



General Information			
Customer Name:		Aircraft Make:	
Email:		Aircraft Model:	
Phone:		Engine Make:	
		Engine Model:	
		Aircraft Serial #:	
		Aircraft Tail #:	
		# of Cylinders:	
		Max HP:	
<input type="checkbox"/> 8' cable length (Verify that this standard length is sufficient for your aircraft) <input type="checkbox"/> 12' cable length (\$250 add'l charge) (2x charge if Twin CGR Pkg) <input type="checkbox"/> 20' cable length (\$500 add'l charge) (2x charge if Twin CGR Pkg)		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:

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.

3. Closeup color photos of the primary gauges in your aircraft panel (Optional, but helpful).

Function Selections: The CGR can display up to 13 functions. The first 3 functions are pre-selected below. Select the remaining functions by numbering them 4 through 13. Indicate whether each selected function has limits defined for your aircraft. Limits are established in your POH/AFM as having yellow and/or red markings on the gauge. For functions 4 through 13 there may be no more than 5 functions with designated limits. All functions are included in the kit price except for the CO Detector. Its price is indicated below.

Function #	Has Limits (Y/N)	Function	Function #	Has Limits (Y/N)	Function
1	N/A	RPM			Carb Temp []°F []°C
2	N/A	EGT - All Cylinders []°F []°C			Turbine Inlet Temp (TIT) []°F []°C
3	N/A	CHT - All Cylinders []°F []°C			Induction Air Temp (IAT) []°F []°C
		Manifold Pressure			Compressor Discharge Temp (CDT) []°F []°C
		Fuel Flow, Gravity Feed, No Fuel Pump			Hydraulic Pressure []psi []bar
		Fuel Flow, Aircraft w/Fuel Pump			
		Fuel Flow, Aircraft w/Pressure Carb			G-Meter (Does not have Peak Hold feature.)
		Estimated Fuel (Must Have Fuel Flow) Units: []			OAT in °F
		Fuel Pressure (Must have Fuel Pump) []psi []bar			OAT in °C
		Fuel Pressure (for Turbocharged Aircraft)[]psi []bar			Horsepower (Requires MP)
		Fuel Tank 1			Cabin Air Temperature []°F []°C
		Fuel Tank 2			Cabin Pressure []psi []”Hg
		Fuel Tank 3			Cabin Differential Pressure []psi []”Hg
		Fuel Tank 4			CO Detector (additional \$695)
		Oil Pressure []psi []bar			Local Time**
		Oil Temp []°F []°C			Zulu Time**
		Volts [] 12V [] 24V			Engine Time **
		AMPS			Tach Time **
		2nd AMPS (includes FM-VA-3 Module)			Flight Time

** 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"/> (Option) CP-1A LED Intensity Control Pot additional \$68 charge
	<input type="checkbox"/> Dim the CGR as rheostat voltage is decreased. <input type="checkbox"/> (Option) CP-1A LED Intensity Control Pot additional \$68 charge
	<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"/> Generator <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.	

2nd AMPS (if selected)	Measurement of: <input type="checkbox"/> Battery Current <input type="checkbox"/> Alternator Current <input type="checkbox"/> Generator <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: _____ (Choose either US Gallons, Liters, Pounds, or British/Imperial Gallons)
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Fuel Tank Configuration (if selected)		Units:	Type:	Choose Feed or Transfer
Fuel Tank Name:	Usable Fuel Level:	Units:	Type:	
Fuel Tank 1 Name:				
Fuel Tank 2 Name:				
Fuel Tank 3 Name:				
Fuel Tank 4 Name:				

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: _____ (\$496/sensor)
 E.I. P-300C Capacitive Sensor Quantity: _____ (\$456/sensor)

CHT Probe Type (if selected): <div style="border: 1px solid black; padding: 5px; width: fit-content;"> For additional probe options contact E.I. Support </div>	<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)
	<input type="checkbox"/> P-101 CHT Probe with A-101 adaptor (Additional \$16 charge for adaptor)

TIT Probe Type (if selected):	<input type="checkbox"/> Hose Clamp, w/ 8' cable (E.I. Model: P-110R) <input type="checkbox"/> 1/8" NPT, w/ 8' cable (E.I. Model: P-111) <input type="checkbox"/> 7/16-20, w/ 8' cable (E.I. Model: P-112) <input type="checkbox"/> 1/4" NPT, w/ 8' cable (E.I. Model: P-114)
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Aircraft Tail #:	
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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-30 Combo and flying the aircraft.

Completed by: Owner Pilot Technician Other _____

Printed Name

Signature

Date

Hand Signature or Encrypted Digital Signature required.