

## Fuel System

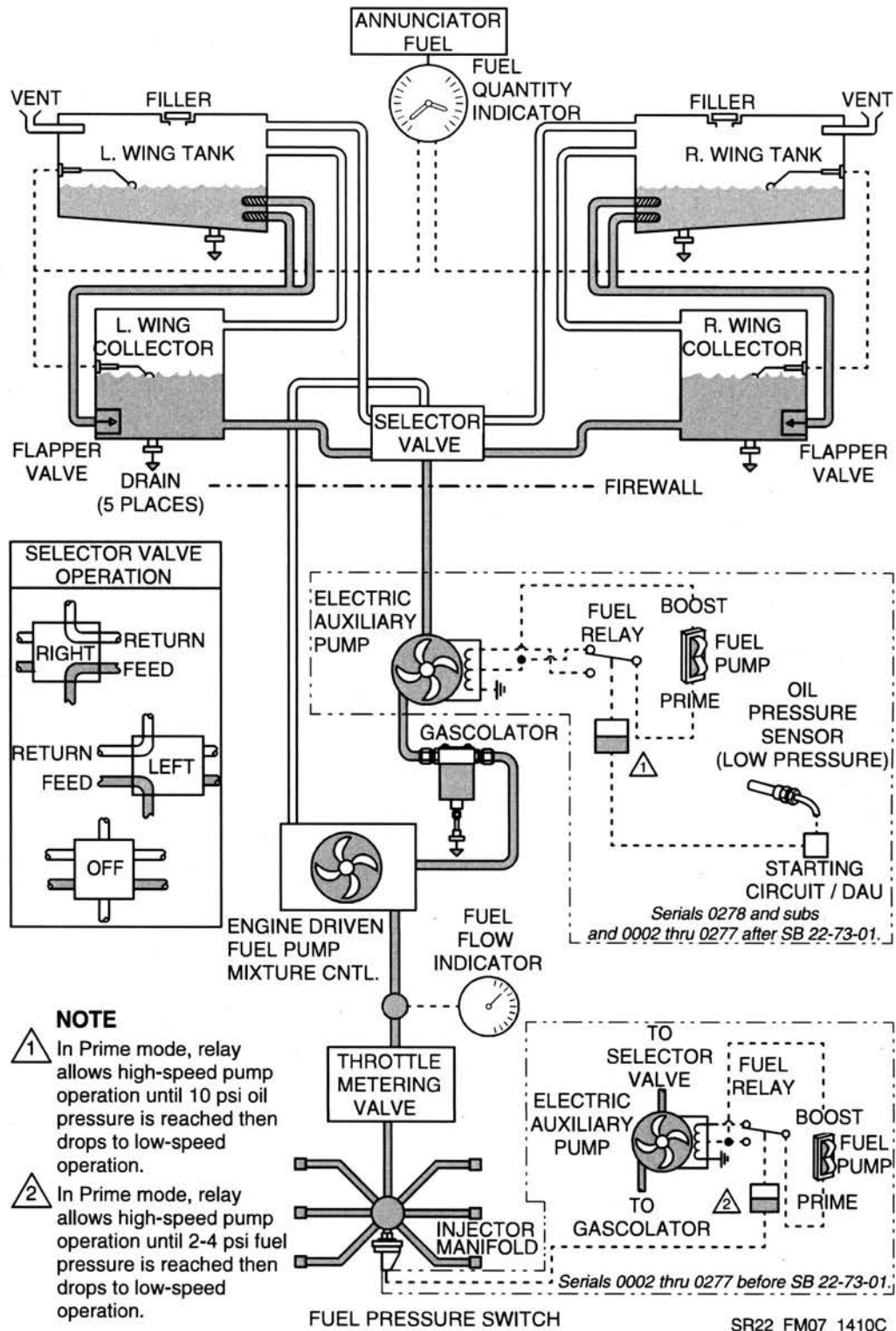
An 81-gallon usable wet-wing fuel storage system provides fuel for engine operation. The system consists of a 42-gallon capacity (40.5-gallon usable) vented integral fuel tank and a fuel collector/sump in each wing, a three position selector valve, an electric boost pump, and an engine-driven fuel pump. Fuel is gravity fed from each tank to the associated collector sumps where the engine-driven fuel pump draws fuel through a filter and selector valve to pressure feed the engine fuel injection system. The electric boost pump is provided for engine priming and vapor suppression.

Each integral wing fuel tank has a filler cap in the upper surface of each wing for fuel servicing. Access panels in the lower surface of each wing allow access to the associated wet compartment (tank) for inspection and maintenance. Float-type fuel quantity sensors in each wing tank and each collector tank supply fuel level information to the fuel quantity indicators. Positive pressure in the tank is maintained through a vent line from each wing tank. Fuel, from each wing tank, gravity feeds through strainers and a flapper valve to the associated collector tank in each wing. Each collector tank/sump incorporates a flush mounted fuel drain and a vent to the associated fuel tank.

The engine-driven fuel pump pulls filtered fuel from the two collector tanks through a three-position (LEFT-RIGHT-OFF) selector valve. The selector valve allows tank selection. From the fuel pump, the fuel is proportioned to the induction airflow, metered to a flow divider, and delivered to the individual cylinders. Excess fuel is returned to the selected tank.

A dual-reading fuel-quantity indicator is located in the center console next to the fuel selector in plain view of the pilot. Fuel shutoff and tank selection is positioned nearby for easy access.

Fuel system venting is Essential to system operation. Blockage of the system will result in decreasing fuel flow and eventual engine fuel starvation and stoppage. Venting is accomplished independently from each tank by a vent line leading to a NACA-type vent mounted in an access panel underneath the wing near each wing tip.



**Figure 7-10**  
**Fuel System Schematic**

The airplane may be serviced to a reduced capacity to permit heavier cabin loadings. This is accomplished by filling each tank to a tab visible below the fuel filler, giving a reduced fuel load of 23.5 gallons usable in each tank (47 gallons total usable in all flight conditions).

Drain valves at the system low points allow draining the system for maintenance and for examination of fuel in the system for contamination and grade. The fuel must be sampled prior to each flight. A sampler cup is provided to drain a small amount of fuel from the wing tank drains, the collector tank drains, and the gascolator drain. If takeoff weight limitations for the next flight permit, the fuel tanks should be filled after each flight to prevent condensation.

• Note •

*Serials 0002 and subsequent with optional EMax Engine Monitoring after factory installation or after Service Bulletin SB 22-77-01:* The following fuel system component descriptions are the same as those listed for airplane serials 1602, 1644, 1663 and subsequent except:

- MFD functionality is enhanced by displaying fuel used, fuel remaining, time remaining, fuel economy, and the addition of Initial Usable Fuel page.

*Refer to Avidyne FlightMax EX5000C Pilot's Guide* for a more complete description of the MFD, its operating modes, and additional detailed operating procedures for the EMax option.

## Fuel Selector Valve

A fuel selector valve, located at the rear of the center console, provides the following functions:

- LEFT.....Allows fuel to flow from the left tank
- RIGHT ..... Allows fuel to flow from the right tank
- OFF .....Cuts off fuel flow from both tanks

The valve is arranged so that to feed off a particular tank the valve should be pointed to the fuel indicator for that tank. To select RIGHT or LEFT, rotate the selector to the desired position. To select Off, first raise the fuel selector knob release and then rotate the knob to OFF.