



Oil Pressure TR-1-OP Configuration Worksheet



Electronics International Inc. will configure the TR-1-OP to the range limits based on the data 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 wrong, there will be a fee to change the configuration.

Function Name:		
<i>Limits</i>	<i>UNITS</i>	
<i>Range</i>	<i>Color</i>	<i>Example</i>
		25, Red
		25-100, Green
		100, Red

Select only one:

Aircraft's EXISTING Oil Pressure Transducer will be used.

Signal Levels

Signal Level Range for the Fuel Pressure Transducer: _____ (Example: 0.5 to 4.5V)

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

Excitation

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

No Yes, Voltage Level _____ (Example: 5V or 10v. We can provide either voltage)

Electronics International's Pressure Transducer(s) will be used. (add \$195.00) Other

Transducer - please provide info.

**** 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.