

## PLEASE READ

**PLEASE refer to the latest version of the MANUAL. [www.aircraftextras.com/Manuals.htm](http://www.aircraftextras.com/Manuals.htm)**

Your oil quantity sensor is finished and tested. Looking at your sensor, if it is wrapped in paper towels with rubber bands, this means that we pre-tested your sensor in "our oil" on the bench using 15W50 oil. It also means that we pre-calibrated your electronics. This being the case, you may simply connect it on your bench and test it in oil, "up-side-down", to get a feeling that it is working properly before you install it in your aircraft, or before you perform any further programming.

**BEWARE**, your sensor is not calibrated for your aircraft until you do a calibration in your aircraft while adding one quart at a time per the manual instructions. You need to do this with "your oil type" to be the most accurate.

**OIL ADDITIVES NOTE:** If you use oil additives like CAMGUARD, etc, you will need to mix the additive with your manufacturer's specified maximum engine oil quantity before starting to calibrate your sensor in your bird. In general, the calibration of your oil sensor may change a bit with the addition of oil additives, if you change the type of oil you use. You cannot just put the additive in your oil at the end of calibration or at another time if you desire the best output accuracy.

### **Our pre-programming:**

Oil level alarm levels will not yet be set for your aircraft.

The oil temperature scaling will be normally set at (0 to 300°F) = (0 to 5V).

We normally set the over temperature alarm to 220°F.

## BENCH TESTING

If you want to test your sensor on the bench, it can be accomplished by orienting the sensor up-side-down in a container of your oil. You can raise and lower the sensor in the oil to simulate an oil level from empty to full.

**DO NOT** get oil on the sensor base or the sensor cables!

**DO NOT** mis-wire the electronics or damage may occur!

**PLEASE REFER** to the proper care of the sensor, the cables, and cable routing in the manual and associated installation drawings.

- 1.) Wire up power and common as stated in the manual.
- 2.) Use a voltmeter to measure the voltage on pin 9 to (common, pin 1).  
This signal is the Oil Level Analog Output signal.
- 3.) When you move the oil sensor up and down in the oil, the voltage should span from near zero volts to +5V. **DO NOT** be alarmed if it does not respond immediately. The oil level could take several seconds to respond. The oil quantity output and temperature output (pin 10), is up-dated every 2 seconds. **Temperature °F = (volts output / 5) x 300**