

Electronics International, Inc.

Over-Lap Connector Instructions (OLC-1)

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Rev A. 12/7/12

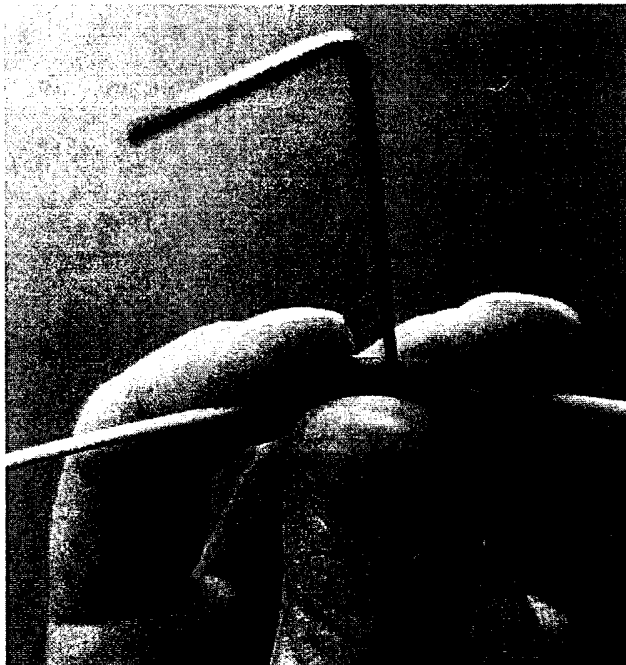
Application: Wire to wire connection of 20ga wire and smaller. Use this connector where extreme reliability is required.

Patent: In Process

After over one million crimps and 30+ years experience we found that crimps on wire to wire connectors (of any kind) can be unreliable. To resolve this issue we developed the OLC-1 Over-Lap Connector. This connector bonds the two mating wires together in a gas tight cold weld style connection using a set screw. Since the two wires are overlapped and no dissimilar metals are introduced in the junction, the OLC-1 can be used as a precision connector for thermocouple wire. The elasticity of the mating wires locks the set screw. Thread lock is not required.

Installation Instructions:

1. Strip back the insulation on the two mating wires 3/8". The strip back length must be correct to insure proper wire overlap.
2. Place the hex driver (0.050") in the set screw and back the set screw out to the last thread. Leave the hex driver in the set screw.
3. Hold the connector between your thumb, index and middle fingers (as shown below).
4. Insert the two wires into the ends of the connector so the wire insulation is just inside the nylon housing and the ends of the wires are not exposed on the opposite side. Use your index and middle fingers to hold the wires at opposite ends of the connector.
5. Tighten the set screw until the set screw stops turning and the hex driver starts to flex (4-5 inch lbs.).
6. Tug on the wires (1-2 lbs) to insure proper connection.



PT-100GA

Important Safety Installation Information

☞ **Must read before installing the Pressure Transducer.** ☞

Absolutely under no circumstance should the PT-100GA Pressure Transducer be mounted directly to the engine or to an engine baffle. Installing the pressure transducer directly to the engine or to an engine baffle can cause the mounting fittings to break and/or it can cause the transducer to fail. If the fittings break, you will lose pressure and your engine will stop.

Your Warranty will be void if the transducer is not installed properly! This transducer must be mounted to the firewall or airframe and coupled to the engine by a suitable FAA approved flexible hose. See the installation manual for details.

Note: Do Not spray the PT-100GA with solvents or other chemicals. This transducer is vented to atmosphere as it must be to operate properly. Solvents may work their way into the transducer over time and cause the unit to fail.

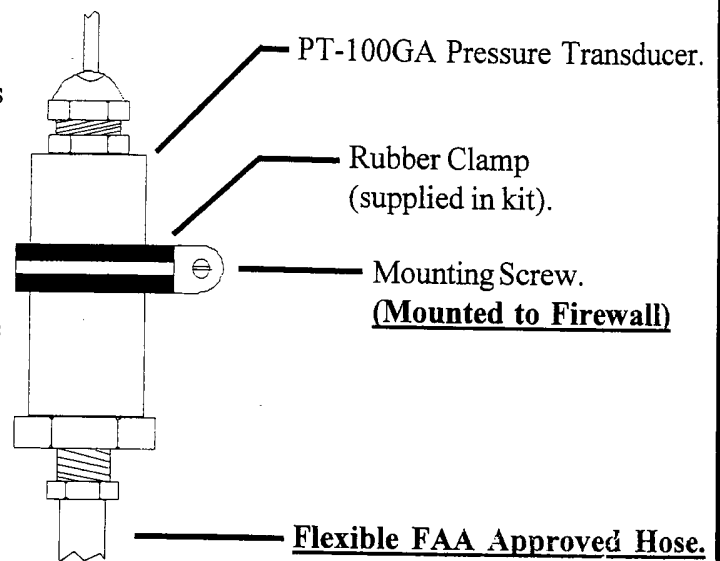
Note: Do Not Tighten This Transducer Using The Can. Use only the wrench flats. The maximum allowable torque for tightening the fittings is 30 ft-lbs. Do not overtighten as excess torque can cause damage to the Transducer.

Note: Do Not Poke or Touch the Diaphragm in this Transducer.

Note: Pressures over 300 PSI will damage the PT-100GA.

Note: Do not release the aircraft for normal operation until three leak test have been performed: First Test (Engine Off) - Pressurize the aircraft system by whatever means available (turning on the boost pump, spinning the motor with one spark plug removed in each cylinder, etc.). Check all fittings, hoses and the transducer for leaks. Second Test (Engine On) - Start the engine. Ground run the engine long enough to achieve minimum normal operating pressures. Shut down the engine and check all fittings, hoses and the transducer for leaks as soon as possible. Third (Flight Test) - Prepare the aircraft for flight. Fly the aircraft around the pattern one time. Land and check all fittings, hoses and the transducer for leaks as soon as possible.

Warranty Information: More than 98% of all the transducers returned to E.I. have been damaged due to installation errors. The warranty on this transducer is covered by the original manufacture, not by E.I. A warranty replacement cannot be shipped until the defective unit has been returned and the failure mode has been determined. If a replacement PT-100GA is needed ASAP, you may want to purchase a new unit and return the old unit for evaluation. If the PT-100GA has failed or there is nothing wrong with the unit (as determined by the original manufacture), we will return the unit or reimburse you for the PT-100GA (shipping charge will not be included).



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