

L2e Installation Manual

Installation:

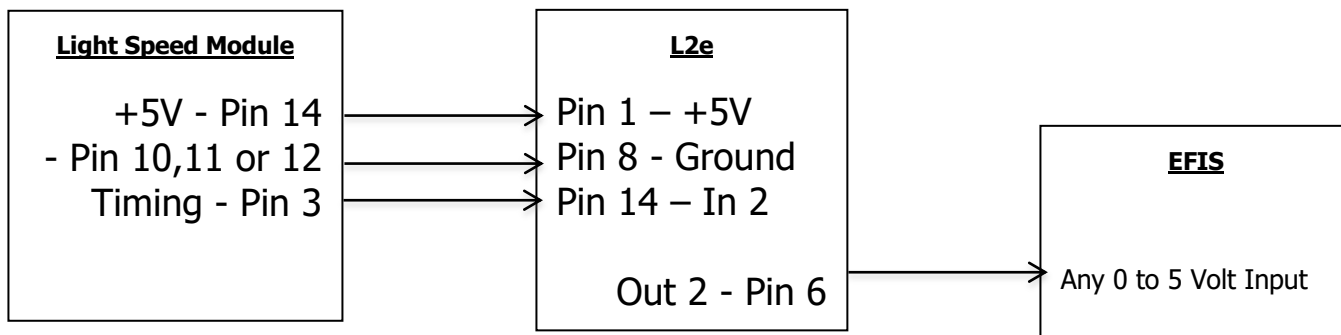
Use #4 screws to attach the L2e to any convenient location near the Electronic Ignition Module or EFIS engine monitor.

Light Speed Connection:

Below is a suggested connection table. All four input and output channels on the L2e are identical and can be used for any function.

Light Speed Output Connector Pin	L2e Pin	EFIS Sensor Input
14 - +5V Power	1 - +5V Power	
-	2 -	
-	3 -	
-	4 - Out 4 (Timing Advance 2 nd LSE Module)	Timing Advance (2 nd LSE Module)
-	5 - Out 3 (RPM)	RPM
-	6 - Out 2 (Timing Advance)	Timing Advance
-	7 - Out 1 (Manifold Pressure)	Manifold Pressure
10, 11, or 12 - Ground	8 - Ground	
-	9 -	
-	10 -	
-	11 -	
3 - Timing Advance (2 nd LSE Module)	12 - In 4 (Timing Advance 2 nd LSE Module)	
2 - RPM	13 - In 3 (RPM)	
3 - Timing Advance	14 - In 2 (Timing Advance)	
4 - Manifold Pressure	15 - In 1 (Man Press)	

Example System Interconnect:



Electroair Connection:

- Power the L2e (Pin 1) from a +5V output on your EFIS engine monitor or from the +5V supply to the Electroair Manifold Pressure sensor (Gray w/ Red Stripe, J1 Pin 19)
- Ground the L2e (Pin 8) at the same point as the ignition module ground
- Connect Electroair Spark Advance (J1 Pin 21 pink) to an input on the L2e (pin 12)

EFIS Configuration:

The L2e outputs a 0-5 volt signal to be connected to a compatible input on your EFIS engine monitor.

Scale your EFIS as specified below:

Timing Advance: 0.1 volts per degree of advance (example: 2.5 volts = 25 degrees of advance)

Manifold Pressure: 0.1 volts per inch of manifold pressure (example: 2.5 volts = 25" MAP)

RPM: 0.1 volts per 100 RPM (example 2.5 volts = 2500 RPM)

Specifications:

Dimensions: 3.42" X 2.53" X 0.55"

Weight: 2 oz.



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