The EDM-730/830 revolutionizes engine monitoring by integrating brilliant full color graphical LCD display with the extremely popular EDM 700/800 series functionally and yet reduces the package size to the smallest on the market! Mounting is a breeze due to its standard 3-1/8" format.

**JPI EDM-730/830**

- **Dot identifies cylinder:** Percent of HP associated with each bar. Automatically advanced.
- **Legend bars:** indicates number of engine parameters available.
- **CHT Trend:** Highest and lowest values in degree C.
- **EGT** (1340°F) left side of panel.
- **LP, Lean Find:** Fantasy, lean & peak. Displays histogram of each cylinder peak.

The EDM-900 instrument has all the advanced functions of the EDM-800, but incorporates some new features that can only be found on JPI products. No longer do pilots have to waste time looking up and guessing the present percentage of horsepower (HP). There are a few easy read settings located at the top of the display that actually show the percentage of horsepower being used, and can also display RPM. What is truly unique about this new feature is that it can display HP over lean. HP can be displayed for either carbureted or injected engines, even if they are turbocharged. Now you can be sure that you are within the horsepower limits of your engine, and in IFR conditions, this can be quite a task. At the present time HP is only available on carbureted engines 4 and 6 cylinder engines. The EDM-800 calculates percent of horsepower in an Over lean condition. LYCOMING & Continental horsepower charts stop at peak EGT on the first cylinder to peak. Gami has developed a method of going over lean on all cylinders. When you are over lean, every ounce of fuel is burned and excess horsepower is lost. Correcting this is accomplished by excess air in the combustion chamber. JPI has developed an algorithm to calculate horsepower based on fuel consumption and other parameters. To obtain HP in this over lean condition you have an EDM-800 engine analyzer which includes fuel flow, RPM, MAP, OAT, Memory and Gami tuned injectors. In addition to HP's function, the EDM-800 also has a Memory Module that can store up to 25 hours of engine data, which can be downloaded to a laptop or portable computer. When using the memory function, all functions of the EDM will be recorded, including Fuel Flow and HP.

**UPGRADE YOUR EDM 700 TO THE EDM 730, OR YOUR EDM 800 TO THE EDM 830**

This upgrade program will allow you to swap out your 700 to the new 730 or 800 to the new 830 as the new 730 and 830 use a standard 3-1/8" mounting hole. The 730/830 will use the same JPI probes and will better display engine parameters with this plug and play upgrade.

**JPI EDM-800 DIGITAL/ANALOG SCANNERS WITH AUTOMATIC HORSEPOWER COMPUTING**

Dot identifies cylinder **associated with each bar.** Automatically advanced.

- **EGT (1340°F) left side of panel.**
- **LP, Lean Find:** Displays histogram of each cylinder peak.

**IF NECESSARY PAPERWORK IS NOT PROVIDED & ANY CHANGES ARE REQUIRED, THERE WILL BE A $200 FEE**

**J.P. INSTRUMENTS EDM-960**

The EDM-960 is the latest graphic engine analyzer for Piston Engine Twins from JPI Instruments. The EDM-960, STC’d as Primary engine instrument, takes the best from their EDM-760 and adds total engine display monitoring including Tach, % Horsepower, Hobbs, Manifold Pressure, EGT, CHT, Oil Pressure, Oil Temp, Fuel Flow, Outside Air Temp, Volts, and Amps plus optional Fuel Pressure, Fuel Quantity, and Turbine Inlet Temp. Each individual engine display has a scale and alarm limit to fit your particular airplane. As with the popular EDM-760 series, the EDM-960 has an internal memory that records all engine parameters that can be recalled and displayed on your computer to keep track of the health of your engine. Plus warning sounds for shock coating, exhaust temperatures, leaning assist for both “lean of peak,” and “rich of peak.”

**IF NECESSARY PAPERWORK IS NOT PROVIDED & ANY CHANGES ARE REQUIRED, THERE WILL BE A $200 FEE**