

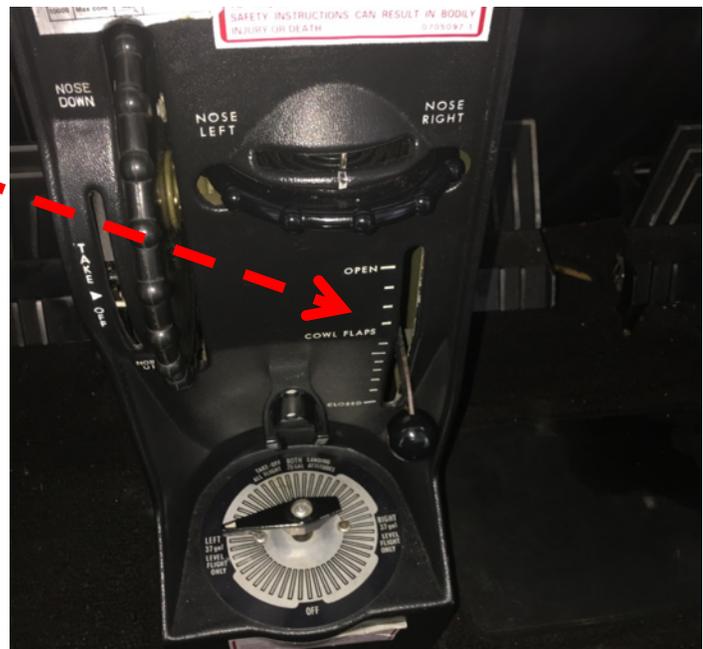
Recommended settings for cruise

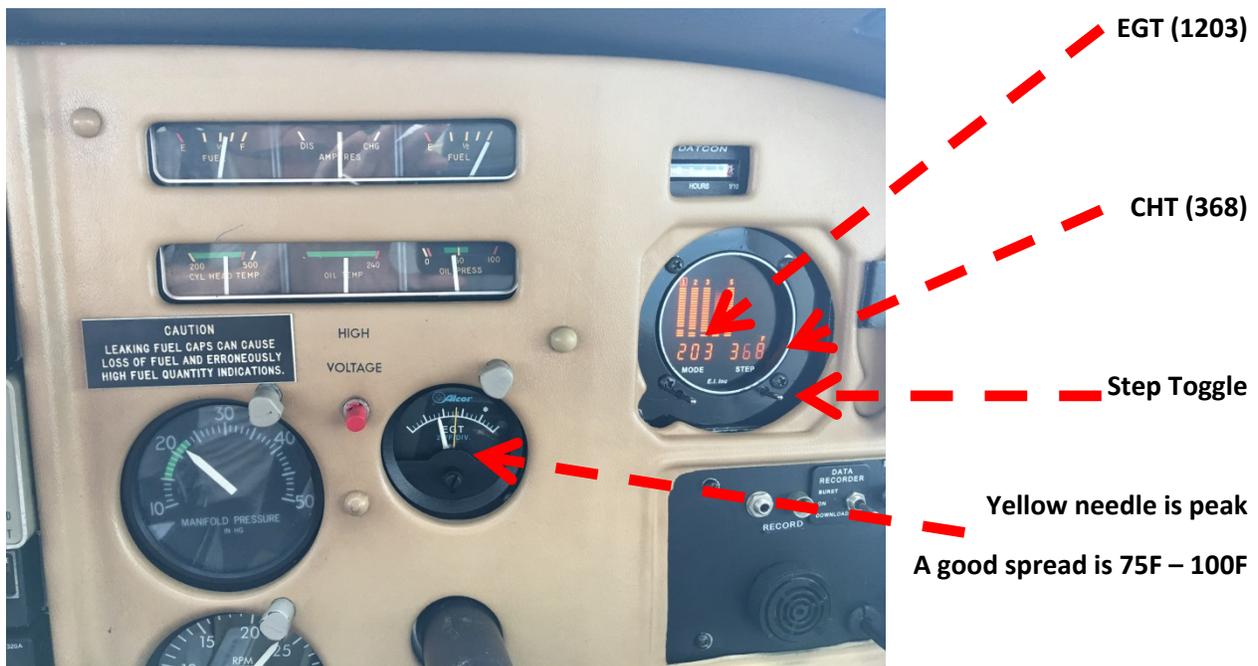
Note that this performance is only possible due to it having Electronic Ignition System (EIS). The engine is a TCM O-470-U, 6 cylinder. Right side has a magneto; left side the EIS.

- When you get to your cruise altitude, back off the throttle, to 1" – 2" MP below the maximum (takeoff). That should leave about 1/4" – 3/8" of the shaft showing.
- (The slightly cocked throttle plate creates turbulence that improves fuel delivery to the cylinders, resulting in tighter temperature spreads between CHTs and EGTs and better overall performance.)



- Close the cowl flaps about halfway, as shown.
- As long as it is running at 2,350 RPM or less, stay at max prop speed; Otherwise for lower altitudes, rotate propeller control to keep RPM below 2,400 RPM.
- Short trips: richen fuel to get CHT for Cylinder #1 between 340F - 380F. No need to be fussy about this; anywhere in the 300s is good
- Longer trips: Check the CHTs of all cylinders, using the engine monitor, as stated below. Richen them to keep them all below 390F.
- Check cylinder #1: If too hot, richen to keep EGTs between 1220F to 1290F. But remember, CHTs are more important.





- **Engine monitor:**
 - Push the right toggle switch on the engine monitor to cycle through the cylinders, keep pushing to get back to #1. Always leave in #1 position.
 - If the engine warning light goes on, toggle through the cylinders to find out which one is blinking on the monitor. Adjust as necessary to alleviate the high value. Cycling through the cylinders will stop the blinking light. CHT warning is currently set to 430F; EGT to 1450F; SCOOOL to 30 F/second. SCOOOL will be changed to 50.

With these setting, you will get 149 to 154 KTAS at altitudes from 5,000 to 10,000 FT. Average fuel consumption will be better than 13 GPH. The fastest and also a very economical setting for the cowl flaps appears to be at mid-range, as shown in the picture above. On a trip to Chicago, with cowl flaps open all the way for the entire trip, TAS was 148 - 150, and fuel consumption was 14⁺ GPH. With cowl flaps as shown above, TAS was 152 - 154, with less than 13 GPH.