

LM-2 Wideband Air/Fuel Ratio Meter Kit



LM-2 Wideband Air/Fuel Ratio Meter Complete Kit Part No. 3878-001



Is "Lean-OK-Rich" enough information for your turbocharged application? When the accuracy of your air/fuel ratio is critical, don't rely on an old-fashioned single-wire oxygen sensor. Engine tuners have found that only modern wideband sensors are sensitive enough for fine-tuning fuel injection or forced induction. Our five-wire heated sensor connects to a compact handheld data logger with LCD display to show the actual air/fuel ratio from 7.4:1 to 22.4:1 (0.5 to 1.5 Lambda) for precise tuning. Get instant feedback, record to an SD memory card (included), or download the data to a computer for future analysis. Accepts 16 input channels via CAN OBD-II interface (cable included) plus 4 analog inputs. It even functions as an OBD-II scan tool! Choose the single channel model with one oxygen sensor or the dual channel model with two sensors. Complete kit requires nothing but an exhaust pipe!

- LM-2 Single Channel Wideband Air/Fuel Ratio Meter Complete Kit Part No. 3878-001 \$479.99
- LM-2 Dual Channel Wideband Air/Fuel Ratio Meter Complete Kit Part No. 3878-002 \$669.00
- Tailpipe-Mount Exhaust Clamp for the LM-2 Sensor Part No. 3877-Clamp \$74.99
- Replacement Stainless Steel Sensor Plug with weld-in bung Part No. 3877-Plug \$8.99
- Replacement Broadband Sensor for the LM-2 System Part No. 3877-Sensor \$79.99

Auto Meter Wideband Air/Fuel Ratio Gauge Kits

The **Wideband Air/Fuel Ratio Gauge Kits** from Auto Meter combine the consistency and accuracy of a wideband air/fuel ratio monitor with the style and performance of an Auto Meter gauge. Gauges are available in black face / silver bezel Sport-Comp style or silver face / silver bezel Ultra-Lite style. Each style features a dual display LED readout for accuracy and a radial graphic display for quick and easy reading. User-programmable range and sensitivity make these kits perfect for tuning as well as long-term monitoring of fuel injection and forced induction vehicles. Dash-mount 2 1/16" diameter gauges are easy to fit in a wide variety of applications. Both kits include the proven Bosch LSU 4.2 wideband oxygen sensor.

- Auto Meter Sport-Comp Wideband Air/Fuel Ratio Gauge Kit Part No. AM3378 ... \$349.99
- Auto Meter Ultra-Lite Wideband Air/Fuel Ratio Gauge Kit Part No. AM4378 ... \$349.99
- Replacement Broadband Sensor for Auto Meter gauges only Part No. AM2243 ... \$119.99



Auto Meter Wideband Air/Fuel Ratio Gauge, Sport-Comp Style Part No. AM3378

GAUGES

K & N Air/Fuel Ratio Monitor



Round In-dash Kit Part No. 3881

Rectangular Surface Mount Kit Part No. 3885

45° Angled Weld Fitting - Angled position of sensor reduces flow restriction and exhaust back-pressure Part No. 3228-127

The **K & N Air/Fuel Monitor** helps with jetting or injector settings on any engine running on unleaded gasoline, alcohol, propane or nitrous oxide. The monitor can be used for short periods of time with leaded fuel, but the sensor must be removed after "dialing in" the engine to prevent the sensor from becoming clogged. A partially clogged sensor can be cleaned by carefully heating it with a propane torch if the coating isn't too severe. Two styles of monitors are available. The rectangular surface mounted unit mounts on any flat surface with the attached pedestal. It's ideal for motorcycles or quick testing. The round in-dash unit mounts in a two inch hole like any standard gauge for a permanent, professional appearance. If your vehicle already is equipped with an oxygen sensor, you can tap into the existing sensor wire rather than installing a separate sensor. Installing the sensor requires a bit of welding. The sensor fitting must be installed as close to the engine as possible, but in an area where it will read all cylinders or at least one bank of a V engine. On V engines, an additional sensor can be mounted on the opposite bank, if desired, and activated by a toggle switch. The sensor will not operate properly until it reaches 600°F.

- Rectangular Surface Mount Kit with sensor, weld fitting & plug Part No. 3880 \$192.99
- Round In-dash Complete Kit with sensor, weld fitting & plug Part No. 3881 \$212.99
- Oxygen Sensor with weld fitting Part No. 3882 \$81.99
- Weld Fitting Only - Straight (18 x 1.5mm thread size) Part No. 3883 \$10.79
- Weld Fitting Only - 45° Angle (18 x 1.5mm thread size) Part No. 3228-127 \$10.99
- Blanking Plug for use when sensor is removed Part No. 3884 \$15.49
- Rectangular Surface Mount Monitor Only Part No. 3885 \$140.99
- Round In-dash Monitor Only Part No. 3886 \$162.99

Exhaust Gas Temperature (EGT) Gauges with Compact Probes

Exhaust gas temperature measurements are one of the most accurate methods of determining if an engine is operating with an optimum air/fuel ratio. An EGT gauge has long been used by successful racing teams to keep their engines running at peak power, without having to worry about running too lean and thus risking engine damage. A too lean condition will be instantly indicated by an excessively high EGT reading.

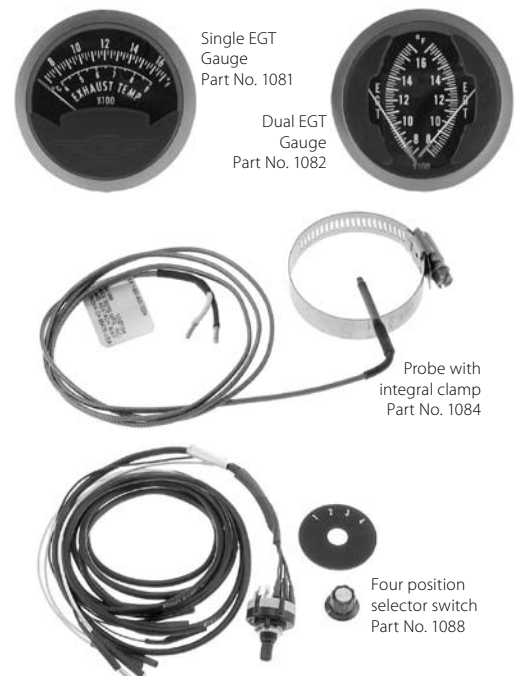
Our EGT probe is only .161" diameter and 1" long. It causes no measurable power loss and thus can be used at all times. Installation simply involves drilling a 3/16" hole in the header pipe approximately 6 inches from the head and tightening the integral screw type hose clamp. Each probe has a 44" armored cable. Mated to the standard 18" cable included with each gauge, the probe can be mounted as far as 62" from the gauge. If more length is needed, three different extension cables are available to replace the 18" harness on the gauge. If none of the standard length extensions fit your requirements, you can also make your own custom extension cable using the connector pin kit. Both single and dual EGT gauges are available in the standard 2 1/16" diameter. A dual gauge is particularly useful on engines that have certain cylinders fed by the primary carburetor venturi and other cylinders fed by the secondary. Ford 1.6L and 2.0L engines fall into this category. Cylinders 1 and 4 are most sensitive to changes of primary jets while cylinders 2 and 3 are most affected by changes in secondary jetting. Monitoring one cylinder in each group can help balance the carb for optimum power and maximum reliability. A selector switch can also be used to read multiple probes with a single gauge (or one side of a dual gauge). The 700°F to 1700°F range is best for most engines.

- Single EGT gauge with 18" cable, 700 - 1700°F (does not include probe) Part No. 1081 \$64.99
- Dual EGT gauge with 18" harness, 700 - 1700°F (does not include probes) Part No. 1082 \$102.99
- Dual EGT gauge with 18" harness, 500-2000°F for rotary engines (without probes) Part No. 1057 \$104.99

Note: When ordering either dual EGT gauge, you must order two Part No. 1084 probes.

- EGT Probe with 1 3/8" to 2 1/2" dia. mounting clamp and 44" armored cable Part No. 1084 \$49.99
- EGT Probe with 1" to 1 3/4" dia. mounting clamp and 44" armored cable Part No. 1080 \$51.99
- Replacement Dual EGT gauge harness, 18" (4-prong) Part No. 1083-4 \$10.99
- Optional gauge light Part No. 1085 \$9.49
- Probe extension cable, 4 foot (replaces 18" gauge cable) Part No. 1086-48 \$10.99
- Probe extension cable, 6 foot (replaces 18" gauge cable) Part No. 1086-72 \$11.99
- Probe extension cable, 8 foot (replaces 18" gauge cable) Part No. 1086-96 \$13.49
- Connector pin kit (allows you to make your own extension cable) Part No. 1087 \$2.99
- Four position selector switch with 8 foot cables (pre-wired) Part No. 1088 \$44.99

Allows up to 4 probes to be read with a single gauge - or with one side of a dual gauge.



Single EGT Gauge Part No. 1081

Dual EGT Gauge Part No. 1082

Probe with integral clamp Part No. 1084

Four position selector switch Part No. 1088