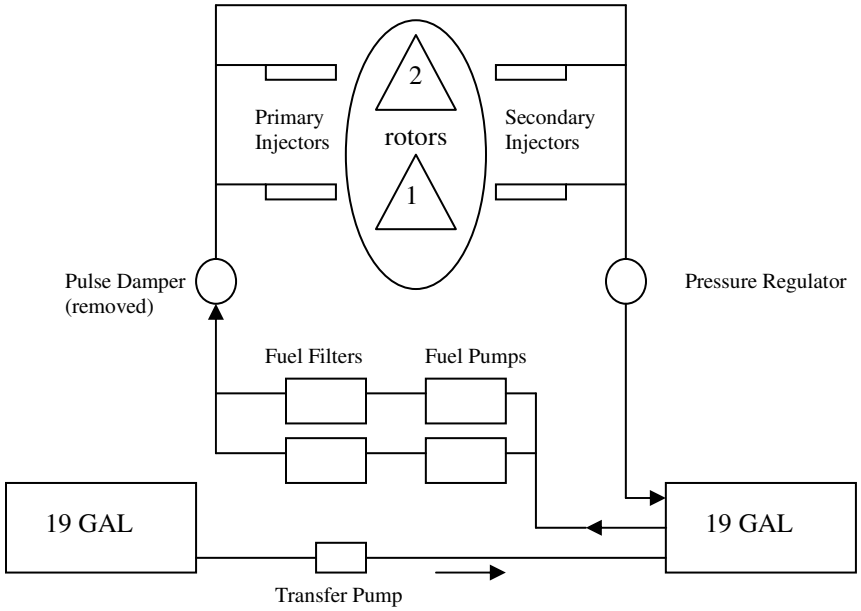
FUEL SYSTEM

The engine is fed only from the right tank. Fuel must be periodically transferred from the left tank to maintain lateral trim. Fuel transfers at a rate of approximately one gallon per minute, and a lighted switch and a flashing LED indicator between the fuel gauges indicate pump operation.

The left tank may be completely drained. Turn off the transfer pump when it begins to rattle loudly, as this indicates that the left tank is empty.

A separate float switch in the right tank operates a low fuel warning light. It may be tested with a test button near the alternator circuit breaker on the lower left side of the panel.



ELECTRICAL SYSTEM

The electrical buss is contained in a DC "Load Center" which contains electronic fuses. A circuit which has tripped may be reset by turning the switch off, then on again. If the overload condition remains, the circuit will not reset.

There are no replaceable fuses in the aircraft in any required system.

"Emergency Power" switch is direct wired to the battery. It provides an alternate source of current for the emergency fuel pump and engine ignition/fuel injection computers. Placing this switch on plus the emergency fuel pump switch on assures basic requirements for engine operation.

The Load Center provides over-voltage shutdown of the alternator field and disconnects the avionics buss during starter operation.

The alternator regulator is modified to allow external shutdown of the field. See Contact Magazine #46, pg. 3.

Warning lights alarm low oil or fuel levels and certain engine parameters. See EIS operating manual.