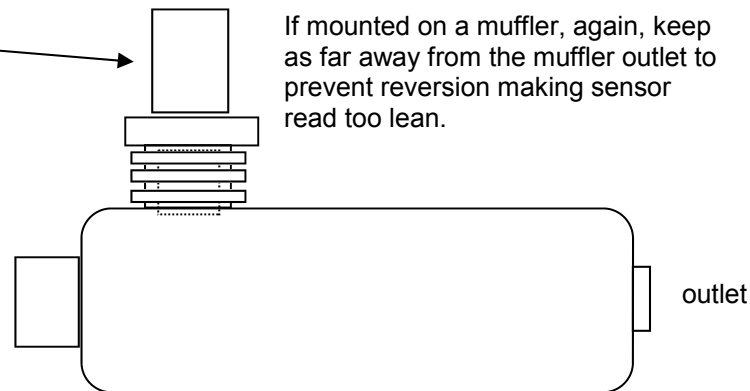


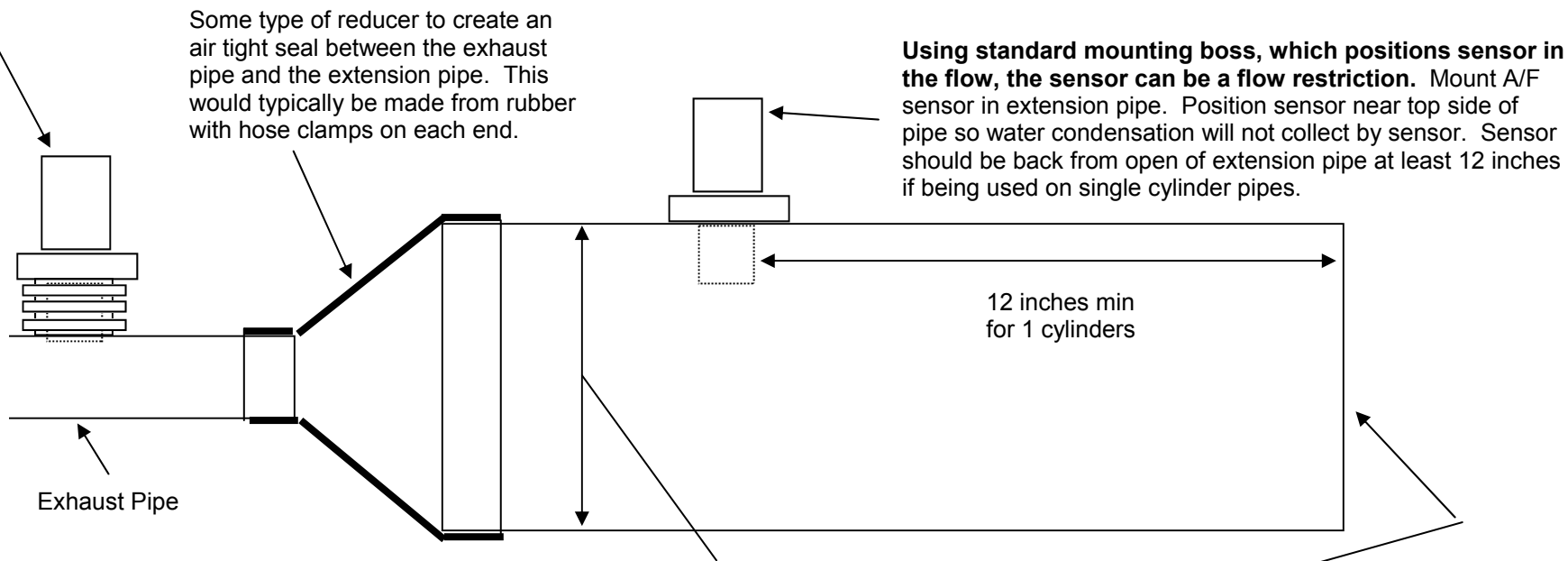
DataMite Oxygen A/F Sensor Mount on Exhaust Pipe

New: PN DTM-EBSE (Exhaust Oxygen Sensor Boss Extended-Finned) will mount the sensor out of the flow to reduce flow restriction. This can be used on a kart muffler or straight pipe (shown below). Fins also keep sensor cooler, very good for turbo'd engines.

Note: If used on a straight pipe, keep sensor as close to the engine as possible to reduce the amount of reversion (room air being pulsed back up the pipe to the sensor). Reversion will make the sensor read too lean.



If mounted on a muffler, again, keep as far away from the muffler outlet to prevent reversion making sensor read too lean.



Some type of reducer to create an air tight seal between the exhaust pipe and the extension pipe. This would typically be made from rubber with hose clamps on each end.

Using standard mounting boss, which positions sensor in the flow, the sensor can be a flow restriction. Mount A/F sensor in extension pipe. Position sensor near top side of pipe so water condensation will not collect by sensor. Sensor should be back from open of extension pipe at least 12 inches if being used on single cylinder pipes.

Exhaust Pipe

This diameter should be 3 time larger than the diameter of the exhaust pipe IF that part of the exhaust pipe affects engine tuning, like the single pipe header of Kart motor, or the tip of a 2 stroke expansion chamber. If the exhaust pipe is just routing of the exhaust out from under the car (after a muffler, several feet from the engine), then this diameter can be as small as the same size as the exhaust pipe.

This end open to atmosphere.

Note: If you put a small restriction on this end, like a muffler or orifice plate (about 1.5 times larger than the engine's exhaust pipe or header), this will tend to create a small amount of backpressure. This will help ensure that any leaks will **not** allow room air to leak into the exhaust, producing readings which are too lean.