

Step 1: The electrical system is now complete less the connections to the engine. Turn on the master switch on the AV CONTROL BOARD 12 and complete the setup on this page.

Note: Be gentle when adjusting the potentiometers. It is possible to run off the end of the adjustment range when turning the potentiometer. The item being adjusted will then be completely turned off. If this happens turn the pot back into the normal adjustment range.

Note: The rate at which the trim motor will move the anti servo tab from stop to stop will be defined as the trim rate. This rate will vary with the main bus voltage. The higher the voltage the faster the trim rate. If you are setting the rate with the aircraft battery connected to a charger the main bus will be close to 14V. With a fully charged battery powering the main bus the voltage will be just over 12V.

Step 2: The trim rate is adjusted by turning the trim rate adjust potentiometer along the lower edge of the board. See Figure 1. Set the trim rate at 25 to 30 seconds with the main bus voltage at 12V.

Note: The AV GARMIN X96 GPS audio output as well as the audio input from the music input jack located in the F-1203 Bulkhead Assembly go through separate stereo inputs on the AV CONTROL BOARD 12 into the intercom. The audio level adjustments on the board are for all mono inputs from the radio, transponder, efis, autopilot and transponder. Note the AV GARMIN GTX327 transponder has no audio output.

Step 3: Plug a headset into the pilot headset jacks. If the headset has volume control adjust the volume to the middle of the range. Turn on all audio devices connected to the board. Use a local ATIS or AWOS for radio input.

Step 4: Adjust the radio volume knob to full volume. Adjust the radio sound level potentiometer on the AV CONTROL BOARD 12 until the radio is too loud and slightly distorted.

Turn the radio volume knob back to about 2/3 volume then adjust all of the potentiometers along the upper edge of the board until the radio and autopilot (if installed) volumes are equal. Set the Dynon volume slightly higher than the radio and autopilot so the Dynon warning tones can be heard above the radio and autopilot levels.

Step 5: Set the stall warning so that with all other sounds on, the stall warning sound level is higher (to the point of drowning out the other sound levels).

Step 6: After tie-wrapping wires as required to prevent wires from chafing etc., re-install the F-1240 Assembly as shown on Page 29-05 and Page 29-07.

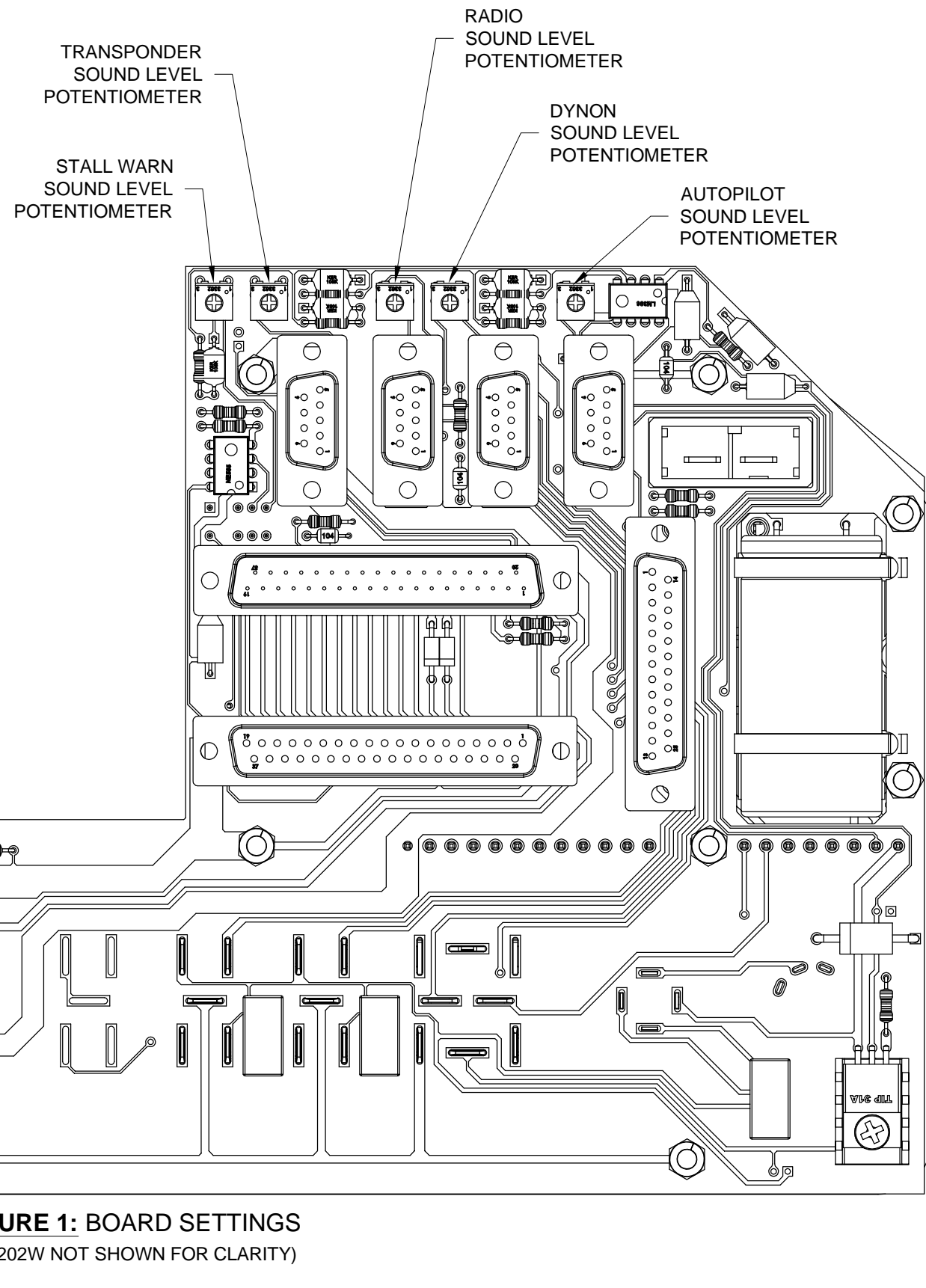


FIGURE 1: BOARD SETTINGS
(F-1202W NOT SHOWN FOR CLARITY)