GROUP 2.C
OIL PRESSURE GAUGE AND TACHOMETER

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Introduction

1. This group contains a description of the engine oil pressure gauge and tachometer installed in this aircraft, together with electrical routeing and theoretical diagrams of the installations. 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 Publications quoted in para.2 of this group.

Equipment employed

2. The oil pressure gauge, tachometer and their associated equipment employed in this aircraft are quoted below, together with the appropriate Air Publications to which reference should be made for a detailed description and the necessary servicing required to maintain them in an efficient condition:-

Oil pressure gauge, Type 2.ACR Inductor transmitter, Type 480AG/SB Mod.01	A.P.1275A, Vol.1, Sect.16
Auto-transformer, Type 213-MV	A.P.4343B, Vol.1, Book 3, Sect.19
Tachometer, Type KTD.1301/K Tachometer generator, Mk.8C	A.P.1275A, Vol.1, Sect.26

DESCRIPTION

Oil pressure gauge (Code OP)

3. This indicator is an a.c. ratiometer type instrument mounted on the leg panel in the cabin and actuated by an inductor transmitter mounted on the engine sump. The 26 volt supply to these units is obtained from the a.c. supplies circuit, via an auto transformer, as described in Section 5, Chapter 1, Group E.1. A routeing and theoretical diagram of the circuit is given

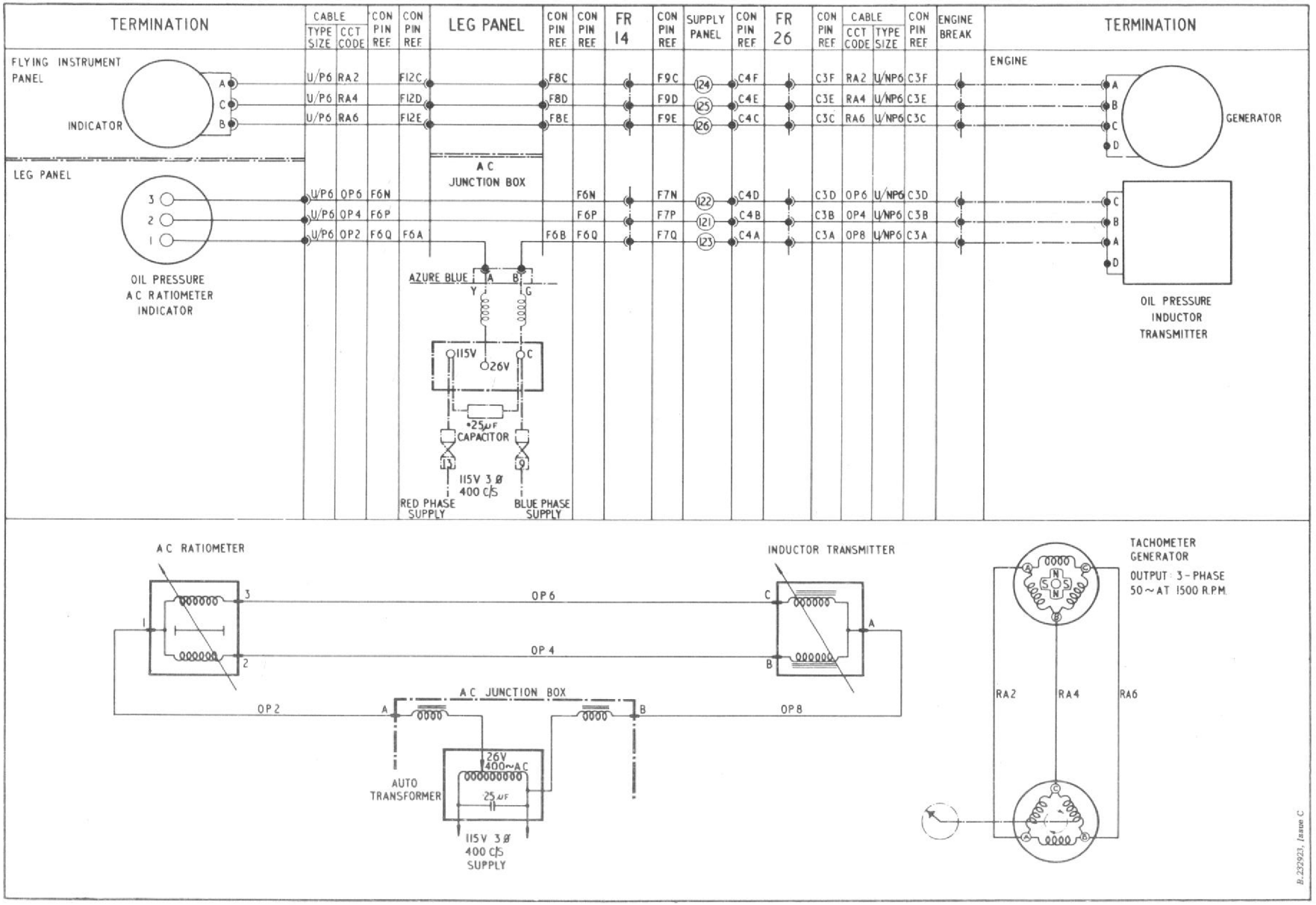

Fig.1 Oil pressure indicator and tachometer (routeing and theoretical)

in fig.1 of this group. For the principle of operation and a detailed description of the instrument, reference should be made to the Air Publication quoted in para.2 of this group.

Tachometer (Code RA)

4. This is an electrically-operated indicator situated on the flying 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 para.2.

SERVICING

General

5. 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 appropriate Air Publications quoted in para.2. Before servicing or removing the instruments, the aircraft must be rendered electrically safe, as described in Section 5, Chapter 1, Group A.1.

REMOVAL AND ASSEMBLY

General

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