

To seal or not to seal?

Fitting pressure & temperature senders can be a little confusing.

PTR TYPE

The PTR range of senders are operated by resistance and have a single connector on the top to go to the gauge and also require a good connection to the vehicle ground via its threads.

DO NOT use any sealant or PTFE tape on the sender threads as it compromises the ground connection, making the gauge misread.

Most PTR's have a tapered thread so should tighten down before the thread bottoms out against the moulded nut on the stem. PTR's whose part number ends with a letter "P" have a parallel thread, so you may have to fit a copper washer to get a pressure tight seal.

TT TYPE TEMPERATURE SENDERS

Fitment is the same as the PTR type above, they are all resistive operation, so require a good ground connection via the sender threads and have a single terminal contact to the gauge. For non-tapered threads you may need to fit a conductive washer.

PTTR TYPE

The PTTR range of senders are operated by voltage. These have a cable assembly with 3 wires, ignition voltage, ground & signal out to the gauge. This means you are not using the body of the sender as part of the circuit.

They have a chrome plated parallel threads, so to get a pressure tight seal, we recommend that PTTR senders are fitted using PTFE tape or other sealant on the threads.

So, rule of thumb.

PTR and TT Senders, **DO NOT USE** any form sealant on the threads, only a conductive washer.

PTTR senders, **ALWAYS USE** sealant on the threads.