

INSTRUCTIONS

CAT. # 2DA1-2 DUAL INSTRUMENT

CYLINDER HEAD TEMP. / EXHAUST GAS TEMP.
RANGE 25-375 C. / 200-850 C.
USE WITH 4 FOOT TYPE J and TYPE K
THERMOCOUPLE SENDERS.

! IMPORTANT !

This system is factory calibrated at 24 deg. C. The indicator measures the temperature difference between the hot end (PROBE) and the pin terminals on the other end of the thermocouple. (COLD JUNCTION).

For COLD JUNCTION temperature of 24 deg. The indicator will read the true temperature of the PROBE end of the thermocouple.

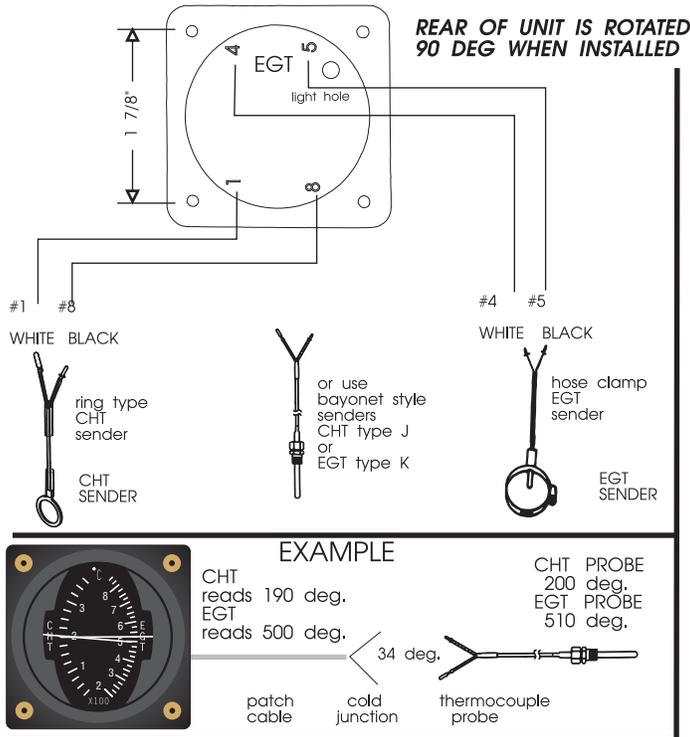
For COLD JUNCTION temperatures HIGHER than 24 deg. The indicator will read one deg. LOW for each deg. above 24 deg.

For COLD JUNCTION temperatures LOWER than 24 deg. The indicator will read one deg. HIGH for each deg. below 24 deg.

This thermocouple "error" is a normal characteristic of self powered thermocouple systems. If possible, locate the thermocouple COLD JUNCTION connection to patch cable away from heat (or extreme cold) to minimize thermal "error".

When the COLD JUNCTION is 38 deg. and the system is calibrated at 24 deg., that means the COLD JUNCTION is 14 deg. high and the indicator will read 14 deg. low. See example in illustration.

This unit has not been approved for type certified aircraft



For lighting, order light kit # 186

For multi cylinder monitoring,
order dual 2,4,6 or 8 position switch.

To prevent damage to instrument, do not

Mount instrument in a 2-1/4 inch hole for behind panel or (2 1/16 inch hole for front of panel) in a convenient operating place at least 12 inches from compass. Use 4 corner screws to hold in place.

Install the CHT thermocouple under the spark plug (the gasket is usually removed). For EGT hose clamp style thermocouple, drill 3/16 inch hole in exhaust pipe approximately 6 inches from manifold of the leanest cylinder as defined by the engine manufacturer and insert probe tip into hole then tighten hose clamp. If closer mounting is required do to physical limitations, a slightly higher reading may occur. Or mount the bayonet style thermocouples in the bayonet ports, if supplied on manifold. Route thermocouple leads away from spark plug wires and hot manifolds and support with wire ties every 12-15 inches. Use rubber grommets when going through metal.

On the rear of the instrument there are connecting pins with corresponding numbers.

Use patch cable provided to connect the CHT thermocouple to the instrument. Connect pin #1 to the white thermocouple lead and connect pin #8 to the black thermocouple lead. Connect the EGT thermocouple to the instrument by connecting pin #4 to the white thermocouple lead and connect pin #5 to the black thermocouple lead. Slide protective tubing over connections to prevent shorting. See illustration.

Patch cable may be shortened or lengthened up to 20 feet without affecting accuracy of unit. Using 20-22 gauge stranded wire is recommended. Do not shorten the thermocouple leads.

If no reading, reverse connections.

WARRANTY

WESTACH INSTRUMENTS are made with the highest quality material and workmanship. With reasonable care, instruments will give long and satisfactory service. WESTACH INSTRUMENTS are guaranteed against defective material and workmanship for 1 year of service or 18 months from the manufacturing date.

WARRANTY REPAIR, No charge will be made for labor and material consumed in affecting repairs in units which are covered by our warranty. Package carefully including description of malfunction and type of engine unit is used on. Include your correct return address and phone number. Our obligation is limited to correct the parts and covers no liability for damage from shipment, improper installation, excessive vibration, rough handling or if opened, tampered with or modified by customer. WESTBERG MFG. INC. WILL NOT REIMBURSE CUSTOMERS FOR COST(S) INCURRED IN SHIPPING, REMOVING AND/OR REINSTALLING REPLACEMENT PARTS. The manufacturer reserves the right to make changes at any time in the design and price of its equipment without notice.

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3400 WESTACH WAY, SONOMA, CA 95476 U.S.A. PHONE (707) 938-2121 / FAX (707) 938-4968