



## RETROFIT INSTALLATION OF FUEL INJECTION SYSTEM

**Applies to: WACO YMF-5C Sn: 040 and higher**

**As defined by FAA STCSA0130WI and STC01288WI**

This is a fantastic addition to the performance of the WACO YMF. The fuel injection system was designed to include a throttle body adapter thus allowing direct replacement of the carburetor without any air box/cowling/sheet metal changes. Your airplane will look no different on the outside with fuel injection installed.

If customer already has a fuel flow monitoring gauge installed in the aircraft, this can likely be approved to use with the Fuel Injection STC. The STC currently calls out either the J.P. Instruments EDM-700C-7C engine analyzer with fuel flow ([http://www.jp instruments.com/edm\\_700.html](http://www.jp instruments.com/edm_700.html)) or the JPI FS450 fuel flow only gauge ([http://www.jp instruments.com/fuel\\_scan.html](http://www.jp instruments.com/fuel_scan.html)). We have considerable experience installing each. The full engine analyzer is by far the preferred choice for the customer seeking the best all out monitoring system. If the added price for the full analyzer is of concern then the FS450 should be specified.

### (1) Radial Engines, Ltd. Fuel Injection System

Includes:

Bendix Servo/Throttle Body with Adapter, Engine Driven Fuel Pump, Aux. Electric Fuel Pump, Flow Divider, 7 Induction Tubes, 7 GAMI Injectors, Injection fuel lines, placards, pump fuel lines, brackets/connectors, STC approvals, etc.

**US \$12,800**

### (2) Instillation and Testing

Includes:

- Remove cowlings, disengage all interconnects, remove propeller, remove engine from airframe, crate engine ship to Radial Engines, Ltd. For FI installed test run on dynamometer, \$2,500 (shipping to be determined)
- Engine prep and reinstallation on airframe
- Install aux. fuel pump on right side rear firewall
- Re-plumb fuel system firewall forward, plumb-in fuel flow transducer at same time  
Install new throttle and mixture control attachment brackets
- Attach all controls and rig system
- Install aux fuel pump switch, breaker, wiring, placards into rear cockpit
- Convert Carb Air control to alternate air control
- Remove primer & cover hole, remove/cap old primer lines, etc.
- Inspections and adjustments
- Approval Paperwork; Flight Manual Supplement, etc.

Dynamometer: \$2500

Shop Labor: 46 hrs @ \$72/hr, \$3312

Avionics Labor: 8 hrs @ 84/hr, \$672

PARTS: Throttle Bracket, Mixture Bracket, Alt Air Control, connectors, misc. fittings, consumables, etc., \$429

**US \$6,913**



(3) Fuel Flow and Temperature Monitoring (customer to choose option 1 or 2)

OPTION 1 - JPI EDM-700C-7C ENGINE ANALYZER WITH FUEL FLOW

OPTION 2 - JPI FS450 FUEL FLOW GAUGE

NOTE - Either Gauge is easily installed in left side instrument panel, in-place of Carb-Air temp gauge (if installed). Custom repositioning of avionics further will be priced consistent with the extra labor to accomplish.

- OPTION 1 - JPI EDM-700C-7C ENGINE ANALYZER WITH FUEL FLOW

EDM 700C-7C with 7-EGT, 7-CHT, 14 probes, \$2395

Oil Temp System, \$165

Fuel Flow Option incl. transducer & electronics, \$895

Interface Cable, Computer Program (to download and review engine history data if you like), \$138

Total System Parts: \$3593

Additional Parts: add'l wiring, connectors, circuit breaker, consumables, etc., \$194

Shop Labor: 16 hrs @ \$72/hr, \$1152

Avionics Labor: 33 hrs @ 84/hr, \$2772

SYSTEM TOTAL: \$7711

- OPTION 2 - JPI FS450 FUEL FLOW GAUGE

JPI Fuel Scan 450 incl. transducer, \$895

Total System Parts: \$895

Additional Parts: add'l wiring, circuit breaker, consumables, etc., \$116

Shop Parts: 4 hrs @ \$72/hr, \$288

Avionics Labor: 14 hrs @ 84/hr, \$1176

SYSTEM TOTAL: \$2475

**Total with Option 1, \$27,424**

**Total with Option 2, \$22,188**