

INSTRUCTIONS

CAT. #3AQ4

OIL PRES. / EGT / OIL TEMP. / CHT
0-100 psi / 600-1600 F. / 100-260 F. / 100-700F

! IMPORTANT !

This system is factory calibrated at 75 deg. F. 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 75 deg. The indicator will read the true temperature of the PROBE end of the thermocouple.

For COLD JUNCTION temperatures HIGHER than 75 deg. The indicator will read one deg. LOW for each deg. above 75 deg.

For COLD JUNCTION temperatures LOWER than 75 deg. The indicator will read one deg. HIGH for each deg. below 75 deg.

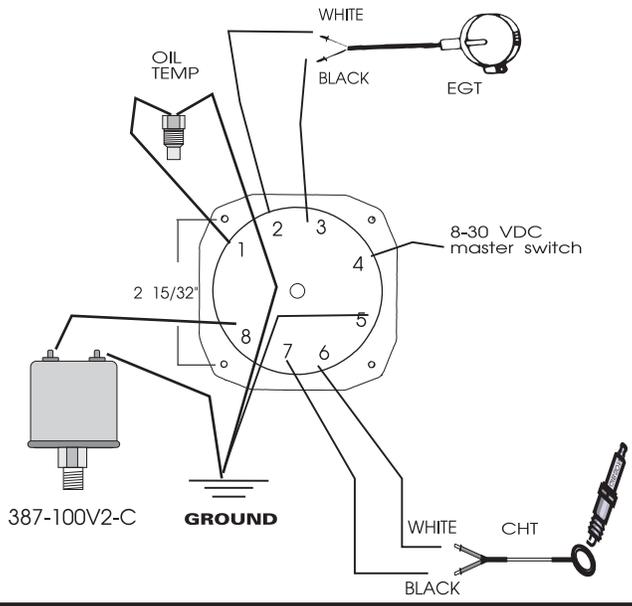
This thermocouple "error" is a normal characteristic of self powered thermocouple systems. If possible, locate the thermocouple COLD JUNCTION connection to patch cable away from heat (or extreme cold) to minimize thermal "error".

When the COLD JUNCTION is 100 deg. and the system is calibrated at 75 deg., that means the COLD JUNCTION is 25 deg. high and the indicator will read 25 deg. low. See example in illustration.

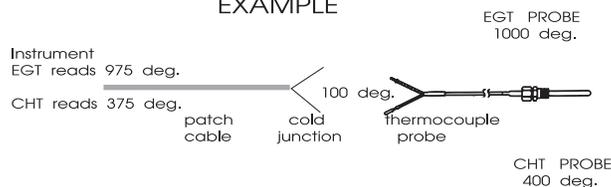
This unit has not been approved for type certified aircraft.

To prevent damage to instrument, do not connect the CHT and EGT to any other power source.

Connect pin #5 and the ground wires from the temp and pressure senders to the same exact grounding point.



EXAMPLE



Install the instrument in a 3-1/8 inch hole for behind panel or (2-7/8 inch hole for in front of panel), in convenient operating place at least 12 inches from compass. Use four corner screws to hold in place.

Install the pressure sender into the medium to be measured. Install the temperature sender into the medium to be measured. Route wires away from hot manifolds and support with wire ties every 12-15 inches. Use rubber grommets when going through metal. Install the cht sender under the spark plug of the leanest cylinder. For hose clamp style egt thermocouple, drill 3/16" hole in exhaust pipe 4-8 inches from valve on the leanest cylinder. Insert probe tip into hole and tighten clamp.

Connect pin #8 to either pressure sender terminal. Connect pin #1 to one of the oil temp sender leads and ground the remaining lead. See illustration.

Connect the white lead of the egt sender to pin #2. Connect the black lead of the egt sender to pin #3. See illustration.

Connect pin #6 to the white cht sender lead and connect pin #7 to the black sender lead.

Connect pin #5 to a ground buss with the ground wires from the temp and pressure senders. Then connect pin #4 to main power switch. 8 - 30 volts D.C. See illustration.

Wires may be shortened or lengthened without affecting accuracy of unit. Using 20-22 gauge stranded wire is recommended.

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 12 months from the manufacturing date. For complete details go to www.westach.com



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