



## **ALTERNATE STATIC INSTALLATION INSTRUCTIONS**

**PLEASE CHECK TO MAKE SURE FITTINGS ARE TIGHT. WE  
DO NOT TIGHTEN ALL FITTINGS, BUT LEAVE SOME  
FINGER TIGHT TO ALLOW MOVEMENT IF NEEDED.**

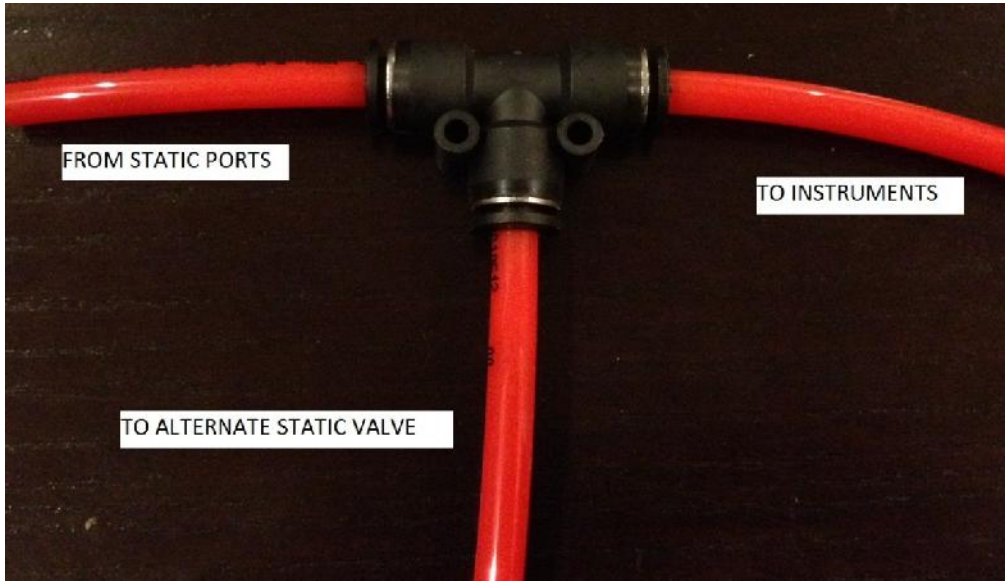
- About our two different valves:

This alternate static system can come with one of two different valves, depending on which you purchase. The TV valve is a smaller and lighter 2 port valve. The FT valve is larger and has 3 ports. The FT valve is "fully ported" and as such will hold both in vacuum and pressure, whereas the TV valve can have the spring overcome if enough vacuum is applied. We haven't seen this problem with the TV valve, but it is theoretically possible to apply enough vacuum during the biannual static system check to cause the valve to leak. This would never happen in flight as the pressure differential between outside and inside the cabin is minimal. However, in order to do the pitot static check, you will be introducing a vacuum to simulate higher altitudes. The solution to this is to plug the TV valve port with a 10-32 plug that is included in the kit for your pitot static inspection, and then to remove it after the check is done. This step is not necessary for the larger FT valve. Again, the functionality of the two valves from an operational standpoint and reliability standpoint is exactly the same, but the TV valve may require this plug for the static system check.

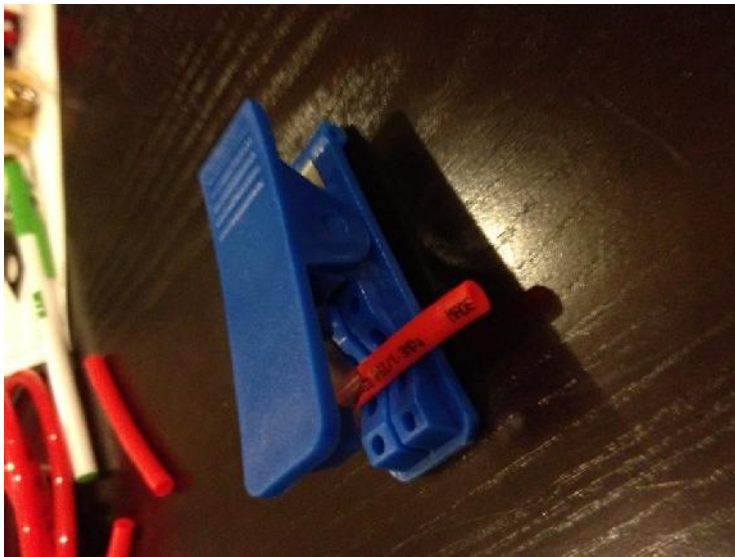
### **INSTALLATION INSTRUCTIONS:**

The installation of our Signature Series Alternate Static system is extremely simple. We are writing these instructions as if you currently have no alternate static system installed at all.

1. Find your main static line that is coming up to the front of the aircraft from your static ports.
2. Cut this static line tubing being careful not to deform the tubing. Also, make sure you are cutting at a 90 degree angle to the tubing.
3. Install the including tee fitting between the two ends of static tubing you just cut. Push the tubing firmly into the fittings until it bottoms out. Give it a little tug to ensure it is properly seated.

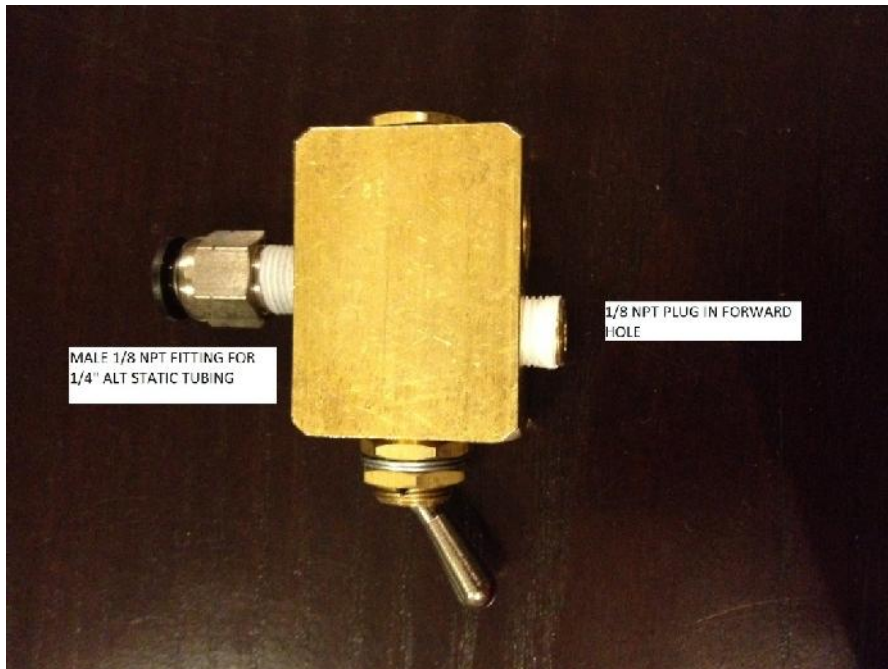


4. Determine where you would like to place your alternate static valve and cut your included alternate static tubing (red) to the appropriate length.



5. Drill a 15/32 hole where you would like the alternate static valve to mount with a unibit.

6. Install your alternate static valve through the hole and secure. Insert the red alternate static tubing into the fitting on the valve. Rivet the remaining 1/8" hole on the right side of the alternate static plate with a pull rivet, or drill hole to size for a screw and secure.
7. If you are using the TV valve, you may want to consider inserting the included 10-32 plug into the 10-32 port on the valve for the pitot static check. **PLEASE NOTE THAT THIS PLUG SHOULD ONLY BE INSERTED FOR THE CHECK. IF LEFT IN, YOUR ALTERNATE STATIC SYSTEM WILL NOT FUNCTION**
8. If you are using the FT valve, you will need to use the included 1/8NPT plug to block the forward of the two NPT holes. This assumes that you are mounting the system with the alternate static tubing coming in from the top of the valve as pictured. In order to ensure that you have everything hooked up properly, please blow on the side of the system where the 1/4" tubing will enter the valve. With the plug in place, and the valve in the "normal" position, you should have no flow. When you flip the valve to the "alternate" position it will open up the open port on the bottom and allow ambient static pressure from the cabin into your static system. Please test this out before flying.



9. Go flying and test the system out. We guaranty you'll love it.