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The Owner of the EDM-350 must keep this manual

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1. Revisions

REV	Description	Date	Approval
IR	Initial Release	12-06-2017	JFP

2. Read This First

- The following notes apply to a new installation. **Read this section before proceeding.**
- The JPI warranty found in the back of the pilots guide clearly states that JPI will replace defective parts under warranty, **but does NOT cover labor to remove or install any parts.**
- The most common cause of probe problems is poor terminal crimps. Crimp ring terminals with AMP tool or equivalent. **Fold back the wire double before crimping terminals.**
- Do not use aluminum fittings or Teflon tape with the FXT-201 or FXT-231 fuel flow transducer.
- Write down the K-factor engraved on the side of the fuel flow transducer here _____. Once the transducer is installed and covered with the fire sleeve, you will not be able to access this K factor.
- Determine the locations of all holes before drilling to ensure that nothing interferes with the probe, clamp, clamp screw or wire.
- Provide service loops at the instrument so that it can be moved for maintenance or troubleshooting.
- Thermocouple wire length is not critical. Trim to required length, allowing for service loops at the engine so that probes can be swapped with probes on adjacent cylinders for troubleshooting purposes.
- Dress all wires away from high temperature components such as exhaust stacks.
- Never splice thermocouple wire using copper wire. Use only K-type thermocouple wire. Solder using zinc chloride flux such as Nokorode brand – rosin flux alone will not work.
- Observe correct polarity on all probe wires. Connect like colors together (red to red, yellow to yellow).
- **The instrument must be grounded at the engine, not at the avionics ground.**
- Make an entry in the aircraft logbook.
- Note: Removal of probes, sensors and the instrument is the reverse of the installation procedure.

Do not install an Experimental EDM-350 in a certified aircraft.

If the EDM-350 is configured to monitor the aircraft's fuel tanks, the EDM-350 must be calibrated to the aircraft fuel system and the EDM-350's accuracy must be verified before flying the aircraft.

Before allowing the aircraft to be flown, verify the instrument markings displayed on the EDM-350 screens are accurate with the aircraft's POH for every function displayed on the EDM-350.

The use of the EDM-350 requires recurring training for any pilot who will be flying the aircraft in which it is installed. Recurring training should include reading the EDM-350 Installation Manual, Pilots Guide and seeking a flight instructor for proper interpretation of information being displayed to the pilot.

Fuel Level Accuracy Limitations:

1. Angle of Attack - The EDM-350 must be calibrated with the aircraft in a cruise angle of attack. If the aircraft is in an angle of attack other than cruise, the EDM-350 may display inaccurate fuel levels (depending on the mounting location and type of sensor used). If your aircraft does not sit at a cruise angle of attack when on the ground, it may not display accurate fuel levels. Test your aircraft at different angles of attack to see the effects on the EDM-350 fuel level readings.

2. Full Fuel Readings - As a tank is filled the fuel sensor may not be able to detect the fuel entering the upper corners of the fuel tank. If this is the case with your sensor, the EDM-350 will display lower fuel levels than the actual fuel in the tanks when the tanks are full. When the fuel level drops to a point where the fuel sensor starts to detect a change, the displayed fuel level should be accurate. Check the accuracy of your system by comparing the displayed fuel levels on the EDM-350 to the fuel levels listed in the flight manual at each fill up.

3. Low Fuel Readings - Do not rely on the EDM-350 to determine the fuel level in the tank for an indicated tank level below 1/8. You should always fly the aircraft in such a manner as to maintain at least the FAA minimum fuel requirements in the aircraft at all times.

4. Improper Calibration - If the EDM-350 has not been properly calibrated it will not display accurate fuel levels in the tanks. It is important you verify the accuracy of the EDM-350. Always crosscheck your measured fuel levels in the tanks with the readings on the EDM-350 before each flight.

5. Poor Connections - Poor connections between the wires leading from the EDM to the fuel sensors can become intermittent. An intermittent connection most likely will show up as wandering or inaccurate readings on the EDM-350. Always crosscheck your measured fuel levels in the tanks with the readings on the EDM-350 before each flight.

6. Defective Fuel Level Sensors - Fuel sensors can become intermittent or change resistance with age. It is not uncommon to find intermittent problems even in new sensors. An intermittent problem with a fuel sensor most likely will show up as wandering or inaccurate readings on the EDM-350. Always crosscheck the measured fuel levels in the tanks with the readings on the EDM-350 at each fill up. If you ever find an inaccuracy issue or any other problem with a fuel level display on the EDM-350, troubleshoot and fix the problem before the next flight.

DETERMINE THE FUEL LEVELS IN THE AIRCRAFT.

1. The use of the EDM-350 does not eliminate or reduce the necessity for the pilot to use good flight planning, preflight and in-flight techniques for managing fuel. It is important the pilot adopt the practices listed below. If you are not familiar with these techniques, contact the FAA to acquire proper training.

2. Flight Planning - Always calculate the fuel requirement for each leg of a flight, including any alternate plans for bad weather. Keep this information available in the aircraft during the flight. Keep a chart of the published fuel flows for various flight/engine conditions in the aircraft. Keep a chart of the measured fuel flows for various flights in the aircraft. Measured fuel flows can be considerably different from published figures. This usually is due to old, inaccurate engine instruments.

3. Preflight - Do not rely on the EDM-350 to determine the fuel level in the fuel tanks. The pilot must visually check/measure the fuel levels in the tanks before every takeoff. Crosscheck the measured fuel levels with the displayed levels on the EDM-350. Also, crosscheck these levels with the fuel requirements for the flight listed in your flight plan.

4. In Flight - Make the EDM-350 part of your normal instrument scan. Crosscheck the fuel levels displayed on the EDM-350 with your flight plan at each leg of the flight or every 30 minutes (whichever happens first). If there is a discrepancy, land the aircraft at the nearest airport and verify the fuel levels. Discrepancies should be taken seriously.

5. New Pilot or Owner of the Aircraft - If there is a new pilot or owner of the aircraft, it is the previous aircraft pilot/owner's responsibility to insure the new pilot has read this manual and is aware of any accuracy limitations and other important considerations. All limitations and operating characteristics learned from operating the EDM-350 must be passed on to the new pilot/owner.

3. Remote Alarm Light EDM 350

The remote alarm light is a Red or Yellow light depending on the alarm condition. The EDM-350 incorporates a single light that alerts the pilot that a problem existing within the engine. It is a single light that changes color with condition and the label associated with the light must be lit by a post light or such that you can see the word "ENGINE".

Alarm hierarchy for the EDM-350

When a measurement limit is reached, the pilot should momentarily depress the STEP button on the EDM-350 instrument to extinguish the particular flashing alarm acronyms. If another function has also reached its limit, that label will then begin to flash. The pilot should continue to monitor the affected parameters as he would if a conventional analog display had reached a limit. The bar graph functions of CHT, EGT, and TIT remain displayed for easy reference should one of these limits be reached. Alarm hierarchy is shown in the table below.

1. OILP_LO.	6. FLVL.	11. CLD.	16. AMPS.
2. FP_LO.	7. REM.	12. RPM.	17. CDT.
3. OILT_HI.	8. FP_HI.	13. OILT_LO.	18. RES.
4. CHT.	9. MAP.	14. VOLTS.	19. EGT.
5. TIT.	10. DIF.	15. OILP_HI.	20. Fuel Flow.

3.1 Dimming

Automatic dimming is provided to dim both the panel display and the remote alarm display. Dimming can also be accomplished manually to change the Automatic setting. Button #3 initiates the manual Dim function and shows which button to press for Dim or Bright changes. The display starts up in the max brightness mode.



EDM-350 Display



**Remote Alert Light
comes with the
placard “Engine”**

Actual size of screen from edge to edge is 3.5”x 3.5”



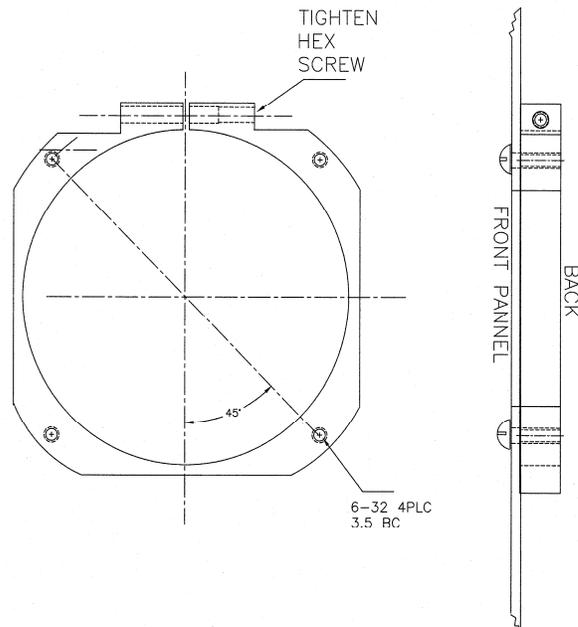
EDM-350 system mounts in a 3.125 inch diameter instrument panel hole.

4. Locating and Installing the Indicator Display (Alert Light)

Single Engine Aircraft EDM-350

The EDM-350 display should be located as close as possible to the pilot with an unobstructed view and for easy access to the buttons on the instrument.

The light for the EDM-350 is mounted in a 3/8" diameter hole.



Mounting bracket for the EDM-350

EDM-350 Model: Mounts in a standard 3-1/8" instrument hole. First, place the mounting bracket on the instrument and tighten the clamp hex screw until you can just remove the instrument from the bracket. The Mounting bracket is then placed behind the instrument panel hole and screwed (6-32 x 1/2" screws) in place using the existing holes. Three screws should be used leaving one hole vacant on either side of the hex screw. Locate the hex screw in a location that you can easily get to from the rear of the panel. The body of the instrument is 3.0 inches in diameter and 3.0 inches deep less connectors.

EDM Display Installation

Choose the Proper Installation Location

The display is best located within the natural scan and easy reach of the pilot. The recommended mounting location is defined as the distance from the vertical centerline of the Primary Flight Instruments to the outer edge of the further most gauge displayed on the EDM.

5. Routing the Wiring Harnesses

Five connectors are protruding from the rear of the instrument. Connect the five wiring harnesses to the rear of the instrument and run the cables through the firewall into the engine compartment. Allow sufficient service loop to facilitate removal of the connectors for servicing. These wiring harnesses are labeled as follows:

Conn	Harness PN	
P1	790200	Power, Engine ground, MFD input, MFD output the following are optional and need to be added : Oil temperature, Induction temperature, Carburetor temperature, Outside air temperature, Turbine inlet temperature, Turbine inlet temperature 2,
P2	700700 700702	CHT, EGT 6 cylinder CHT, EGT 4 cylinder
P3	790420	RPM, MAP, Oil pressure
P4	700708	Serial data to GPS, Serial data from GPS, Fuel flow transducer
P5	790723	Fuel Pressure, Fuel Level (Resistive and Capacitive), Amps
RAL	790547	Category 5 jack and cable for RAL (Remote Alarm light)

Route the wires from the connectors through the firewall using rubber grommets and flame retarding silicone. Use an existing hole if possible. All wires must be routed away from high temperature areas (exhaust stacks, turbochargers, etc.). Secure probe and sensor leads to a convenient location on the engine approximately 8 to 12 inches from the probe or sensor, being sure there is sufficient slack to absorb engine torque. It is essential in routing the probe wire that this wire not be allowed to touch metal parts of the air-frame or engine since abrasion will destroy this high temperature wire. Secure wires along the route to the indicator. Secure wire using original clamps, tape or tie wrap if possible.

Note: The probe wires must **not** be tied in with **ignition**, alternator or engine cabin heater ignition wires or transceiver coax cables because of potential induced interference with readings.

The temperature probe wiring harness is made of Chromel-Alumel alloy wires that **must not be substituted or extended with copper wire**. Temperature probe leads must be spliced with the same type of wire (typically Chromel-Alumel for JPI temp probes) using copper butt splices. The other signal and power wires are made from normal copper and must meet MIL-W-32759/16 or equivalent.

CAUTION: Be sure the installation does not result in interference with any aircraft control movements. When the installation is complete all wires should be secured using ties and carefully checked for interference, rubbing or chafing with flight controls and associated cables or any other moving parts.

6. Pressurized Aircraft wire Routing

Pressurized Aircraft have a factory installed pressure bulkhead pass thru boot or connector at the pressure vessel or firewall where all electrical wires from the engine pass through to the cockpit. If you can not find the opening follow the wires from the engine to the pressure vessel. If a boot with sealant is used, remove the sealant, pass the signal wires from the transducers mounted in the engine compartment to the display unit. Upon accomplishing this reseal the opening with factory recommended sealant.

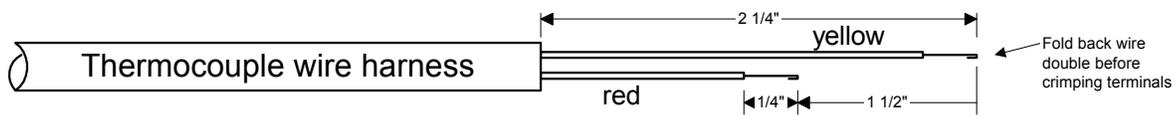
7. Power Connection

The EDM automatically adapts to either a 14 or 28-volt electrical system. The **Avionics Bus power** wire to the EDM should be 20ga copper. A **5 amp circuit breaker** is required. **Connect the EDM ground wire to the engine block.** For lighting, no connection to the aircraft dimmer system is required because the instrument dims automatically with reductions in ambient light. Required power for the 350 is 1.0 amp at 14vdc

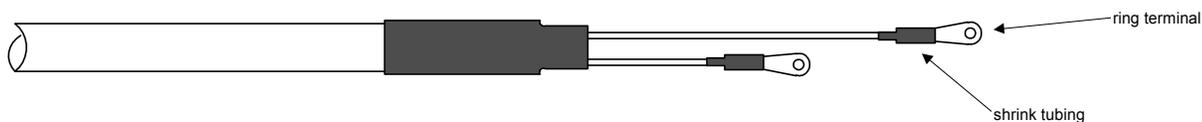
8. Probe Wiring

When cutting the pair of leads to the proper length to connect to the probes, leave enough slack in the wiring so that probe may be interchanged to an adjacent cylinder if necessary for trouble-shooting and servicing. Thermocouple wire length is not critical and should be trimmed to any length as required for a clean installation.

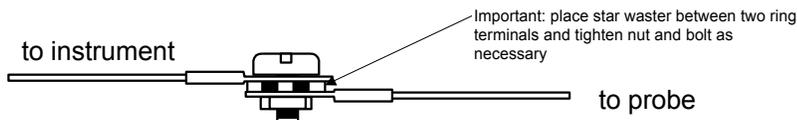
The Temperature probe must be wired with the correct polarity. The temperature probe connects to its temperature indicator with yellow jacket Teflon Chromel-Alumel wire supplied. Strip the wires as shown below—observing color-coding.



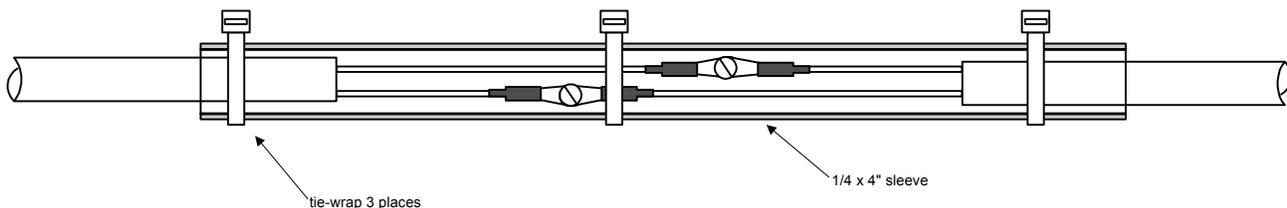
Terminate each wire with a crimp-on ring terminal, provided. The ring terminals may be crimped with an AMP part number 48518 crimp tool is recommended however, a "service-type" tool may also be used. Verify the quality of each crimp with a sharp tug on the wire. The terminal should be impossible to pull off when crimped correctly.



Place a 1/4 x 4-inch sleeve over each pair of wires in the wiring. Connect the wire ring lug to the probe ring lug using the supplied number 4 screws and nuts, placing the star washer *between* the ring lugs, not against the nut.



Slide the sleeve over the joint and secure with three tie-wraps.



The most common installation problems are related to poor quality terminations.

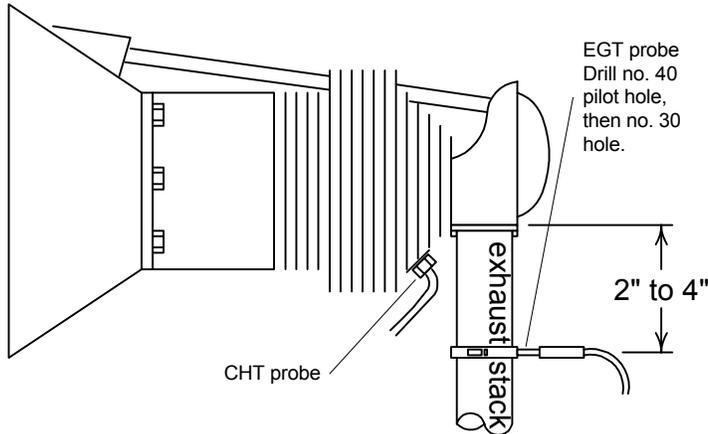
8.1 Wiring Markings

The EDM-350 is supplied with special Teflon insulated Chromel-Alumel factory assembled wiring harness configured for the correct number of cylinders. The wire harness is marked E1= EGT-1, C1= CHT-1, etc.

NOTE: Unlike most other EGT & CHT installations **the probe wire length is not critical** and should be trimmed to any length as required for a clean installation. **Do not extend the thermocouple wire with copper wire.**

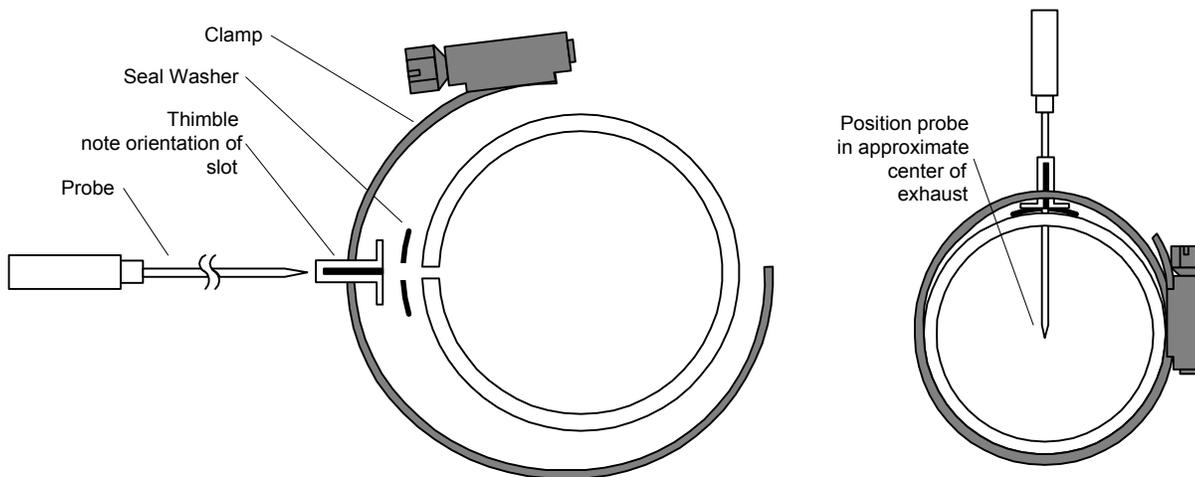
9. Exhaust Gas Temperature Probe (EGT) Installation

Use the J2 connector harness 700700 or 700702 labeled E1 through E4 or E6. Replace with JPI probe M-111 in all exhaust stacks.



The Model M-111 Probe will fit any engines where the existing holes in the exhaust stack are 1/8" to 1/4" in diameter. If no hole exists, it will require the drilling of a 1/8" diameter hole and ream to fit. It is important that each probe be mounted the same distance from its exhaust stack flange. A nominal distance of 2 to 4 inches from the exhaust flange is recommended. **If the recommended distance is impractical** because of obstructions, slip joints or bends in the exhaust system then position the probes a uniform distance from the flange as space permits. **Do not mount probes in slip joints.** Be certain to locate all holes **BEFORE** drilling to ensure that nothing interferes with the probe, clamp, screw or wire. Careful matching of probe position will provide best temperature readings.

Insert the probe in the exhaust or previously drilled hole so that the tip of the probe is in the **center of the exhaust stream**. Tighten the stainless steel clamp to a torque of 45 in/Lbs. Cut off the excess strap close to the screw.



9.1 Turbine Inlet Temperature (TIT) Probe Installation (optional) Kit 1200

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 16 and the red wire into pin 17. The standard TIT probe PN M111-T with a #48 clamp is placed in the exhaust stack accumulator to a maximum depth of 1/2 inch and approximately 4 inches from the turbine inlet if possible, on the waste-gate side of the turbine.

9.2 TIT for second Turbine Inlet Temperature Kit 1200

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 18 and the red wire into pin 19. The standard JPI TIT probe P/N M-111-T with a special clamp is placed in the exhaust stack accumulator to a **maximum** depth of 1/2 inch and approximately four inches from the Turbine inlet if possible, on the waste gate side of the turbine.

10. Cylinder Head Temperature (CHT) Probe Installation

Use the P2 connector harness 700700 or 700702 labeled C1 through C4 or C6. The JPI probe is a bayonet probe P/N 5050 that has a captive 3/8-24 boss that is screwed into the head of each cylinder.

11. CHT (spark plug gasket)mm-113

Cylinder head temperatures are measured with a spark plug gasket type probe placed under the rear sparkplugs. The spark plug gasket probe, P/N M-113, replaces the standard copper spark plug gasket on one spark plug. The probe is placed on the rear plug for a cleaner installation and less chance of chaffing the thermocouple wiring. After many removals the probe may be annealed for re-use. Heat to 1100 °F and quench in water.

12. Outside Air Temperature (OAT) Probe Installation

Use the P1 connector harness 790200 labeled OAT. All wiring must be type K thermocouple wire. Do not splice ordinary copper wire in any temperature probe circuits.

Install the OAT probe, PN 400510 in the airframe manufacturer's recommended location. If this information is not available, place the OAT probe in clean airflow such as in a cabin air scoop or below the underside of the wing away from engine heat or exhaust. In this case it is recommended that the installation be done similar to the antenna installation instructions of AC 43.13-2b *Acceptable Methods, Techniques and Practices*.

The outside aluminum shield tube is used to both hold the probe in place and shield it from radiated heat from the sun. The OAT option is displayed as an independent digital temperature bar graph such as "75."

12.1 Induction Air (IAT), Compressor Discharge Temperature Probe Install (optional)

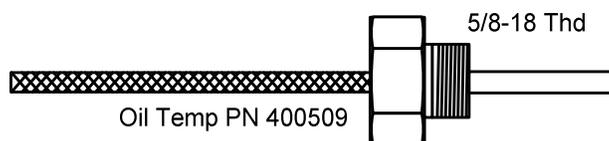
Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 3 and the red wire into pin 4. All wiring must be type K thermocouple wire. The Induction Air Temperature probe, (IAT), is installed just after the inter-cooler and the Compressor Discharge Temperature (CDT) just before the inter-cooler. The probe is the same as an EGT probe and installed similarly to an EGT probe. A large clamp is supplied to fit around the air duct leaving the inter-cooler. Alternately a 1/8 NPT fitting is available. IAT option is displayed as an independent digital temperature like "125 IAT". On non-turbo engines the IAT in reality is the Carburetor temperature and displayed as "34 CRB."

12.2 Carburetor Probe Installation (optional)

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 5 and the red wire into pin 6. All wiring must be type K thermocouple wire. Do not splice ordinary copper wire in any temperature probe circuits. Locate the access hole (1/4-24 thread) in the carburetor near the butterfly valve. Remove the screw plug now in that hole and screw the CRB probe into the carburetor throat. No drilling or machining of the carburetor is necessary.

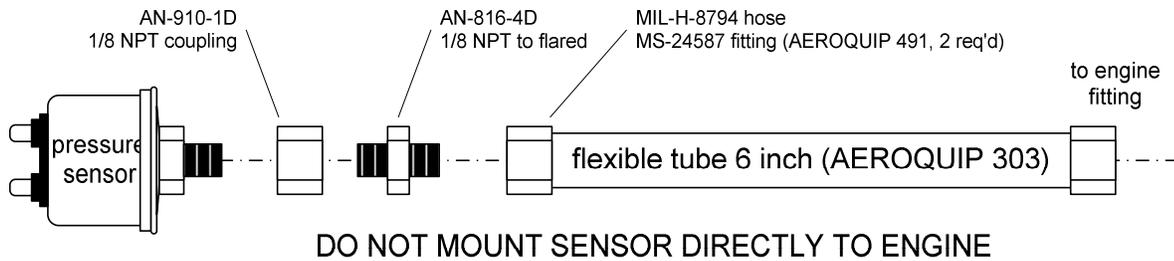
13. Oil Temperature Probe Installation

The sensor port is a standard 5/8-18 thread for both the Continental and Lycoming engines. Probe PN 400509 is a complete assembly using type K thermocouple wire (red/yellow). Connect the wire marked oil temperature observing polarity to pin 1 and 2 on 790200. Wire length has no effect on the readings. Oil temperature will be displayed as an independent temperature digital and bar-graph. Check with engine manufactures proper location for oil temperature. Check for oil leaks before first flight.



14. Oil Pressure Sensor Installation

Use the P3 connector harness 790420 labeled OIL-P for a pressure sensor two wire VDO



Oil pressure sensor mount using an aluminum clamp MS21919. Mount to firewall.

Mount the pressure sensor to the pressure line using a flexible hose and fittings (not supplied) as depicted in the drawing below. Use aluminum clamp to mount the pressure sensor to firewall. Do not mount the sensor directly to the engine. Connect the other end of the hose to the engine manufacturer's recommended location for engine oil pressure.

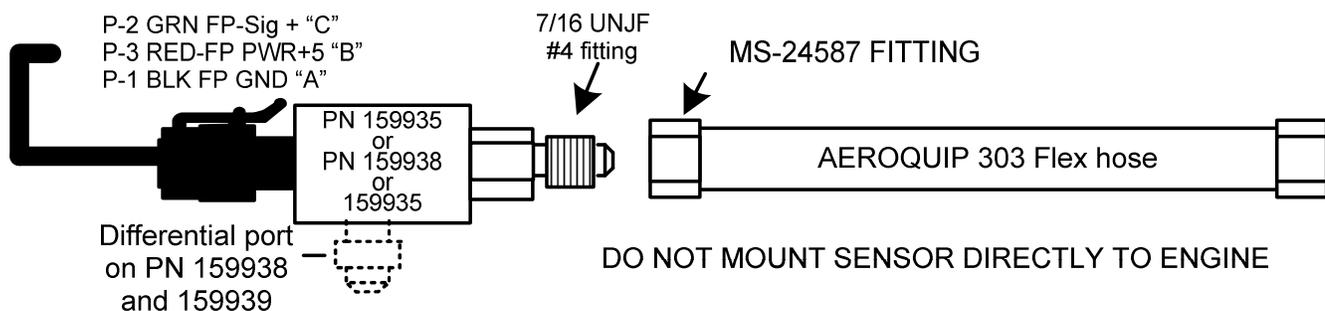
14.1 Alternate method of installation keeping the original sensors in the aircraft operational

The oil pressure sensor should tee off the oil pressure line feeding the original aircraft gauge or the oil pressure switch is removed and the sender is installed in that location.

15. Fuel Pressure Sensor Installation using combination sensor

Use the J5 connector harness 790723.

Mount the pressure sensor to the pressure line using a flexible hose and fittings (not supplied) as depicted in the drawing below. Use Aluminum Clamps MS21919WDG25, or WDG14 to mount the pressure sensor to engine mount structure or firewall. Do not mount the sensor's directly to the engine. Connect the other end of the hose to the existing pressure line. Later, you will connect the pressure sensor to the three pressure sensor wires through the supplied 3-pin connector. i2s sensor PN 159935A Normally Aspirated or Turbo-Normalized or PN 159938 for turbocharged. Fuel pressure sensors are only supplied if the POH requires it. If not in the POH Fuel pressure can be supplied at additional cost.

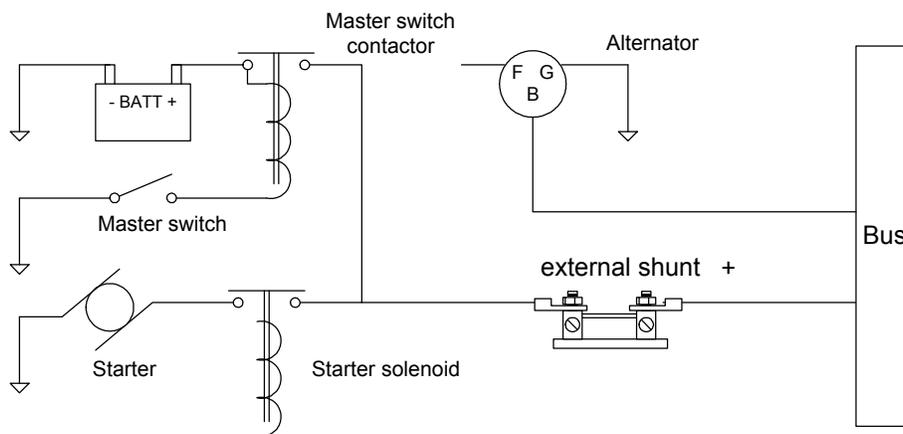


16. Ammeter Shunt Installation

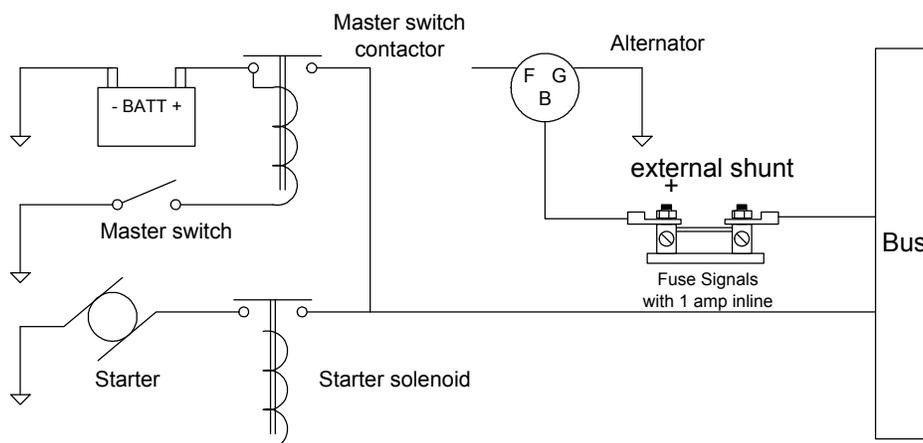
Use the P5 connector harness 790723 labeled AMP+ and AMP-. Connect the harness leads using ring terminals to the smaller terminal screws on the side of the shunt.

16.1 Charge/Discharge configuration

The shunt can be installed between the master contactor and the main bus in which case it will be in the ammeter configuration showing battery charge and discharge. Be sure that the *positive* side of the shunt is connected to the main bus in the *ammeter* configuration. The alarm will be triggered by a discharge condition.



Ammeter Configuration



Load Meter Configuration

16.2 Load Meter Configuration

Alternatively the shunt can be installed between the alternator output and the main bus in which case it will be the load meter configuration showing alternator load (positive only). Be sure that the *negative* side of the shunt is connected to the main bus in the *load meter* configuration. There is no alarm.

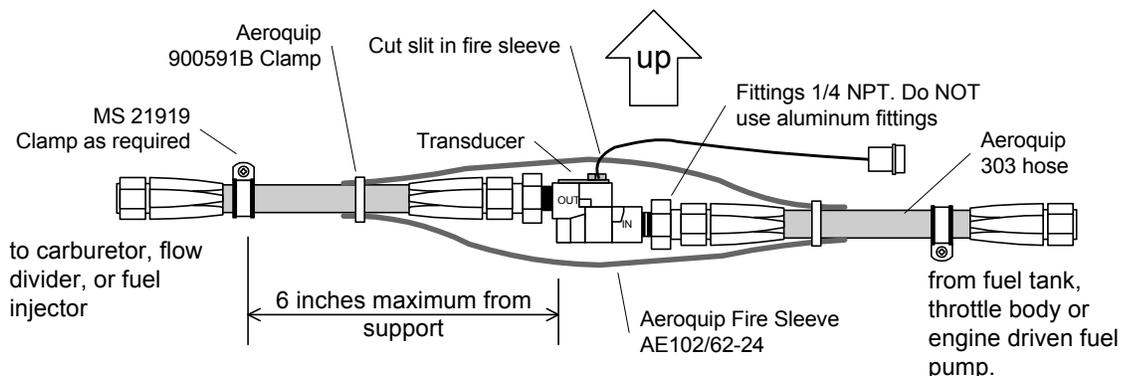
17. General Fuel Flow Transducer Installation

Use the P4 connector harness 700708 labeled FFSIG (white), FFPWR (red), and FFGND (black). If no previous fuel flow transducer is installed, install transducer per **APPENDIX-A Report 503 FUEL FLOW TRANSDUCER INSTALLATION**.

The EDM-350 receives signal from any installed FloScan Transducer with the following FloScan P/N's embossed on to the top of the transducer. The K-Factor is marked on the side of the Transducer and on a white ticket. Route the PI wires along the existing wiring bundle lacing every foot. The EDM is approved to work with the following Shadin equivalent PN.

FloScan PN	Shadin equivalent PN
201-A	NA
201-B	680501/680600
201-C	NA
231	680503

Before connecting any hoses to the transducer, thoroughly clean them and insure they are free of any loose material. **Never pass air pressure through the transducer or use Teflon tape/pipe cement; damage will occur.** Use only steel fittings supplied never use aluminum fittings on transducer (Additional fittings are available from JPI). Remove the transducer cap plugs only when ready to install the hoses. Note the direction of fuel flow marked on the transducer. Fuel must flow in this direction. Reverse flow installations will read 1/2 the required flow. Mount the transducer with the three wires pointing up. The K-factor is printed on the side of the transducer and on a tag. Write down the K-factor here for future reference _____.



The EDM-350 fuel flow transducer receives signal from any installed 201 or 231 transducer with either of these part numbers embossed on to the top of the transducer. **For specific engine Installations see Appendix A Report 503**

18. Fuel Level Sender Wiring Types

The EDM has the capability to interface to the aircraft's fuel level system. It is also used to directly read the fuel senders for fuel calibration (**no other equipment is needed**). To implement the EDM fuel tank gauge functionality, the EDM is connected directly to the senders or in some cases to the aircraft's fuel sender signal conditioner (for example the Pennycap system typically found in Cessna). The EDM has the capability to process signals from three types of sender signals: Resistive output, Voltage output or Frequency output. JPI provides the appropriate interface hardware (the P5 harness and any associated signal conditioners) based on information you provided when your order was placed. Once installation is completed, you will perform a fuel level calibration. The EDM stores this calibration internally. **NOTE: The fuel quantity function will not be available until this calibration has been performed successfully.**

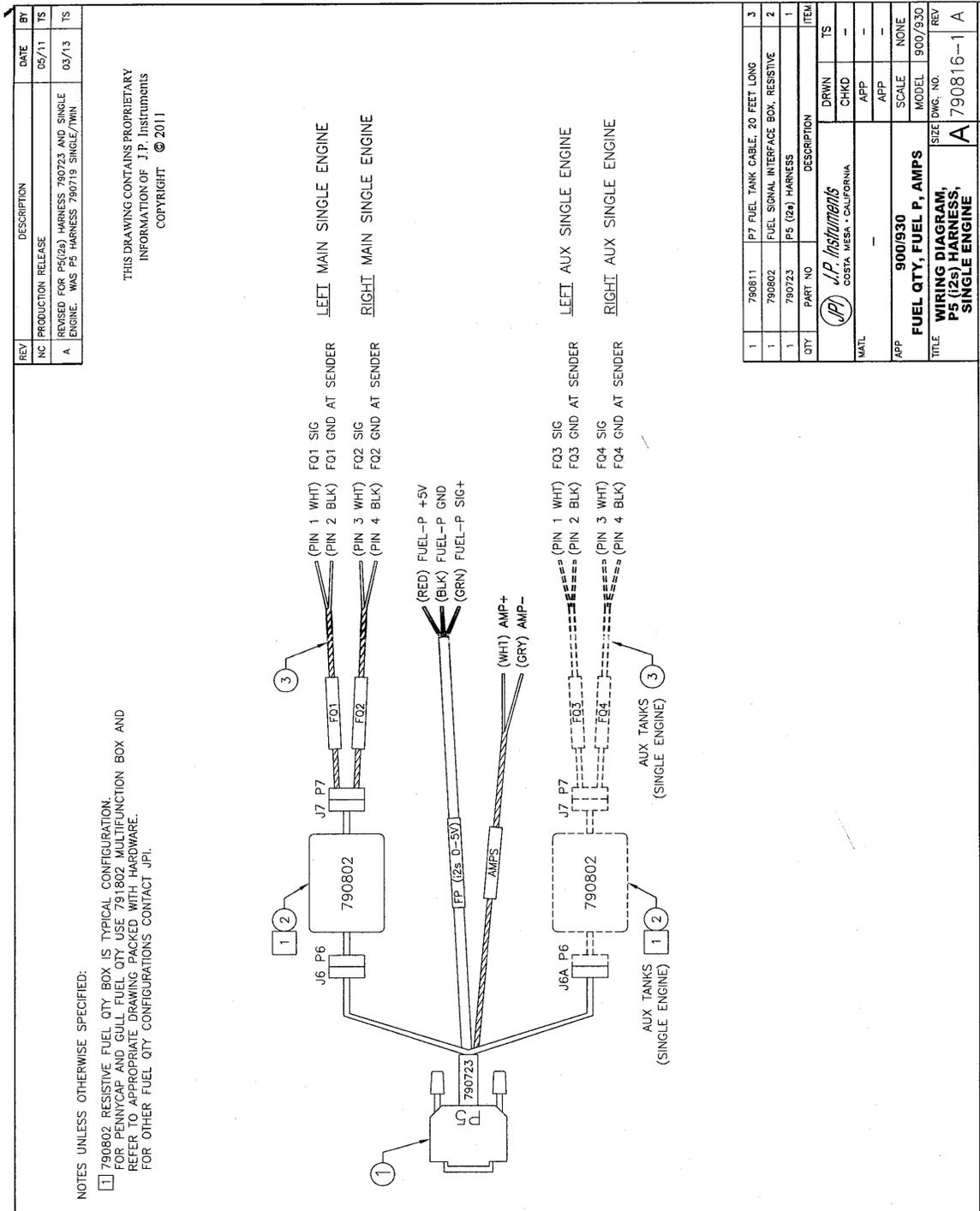
18.1 Capacitive Sender Frequency Output Type Sender System

Although frequency output type senders are uncommon in certified aircraft, JPI supports this interface. The P5 harness has two 3 conductor cables labeled LEFT TNK and RT TANK that are connected directly to the left and right senders. See the drawing below for basic connection information (only right tank shown for illustration purposes). Final route the LEFT TNK and RT TANK cables as necessary, then crimp the female contacts onto each cables GRN, BLK, RED wires, then insert them into the connector housing. Connect this to the sender's cable connector. Connect the white wire of the pod cable to the center insulated terminal on the sender, and the black wire to the terminal mounted on the metal body on the sender. See illustration on following page.

18.2 Resistive Output Type Sender System (Float type, most common)

Locate the wires that run between the existing ships fuel gauges and the senders and disconnect them. For tanks that have more than one sender, the wiring between the senders must be retained. Make sure the senders do not have voltage on them before connecting to the EDM. Connect the EDM to the senders using the wire pairs coming from the signal conditioner as shown below. Note that one pair is for MAIN and the other is for AUX. Connect the 'SIG' wire to the senders signal terminal (typically the center stud) and the 'GND' wire to the ground terminal on the sender. See illustration on following page.

Example harness arrangement for an aircraft with resistive output senders



18.3 Voltage Output Type Sender System

Voltage output type systems usually have a convertor box. This is typical with the 'Pennycap' brand capacitive sender system. The Pennycap convertor box measures sender capacitance and converts it to a DC voltage output signal for the aircraft's fuel level gauge. In some cases the Pennycap convertor box alternately monitors two tanks per wing controlled by cockpit selector switch positions. This is typical for Cessna's having 4 selectable tanks. The EDM can interface to this system with the addition of the interface hardware (PN 791802). NOTE: This drawing is sent with the kit if applicable and is accurate for most models of the Pennycap system; however it is the installer's responsibility to verify proper connections to the Pennycap output signal.

18.4 Fuel Tank Calibration Setting Fuel Calibration Points

The EDM interfaces to various fuel level sensor types to facilitate direct reading of the fuel level in the aircraft fuel tanks. The EDM has a multi-point fuel calibration table that you must enter. This table contains calibration values (stored in non-volatile memory) used to translate sensor readings into the displayed fuel quantity values. The calibration information is collected and recorded on paper for later entry into the EDM. NOTE: Fuel quantity gauges will not be functional until the fuel calibration information has been entered into the EDM. You will use the EDM instrument itself as the measuring device to collect calibration data.

The following describes the basic procedures necessary for collection and entry of data into the fuel level calibration table. Note: Any changes to fuel table data will be temporary until you execute the '**SAVE**' function (available after last cell of the last tank table is entered).

Before beginning the fuel table entry/edit process, you must have properly installed and tested for correct functionality of the fuel sensors with the airplane in flight attitude.

WARNING:

- **Never add or remove fuel from the aircraft when the master switch is turned on.**
- **Fuel quantity gauge performance is affected by many factors, such as the integrity of the sensor performance, the accuracy of the calibration data you collected and entered and most importantly your validation that the EDM fuel quantity gauge is accurate and repeatable after installation and calibration. You should not use the fuel quantity gauge system for any flight related operations until this validation criteria has been met.**
- **JPI strongly recommends replacing the fuel quantity senders before calibration.**

DO NOT RELY SOLELY ON THE FUEL LEVEL DISPLAYED ON THE EDM-350 TO DETERMINE THE FUEL LEVELS IN THE AIRCRAFT. The use of the EDM-350 does not eliminate or reduce the necessity for the pilot to use good flight planning, preflight and in-flight techniques for managing fuel. It is important the pilot adopt the practices listed below. If you are not familiar with these techniques, contact the FAA to acquire proper training.

Getting Started...Collecting Fuel Level Calibration Data using the EDM as a meter.

1. With power off, hold in **Button 4 (Button 1 being far left)** and then turn on power. For each EDM monitored tank, create a **paper table** with the 5 calibration points and at what volume each will be. The zero-gallon point reading is always taken with unusable fuel in the tank. Example of a completed table for **LEFT** tank:

LEFT	
F	39.0 GAL 1907
$\frac{3}{4}$	29.3 GAL 1431
$\frac{1}{2}$	19.5 GAL 1145
$\frac{1}{4}$	9.8 GAL 971
E	0.0 GAL 685

2. This screen shown below provides real-time readings of all active fuel level sensors. Verify readings look normal. Reading are arbitrary whole numbers
3. Now add fuel as needed to match the required volume for a particular point. Cycle power between readings (hold in button 4), then take a reading and record it on paper adjacent to that point.
4. Repeat this process until all points have been recorded for each tank.

With AUX it would
say LAUX and
RAUX



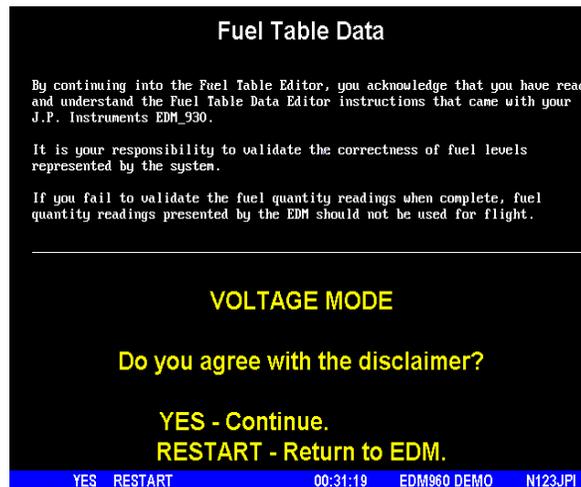
Actual Screen Shot

18.4.1 *After you have collected your data*

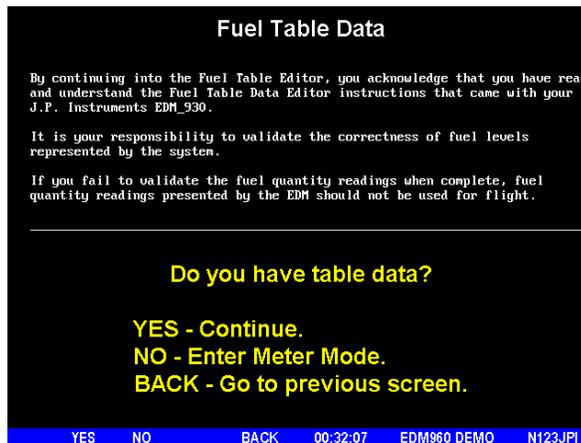
After you have collected your data...Entering / Editing Fuel Level Calibration Data

The Fuel Table Editor is a spreadsheet type format allowing you to easily see the volume and related calibration values side by side. You can easily navigate through the cells to enter values.

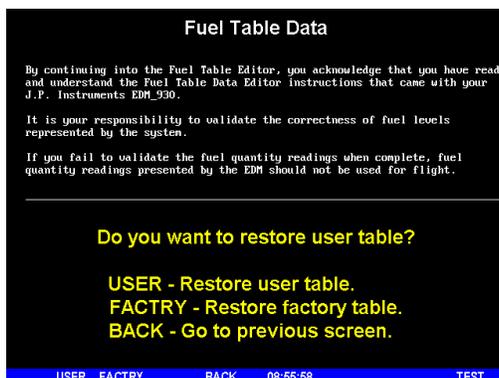
1. With power off, hold in **Button 3 (Button 1 being far left)** and then turn on power. Wait until you see '**Do you agree with the disclaimer?**'. Tap **YES** if you agree and wish to continue.



2. Tap **YES** when you see '**Do you have table data?**'.



3. Tap **USER** when you see '**Do you want to restore user table?**' (Note: tapping **FACTORY** causes the fuel table stored on the Key Card to over-write any previous user entries in the fuel table. Use **FACTORY** if you want to start from the original factory default).



4. Tap **TANK** to select the next active tank and repeat previous step. Continue until all tanks 'points' have been set.
5. Tap **TABLE**. You see '**Fuel Table Data**' (White at top of screen) with a table. You may change any of the fuel levels in the left column except for empty. You will enter the readings taken previously on paper into the right column.

The screenshot shows a black screen with white text. At the top, it says 'Fuel Table Data'. Below that, there is a table with a blue header 'LEFT'. The table has five rows: 'F', '4', '3', '2', and 'E'. The first column contains fuel levels: '102.0 GAL', '76.5 GAL', '51.0 GAL', '25.5 GAL', and '0.0 GAL'. The second column contains the number '1' for each row. Below the table, there is a yellow prompt: 'STEP - Tap is up, hold is down.', 'EDIT - Edit quantity.', and 'BACK - Back and Lose Data!'. At the bottom, there is a blue bar with white text: 'STEP EDIT BACK 00:43:01 EDM960 DEMO N123JPI'.

	LEFT	
F	102.0 GAL	1
4	76.5 GAL	1
3	51.0 GAL	1
2	25.5 GAL	1
E	0.0 GAL	1

6. Tap/hold **STEP** to select the cell you want to edit. Tap **EDIT** to change the value. Tap or hold **Modify** to change digit. Tap digit to change another part of the number.
7. Tap **SAVE** to record it. Follow the on-screen menus to edit the value. Repeat previous step until all tanks data have been entered.
8. You see '**Save fuel tank data?**'. Answer **SAVE** to store all final data values or **CANCEL** to return to table editing. To complete the process, tap **SAVE** a second time.

19. Fuel Flow Totalizer, Refuel Question

The fuel flow totalizer can be set to a **different** value than the fuel level **tank size**. To reprogram the "Refuel setting for Main (total) and Auxiliary (total), enter the "Factory Program Mode" by holding buttons 1 and 2 in for a few seconds until the display reads "Program". Keep tapping **next** until you see "END". At this point hold in button 1 and 2 again until the display (5 sec.) changes and you see **FACTORY**. At this point you will see MAIN = XX, adjust with the "Plus" and "Minus" buttons. Tap **next** for AUX=XX and adjust. Tap button twice to finish and save.

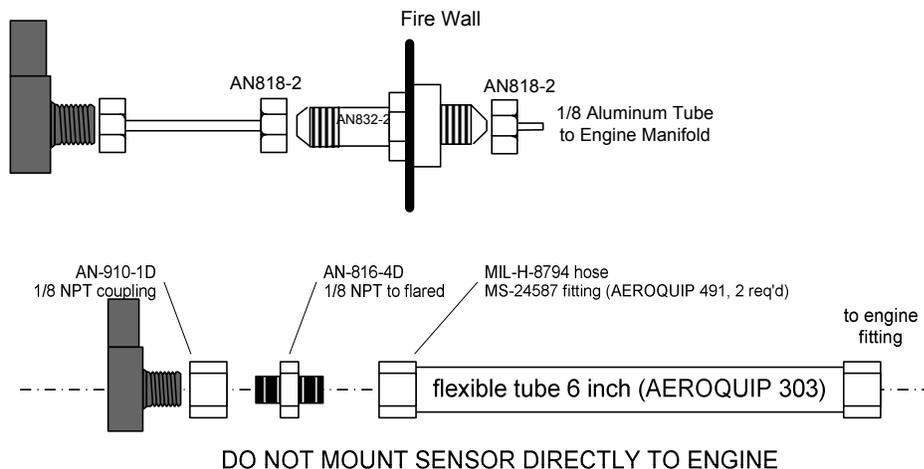
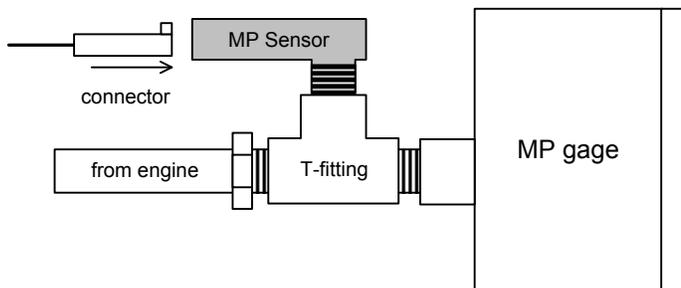
20. GPS Interface

Use the P4 connector harness 700708 labeled RS232 OUT TO GPS (white) and RS232 IN FROM GPS (gray). Refer to the Manufactures GPS manual for the required pin connections on the GPS.

21. Manifold Pressure (MAP) Sensor

Install a T-fitting (not supplied) in the aircraft's MP gage line in the cockpit near the MP gage. Install the JPI MAP sensor P/N 604010 on the T-fitting. Connect the JPI MP sensor to the wiring harness using the 4-pin connector supplied. The MAP sensor uses a 1/8 NPT fitting. Note: this is eligible for installation on all 4 & 6 cylinder engines only. There are no alarm limits.

- . Keep sensor on cold side of firewall



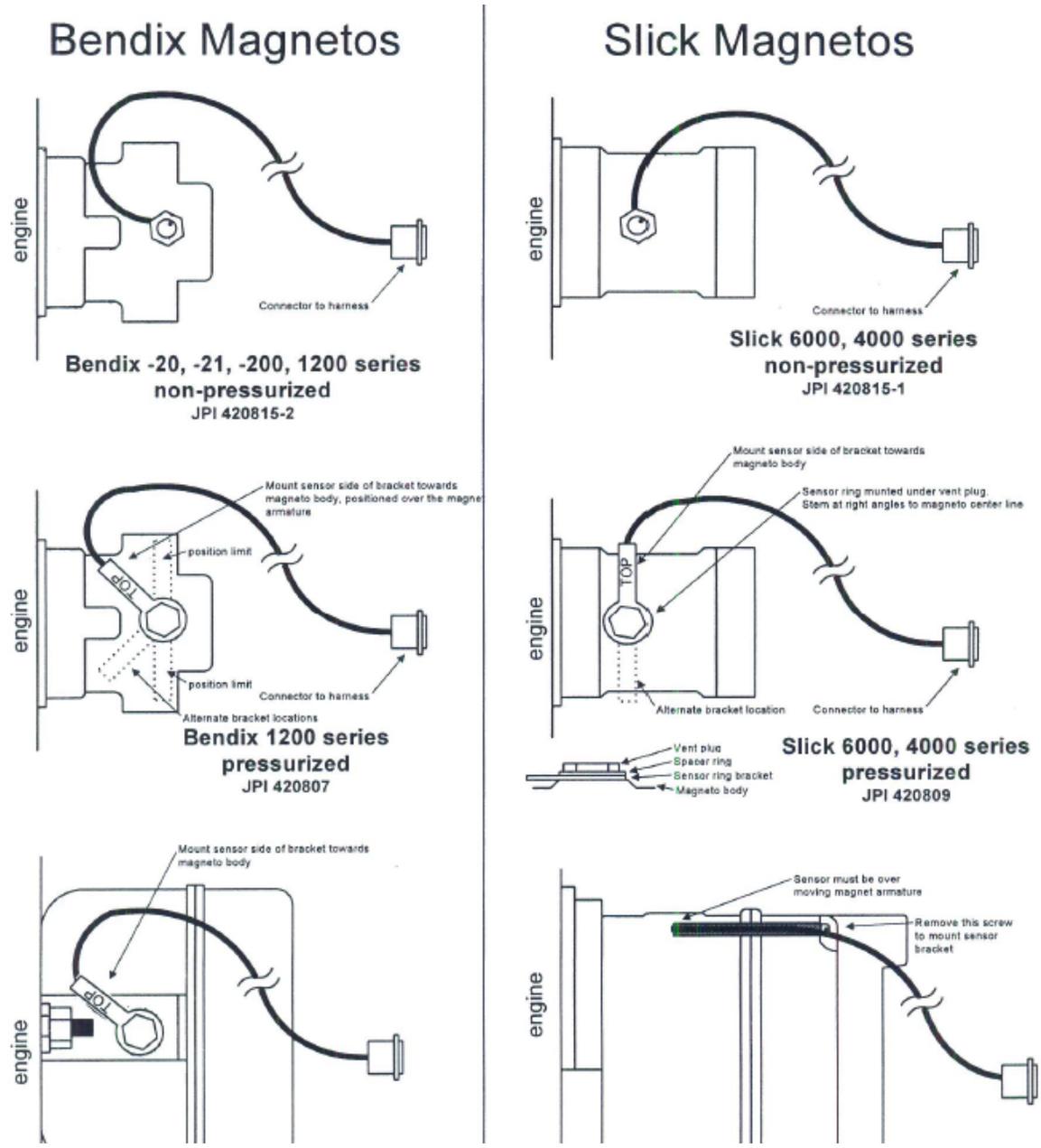
Manifold Pressure Calibration

The manifold pressure must be calibrated to the ambient air pressure. Enter the current ambient barometric pressure. The engine must *not* be running. This setting is *not* the same as the altimeter setting that you receive from ATIS or Unicom. It will vary with field elevation. Use the chart below to calculate the MP FACTOR. Multiply this MP FACTOR by the altimeter setting that you receive from ATIS or Unicom. For example if the field elevation is 1700 ft and the altimeter setting is 30.1, the MP FACTOR is 0.9400 from the table. Multiply 30.1 x 0.9400 to get the ambient MP of 28.29.

Field Elev.	MP FACTOR	1200	0.9574	3100	0.8929	5000	0.8320
		1300	0.9539	3200	0.8896	5100	0.8289
-500	1.0182	1400	0.94	3300	0.8863	5200	0.8258
-400	1.0145	1500	0.9469	3400	0.8830	5300	0.8227
-300	1.0109	1600	0.9435	3500	0.8798	5400	0.8196
-200	1.0073	1700	0.9400	3600	0.8765	5500	0.8165
-100	1.0036	1800	0.9366	3700	0.8733	5600	0.8135
0	1.0000	1900	0.9332	3800	0.8700	5700	0.8104
100	0.9964	2000	0.9298	3900	0.8668	5800	0.8074
200	0.9928	2100	0.9264	4000	0.8636	5900	0.8043
300	0.9892	2200	0.9230	4100	0.8604	6000	0.8013
400	0.9856	2300	0.9196	4200	0.8572	6100	0.7983
500	0.9821	2400	0.9162	4300	0.8540	6200	0.7953
600	0.9785	2500	0.9129	4400	0.8508	6300	0.7923
700	0.9750	2600	0.9095	4500	0.8477	6400	0.7893
800	0.9714	2700	0.9062	4600	0.8445	6500	0.7863
900	0.9679	2800	0.9028	4700	0.8414	6600	0.7833
1000	0.9644	2900	0.8995	4800	0.8382	6700	0.7804
1100	0.9609	3000	0.8962	4900	0.8351		

22. RPM Sensor installation

Use the P3 connector harness 790420 and connect the 3 leads using the supplied 3-pin connector and pins. There are four types of magnetos commonly in use. You must have the correct RPM sensor for the magneto installed in the aircraft. The following part numbers apply: Slick – pressurized 4000, -6000 series use JPI P/N 420809. For the Bendix pressurized -1200 series use P/N 420807. Dual magnetos use JPI PN 420808. For the pressurized Bendix -20, 200 series & S6LSC-25P and non-pressurized Slick 600 use JPI P/N 420806. Mount the sensor in the vent plug closest to the base of the magneto as shown in the appropriate diagram. Note: this is eligible for installation on all 4 & 6 cylinder engines only.



23. EDM-350 Specifications and Limitations

The following parameters must be customized for the aircraft into which the EDM-350 is installed.

Factory set limits or default values for EDM-350

1. TIT 1650 F	TSO-C43
2. CHT 450 F	TSO-C43
3. Oil Temp Low 90 F	TSO-C43
4. Oil Temp HI 230F	TSO-C43
5. Oil Press low 15 psi	TSO-47
6. Oil Press Hi 100 psi	TSO-47
7. Vacuum 0- 15"hg	TSO-47
8. RPM 2700 Limit and range	TSO-C49
9. RPM set to cyl 6	TSO-C49
10. Map 32 In hg HI	TSO-C45
11. Map setting 29.90 In Hg	TSO-C45
12. Fuel Pressure Hi 35 psi Injected	TSO-47
13. Fuel Pressure Lo 15 psi Injected	TSO-47
14. Fuel Pressure Hi 8 psi Carb	TSO-47
15. Fuel Pressure Lo .5 psi Carb	TSO-47
16. Fuel Flow 24 GPH	TSO-C44
17. K-factor 29.99	
18. Carburetor filter smoothing 1	
19. Ammeter configuration (load or charge-discharge). Load	NON TSO
20. HC-120 (% of HP)	NON TSO
21. Fuel Level Resistive/Capacitive	TSO-55
22. Low fuel 10 Gal	
23. Low time 45 Min	
24. Main tank 75 gallons	
25. Aux tank 0	
26. GPS set at GARMIN	
27. Diff 500 degrees	TSO-C43
28. CLD 60 degrees per minute	TSO-C43
29. Amps limit 100 amps	NON TSO
30. Record time, 6 sec intervals	NON TSO
31. Hobbs on at 1000 RPM	NON TSO
32. Indicator (instrument) EDM 350	NON TSO

24. EMI Radio Test and functional check:

Even though the EDM-350 has been tested to DO-160E Section 20 (EMI) the installation itself could create radio interference on specific frequencies. The following test is to ensure that this does not exist.

EMI/RFI TESTS: perform tests, in accordance to the table below, to insure wire routing and connectivity has not compromised the signal integrity of the NAV/COM receivers. Power up the aircraft bus (or buses) in accordance with normal engine prestart procedures (see Aircraft Pilot Operating Handbook). Verify that the EDM-350 is operating normally and there are no bad probes or alarm messages. Set the frequency and audio panel to listen to that radio. Loud buzzing/humming is considered 'unusual noise' in the context of these tests also the OBS needle should not move. Should any EMI noise be found that is attributed to the EDM-350 system, it must be corrected by shielding and/or rerouting wiring to eliminate the noise. If unusual noise is heard, remove power from the EDM-350 system to check if it is the source of this noise. If the EDM-350 system is not the source of 'unusual noise' then mark the table with a 'PASS'.

Frequency	NAV/COM 1 (PASS/FAIL)	NAV/COM 2 (PASS/FAIL)	Comments
108.00			
112.00			
115.00			
117.00			
120.00			
121.00			
122.00			
123.00			
124.00			
125.00			
126.00			
127.00			
128.00			
129.00			
130.00			
132.00			

25. Component Parts

	Single engine	
	-4 Cyl	-6 Cyl
Display EDM-350 P/N 350000-(xxx)	1	1
EGT probe KIT PN 1280	4	6
TIT probe with option KIT 1200	1	1
CHT probe KIT PN 1260	4	6
OAT probe with option KIT 1220	1	1
IAT probe with option KIT 1300	1	1
Carb temp probe KIT 1250 PN 500409	1	1
Oil Temp probe with option KIT 1255 PN 400409	1	1
Oil pressure sender KIT 1460 PN 159936	1	1
Fuel pressure sender KIT 1450 PN 159935	1	1
Fuel pressure differential sender Kit 1480 PN 159938	1	1
Ammeter shunt PN 159920	1	1
Fuel Flow transducer PN 700900-1 or -2	1	1
Fuel Level sender option	1	1
MAP KIT 1440 PN 159934A	1	1
RPM one of P/N 420806 or 420809 Pressurized	1	1
RPM one of P/N 420815-1, -2 Non Pressurized	1	1
RAL P/N-790547	1	1

25.1 Component Parts List for EGT (KIT 1280), TIT (KIT 1200) Probe

- 1 Thermocouple type K probe PN M-111
- 1 Stainless Steel Clamp Thimble
- 1 Stainless Steel Exhaust Seal Washer
- 1 Stainless Steel Screw Type Clamp
- 2 Ring Terminals
- 2 Screws and nuts 6-32 X 1/4
- 1 Fiberglass tube 3/8" x 5"

25.2 Component Parts list for CHT KIT 1260

- 1 Bayonet Probe Thermocouple type K Spring loaded PN 5050
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X 1/4"
- 1 Fiberglass tube 3/8" x 5"

25.3 Component Parts list for IAT (KIT 1300) probe

- 1 Thermocouple type K probe PN M-111
- 1 Stainless Steel Clamp & Thimble
- 1 Stainless Steel Exhaust Seal Washer

25.4 Component Parts list for OAT (KIT 1220) probe

- 1 P/N 400510, OAT probe
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X1/4"
- Fiberglass tube 3/8" x 5"

25.5 Component Parts list for CARB (KIT 1190) probe

- 1 P/N 400128, CARB probe
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X1/4"
- 1 Fiberglass tube 3/8" x 5"

25.6 Component Parts list for OIL Temperature probe (KIT 1250)

- 1 P/N 400509 OIL probe
- 1 AN900-10 crush washer
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X 1/4"
- 1 Fiberglass tube 3/8" x 5"

25.7 Components Parts list for OIL pressure PN 306018 Kit 1170

- 1 P/N 306018 OIL pressure transducer VDO
- 2 Ring Terminals

25.8 Component Parts list for Kit 1480 Differential Fuel Pressure

- 1 P/N 159938 Fuel pressure sensor
- 1 P/N 159961 Clamp, Loop Cushioned
- 1 P/N 174204 Connector MS 3116F8-4S

25.9 Component Parts list for ampere shunt Kit 1120

- 1 P/N 159920 100 amp shunt
- 2 Ring Terminals

25.10 Component Parts list for Fuel Flow Transducer

- 1 fuel flow transducer, 201 or 231 PN 700900-1,-2
- 1 3-pin connector housing
- 3 female pins

25.11 Component Parts list for MAP sensor Kit 1330

- P/N 604010, Manifold pressure sensor with 1/8 NPT tee.

25.12 Components Parts list for non pressurized RPM sensor P/N depends on Magneto make and model

- Bendix magneto -20, 1200.....P/N 420815-2
- Slick magneto 4000 or 6000.....P/N 420815-1
- Bendix dualP/N 420808

25.13 Components Parts list for pressurized RPM sensor P/N depends on Magneto make and model

Slick 6000.....	P/N 420809
Bendix magneto 20, slick 600.....	P/N 420806
Bendix Dual	P/N 420808
Bendix 1200.....	P/N 420807

26. Weight and Balance Data

Indicator PN 350000-(xxx) EDM-350	1.0 Lbs
EGT / TIT / CDT / IAT / OAT probe	2.0 oz. each / 0.125 lbs
CHT / Oil Temperature probe	1.5 oz. each / 0.094 lbs
4/6 Cylinder Harness 8 ft.	14.0 oz. each / 0.88 lbs
RPM	1.5 oz each / .094 lbs
MAP	5.0 oz / 0.42 lbs
Fuel Pressure Sender	5.0 oz / 0.42 lbs
Oil Pressure Sender	5.0 oz / 0.42 lbs
Harness each	1.0 Lbs

27. Pilot Programming

To start the Pilot Program procedure, ensure no alarms are being displayed in the message area. If this is the case, STEP to clear all faults first, then simultaneously hold the STEP and LF buttons for five seconds. You will see the word PROGRAM for two seconds and then the sequence shown in the chart below.

Tap the STEP button to advance to the next item in the list. Hold the STEP button to step back to the previous item. Tap the LF button to select alternate values of that item. Simultaneously hold both STEP and LF to exit.

STEP advances next item	LF sequences through these values	Comments
PROGRAM		Stays on for two seconds.
FUEL N	FILL? N	Tap LF to change fuel status. Exits program mode when done.
SOFTWARE INFO?	INFO	Software PN: & Version.
RATE 4	0 ... 9	Index rate (pause time in seconds) in the Automatic Mode. 0 disables the Automatic Mode.
TRIP USED?	YES ⇔ NO	NO: When Refuel mode used on EDM, total fuel used is reset to 0. YES: accumulate total fuel used rather than reset to 0 at each refueling. See page Error! Bookmark not defined.
DIGITAL FUEL	YES ⇔ NO	This allows a choice between Digital or Analog fuel gauges. Digital will show a digital quantity under the strip gauge.
WITH FUEL FLOW MONITORING	YES ⇔ NO	Only appears when digital gauges are chosen. (This feature compares the fuel totalizer value against the strip gauge total and alarms if it's greater than 5 gal.) Only available with 2 tank aircraft with AUX = 0.
EGT DISPLAY IN 1'S	EGT 1?N ⇔ EGT 10?Y	Y—Yes—sets the digital display to one-degree resolution; N—No—sets 10°. (10° resolution is easier to interpret the EGT's.)
OAT Display °F	F ⇔ C	Tap C to display OAT in Celsius, F to display in Fahrenheit. Hold STEP and LF for 5 seconds to ADJUST the OAT calibration.
OAT ADJUSTMENT 0	PLUS ⇔ MINUS	Adjust the indicated temperature up or down by up to 10° using PLUS or MINUS. For example, OAT+3 adjust the OAT 3° higher.
HPC I25	70 HP HPC= I25	%HP display will change when HP constant is adjusted. Hold STEP and LF for 5 seconds until you see ADJUST to set the HP calibration. Tap STEP to continue to the next step. To adjust the MAP, hold both the STEP and LF buttons simultaneously for five seconds, which will proceed to the next step. Otherwise the next step will be skipped.

MAP 29.9	MAP 20 → 32	Adjust the MAP.
KF1 29.90	EDIT	Adjust the instrument's K-factor to match the fuel flow transducer K-factor.
KF2 29.90	EDIT	Adjust the instrument's K-factor to match the fuel flow transducer K-factor.
CARB? Y	YES ↔ NO	Set to NO if injected. Tap SAVE to save changes.
CARB = 1	PLUS ↔ MINUS	F/F Filter (Higher the number the better the dampening effect) (Fuel pump pulses).
TIME: 18:23:59	00:00:00 ↔ 23:59:59	Hold NEXT and button 2 for 5 seconds until you see ADJUST . Use Hours, Minutes, Seconds to adjust. Tap SAVE to save changes. Tap NEXT to skip to next item.
DATE: 05/14/09	01/01/00 ↔ 12/31/99	Hold NEXT and button 2 for 5 seconds until you see ADJUST . Use Month, Day, Year to adjust. Tap SAVE to save changes. Tap NEXT to skip to next item.
RECORD TIME: 6	PLUS ↔ MINUS	Record time in seconds.
TAIL NO: TEST	EDIT	Enter tail number of aircraft.
END? Y	END? Y	STEP exits the pilot programming mode. LF reenters pilot programming mode.
FACTORY MODE	FACTORY	Stays on 2 seconds.
FACTORY RESET ?	NEXT YES ↔ NO	Tap YES to reset to factory configuration. Tap NO to leave it alone.
FUEL UNITS: GAL	GAL, KGS, LTR, LBS	Default unit is GAL. TAP EDIT then CHANGE to choose a different unit. Tap SAVE to save the new fuel unit.
MAIN TANK SIZE =	PLUS ↔ MINUS	In gallons or preset value. Use PLUS or MINUS to adjust. Tap SAVE to save the change. Tap NEXT to skip to the next item.

AUX TANK SIZE =	PLUS ↔ MINUS	In gallons or preset value. Use PLUS or MINUS to adjust. Tap SAVE to save change. Tap NEXT to skip to the next item.
FUEL USD REMINDER	PLUS ↔ MINUS	In gallons or preset value. Use PLUS or MINUS to adjust. Tap SAVE to save value. Tap NEXT to skip to the next item.
REMINDER TIMEOUT = 5	PLUS ↔ MINUS	Sets duration on display in minutes. Use PLUS or MINUS to adjust. Tap SAVE to save value. Tap NEXT to skip to the next item.
MAP SENSOR =	NEXT	Allows a choice of Motorola or i2s. Tap SAVE to save value.
OIL-P SENSOR = i2s	NEXT	Allows a choice of i2s or VDO. Tap SAVE to save value.
FUEL-P SENSOR	NEXT	Allows for a VDO 2 wire 30 psi., 2 wire 150 psi Tap SAVE to save value.
FUEL LEVEL SENSOR =	NEXT	Allows a choice of VOLTAGE or FREQUENCY. Tap SAVE to save value.
CHANGE ADVISORY LIMITS	YES ↔ NO	Tap YES or NO to enter gauges with no yellow bands displayed. Tap PLUS or MINUS to adjust. Tap SAVE to save value. This affects, Volts Hi, Volts Low, EGT Span DIF, Shock Cooling CLD, Low time to empty, Low fuel REM.
CHANGE PRE- ALARMS	YES ↔ NO	Tap YES to enable pre-alarms for HI EGT, HI CHT, HI OIL-T, LOW TANK.
LAST FLIGHT NO =	EDIT	Tap EDIT to adjust PLUS or MINUS the flight number. Tap SAVE to save change. Allows setting the last flight no. Used during a factory reset-continues numerical order.
AVERAGE CRUISE RPM 2400	NEXT	Tap EDIT to adjust. Tap PLUS or MINUS to adjust, then SAVE to save the change. Average cruise is based on a percentage of RPM redline. A one to one ratio for TACH TIME is achieved at this setting.
AMPS ADJUSTMENT + 0	PLUS ↔ MINUS	Use PLUS or MINUS to adjust. Tap SAVE to save change. Tap NEXT to skip to the next item.

ENGINE TEMPS IN Deg F	F OR C	Tap NEXT to skip. Tap EXIT to exit program. Tap F for Farenheit or C for Centigrade.
Engine HP 210	NEXT or EDIT	TAP NEXT to skip. Tap EDIT to adjust. TAP PLUS or MINUS to change. TAP SAVE to save change.
Engine Constant 13.7	NEXT or EDIT	TAP NEXT or EDIT. Tap PLUS or MINUS to adjust. TAP SAVE to save. (Use 13.7 for turbo'd , 14.9 for naturally aspirated or turbo normalized engines).
R-FACTOR CYL = 6	PLUS ⇔ MINUS	Tap PLUS or MINUS to adjust. Tap SAVE to save change. For the number of cylinders for your engine, double R-Factor for dual mags.
CUSTOMIZE DISPLAY?	YES ⇔ NO	Allows swapping of RPM and MAP gauges, adjusts sequence of primary and advisory gauges.
REMEMBER CHANNEL EXCLUSIONS = No	NEXT, EXIT OR CHANGE	Tap NEXT to move to next function. Tap EXIT to exit program mode. Tap CHANGE to change the value from No to Yes.
LOP DFLT? N	YES ⇔ NO	Tap YES to make LOP your default setting. Tap NO to keep ROP your default setting.
REMOTE DISPLAY I/O? NONE	NEXT, EXIT OR EDIT	Tap NEXT to move to next function. Tap EXIT to exit program mode. Tap EDIT to change to "OUTPUT TO REMOTE".
CO GUARDIAN? Y	YES ⇔ NO	To activate CO Guardian select YES. Tap SAVE to save. Tap NEXT to go to the next item.
FDR OUTPUT? Y	YES ⇔ NO	Allows export of recording instead of recording in memory. Tap SAVE to save or NEXT to go to the next item.
END?	YES ⇔ NO	YES exits the Factory program mode. NO brings you back to the beginning of the Factory program mode. Holding both buttons 1&2 will get you to Airframe Hobbs and TACH TIME.
AIRFRAME HOBBS	NEXT OR EDIT	Tap EDIT to enter/change Airframe Hobbs. Tap DIGIT to move through each digit. Tap PLUS or MINUS to change the value. Tap SAVE to save value.
TACH TIME	NEXT OR EDIT	Tap EDIT to enter/change Airframe Hobbs. Tap DIGIT to move through each digit. Tap PLUS or MINUS to change the value. Tap SAVE to save value.
END?	EXIT ⇔ NO	Tap EXIT to restart the unit. Tap NO to start at Airframe Hobbs/Tach Time again.

28. Programming the HP Constant

You must adjust the HP Constant once for your aircraft. You must perform this adjustment in the air while the aircraft is in flight between 5,000 and 8,000 feet MSL.

1. Enter the pilot program mode by simultaneously holding the STEP and LF buttons for five seconds.
2. Tap STEP repeatedly until you see—for example— HPC = 125. Then hold both the STEP and LF buttons display until you see ADJUST, followed by HPC= 125. The adjustment range for the HP Constant is 45 to 180.
3. Set the MP and RPM per your POH to 70 percent power. Let conditions stabilize.
4. Change the HP reading on the EDM-350 to 70 percent by adjusting the HP constant in the lower display by holding or tapping the LF button. Percent HP should be close to 100 percent during takeoff at sea level.
5. Tap the STEP button to proceed to the next step.

29. Programming the MAP

Sets the manifold pressure calibration.

You may need to correct the MAP based on the altimeter setting at a sea level airport (see page 27).

1. Enter the pilot program mode by simultaneously holding the Step and LF buttons for five seconds.
2. Tap Step/OK repeatedly until you see—for example – MAP adjustment 0.0 .

3. Then hold both the first two buttons until you see ADJUST, followed by MAP+0. The adjustment range for the MAP is ± 3.0 in Hg. As you adjust the MAP up or down you will see a change in the MAP gage under RPM. When you see the correct setting stop.
4. Tap the Step/OK button to proceed to the next step or hold both buttons again to exit setup.

Do this one time and only if the MAP on your manifold pressure gauge doesn't match the MAP shown on the EDM-960. You must do this on the ground with the engine turned off.

30. Selecting Fuel Pressure Type

To properly display Fuel Pressure values, the EDM must be told what type of Fuel Pressure sensor is connected to the EDM. This is normally set at the factory for new installations. To set or modify the type of Fuel Pressure sensor connected to the EDM, follow these steps:

1. Enter Pilot Program Mode by holding the STEP and LF buttons for 5 seconds
2. When the EDM enters Program Mode, tap the button labeled "**NEXT**" until **END?** is displayed in the scanner message area.
3. Again hold the **STEP** and **LF** buttons until the EDM enters **Factory Program Mode**.
4. After "**Factory**" is displayed in the scanner message area, tap the **NEXT** button until **FUEL PRESSURE = is** displayed in the scanner message area.
5. Hold the **STEP** and **LF** buttons until the word **ADJUST** appears in the message area
6. Tap the **PLUS** or **MINUS** buttons to change the selected Fuel Pressure sensor type.
7. To save the selected value, hold the **STEP** and **LF** buttons until the word **SET** appears in the message area.
8. Tap the **STEP** button repeatedly until the message **END?** is displayed in the message area
9. Tap the button labeled **YES** to save changes and restart the EDM.

31. Customizing EDM350

You can customize – change or re-order the data channels in the EDM display. The data channels are numbered from 1 up to 6, depending on your particular aircraft configuration and EDM installation. To customize the LCD layout of the gauges, follow these steps:

1. Enter Pilot Program Mode by holding the STEP and LF buttons for 5 seconds
2. When the EDM enters Program Mode, tap the button labeled "**NEXT**" until **END?** is displayed in the scanner message area.
3. Again hold the **STEP** and **LF** buttons until the EDM enters **Factory Program Mode**.
4. After "**Factory**" is displayed in the scanner message area, tap the **NEXT** button until **CUSTOMIZE DISPLAY?** is displayed in the scanner message area.
5. Hold the **STEP** and **LF** buttons until the word **ADJUST** appears in the message area
6. You will see a prompt like "**1=VOLTS**" (or similar). This describes the data channel to be displayed in the first non-primary data location.
7. Tap the "**CHANGE**" button to change to the next non-primary data channel. The new data channel selected will be displayed in the
8. Tap the "**NEXT**" button to select the next non-primary location (such as **2=AMPS**).
9. When all changes have been made, hold the **STEP** and **LF** buttons until the word **SET** appears in the message area.
10. Tap the **STEP** button repeatedly until the message **END?** is displayed in the message area
11. Tap the button labeled **YES** to save changes and restart the EDM.

The K factor is shown on the fuel flow transducer as a four-digit number, which is the number of pulses generated per gallon of fuel flow. Before installing the transducer, write down the K factor here _____. To enter the number, move the decimal point three places to the left. For example if the K factor on the fuel flow transducer is 29,123, enter 29.12 in the K factor parameter.

If the K factor is increased, the indicated fuel flow will decrease, and vice-versa. When the K factor is changed during a trip, calculations of fuel used, fuel remaining and time to empty are not retroactively recalculated.

33. Fine tuning the K Factor

The K factor shown on the fuel flow transducer does not take into account your aircraft's particular installation. Fuel hose diameters and lengths, elbows, fittings and routing can cause the true K factor to be different from that shown on the fuel flow transducer.

You must use the following procedure to fine tune the K factor.

1. Make at least three flights of about two to three hours each. Note the actual fuel used (as determined by topping the tanks) and the EDM-350 calculation of the fuel used for each flight USD.

Flight	Fuel USED shown by EDM (total tank - REM)	Actual fuel used by topping tanks
1		
2		
3		
Total	①	②

2. Total ① the EDM-900 calculated fuel used and ② the actual fuel used.
3. Record the current K factor here ③ _____ and in the table below.

4. Calculate the Adjustment ratio:

$$\text{Adjustment ratio} = \frac{(\text{①} / \text{②}) - 1}{2}$$

5. New K Factor = ③ x (Adjustment ratio +1).

Record the values here:

Date	①EDM fuel used	②actual fuel used	③Current K factor	New K factor	Pilot's initials

34. Adjusting the K Factor

This procedure is different than for setting other parameters.

1. If you haven't already done so, start the Pilot Program Mode by clearing all alarms by tapping step repeatedly, then simultaneously hold the STEP and LF buttons (for about five seconds), until you see the word PROGRAM, followed by 'FUEL ? N'.
2. Tap STEP repeatedly until you see K-FACTOR=29.90 (this value may be different on your unit).

3. Hold both the STEP and LF buttons simultaneously until a digit begins flashing. This indicates editing has been enabled.
4. Tap or hold the LF button to change the flashing digit to the desired value.
5. Tap or hold the STEP button to select the next digit to edit.
6. Repeat steps 4 and 5 until the displayed value is set to your desired value.
7. To save new value, hold STEP and LF buttons simultaneously (for about five seconds) until the K factor parameter exits.
8. Tap STEP repeatedly until you see END? Y, then Tap STEP once more to exit the Pilot Program Mode.

35. Programming Accumulate Trip Total

Accumulate—default is OFF: resets the fuel used to 0 every time you inform the EDM-350 that the aircraft was refueled. With accumulate ON fuel used will not be reset to 0 when you inform the EDM-350 that the aircraft was refueled.

Select “No” if you wish to display total fuel used since the last time you informed the EDM-350 that the aircraft was refueled. Select “Yes” to display total fuel used for an extended trip with multiple fuel stops. This selection affects only the USD measurement.

During normal operation, to reset the accumulated fuel used display at any time, tap STEP until you see USD. Hold both STEP and LF until the display shows .0 USD.

36. Trouble Shooting

Diagnostic Testing on Startup and During Flight

When your EDM is first turned on it tests internal components, calibration and integrity of the probes. During flight, probes are constantly checked for inconsistent or intermittent signals.

Problem	Situation	Correction
A MISSING COLUMN IN THE DISPLAY UPON START UP	Diagnostic routine has found an open line or probe with no connection.	Replace the EGT or CHT probe shown in the error message
A MISSING COLUMN IN THE DISPLAY DURING FLIGHT	A reading that is jumping around or incorrect The probe is removed from the line up	Replace the EGT or CHT probe shown in the error message on the next flight.
DISPLAY FREEZES OR MAY BE INCORRECT	A power transient could cause the processors to malfunction	Recycle the power to the EDM
LEANFIND FINDS A “PEAK” TOO SOON	Failure to pre-lean before performing LeanFind or stopping while leaning. Leaning too slowly	Continue to lean without stopping Lean more rapidly
PEAK NOT FOUND DURING LEANFIND	Lean Find not activated or stopping while leaning	Lean at the speed of approximately 10°F per second
OFF-SCALE EGT COLUMNS, TOO HIGH OR LOW	Off-scale EGT column readings. EDM in the Normalize view (blue EGT scales).	Return to Standard mode by holding the LF button.
FIRST CYLINDER TO PEAK IS NOT THE HOTTEST	The first to cylinder peak is not necessarily the hottest	This is normal.
EGTS RISE DURING SINGLE MAGNETO CHECK	Incomplete combustion persisting longer	This is normal.
EGTS NOT UNIFORM DURING LOW POWER OPERATION	Fuel and air distribution is not optimal at low power settings	This is normal.

0.0 GPH	Zero's indicate Fuel flow is too low to register	This is normal.
--- GPH	Dashes indicate No fuel flow transducer signals	Have the mechanic verify if it is the sensor or wiring.
--- H.M	Dashes indicate No fuel flow transducer signals	No GPS signal, check the wiring
OPEN PRB	Open probe.	Wiring to probe is open circuit. Check wiring and crimps. Swap probes to troubleshoot.
BAD-PRB	Bad probe.	Erratic reading. May be poor electrical connection. Swap probes to troubleshoot.
RED 'X' DRAWN THROUGH A SINGLE GAUGE	Measurement out of range.	Have the mechanic verify if it is the engine or the sensor. Replace as necessary.

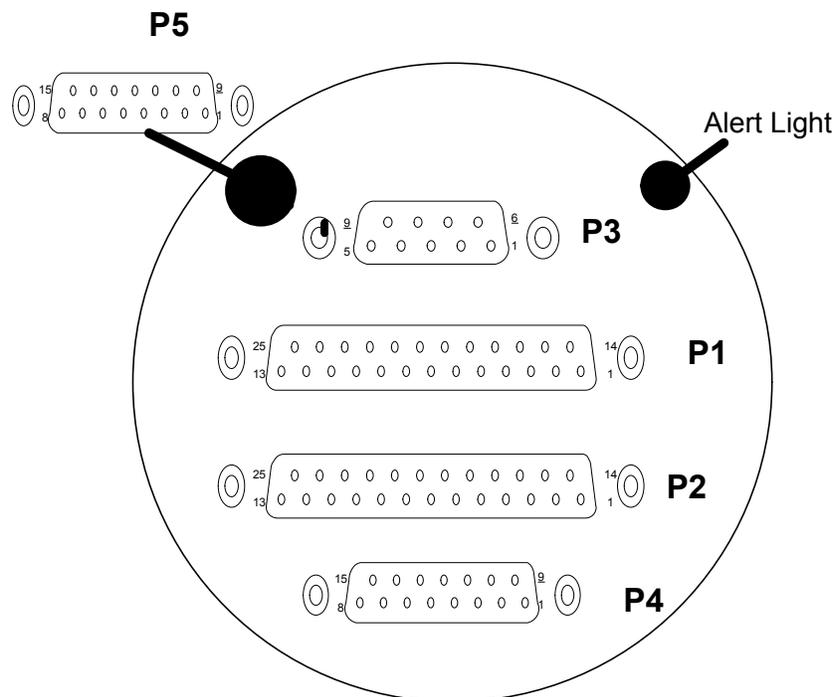
RED 'X' DRAWN THROUGH ALL GAUGES FOR AN ENGINE	DAU failure or DAU communications error.	Check power to DAU and wiring harness connections.
CAL ERR	Calibration error.	Return unit to factory.
DSP XXX	Internal communication error.	Return unit to factory.
COMM ERR	Internal communication error.	Return unit to factory.
NO 15 MV	Calibration error.	Return unit to factory.
NO 50MV	Calibration error.	Return unit to factory.
NO 2.5V	Calibration error.	Return unit to factory.
WARNCAL, WARNCFG	Transient warning messages.	Return unit to factory.
HOBSEERR	The time of the most recent flight may not be reflected in the HOBBS meter.	Return unit to factory.
HOBSEBAD	The HOBBS data has been corrupted.	Return unit to factory.
HANGCFG, HANGCAL	Internal system errors.	Return unit to factory.

37. GPS Interface Diagnostics

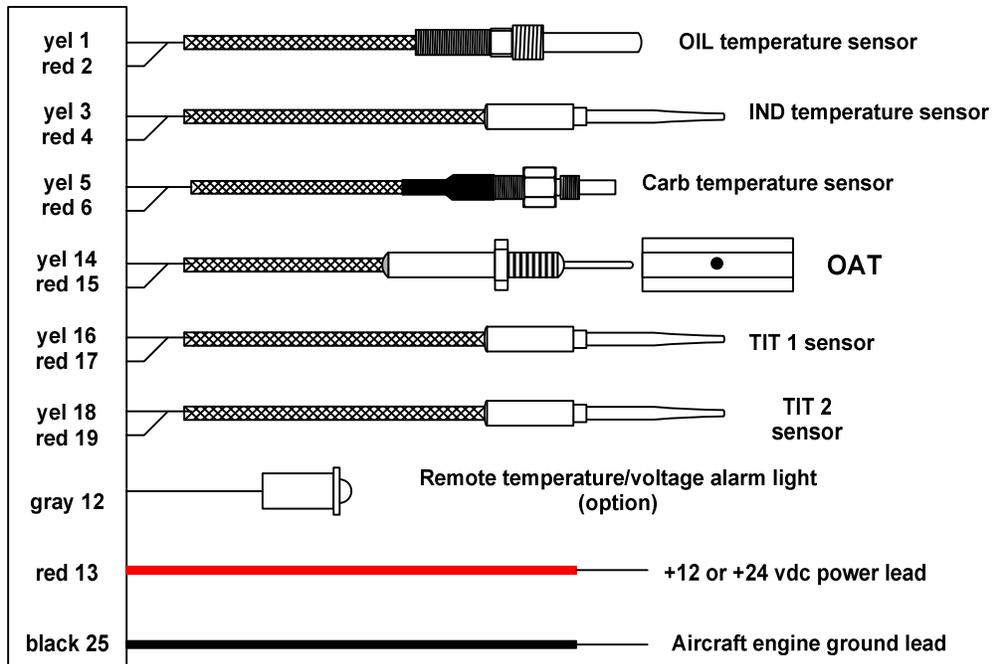
Problem	Situation	Correction
Measurements 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	No communications from GPS receiver to EDM.	No connection or aircraft GPS is off.
NO - COM message and 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	Communications are received by EDM and the Auto-Protocol setup is in process.	Verify correct output format setup in GPS receiver; check GPS connections.
NO - SIG message and 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	GPS receiver has insufficient signal for valid data.	Check GPS signal
NO - WPT message and 'xxx REQ', 'XXX RES' are all missing from the scan.	No waypoints are programmed into the aircraft GPS receiver.	Program way points

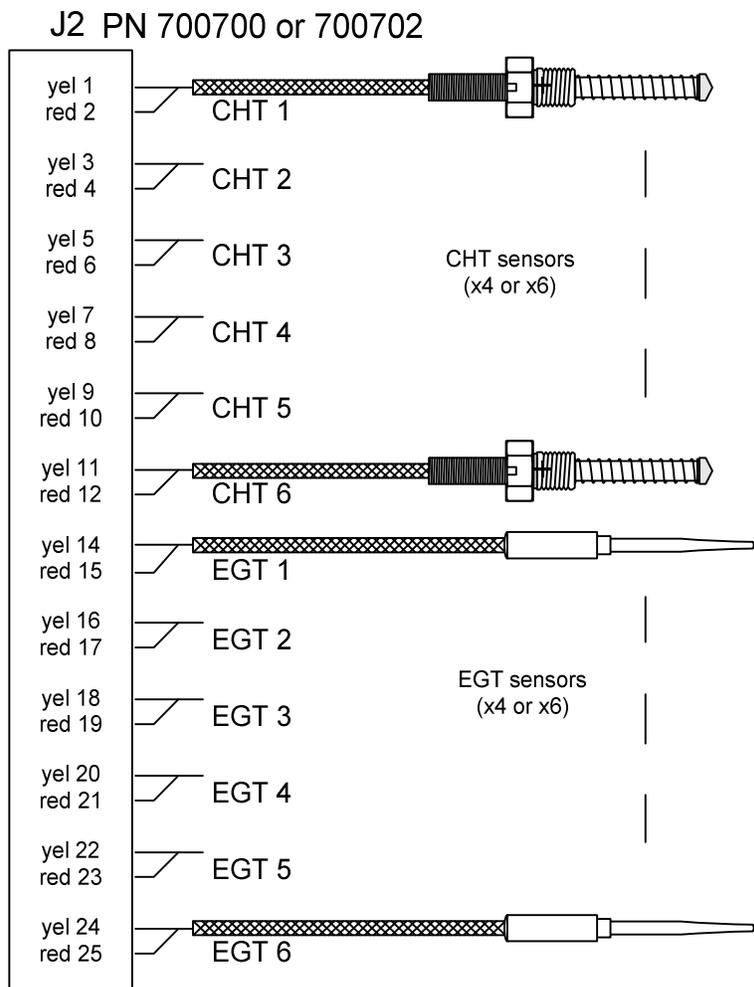
43. Connector Pin Assignments on EDM, P1 through P5

Rear view of EDM 350 Showing Connector Locations



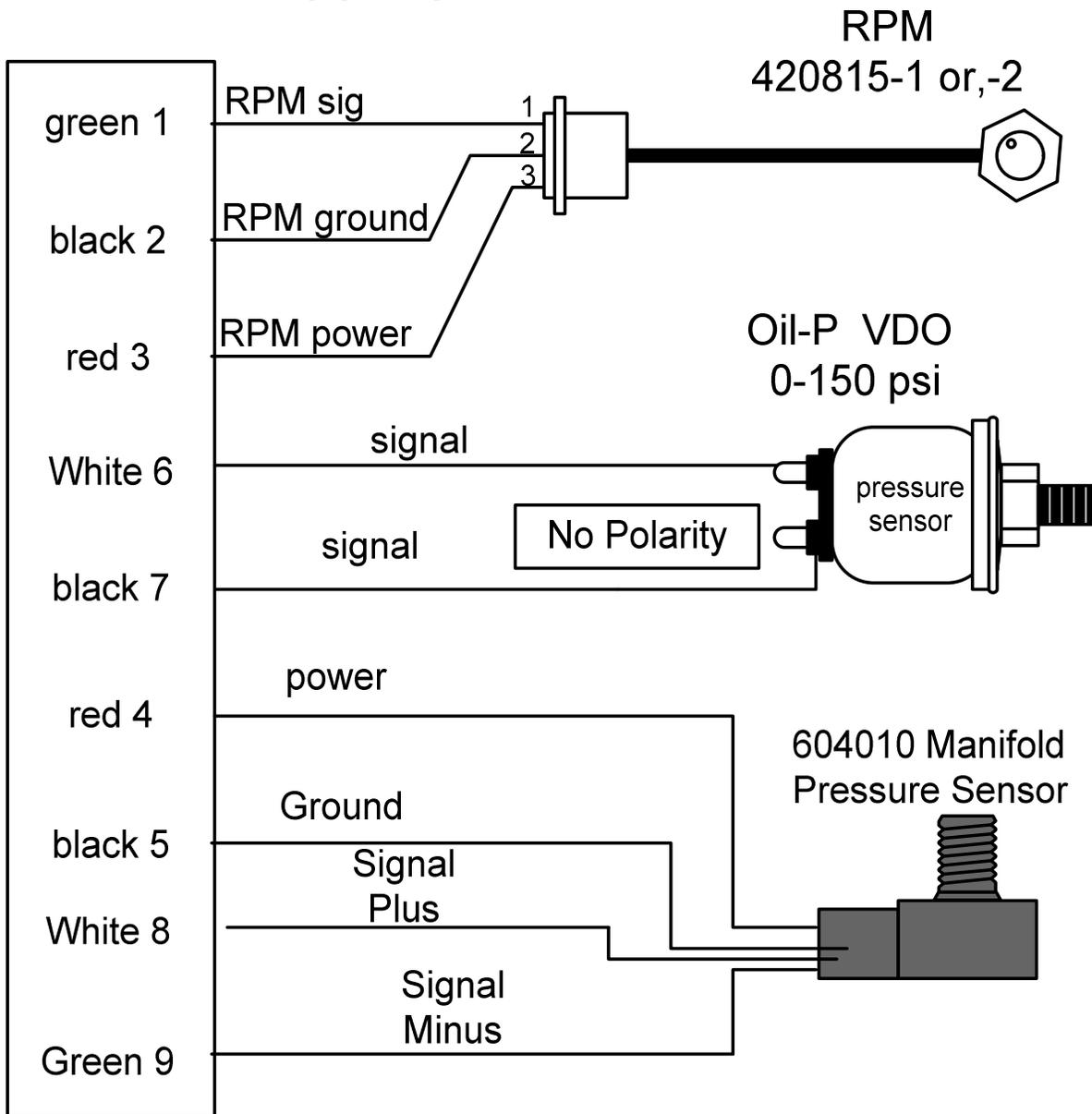
J1 For 4 and 6 cylinder installations PN 790200





44. J3 RPM, MP, Oil-P

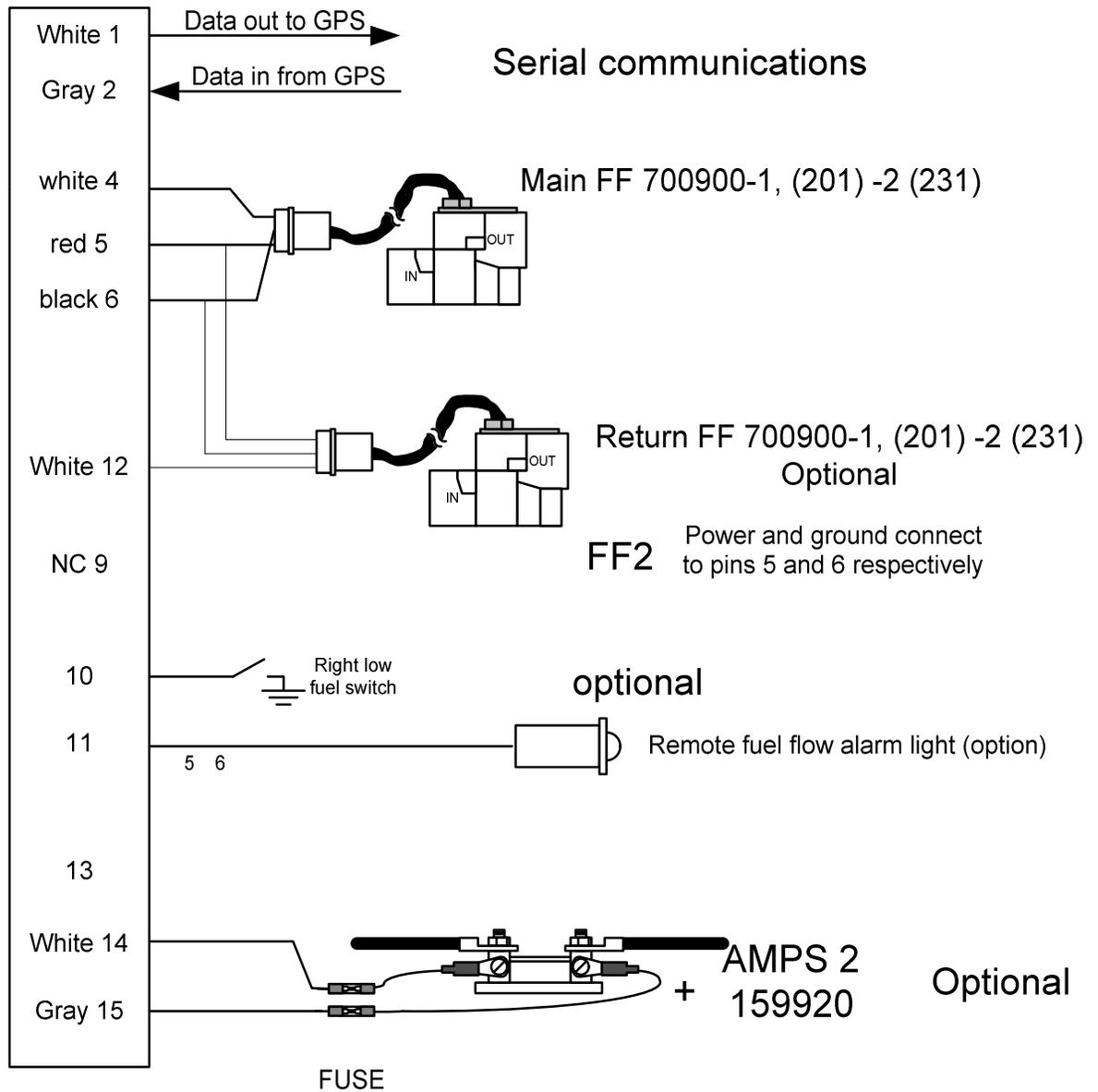
J3 PN 790420



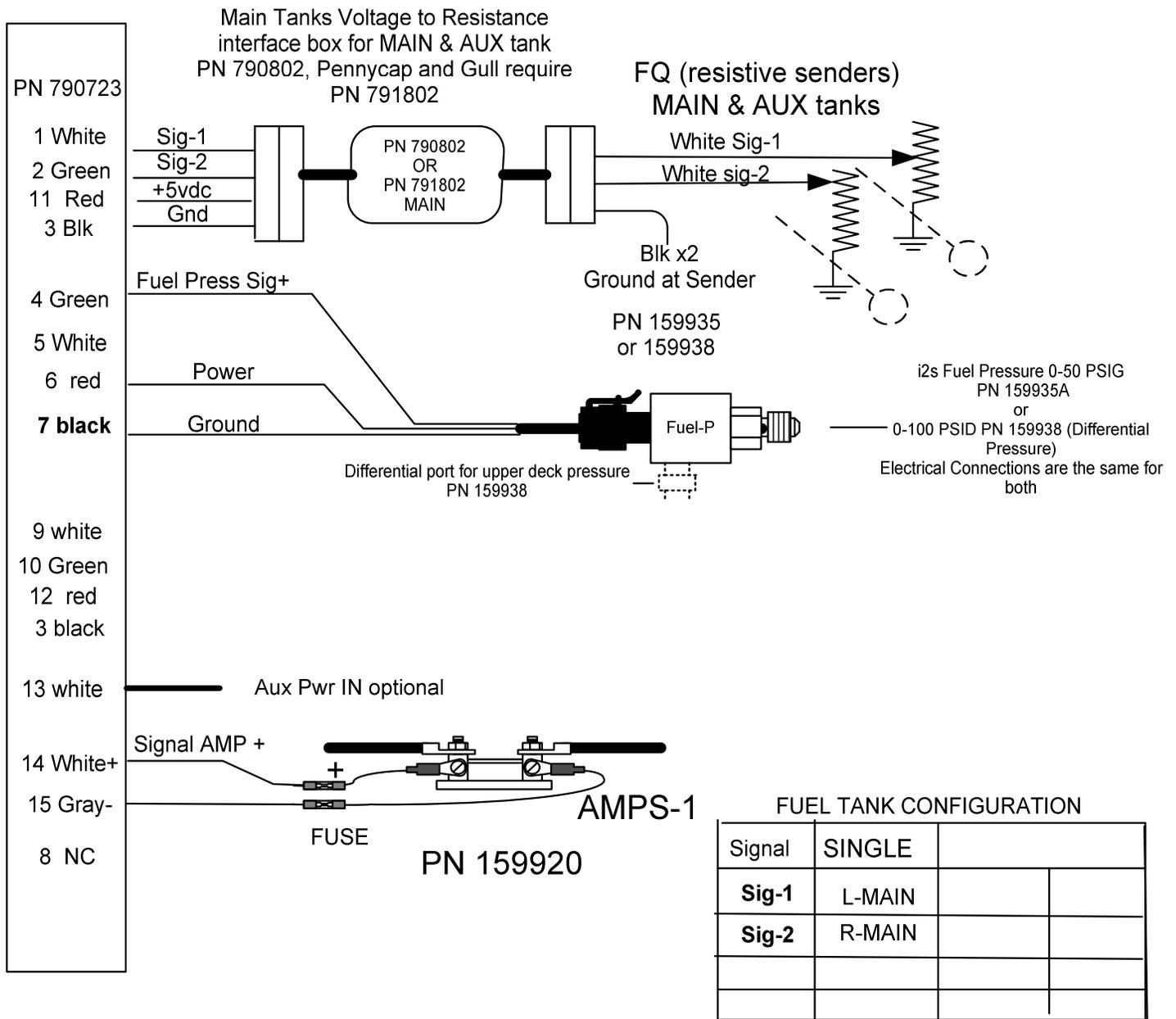
J-3 Harness with Oil and manifold pressure sender

J4 (FF, GPS, AMP 2)

PN 700708



44.1 J5 PN 790723 (fuel tanks, fuel press, amps)



J-5 Harness with 3 wire fuel pressure sender.

