

3: SYSTEM INSTALLATION

The controller board can be mounted anywhere convenient inside your plane, such as under a seat, behind the instrument panel, or in place of a conventional strobe pack.

When wired correctly, radio or intercom noise will not be an issue.

The plastic standoffs supplied simply push and click into place, and can be squeezed to release the board. You need to drill 4.5mm or 3/16" holes in your plane.

Power:

- 12 volt systems only.

Position LEDs:

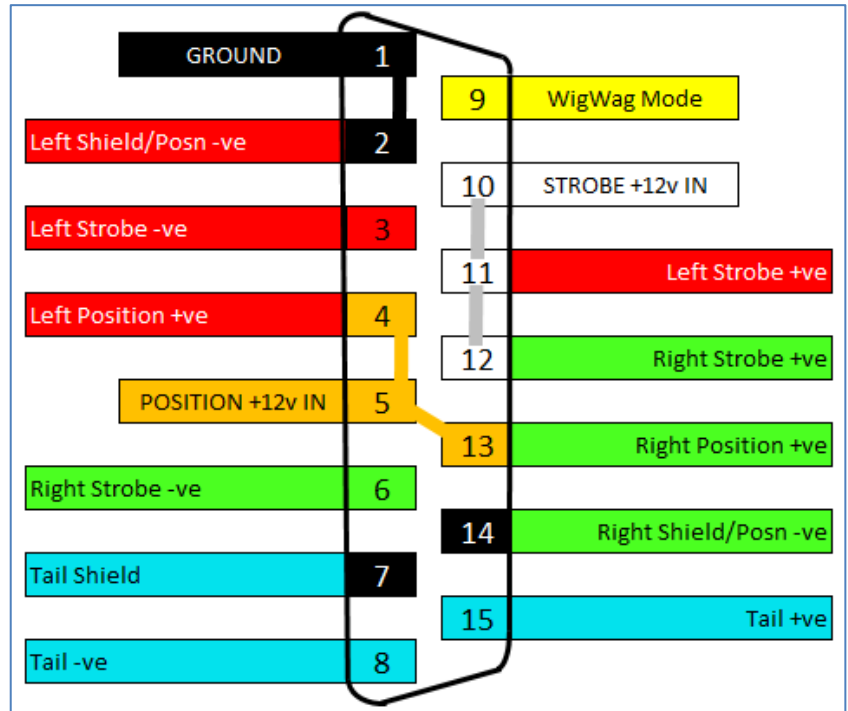
- ~1 amp current draw per corner, 3 amps continuous system total.

Strobe/WigWag LEDs:

- ~5 amps peak, 3 amps average strobe system current.

Circuit Protection:

- Power for the **Strobe/Wigwag** circuit must be supplied via a **10 amp** fuse or circuit breaker, using normal un-shielded 18-20 AWG wire.
- Power for the **Position/Navigation** circuit must be supplied via a **5 amp** fuse or circuit breaker, using normal un-shielded 18-20 AWG wire.

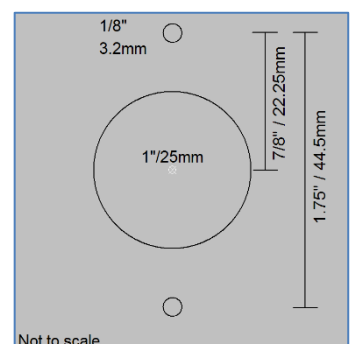


Bench testing a Flyleds kit may only be performed with a 12 volt battery or a **regulated** power source of no greater than 15 volts. **DO NOT** use a battery charger, as the output voltage can be significantly higher than this which may cause damage.

Tail Light Mounting

The optional Flyleds tail lights are supplied with a laser cut mounting plate and two M3 stainless steel screws. The plate provides a sturdy method of mounting your tail light to the fiberglass on the tail of your plane.

Drill the mounting screw holes and a 1 inch clearance hole in the rudder fairing. The saddle clamp may then be permanently fixed into position inside the fairing using an adhesive or bonding method of your choice.



STROBE LIGHTS:

The Strobe LEDs will only work when *both* the positive and negative connections from each wing and the tail come back to the Flyleds Control Board. The power MOSFETs on the Control Board switch the *negative* side of the LEDs to ground to turn them on. **Do not connect STROBE- to ground.** The strobe LEDs will be on permanently if you do. When strobed, each wing draws approximately 5 amps of current for the duration of each flash. This is a very fast rise- and fall-time current, which has the (small) potential to cause radio or intercom noise. To eliminate the possibility of noise, the **Strobe** circuit to the wings and the tail should be run using shielded wire. 18, 20 or 22 AWG, 2 3 or 4 core shielded wire may be used.

WigWag Mode:

When power is applied to *both* Strobe and WigWag inputs the Strobe LEDs will alternate slowly between left and right sides. If you are a daytime only flyer without landing lights the slow flashes are more visible to others than short strobe flashes. Be seen, be safe!

POSITION LIGHTS:

The Controller Board simply provides a convenient way to distribute +12v in from the panel switch out to each of the three position lights, by using the same shielded wires as the strobes.

If you have already run power wires for the position lights out to each wing you may continue to use them, as the position lights will not generate any radio or intercom noise. However the control board will need to be connected to this circuit as well, so that it knows to operate the tail light at reduced power in position mode.

The wing **Position** LEDs *may* be grounded either locally at the wing, or via the controller board using the **L shield** (pin 2) and **R shield** (pin 14) connections, such as when using shielded cable for the strobes.

(Normally the shield should not be used to carry current, but in this application it works just fine.)

KIT TAIL LIGHT:

The Kit version of the Tail Position/Strobe light *relies* on the resistors on the Flyleds Controller Board for current limiting and correct operation.

The Controller Board operates the tail LED at ~20% power when the Position Light switch is on, and sends it 100% power for each strobe flash.

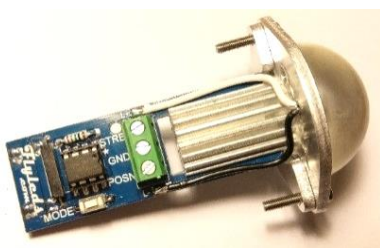


- **This model Tail Position/Strobe light must have both + and – wires connected back to pins 15 and 8 of the Flyleds Controller Board.** Do not connect the black wire to ground or the cable shield.

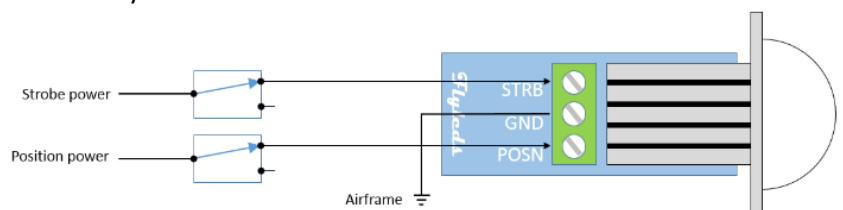
Black always signifies the negative wire. We leave the choice of connector (or not!) at the tail light up to you.

Connecting this tail light to a local ground, or conducting a temporary “test” directly across 12 volts, will result in a few brief seconds of operation, followed by the total destruction of the device!

STAND-ALONE TAIL LIGHT:

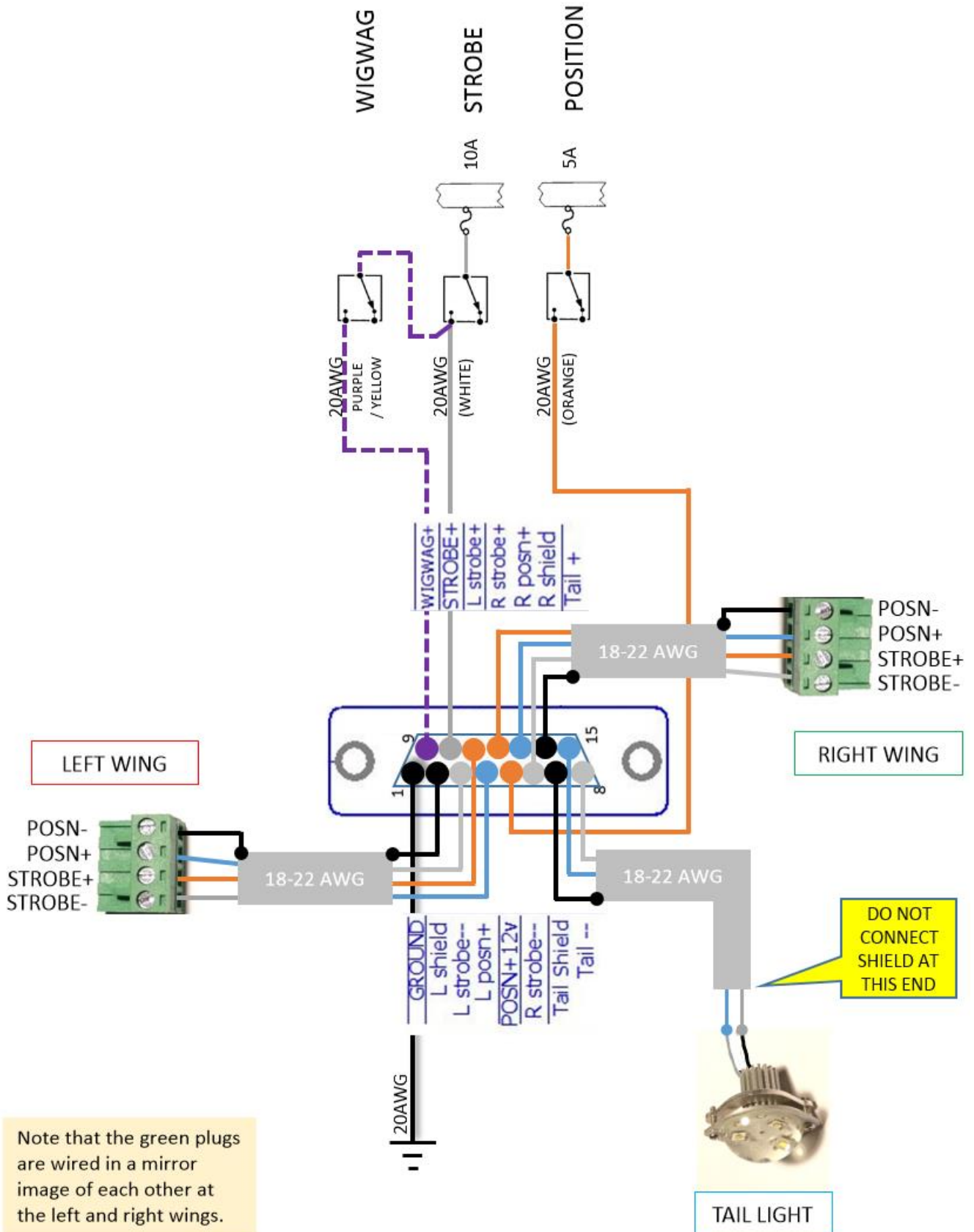


If you have purchased our Stand-Alone tail light with the integrated circuit board, wire it directly to your Strobe and Position light switches on the panel, and ground it locally at the tail. Do not connect it to the Controller Board.



SYSTEM WIRING DIAGRAM- new wiring

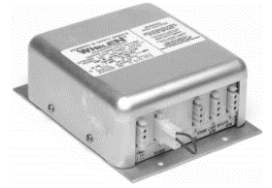
This diagram shows the simplest method of connecting the wing boards to the controller, using a single three wire shielded cable out to each wingtip. The tail light should be connected using two wire shielded cable. The optional WigWag mode requires power on both Strobe and WigWag inputs to activate.



SYSTEM WIRING DIAGRAM- reusing existing wiring

This diagram shows how you can re-use the existing wiring in your aircraft. If you are replacing a conventional xenon strobe system you can reuse the existing shielded wires, as well as the standard unshielded position light wires as shown by the red lines below.

The position lights may be grounded locally at the wingtip.



The controller board also needs to be connected to the position light circuit so it can energise the Flyleds tail strobe to act as a position light.

This can be achieved by running a wire directly from the NAV/POSN panel switch to the controller Pin 5 (POSN +12v). Or, the existing position light +12v power out at the tail (or a wingtip) could be sent back to the controller board via a spare wire in the shielded cable, as shown by the dotted orange line to Pin 5.

