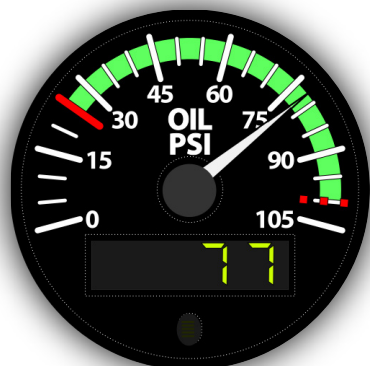


Oil Pressure TR-1-OP



Configuration Worksheet

Electronics International Inc. will configure the TR-1-OP to the range limits provided by the pilot/owner and/or mechanic. The data must match the aircraft's POH/AFM and all changes required by AD's, supplements and/or STC's. Also, limits may be crosschecked against the instrument previously mounted in the aircraft panel. If any of the information provided on this form is incorrect and requires a reconfiguration, there will be an additional fee.

Standard: <input type="checkbox"/>			Premium: <input type="checkbox"/>		
Function Name: <input type="text"/>					
Limits		UNITS <input type="text"/>			
RANGE		COLOR		EXAMPLE	
				25 PSI, Red	
				25-100 PSI, Green	
				100 PSI, Red	

Select only one:

☐ **Aircraft's EXISTING Oil Pressure Transducer will be used.**

Signal Levels

Signal Level _____ for _____ (min) Pressure reading. (Example: 0.5V for 0 PSI)

Signal Level _____ for _____ (max) Pressure reading. (Example: 4.5V for 100 PSI)

Excitation

Does the Oil Pressure transducer require an excitation voltage (power source) from the Oil Pressure instrument?

☐ No

☐ Yes, Voltage Level _____ (Example: 5V or 10v. We can provide either voltage)

☐ **Electronics International's Pressure Transducer will be used based upon provided ranges. (add \$228)**

☐ **Add FCD-TR1 Bluetooth Field Calibration Device (Add \$595)**

Save time and money with the FCD-TR1 Device designed to allow wireless calibration of our TR-1 instruments as well as wireless data retrieval. Calibrate your instrument or fleet of instruments with one FCD-TR1 device.

☐ **Add A-104 Adapter Plate** E.I. 2" instruments fit perfectly into our 2-1/4" Adapter **(Add \$125)**

**** Check that all range and configuration information is complete and accurate ****

FAILURE TO SIGN THIS DOCUMENT WILL RESULT IN AN INCOMPLETE FORM, AND WILL DELAY YOUR TR-1-OP ORDER.

I (the undersigned) have provided and verified all the limits and aircraft configurations listed on this worksheet to be correct and taken from the information in the aircraft's POH/AFM which includes all changes mandated by AD's, Supplements and STC's. I understand there is important safety information in the Instrument Installation and Operating Instructions that must be read before installing the TR-1-OP and flying the aircraft.

OWNER/PILOT'S PRINTED NAME

OWNER/PILOT'S SIGNATURE

DATE

Hand signature or Encrypted Digital signature required.