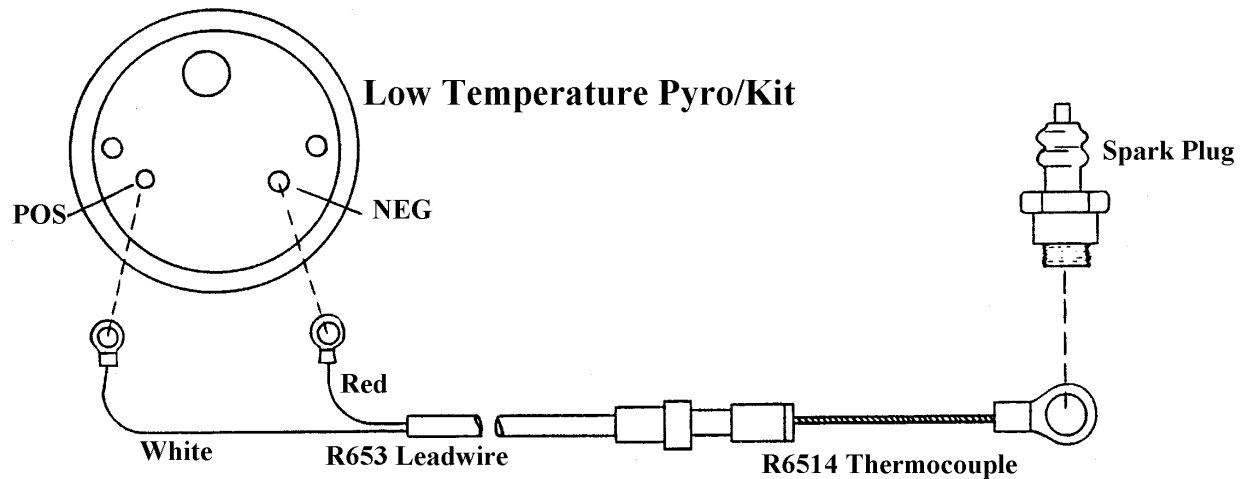




## R614, R616, or R623 (Dual) Pyrometer



### A. Thermocouple Installation

The R6514 Thermocouple mounts between the spark plug and the engine head. The ring connection should be installed such that it is in contact with the head directly, and no gasket should be placed between the ring and head surface. The contact surface should be free of rust, grease, grime, etc.

### B. Leadwire Installation

The R653 Leadwire Assembly is installed by connecting the White lead to the positive Pyrometer terminal, and the Red lead to the negative (unmarked) terminal. Plug the other end of the Leadwire Assembly into the Thermocouple. (If it should become necessary to replace any of the terminal ends, use only crimp type terminals – NEVER solder terminals to these wires!!!)

### C. Pyrometer Installation

The R614 Pyrometer installs into a 3" mounting hole. Remove the dampening wire across the center terminals, mount the Pyrometer through the instrument panel, and use the mounting bracket to secure it. Connect the Leadwire terminals as noted above in paragraph "B". Install the light assembly into the Pyrometer, and connect their wires to the existing instrument lighting circuit. The Pyrometer has been set to ambient (room) temperature at the factory, and should not require further adjustment.

### Notes

1. If the Pyrometer light is too bright, substitute a 28V lamp (GE #1829).
2. If the Pyrometer is slow or erratic, check the leadwires and thermocouple for continuity, and also for grease or looseness at the terminals.
3. When properly installed the accuracy of the system will be within 2% at 600°F under average operating conditions