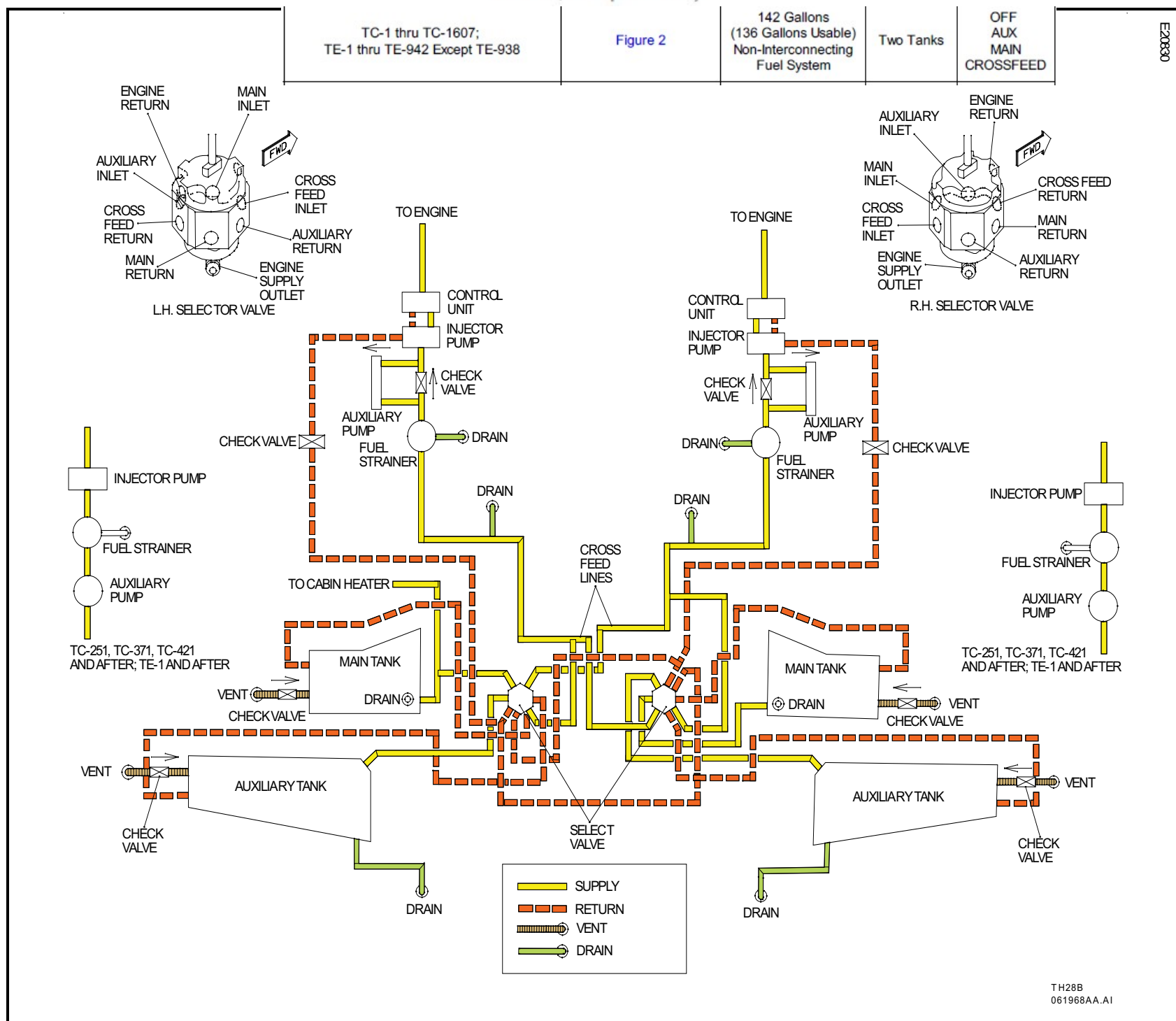


Figure 002 : Sheet 1 : Fig 2 - 112 Gallon and 142 Gallon Non-Interconnected Fuel System Schematic (TC-1 thru TC-1607; TE-1 thru TE-942, Except TE-938)



by counterweights move the blades to high pitch. Engine oil under governor-boosted pressure moves the blades to low pitch.

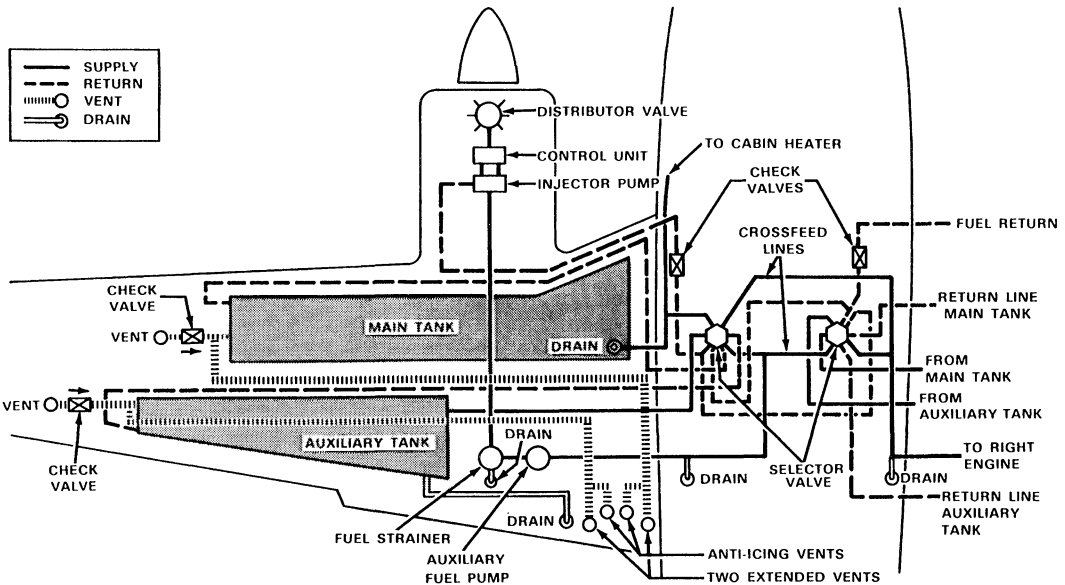
The propellers should be cycled occasionally during cold weather operation. This will help maintain warm oil in the propeller hubs so that the oil will not congeal.

FUEL SYSTEM

The standard fuel tank installation consists of a 22-gallon main tank in each wing leading edge and a 31-gallon auxiliary tank in each wing panel outboard of the nacelle, for a total of 106 gallons of usable fuel with all tanks full. The optional fuel tank installation consists of a 37-gallon main tank in each wing leading edge and a 31-gallon auxiliary tank in each wing panel outboard of the nacelle, for a total of 136 gallons of usable fuel with all tanks full.

A vapor return line from each injector pump returns excess fuel to the tank from which it is being drawn, during either normal or emergency cross-feed operation. Each tank is filled at its own filler neck through an opening in the upper wing surface covered by a flush type filler cap. The fuel system is drained at eight locations, as shown in the accompanying fuel system schematic.

Fuel quantity is measured by float type transmitter units which convey signals to two indicators on the instrument panel. They indicate the amount of fuel in either the main tanks or the auxiliary tanks for their respective wings. A two-position selector switch on the pilot's subpanel, to the left of the control console, determines the tanks, main or auxiliary, to which the indicators are connected.



FUEL SYSTEM SCHEMATIC