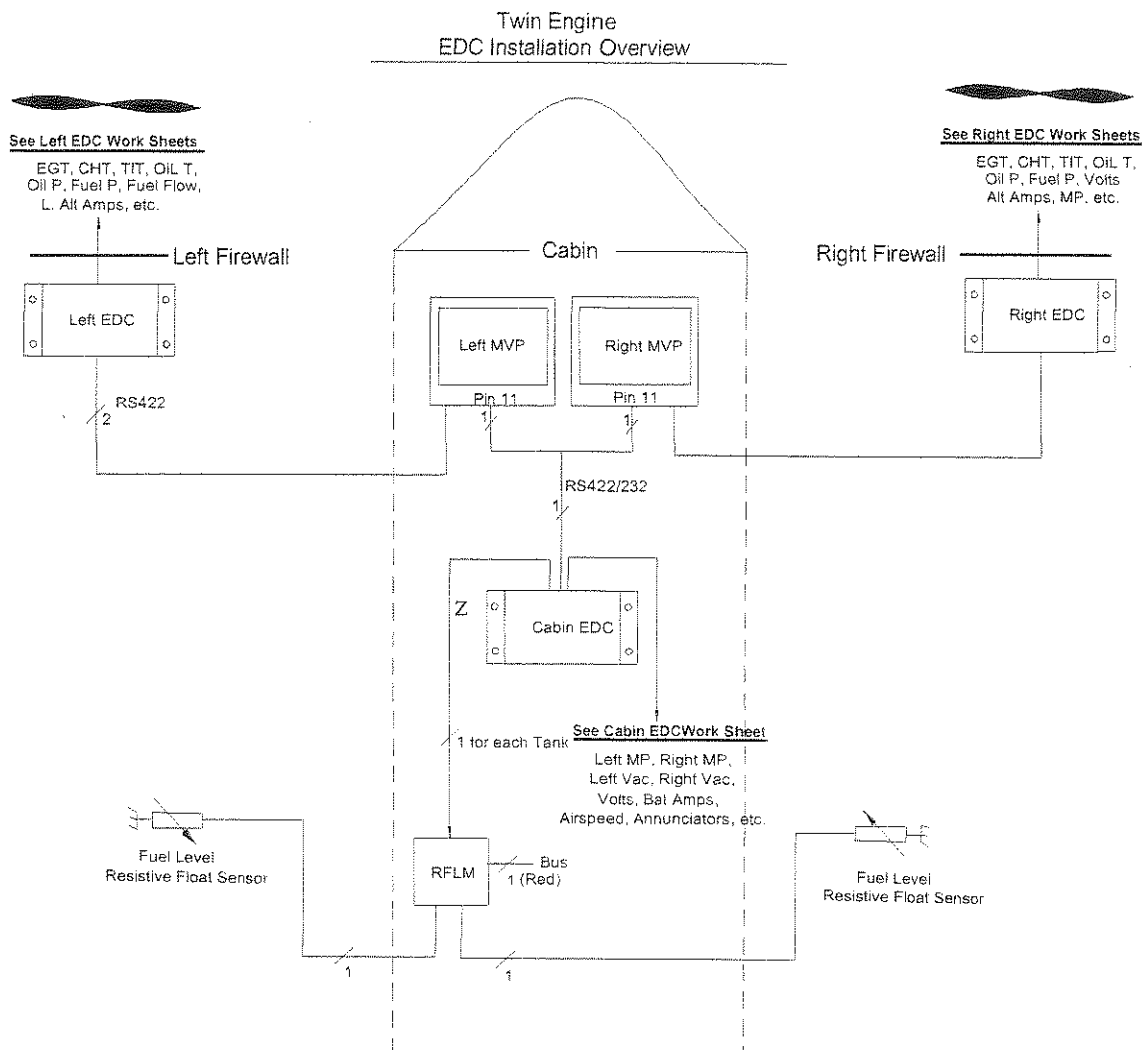


1.1 Installation Overview:

The installer should start the installation by reviewing the EDC Wiring Work Sheets. There are three sets of worksheets, one set for each EDC. Each set will have three sheets, one for each of the 37-pin D-Sub connectors on the EDC (Top, Middle and Bottom). The work sheets are packaged with each of the three EDC wire



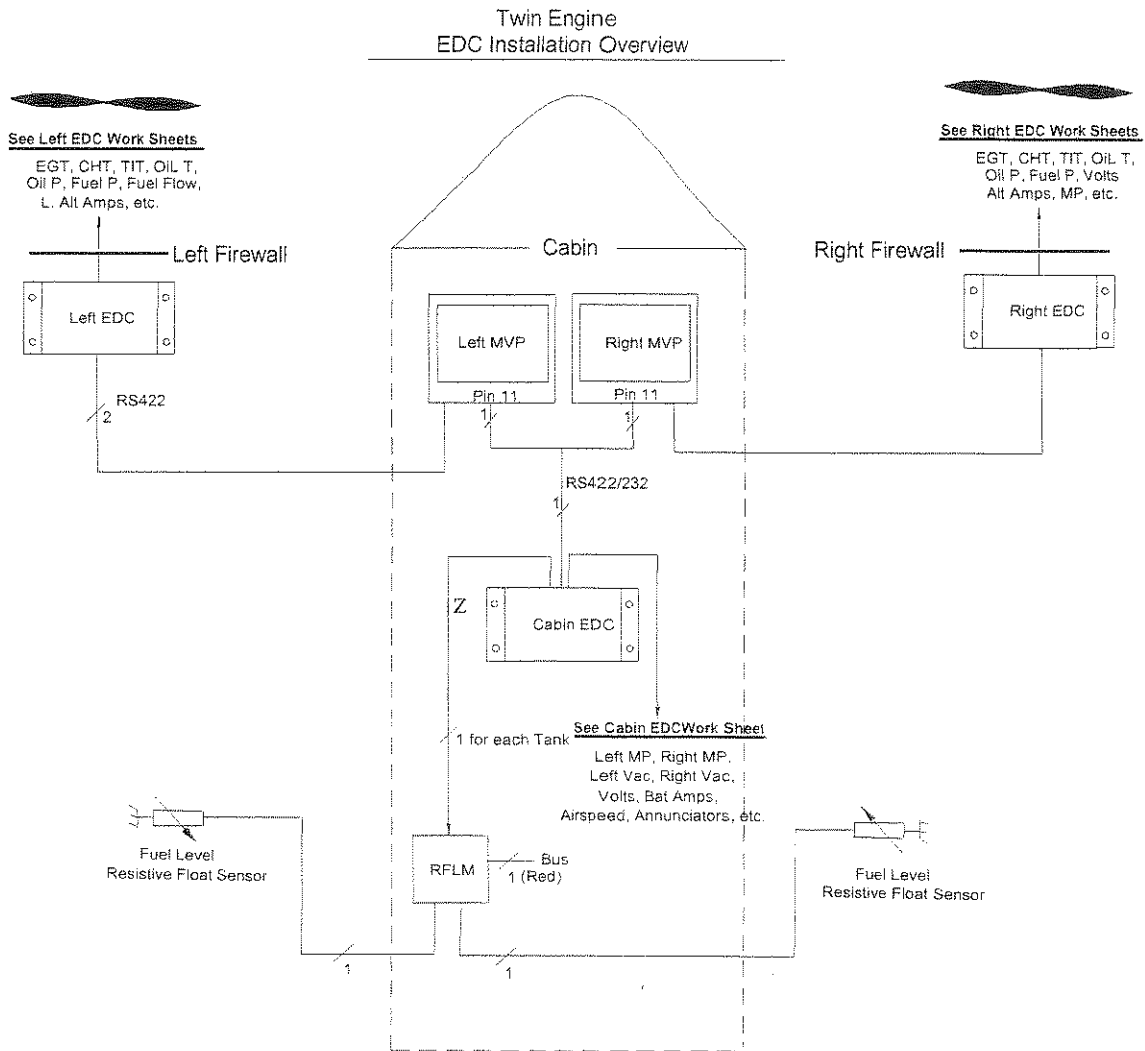
harnesses. The work sheets provide a list of the probes and transducers included in the kit. Also, it provides the hookup data. The installation is achieved by performing the following steps:

- A. The probes and transducers provided in the kit will be installed on the Left and Right engine.
- B. The Left EDC will be installed on the back side of the left engine's firewall or in the left wing or at the left wing root. The Left EDC monitors the left engine's probes and transducers (EGTs, CHTs, Oil Pressure, Oil Temperature, Fuel Pressure, Fuel Flow, etc.).
- C. The Right EDC will be installed on the back side of the right engine's firewall or in the right wing or at the right wing root. The Right EDC monitors the right engine's probes and transducers (EGTs, CHTs, Oil Pressure, Oil Temperature, Fuel Pressure, Fuel Flow, etc.).

Note: The EDCs should NOT be installed in the engine compartment.

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- D. Calibrate the Fuel Level for all Fuel Tanks.
- E. Adjust the Aircraft's Weight and Balance data.
- F. Set the Fuel Weight, Tach Time and Engine Hours.
- G. Set up the Serial Ports.
- H. Disable the Bar Graph.
- I. Calibrate Pressure Altitude.
- J. Calibrate Flap and Trim indications.

For a non-certified MVP, the password is "00100." For a certified MVP the password must be obtained from Electronics International Inc. To qualify for the maintenance password you must be a certified mechanic or a FAA approved shop.

The password protects the MVP from unauthorized access to calibration data. If calibration data is improperly changed, it could lead to engine or aircraft damage and/or personal injury. Once the MVP is installed and checked out, the password should be changed (on either the certified or non-certified unit) to a unique number and it should be protected from unauthorized access.

If the new password is lost or a new shop requires access to calibration data (as allowed by the Maintenance Password), Electronics International has a method of providing the Maintenance Password to any FAA authorized shop or certified mechanic.

1.2.2 Level #2 Password (OEM/Experimental):

The Level #2 password is for the Factory, OEM's, Certified Installers, or experimental users. This password allows access to all System Configuration Data. For a non-certified MVP, the password is "00100." For a certified MVP the password is only released under a contract or agreement.

The password protects the MVP from unauthorized access to calibration data. If calibration data is improperly changed, it could lead to engine or aircraft damage and/or personal injury. Once the unit is installed and checked out, this password should be changed (Whether a certified or non-certified MVP) to a unique number and should be protected from unauthorized access.