



General Information

Customer Name:		Email:		Phone:	
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:

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

Function Selections: The MVP-50P 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 those with additional costs. Those prices are indicated below. Also indicate measurement units where applicable.

Function #	Function & Units (if applicable)	Function #	Function & Units (if applicable)						
1	RPM		Carb Temp [] °F [] °C						
2	EGT - All Cylinders [] °F [] °C		TIT [] °F [] °C (For turbo-charged aircraft)						
3	CHT - All Cylinders [] °F [] °C		Hydraulic Pressure [] psi [] bar						
	Manifold Pressure		IAT [] °F [] °C (For turbo-charged aircraft)						
	Fuel Pressure (Must have Fuel Pump) [] psi [] bar		G-Meter (Does not have Peak Hold feature.)						
	Fuel Pressure for Turbocharged A/C [] psi [] bar		OAT in °F						
	Fuel Flow, Gravity Feed, No Fuel Pump		OAT in °C						
	Fuel Flow, A/C w/Fuel Pump	<table border="1"> <tr><th>Fuel Units</th></tr> <tr><td>[] US Gal</td></tr> <tr><td>[] Brit/Imp Gal</td></tr> <tr><td>[] Liter</td></tr> <tr><td>[] Pound</td></tr> </table>	Fuel Units	[] US Gal	[] Brit/Imp Gal	[] Liter	[] Pound		Horsepower (Requires MP, RPM, EGT)
Fuel Units									
[] US Gal									
[] Brit/Imp Gal									
[] Liter									
[] Pound									
	Fuel Flow, A/C w/Pressure Carb		CDT [] °F [] °C (For turbo-charged aircraft)						
	Fuel Tank 1		Cabin Pressure [] psi [] kft [] "Hg						
	Fuel Tank 2		Cabin Differential Pressure [] "Hg [] psi						
	Fuel Tank 3		CO Detector (additional \$495)						
	Fuel Tank 4		Local Time**						
	Fuel Tank 5		Zulu Time**						
	Fuel Tank 6	Choosing more than 4 fuel tanks will require a 2 nd EDC, additional \$995.	Engine Time (Requires RPM)**						
	Oil Pressure [] psi [] bar		Tach Time (Requires RPM)**						
	Oil Temp [] °F [] °C		Flight Time (Requires RPM)						
	Volts [] 12V [] 24V		Pressure Altitude and Vertical Speed Indicator						
	AMPS		[] feet [] meters (additional \$395)						
	2nd AMPS (includes FM-VA-3 Module)								
	Vacuum Pressure [] psi [] "Hg								
	Airspeed [] kts [] mph [] kph								
		Other Annunciators/Status Indicators, Quantity: _____ All annunciators/status indicators count towards the total displayable functions. Use the following pages to configure these.							

** 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 screen.

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: _____ Units: _____ (if not specified, US Gallons will be used) Default Full Level 2: _____
---------------------------------	---

Fuel Tank Configuration (if selected)				Feed or Transfer?
Fuel Tank 1 Name:		Usable Fuel Level:		Type:
Fuel Tank 2 Name:		Usable Fuel Level:		Type:
Fuel Tank 3 Name:		Usable Fuel Level:		Type:
Fuel Tank 4 Name:		Usable Fuel Level:		Type:
Fuel Tank 5 Name:		Usable Fuel Level:		Type:
Fuel Tank 6 Name:		Usable Fuel Level:		Type:

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: _____ (\$395/sensor)	
<input type="checkbox"/> E.I. P-300C Capacitive Sensor Quantity: _____ (\$395/sensor)	

CHT Probe Type (if selected):	<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	

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)
--------------------------------------	---

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 (9 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)

Status Indicators

Each status indicator or function requires a VI-221 interface, these are included in each instrument kit. Please ensure that there are adequate channels on your EDC-33P to support your functions.

Select	Function	Voltage to the EDC: Gear UP (Example: 0V)	Voltage to the EDC: Gear DOWN (Example: 12V)
<input type="checkbox"/>	Gear Combined (provides signal for all gear indications, or use the individual functions below)		
<input type="checkbox"/>	Nose Gear Individual		
<input type="checkbox"/>	Main Left Gear Individual		
<input type="checkbox"/>	Main Right Gear Individual		
		Voltage to the EDC: LIGHT ON	Voltage to the EDC: LIGHT OFF
<input type="checkbox"/>	UNSAFE Light		
		Voltage Range for Trim	
<input type="checkbox"/>	Rudder Trim (OEM or Experimental Only)		
<input type="checkbox"/>	Elevator Trim (OEM or Experimental Only)		
<input type="checkbox"/>	Aileron Trim (OEM or Experimental Only)		
<input type="checkbox"/>	Flap Position (OEM or Experimental Only)		

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 will incur a \$295 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.