



General Information			
Customer Name:		Email:	
A/C Serial #:		Aircraft Make & Model:	# of Cylinders:
A/C Tail #:		Engine Make & Model:	Max HP:
Standard wire length shipped with all instruments is 8 feet.		Other certification options:	
<input type="checkbox"/> Extend to 12 feet cable length. (\$250 additional charge)		<input type="checkbox"/> Include a Certificate of Conformance (\$10)	
<input type="checkbox"/> Extend to 20 feet cable length (\$500 additional charge)		<input type="checkbox"/> Include an 8130-3 (\$195). Can add up to 2 weeks to lead time.	

Ignition Configuration: 2 Mags 1 Mag + 1 SureFly 1 Mag + Electronic Other: _____

For each order, this worksheet MUST be completed and submitted, along with the following items:

1. Specific pages from your POH/AFM:
 - a. POH/AFM Cover Page
 - b. Engine/Operations Limitations Page + the page before it and the page after it.
 - c. Power Plant/Engine Instrument Markings + the page before it and the page after it
2. Any ADs/STCs/AFMs that affect the original power plant instrument markings.
3. Closeup Photos of the primary gauges in your aircraft panel. (Optional, but helpful)

Gauge Locations: There are 16 gauge locations which can be displayed on the CGR-30C. Functions which are displayed with an arc use two of the available locations. Be certain the functions you select do not require more than the available locations on the gauge.
Function Selections: Select your functions and number them. The first 8 functions selected are included in the instrument kit price. Function 9 and above may incur additional charges, shown below. Be certain there are available gauge locations for all selected functions.

Function #	Function	Price	Function #	Function	Price
	RPM (Arc Gauge. Uses 2 locations.)	\$175		G-Meter (Does not have Peak Hold feature.)	\$495
	Manifold Pressure (Arc Gauge. Uses 2 locations.)	\$254		OAT in °F	\$164
	Fuel Flow, Gravity Feed, No Fuel Pump	\$355		OAT in °C	\$164
	Fuel Flow, Aircraft w/Fuel Pump	\$355		Horsepower (Requires MP, RPM, EGT)	N/C
	Fuel Flow, Aircraft w/Pressure Carb	\$515		CDT (For turbo-charged aircraft)	\$164
	Fuel Pressure (Must have Fuel Pump)	\$287		Cabin Pressure	\$287
	Fuel Pressure (For turbo-charged aircraft)	\$574		Cabin Differential Pressure	\$287
	Tank 1 Fuel Level (each tank counts as a function)	\$150		CO Detector (Can only be Function #9 or Above.)	\$695
	Tank 2 The first tank is \$150, additional tanks are free.			Local Time**	N/C
	Tank 3 To monitor more than 4 tanks, contact E.I.			Zulu Time**	N/C
	Tank 4			Engine Time (Requires RPM)**	N/C
	Oil Pressure	\$287		Tach Time (Requires RPM)**	N/C
	Oil Temp	\$164		Flight Time (Requires RPM)	N/C
	Volts <input type="checkbox"/> 12V <input type="checkbox"/> 24V	\$48		EGT, Single Channel	\$164
	AMPS	\$103		CHT, Single Channel	\$164
	2nd AMPS (includes FM-VA-3 Module)	\$195		Annunciator/Other Function 1:	TBD
	Vac	\$287		Annunciator/Other Function 2:	TBD
	Carb Temp	\$175		Annunciator/Other Function 3:	TBD
	TIT (For turbo-charged aircraft)	\$176		Annunciator/Other Function 4:	TBD
	Hydraulic Pressure	\$407		Annunciator/Other Function 5:	TBD
	IAT (For turbo-charged aircraft)	\$164		Annunciator/Other Function 6:	TBD

** Local Time, Zulu Time, Engine Time and Tach Time are built in and are displayed in a submenu. You may still select them as functions to display on the main or secondary screen.

Dimming Control:	<input type="checkbox"/> Dim the CGR as rheostat voltage is increased.
	<input type="checkbox"/> Dim the CGR as rheostat voltage is decreased.
	<input type="checkbox"/> Add Automatic Dimming Control Sensor (ADC-1).

AMPS (if selected)	Measurement of: <input type="checkbox"/> Battery Current <input type="checkbox"/> Alternator Current
<input type="checkbox"/> Use the included 100-Amp Shunt. <input type="checkbox"/> Use the included 300-Amp Shunt. Rarely required and reduces resolution to one amp. <input type="checkbox"/> The aircraft's existing shunt will be used. Value is: _____ Amps at _____ mV.	

2nd AMPS (if selected)	Measurement of: <input type="checkbox"/> Battery Current <input type="checkbox"/> Alternator Current <input type="checkbox"/> Other _____
<input type="checkbox"/> Use the included 100-Amp Shunt. <input type="checkbox"/> Use the included 300-Amp Shunt. Rarely required and reduces resolution to one amp. <input type="checkbox"/> The aircraft's existing shunt will be used. Value is: _____ Amps at _____ mV.	

Fuel Tank Configuration (if selected)				
Fuel Tank 1 Name:		Usable Fuel Level:		Units:
Fuel Tank 2 Name:		Usable Fuel Level:		Units:
Fuel Tank 3 Name:		Usable Fuel Level:		Units:
Fuel Tank 4 Name:		Usable Fuel Level:		Units:
Fuel Tank Sensor Type: <input type="checkbox"/> Resistive Sensor <input type="checkbox"/> E.I. P-300M Magnetic Sensor <input type="checkbox"/> E.I. P-300C Capacitive Sensor <input type="checkbox"/> CIES Volts <input type="checkbox"/> CIES Frequency <input type="checkbox"/> Penny Cap Capacitive or Other Sensor Type*				
Bus Voltage: <input type="checkbox"/> 12V <input type="checkbox"/> 24V				
*For Penny Cap & other probes contact E.I. Support to provide probe details.				
Fuel sensors are not included in the kit price. Do you need to purchase fuel sensors? <input type="checkbox"/> Yes <input type="checkbox"/> No				
<input type="checkbox"/> E.I. P-300M Magnetic Sensor Quantity: _____ (\$496/sensor)				
<input type="checkbox"/> E.I. P-300C Capacitive Sensor Quantity: _____ (\$456/sensor)				

CHT Probe Type (if selected): For additional probe options contact E.I. Support	<input type="checkbox"/> 3/8" - 24 Screw-in (E.I. Model: P-100). Standard in the instrument kit.
	<input type="checkbox"/> 3/8" Piggy-Back Gasket for Tanis Heaters (E.I. Model: P-102-3/8)
	<input type="checkbox"/> 18mm Under Spark Plug Gasket-Style (E.I. Model: P-102-18)

TIT Probe Type (if selected):	<input type="checkbox"/> Hose Camp, w/ 6' cable (E.I. Model: P-110R) <input type="checkbox"/> 1/4" NPT, w/ 6' cable (E.I. Model: P-114)
	<input type="checkbox"/> 1/8" NPT, w/ 6' cable (E.I. Model: P-111)
	<input type="checkbox"/> 7/16-20, w/ 6' cable (E.I. Model: P-112)

Aircraft Tail #:	
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Annunciators****

Each annunciator requires a VI-221 interface, these are included in each instrument kit. Annunciator signals are wired into the EDC-33P which converts all of the engine and aircraft system signals into serial data. Please ensure that there are adequate channels on your EDC-33P to your annunciators.

Name (7 Character Max)	Pilot or Aircraft Activated?	ON-State Color (Red, Yellow, Green, Blue)	ON-State Voltage (12V, 24V, Bus, 0V, Ground or Open)	OFF-State Voltage (12V, 24V, Bus, 0V, Ground or Open)

****Depending on functions selected, annunciator positions may be limited. Please contact us for details.

I (the undersigned) have entered and verified all of the information listed on this worksheet to be correct and I have supplied all required excerpts of the aircraft's POH/AFM, including any changes mandated by any AD's, Supplements and STC's. When necessary, I have checked with my FAA certified mechanic to insure all of the information listed above and all documents that I am supplying are correct.

I have verified that my aircraft make and model are listed on the applicable STC/AML for this instrument.

My aircraft is experimental or I am working with the FAA for installation approval.

Any configuration changes after this form is submitted may incur a reconfiguration fee. I understand there is important safety information in the Installation and Operating Instructions that must be read before installing the MVP-50P and flying the aircraft.

Completed by: Owner Pilot Technician Other _____

Printed Name

Signature

Date

Hand Signature or Encrypted Digital Signature required.