

**BEECHCRAFT
DEBONAIR/BONANZA 33 SERIES
SHOP MANUAL**

FUEL FLOW CHART

All top end values are shown for rated RPM and manifold pressure.					
Engine	RPM Propeller	Unmetered or Pump Pressure (psi)	Metered or Nozzle Pressure (psi)	Fuel Flow Lbs./Hr.	Fuel Flow Gal./Hr.
IO-470-J, K and N	600	9-11	2.0-2.5		
	2600	25-27	15.5-16.5	123-130	21-22
IO-520-B and BA	600	9-11	2.0-2.5		
	2700	28-31	15.5-16.5	136-144	23-24

pressure and counterclockwise to decrease pressure.

NOTE

If at static run-up, rated RPM cannot be achieved at full throttle, adjust nozzle pressure or flow slightly below limits, making certain specified values are achieved when rated RPM is achieved during takeoff roll.

NOTE

The procedure for adjusting fuel systems without variable orifice pumps (early IO-470 engines) is the same as above. However, all pressure values must be obtained with adjustment of the fuel pump relief valve only.

RESERVOIR REMOVAL

- a. Remove the access panels from the wing as required to gain access to the reservoir.
- b. Remove the tape from the flapper valve.
- c. Remove the nipple clamp.
- d. Remove the connector assembly by unscrewing it from the reservoir.
- e. Compress the reservoir (squeeze by hand) into a small circumference and remove it through the fuel access ring in the wing surface.

RESERVOIR INSTALLATION

Install the reservoir after the fuel cell is in the wing and before the access plate is installed. Installation may be accomplished as follows:

- a. Tape the reservoir flapper valve shut before installing the reservoir.
- b. Compress the reservoir (squeeze by hand) into a small circumference and pass it through the fuel access ring into the fuel cell.
- c. Release the reservoir allowing it to assume its original shape.
- d. Insert the connector assembly into the reservoir while tilting both the reservoir and connector assembly upward.

CAUTION

Care should be exercised to avoid cross threading the connector into the reservoir. Also avoid bending or distorting the fuel strainer which is attached to the end of the connector, for it may become entangled in the foam inside of the reservoir.

- e. Thread the connector assembly into the reservoir until it will advance no further with threads freely engaged.
- f. Tighten the nipple clamp.
- g. Connect the fuel line to the connector assembly.