half of the exhaust, ideally between the 10 o'clock and 2 o'clock locations (see diagram on below). This is to avoid liquid fuel or condensed water from getting inside the sensor and thermally shocking it. Also, keep in mind the closer the sensor is to the engine, the more likely it will be overheated, possibly shortening its life. The further it is from the engine, the more likely condensed water will get into the sensor and thermally shock it, again possibly shortening its life



The quality of the AFR measurement depends on the quality of the power you supply the controller with. The ground leads should be connected directly to the battery's negative terminal or the body of the vehicle (if metal). Supplying power and ground through a vehicle's cigarette lighter is not recommended. The power lead should have 11 to 18 volts DC attached whenever the engine is running.

If the sensor is not powered when the engine is running, sensor life will be shortened.