

Easitune



For tuning information go to website www.easitune.com.au or as there are so many Easitunes out there ask someone who uses an Easitune, most people are only too happy to help.

Fitting Guide / Instructions

THE WELDIN



To be fitted preferably, on the inside of a bend, or, in the primary divergence cone of the exhaust system (primarily for very high performance engines i.e., CIK reed and rotary engines). It must be sited far enough from the engine, so as not to get too hot, but as it needs to reach 300 to 350 degrees C or higher, (not too much higher), it can't be too far away.

FOR GENERAL KARTING USE, suggested fitting positions in photograph format, are available on the web site. For other usage and fitting, refer to www.easitune.com.au or if there is no example, email easitune@bigpond.com, and allow a few days for an answer, also supplying your name and a contact phone number.

A basic "rule" for Karting applications is:

- Draw a horizontal line, with text, on the inside of the bend.
- Draw another line 10mm above the first line, and as near to the flex end as possible, site the weldin on the upper line, taking care that access is okay for the welding method to be employed.
- An 11mm hole is first drilled in the exhaust header, (or a 25mm hole in a muffler), having made sure again, that access for welding is possible all around the weldin.
- Site the weldin over the hole, central, and weld on. On normal steel headers and mufflers/pipes, bronzing is the preferred method, but TIG is best for stainless pipes/headers.

Filing of the weldin to fit the weld face is not always beneficial. Depth of penetration of the probe is a consideration, especially in a header, and it is not always necessary to insert the sensor it's full distance.

The sensor is temperature dependant. Most weldins are supplied "stepped" and can be fitted into a 25mm hole. This is only normally done when fitting into a muffler. Refer to tech help, if unsure.

For unknown applications, the FITTING SITE may be determined by using an INFRARED temp unit, which are now easily purchased at a reasonable price. This needs to be checked whilst running under load. 300-350C is a desired temp.



THE SENSOR

PLEASE REMEMBER the sensor is a fragile item, and should be handled with care!

For 2stroke use, the sensor is "modified", but for 4strokes, the factory shielding must remain, so at time of purchase, it is easier to be supplied the correct sensor at point of sale.

Where temperature is a problem, i.e., not hot enough at the siting position, sensors are available that have "preheating". As these require a 12 volt supply, they are only used in larger engines, with their own charging system