

the induction air scoop or heated air from the accessory compartment. In the unlikely event that ice should form in the induction system, as evidenced by an unexplained drop in manifold pressure, pull the induction hot air leak full out. Do not use an intermediate position.

IGNITION-STARTER SWITCH.

A five-position ignition-starter switch controls the dual magnetos ignition and starter systems. The switch positions are labeled clockwise as follows: "OFF," "R," "L," "BOTH" and "START."

The engine should be operated on

both magnetos ("BOTH" position). The "R" and "L" positions are for checking purposes only. When the switch is turned to the spring-loaded "START" position, the starter turns over the engine for starting. As the switch is released, it automatically returns to "BOTH."

Refer to Sections II and III for further discussion on the use of the ignition-starter switch.

ENGINE INSTRUMENTS.

FUEL FLOW INDICATOR.

The fuel flow indicator used with the Continental fuel injection system

is a fuel pressure gauge calibrated to indicate the approximate gallons per hour of fuel being metered to the engine.

The indicator dial is marked with red radials at the minimum and maximum allowable operating fuel pressures. The low flow range of the indicator has a green arc for normal cruise fuel flows while the high flow portion has white radial lines for take-off and climb settings for full power at various altitudes. The full power markings represent maximum performance mixtures for the altitudes shown, making it practical to lean the mixture on a high altitude take-off and during full power climbs for maximum power and performance.

In the cruise power range the green arc covers the normal lean fuel flow required from 45 to 75% power. Your Cessna Power Computer or the cruise performance tables on pages 6-3 thru 6-7 show the normal lean fuel flow for cruising power settings.

NOTE

Best power mixture can be obtained for any power setting shown on your Cessna Power Computer by adding 1 GPH to the normal lean fuel flow shown on the computer.

Cruising climbs (page 3-3) should be conducted at approximately 15 GPH up to 7000 feet and at 1 GPH more than the normal lean fuel flow shown on the Cessna Power Computer at higher altitudes and lower powers,

COWL FLAPS.

Cowl flaps, adjusted to the need, will meter enough air for the adequate cooling and maximum efficiency of the engine under varying conditions. Opening the cowl flaps, while on the ground, steps up the volume of air necessary for engine cooling. In flight, closing the cowl flaps, as required, restricts the flow of air through the engine compartment, thereby reducing the cooling and cowl flap drag to a minimum. Make sure the lever moves into the detent notch at the new position.

FUEL SYSTEM.

Fuel is supplied to the engine from two tanks, one in each wing (refer to figure 1-3). From these tanks, fuel flows by gravity through a fuel accumulator tank, shut-off valve, fuel strainer and check valve in the electric auxiliary fuel pump to the engine-driven fuel pump, by-passing the electric fuel pump when it is not operating. Pressurized fuel from the engine-driven fuel pump then flows through a fuel metering unit to a distributor manifold which disperses the fuel to a fuel nozzle on each engine cylinder. Vapor and excess fuel from the engine-driven fuel pump and fuel metering unit are returned to the main fuel tanks by way of the vapor separator-fuel accumulator tank.

An optional "selector valve" system (figure 1-4) is available to provide fuel tank selection capability. In this system, fuel flows from both

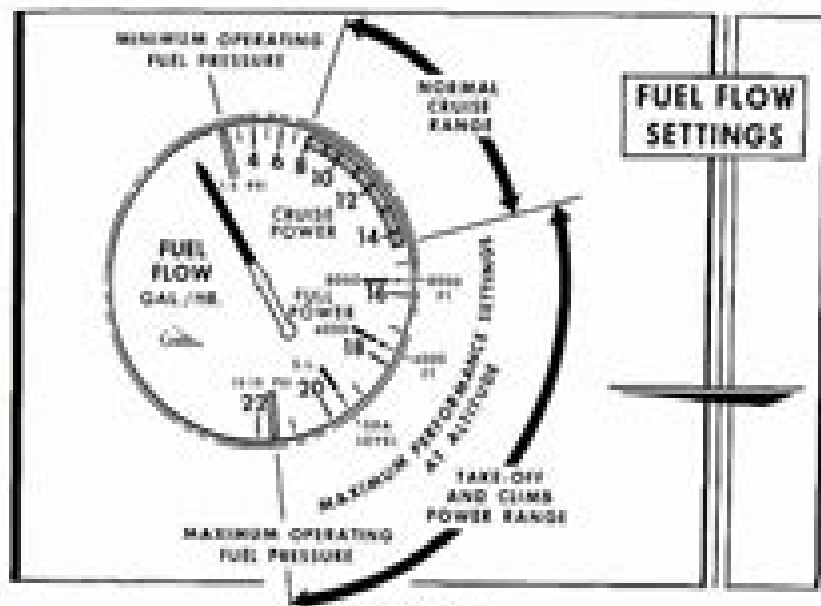


Figure 1-1.

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