

DESCRIPTION

mal oil supply.

Refer to Servicing Diagram, figure 5-2, for a listing of the replacement filter elements and servicing instructions.

OIL DILUTION SYSTEM.

To permit easier starting in extremely low temperatures, an optional oil dilution system is available. Used immediately before the engine is shut down, this system injects fuel into the engine oil and reduces its viscosity. When the engine is again operated, the fuel evaporates and is discharged through the breather so the oil resumes its normal viscosity.

The oil dilution system consists of a solenoid valve on the engine firewall, connected to the fuel strainer outlet and to the oil pump inlet. The valve is opened by pressing a push-button switch on the instrument panel.

Detailed operating procedures for the oil dilution system are contained in Section III.

AIR INDUCTION SYSTEM.

Air is ducted to the carburetor from an air scoop located high up on the lower cowl half. Dirt and other foreign matter is filtered from the incoming air by a filter screen located in the air scoop. Proper cleaning and servicing of this air filter is important to increase life and maintain top efficiency of the engine. The filter should be serviced every 25 hours (during regular oil change) or oftener when operating in dusty conditions. Under extremely dusty conditions, daily maintenance of the air filter is recommended. Refer to the servicing instructions stamped on the carburetor air filter for the servicing procedure to be used.

FUEL SYSTEM.

Fuel is supplied to the engine from two rubberized, bladder-type fuel cells, one located in each wing. From these tanks, fuel is gravity-fed through a fuel selector valve and fuel strainer to the engine carburetor.

FUEL QUANTITY DATA (U. S. GALLONS).

TANKS	NO	USABLE FUEL ALL FLIGHT CONDITIONS	ADDITIONAL USABLE FUEL FOR LEVEL FLIGHT ONLY	UNUSABLE FUEL	TOTAL FUEL VOLUME EACH
LEFT WING	1	27.5 gal.	3.5 gal.	1.5 gal.	32.5
RIGHT WING	1	27.5 gal.	3.5 gal.	1.5 gal.	32.5

DESCRIPTION

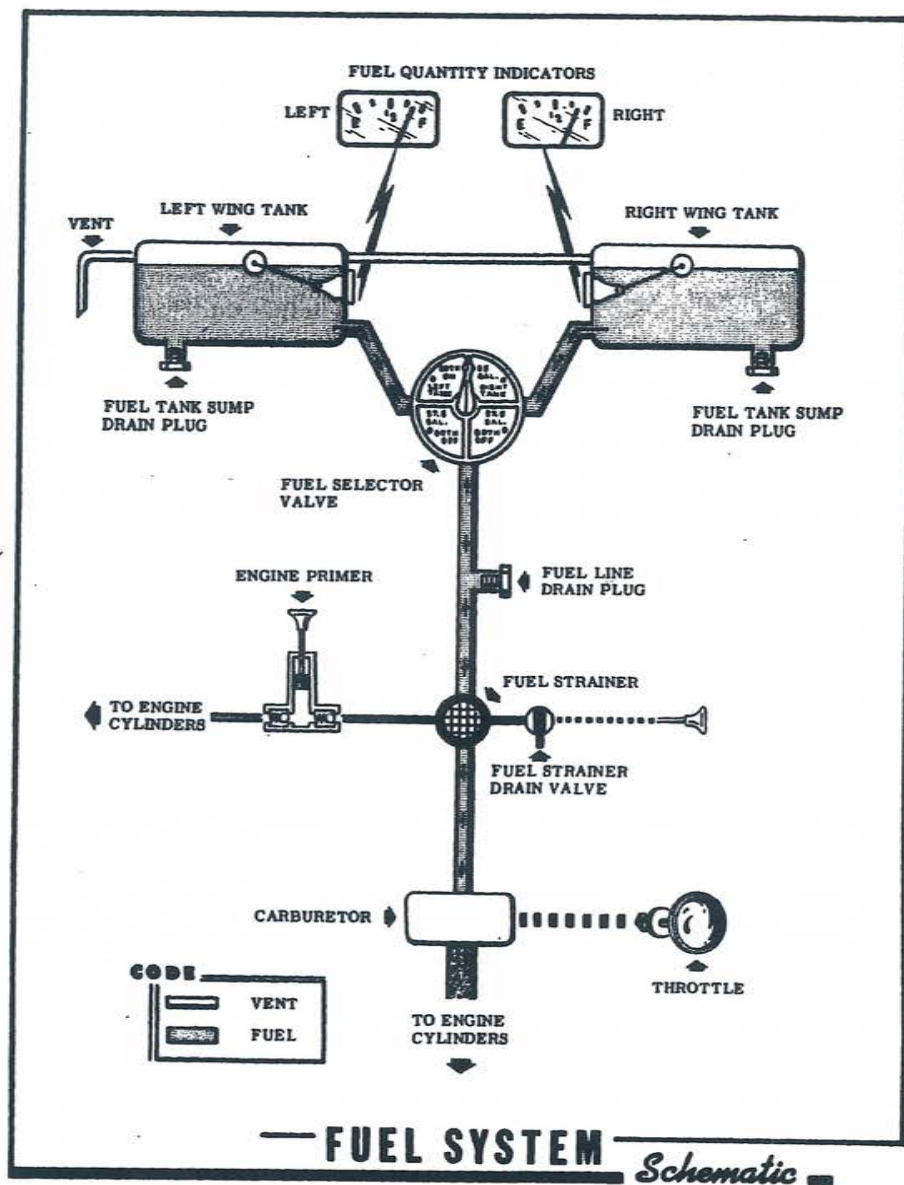


Figure 1-4.