

• Note •

During colder weather, fuel flows towards the upper end of the cruise fuel flow ranges will be appropriate. If mixture set at 18.0 GPH (max allowable LOP cruise fuel flow) still creates rough running engine in cold weather conditions, reduce MAP as required to provide smooth running engine and readjust mixture as required. During hotter weather, fuel flows nearer to the middle or lower end of the cruise fuel flow ranges will be appropriate.

Position the electric Fuel Pump to the LOW BOOST position when switching from one tank to another. Failure to activate the electric Fuel Pump before transfer could result in delayed restart if the engine should quit due to fuel starvation.

**Maximum Cruise Power**

1. Cruise Altitude ..... ESTABLISHED
2. Power Lever ..... 2700 RPM
3. Mixture ..... FULL RICH for 1 to 2 minutes
4. Highest CHT ..... VERIFY LESS THAN 380°F
5. Power Lever ..... 2500 RPM at max available MAP (29.0" to 29.6")

• Note •

After initial setting of the power lever to approximately 2500 RPM, some additional MAP may be obtained by slightly increasing the power lever until the RPM increases by 10 to 20 RPM.

6. Electric Fuel Pump..... LOW BOOST
7. Mixture ..... FULL RICH  
smoothly reduce fuel flow over a period of 3 to 6 seconds to approximately 16.0 to 17.6 GPH at 2500 RPM at maximum available MAP (29.0" to 29.6")

*Continued on the following page.*