

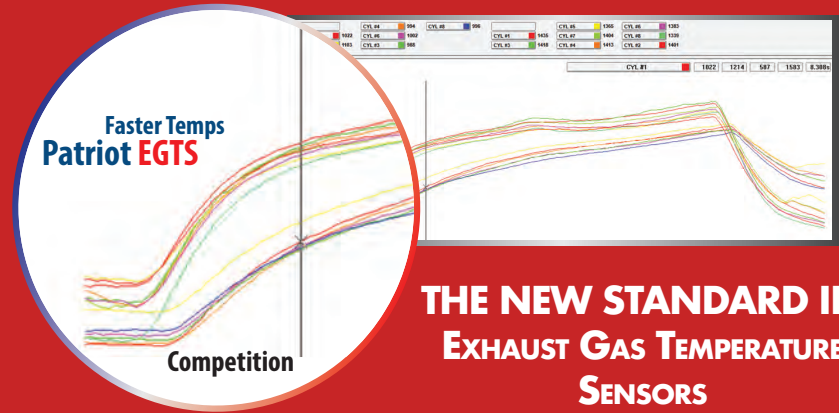
# PATRIOT EGTS

The Fastest EGTS in Motorsports



Designed & Manufactured in  
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## HIGH DEFINITION, FAST & ACCURATE



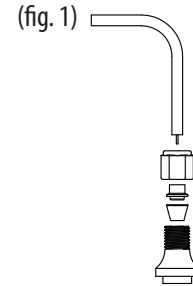
## THE NEW STANDARD IN EXHAUST GAS TEMPERATURE SENSORS

- The Patriot SpeedCo EGTS will work with ANY brand ECU or data logger.
- No special calibration needed.
- Designed to provide the maximum data at the highest speed for Alcohol, Nitrous Oxide, Gasoline and Nitromethane engines developing power 1000-4000 horsepower.
- Expect to see higher maximum temperature readings by 150°- 300°F then any other exhaust gas temperature sensor you have used.
- Response times are measurably faster than competitor's sensors. You will see more data including higher max temperatures even at gear shifts.
- Patriot EGTS provides data you have been missing. This is not your engine running any differently.
- Very high accuracy and extremely fast response rates equates to High Definition data.
- The Patriot SpeedCo EGTS are manufactured exclusively for Patriot SpeedCo and have been developed over the last 3+ years.
- Most other exhaust gas temperature sensors on the market have been designed for use on Top Fuel engines or other industrial applications. Competitor's sensors can not offer you or your tuner the data to increase your performance. Patriot EGTS provides your tuners data for advanced tuning.

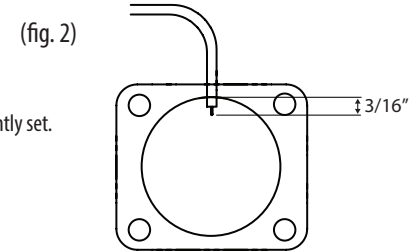
# EGTS INSTALLATION

Assembly order for hardware.

- 1** Assembly order: Sensor, nut, crimp collar, cone, existing 1/4" weld-in bung (fig. 1).



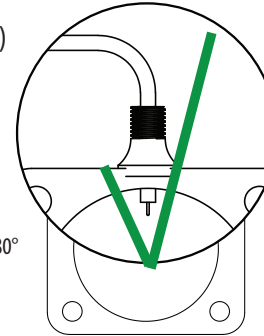
- 2** Remove the headers and use a 3/16" drill or Allen wrench as a depth gauge when tightening down the compression fitting. (fig. 2)  
You can partially torque the compression fitting to hold the probes in place while you get the depth right.  
Once the compression fitting is final torqued to 140 in. lbs., this will lock the Crimp collar to the body of the sensor and the depth will be permanently set.  
Please be aware the Cone will never lock to the body of the sensor. Be careful not to lose the cone if you remove the sensor for any reason.



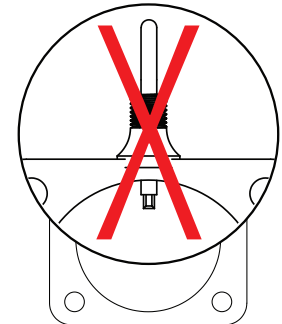
**NOTE** Take care to set all of the EGTS to the same depth (+/-) 0.125".  
This will ensure temperature data is consistently comparable from cylinder to cylinder.

- 3** The tip of the sensor **MUST** be orientated **INLINE** with the **AIRFLOW** of the exhaust gases, (+/-) 15°. (fig. 3)  
This will ensure high resolution data and lifespan of the sensor.  
Do not be concerned with the sensors being parallel to the cylinder head.  
Once sensors have been run under load in the exhaust stream.  
**DO NOT** change the sensors alignment to allow the exhaust gas to hit the sensor from the other side of the sensor.  
For example, do not switch sensors from one side of the engine to the other. Do not rotate the sensor in the exhaust pipe 180°

(fig. 3)



**CORRECT**



**INCORRECT**

**NOTE** Pay attention when wiring the sensors. Yellow wire = Positive (+) , Red wire = Negative (-)