



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. <input type="checkbox"/> Extend to 12 feet cable length. (\$250 additional charge) <input type="checkbox"/> Extend to 20 feet cable length (\$500 additional charge)		Other certification options: <input type="checkbox"/> Include a Certificate of Conformance (\$10) <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)

Function Selections: The CGR-30 Combo can display up to 29 functions. The first 3 functions are pre-selected below. Select the remaining functions by numbering them 4 through 29. All functions are included in the kit price except for the CO Detector. Its price is indicated below.

Function #	Function	Function #	Function
1	RPM		Hydraulic Pressure
2	EGT - All Cylinders		IAT
3	CHT - All Cylinders		G-Meter (Does not have Peak Hold feature.)
	Manifold Pressure		OAT in °F
	Fuel Flow, Gravity Feed, No Fuel Pump		OAT in °C
	Fuel Flow, Aircraft w/Fuel Pump		Horsepower (Requires MP, RPM, EGT)
	Fuel Flow, Aircraft w/Pressure Carb		CDT
	Fuel Pressure (Must have Fuel Pump)		Cabin Pressure
	Fuel Pressure for Turbocharged Aircraft		Cabin Differential Pressure
	Fuel Tank 1		CO Detector (additional \$695)
	Fuel Tank 2	Each tank counts as a function. To monitor more than 4 tanks, contact E.I.	Local Time**
	Fuel Tank 3		Zulu Time**
	Fuel Tank 4		Engine Time (Requires RPM)**
	Oil Pressure		Tach Time (Requires RPM)**
	Oil Temp		Flight Time (Requires RPM)
	Volts <input type="checkbox"/> 12V <input type="checkbox"/> 24V		Annunciator/Other Function 1:
	AMPS		Annunciator/Other Function 2:
	2nd AMPS (includes FM-VA-3 Module)		Annunciator/Other Function 3:
	Vac		Annunciator/Other Function 4:
	Carb Temp		Annunciator/Other Function 5:
	TIT		Annunciator/Other Function 6:

** 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 Flow (if selected):	Total Usable Fuel: _____ Gallons.
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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: Resistive Sensor E.I. P-300M Magnetic Sensor E.I. P-300C Capacitive Sensor
 CIES Volts CIES Frequency Penny Cap Capacitive or Other Sensor Type*

Bus Voltage: 12V 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? Yes No

E.I. P-300M Magnetic Sensor Quantity: _____ (\$496/sensor)

E.I. P-300C Capacitive Sensor Quantity: _____ (\$456/sensor)

CHT Probe Type (if selected): <div style="border: 1px solid black; padding: 2px; width: fit-content;"> For additional probe options contact E.I. Support </div>	<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 Clamp, 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 #:

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 CGR-30 Combo and flying the aircraft.

Completed by: Owner Pilot Technician Other _____

Printed Name
Signature
Date

Hand Signature or Encrypted Digital Signature required.