

# How to install the PPG Meter

Installing the PPG Meter can be done in 4 easy steps; you do not have to be a mechanic to install it, is very simple and takes about 1 hour depending on your skill.

## Step 1: Installation of the CHT Sensor

- Unscrew your Spark plug and put the CHT Sensor between your Spark Plug and the Engine, put the leftover cable towards front of the Paramotor.

## Step 2: Installation of the EGT Sensor

- Take your exhaust off your Motor for easier access
- Drill a 5/16" hole ( 8 mm ) about 4 Inch from where the exhaust connects to your engine outlet ( **Picture 7** )
- Gently fit the EGT Sensor into the hole and secure it tightly with the nut provided
- Reconnect your exhaust to your Paramotor

## Step 3: Installation of the Fuel Gauge PLEASE WATCH INSTRUCTION VIDEO

**WE CAN NOT BE HELD RESPONSIBLE FOR WRONG INSTALLATIONS!**

Link : <http://bit.ly/W28FOS>

- Take your fuel Tank off the engine and empty it for your safety, let dry out completely
- Drill a vertical hole for your fuel gauge rod at the deepest place of your Tank 12 mm or 31/64 Inch Drill.
- Take the Rod Holder and slide the rubber ring over it, and then insert the rod holder into the Fuel Tank. Use a stronger wire or a fuel hose to slide thru both openings (normal inlet and drilled hole), slide it thru and make a knot at the end to pull it upwards (**Picture 1**)
- Screw the bigger nut tight onto the Fuel rod holder and remove the Wire/ Fuel Line
- This is how it should look until now. (**Picture 2**)
- Next you need to insert the fuel rod into the holder, take a marker and mark at where the rod meets the holder
- Remove fuel rod and measure the distance from your markings to the lower end of the fuel gauges cap, mark the same distance from the bottom of the fuel rod upwards
- Insert the little rod into the Fuel gauge, until about 1 inch left

**NEXT STEP IS CRITICAL AS IT IS NON REVERSIBLE, BETTER MEASURE TWICE THAN 1 TIME WRONG**

- Secure the fuel rod into a workshop vise AT THE BOTTOM, NOT THE MIDDLE- NOR THE TOP (**Picture 3**)
- Saw very carefully at your measured line 360 degrees around the rod( You may need to turn the rod several times)
- When it is separated, slide it out the end of the fuel gauge, while holding the rod upright, so that the saw dust cannot fall inside the Fuel Gauge. A smaller rod will come out as you pull!
- Clean the sharp edges of the cut rod with a knife, again making sure the sawdust cannot fall inside and you do not bend the tube. The end should look like **Picture 4** now
- Slide the white insulation insertion cap between the 2 rods ( outer and inner one ).You can use your finger nails or a small wrench to perform this step, as usual be very careful not to bend anything (**Picture 5**). This might be a little hard, but it is manageable when you cleaned edges well. Please check that the spacer has enough space in between so that fuel can flow in and out! DO NOT TEST WITH ANY OTHER LIQUID THAN FUEL
- Take a sharp knife and cut the inner tube along the perimeter, easiest is rolling the tube on your work bench, this will carefully cut away the small inner tube. The tube is thin walled so it should be easy to cut, DO NOT USE A PLYER AS THIS WOULD SQUEEZE THE ENDS TOGETHER!
- Again, clean the inner tube with a knife to get the tubes edge unsharp

- ALMOST DONE, insert the Leftover Nut onto Fuel Gauge, dip the last oil ring into a little oil and also slide it onto the Fuel Gauge. Be advised, the Oil ring is the last to be slid on and press the ring firmly onto into the nut
- Stick the Gauge into the holder that we secured to the tank and screw the nut in by 1 to 2 threads
- Press the Fuel Gauge all the way in now and secure the nut tightly with a wrench
- The Fuel Gauge will be sealed by tightening the nut, so do not worry about leaks (If installed correctly)
- Please check that the distance between the black cap and the nut is at a minimum! The Vent hole inside needs to be in the tank...
- Put your fuel Tank back to its original location making sure not to bend or pinch it's cable

#### Step 4: Connecting

- Connect all Sensors to the small hock up points, according to the drawing (**Picture 5**)
- Connect the Fuel Gauge
- Connect the Red (Positive Wire) to your + Port at your Battery (PPG Meter External Battery Version only)
- Connect the Black (Negative Wire) to the Skeleton of your Paramotor (All PPG Meter Versions)
- Secure the PPG Meter Display to preferred location, suggested is on the flight deck on your lab for best viewing.
- Wrap around the RPM Cable along the Spark Plug Cable, about 2-6 times according to drawing

#### Step 5: Securing against Vibrations

- Please make sure that you secure all cables to your Paramotor to make sure, that there is no vibration to any of the cables. Not securing the cables can cause internal cable damage, what unfortunately cannot be covered in warranty due to its nature of the high vibrations.

**DONE, you have successfully installed the PPG Meter**

**Please read the Manual on how to do the settings of the PPG Meter**

Picture 1:



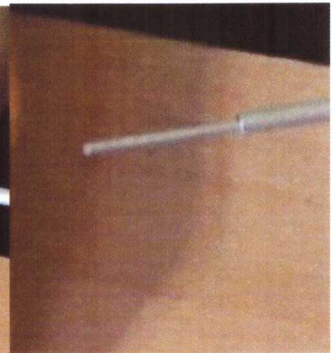
Picture 2:



Picture 3:



Picture 4:



Picture 5:

