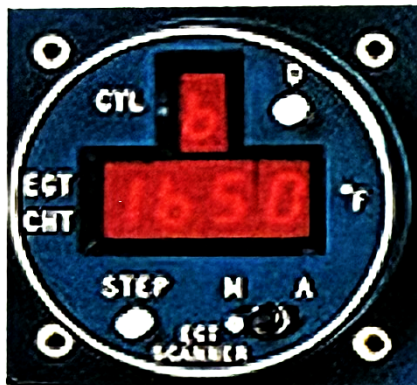


EGT - CHT

J.P. INSTRUMENTS CLASSIC SCANNER - EGT, CHT



Switch Functions

Mode - A automatic, M manual

Auto - Scans all cylinders 1 - 6 automatically with 4 second pause on each.

Manual - cycle through cylinders with Step switch.

Cylinder no. in top window; EGT, CHT in lower window.

EGT is 4 digits, CHT is 3 digits with c in front.

D is high/low dimmer toggle.

Alarm - CHT factory set at 450°. Display stops on and flashes out of range cylinder.

Operation (all temperatures in degrees Farenheit)

Startup

EGT idle around 500 - 900°. Cold cylinder may indicate fouled plug.

Runup

CHT around 150°, oil temp around 100°. Keep CHT at less than 400° during extended runup/wait periods.

Takeoff

EGT between 1100° and 1250°, full throttle, mixture full rich. Cylinder differences should be less than 200°.

Cruise

Set manually on cylinder #3 (first to lean/hottest); quarter turns on mixture.

Best performance - 50° rich of peak EGT. CHT 350 - 375°.

Best economy - peak EGT, 70% power and below per POH; 65% per Cont.

(best economy gives greatest mpg range with approx 1% slower airspeed)

Best power - 100° rich of peak; 20-30% more fuel consumption.

Descent

CHT below 300° only for 5 minutes or less to prevent shock cooling.

CHT acceptable cooling rate: 40°/min. (10°/15 sec.). Monitor on front cylinders (#5 or #6).

Prolonged descents at 100-200° rich of peak.