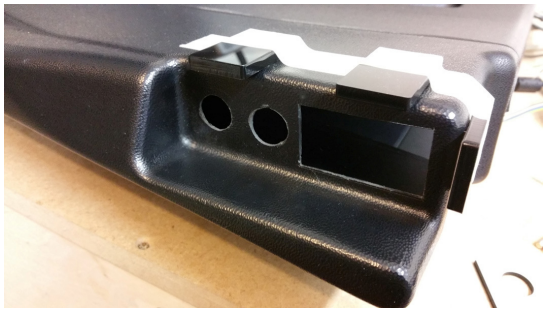
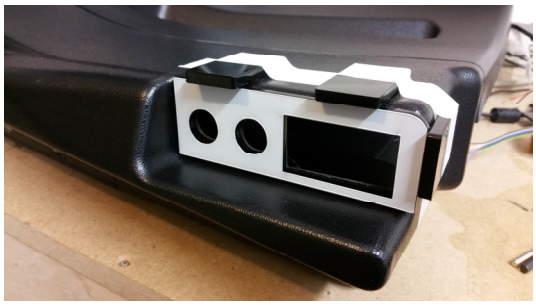
Glareshield Sixpacks

Here are some instructions for the installation and connections to the Glareshield Sixpacks

Installation:
Installing the Sixpacks is not difficult, but in order to fit them correctly without damaging your glarewings, a fair degree of patience and care needs to be observed.
There's a template to assist you in locating the sixpacks, it should be used a illustrated below.





The glarewing in these images is lying on its back and it's the co-pilots side shown.
To use the template you should use some scrap plastic or small bits of wood, or in fact anything you can tape to the bottom and side to provide a common point of reference. As you can see we used 3 pieces of acrylic, then looking at the second image the template is butted up to the bits used as reference. Then you can mark out where the holes should be using a pen, or some sort of sharp implement that you can see clearly before cutting.

The actual cutting we did with a Dremel and a forstner bit shown on the left which happened to be the right size. You may have to offer it up a couple of times and possibly make some final adjustments to the size of the holes, in order to make enough room to allow the recall function of the sixpack to operate.
Before you start you should have noticed that each sixpack has a thin bezel that is loosely fitted in the factory. This should be removed and put to one side until the whole job is finished. it's provided simply to cover any irregularities caused in the process of fitting your sixpacks. Refitting should be done carefully as these bezels are a tight fit, so just press them on evenly all around the rim using finger pressure only.

The Sixpacks are fitted from the back of the unit and you'll notice that they are shaped to fit inside the glare wings. The switches are used to hold the whole unit in place, using the round threaded nuts that come with each switch. There's also a square washer which in most cases can only be fitted one way. They either have a small keyway or are shaped on two sides, if you look at them before fitting you'll see which it is.

At the back of the Sixpack block there are two screws, these are set to allow the pack to be depressed, which activates the recall function. Please **DO NOT** alter these screws, or remove them to see what's inside you will simply lose the recall function. I know it's difficult to resist but there are no user maintainable parts inside.
And removing them will void your warrantee (We Will Know If You Have).

Connections:

At the back of the Sixpacks you'll find a number of different wires that are easily identified. The main one being a rainbow ribbon cable with 7 wires, these have different applications depending on which Sixpack you're looking at.

Pilot's Side:

Black - Ground or Negative
White - FUEL
Grey - OVHT/DET
Purple - IRS
Blue - APU
Green - FLT CONT
Yellow - ELEC

Co-Pilot's Side

Black - Ground or Negative
White - ENG
Grey - ANTI -ICE
Purple - OVERHEAD
Blue - HYD
Green - AIR COND
Yellow - DOORS

These wires should be attached to whatever control system or boards you use in your setup. But bear in mind that these LEDs are **5 VOLT** any higher and they will fry, they cannot be changed.
There are two sets of 4 wires coming from each switch, both the Fire Warning and Master Caution sets are the same; they are as follows:
Black - (negative) and Red + (positive) = 12 volts supply to the LED inside the switch.
Black and Orange wires are the switch wires, no polarity just a momentary switch.

Finally there are two wires coming from the centre of the sixpack block itself. These are twisted **White and Purple** and like the Switch wires have no polarity; they are attached to the recall switch inside the sixpack block.

If you're using a proprietary board like those from Open Cockpits, FDS or CP flight's please make sure you check their requirements before attaching any add-ons like this. We will not be held responsible for any damage caused by an installation that doesn't follow the manufacturer's instructions.
The LEDs fitted to this product are rated at the voltages shown please recheck before applying any power to them. We know that simulated products can be expensive, so that old adage of measure twice, cut once works for computer based products as well.

I hope you are pleased with your sixpacks and have many years use out of them.

Any questions please do not hesitate to contact me:

Regards

Geremy Britton

GLB Flight Products