



## Caerbont Automotive Instruments

### **PTR Pressure Transducer**



PTR transducers require a good earth connection via their threads, so **DO NOT** use any PTFE tape or other sealant on the threads.

When fitting, you will need to lightly hold the body on the sender to start the threads, but as soon as any turning resistance is felt, only continue tightening by using a spanner on the moulded nut on the stem. If you tighten using the main body it may twist and damage the delicate mechanical parts inside and it will invalidate the product warranty.

Something to bear in mind is that a long time ago, the PTR sender was modified as a replacement for the obsolete PT range of senders, the upshot is PT senders would read most of the way down their range, whereas PTR senders, as a percentage of pointer movement, do not start to read until the pressure reaches between 12 to 18% of their rated value.

The practicality of this is, if your maximum running oil pressure is 50PSI then using a 100PSI gauge and sender will have a larger none reading percentage than a 60 PSI gauge and sender.

12% of 60 = 7.2 PSI

18% of 60 = 10.8 PSI

12% of 100 = 12 PSI

18% of 100 = 18 PSI