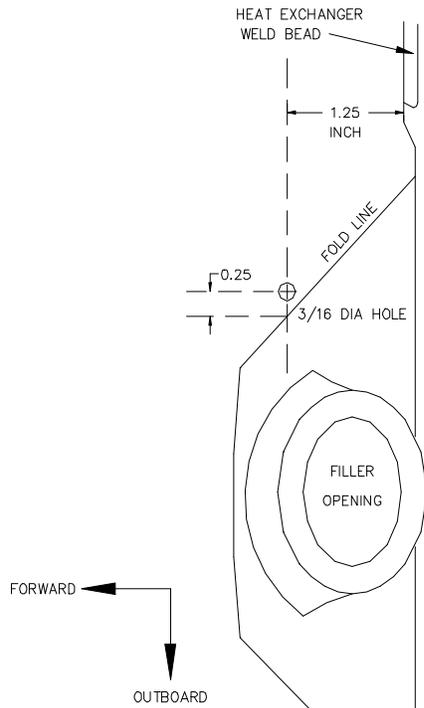
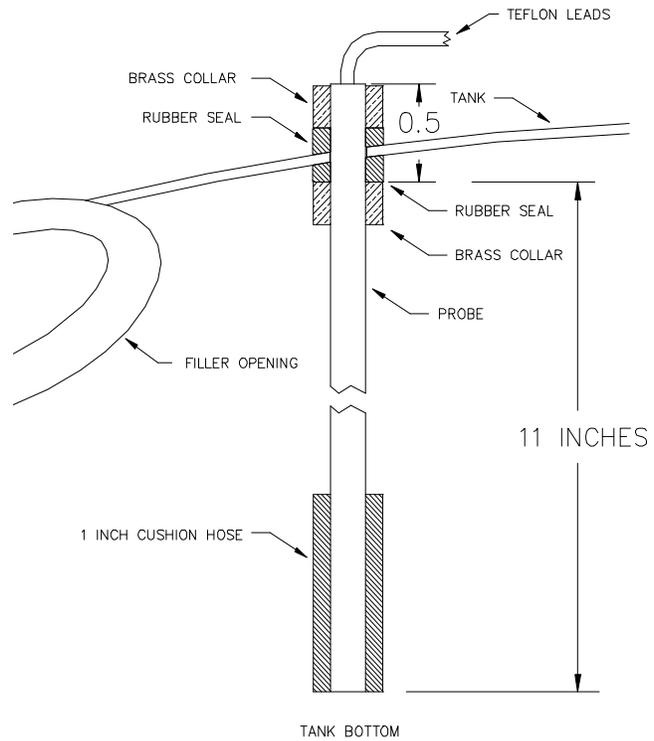


SKINNY-DIPPER INSTALLATION BONANZA E-SERIES

3/16 HOLE LOCATION
LOOKING DOWN AT TOP
OF RESERVOIR



SECTION OF PROBE MOUNTING
LOOKING FROM AFT TO FORE



MOUNT THE INDICATOR:

The quick and dirty approach is to use the Velcro tape provided to attach the 4.7 ounce indicator to the upholstery panel just below the left lower edge of the panel. If panel mounting is desired, refer to pages 2 and 3 of the data brochure.

Connect power connector according to pages 2 and 3 of the data brochure.

PROBE INSTALLATION:

3/16 inch holes are drilled in the oval fire wall inspection cover and in the oil reservoir. The reservoir hole is drilled with the assistance of putty to prevent chips from falling into the reservoir. Starting on the cabin side of the fire wall, the probe is passed through the fire wall hole. Now, from the engine side of the fire wall, a set-screw-collar and a rubber seal are slid past the probe on to the leads. The probe is then inserted through the reservoir 3/16 hole and pulled out the filler opening. Another rubber seal

and collar are slid onto the probe and secured. A 1 inch cushion hose is slid onto the probe. The probe is reinserted through the filler opening and pulled by its leads through the 3/16 reservoir hole and secured.

STEP BY STEP PROBE INSTALLATION:

1. Drill a 3/16 hole or locate an existing hole in the oval inspection cover on the left side of the fire wall.
2. See the above drawing. Mark the hole position on the reservoir by drawing a line parallel to and 1.25 inch forward of the aft surface above the heat exchanger. Then measure 0.25 inch inboard of the fold line that runs diagonally inboard of the filler opening.
3. Remove the cap and dipstick assy from the reservoir.
4. Drain the reservoir.
5. Wipe the interior surface of the reservoir in the vicinity of the hole mark.
6. Mold the putty to the inside of the tank under the

proposed hole into a paddy about 1/2 inch thick and 1 inch in diameter.

7. Replace the filler cap to prevent chips from entering.
8. Drill a 1/8 inch or smaller pilot hole not allowing the bit to pass completely through the putty.
9. Drill the final 3/16 hole with the bit vertical rather than perpendicular to the sloping reservoir surface. Again, do not punch through the putty.
10. De-burr the inside of the hole by working from the outside with an Exacto knife. Simply cut a chamfer on the inside edge of the hole. The putty will capture the chips.
11. Wipe any chips from the outside of the reservoir and remove the cap and putty.
12. Slide the probe through the fire wall hole from the cabin side to the engine side. Pull about 2 feet of lead to engine side.
13. Slide a collar and a rubber seal past the probe onto the white leads.
14. Insert the probe through the 3/16 hole completely into the reservoir.
15. Working through the filler opening, direct the lower end of the probe to the forward outboard corner of the reservoir.
15. Push some lead into the reservoir and pull the lead and probe out through the filler opening.
16. Slide another rubber seal and collar onto the probe.
17. Position the inside collar such that there is 1/2 inch between the top of the collar and the top of the probe.

18. Apply a small amount of thread lock to the collar screw and tighten using the supplied Allen wrench.
19. Slide the 1 inch cushion hose onto the bottom of the probe.
20. To facilitate proper angular position of the lower rubber seal, mark the top of the probe to indicate the direction of the thinnest portion of the seal.
21. Position the probe back in the reservoir and pull the lead and probe through the 3/16 hole.
22. Slide the upper rubber seal and collar onto the probe. Position the seals such that the thin portion of the lower seal faces outboard and the thin portion of the upper seal faces inboard. (See drawing.)
23. With one hand, pull on the lead while pushing down on the upper collar with the thumb until the rubber seals are slightly compressed and tighten the upper collar set screw with the other hand. Apply thread lock again.
24. Push excess lead length into the cabin and connect to the indicator such that the red dots on the connectors and the indicator are adjacent.

Note: As supplied, the indicator will light 10 dots for 10 quarts. Dots 11 and 12 will then indicate an over fill. The indicator can be adjusted to 12 dots for 10 quarts or whatever is desired. See RANGE and ZERO on page 2 of the data brochure.

CAUTIONS:

DC POWER: The 500A indicator is protected against over voltage and reverse voltage. Reversing the power connector will simply burn out the 1 Ohm resistor in the red lead.

The 6 pin power connector must be inserted with the red dots adjacent. The red wire, with the in-line fuse holder, should be the highest when the indicator is in its normal, upright, position.

Likewise, the red dot on the probe connector should be adjacent to the red dot on the indicator. Reversing will cause no damage but will provide no temperature indication.

SCREW LENGTHS: Use the short 3/16 inch screws to attach the mounting brackets to the indicator and the longer 1/4 inch screws for panel attachment.

PACKING LIST:

QUAN	PART NUMBER	DESCRIPTION
1	500A	INDICATOR
1	O-10.5-1.0-6	PROBE
1	0500-0009	HARNES, POWER
2	0500-0010	BRACKETS, MOUNTING
4	0500-0011	SCREWS, 4-40 X 3/16, SELF TAPPING
2	0500-0012	SCREWS, 4-40 X 1/4, SELF TAPPING
2	0500-0013	COLLARS, 3/16 INCH, BRASS, PLATED
2	0500-0014	SEALS, RUBBER, TAPERED
1	0500-0015	HOSE, RUBBER, CUSHION
1	O500-0016	WRENCH, ALLEN
1	0500-0017	THREAD-LOCK, LOCTITE 271
1 Oz.	0500-0018	PUTTY
1	0500-0020	BROCHURE, DATA
1	0500-0021	INSTRUCTIONS, INSTALLATION

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