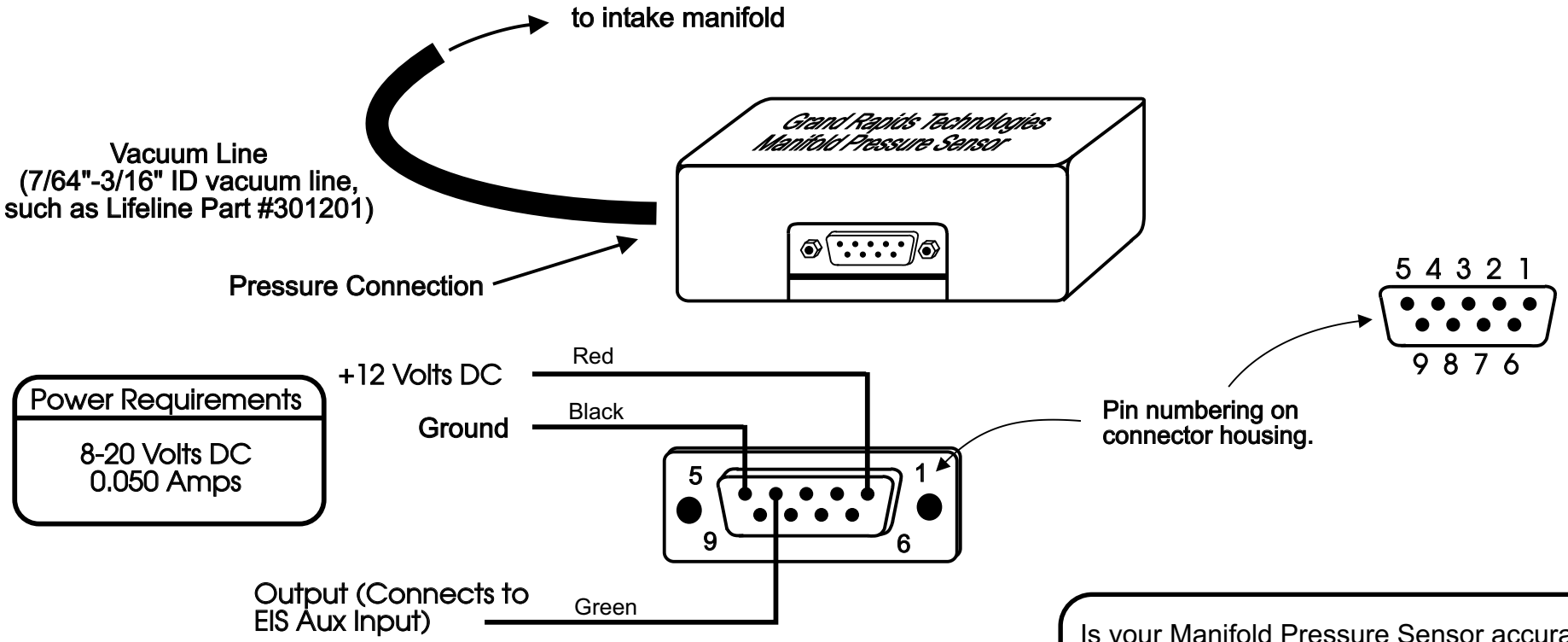

Notes:

1. Mount the Adapter to avoid water, fuel, and extreme heat. The sensor should not be mounted in the engnie compartment.
2. Turn off power to the adapter when not in use to avoid discharging the aircraft's battery.
3. Set the Auxiliary Scale Factor and Offset (AuxSF and AuxOff) as shown on label of sensor. These numbers are entered into the EIS on the configuration set pages, and are identified on these pages as AuxNSF and AuxNOff, or NSF and NOff, where N is a number identifing which auxiliary input it applies to. (For example, if the MAP sensor is wired to Auxiliary input 1, you will need to set Aux1SF and Aux1Off, or 1SF and 1Off, to the values shown on the label of the MAP Sensor.
4. In some cases, depending on the engine, and many other variables, the manifold pressure display may fluctuate up and down as much as an inch of mercury. This can be eliminated by installing an orifice with a hole drilled by a #70 bit in the manifold pressure vacuum line near the engine. This restriction provides a filtering effect, and prevents an air leak if the vacuum line was to fail any place after the orifice.
5. With the engine not running, the instrument will show a pressure reading equal to the altimeter setting less the 1" of mercury for every 1000 feet above sea level. For example, if the altimeter setting is 29.70, and your airport has an elevationof 700 feet, the correct reading for manifold pressure will be 29.0 with the engine not running.
6. The MAP-02 includes an Auxiliary Scale Factor and Offset for both a 2 digit reading (for displaying the pressure with a 1" of mercury resolution), and a 3 digit reading (for displaying manifold pressure with a 0.1" Hg resolution).

Is your Manifold Pressure Sensor accurate?

The manifold pressure reading will not be equal to the altimeter setting unless you are at sea level. See note 5 to determine the correct reading based on your field elevation and the current altimeter setting!

Manifold Pressure Sensor

Grand Rapids Technologies, Inc

MANPRES.cdr