

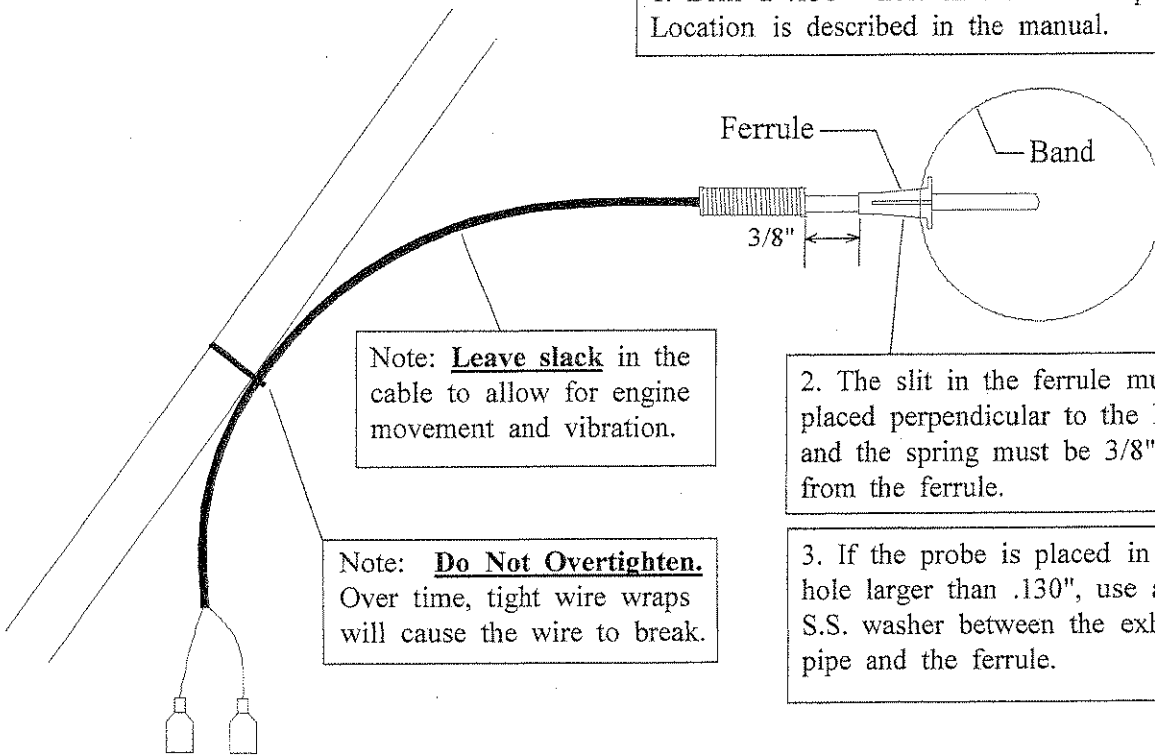
# P-110 Fast Response EGT Probe

## Important Installation Information

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All steps must be read before installing a probe.

1. Drill a .130" hole in the exhaust pipe. Location is described in the manual.



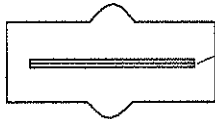
Note: Leave slack in the cable to allow for engine movement and vibration.

Note: Do Not Overtighten. Over time, tight wire wraps will cause the wire to break.

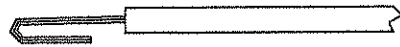
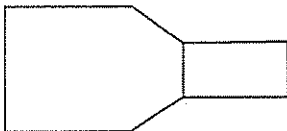
2. The slit in the ferrule must be placed perpendicular to the Band and the spring must be 3/8" back from the ferrule.

3. If the probe is placed in a hole larger than .130", use a S.S. washer between the exhaust pipe and the ferrule.

Male Conn.



Note: The tab inside the male connector must be centered (not bent up or down) to mate properly. Check each connector before installation. Two drops of oil on the connector will protect it from corrosion for many years.

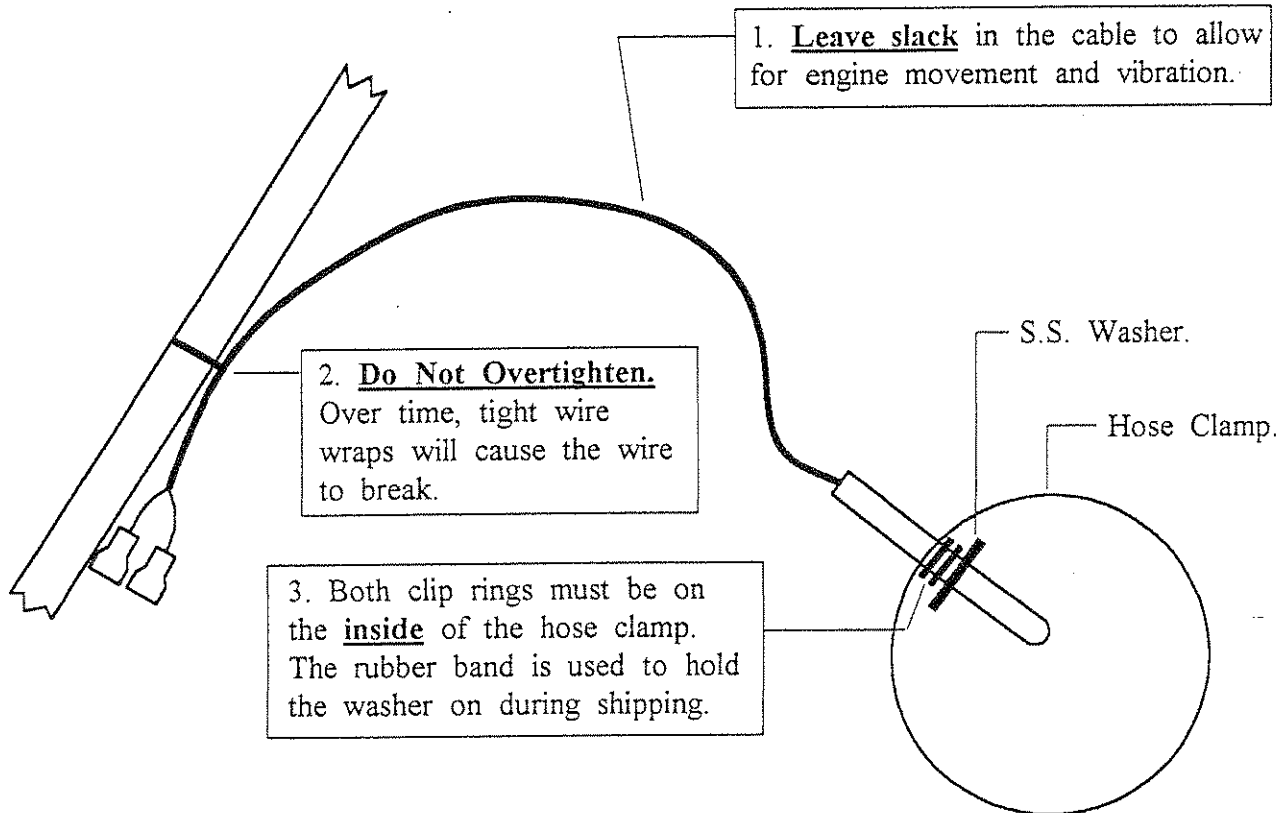


Note: If you remove a connector, double over the wire before installing it into a new connector. Each connector must be double crimped very tightly.

Note: If connectors have been disconnected several times the female connector may become loose. If this happens use a pair of needle nose pliers to retighten the female receptacle then mate the connectors.

# Important Installation Information

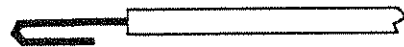
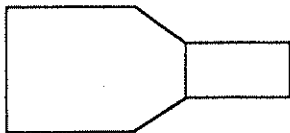
☞ All steps must be read before installing a probe. ☞



Male Conn.



4. The tab inside the male connector must be centered (not bent up or down) to mate properly. Check each connector before installation.



5. If you remove a connector, double over the wire before installing it into a new connector. Each connector must be double crimped very tightly.

6. If connectors have been disconnected several times the female connector may become loose. If this happens use a pair of needle nose pliers to retighten the female receptacle then mate the connectors.

# Warranty

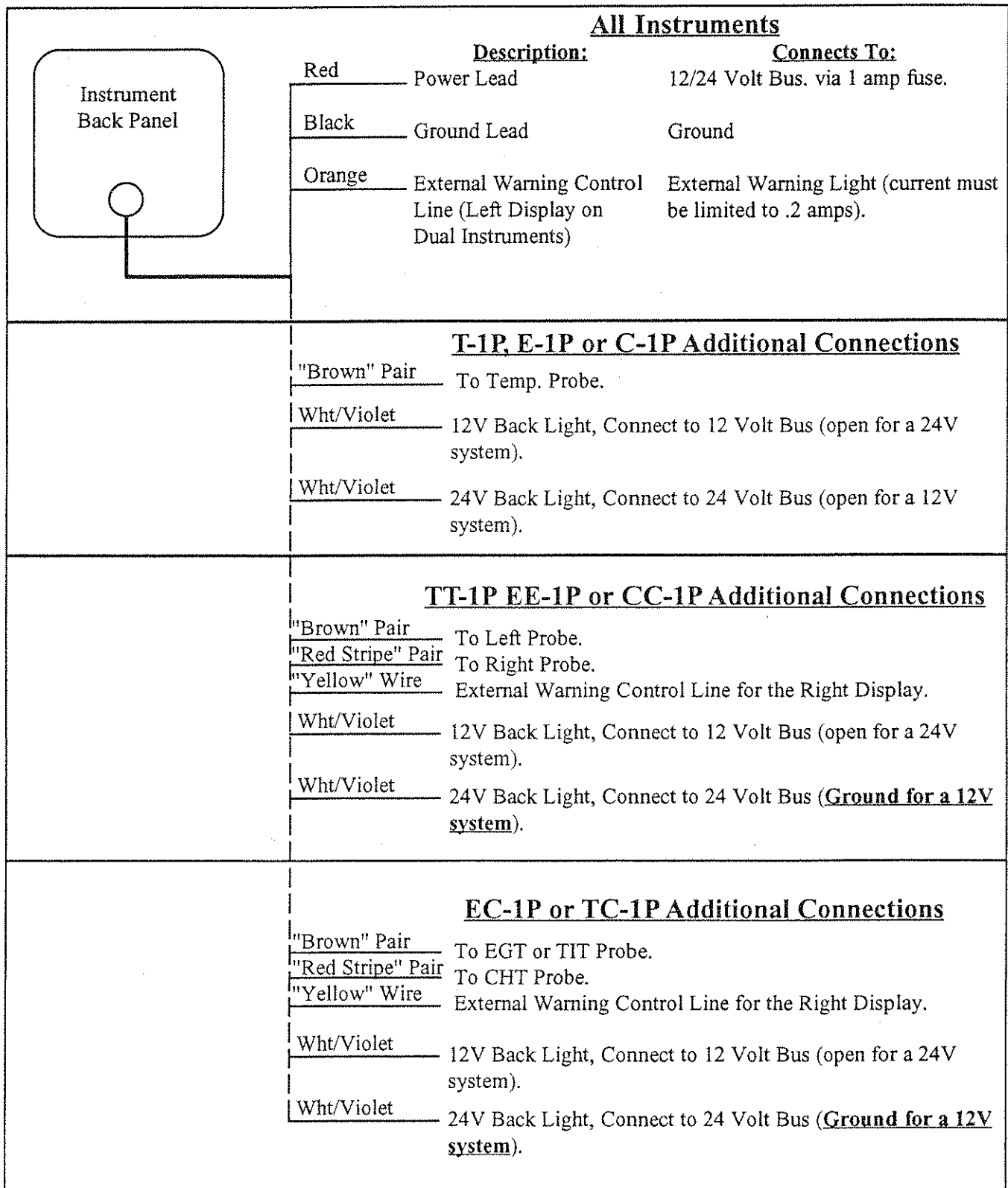
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Electronics International Inc. warrants this instrument and system components to be free from defects in materials and workmanship for a period of one year from the user invoice date. Electronics International Inc. will repair or replace any item under the terms of this Warranty provided the item is returned to the factory prepaid.

1. This Warranty shall not apply to any product that has been repaired or altered by any person other than Electronics International Inc., or that has been subjected to misuse, accident, incorrect wiring, negligence, improper or unprofessional assembly or improper installation by any person. This warranty does not cover any reimbursement for any person's time for installation, removal, assembly or repair. Electronics International retains the right to determine the reason or cause for warranty repair.
2. This warranty does not extend to any machine, vehicle, boat, aircraft or any other device to which the Electronics International Inc. product may be connected, attached, interconnected or used in conjunction with in any way.
3. The obligation assumed by Electronics International Inc. under this warranty is limited to repair, replacement or refund of the product, at the sole discretion of Electronics International Inc.
4. Electronics International Inc. is not responsible for shipping charges or damages incurred under this Warranty.
5. No representative is authorized to assume any other liability for Electronics International Inc. in connection with the sale of Electronics International Inc. products.
6. Installation times may be affected by the installer's experience, the type of aircraft, engine type and many other factors. Electronics International, at the request of a customer, dealer or installer may elect to modify an instrument, component(s) or feature(s) for a specific situation which may also affect installation time. In no event is Electronics International responsible for installation, troubleshooting, research or development or any other costs incurred by the customer, dealer, installer, repair person, mechanic, technician, etc.
7. If you do not agree to and accept the terms of this warranty, you may return the product in new condition, with receipt, within thirty (30) days for a refund.

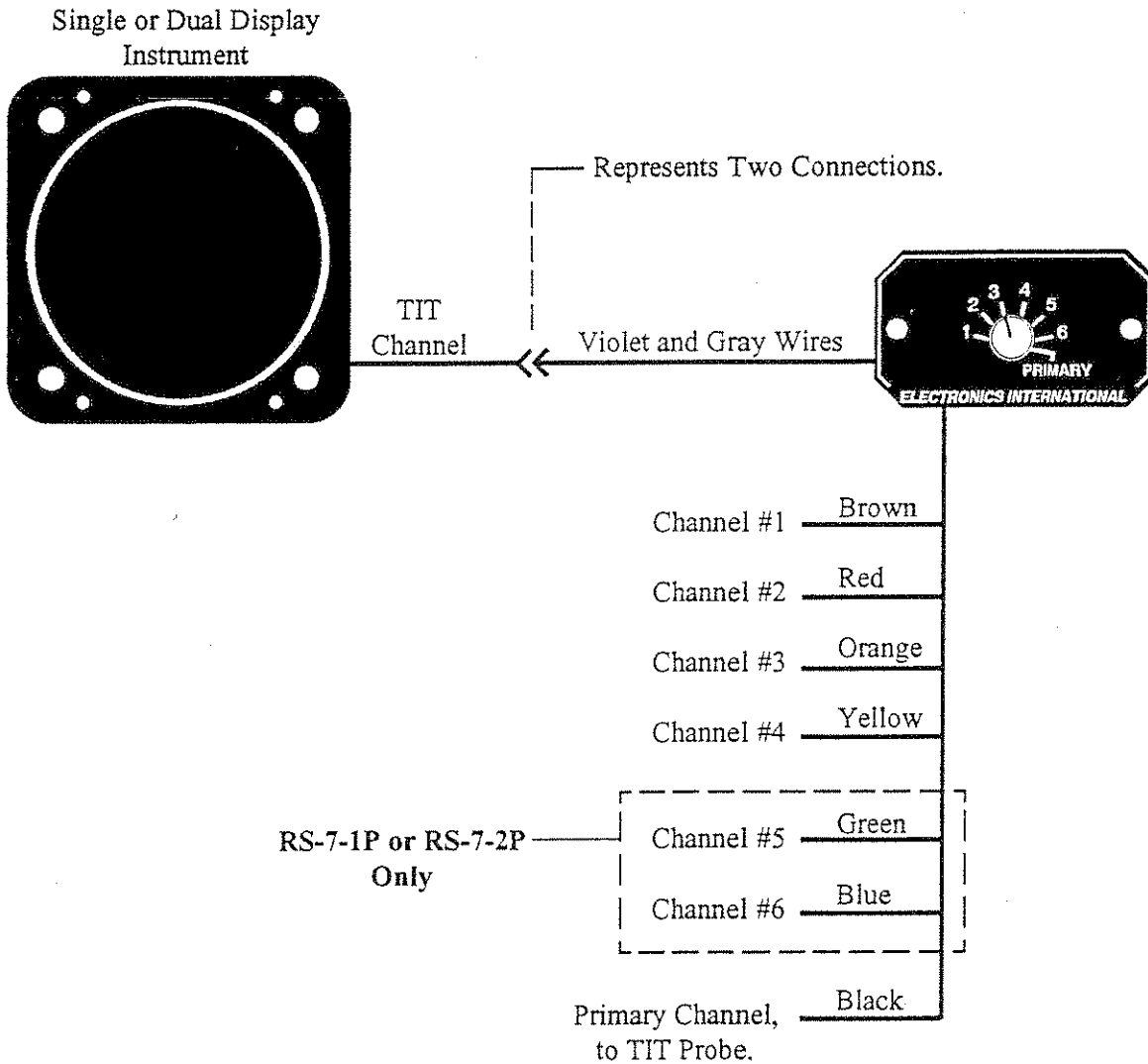
This Warranty is made only to the original user. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR OBLIGATIONS: EXPRESS OR IMPLIED. MANUFACTURER EXPRESSLY DISCLAIMS ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. PURCHASER AGREES THAT IN NO EVENT SHALL MANUFACTURER BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING LOST PROFITS OR LOSS OF USE OR OTHER ECONOMIC LOSS. EXCEPT AS EXPRESSLY PROVIDED HEREIN, MANUFACTURER DISCLAIMS ALL OTHER LIABILITY TO PURCHASER OR ANY OTHER PERSON IN CONNECTION WITH THE USE OR PERFORMANCE OF MANUFACTURER'S PRODUCTS, INCLUDING SPECIFICALLY LIABILITY IN TORT.

# Instrument Wiring Diagram



# Remote Switch Connected to a Primary TIT Channel

This configuration allows a primary TIT instrument to monitor one TIT and all the EGT's for a four or six cylinder engine.



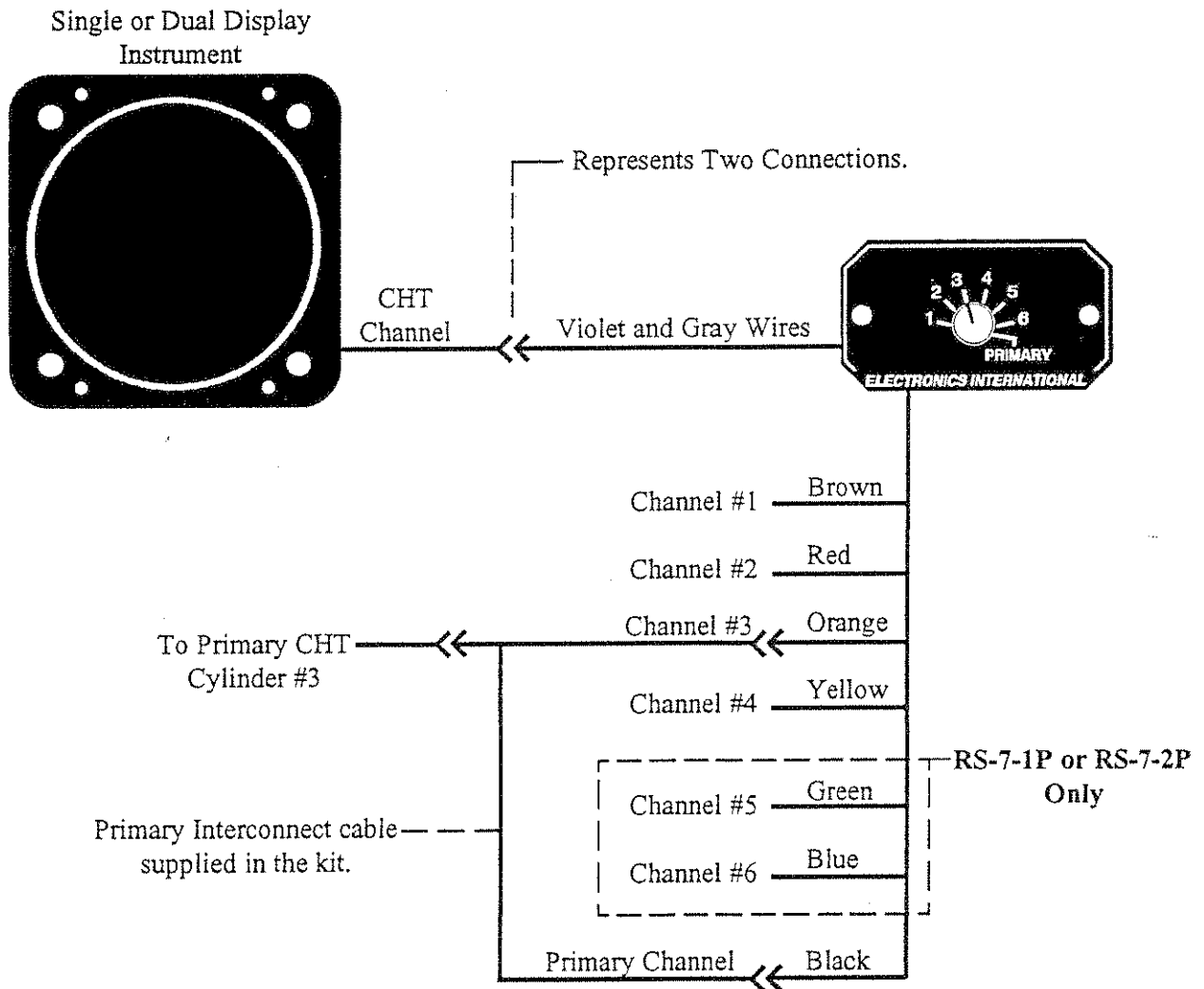
## RS-5-2P and RS-7-2P Only

On the back of the RS-5-2P and RS-7-2P there are two groups of the above wires. When one of these switches is used with an Electronics International Dual Display Instrument they can simultaneously select the following:

1. Right and Left TIT and EGT's for a twin engine aircraft.
2. Right and Left CHT's for a twin engine aircraft.
3. TIT, EGT's and CHT's for a single engine aircraft.

## Remote Switch Connected to a Primary CHT Channel

This configuration allows a primary CHT instrument to monitor all the CHT's for a four or six cylinder engine. This diagram shows cylinder #3 as the primary CHT. Your installation should use the primary CHT cylinder for you aircraft.



### RS-5-2P and RS-7-2P Only

On the back of the RS-5-2P and RS-7-2P there are two groups of the above wires. When these switches are used with one of Electronics International's Dual Display Instruments they can simultaneously select the following:

1. Right and Left TIT and EGT's for a twin engine aircraft.
2. Right and Left CHT's for a twin engine aircraft.
3. TIT, EGT's and CHT's for a single engine aircraft.