

FP-5L-HL (Primary): Configuration Worksheet



Electronics International Inc. will configure the FP-5L to the range limits based on the data provided by the pilot/owner and/or mechanic. The data must match your aircraft's POH/AFM and all changes required by AD's, Supplements and/or STC's. Also, limits may be cross-checked against the fuel pressure instrument previously mounted in the aircraft panel. If any of the information provided on this form is wrong, there will be a fee to change the configuration.

Important Note:

If you are replacing an existing Fuel Flow Gauge, check to see if your POH or applicable STCs identify red-line minimum/maximum limitations for Fuel Flow or Pressure. If not, then you can order our FP-5L (non-primary) package at a reduced price.

Package:

- ☐ Instrument Only (No Sensors, No Wiring)
- ☐ FP-5L-HL-xx-NP (Includes Flow Transducer; **Excludes** Pressure Transducer)
- ☐ FP-5L-HL-xx-PSI (Includes Flow Transducer; Includes Pressure Transducer)

Pressure:

Fuel Pressure Limits

Minimum [PSI/bar (e.g. 2.5 PSI)]	Maximum [PSI/bar (e.g. 18.0 PSI)]

NOTE: Your provided limits will be reviewed by an FAA DER before approving the final instrument settings.

Differential Pressure (Option: Not Commonly Chosen):

- ☐ Add DPIM-1 (+\$456) & 2nd Transducer

Fuel Flow Transducer:

- ☐ **FT-60** (Injected Engines)
- ☐ **FT-90** (Gravity-Fed or 350 to 550 HP)
- ☐ **FT-180** (550 or more HP; +\$348)

Fuel Return Line (Option: To Be Used With Pressure Carburetor):

- ☐ Add FFDM-1 (+\$456) & Add 2nd Transducer

Split Fuel Line (Option: e.g. For A Dual Intake Carburetor):

- ☐ Add FFAM-1 (+\$456) & Add 2nd Transducer

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

**FAILURE TO SIGN THIS DOCUMENT WILL RESULT IN AN INCOMPLETE FORM, AND
WILL DELAY YOUR FP-5L ORDER.**

I (the undersigned) have entered and verified all the limits 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/or STC's. I understand there is important safety information in the Installation and Operating Instructions that must be read before installing the FP-5L and flying the aircraft. It is my responsibility to determine proper instrument calibration and range markings for my aircraft.

OWNER/PILOT'S PRINTED NAME

OWNER/PILOT'S SIGNATURE

DATE

Hand signature or Encrypted Digital signature required.