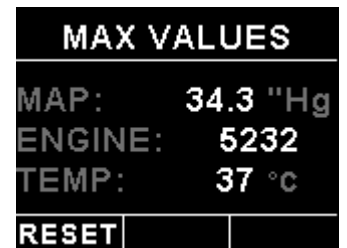
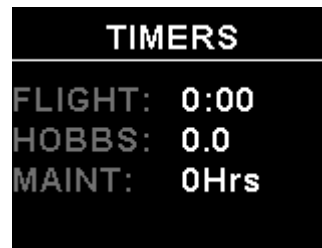
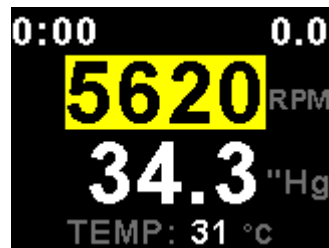
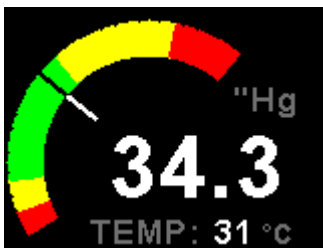


# Blaze MAP-4

Manifold Pressure, RPM and  
Temperature Indicator

Operating Manual – English 1.02



## Introduction

The MAP-4 is a 3 1/8" (80mm) sunlight readable Manifold pressure indicator which can simultaneously display RPM and temperature from a universal RPM and temperature input.

The manifold pressure display is also available in the form of a scalable analog bar graph, if the RPM input is not displayed.

The MAP-4 also has a Hobbs meter (can be set to the current engine time) which is password protected, an engine running timer / flight timer and a programmable maintenance timer to schedule routine engine maintenance.

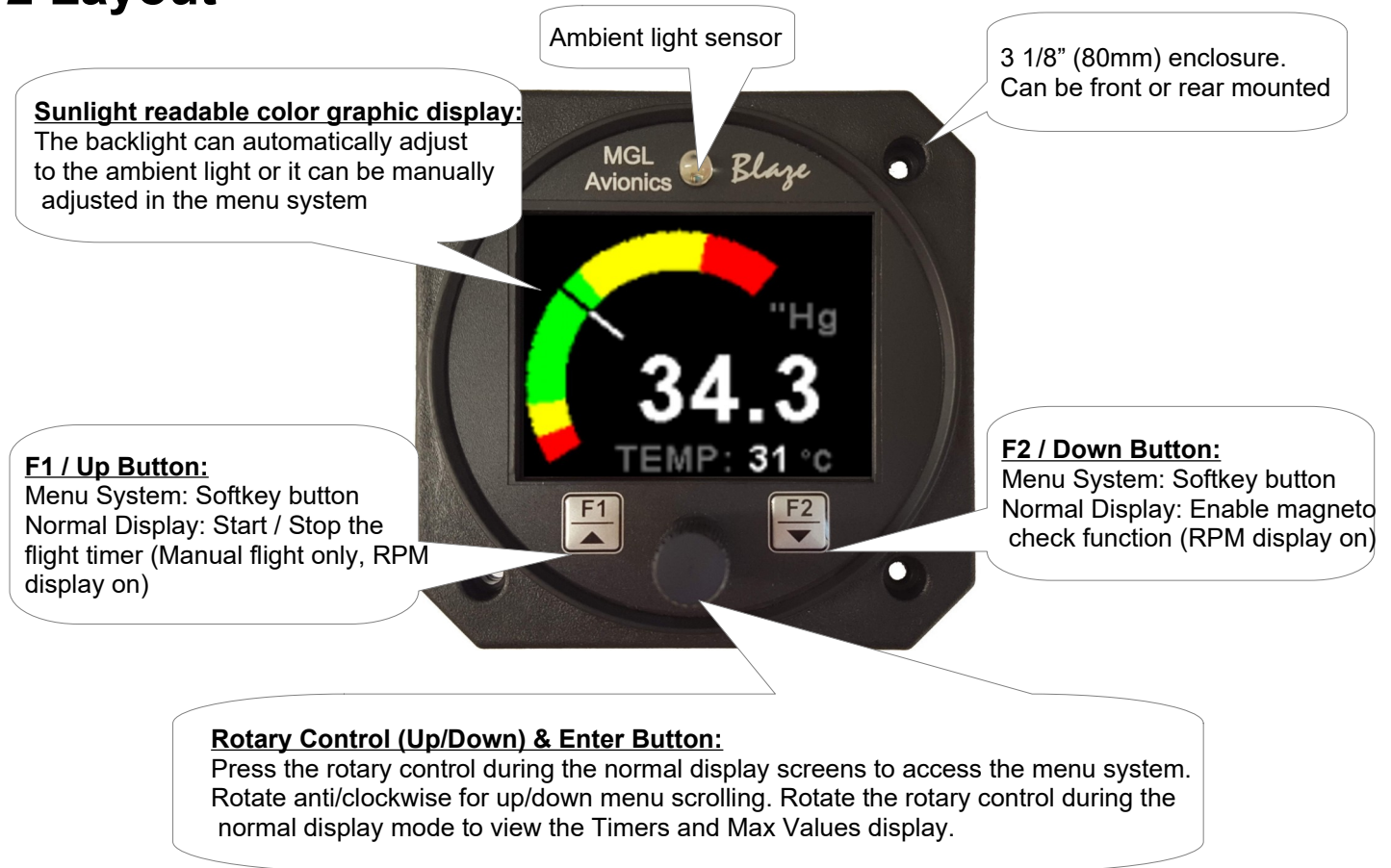
The MAP-4 also features a programmable low/high alarm for manifold pressure, RPM and temperature. A handy magneto check function is also available to easy diagnose magneto problems. The MAP-4 also records the maximum manifold pressure, RPM and temperature reached in permanent memory.

The MAP-4 can also be interfaced via the CAN bus to an external RDAC unit (Remote Data Acquisition Computer). This allows for easier installation as the RDAC unit is normally mounted in the engine compartment.

# 1 Features

- Large 2.6" high resolution 320x240, IPS (fully viewable in all directions), sunlight readable color LCD display
- Manifold pressure, RPM and Temperature indicator
- Manifold pressure can be displayed in millibar (mB) or in inches of Mercury ("Hg")
- Scalable analog manifold pressure bar graph
- Temperature can be displayed in degrees Celsius or in degrees Fahrenheit
- Includes a settable Hobbs meter which is password protected
- Includes an engine running and flight timer
- Includes a programmable maintenance timer for scheduled routine engine maintenance
- Includes a magneto check function
- Records maximum MAP, RPM and temperature reached in permanent memory
- A programmable low/high alarm for manifold pressure, RPM and temperature
- External RDAC (Remote Data Acquisition Computer) interfacing via the CAN bus
- Includes a RS232 serial output for interfacing to external equipment e.g dataloggers etc.
- Standard 3 1/8" aircraft enclosure (can be front or rear mounted)
- The LED backlight can automatically adjust to the ambient light, or it can be manually adjusted in the menu system
- Rotary control plus 2 independent buttons for easy menu navigation and user input
- Wide input supply voltage range of 8 to 30V DC with built in voltage reversal and over voltage protection for harsh electrical environments
- 1 year limited warranty

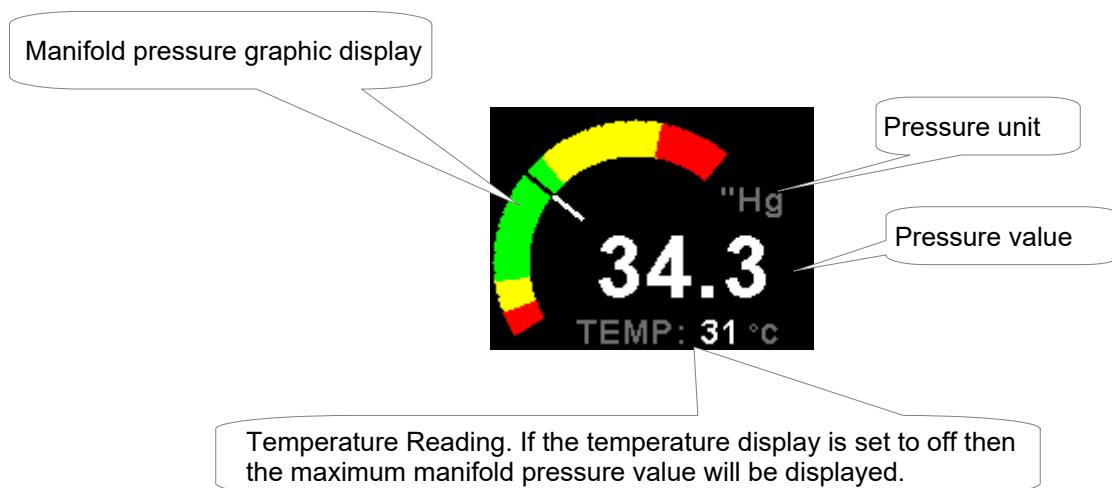
## 2 Layout



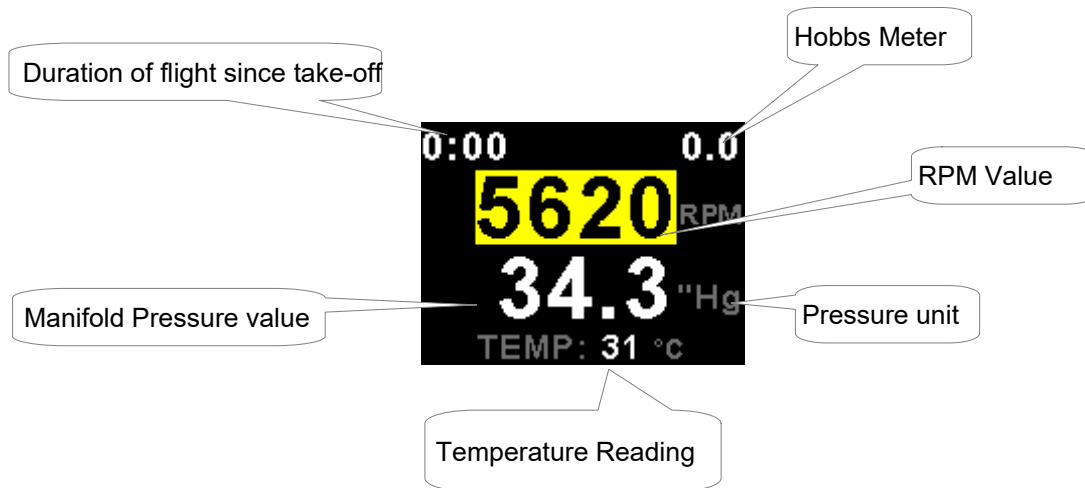
## 3 Main Displays

The MAP-4 has 2 different display screens. The main display screen can be selected to display Manifold pressure only or Manifold pressure and RPM combined.

### 3.1 Manifold Pressure Only Display



### 3.2 Manifold Pressure and RPM Display



### 3.3 Timers display

TIMERS	
FLIGHT:	0:00
HOBBS:	0.0
MAINT:	0Hrs

This display can be accessed by rotating the rotary control during the normal display mode. The flight, Hobbs and Maintenance Timers are shown.

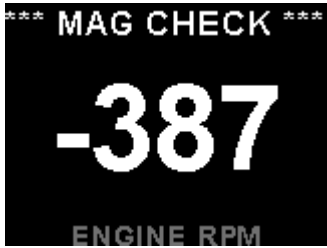
### 3.4 Maximum Values display

MAX VALUES	
MAP:	34.3 "Hg
ENGINE:	5232
TEMP:	37 °C
RESET	

This display can be accessed by rotating the rotary control during the normal display mode. Press the F1/Up button when the max values display is showing to reset the maximum values to the current values.

**Note:** The maximum values are stored in non-volatile memory and are recalled on power-up.

### 3.5 Magneto check function (RPM Display showing)



Press the F2/Down button once you have reached your normal run-up RPM. The display will show the RPM deviation from when the magneto function was activated. Any RPM drops will be displayed as a negative RPM value, a positive reading indicates an increase in RPM.

Switch the mag to left or right. The MAP-4 should display a negative (drop in) RPM. Then switch the mags to "Both". The MAP-4 reading should go back to zero or near zero. A problem should show up as an excessive drop in one mag and the return to zero or close to zero incorrectly.

The MAP-4 will return to the normal display after 60 seconds or if any key is pressed.

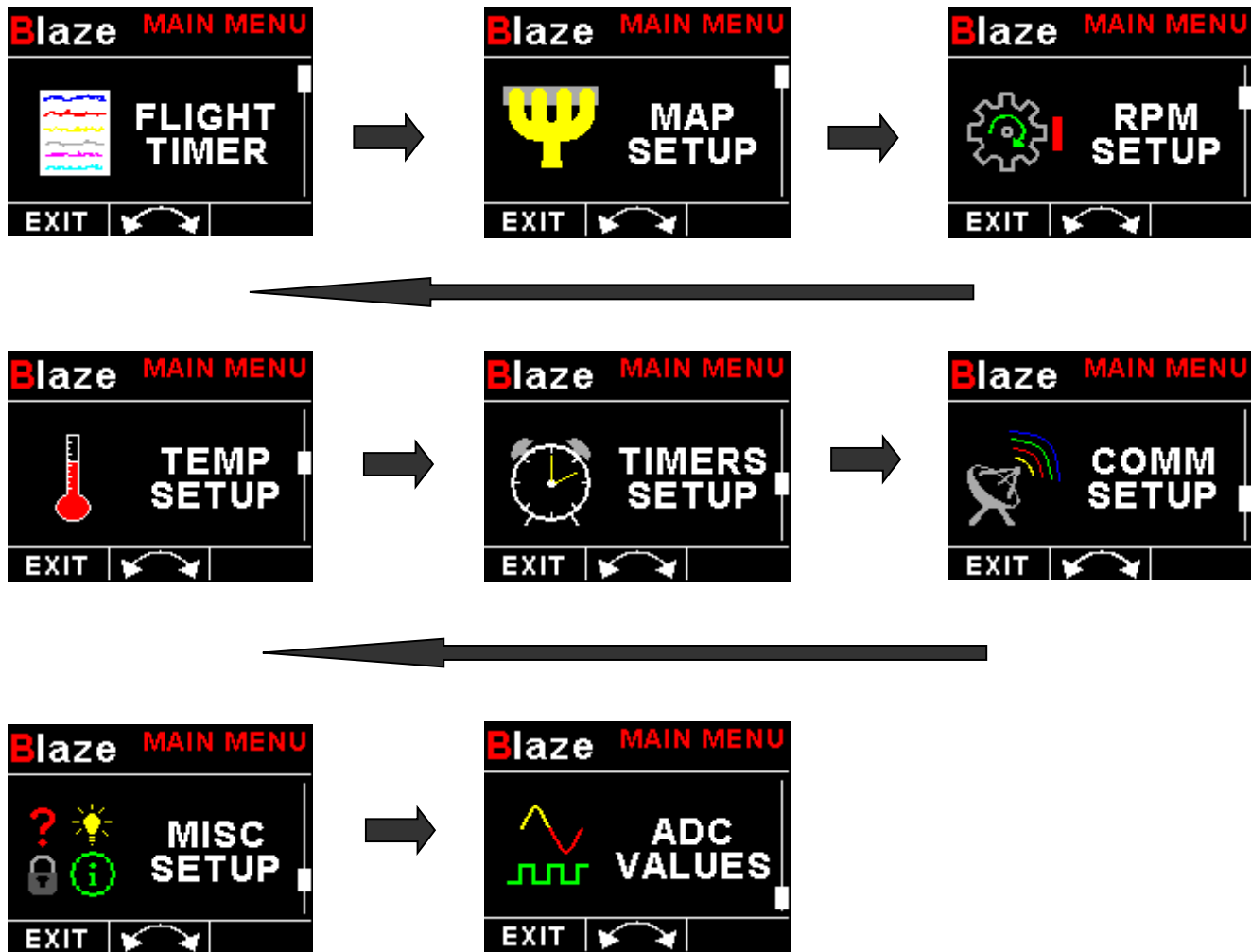
### 3.6 Start / Stop flight display



Press the F1/Up button during the normal display mode to manually start/stop a flight. This key is only active if the MAP-4 is setup to select the manual flight option under the "TIMERS" setup menu.

## 4 Menu System

Press the rotary control button during the normal display mode to enter the menu system. Use the rotary control to navigate through the menu system.



### 4.1 Exiting the menu system

Press the F1/Up button to exit the menu system when the "EXIT" soft key is shown. All changes made during navigation of the menu system will be saved in non-volatile memory upon exiting. The instrument will not save any changes if you remove power before exiting the menu system.

## 4.2 Flight Timer



### *View Flight Log:*



Use the rotary control to view the next flight log entry.

### *Erase Flight Log:*

Use this function to erase the flight log stored in the RPM-2.

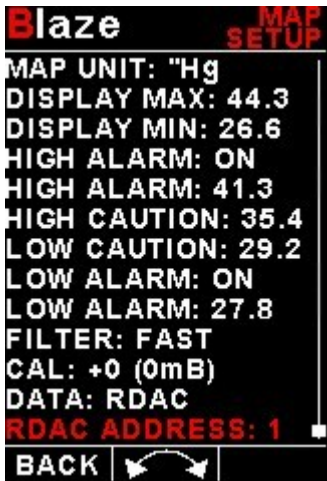
### **FLIGHT:**

Select whether you want the RPM-2 to automatically detect a flight or whether the pilot must press the F1/Up button to start/stop a flight. We recommend you select automatic flight detection either on RPM1 or RPM2.

### **T/O RPM:**

This menu option is only shown if the "RPM1" or "RPM2" flight mode is selected. Enter the RPM take off threshold that you want the flight timer to start incrementing.

### 4.3 MAP Setup (Manifold Pressure Setup)



#### **MAP Unit:**

Select if you want the manifold pressure displayed in mB (millibars) or "Hg (inches of mercury).

#### **Display Max:**

Select the maximum pressure that you want the manifold bargraph to show. This can give you increased display resolution.

#### **Display Min:**

Select the minimum pressure that you want the manifold bargraph dial to show. This can give you increased display resolution.

#### **High Alarm:**

This enables or disables the manifold pressure high alarm.

#### **High Alarm:**

Enter the pressure threshold for when the high alarm must be activated. Any pressure above this value will activate the alarm.

#### **High Caution:**

Enter the pressure value for the high caution. This is the lower value of the upper yellow band.

#### **Low Caution:**

Enter the pressure value for the low caution. This is the upper value of the lower yellow band.

#### **Low Alarm:**

This enables or disables the manifold pressure low alarm.



**Low Alarm:**

Enter the pressure threshold for when the low alarm must be activated. Any pressure below this value will activate the alarm.

**Filter:**

This function can be used to select the signal filter time constant. Selections are "NONE", "FAST" or "SLOW". This selection influences the rate at which your manifold pressure can change its reading.

**Cal:**

Internal sensor calibration:

During the factory calibration a factor has been determined and entered here that will give you accurate manifold pressure. The original calibration factor has been written onto the back of your instrument. The manifold pressure can only be calibrated in mB.

RDAC Calibration:

The sender in the RDAC is shipped uncalibrated. To calibrate the manifold pressure, compare and adjust the calibration factor until the manifold reading is the same as the barometric pressure. The manifold pressure can only be calibrated in mB.

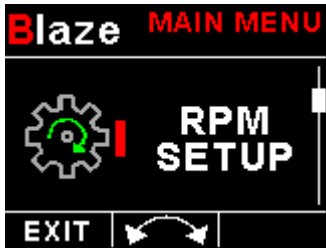
**Data:**

Select the data source of the manifold pressure. Options include internal (using the internal sensor within the MAP-4) or from an optional external RDAC unit.

**RDAC Address:**

Select the CAN address of the RDAC unit.

## 4.4 RPM Setup



### ***RPM Display:***

Select if you want the RPM to be displayed on the main display or not. Select "OFF" if you are not using the RPM part of the MAP-4 indicator.

### ***Display:***

Select if you want the RPM to be displayed in "RPM" or "PERCENT".

### ***RPM 100%:***

Select the maximum value that you want the RPM to correlate to 100%. This is only shown if "Percent" is selected for display.

### ***Display Max:***

Select the maximum RPM that you want the RPM dial to show. This can give you increased display resolution.

### ***Display Min:***

Select the minimum RPM that you want the RPM dial to show. This can give you increased display resolution.

### ***High Alarm:***

This enables or disables the RPM high alarm.

### ***High Alarm:***

Enter the RPM threshold for when the high alarm must be activated. Any RPM above this value will activate the alarm.

### ***High Caution:***

Enter the RPM value for the high caution. This is the lower value of the upper yellow band.

**Low Caution:**

Enter the RPM value for the low caution. This is the upper value of the lower yellow band.

**Low Alarm:**

This enables or disables the RPM low alarm.

**Low Alarm:**

Enter the RPM threshold for when the low alarm must be activated. Any RPM below this value will activate the alarm.

**Pulses/Rev:**

Enter the number of pulses per RPM. For engines with an uneven number of cylinders like three cylinder four stroke engines you can enter values containing fractions (usually 1.5 in this example). Most four stroke engines would generate one pulse for every two revolutions per cylinder. A four cylinder automotive four stroke engine would thus generate 2 pulses per revolution. A typical Rotax DCDI two stroke engine would generate 6 pulses per revolution. The well known Rotax 912/914 engine generates one pulse per revolution.

**Increment:**

Select the step size between successive RPM values eg. if the RPM value is 4003 RPM and the "INCREMENT" is 5 then the actual value shown is 4005 RPM.

**Label:**

Enter a label for the RPM so you can identify it easily.

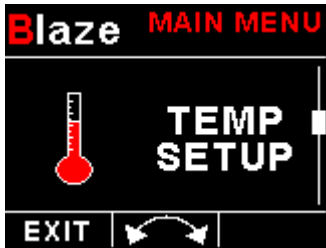
**Data:**

Select the data source of the RPM signals. Options include internal (using the internal electronics within the MAP-4) or from an optional external RDAC unit.

**RDAC Address:**

Select the CAN address of the RDAC unit.

## 4.5 Temp Setup



### **Temp Display:**

Select if you want the temperature to be displayed on the main display or not. Select "OFF" if you are not using the temperature part of the MAP-4 indicator.

### **Temp Unit:**

Select whether you want the temperature to be displayed in degrees Celsius (°C) or in degrees Fahrenheit (°F).

### **HIGH ALARM:**

This enables or disables the temperature high alarm.

### **HIGH ALARM:**

Enter the temperature threshold for when the high alarm must be activated. Any temperature above this value will activate the alarm.

### **LOW ALARM:**

This enables or disables the temperature low alarm.

### **LOW ALARM:**

Enter the temperature threshold for when the low alarm must be activated. Any temperature below this value will activate the alarm.

### **Label:**

Enter a label for the temperature display so you can identify it easily.

### **CAL:**

Adjust the calibration factor until the temperature sensor matches that of a precision thermometer. Calibration can only be done in Celsius (°C).

## 4.6 Timers Setup



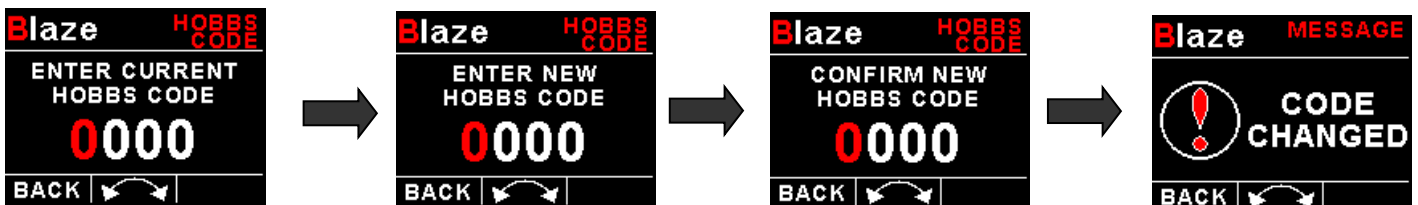
### SET HOBBS TIME:



This function allows you to set the engine Hobbs meter to any value. Typically, you would use this function to set the Hobbs meter to the current known engine time. Use the rotary control to change the value. Press the rotary control to accept and exit the menu option. If the Hobbs code is set to another value beside zero, then the pilot will be prompted to enter the Hobbs access code before allowing him to change the Hobbs time. This feature is useful for chartered and flying school planes.

### HOBBS CODE:

This menu option allows you to change the Hobbs access code. You will first be prompted to enter the current code followed by entering in a new code followed by re-entering the new code. If the new code and the re-entered code is the same, then the Hobbs access code will be changed. Default code is 0000.



### HOBBS HOUR:

Select if you would like the hour to be displayed in decimal fractions or minutes.

**SET MAINT TIME:**

This function allows you to set an engine maintenance timer. This timer is set in engine hours and it will count down to zero when the engine RPM is greater than the "HOBBS RPM". A good use for this function is to set the hours until your next spark plug change or engine inspection. Use the rotary control to change the value.

**H/M Start:**

Select what source will start the Hobbs and Maintenance timers. A selection between Power, RPM 1 or RPM 2 can be made

**HOBBS RPM:**

Enter the RPM limit in which the Hobbs timer/Maintenance timer must start incrementing.

## 4.7 COMM Setup (Communication Setup)



### **Serial Out:**

Select "ON" to enable the RS232 serial output.

### **Unit Address:**

Enter the unit address.

### **Baud Rate:**

Select the desired baud rate of the serial output.

The transmission format is set to 8 data bits, No parity, 1 stop bit. The baud rate can be changed in the Communication Menu.

## 4.7.1 Protocol Format

### **STX, Address, Message type, Length, Data payload, Checksum, ETX**

STX: Start of text (0x02)

Address: unsigned char (8bit), Unit address (range 0-255)

Message Type: unsigned char (8bit), Specifies the message type

Length: unsigned char (8bit), Length of the data payload (does not include the STX, Address, message type, checksum or ETX)

Data payload: Data

Checksum: unsigned char (8bit), XOR of all bytes starting from the unit address to the end of the data payload. The checksum is seeded with 0xa5. (does not include the STX or ETX)

ETX: End of text (0x03)

## 4.7.2 Data payload

Message type=10

Data Length=15 bytes

Output Rate=1Hz

Hobbs Hours:	Unsigned Int (16 bits), Hobbs hours
Hobbs Minutes:	Unsigned char (8 bits), Hobbs decimal minutes
Maintenance Time:	Unsigned Int (16 bits), Maintenance time in hours
RPM:	Unsigned Long (32 bit), RPM value
RPM (%):	Unsigned Int (16 bit), RPM value in percentage
Manifold Pressure:	Signed Int (16 bits), Manifold pressure in mBar
Temperature:	Signed Int (16 bits), Temperature in Degrees Celsius



### 4.8 MISC Setup (Miscellaneous Setup)



#### Backlight:



Select manual or automatic backlight control.

Use the rotary control in manual mode to adjust the backlight brightness.



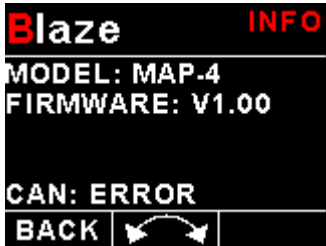
Allow 3 seconds for the display to adjust to the ambient lighting conditions when using the automatic backlight mode. The display will set the backlight to the dim setting if the ambient light is less than the threshold setting, alternatively the display will set the backlight to the bright setting if the ambient light is greater than the threshold setting. The ambient light received is shown as the ADC value in the top header. Use this value to set the threshold value.

#### Security Setup:

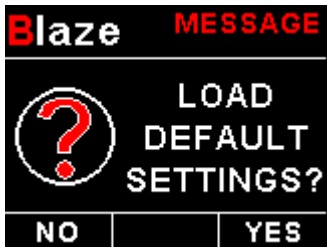


Select this menu option if you want to password protect the menu system.

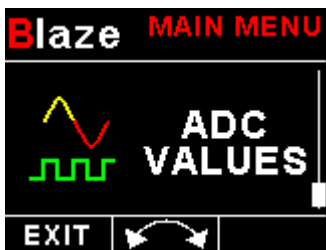


**Information:**

This menu option displays information about the unit.

**Default Settings:**

Select this menu option to reset all the settings to factory defaults.

**4.9 ADC Values**

This menu displays the ADC values that have been read from the pressure and temperature sensor.

**5 Loading factory default settings**

Press and hold the F1/Up button and rotary control during power up to load the pre-programmed factory default settings. The following screen will be displayed:

Factory default settings can also be loaded in the Miscellaneous setup menu.

## 6 Error Messages



UNIT  
SETTINGS  
CRC ERROR

Unit settings CRC error. Load default settings to restore to factory defaults. If the error message still persists then it could possibly be a non-volatile memory failure in which case the instrument will then have to be returned to the factory.



INTERNAL  
FLASH  
CRC ERROR  
UNIT:123456  
CODE:654321

Internal flash CRC error. The instrument does a firmware check on the program when power is applied to the instrument. If the program is corrupt in any way then the internal flash CRC error will be displayed. Reload the instruments firmware and load default settings. If the error message still persists then it could possibly be an internal flash memory failure in which case the instrument will then have to be returned to the factory.



CALIBRATION  
CONSTANTS  
CRC ERROR

Calibration constants CRC error. The instrument could possibly have a non-volatile memory failure in which case the instrument will then have to be returned to the factory.



HOBBS/  
MAINTENANCE  
CRC ERROR

Hobbs / Maintenance Timer CRC error. Try entering new values for the Hobbs meter and Maintenance timer and see if the error message disappears. If the error message still persists then it could possibly be a non-volatile memory failure in which case the instrument will then have to be returned to the factory.



MAX VALUES  
CRC ERROR

Max Values CRC error. Load default settings to restore to factory defaults. If the error message still persists then it could possibly be a non-volatile memory failure in which case the instrument will then have to be returned to the factory.



The red cross over the display means the MAP-4 has lost communications with the external RDAC unit. Check the wiring between the MAP-4 instrument and the RDAC unit. This error message is only available when the external RDAC is selected as the data source.

## 7 Specifications

<b>Operating Temperature Range</b>	-10°C to 60°C (14°F to 140°F)
<b>Storage Temperature Range</b>	-20°C to 80°C (-4°F to 176°F)
<b>Humidity</b>	<85% non-condensing
<b>Power Supply</b>	8 to 30Vdc SMPS (switch mode power supply) with built in 33V over voltage and reverse voltage protection
<b>Current Consumption</b>	Approx. 130mA @ 12V (backlight highest setting), 50mA @12V (backlight lowest setting)
<b>Display</b>	2.6" 320x240 IPS color LCD display Minimum 600cd/m2 brightness Sunlight readable with anti-glare coating LED Backlight can be set to automatic or can be manually adjusted
<b>Alarm Output</b>	Open collector transistor switch to ground Maximum rating 0.25A
<b>MAP sensor ADC resolution</b>	12 bit
<b>Dimensions</b>	see Blaze series dimensional drawing
<b>Enclosure</b>	3 1/8" (80mm) ABS, black in color, front or rear mounting. Flame retardant.
<b>Weight</b>	Approx. 160 grams (Instrument excluding cables)
<b>Non-volatile memory storage</b>	100000 write cycles
<b>Pressure range</b>	Absolute, 0.25 bars to 2.5 bars
<b>Maximum error over full range</b>	Less than 1% of full scale when operated at calibration temperature
<b>Never exceed pressure</b>	5 bars
<b>RPM input</b>	Range: 0-99999 RPM. Minimum signal for stable display: 5Vpp. Fully A/C coupled, maximum voltage +/- 40V. RF noise filter plus Schmitt trigger based input
<b>Sensor Output Voltage</b>	+5Vdc. Max 50mA
<b>Temperature Sender type</b>	Semiconductor LM335 (Onsemi Semiconductor)
<b>Temperature Sender range</b>	-99°C to 150°C (-99°F to 302°F)

## 8 Operating the alarms

The alarm output can be used to switch an external alarm indicator. The external alarm switch is an open collector transistor switch to ground with a maximum rating of 0.25A DC. It is possible to wire the alarm contacts of several Stratomaster instruments in parallel should this be desired. To avoid false activation of the alarms, the alarm function is only active 10 seconds after the instrument has powered up.

## 9 Firmware Upgrading

The MAP-4 can be upgraded in the field by connecting the RS232 port to a PC and running the firmware update program. **Note that only the RS232 port can be used to upgrade the firmware.**

Please see the Blaze firmware upgrading document for more information.

## 10 Installation

### Manifold Pressure Installation

Standard polyester or silicon hosing with an inside diameter of 3-4mm is suitable as pressure hosing. For high pressure applications the hose should be clamped onto the connector to avoid it slipping off due to expansion of the hose. For applications where a pressure leak may prove troublesome, such as a typical engine manifold application, a restrictor valve should be inserted into the hose so that only very little gas leakage will be present in a case of failure or if the instrument is removed with the engine running.

In the case of the 912 and 914 Rotax engines there is a pipe connecting the two manifolds where this connection can be made.

### RPM Installation

The RPM input is quite universal. The RPM input can be used with signals from about 5Vpp to as much as 100Vpp. The input is also AC coupled for easy installation. A noise filter is included that results in the input ignoring any high frequency noise signals as long as this is below the detection threshold of about 2.5Vpp (Please see dipswitch settings below)

The input impedance of the rev counter input is approximately 10Kohm. You can use series resistors as well as load resistors for applications that have unusual signals.

The 220Ohm ballast resistor can be connected across the RPM input to ground to reduce noise or secondary pulses on the RPM line (This is often used with Rotax engines). The ballast resistor must not be inserted for direct magneto pickups as the magneto pulse may have low energy in particular at idle.

After you have connected the RPM input terminals to the signal sources you will need to set the number of pulses per revolution under the "RPM SETUP" menus. The calibration itself depends on your engine and rotor type and what kind of signal you are using.

Installation of the MAP-4 is quite straight forward in most cases. The drawing in section 10.3 shows a typical MAP-4 installation. Please see the engine RPM connection guide for connecting popular engine types to the MAP-4.

### Adjusting RPM sensitivity

The MAP-4 has a sensitivity adjustment trimmer at the rear of the instrument. Adjust this trimmer using a small screwdriver such that you get stable RPM readings over the entire RPM band of your engine. If your sensitivity is too high, you may get unstable RPM readings (usually at higher RPM as electrical noise in the ignition system increases). If the sensitivity is too low the RPM reading may remain at zero. Fully clockwise = maximum sensitivity.

### RPM Input dipswitch setting

Setting dipswitch 5 to the "ON" position (default) enables a high frequency filter in the RPM signal path.

Some installations (direct coupling to a Magneto device for example) will require this to be switched "OFF". Dipswitch 1 is the closest switch to the edge of the PCB.



## External RDAC (Remote Data Acquisition) Connection (Optional)

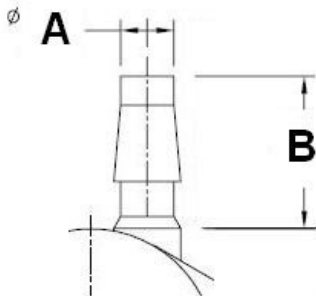
The MAP-4 can use an external RDAC unit as the source for the RPM signals. Using an external RDAC may be beneficial as it will reduce the wiring from the engine compartment to the cockpit. Only the CAN High and CAN Low connections need to be made between the RDAC unit and the MAP-4 in order for this to work. Select "RDAC" for the data source in the "RPM SETUP" menu if using the external RDAC option. The RDAC unit is optional and is purchased separately.

## 10.1 Cable connections

### Main connector (D15HD connector: Unit Female, Cable Male)

D15HD Pin	Wire Color	Function
1	Red	8-30Vdc power via power switch / circuit breaker and fuse.
2	Black	Ground. Connect the ground to the engine block, and the engine block to the battery negative. Do not connect the MAP-4 ground directly to the battery negative. This must be routed via the engine block.
3	-	RS232 Transmit data (Firmware upgrading)
4	-	RS232 Receive data (Firmware upgrading)
7	Orange	Temperature Sensor Input
11	Blue	RPM Input
12	Purple	CAN Low (Used for optional external RDAC)
13	Pink	CAN High (Used for optional external RDAC)
14	Brown	+5Vdc Power out Sensor power
15	White	Alarm Output (Open collector)

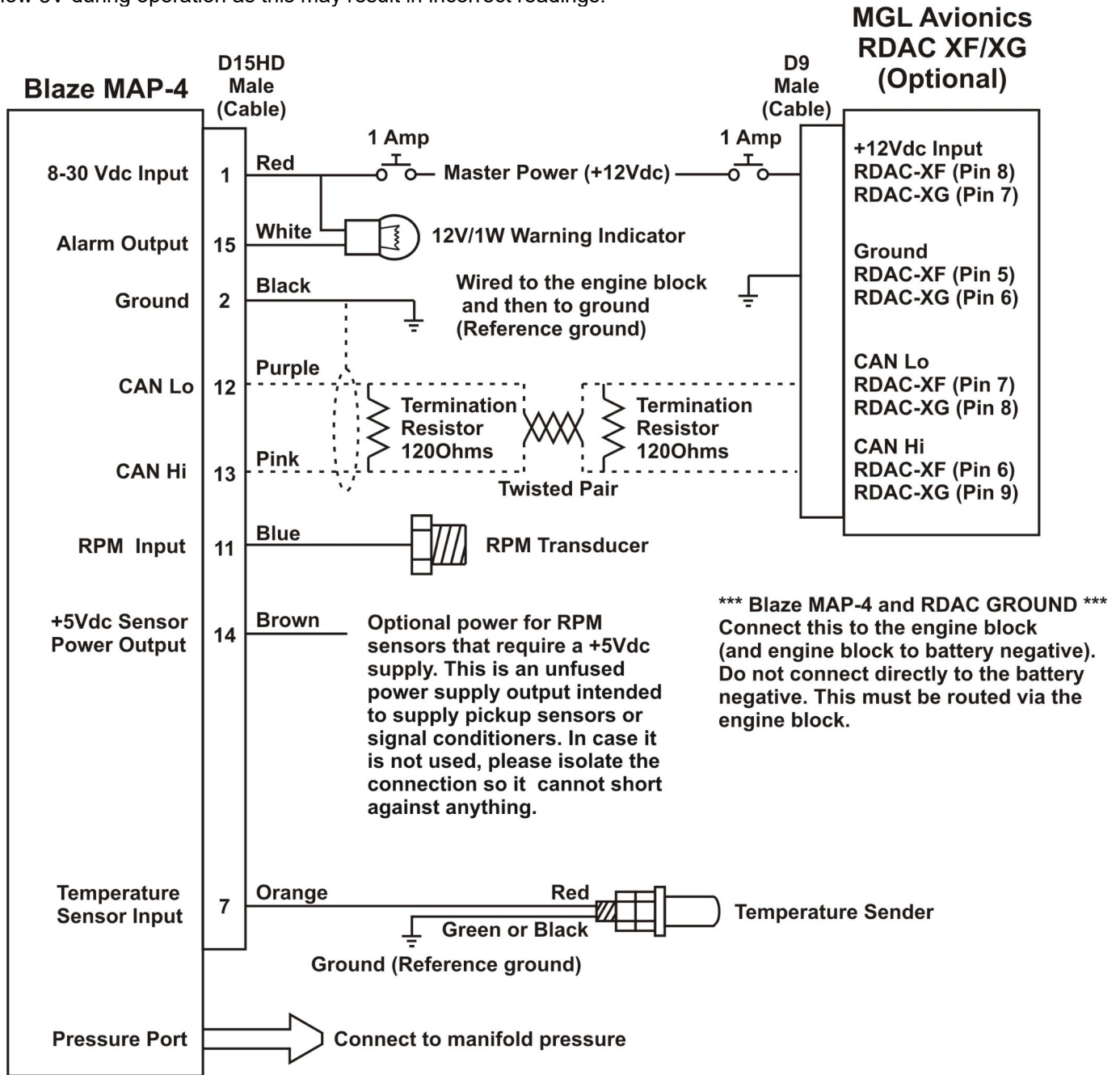
## 10.2 Pressure Port Dimensions



	Inches		Millimeters	
	Min	Max	Min	Max
<b>A</b>	0.182	0.194	4.62	4.93
<b>B</b>	0.420	0.440	10.67	11.18

### 10.3 Connection Diagram

The use of an external 1A fuse is recommended. Connect the supply terminals to your aircrafts power supply. The MAP-4 can be used on both 12V and 24V without the use of any pre-regulators. Ensure that the supply voltage will not drop below 8V during operation as this may result in incorrect readings.



**Please note:** The +5V Sensor power output line is unprotected and intended only for the supply of a hall-effect, optical or gear tooth sensors. Connecting any voltages (such as the 12V supply) to this line could destroy the instrument. The +5V line may supply currents of up to 50mA. Should your sensor require greater currents you must supply it from another source.

**Please note:** It is essential that a single wire be connected from the minus terminal of the instrument to the engine block. This wire must not be used to share currents with other electrical users as this can affect accuracy of readings.

## 10.4 Engine RPM connection guide

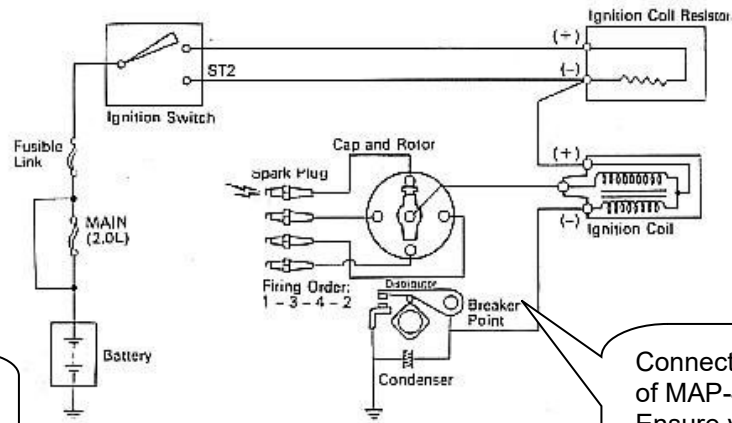
Engine	Connection / Sensor	Pulses per revolution	220 Ohm Ballast resistor
Rotax 447	Connect the grey wire from the engine to the RPM input	6	Certain installations, see note below
Rotax 503	Connect the grey wire from the engine to the RPM input	6	Certain installations, see note below
Rotax 582	Connect the grey wire from the engine to the RPM input	6	Certain installations, see note below
Rotax 618	Connect the grey wire from the engine to the RPM input	6	Certain installations, see note below
Rotax 912 (S)	Connect the rev counter wires (blue/yellow and white/yellow). One of the two wires needs to be connected to ground (engine block) and the other to the RPM input.	1	Insert ballast resistor
Rotax 914	Connect the rev counter wires (blue/yellow and white/yellow). One of the two wires needs to be connected to ground (engine block) and the other to the RPM input.	1	Insert ballast resistor
Engines with magnetos	UMA Tach Sensor T1A9-1 (Slick) T1A9-2 (Bendix)  Connect the red or orange/white wire to 12V, the black or blue/white and braid to ground. Connect the white (signal) to the RPM input	1 pulse per revolution on 4-cylinder, 2 pole magnetos  1.5 pulses per revolution on 6-cylinder, 2 pole magnetos	Certain installations
HKS engine	Connect the orange wire from the CDI unit to the RPM input	1	no
MTH engine	Connect the green wire from ignition sensor to the RPM input	2	no
Werner engine	Connect the yellow wire from ignition sensor to the RPM input	2	no
UL Power	Connect the ECU pin 9 to the RPM input	2	no

**Note:** Some Rotax engines may require that a 220 ohm ballast resistor is fitted between the rpm input and the ground terminal. This resistor should be fitted if you cannot obtain stable RPM throughout the range regardless of any setting of the rpm counter sensitivity adjustment.



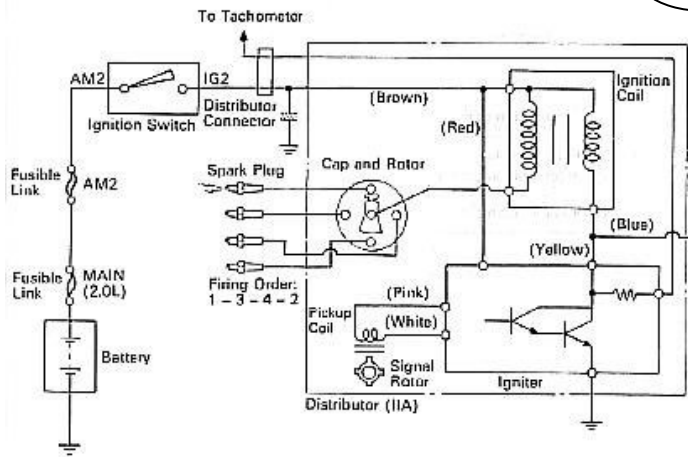
### 10.5 Connecting the MAP-4 to automotive engines

#### Conventional contact breaker ignition system



Use the tacho line if your system has such a signal

Connect rev counter input of MAP-4 to this line. Ensure you have a connection from the MAP-4 ground to the engine block.



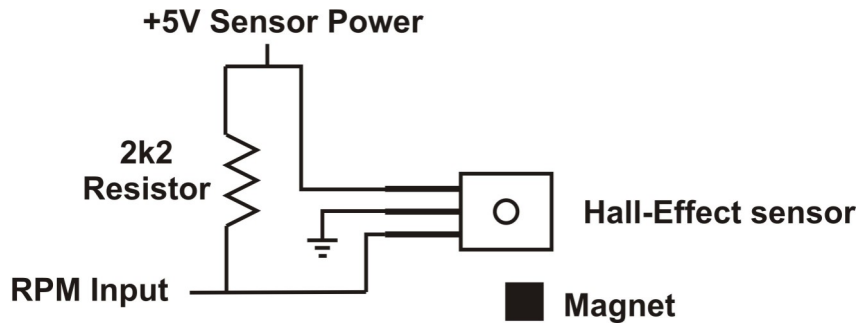
Connect rev counter input of MAP-4 to this line. Ensure you have a connection from the MAP-4 ground to the engine block.

#### Electronic ignition system with conventional ignition coil

## 10.6 Various other pickup / sensor installation possibilities

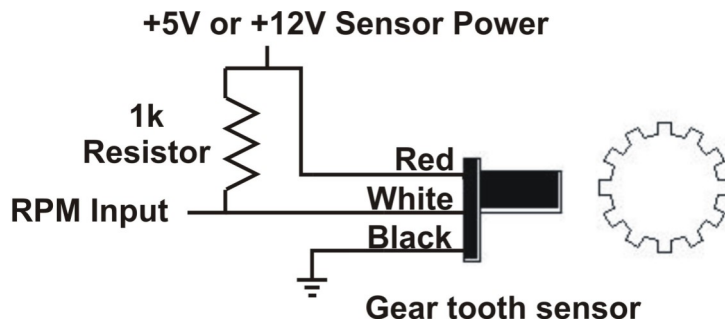
### 10.6.1 Hall-effect sensor

Typical hall effect sensor installation detects the passing of a magnet suitably fixed to prop flanges or shafts.



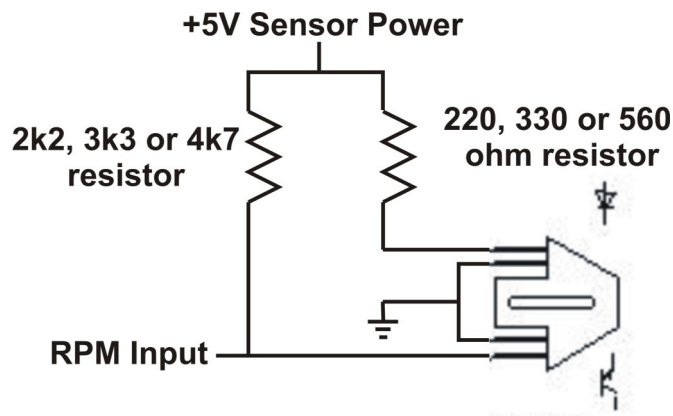
### 10.6.2 Gear tooth sensor

The gear tooth sensor is a popular pickup used on the pre-rotation gear of a gyro plane (rotor speed indication).



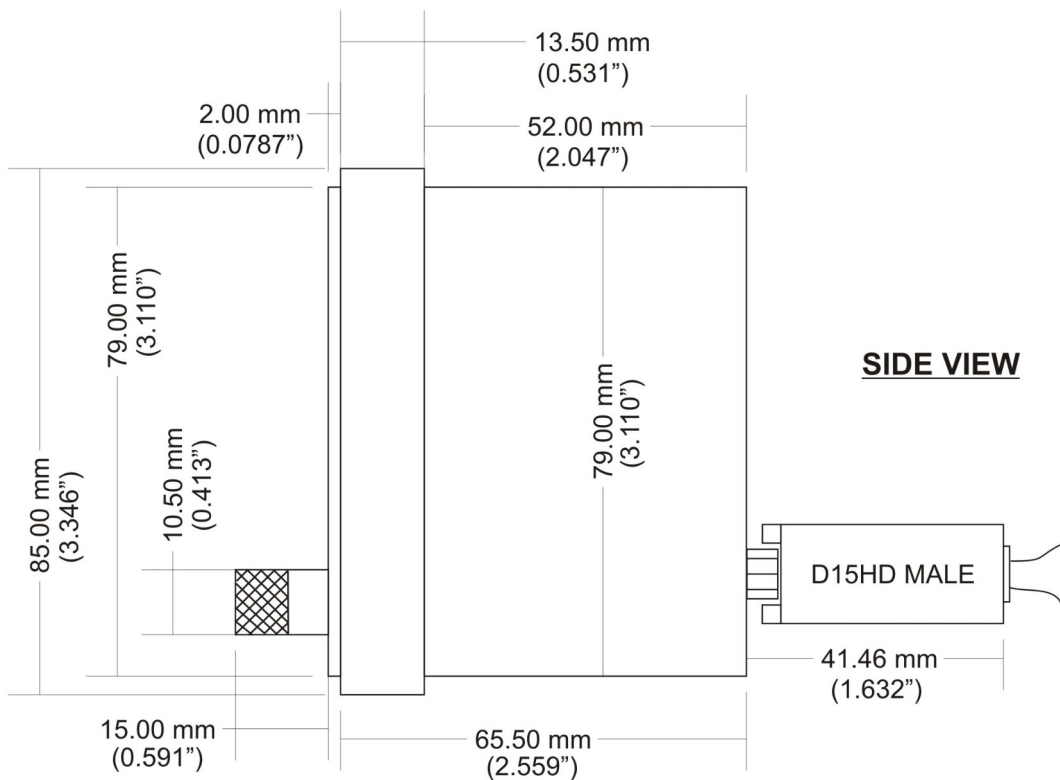
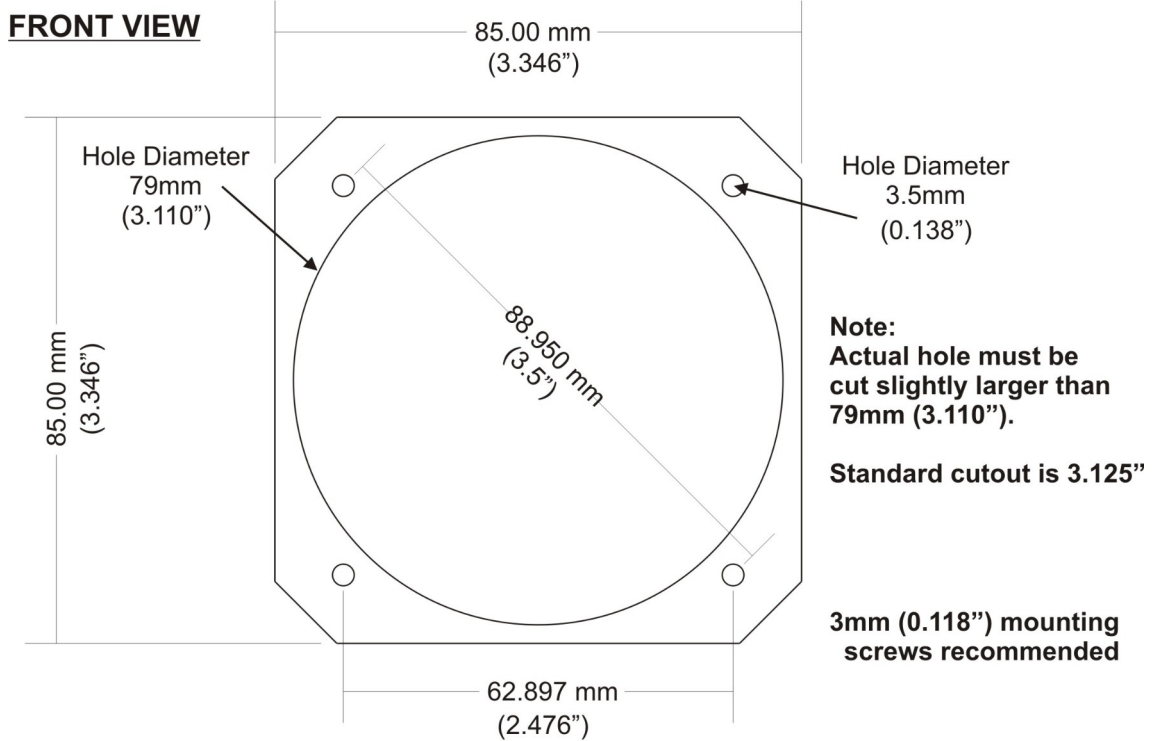
### 10.6.3 Optical Reflective Pickup

The optical reflective pickup can provide a simple means of contactless RPM sensing in difficult installations.



# 11 Dimensions

## Stratomaster Blaze 3.125" (80mm) Dimensions



## 12 Cleaning

The unit should not be cleaned with any abrasive substances. The screen is very sensitive to certain cleaning materials and should only be cleaned using a clean, damp cloth.

**Warning:** The MAP-4 is not waterproof, serious damage could occur if the unit is exposed to water and/or spray jets.

## 13 Warranty

This product carries a warranty for a period of one year from date of purchase against faulty workmanship or defective materials, provided there is no evidence that the unit has been mishandled or misused. Warranty is limited to the replacement of faulty components and includes the cost of labor. Shipping costs are for the account of the purchaser.

**Note:** Product warranty excludes damages caused by unprotected, unsuitable or incorrectly wired electrical supplies and or sensors, and damage caused by inductive loads.

## 14 Disclaimer

Operation of this instrument is the sole responsibility of the purchaser of the unit. The user must make themselves familiar with the operation of this instrument and the effect of any possible failure or malfunction.

This instrument is not certified by the FAA. Fitting of this instrument to certified aircraft is subject to the rules and conditions pertaining to such in your country. Please check with your local aviation authorities if in doubt. This instrument is intended for ultralight, microlight, home built and experimental aircraft. Operation of this instrument is the sole responsibility of the pilot in command (PIC) of the aircraft. This person must be proficient and carry a valid and relevant pilot's license. This person has to make themselves familiar with the operation of this instrument and the effect of any possible failure or malfunction. Under no circumstances does the manufacturer condone usage of this instrument for IFR flights.

### **IMPORTANT NOTICE:**

You must make your own determination if the products sold by MGL Avionics are safe and effective for your intended applications. MGL Avionics makes no representations or warranties as to either the suitability of any of the products we sell as to your particular application or the compatibility of any of the products we sell with other products you may buy from us or anywhere else, and we disclaim any warranties or representations that may otherwise arise by law. Also, we offer no specific advice on how to install any of the products we sell other than passing along anything that may have been provided to us by the manufacturer or other issues. If you are in need of further information or guidance, please turn to the manufacturer, FAA Advisory Circulars and guidance materials, the Experimental Aircraft Association, or other reputable sources.

**Continuing development sometimes necessitates specification changes without notice.**

## Other instruments in the *Stratomaster Blaze* series

<b>AHRS-2</b>	Artificial Horizon and Magnetic Compass Indicator
<b>AHRS-4</b>	Self contained Artificial Horizon and Magnetic Compass Indicator
<b>ALT-6</b>	Altimeter and Vertical Speed Indicator (VSI)
<b>ALT-7</b>	Altimeter and Vertical Speed Indicator (VSI) with a transponder compatible RS232 & parallel Gillham code output
<b>ASI-5</b>	Airspeed Indicator (ASI)
<b>ASV-2</b>	Altimeter, Airspeed (ASI) and Vertical Speed Indicator (VSI)
<b>EMS-2</b>	Engine Monitoring System
<b>FF-5</b>	Fuel Computer
<b>FLIGHT-3</b>	Primary Flight Instrument
<b>INFO-2</b>	Information Display (G-Force meter, UTC and Local Time, Slip Indicator, Outside Air Temperature (OAT), Battery Voltage, Current and charge display, Flight Timer & Flight Log, Stopwatch, Countdown Timer and Alarm)
<b>MAG-2</b>	Magnetic Compass Indicator
<b>MAP-4</b>	Manifold Pressure and RPM Indicator
<b>RPM-2</b>	Universal Engine / Rotor RPM Indicator
<b>TC-5</b>	4 Channel Thermocouple (EGT/CHT) Indicator
<b>TC-6</b>	12 Channel Thermocouple (EGT/CHT) Indicator
<b>TP-4</b>	4 Channel Universal Analog Input (Pressure/Temperature/Current/Volts) Indicator