

Auto Refuel Unit

By Ron Van uum and Sandor Kruise



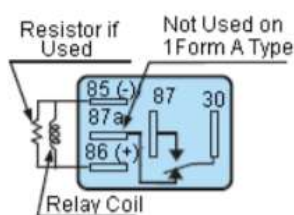
Connections :

Yellow/Yellow voltage output goes to relais control lto turn on/off Relais

NOTE : what goes in goes out on the 2 yellow wires. The relais could not care less on how you connect the wires 😊

Red black 12-24 volts(**NOTE be carefull fort he relais max input**)

3 wire connector :Flow gauge



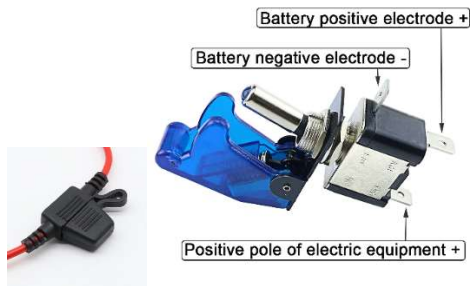
the 2 yellow wires go direct on Pin 86-85

The connection from relays towards the PWM controller is 87 and 30 (put between pos lead towards PWM Ctrl).

CAUTION! The relays is made for automotive use do NOT overpower the relays.

It has been designed for 10-14 volts maximum.

Please identify the position of the switch



Switch and fuse go on the first Lead towards the PWM and Relais!

Do NOT change a more stronger fuse then 5 amps.

the 5 amps is plenty for the controller.



Make sure you use a good quality pump! Best pump is the greylor that we sell.

The pump must NOT create bubbles in the feed lines this will cause missalignment to the Flow gauge.

Calibration of the fuelgauge is done by running the pump at normal speed and a weight scale.

For every liter fuel you use about 0.85 Kilo on the scale.

Usage:

Run stop Start and stop of the pump control and counter

Clean : reset to zero fuel

Set : program quantity of fuel

Menu forward and back for MI / L

Calibration of Fuel flow

Press Menu 3x

Then hold set for 3 second.

Password : 1234 arrows change the digits.

Calibration : i suggest you use a weight scale , place a container and set to zero.

Example pump 1 liter of fuel onto the scales container , and check with the display how much it pumped.

your unit is allready calibrated with 1 liter of fuel and we used a weight of 0.85 kilo for 1 liter of fuel.

This should be correct for most fuels we use for our jets.

Have fun with this DIY project!.

Sandor Kruise

Ron Van Uum