

Operating Instructions for the EIS Model 2000

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The Model 2000 is specifically designed to require very little input from the pilot.

Before using the Model 2000 for the first time:

1. Set the units for temperature. The instrument is set at the factory to Fahrenheit.
2. Set the engine limits according to the recommendations of the engine manufacturer. You may review these limits, and change them at any time quite easily, so it is practical to set limits more conservatively than recommended by the engine manufacturer, but above your normal operating conditions, to get the earliest warning when something deviates from normal.
3. Set the TachP/R setting as required for your instrument. (See below for more details.)
4. All settings in the instrument may be set back to the initial factory settings by holding the right button (“Display”) when turning on the instrument.

Before Each Flight:

1. If the instrument includes the altimeter option, set it before each flight.
2. All engine limits are stored with a checksum. If the instrument determines a user setting has been somehow lost, it will generate a “Check Entries” message at power-up. If you see this message, carefully review all user settings.

Detailed Description of the Features:

Flight Timer

The flight timer shows you how long your flight has lasted. It resets at power up, and starts counting when the engine is running (based on the tachometer). It displays the previous flight time until the current flight time reaches 3 minutes, allowing you to easily recall the length of the previous flight. A warning can be set when the timer exceeds your preset limit to remind you to check your fuel.

Favorite Page

The instrument will automatically select your favorite page when the checklist is ended, or the right button is double-clicked, or when leaving the “Set Pages”. Your favorite display page is entered under the “DISPLAY” setting in the “Set Limits” pages. It is the last setting on these pages.

Combo Screen On-Screen Labels

Pressing the right button (“Display”) when on a combination page (that is, a page with no labels), will replace the numeric data with labels to identify the data. Releasing the button returns the numeric data to the page.

Double-clicking the “Display” button immediately takes you to your favorite page. Normally a combination page is used as your favorite.

Altimeter Function

The altimeter function displays altitude on the first combination page. The altimeter must be set before each flight to account for the local barometric pressure. The altimeter is set on the “SET Pages” (See “Limits” below).

This altimeter functions as a standard aviation type altimeter. It provides 10 foot resolution, and conforms to the International Standard Atmosphere. The vertical speed function indicates the vertical speed in hundreds of feet per minute. An up or down arrow will appear immediately after it to show climb or descent. The vertical speed updates once per second.

Calibrating the Altimeter/Barometric Pressure

To calibrate the altimeter so that the barometric pressure it registers is correct, the follow procedure should be followed. This procedure must be performed with a new instrument, and should be re-checked on an annual basis.

- Turn on the instrument and allow 5 minutes or more for its internal temperatures to stabilize.
- Using the Altimeter Set page, set the altimeter so that the barometric pressure display matches the current altimeter setting. Note that this is the 4 digit number immediately after the ALT label on this set page. No decimal point is provided, so an altimeter setting of 29.92 will be displayed as 2992
- Adjust the ALTCor setting on the configuration set pages so that the altitude display (in feet) matches the local elevation. The nominal value of the ALTCor is 128. Increasing this number by one will change the altimeter display by 6 feet.
- If your ALTCor falls outside the range of 50-200, you may have made a mistake in your calibration.

Warning System Operation

The alarm system is the most important part of the system. It allows you to enjoy flying without the need to constantly monitor your instrument. Damaging engine conditions are made immediately obvious.

All alarms cause the warning light to flash, and the page to change automatically to a labeled screen which includes the out-of-limit parameter. The offending parameter is flashed on the display, along with the warning light until the problem goes away, or until it is acknowledged by pressing the “Next/Ack” button. Acknowledged alarms cause the warning light to stay on steady until the condition ends, and does not inhibit other alarms.

Limits

All limits are set by pressing the left (“Next/Ack”) and center (“Previous”) buttons at the same time. Limits and other settings are displayed one at a time. As shown on the display, the left and center buttons changes the setting, and the right button takes you to the next setting. Limits are as follows:

- **Contrast** defaults to the best setting at power-up. It may be altered if desired to enhance readability.
- **Alt** shows the current altimeter setting. Altitude is manually set here.
- **Max Timer** gives you the maximum time before the flight timer will issue an alarm. The limit is entered in minutes. If you exceed this limit, it can be increased easily in flight.
- **Max OilP** is the maximum oil pressure.
- **Min OilP** is the minimum oil pressure.
- **Max OilT** is the maximum oil temperature
- **Max RPM** is the maximum RPM. This limit is set in 30 RPM increments.
- **Max Aux1** is the maximum for the Auxiliary 1 Input.
- **Min Aux1** is the minimum for the Auxiliary 1 Input.
- **Max Aux2** is the maximum for the Auxiliary 2 Input. (Auxiliary 2 applies to Model 2000 instruments for 4-stroke engines only.)
- **Min Aux2** is the minimum for the Auxiliary 2 Input. (Auxiliary 2 applies to Model 2000 instruments for 4-stroke engines only.)
- **Max Volt** is used to warn of overcharging due to a failed regulator. A good limit for this is 15.0 volts. If a battery is not used, this alarm is not required.
- **Min Volt** is used to warn of battery discharging. A good setting for this is 12.0 - 12.8 volts.
- **Max Cool** is the maximum coolant temperature.
- **Max EGT** is a very critical alarm, as high EGT can destroy an engine in seconds to minutes. It reflects the fuel/air mixture being burned by the engine. A typical limit is 1200-1250 degrees F.
- **Max CHT** warns of inadequate cooling.
- **Display** is used to enter your favorite display page.

Configuration Set Pages

These pages contain information about the engine type and fuel probe calibration, are not normally used by the owner. These settings are preset at the factory. This settings are restored to the factory settings by holding the right button at power-up. These pages are accessed by pressing and holding the right and center buttons for 10 seconds, and include the following:

Temp. Fahrenheit/Celcius - Selects units for the temperature display.

TachP/R - Indicates the number of pulses per revolution of the engine for tachometer sensing.

Engine	TachP/R
Hirth (1999 and newer)	6
Hirth (1998 and older)	2
HKS	6
Jabiru 4-cylinder (s/n 22A2663 and newer)	6
Jabiru 4-cylinder (s/n 22A2662 and older)	5
Rotax 2-stroke (CDI)	6
Rotax 2-stroke (non-CDI)	2
Rotax 912/914	1
Zanzatera	2
Zenoah	2
Engines not listed will most likely use a TachP/R setting of 2.	

The TachP/R setting must be correct in order for the EIS to display an accurate RPM indication.

A simple test to help verify the RPM readings are accurate can be made by running the engine at night, and looking through the propeller at a florescent or mercury vapor light. The pulsation of the light will make the propeller to appear to stopped at various RPMs. Verify the propeller appears stopped at the RPMs shown in the following table. Note that this applies to lights powered by 60 Hz electrical power, such as that used in the United States and Canada. Also remember that this is the propeller RPM, and the engine RPM will be higher by the reduction ratio if the engine includes a propeller speed reduction unit.

2-Blade Propeller	3-Blade Propeller
600	240
720	300
1200	480
1440	600
1800	1200
3600	2400

CAUTION : If there is ANY DOUBT that the tachometer is working correctly, use another tachometer that is known good to verify the EIS is giving the correct tachometer reading. Attempting a take-off with an inaccurate tachometer could result in less than full power being available, and this could be very dangerous.

Aux1SF, Aux1Off, Aux1 (Forward/Reverse) - Enter the scaling for the auxiliary 1 input here. See the appropriate sheet with the sensor for these settings. Aux1 is displayed with a decimal.

Aux2SF, Aux2Off, Aux2 (Forward/Reverse) - Enter the scaling for the auxiliary 2 input here. See the appropriate sheet with the sensor for these settings. Aux2 is displayed as an integer. (Auxiliary 2 applies to Model 2000 instruments for 4-stroke engines only.)

Hrs - The hourmeter may be set here

AltCor - This is used to calibrate the altimeter so the altitude display and barometric pressure correspond. See the section above "Calibrating the Altimeter".

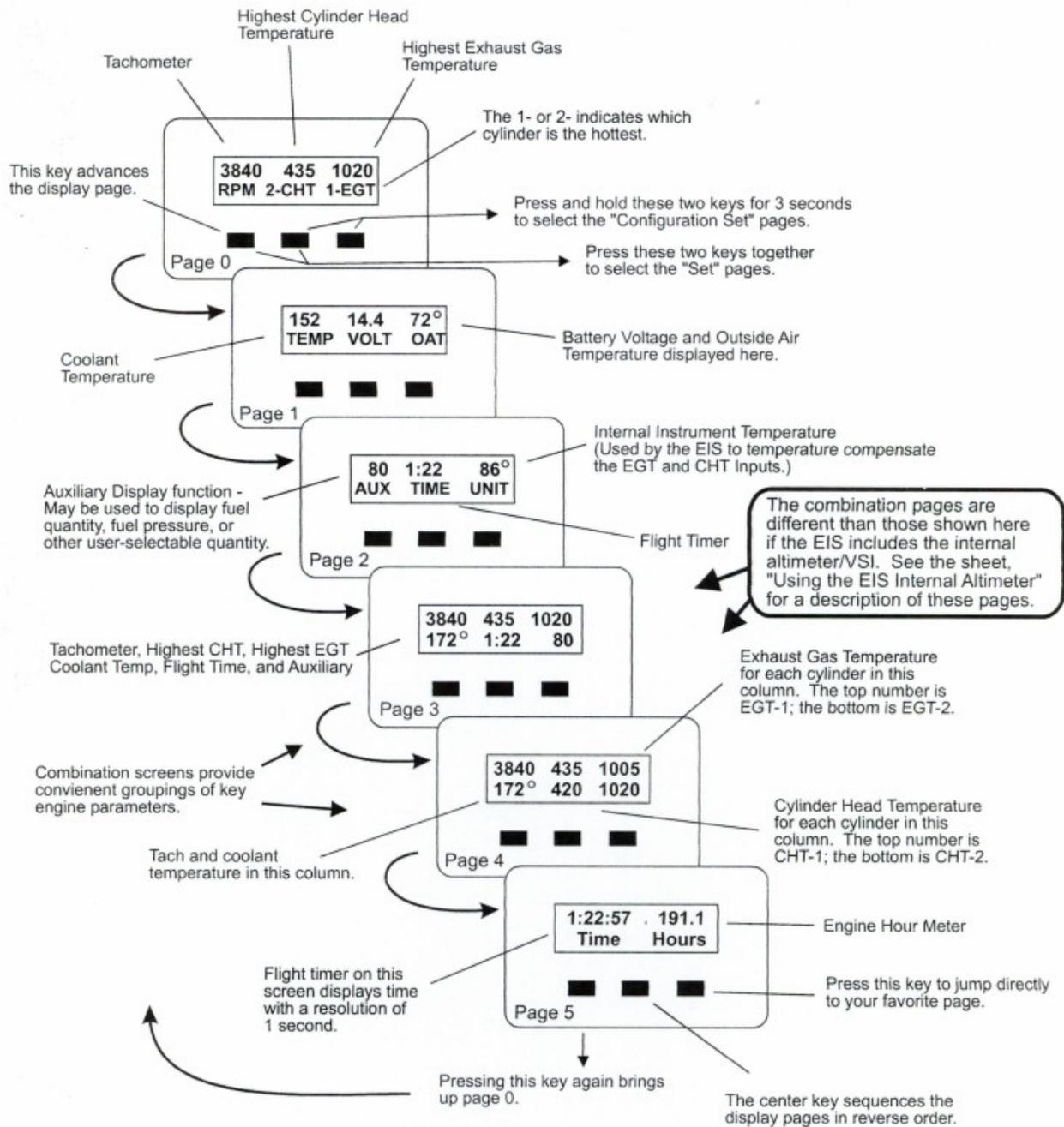


Figure 1. Display Pages for the Standard EIS

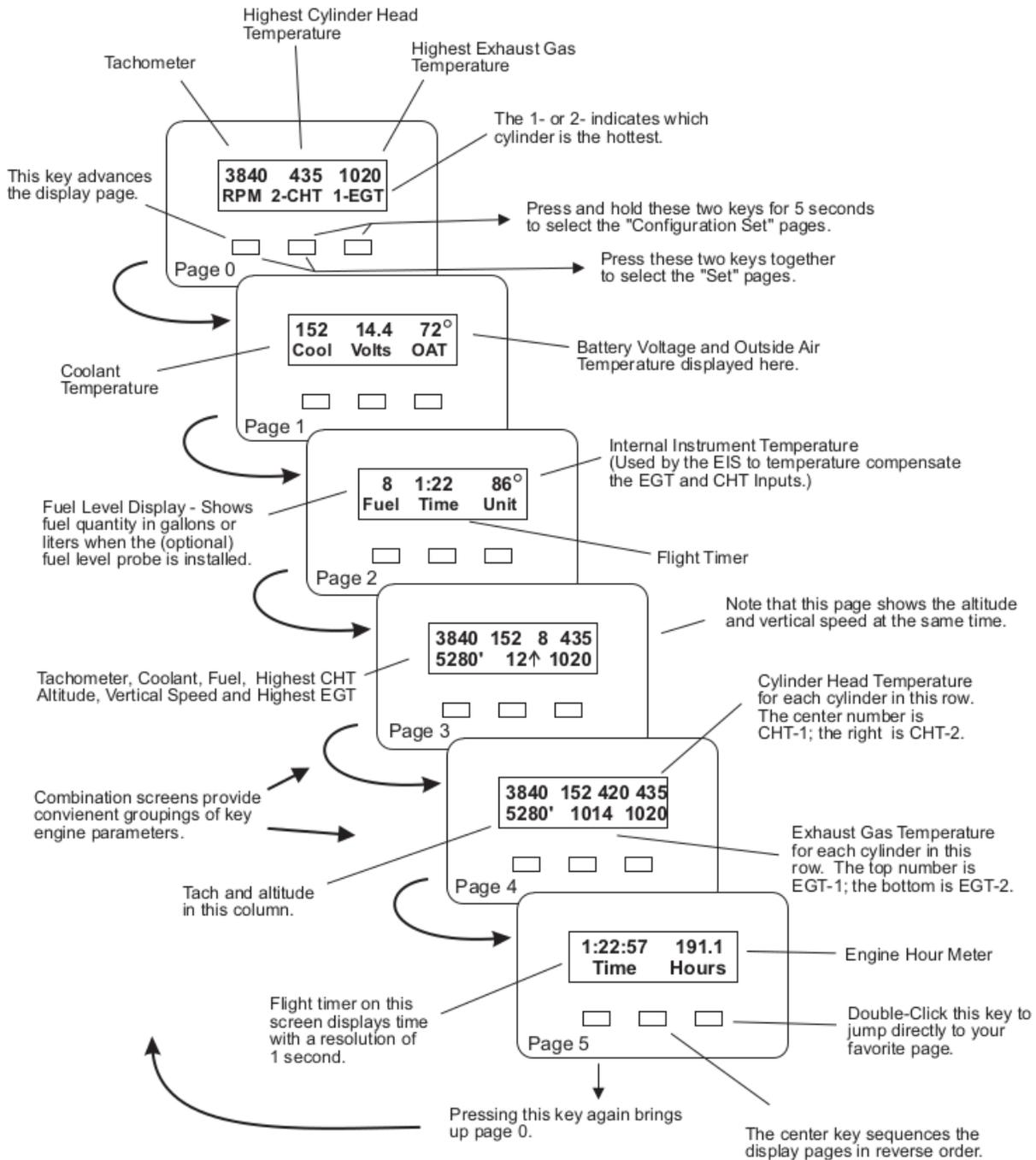
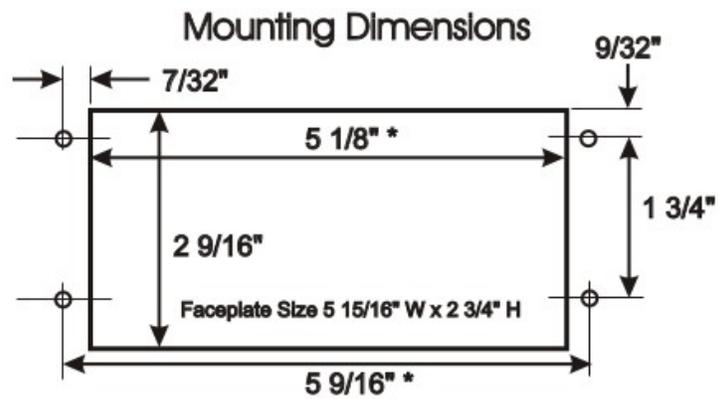


Figure 1. Display Pages for the Model 2000 EIS with Altimeter/VSI

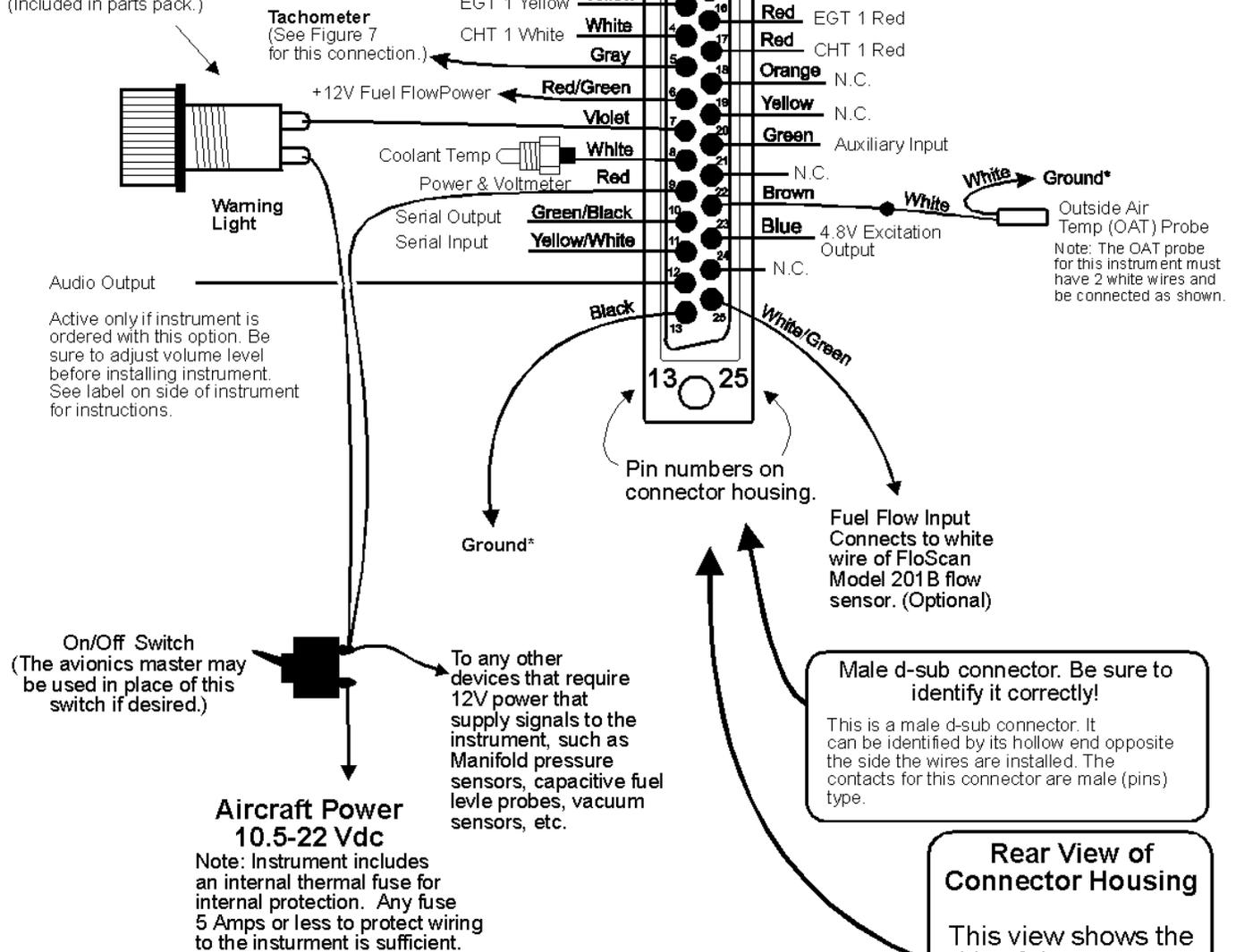


Note: Instruments are 2 3/8" deep. Allow 3/4"-1 1/2" additional depth for connectors on rear of instrument. The warning light requires a 6.1mm diameter mounting hole.

Figure 4. Mounting Dimensions

The EGT and CHT inputs are twisted pairs of red & yellow and red & white respectively. EGT2 and CHT2 are marked with a black mark at the end opposite the connector to distinguish between 1 & 2.

Push on connectors may be used for these connections. (Included in parts pack.)



Active only if instrument is ordered with this option. Be sure to adjust volume level before installing instrument. See label on side of instrument for instructions.

Note: The OAT probe for this instrument must have 2 white wires and be connected as shown.

Male d-sub connector. Be sure to identify it correctly!
This is a male d-sub connector. It can be identified by its hollow end opposite the side the wires are installed. The contacts for this connector are male (pins) type.

Rear View of Connector Housing
This view shows the side of the connector housing that the wire are inserted into.

- Notes:**
- * To allow the most accuracy, this ground connection should be made at the same point where the instrument is ground wire is connected.
 - ** The coolant temperature sensor has a round "hat". A 1/4" female quick disconnect pushes on over this hat to make the electrical connection.
 - 4.8V Sensor Excitation Output- Required for some uses of the auxiliary inputs.
 - The serial input and output connections are left open (not connected). The serial output may be used to record data to a laptop PC with the optional serial data recording kit.
 - N.C. indicates No Connection. Do not wire to these inputs. They are reserved for future growth.

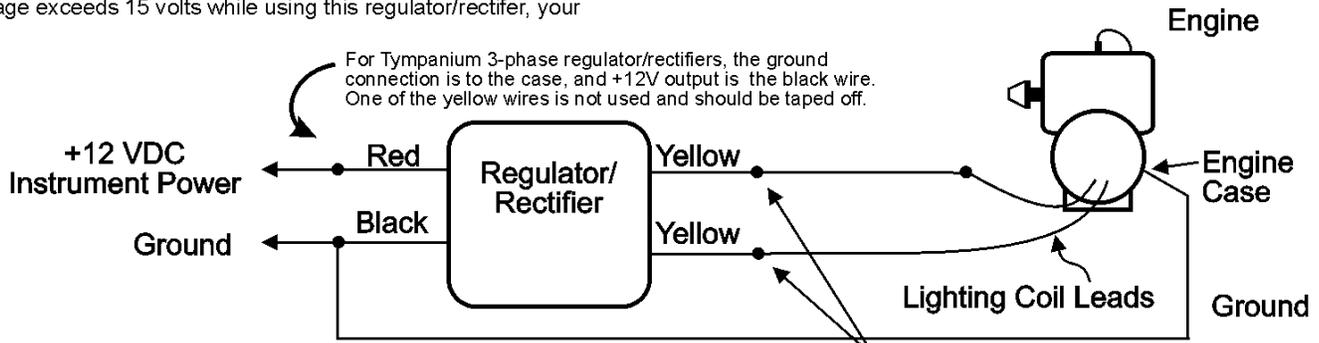
Figure 5 -- Connector A Wiring - Model 2000 for 2-Stroke engines

Rotax (Tympanium) Regulator/Rectifiers -- (Also applies to Jabiru, HKS, and most others not otherwise listed.) Only one of the two inputs to the regulator/rectifier will give a good tachometer reading. The incorrect lead will give a tachometer reading that decreases with engine rpm. The correct lead must be determined by trial and error.

The small Tympanium regulator rectifier (identified by its 2 yellow, 1 red and 1 black wires) often overcharges batteries. If your battery voltage exceeds 15 volts while using this regulator/rectifier, your

Making the tachometer connection is dependant on the type of

Key West Regulator/Rectifier. The gray tachometer lead must be used. The lighting coil wires may not be used as a tachometer source with this regulator/rectifier.



Rotax 2-Stroke Engines : The gray tach lead may be used for tachometer connections. The only drawback to this method is that the tach reading might (not always) go to zero when turning off one mag during the mag check, specially if the mag check is performed at low (less than 3000) RPM. . If a battery is used, tachometer connection may be made to the lighting coil as shown above to avoid loss of the tach reading during the mag check.

Connect the tachometer input of the EIS to either on of these lighting coil leads.

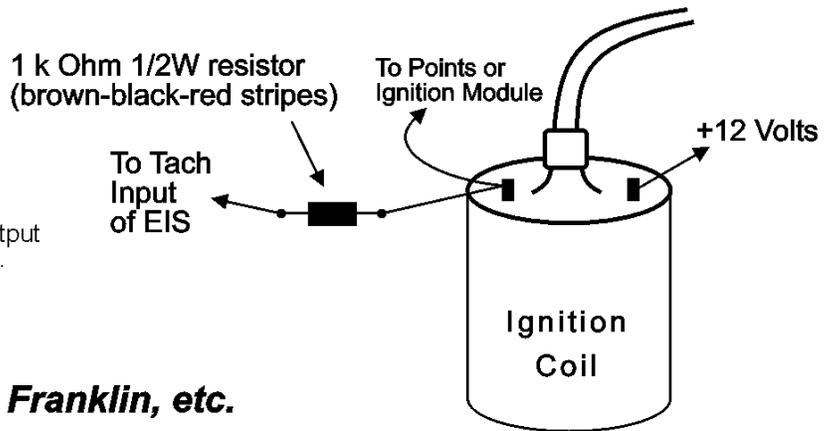
Figure 7a. Tachometer Connections to Lighting Coil Equipped Engines (Rotax, Jabiru, Hirth, Zenoah, etc.)

Electronic Ignition

Connect directly to the tach output from the ignition system. No resistor required.

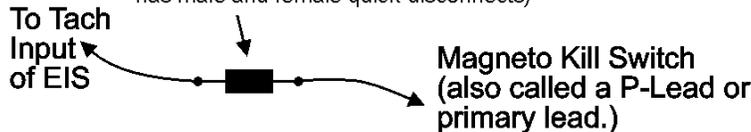
Rotax 912/914

Connect tach input to one of the two tachometer output wires. Connect the other tach output wire to ground.

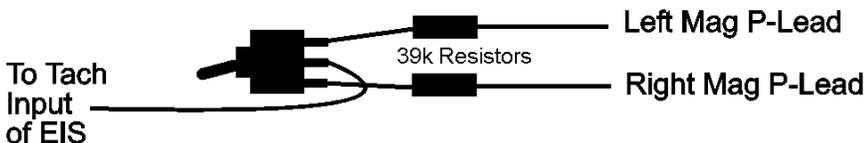


Magneto Equipped Engines such as Lycoming/Continental, Franklin, etc.

39 k Ohm 1/2W resistor (orange-white-orange stripes) or 27 k Ohm 1/2W resistor (red-violet-orange stripes) (This resistor is Included in parts pack - it is covered with black heat shrink tubing and has male and female quick-disconnects)



Note: A switch may be installed to allow you to chose which mag you use as your tachometer source. This allows you to select the active mag when performing a Mag Drop Test.



Point-Type Ignition

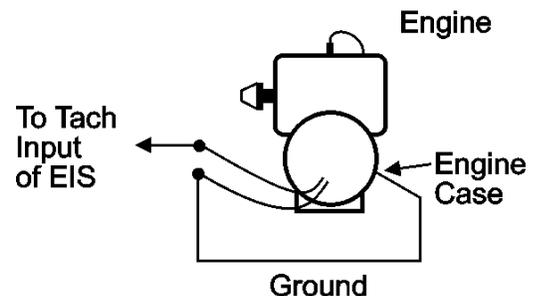


Figure 7b. Other Tachometer Connections (Model 2000/4000/6000 EIS)