

SENSORS

All sensors are not created equal! There are different types, styles, and quality. Similar models may have different resistance values or response times. Most ECU's must use specific sensors. A few select ECU's offer the ability to be programmed for operation with various sensors.

AIR TEMPERATURE SENSOR:

10652 Air Temperature sensor, GM style, 3/8"NPT, specially potted by Kinsler, .585" probe length. Compatible with Accel/DFI, F.A.S.T./Speed-Pro, Haltech, Motec, and EFI Technology electronic systems.

10653 Air Temperature sensor, Lucas, 10mm x 1.25 with crush washer, specially potted by Kinsler, .400" probe length. Compatible with Zytec, Motec, and EFI Technology electronic systems.



THROTTLE POSITION SENSORS:

TPS rotation is referenced while viewing the throttle shaft end.

NOTE: Similar models may have different resistance values or they may rotate a different amount of degrees of rotation travel. Most ECU's must use specific sensors for proper calibration. A few select ECU's offer the ability to be programmed for operation with various sensors.

COOLANT AND OIL TEMPERATURE SENSOR:

10651 Coolant or Oil Temperature sensor, GM style, 3/8"NPT, .500" probe length. Compatible with Accel/DFI, F.A.S.T./Speed-Pro, Haltech, Motec, and EFI Technology electronic systems.

10650 Coolant Temperature sensor, Bosch, 12mm x 1.5 with crush washer, .600" probe length. Compatible with Zytec, Motec, and EFI Technology electronic systems.



10680 GM/Delco style lever arm actuated by throttle shaft pin, model: D, CW rotation (#6663).

10681 GM/Delco style lever arm actuated by throttle shaft pin, model: D, CCW rotation (#6658).

10682 Ford style, uses male 'twin groove' drive, model: M, CW rotation, gray.

10683 Ford style, uses male 'twin groove' drive, model: M, CCW rotation, black.

10684 Ford style, uses male 'D' drive, model: F, CCW rotation.

10685 GM/CTS style, lever actuated by throttle shaft pin, adjustable, CW rotation (#537).

10686 GM/CTS style, lever actuated by throttle shaft pin, adjustable, CCW rotation (#529 or #538).

10688 GM/CTS style, lever actuated by throttle shaft pin, adjustable, CCW rotation (#532).

IDLE AIR CONTROL (I.A.C.) MOTOR:

10660 Idle Air Control (I.A.C.) Motor, GM style, 20mm x 1.5 thread, step design, uses square four pin connector #10407.

10662 Remote idle air control motor housing, High flow design, 3/8"NPT inlet, accepts air filter #10663.

10663 Air filter for #10662 remote I.A.C. high flow housing, K&N.

5198 Pre-filter for protection of the #10663 filter, blue.

10664 Sealed remote I.A.C. housing, (2) 8AN female inlet ports and (1) 8AN female outlet port, 1 3/4" hex size housing with (2) 1/4-20 threaded mounting holes. This remote I.A.C. housing was specially designed for use on engines equipped with centrifugal blowers or turbochargers where the controlled air passage must be sealed in the air stream at the throttle inlet to prevent boost leakage.

