

**PRODUCT
INSTALLATION
PHOTO
GALLERY**

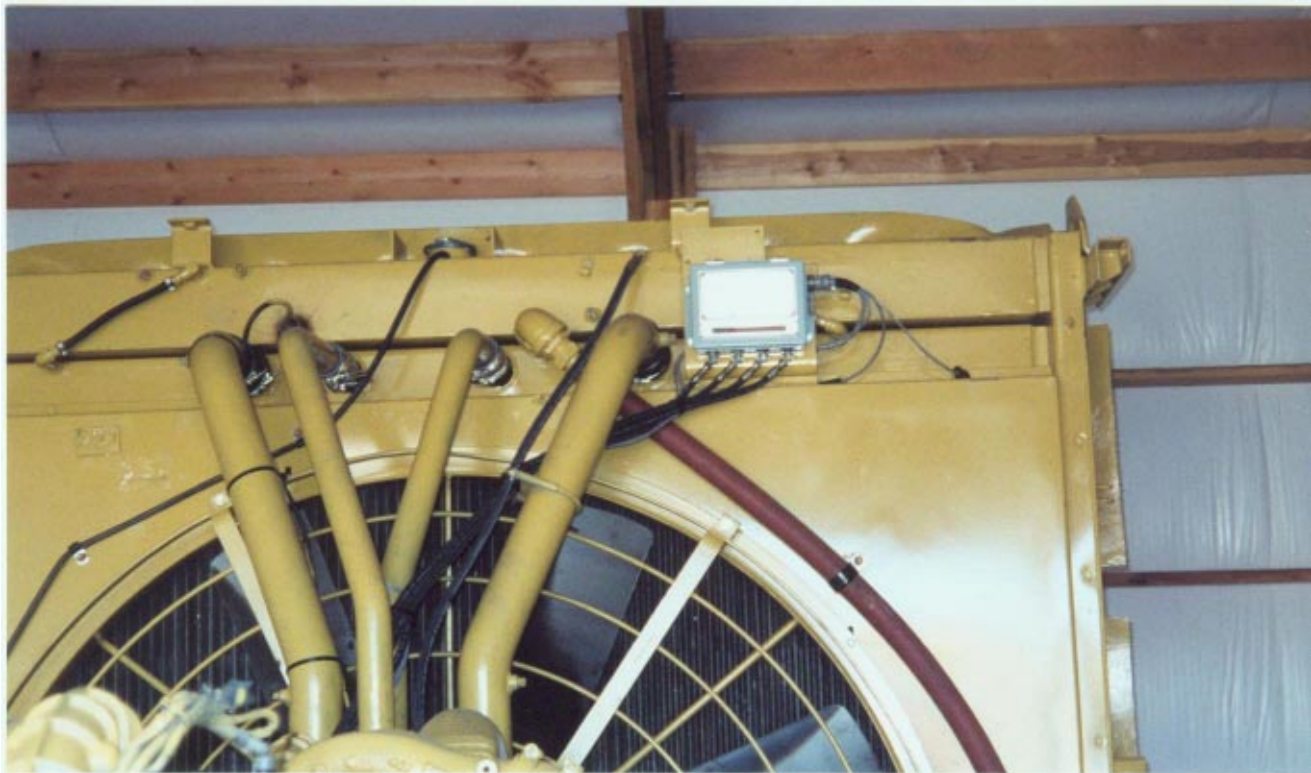
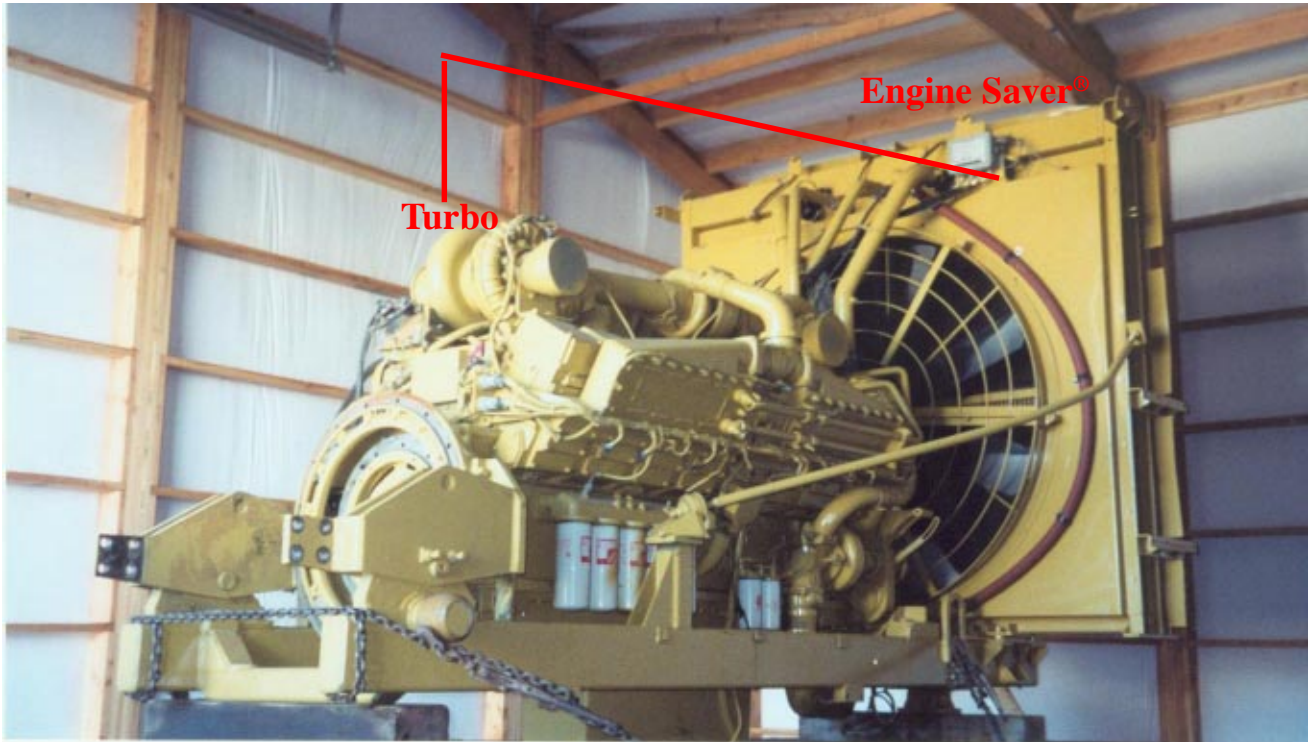


FLIGHT SYSTEMS

I ***NDUSTRIAL***
MINING / RAILWAY
STAND-BY POWER

DIESEL CONTROLS

The following series of photos show the typical installation of a Flight Systems Model 550 Engine Saver[®] mounted on the radiator housing for a refitted/rebuilt KTTA 50 Cummins Diesel Engine ready to install in a Komatsu Haul Truck.



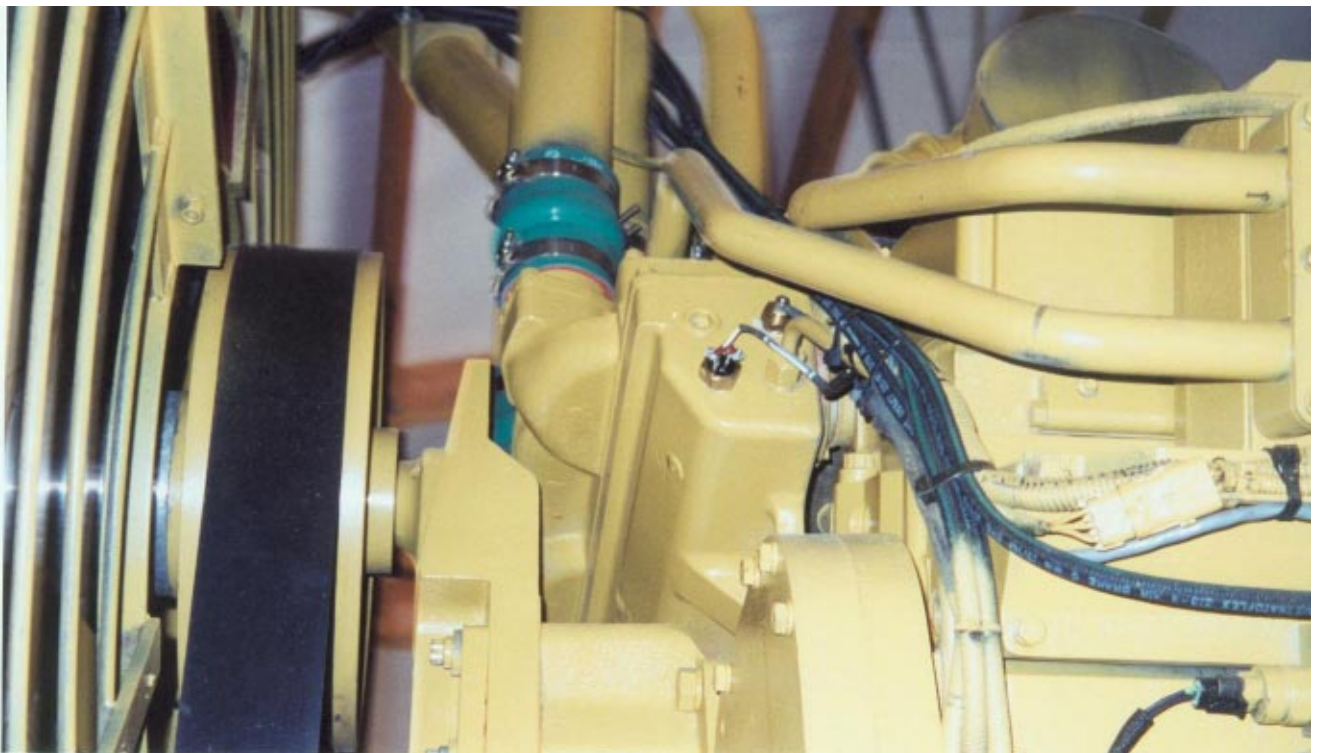
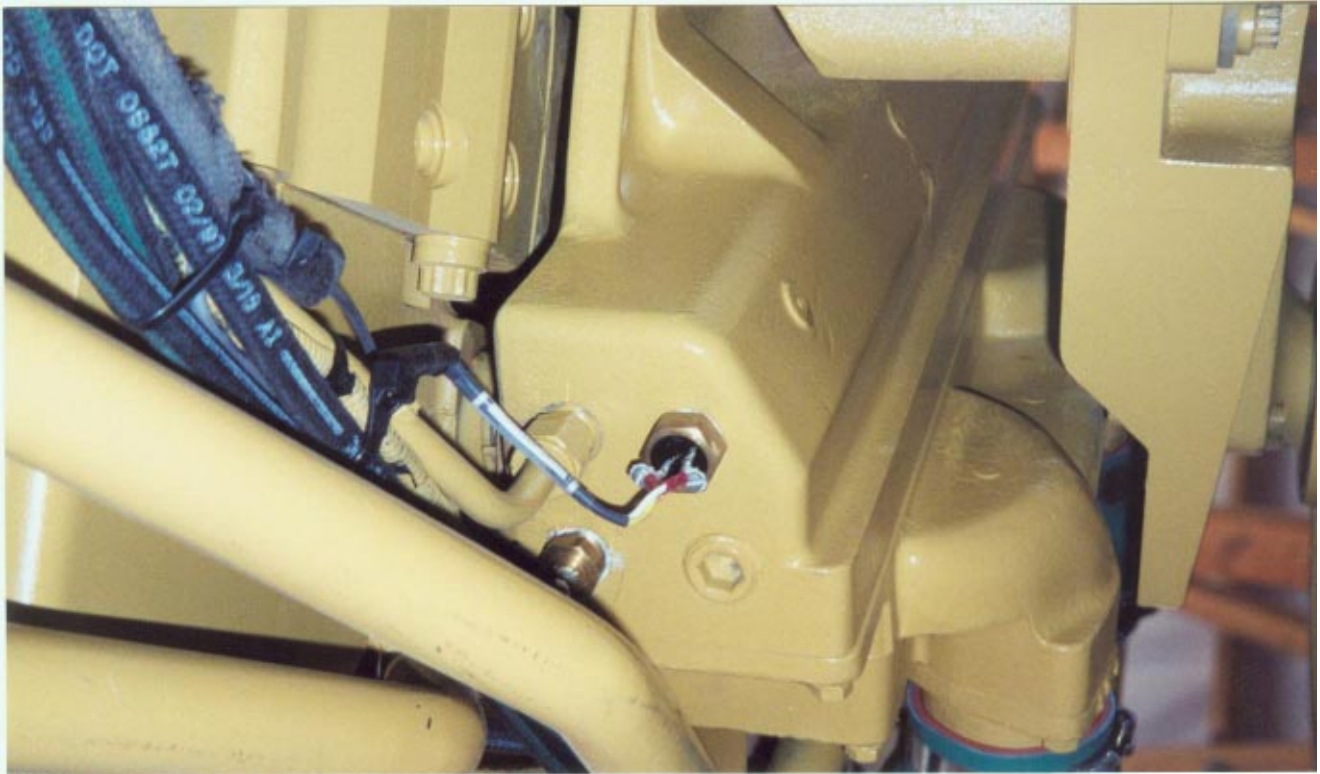
(Top) Flight Systems Model 550 Engine Saver[®] mounted on the radiator housing. Note red lines denoting that Engine Saver should be mounted above the *highest sensor pick off point* (the turbocharger). (Bottom) Detail of above shot.

(Top) Detail of Model 550 Engine Saver® with the 4 pressure hoses that run to the pick off points on the engine: Turbo, Coolant, Crankcase & Oil. This view also shows the main Engine Saver harness. Main harness inputs are: System Power (24V), RPM & Coolant Temperature Sensor. Outputs: Relay output for shutting down the engine or activating alarms.



(Bottom) Close-up view showing pressure hoses & main harness described at top.

(Top) Typical mounting position of the Coolant Sensor (FS P/N 57-CU66-76 or 57-5500-65) as installed.



(Bottom) Another view of the Coolant Sensor mounting position.

(Top) Typical mounting position of the MAG Pickup (RPM Sensor) as installed on the flywheel housing.



(Bottom) This is the Crankcase Pressure pick off point on the valve cover of a KTTA 50 Cummins Diesel. The pressure line runs from the Engine Saver® to the valve cover.

FLIGHT SYSTEMS
MODEL 565
ENGINE SAVER
&
MODEL 575
SERVICE ADVANTAGE
INSTALLATION ON
ATLANTIC H1 GANTRY
FEB. 2005

