



R-1 Configuration Worksheet



Electronics International Inc. will configure the R-1 range limits based on the data provided by the pilot/owner and/or mechanic. The data must match your aircraft's POH/AFM and all changes required by AD's, Supplements and/or STC's. Also, limits may be crosschecked against the tachometer 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.

NOTE: OVERLAPS AND GAPS ARE NOT ALLOWED IN CUSTOMER-PROVIDED RANGES. ALL VALUES, FROM ZERO TO THE HIGHEST VALUE, MUST BE DOCUMENTED. MEASUREMENTS ARE IN INCREMENTS OF 10 ONLY.

| RPM Limits | | |
|-------------------|--------------|-------------------|
| <i>Range</i> | <i>Color</i> | <i>Example</i> |
| | | >2750 RPM, Red |
| | | 0-2750 RPM, Green |
| | | |
| | | |
| | | |

| Required Information: | | |
|------------------------------|--|---------------------|
| Tach Time: | | 1245.3 HRS |
| Number of Cylinders: | | 4, 6, 8, 9, 10, etc |

[] My engine is equipped with an electronic ignition. If this is the case, enter the pulses per revolution and voltage levels of the RPM signal for each set of spark plugs here:

Example: Left: 2 pulses/rev, 0-5 pulse, Right: standard mag.

**** 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 R-1 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/or STC's. I understand there is important safety information in the Installation and Operating Instructions that must be read before installing the R-1 and flying the aircraft.

OWNER/PILOT'S PRINTED NAME

OWNER/PILOT'S SIGNATURE

DATE

Hand signature or Encrypted Digital signature required.