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Load Cell Instructions

CAUTION:

Failure to carefully follow below steps will result in incorrect load data...

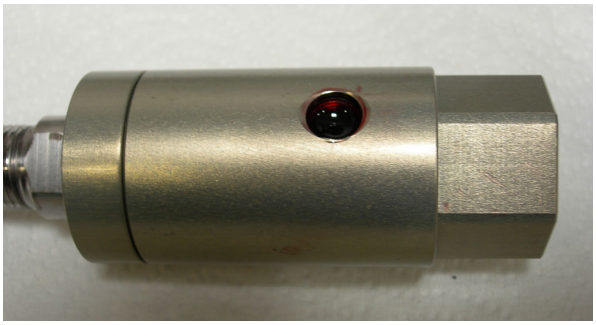
Care must be taken to during filling process to ensure proper data values and longevity of load cell.

Brake fluid should *NOT* be used as damage to load cell seals will occur.

TO START:

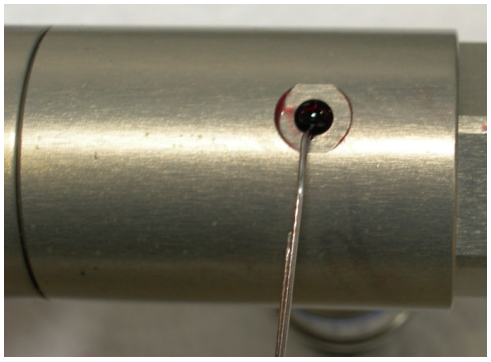
1. Coat the threads of the pressure sensor with Teflon tape (or Teflon paste). With the sensor threads facing up, fill sensor with engine oil, gear oil or other type of lube. **Do not use brake fluid, as damage to internal seals will occur.**

2. On the load cell, ensuring the piston is pulled to the furthest outward position, completely fill with oil (motor oil, gear oil, or similar lube) via the sensor port.



3. Carefully install sensor into load cell sensor port trying to minimize fluid loss during process.

4. Remove bleed screw on load cell opposite of sensor port. Using a paper clip (or similar item) break air bubble that is formed by the fluid at this opening. Add extra fluid if needed.



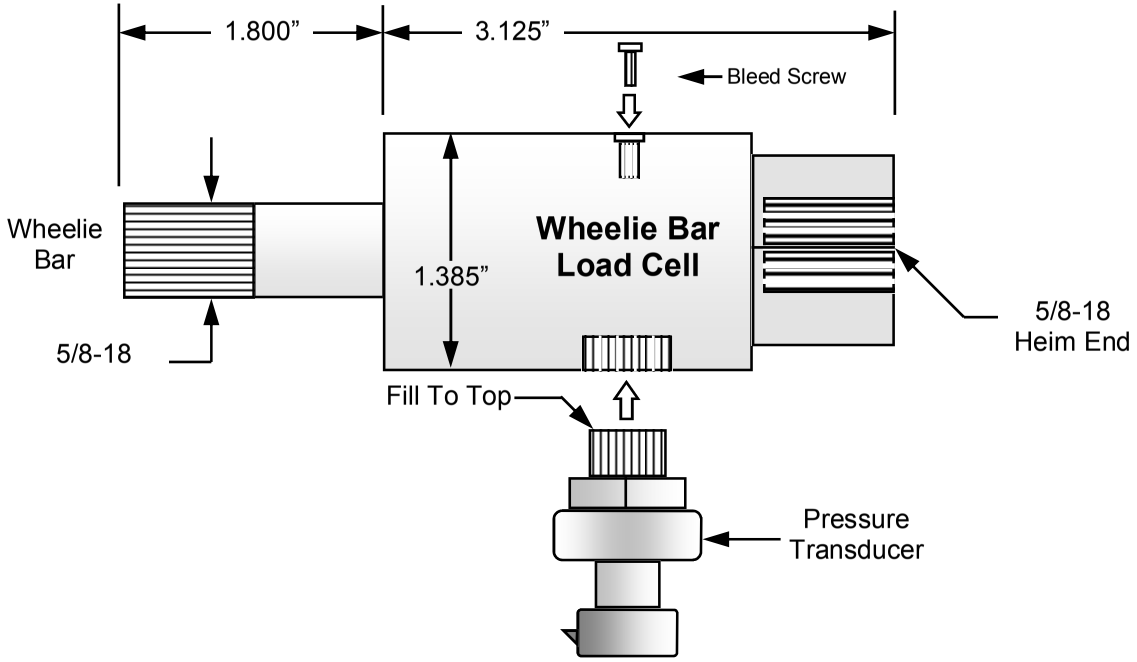
5. Re-insert bleed screw. It is normal for a slight amount of fluid to seep out while tightening the screw. Wipe load cell clean and install on vehicle.

NOTES:

It is very important to have the system completely free of air. When filling the load cell with fluid and then when screwing the pressure transducer into the load cell, keep the inlets facing upward to help bleed all air out of the system.

The load cell has only .030” of travel. This is to prevent the wheelie bar height from being adversely affected should the seal in the load cell fail.

If the data ‘flat lines’ while the car is accelerating, either the load cell has air in the system and the piston is bottoming out, or the transducer is reaching it’s maximum value.


1.800”
3.125”
Bleed Screw
Wheelie
Bar
1.385”
Wheelie Bar
Load Cell
5/8-18
5/8-18
Heim End
Fill To Top
Pressure
Transducer