



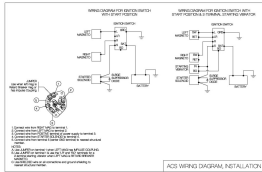
Category: 5.2. Electrical components FFW

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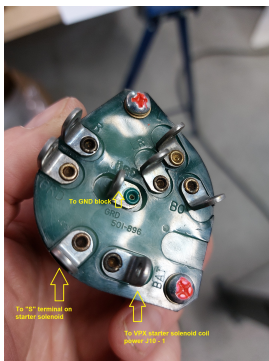
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and needs to be tested upfront as this could be disastrous for your engine and lead to kickback on the engine if both magneto's would be on and firing at different degrees from top dead center.



Here is a shot from the back of my ignition switch. You can see the different prints on the electronic board for the different connections. S obviously goes to the starter solenoid S terminal, GND connects to the ground block on the firewall and the power tab "BAT" connects to VPX starter contactor coil power circuit J10-1. Don't forget the Diode on the starter solenoid which you should have installed when installing the starter solenoid. You can find this info as well on VPX installation manual page 28.



ACS has put out a service bulletin SB92-01 for inspection and lubrication of ignition switches. Ignition switches manufactured after 1989 have red lacker over the screws. If your switch was operated once without a starter solenoid diode installed, you still need to do the service bulletin and have already been lubricated. If you have the red paint and didn't operate without diode and the diode is installed, there is nothing to do. They don't need to be reinspected until at 2000 hours of operation which surely is a long time away from now.

Was also cleaning up a bit under the seat covers and found some lost items... It proofs once more how important it is to keep track of things while working. Found a cleco underneath the seat covers. Keeping things clean is a good practice.

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Next I did some tie wrapping of the connectors of the AP Dynon pitcho servo.

