



General Information					
Customer Name:			Aircraft Tail #:		
Email:			Phone:		
Aircraft Make:		Aircraft Model:		Engine Mfr:	
Engine Model:		# of Cylinders:		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.		

For each order, this worksheet MUST be completed and submitted, along with the following items:

1. 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.

2. Any ADs/STCs/AFMs that affect the original power plant instrument markings.

***** Closeup color photos of the primary gauges in your aircraft panel (helpful but not required).**

Gauge Locations: There are 16 gauge locations which can be displayed on the CGR-30C. Functions which are displayed with an arc use <u>two</u> 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.)	\$98		G-Meter (Does not have Peak Hold feature.)	\$495
	Manifold Pressure (Arc Gauge. Uses 2 locations.)	\$150		OAT in °F	\$98
	Fuel Flow, Gravity Feed, No Fuel Pump	\$295		OAT in °C	\$98
	Fuel Flow, Aircraft w/Fuel Pump	\$295		Horsepower (Requires MP, RPM, EGT)	N/C
	Fuel Flow, Aircraft w/Pressure Carb	\$690		CDT	\$98
	Fuel Pressure (Must have Fuel Pump)	\$195		Cabin Pressure	\$150
	Fuel Pressure for Turbocharged Aircraft	\$390		Cabin Differential Pressure	\$150
	Tank 1 Fuel Level (each tank counts as a function)	\$150		CO Detector (Can only be Function #9 or Above.)	\$495
	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	\$250		Tach Time (Requires RPM)**	N/C
	Oil Temp	\$98		Flight Time (Requires RPM)	N/C
	Volts <input type="checkbox"/> 12V <input type="checkbox"/> 24V	\$39		EGT, Single Channel	\$98
	AMPS	\$39		CHT, Single Channel	\$98
	2nd AMPS (includes FM-VA-3 Module)	\$195		Annunciator/Other Function 1:	TBD
	Vac	\$150		Annunciator/Other Function 2:	TBD
	Carb Temp	\$98		Annunciator/Other Function 3:	TBD
	TIT	\$98		Annunciator/Other Function 4:	TBD
	Hydraulic Pressure	\$250		Annunciator/Other Function 5:	TBD
	IAT	\$98		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.

Dimming Control:	<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).

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 Tank Configuration (if selected)				
Fuel Tank 1 Name:		Usable Fuel Level:		Units:
Fuel Tank 2 Name:		Usable Fuel Level:		Units:
Fuel Tank 3 Name:		Usable Fuel Level:		Units:
Fuel Tank 4 Name:		Usable Fuel Level:		Units:

Fuel Tank Sensor Type: Resistive Sensor E.I. P-300M Magnetic Sensor E.I. P-300C Capacitive Sensor
 CIES Volts CIES Frequency Penny Cap Capacitive or Other Sensor Type*

Bus Voltage: 12V 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? Yes No

- E.I. P-300M Magnetic Sensor Quantity: _____ (\$395/sensor)
 E.I. P-300C Capacitive Sensor Quantity: _____ (\$395/sensor)

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

TIT Probe Type (if selected):	<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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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 CGR-30C and flying the aircraft.

Completed by: Owner Pilot Technician Other _____

Printed Name

Signature

Date

Hand Signature or Encrypted Digital Signature required.