

Micro 1000

AMMETER

By Aircraft Spruce and Specialty
Co.



ABOUT YOUR GAUGE: This gauge is suitable for use on sport aircraft but is not certified for use on certificated aircraft. This unit does not require an external shunt. It is constructed with a heavy duty, "air-core" mechanism. Unlike other commonly found gauges, this gauge has no moving parts except the needle which is moved by opposing electro-magnetic force. The advantages of this design are many. The needle is stable and true, even when subjected to vibration. The gauge is immune to shock and therefore needs no special shock mounting system. This gauge withstood a design test of over 100 G-Force with continued operation.

ABOUT ELECTRICAL SYSTEM MONITORING: The aircraft electrical system can be monitored by use of an ammeter and a voltmeter. The ammeter will display the current charging rate of the engines alternator, generator or lighting coil. Upon initial start the ammeter should show a normal positive charge reverting back to a point slightly past "0" after a short period of time. If ammeter does not show a charge or shows an abnormally high charge rate for more than a few minutes a system failure or abnormal condition is likely.

WARRANTY: During the first 24 months from the date of original retail purchase, any instrument that fails due to defects in materials or workmanship will be repaired or replaced at Aircraft Spruce's option at no charge.

To submit a warranty claim, it is required that you contact Aircraft Spruce's customer service department at (714) 870-7315 and request a Return Authorization. Then return the instrument, postage prepaid, packaged to prevent damage while in transit, with a note stating your name, address, telephone number and customer number if known:

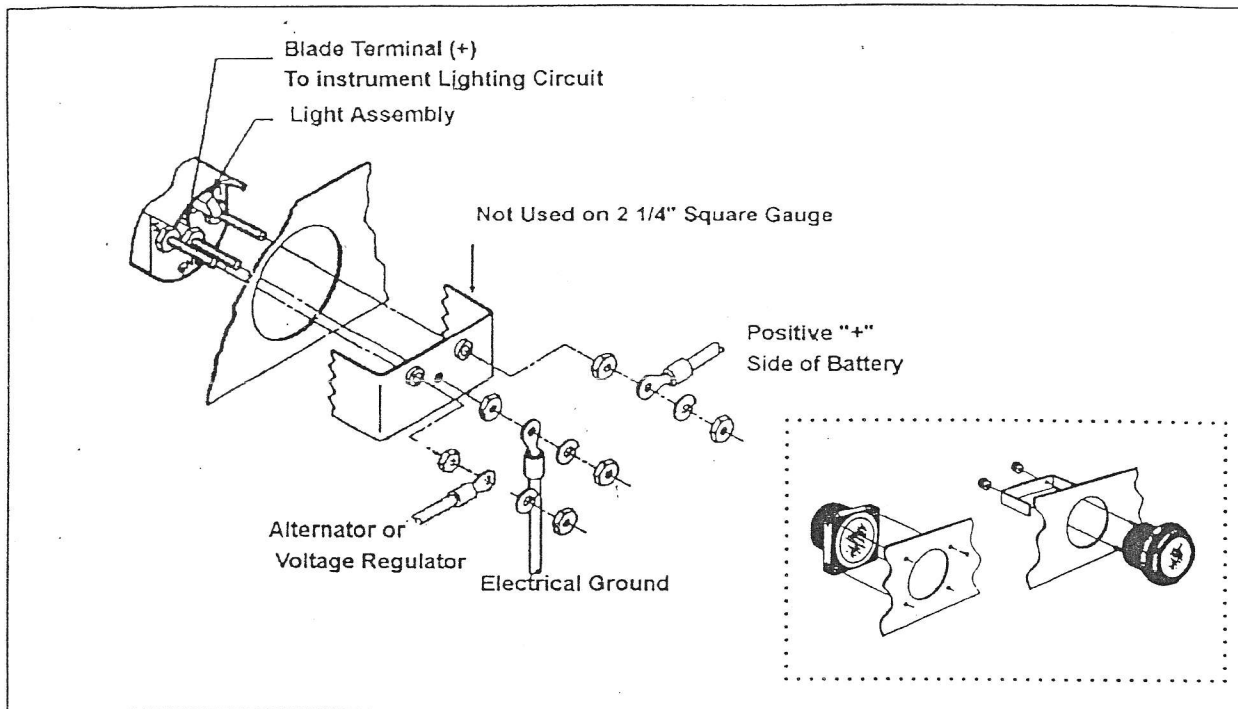
Aircraft Spruce and Specialty Co.
Attn: Returned Merchandise
201 W. Truslow Ave.
Fullerton, CA 92632

Your instrument will be promptly repaired or replaced.

Instrument styles which are no longer manufactured will be replaced with a similar instrument of equal or greater value. Removal/re-installation expenses, any damage to an instrument resulting from natural causes, misuse, neglect, accident, misapplication, improper installation, unauthorized repair or alteration, and instruments purchased prior to September 1, 1994 are not covered by this warranty. Aircraft Spruce expressly disclaims any liability for incidental or consequential damages caused by product defects. Some states do not allow the exclusion of limitation of consequential damages, so the above may not apply to you. The warranty herein is in lieu of any other expressed warranty of merchantability or fitness or any other obligation on the part of Aircraft Spruce or the seller. All implied warranties are limited to the 24 month period. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

THIS INSTRUMENT IS NOT CERTIFIED FOR USE ON TYPE-CERTIFICATED AIRCRAFT

CAUTION: Do not install fuel system if fuel is present. Dispose of existing fuel in an environmentally



1. **CAUTION:** Disconnect the battery during installation. Tighten nuts only slightly more than you can tighten then with your fingers. Six inch pounds of torque is sufficient. Over tightening will result in damage to the instrument and may void your warranty.
2. The primary purpose of an ammeter is to indicate the charging rate of the generating system and to check on the current status of the aircraft's lights, accessory and ignition equipment. Refer to the engine manuals for details of wiring system and ammeter installation wiring diagrams.
3. Be certain to use stranded, insulated wire not less than 10 gauge that is suitable for aviation use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the gauge, except light which requires a 1/4" female blade terminal. All connectors and terminals should be soldered to wires. The ammeter's terminal studs should NOT be used for common terminal for several circuits in the aircraft.
4. For round gauges, cut a 2-1/16" diameter hole in the dash and mount the gauge with back clamp supplied. For square gauges, cut a 2-1/4" hole in the dash and mount from behind using screws and nuts provided.
5. Connect a wire to the gauge stud marked "GND" (ground) and secure with nut and lock washer. Connect opposite end to the aircraft's electrical ground, generally available in several locations at or near the instrument panel.
6. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the instrument lighting circuit. No separate ground is required for lighting. reconnect the battery.
7. **NOTE:** To change light bulb, twist black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of socket assembly. It is a GE no. 161 instrument lamp.

