CESSNA ECONOMY MIXTURE INDICATOR

The Cessna Economy Mixture Indicator is an exhaust gas temperature sensing device which is used to aid the pilot in selecting the most desirable fuel-air mixture for cruising flight at less than 75% power. Exhaust gas temperature (EGT) varies with the ratio of fuel-to-air mixture entering the engine cylinders. The EGT will peak at a value that is approximately maximum range mixture.

Operation at peak EGT is not authorized, except to establish peak EGT for reference. A richer mixture which provides a drop of approximately 100°F from peak EGT is recommended for normal cruise at less than 75% power. Leaning in this manner will provide fuel consumption very close to the Cessna Flight Computer and Owner's Manual values and will result in a decrease of only 1 MPH in airspeed from that obtainable with the same power setting and best power mixture.

OPERATING INSTRUCTIONS.

(1) In take-off and full power climb, use full rich mixture.

(2) In level flight (or cruising climb at less than 75% power), lean the mixture to peak EGT, then enrichen one large division (-100°F) below peak EGT. While leaning the mixture under some operating conditions, engine roughness may occur before peak EGT is reached. In this case, enrichen the mixture approximately 100°F from the EGT corresponding to the onset of roughness.

NOTE

Changes in altitude or power setting require the EGT to be re-checked and the mixture re-set.

(3) Use rich mixture (or mixture appropriate for field elevation) in idle descents or landing approaches. Leaning technique for cruise descents may be with EGT reference method (at least every 5000 feet) or by simply enriching to avoid engine roughness, if numerous power reductions are made.

ALPHABETICAL INDEX

F

G

H

I

L

M

N

O

P

R

S

T

WARRANTY

■ The Cessna Aircraft Company (Cessna) warrants each new aircraft, including factory installed equipment and accessories, and warrants all new aircraft equipment and accessories bearing the name "Cessna," to be free from defects in material and workmanship under normal use and service. Cessna's obligation under this warranty is limited to supplying a part or parts to replace any part or parts which, within six (6) months after delivery of such aircraft or such aircraft equipment or accessories to the original retail purchaser or first user, shall be returned transportation charges prepaid to Cessna at Wichita, Kansas, or such other place as Cessna may designate and which upon examination shall disclose to Cessna's satisfaction to have been thus defective.

■ The provisions of this warranty shall not apply to any aircraft, equipment or accessories which have been subject to misuse, negligence or accident, or which shall have been repaired or altered outside of Cessna's factory in any way so as in the judgment of Cessna to affect adversely its performance, stability or reliability. This warranty is expressly in lieu of any other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, and of any other obligation or liability on the part of Cessna of any nature whatsoever and Cessna neither assumes nor authorizes any one to assume for it any other obligation or liability in connection with such aircraft, equipment and accessories.

FUEL:

AVIATION GRADE -- 80/87 MINIMUM GRADE
CAPACITY EACH STANDARD TANK -- 32.5 GALLONS
CAPACITY EACH LONG RANGE TANK -- 42.0 GALLONS

ENGINE OIL:

AVIATION GRADE -- SAE 30 BELOW 40° F.
SAE 50 ABOVE 40° F.
(AIRCRAFT DELIVERED WITH STRAIGHT MINERAL OIL. EITHER MINERAL OIL OR DETERGENT OIL MAY BE USED. IF DETERGENT OIL IS USED, IT MUST CONFORM TO CONTINENTAL MOTORS SPECIFICATION MHS-24.)
CAPACITY OF ENGINE SUMP -- 12 QUARTS
(DO NOT OPERATE ON LESS THAN 9 QUARTS. TO MINIMIZE LOSS OF OIL THROUGH BREATHER, FILL TO 10 QUART LEVEL FOR NORMAL FLIGHTS OF LESS THAN 3 HOURS. FOR EXTENDED FLIGHT, FILL TO 12 QUARTS. IF OPTIONAL OIL FILTER IS INSTALLED, ONE ADDITIONAL QUART IS REQUIRED WHEN THE FILTER ELEMENT IS CHANGED.)

HYDRAULIC FLUID:

MIL-H-5606 HYDRAULIC FLUID

OXYGEN:

AVIATOR'S BREATHING OXYGEN -- SPEC. NO. MIL-O-27210
MAXIMUM PRESSURE -- 1800 PSI

TIRE PRESSURE:

MAIN WHEELS -- 32 PSI ON 6.00 × 6 TIRES
-- 25 TO 35 PSI ON 8.00 × 6 TIRES (OPT)
NOSE WHEEL -- 32 PSI ON 5.00 × 5 TIRE
-- 20 TO 29 PSI ON 6.00 × 6 TIRE (OPT)