

Specifications

- Power required 11-16 volts DC
- Recommended sending unit is a Van's P/N IE411AB, a 0 to 16 PSI input, 33 to 240 Ohm resistive sender.
- Internal lighting uses 14 volts maximum and is easily controlled with a panel light dimmer (Van's P/N ES DIMMER, LAMP 1.5A) to provide the desired lighting level.
- Power and sensor studs accept a #6 ring terminal (Van's P/N ES 36152).
- 6-32 brass nuts are molded into the instrument case for mounting to the panel.
- Pressure range from 0-15 PSI.
- Green arc from 2 to 6 PSI with redlines at 0.5 and 8 PSI. This matches the requirements for inlet pressure to most Lycoming carburation systems.
- Gauge accuracy within 2% throughout its range and a calibration point of 3 PSI.

Warranty

Van's Aircraft warrants this instrument to be free from defects in materials and workmanship for a period of one year from the end user invoice date. Warranty is limited to repair, replacement, or refund of defective parts at the discretion of Van's Aircraft. Parts must be returned prepaid to Van's aircraft for warranty inspection. This warranty does not cover misuse, accident, or negligent repair or installation.

This warranty is in lieu of any other expressed or implied warranty, including any implied warranty of merchantability or fitness for a particular purpose, and of any other obligation on the part of the Van's Aircraft. In no event will Van's Aircraft be liable for incidental or consequential damages.

Installation

Before you install the fuel pressure gauge, please read the above warranty and check to make sure the range markings on the gauge match your engine. If you are unsatisfied with either please return the gauges in unused, like new condition for a refund.

The gauge should be installed to current aircraft standards (see AC 43.13.)

Use 18-gauge wire and connect the terminal marked I to the circuit chosen for the instrument power. If the gauges are wired backwards they will be ruined. Double check.

Use 18-gauge wire to connect the terminal marked G to ground.

Install the sender. DO NOT INSTALL SENDER DIRECTLY ON THE ENGINE. Use a remote mount system. A sender mounted directly on the engine will vibrate and may fatigue and break with potentially disastrous consequences.

Connect the terminal on Van's P/N IE 411AB sender to the terminal marked S on the back of the tachometer case using 18-gauge wire.

The gauges have an internal "light on a post" arrangement. One wire from the light needs to go to ground and the other needs to be connected to the panel light dimmer. The light is easily removed by grasping the rubber plug that holds it in the back of the instrument (the one the wires go through) and pulling it out.

Install the gauge in the panel. The gauge requires a standard 2 1/4" aircraft cutout for mounting. A drawing with cut-out dimensions is included.

Troubleshooting

If the gauge is not working first check the power and ground (a very high percentage instrument problems are caused by faulty grounds. Double check the sender ground.) The voltage must be between 11 and 16 volts.

If the gauge shows a full scale reading, disconnect the sender from the lead. If the gauge returns to zero the sender is shorted to ground. If the gauge remains at full scale, remove the sender wire from the back of the gauge. If the gauge returns to zero the wire is shorted. If the needle remains at full the gauge is probably faulty.

If the gauge shows a zero reading remove the wire from the sender and ground it. If the gauge goes to full scale the sender is bad. If the gauge still reads zero, ground the sensor stud on the back of the case. If the gauge goes to full scale the wire is broken. If the needle remains on zero the gauge is faulty.