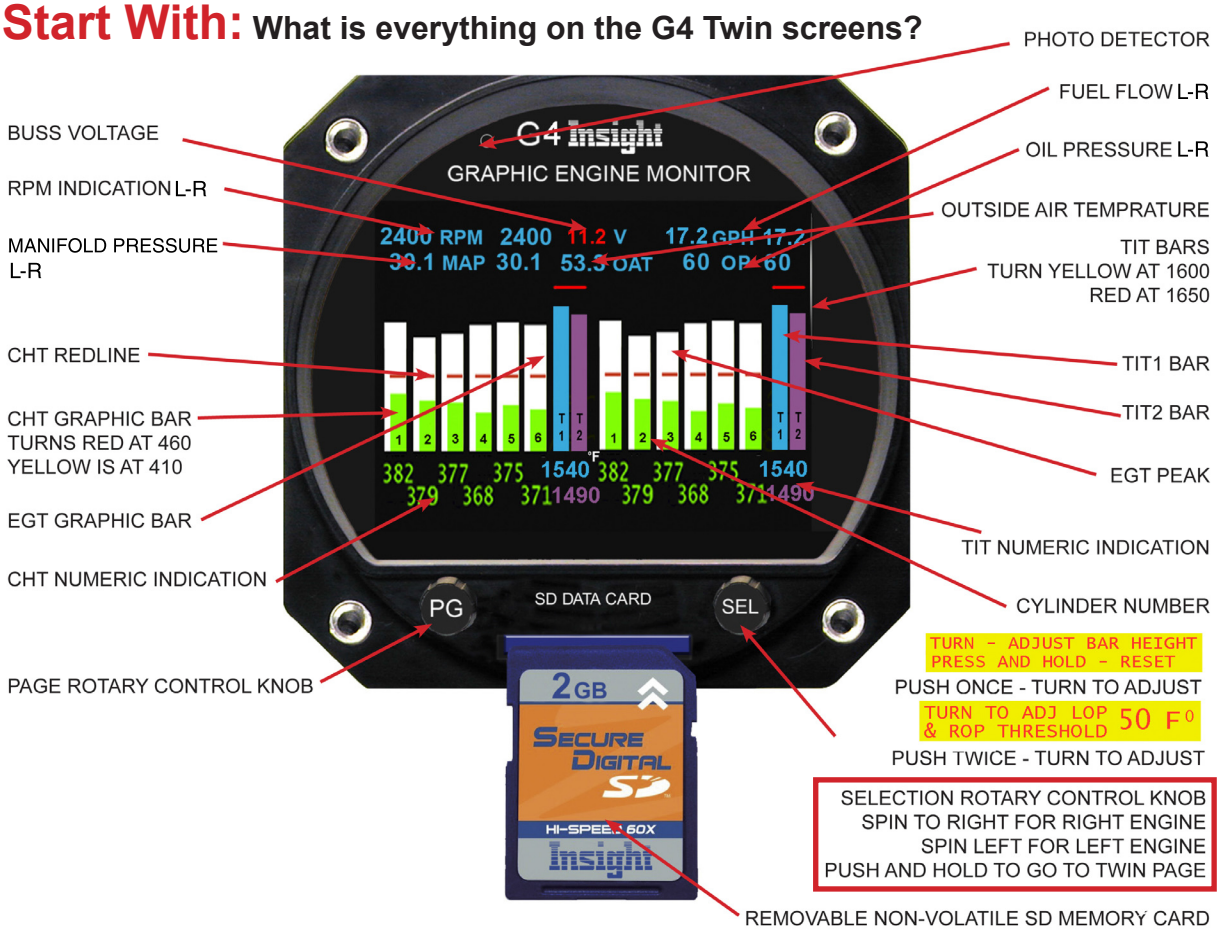
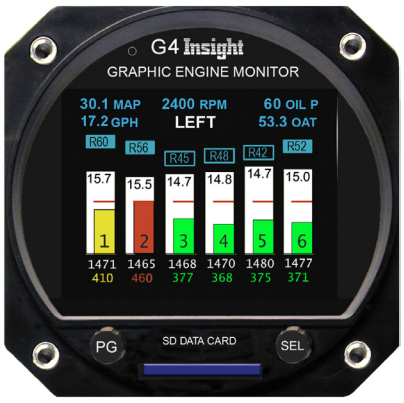
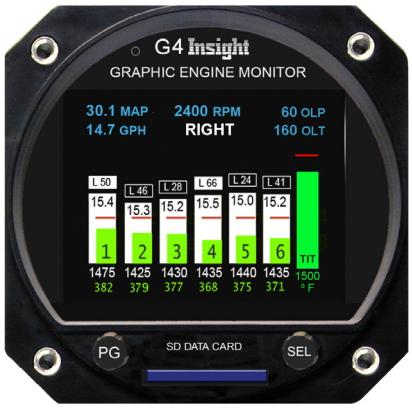
G4 Twin Quick Start Guide In 5 Easy Steps

This is Quick Start Guide to get you up and flying right away with just the basic info you need. See Pilot's Guide for more advanced information.

To Start With: What is everything on the G4 Twin screens?







The instrument has two control knobs that operate combination rotary and push button switches.
The PG knob in general controls screen selection while the SEL knob controls items within the given screen.

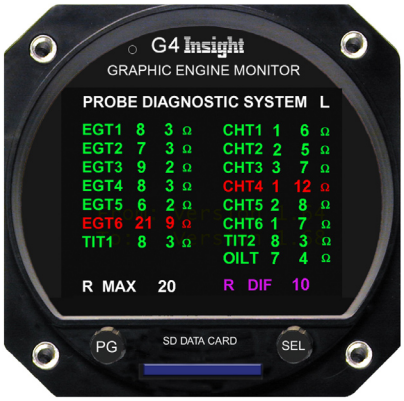
Each screen assigns its own functional needs to the controls that may change depending on context.
A screen may also label the controls with guidance information like "Push to exit".

Learn More Or Place Your Order By:

905-871-0733

www.insightavionics.com

Step 1



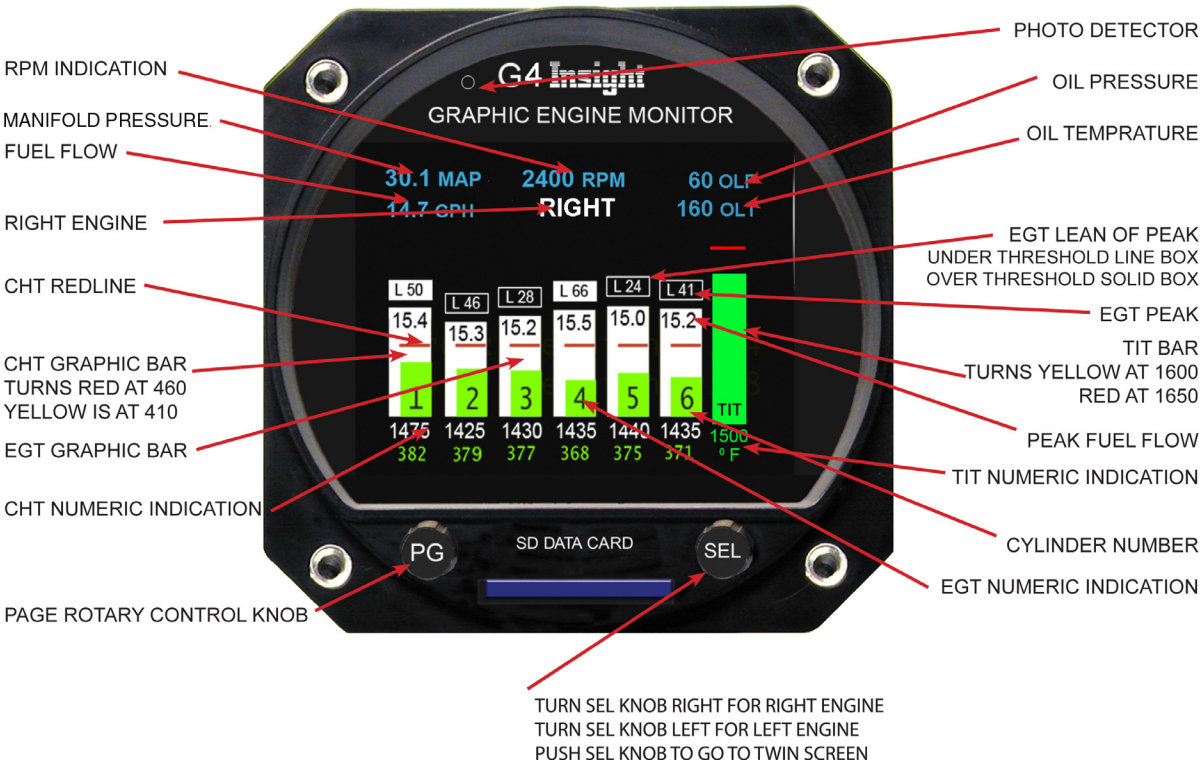
Left Engine

Right Engine

It is a good idea to make check Probe Diagnostic page part of your flight check.
All **green** is good to go and **red** means there is a probe problem.

Best to spot a problem on ground rather than on rotation on take-off.

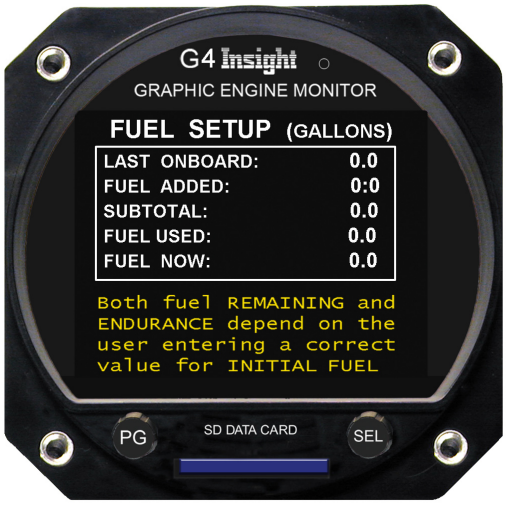
Step 2

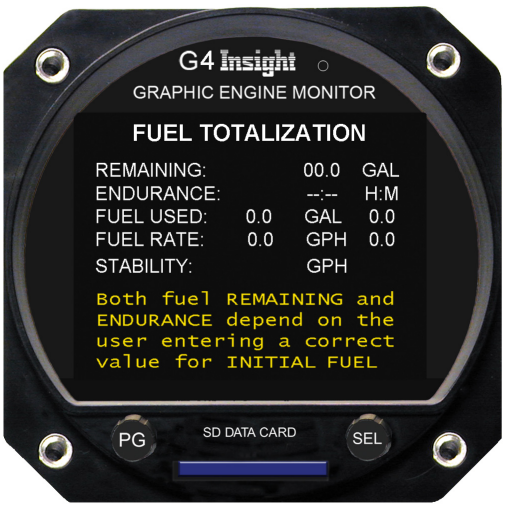


For better visibility you can change the EGT bar height by pressing the SEL knob and rotating it to set the desired height. Pressing the SEL knob a second time allows you to adjust the leaning target (set to 50 deg F below peak EGT from the factory). Press SEL a third time to save your adjustments.

Step 3

Set **FUEL ONBOARD** page





The FUEL TOTALIZATION screen has been improved and is even easier to use.

This change allows the pilot to see this screen before entering fuel on board.
Also setting initial fuel can be checked and corrected in flight.
Previously the pilot had to enter the amount of fuel onboard before he could view the FUEL TOTALIZATION page.
Now both the FUEL TOTALIZATION page and the FUEL SETUP page are accessible at any time.
On the FUEL TOTALIZATION screen simply press the PG (left) button to enter fuel, press it again when done.
As before you can top up the tank(s) by turning the SEL (right) knob counter clockwise on the very first click.

At anytime you can push PG knob to go back and forth between the FUEL SETUP and FUEL TOTALIZATION screens to add more fuel.

Step 4 Leaning Right and Left engine

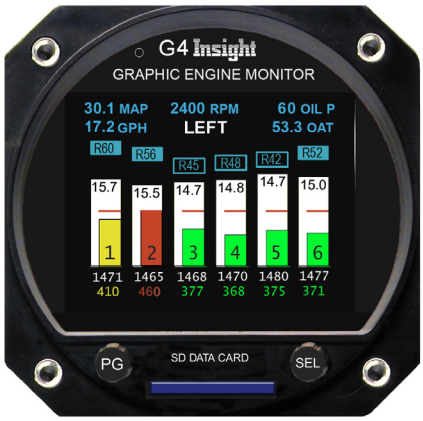
After taking off and reaching cruise altitude you will get your first opportunity to try the special lean mode functions. The new lean mode is easier than ever to use and tells you exactly how far the EGT's have dropped since they peaked, whether you are on the rich or lean side of peak, and what the fuel flow was during the peak.

To set the lean mode just press and hold the SEL button. Remember to always begin well rich of peak EGT or you will not get a true indication of where peak is.

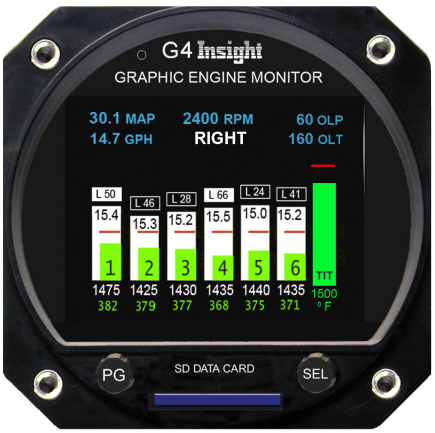
Start leaning the aircraft, the EGT white columns will rise, the first column to reach peak EGT will stop rising.
At that moment a lean box will appear above the EGT column and the fuel flow on that EGT column will freeze.
This is what the fuel flow was when that cylinder hit peak EGT.

If you keep leaning you will see WHITE out lined boxes appear above each column as the cylinders hit peak EGT and will be white and read L and the number of degrees.
If you stop when the first cylinder peaks and then start to enrichen the mixture, all the other boxes will appear on top of the EGT bars and will be **CYAN** and read R and the number of degrees.

Rich of peak



Lean of peak



Note: This feature is a must view for all pilots running lean of peak.

Step 5

A good time to use this page is in cruise after you lean out the engine.
Leave this page up for 5 minutes, if everything looks like **Figure 1** you are good to go.

If you show large spikes like **Figure 2** use the SEL knob to dial to see which cylinder it is on.
When on ground you might want to take spark plug out and bore scope that cylinder to see what is going on.

Figure 1

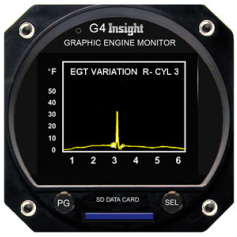


Figure 2

This is why Insight recommends a G3 or G4.

- Exhaust valves are a leading cause of catastrophic engine failure.
- Insight's unique Exhaust Valve Analysis process can forewarn you of a pending problem.
- Valves often degrade slowly, Insight's EVA is the key to early detection that will give you plenty of time to react.
- While mathematically sophisticated and difficult to explain, it couldn't be easier to use.
- All cylinders undergo analysis continuously with results shown on a single screen.
- You can check all cylinders in a glance or examine one at a time. A flat line is normal, a peak is not.
- It is that easy to use.

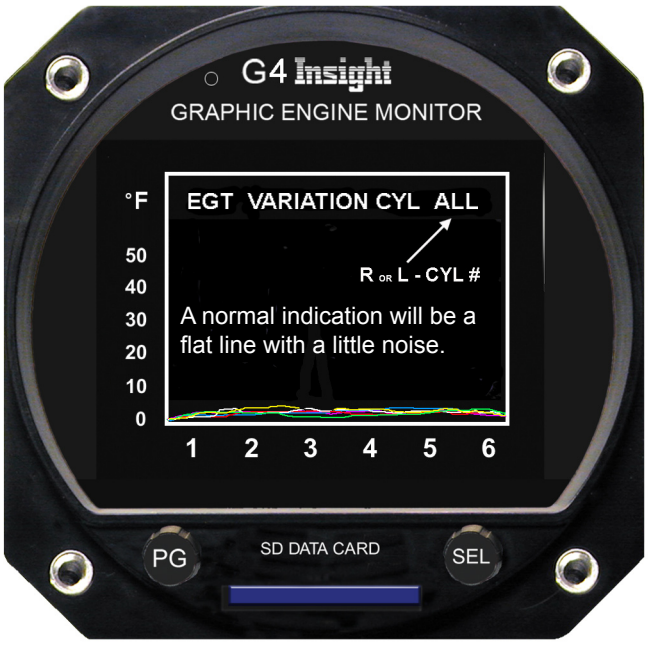


Figure 1

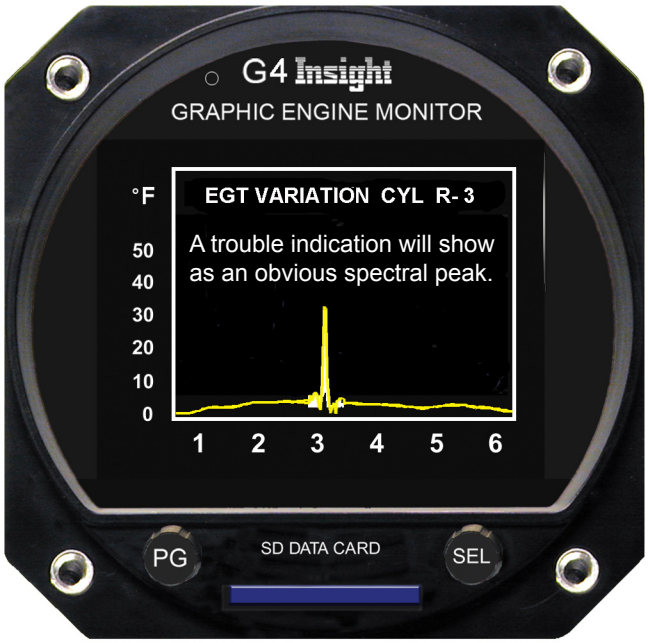


Figure 2