

Group 2.C

OIL PRESSURE GAUGE AND TACHOMETER

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ILLUSTRATION

Fig.

Oil pressure gauge and tachometer
(routeing and theoretical) 1

TABLE

Table

Equipment type and Air Publication
reference 1

Introduction

1. This Group contains a description of the engine oil pressure gauge and tachometer installations, together with electrical routeing and theoretical diagrams. For a general description of the aircraft's instrument installation, reference should be made to Group 1.A, and

for the location and access to all the instruments and their associated equipment, reference should be made to Group 1.C. Detailed information on the standard components used, together with the method of operation and the necessary servicing required to maintain them in an efficient condition will be found in the Air Publi-

cations listed in Table 1.

DESCRIPTION**Oil pressure gauge**

2. This indicator is an a.c. ratiometer type instrument mounted on the leg panel in the cabin and actuated by an inductor

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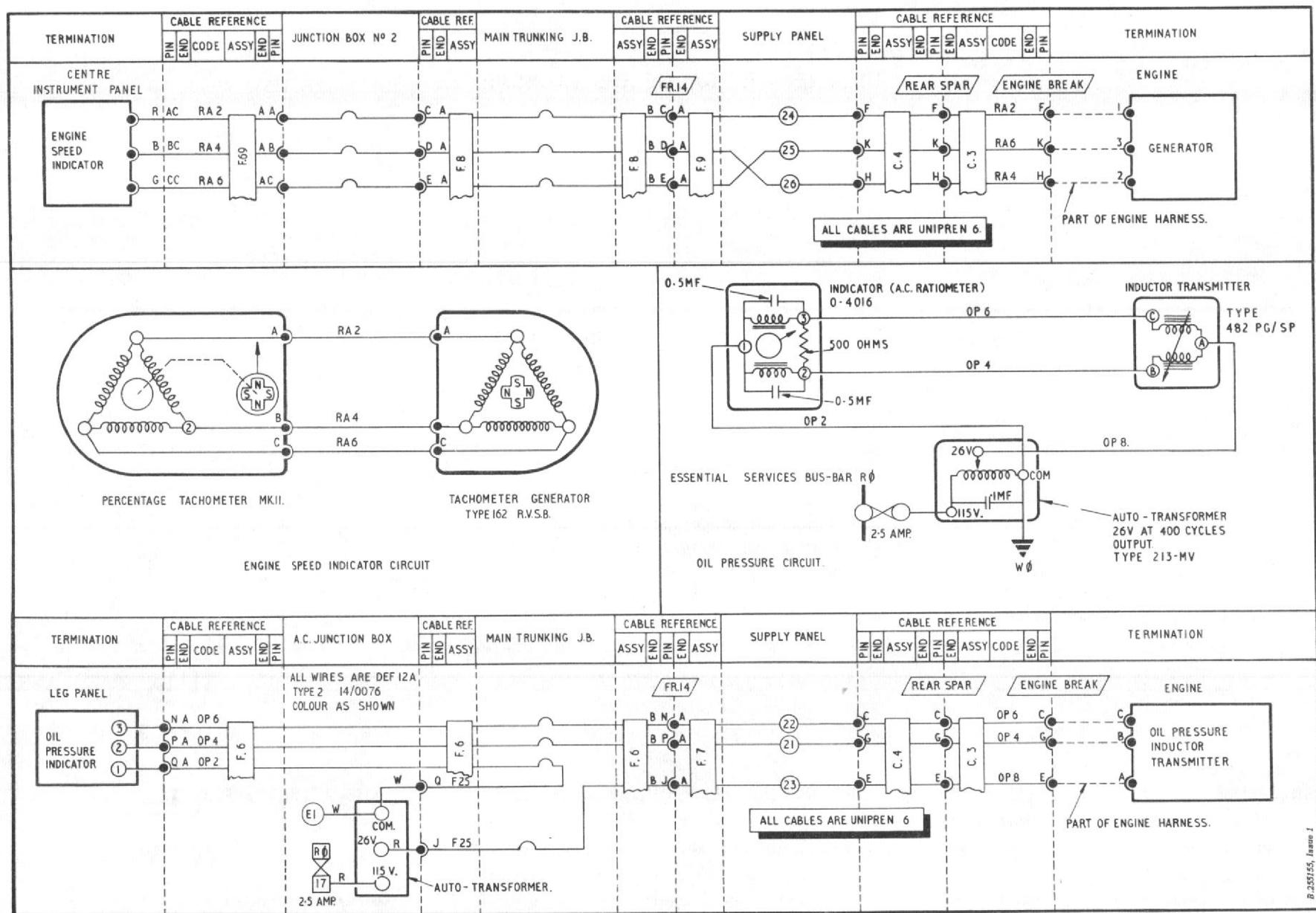


Fig.1. Oil pressure gauge and tachometer (routing and theoretical)

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transmitter mounted on the engine sump. The 26 volt a.c. supply to these units is obtained from the a.c. supplies circuit, via an auto transformer. (Sect.5, Chap.1, Group E.1). A routeing and theoretical diagram of the circuit is given in fig.1. For the principle of operation and a detailed description of the instrument, reference should be made to the Air Publication quoted in Table 1.

Tachometer

3. This is an electrically-operated indicator situated on the centre instrument panel and supplied with current from an engine-driven tachometer generator located on the engine wheelcase. The indicator and

generator form a closed circuit as shown on the routeing and theoretical diagram given in fig.1. A detailed description of the tachometer equipment, together with the principle of operation will be found in the Air Publication quoted in Table 1.

SERVICING

General

4. The servicing necessary to maintain the oil pressure gauge and tachometer in an efficient condition and the standard serviceability tests, which should be applied together with the equipment to be used and the method of conducting the tests is contained in the relevant Air Publications

listed in Table 1. Before servicing or removing the instruments, the aircraft must be rendered electrically safe (Sect.5, Chap.1, Group A.1).

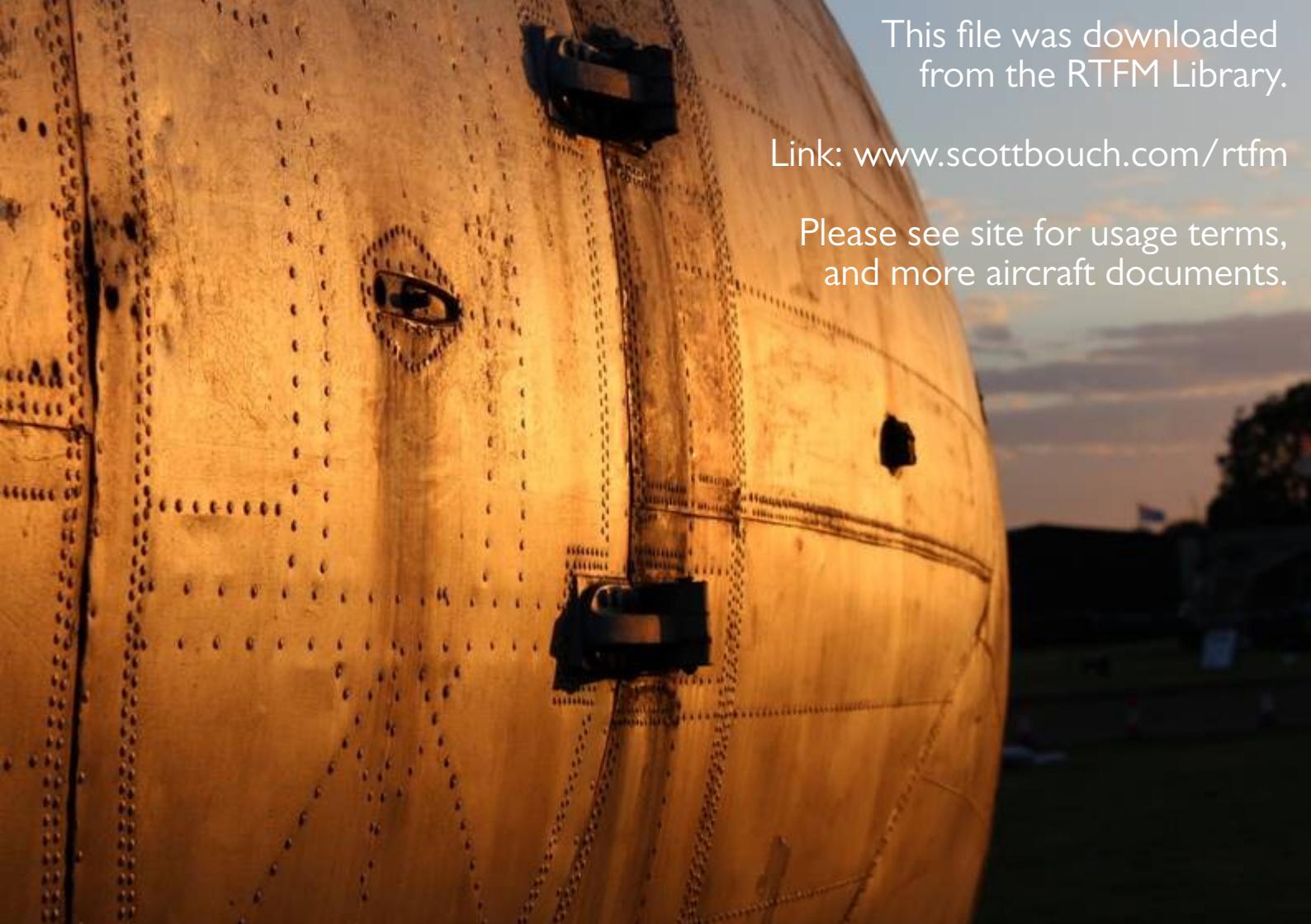
REMOVAL AND ASSEMBLY

General

5. The removal of the centre instrument panel, which carries the tachometer is described in Group 1.B and the removal of the leg panel, which contains the oil pressure gauge is described in Sect.5, Chap.1, Group A.2. Once access has been obtained, the removal of the remaining components should present no difficulties.

TABLE 1
Equipment type and Air Publication reference

Equipment Type	Air Publication
Oil pressure gauge, Type 0-4016	
Inductor transmitter, Type 482PG/SP A.P.1275A, Vol.1, Sect.16
Auto-transformer, Type 213-MV A.P.4343B, Vol.1, Book 3, Sect.19
Tachometer, Mk.11	
Tachometer, generator Type 162 RV.SB A.P.1275A, Vol.1, Sect.26

A close-up photograph of a light-colored aircraft fuselage panel. The panel is covered in a grid of dark rivets. Two dark, rectangular latches are attached to the panel, one near the top center and one near the bottom center. A small, irregular hole is visible on the right side of the panel. The background shows a blurred landscape and sky.

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