FLOSCAN
INSTRUMENT CO, INC.

GREATER RANGE
LESS FUEL

2004 EDITION

Run Without Fear of Empty Fuel Tanks

Adventure without misadventure

How many times have you hesitated to try new fishing grounds or stay out longer because you couldn't trust your fuel level gauges? Introducing a remarkable tool that will give you greater range with less fuel. Plus, it pays for itself: A Fuel Monitoring System from FloScan.

FloScan Shows Exact Fuel Use

FloScan shows exactly how much fuel you've used and how fast you're using it. Rather than trying to measure what's sloshing around in your tanks, FloScan's electronic sensors measure fuel flow right at your engine. And the computerized meter indicates precise consumption totals. There's no guesswork. Unlike fluctuating fuel tank float gauges, you receive immediate, accurate data. No matter how rough the seas, no matter how many tanks or engines in your boat.

For Less Than the Cost of a Tow

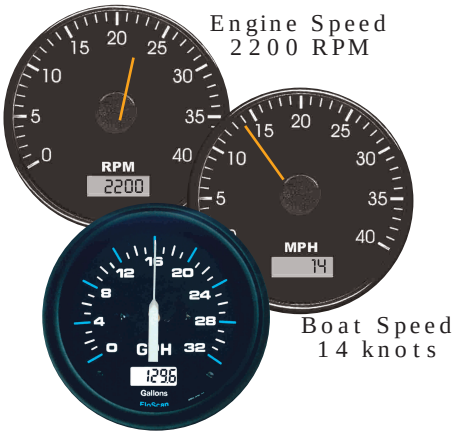
FloScan pays for itself in fuel savings alone. You can easily set your boat's most efficient speed by watching your FloScan to see how GPH varies at different speeds and running conditions. Most skippers can save 10% to 30% on their fuel bill, usually paying for their system in just a few seasons. Something else to consider: FloScan costs less than a typical tow if you run out of fuel.

High Performance Fuel Flow Sensors

The Foundation of FloScan's Technical Success

For over 30 years FloScan's fuel flow sensors have outperformed all others for marine gasoline and diesel engines from 25 to 4300 HP. No other fuel flow sensor design can match FloScan's (+/-) 1/4% repeatability over a 100/1 flow range. For example, FloScan provides exceptional accuracy from fuel flows down to 0.5 GPH (idling/troll speeds) to flow rates up to 50 GPH (full throttle). Sapphire jewel bearings in FloScan sensors give infinite life and guarantee unwavering accuracy. Low cost steel bearings in competitive flow sensors wear so that acccuracy falls. Only FloScan fuel flow sensors have been accepted by the automobile and heavy duty truck manufacturers for installation in new vehicles. FloScan has supplied all the flow sensor needs of general aviation aircraft during the past 25 years with a perfect safety record. FloScan fuel flow technology sets the standard.

SPEED VS. FUEL ECONOMY



Engine Speed
2200 RPM

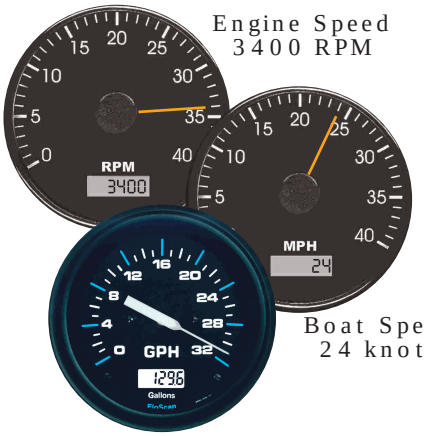
Boat Speed
14 knots

Fuel Consumption
16 GPH

1

At 2200 RPM, boat speed is 14 knots. The FloScan is showing fuel consumption at 16 GPH.

Current fuel efficiency is 0.88 nMPG.



Engine Speed
3400 RPM

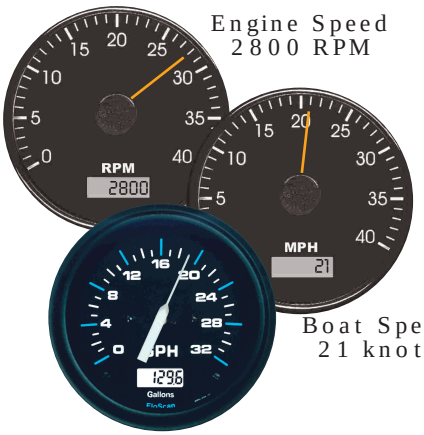
Boat Speed
24 knots

Fuel Consumption
31 GPH

2

At 3400 RPM, boat speed is 24 knots and fuel consumption is 31 GPH.

Current fuel efficiency is 0.77 nMPG.



Engine Speed
2800 RPM

Boat Speed
21 knots

Fuel Consumption
19 GPH

3

At 2800 RPM, boat speed is 21 knots and fuel consumption is 19 GPH.

Current fuel efficiency is 1.10 nMPG.

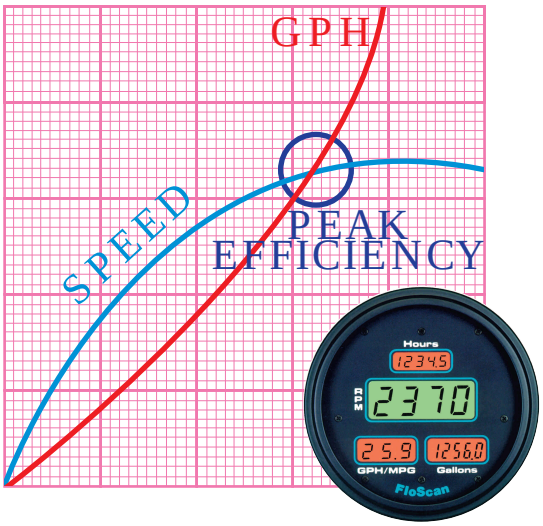
With FloScan, you'll be able to pinpoint the engine speed that will cover the most ground with the least amount of fuel consumed.

FLOSCAN
INSTRUMENT CO, INC.

Don't Leave The Dock Without It

Monitors Your Engines Heartbeat

FloScan serves as a watchdog on engine performance. For example, if your GPH increases from what you've already determined to be an efficient operating level, you'll know something's amiss... a nicked prop, fouled hull, clogged injector, engine problem, etc. Even something as simple as a defective spark plug can up your fuel consumption by 20% - 40%, with no noticeable change in engine operation.



Peak Fuel Efficiency

Accurate fuel consumption and boat speed data allow you to determine peak fuel efficiency. As shown in the opposite diagram, peak fuel efficiency changes constantly according to sea conditions, boat characteristic, trim tab setting, and weight load/distribution. FloScan allows you to pinpoint the engine speed that will cover the most ground with the least amount of fuel consumed under any load or operating condition. No other piece of marine equipment allows you to master this procedure as quickly or effectively than FloScan.

Model Selection and Installation Tips

Gasoline Models

Gas models are the easiest to specify and install. We fit the following engine types:

- ALL carbureted Inboard, I/O, and Outboard gas engines.
- ALL 2-stroke and 4-stroke EFI Outboard gas engines.
- ALL DFI gas O/B engines including Mercury Optimax™ and Evinrude Ficht™.
- ALL EFI Inboard and I/O gas engines with closed loop return fuel systems such as Mercruiser™ and Volvo™ engines.

NEW! FloScan now fits EFI Inboard and I/O engines with fuel return lines that are connected directly to the fuel tank such as Crusader™, Marine Power™, PCM™, SeaMaxx™ and Kodiak™ EFI engines. Flow sensors are installed on the feed and return fuel lines to measure the net burn rate of the engine. See Series 5800 CruiseMaster section for more info.

When selecting a gas CruiseMaster or TwinScan model, use the following formula to determine the correct GPH scale (HP rating x 10% = maximum GPH). Example: 200 hp x 10% = 20 GPH. Select the CruiseMaster model with the 0-20 GPH scale or TwinScan model with 0-24 GPH scale. Multifunction and GPS Interface Models do not require scaling since they incorporate a digital display which reads up to 999 GPH. Make sure to select proper flow sensor type (20B/231/233 Series) for your application.

Flow sensors are typically installed in-line after the filter for added protection from fuel tank debris. With certain EFI engines such as Mercruiser, the flow sensor can only be installed before the filter. Adding a basic (coarse) filter element before the sensor provides adequate protection.

All models require a panel mounted SPST (ON/OFF) switch for resetting the totalizer. Series 7000 gas models require two additional SPST switches for selecting Port or Stbd GPH and Engine Hour Time or Engine Synch. Series 9000 gas models require a third SPST switch for selecting GPH or nautical MPG.

Diesel Models

Diesel models are based on the type of fuel delivery system used and each engine requires a dedicated FloScan system. These engines use a variety of fuel pumps including rotary, in-line, and direct injection systems. Flow sensor selection is based on the feed and return flow rates associated with the engine. Flow sensors are installed on the feed and return lines to display net flow rate and total fuel consumption. Certain engines which use the return fuel to cool injectors will require fuel temperature compensation to ensure accurate flow measurement. These engines include Detroit Diesel™, EMD™, and CAT™ 3100/3500 Series engines and are limited to the Series 7000 and 9000 Multifunction Systems only. All models require a panel mounted SPST (ON/OFF) switch for resetting the totalizer. Series 9000 diesel models require an additional SPST switch for selecting GPH or nautical MPG.

NEW! Easier-to-Install Series K Diesel System

The new Series K Diesel System represents a major breakthrough in diesel fuel management. The Series K system cuts the installation time and cost in half over previous diesel models. Separately mounted pulsation dampers are no longer required. New flow sensor design also enhances system performance and accuracy. Simplified procedures allow for do-it-yourself installation. Models available for diesel engines from 25 to 4300 hp.

Series K high flow sensor

Series K Standard Flow sensor

FLOSCAN
INSTRUMENT CO, INC.

CruiseMaster Series

The Series 5500/5600 CruiseMaster fits virtually all inboard, I/O, and outboard engines from 50 hp - 1000 hp including EFI, TBI, and DFI engines with closed loop return fuel systems and all carbureted engines. A system consists of Series 20B or 231 fuel flow sensor(s) and a microprocessor based instrument which displays individual flow rates and total fuel consumption. New Series 5800 CruiseMaster fits EFI engines with fuel return lines that are connected directly to the fuel tank. A system consists of two Series 231 flow sensors to measure feed and return flows and a microprocessor based instrument which calculates and displays net flow rate and total fuel consumption.

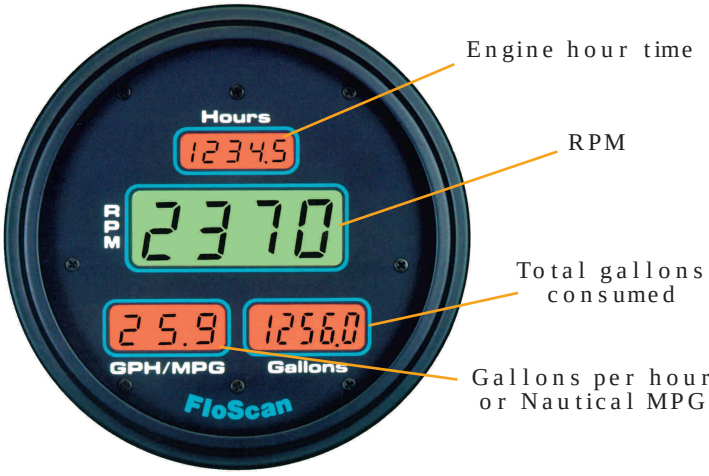
The Series 6500/6600 CruiseMaster is available for most diesel engines rated from 50 hp - 2000 hp. A system consists of two Series K diesel fuel flow sensors to measure feed and return flows and a microprocessor based instrument which calculates and displays net flow rate and total fuel consumption

Product Specs	Series 5500/5600/5800 GAS MODELS	Series 6500/6600 DIESEL MODELS
Engine type	Fits inboard, I/O, and outboard engines rated from 25 hp to 1000 hp. Single and twin engine models available.	Fits most diesel engines rated from 50 hp to 2000 hp. Single engine models available only. Twin diesels require two separate FloScan systems.
System Electronics	Microprocessor based electronics with user adjustable calibration for superior accuracy. Models available with 0-10, 20, 32, 50 and 100 GPH scales.	Microprocessor based electronics with user adjustable calibration for superior accuracy. Models available with 0-10, 0-20, 0-32, 0-50 and 0-100 GPH scales.
Model Specs	Self contained totalizer with permanent LCD display records total fuel consumed to 99,999 gallons. Totalizer is resettable using external SPST switch (not supplied). Twin engine models show the individual flow rates to each engine with an external SPST switch (not supplied), and the totalizer records the combined fuel consumption of both engines.	Self contained totalizer with permanent LCD display records total fuel consumed to 99,999 gallons. Totalizer is resettable using external SPST switch (not supplied). Single engine models show the flow rate of the engine. The totalizer records the total consumption of the engine.
Meter Colors	Models available in black or white (bezel/dial).	Models available in black or white (bezel/dial).
Meter Mounting	Meter fits 3-1/16" diameter panel opening or optional deck mount.	Meter fits 3-1/16" diameter panel opening or optional deck mount.
Sensor Types	New Model 20B flow sensor recommended for carbureted and EFI inboard and I/O engines up to 350 hp. Installs in-line between filter and fuel pump. Also fits Mercury Optimax, Evinrude Ficht, and all 4-stroke outboard engines. 20B sensor also recommended for carbureted and EFI outboard engines rated below 150 hp. Installs in-line between filter and priming bulb. Model 231 flow sensor features extremely low flow resistance. Recommended for carbureted and 2-stroke EFI outboards rated 150 hp and above. Installs between filter and priming bulb. Also recommended for EFI engines with feed and return fuel lines.	Model 201/231 Series K Diesel Standard Flow Sensors are designed for feed and return flows in the range of 0.3 – 48 GPH. Standard Flow Sensors incorporate 1/4" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows. Model 233/236 Series K Diesel High Flow Sensors are designed for feed and return flows in the range of 30 – 400 GPH. High Flow Sensors incorporate 1" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows.
Model Numbers	Fits all carbureted Inboard and I/O's up to 350 hp. Fits all EFI Inboard and I/O engines (including Mercruiser and Volvo) with closed loop fuel return systems. Fits all Mercury Optimax, Evinrude Ficht, and 4-stroke outboard engines. Fits all carbureted and EFI outboard engines below 150 hp. 5510-20B-1 0-10 GPH Single Engine Model 5510-20B-2 0-10 GPH Twin Engine Model 5520-20B-1 0-20 GPH Single Engine Model 5520-20B-2 0-20 GPH Twin Engine Model 5532-20B-1 0-32 GPH Single Engine Model 5532-20B-2 0-32 GPH Twin Engine Model Fits carbureted and 2-stroke EFI outboard engines from 150 to 300 hp. 5520-231-1 0-20 GPH Single Engine Model 5520-231-2 0-20 GPH Twin Engine Model 5532-231-1 0-32 GPH Single Engine Model 5532-231-2 0-32 GPH Twin Engine Model NEW! 5800 Series for Crusader, Marine Power, PCM, SeaMaxx and Kodiak EFI engines with fuel return line to tank. One system required for each engine. 5820-231-2 0-20 GPH Single Engine Model Only 5832-231-2 0-32 GPH Single Engine Model Only *See website for complete model selections and pricing.	Popular Models and Applications 6505-201-1K Ford Lehman Super 90/135 6510-201-2K Yanmar 3JH/4JH2, Cummins 4BT3.9 6510-BOS-2K Yanmar 4LH-DTE, Volvo 30/31/40/41, Perkins 4.236 (all engines up to 200 hp) 6520-BOS-2K Yanmar 6LP-STE/STP, Perkins 6.354 6520-231-2K Yanmar 6LY-STE, Volvo 60/61/70/71, CAT 3208 (all engines up to 400 hp) 6532-231-2K Yanmar 6LY-STE, CAT 3208 (435 hp) 6620-3CB-2K Cummins 6BT 300/315/330/370 6632-3BB-2K Yanmar 6LY2-STE, Volvo 72/73/122 6632-3CB-2K Cummins 6CT 420/450, Yanmar 6CX-GTE, Volvo 74P 6632-3BB-2K Caterpillar 3406/3408/3412 (350-1000hp) 6650-3DD-2K MAN 2840/2842/2848, MTU 8V183TE/12V183TE 66100-3ED-2K MTU 12V396 TB93, Deutz TBD616 V12-V16 *See website for complete model selections and pricing.

FLOSCAN INSTRUMENT CO, INC.

Multifunction Series

Our Multifunction Meter combines a digital LCD Engine Hour Meter, Tachometer, Fuel Flowmeter, and Fuel Totalizer in a single 3-3/8" diameter instrument which fits the panel space of a standard tach. Instrument also incorporates an Engine Synch Indicator (twin gas models only). External switches are required for resetting the Fuel Totalizer and Port/Stbd GPH selection (gas only) and Engine Hours/Engine Synch (gas only).



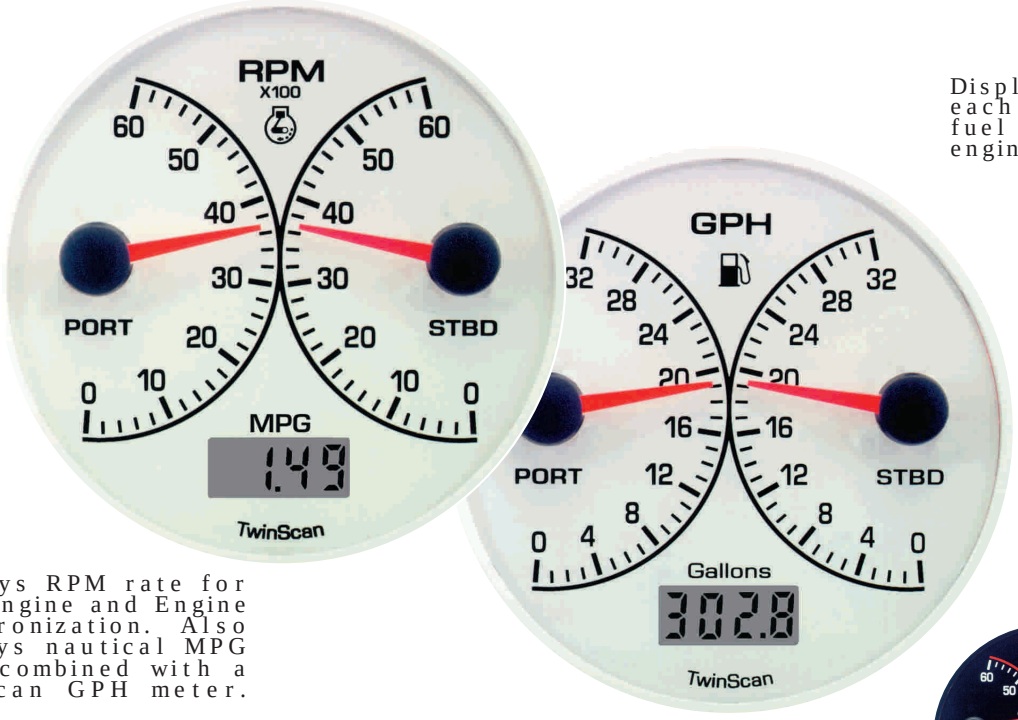
GPS Interface Series

Our GPS Interface Model provides the same functions as the Series 7000 instruments PLUS the important addition of nautical Miles-Per-Gallon. The boat speed over ground data required to calculate the MPG reading is obtained from a GPS with NMEA 0183 output. The direct display of MPG over the ground gives the skipper a powerful new tool to set optimum fuel efficiency under all conditions and to determine precisely how far he can go with his remaining fuel.

Product Specs	Series 7000/7500/7600 GAS AND DIESEL MODELS	Series 9000/9500/9600 GAS AND DIESEL MODELS
Engine type	Fits most gas and diesel engines rated from 25 hp to 4300 hp. Twin gas models available. Twin diesels require two systems.	Fits most gas diesel engines rated from 25 hp to 4300 hp. Twin gas models available. Twin diesels require two systems.
System Electronics	Microprocessor based electronics with 2-stage adjustable calibration of GPH & Gallons used for superior accuracy.	Microprocessor based electronics with 2-stage adjustable calibration of GPH & Gallons used for superior accuracy.
Model Specs	Simultaneous, independent display of Engine Hour Time, Tachometer, Fuel Flowmeter, and Fuel Totalizer. RPM readout accurate to 1 RPM. GPH and Totalizer readings displayed in tenths of gallon. Totalizer capacity up to 99,999 gallons. Dual color backlighting of LCD provides for easy night viewing. External SPST switch (not supplied) required for resetting fuel totalizer reading. Twin Gas models also incorporate an Engine Synchronizer Indicator and Port/Stbd GPH selection. This allows you to use one meterhead to monitor both gas engines. SPST switches required for twin gas model features.	Provides the same functions as Series 7000 PLUS the addition of nautical MPG. Boat speed over ground is obtained from GPS with NMEA 0183 output. Simultaneous, independent display of Engine Hour Time, Tachometer, Fuel Flowmeter, and Fuel Totalizer. RPM readout accurate to 1 RPM. GPH and Totalizer readings displayed in tenths of gallon. Totalizer capacity up to 99,999 gallons. Dual color backlighting of LCD provides for easy night viewing. External SPST switch (not supplied) required for resetting fuel totalizer reading. Twin Gas models also incorporate an Engine Synchronizer Indicator and Port/Stbd GPH selection. This allows you to use one meterhead to monitor both engines. SPST switches required for twin gas model features.
Meter Colors	Models available in black or white (bezel/dial).	Models available in black or white (bezel/dial).
Meter Mounting	Meter fits 3-3/8" panel opening (standard tach size)	Meter fits 3-3/8" panel opening (standard tach size)
Sensor Types	Uses model 20B and 231 Series flow sensors designed for gas engines. Model 201/231 Series K Diesel Standard Flow Sensors are designed for feed and return flows in the range of 0.3 – 48 GPH. Standard Flow Sensors incorporate 1/4" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows. Model 233/236 Series K Diesel High Flow Sensors are designed for feed and return flows in the range of 30 – 400 GPH. High Flow Sensors incorporate 1" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows.	Uses model 20B and 231 Series flow sensors designed for gas engines. Model 201/231 Series K Diesel Standard Flow Sensors are designed for feed and return flows in the range of 0.3 – 48 GPH. Standard Flow Sensors incorporate 1/4" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows. Model 233/236 Series K Diesel High Flow Sensors are designed for feed and return flows in the range of 30 – 400 GPH. High Flow Sensors incorporate 1" NPT female inlet and outlet ports with 1 PSI or less pressure drop at rated flows.
Model Number	Popular Gas Models 7000-20B-1 50 – 350 hp Single Engine (I/B, I/O, & O/B*) 7000-20B-2 50 – 350 hp Twin Engine (I/B, I/O, & O/B*) 7000-231-1 150 – 300 hp Single Engine (Outboard*) 7000-231-2 150 – 300 hp Twin Engine (Outboard*) Popular Diesel Models 750M-201-1K Ford Lehman (all models) 750M-201-2K Yanmar 3JH/4JH2, Cummins 4BT3.9 750M-BOS-2K Volvo 30/31/40/41 Series, Yanmar 4LH-STE, Yanmar 6LP-STE/STP, Hino (all models) 750M-231-2K Yanmar 6LY-STE, Volvo 60/61/70/71, CAT 3208 75TM-235-2K Caterpillar 3116/3126 760M-3BB-2K Yanmar 6LY2-STE, Yanmar 6CX-ETE, Volvo 72/73/74 760M-3CB-2K Cummins 6BT/6CT (all models), Yanmar 6CX-GTE 760M-3DD-2K MAN 2840/2842/2848, MTU 8V183TE/12V183TE 76TM-6CC-2K Detroit 6-71N/6V92/8V71 76TM-6DD-2K Detroit 6-71T/8V92 76TM-6FE-2K Caterpillar 3500 Series, Detroit 16V92, EMD *See website for complete model selections and pricing.	Popular Gas Models 9000-20B-1 50 – 350 hp Single Engine (I/B, I/O, & O/B*) 9000-20B-2 50 – 350 hp Twin Engine (I/B, I/O, & O/B*) 9000-231-1 150 – 300 hp Single Engine (Outboard*) 9000-231-2 150 – 300 hp Twin Engine (Outboard*) Popular Diesel Models 950M-201-1K Ford Lehman (all models) 950M-201-2K Yanmar 3JH/4JH2, Cummins 4BT3.9 950M-BOS-2K Volvo 30/31/40/41 Series, Yanmar 4LH-STE, Yanmar 6LP-STE/STP, Hino (all models) 950M-231-2K Yanmar 6LY-STE, Volvo 60/61/70/71, CAT 3208 95TM-235-2K Caterpillar 3116/3126 960M-3BB-2K Yanmar 6LY2-STE, Volvo 72/73/74 960M-3CB-2K Cummins 6BT/6CT (all models), Yanmar 6CX-GTE 960M-3DD-2K MAN 2840/2842/2848, MTU 8V183TE/12V183TE 96TM-6CC-2K Detroit 6-71N/6V92/8V71 96TM-6DD-2K Detroit 6-71T/8V92 96TM-6FE-2K Caterpillar 3500 Series, Detroit 16V92, EMD *See website for complete model selections and pricing.

FLOSCAN INSTRUMENT CO, INC.

TwinScan Tach & GPH meters



Displays GPH rate for each engine and total fuel consumed by both engines.

Displays RPM rate for each engine and Engine Synchronization. Also displays nautical MPG when combined with a TwinScan GPH meter.

Monitor your engine's performance at a glance. A TwinScan Tach and GPH Meter are easy to install by simply replacing your existing tachs. GPH meter displays individual burn rate for each engine and total gallons consumed. Tachometer displays individual RPM rate for each engine and Engine Synchronization. When combined with a TwinScan GPH meter, the Tachometer also displays nautical Miles-Per-Gallon when connected to a GPS (NMEA 0183 data) for boat speed over ground. SPST (ON/OFF) switches required for resetting totalizer and accessing MPG data.

Description	Dial Range	Diameter	Black Dial/ Black Bezel	White Dial/ S.S. Bezel	White Dial/ White Bezel	Sensor / Sender
Tachometer / Synch Indicator / nautical MPG* *MPG feature on gas models only - TwinScan GPH meter required for this feature	0-3000 RPM 0-4000 RPM 0-6000 RPM 0-8000 RPM	3-3/8” 3-3/8” 3-3/8” 3-3/8”	3TB013U 3TB014U 3TB016U 3TB018U	3TS023U 3TS024U 3TS026U 3TS028U	3TW023U 3TW024U 3TW026U 3TW028U	Coil, Alt., Gen., Mag.
GPH / Totalizer Models (gas only) Inboards, outboards, and I/O’s up to 150 hp Mercury Optimax and Evinrude Ficht up to 150 hp All 4-stroke outboards up to 150 hp	0-16 GPH	3-3/8”	3FB016U2	3FS026U2	3FW026U2	20B Series
Inboards and I/O’s 151-250 hp Mercury Optimax and Evinrude Ficht 151-250 hp All 4-stroke outboards 150 hp or higher	0-24 GPH	3-3/8”	3FB012U2	3FS022U2	3FW022U2	20B Series
Inboards and I/O’s 251 - 350 hp	0-32 GPH	3-3/8”	3FB013U2	3FS023U2	3FW023U2	20B Series
Inboards and I/O’s 351-500 hp	0-50 GPH	3-3/8”	3FB015U1	3FS025U1	3FW025U1	231 Series
Inboards over 500 hp	0-100 GPH	3-3/8”	3FB010U3	3FS020U3	3FW020U3	233 Series
Carbureted and 2-stroke EFI outboards 151-225 hp	0-24 GPH	3-3/8”	3FB012U1	3FS022U1	3FW022U1	231 Series
Carbureted and 2-stroke EFI outboards 226-300 hp	0-32 GPH	3-3/8”	3FB013U1	3FS023U1	3FW023U1	231 Series

FLOSCAN
INSTRUMENT CO, INC.

What Owners Say

"Just wanted to let you know how well the FloScan 9000's with the series K sensors worked for me on our 1400+ mile trip to Alaska, and the rest of this summers boating. Having this equipment onboard has saved us probably hundreds of dollars in fuel expenses. It allows us to pinpoint the best trim/rpm combination in terms of fuel economy, and it absolutely shattered the misconception that 'slower is more efficient'. As the boat gets loaded down, and the sea state kicks up, fuel consumption changes dramatically, and the FloScans keep us abreast of these changes in real time. This allows us to fully utilize the range of our boat without fear of running low on fuel since the accuracy was within 2%! With this information at hand we can go further out into the Gulf of Alaska in search of trophy ling Cod and Halibut. Your equipment has proven itself to be invaluable, and I will never own a boat that doesn't have FloScans installed. They're just as much part of our required on board equipment as a good chart plotter, and fish finder."

Kevin Sanders
President - Bayliner Owners Club
Bayliner 3488 Avanti Flybridge
twin Cummins 6BT Diamond diesels 315 hp

"We travel between New York, Florida, and the Bahamas. Our ability to pinpoint our most economical running speed along these routes has enabled us to save a substantial amount of money and fuel. In fact, we're sure the units have paid for themselves after just two years running. The FloScan has also helped us with navigation. We can rest assured that our FloScan will tell us if we have enough fuel to make it to our next destination.

Thank you FloScan!"

John Grilli
Rockville Center, NY
33' Blackfin
twin CAT 3208TA diesels 425 hp

"The FloScan system has allowed me to cover the most territory possible without the risk of running out of fuel and missing the weigh-in with a $10,000 to $20,000 fish. It is also handy at the end of the day when dividing up the expenses with my fishing buddies. We can look at the fuel totalizer and know exactly how much fuel we've used without having to wait 30 minutes at the gas pump for the tank to refill."

Marcus Kennedy
Mobile, AL
31' Fountain SFCC
twin Mercury outboards 225 hp

"My only complaint about the Series K diesel system is that it is has cut my usual installation time by a third. And I've considered my jobs pretty efficient since I've performed over a hundred diesel installs. As result, I'm making less money on FloScan installations. But on the plus side, getting rid of the pulsation dampers has allowed me to bid on jobs that I normally would have turned down in the past due to the complexity of the installation. My FloScan business has grown quite a bit as a result of the new Series K diesel system."

Todd Walker
Yacht Electrical Services
Ft. Lauderdale, FL

"FloScan and a computerized propeller analysis system solved the nagging problem of unbalanced fuel consumption aboard my Tollycraft. The starboard engine of the GERRI-L had begun using 20-25% more fuel than the port. There were no unusual vibrations, yet my Series 9000 FloScans consistently showed higher fuel use on the starboard side.

Preparing for a summer cruise, I talked with my long-time prop shop, Sheffield Marine Propeller, Inc. The boat's spare props were checked first on Sheffield's Hale Measurement Recording Instrument (MRI), which checks the pitch, rake, spacing, geometry and camber. After switching out the suspect props, the MRI analyzed them and printed out its findings: the starboard prop was within spec, but the port propeller had a blade that was far out of the norm, just opposite what I expected to discover. Walt Sheffield pointed out that the type of damage to the port prop actually had reduced its pitch in the water, letting the starboard engine carry more load and thus use more fuel.

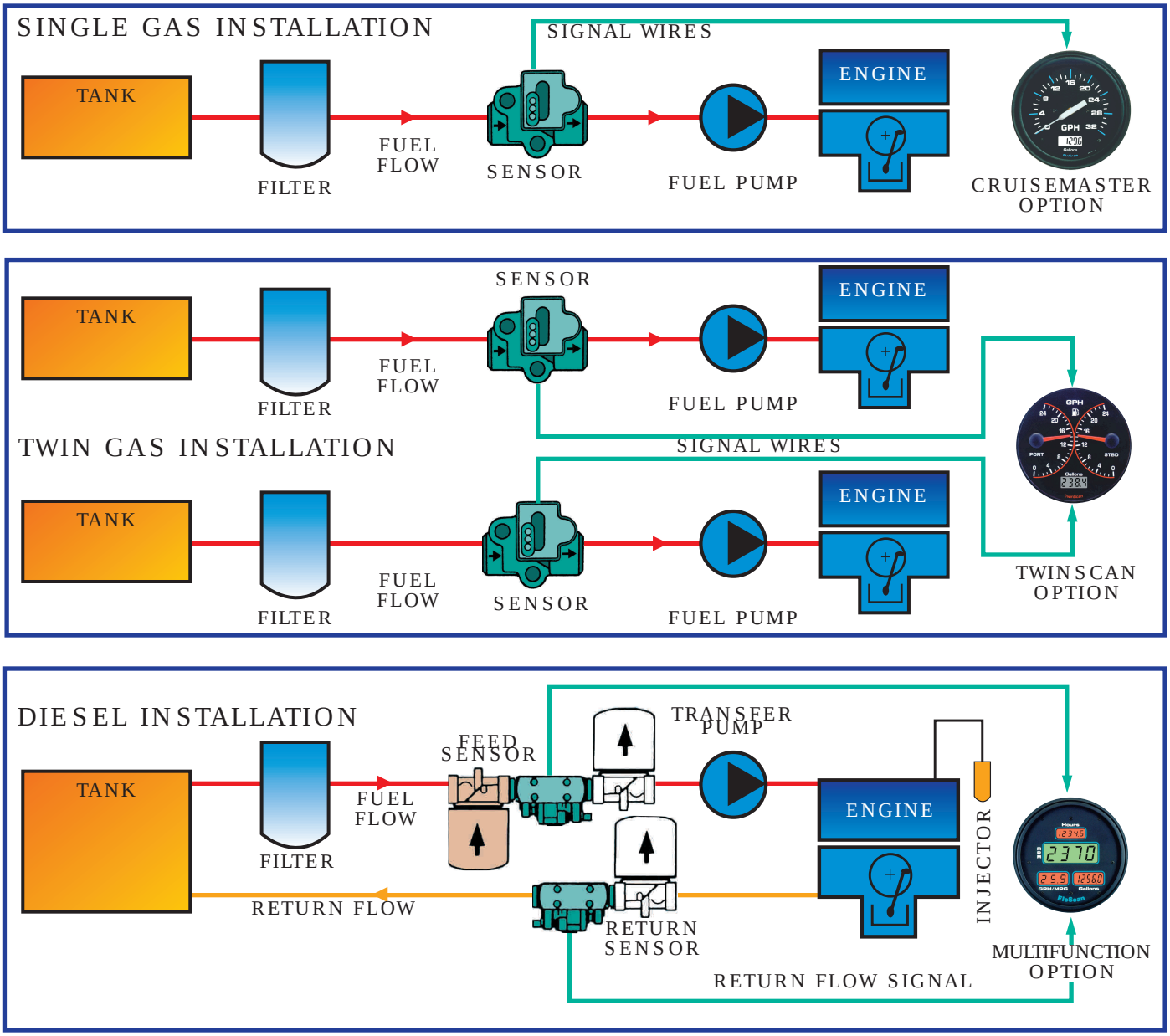
During the cruise, GERRI-L's engines settled down to a mere 1–to-2 percent fuel use variance. I depended fully on the FloScan for trip planning and for preventing spillage at the pump. After initial top-off, I used the FloScan totalizer to fill each 200-gallon tank to within five gallons of indicated use. Then, at subsequent fuel stops, I added precisely the totalizer gallons, knowing I would always be just five gallons short of overspills."

Bill Chevalier
Portland, OR
44' Tollycraft
twin Detroit Diesel 6V-53TI 400 hp

FLOSCAN
INSTRUMENT CO, INC.

International Leaders in Fuel Flow Technology

We've been connected to some well-known engines. FloScan is the world's #1 producer of fuel monitoring systems with over 750,000 in use today on cars, trucks, boats, and airplanes. As a matter of fact, we invented them for each of these industries. Marine engine manufacturers use FloScan to test their engines. Boat manufacturers use FloScan for their boat test reports. Genset and prime power operators use FloScan to determine baselines for NOx emission reporting.



Sold by:

Simple Installation

A FloScan gas installation is simple and straightforward, and can be accomplished by any do-it-yourselfer.

Series K diesel installations can also be accomplished by the do-it-yourselfer or contact FloScan for an authorized installer.

Fail-Safe Observer

FloScan is fail-safe. With the same opto-electronic technology used by the safety-driven aviation industry (FloScan fuel flow sensors are FAA approved for use in general aviation aircraft with over 100,000 installed) our fuel monitoring systems have a scant margin of error of less than 2% with on-board calibration.

High Performance and Quality

FloScan is made of tough, durable components like sapphire rotor bearings, precision aluminum and zinc die-castings, and gold-plated detectors that will perform in seas nasty enough to drive barracudas below decks. And you don't have to worry about maintenance. There isn't any.

FloScan Instrument Co., Inc.
3016 N.E. Blakeley Street
Seattle, Washington 98105

FLOSCAN INSTRUMENT CO, INC.

Tel: 206.524.6625
Fax: 206.523.4961
Web: www.floscan.com
E-mail: sales@floscan.com