



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.)	\$595
	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.

<b>Dimming Control:</b>	<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).
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<b>AMPS (if selected)</b>	<b>Measurement of:</b> <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.	

<b>2nd AMPS (if selected)</b>	<b>Measurement of:</b> <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)				
<b>Fuel Tank 1 Name:</b>		<b>Usable Fuel Level:</b>		<b>Units:</b>
<b>Fuel Tank 2 Name:</b>		<b>Usable Fuel Level:</b>		<b>Units:</b>
<b>Fuel Tank 3 Name:</b>		<b>Usable Fuel Level:</b>		<b>Units:</b>
<b>Fuel Tank 4 Name:</b>		<b>Usable Fuel Level:</b>		<b>Units:</b>
<b>Fuel Tank Sensor Type:</b> <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*				
<b>Bus Voltage:</b> <input type="checkbox"/> 12V <input type="checkbox"/> 24V				
*For Penny Cap & other probes contact E.I. Support to provide probe details.				
<b>Fuel sensors are not included in the kit price. Do you need to purchase fuel sensors?</b> <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: _____ (\$395/sensor)				

<b>CHT Probe Type (if selected):</b>	<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)
For additional probe options contact E.I. Support	

<b>TIT Probe Type (if selected):</b>	<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)
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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.**