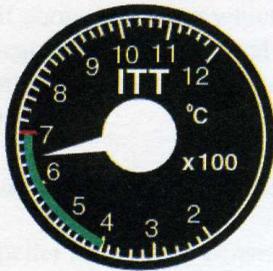


BASED ON JP-4 FUEL

Note

APPARENT ERRONEOUS READINGS MAY OCCUR DUE TO PARALLAX.



INTERSTAGE TURBINE TEMPERATURE

- 400-695 °C NORMAL OPERATING RANGE
- 695 °C MAXIMUM (CONTINUOUS)
- 1090 °C MAXIMUM (925 °C FOR 2-SECONDS) STARTING



TORQUE

- 400-1015 FT. LB. NORMAL OPERATING RANGE
- 1015 FT. LB. MAXIMUM



PROPELLER TACHOMETER

- 1800-2200 RPM NORMAL, OPERATING RANGE
- 2200 ± 25 RPM MAXIMUM



TURBINE TACHOMETER (N₁ SPEED)

- 101.5% MAXIMUM

F-0037

Figure 4-4. Instrument Markings (Sheet 1 of 2)

Note
APPARENT ERRONEOUS READINGS MAY OCCUR
DUE TO PARALLAX.



OIL TEMPERATURE AND PRESSURE

OIL TEMPERATURE SCALE

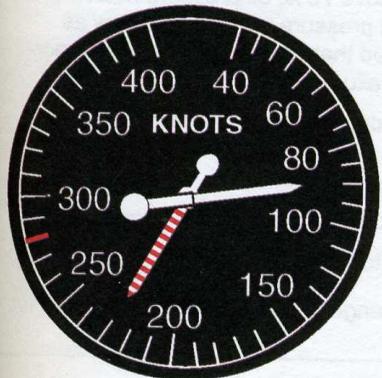
- 10-99 °C NORMAL OPERATING RANGE USING ENGINE OIL SPEC. MIL-L-23699
- 100 °C MAXIMUM USING ENGINE OIL SPECIFICATION MIL-L-23699

OIL PRESSURE SCALE

- 40 PSI MINIMUM
- 65-85 PSI NORMAL OPERATING RANGE WITH N₁ > 75%
- 100 PSI MAXIMUM

NOTE

- DURING COLD AMBIENT TEMPERATURES, OIL PRESSURE MAY BE BETWEEN 85 AND 100 PSI. THIS CONDITION IS ACCEPTABLE; HOWEVER, THE OIL PRESSURE SHALL BE WITHIN NORMAL LIMITS (65 TO 85 PSI) PRIOR TO TAKEOFF.
- DURING DYNAMIC AIRCRAFT MANEUVERS, OIL PRESSURE TRANSIENTS AS LOW AS 10 PSI FOR AS LONG AS 5 SECONDS ARE ACCEPTABLE PROVIDED THAT OIL PRESSURE RETURNS TO NORMAL WITH NO UNUSUAL OR SECONDARY INDICATIONS OF ENGINE FAILURE



AIRSPEED INDICATOR

- 280 KIAS MAXIMUM (0 TO 20,000 FT ALTITUDE)
- 245 KIAS MAXIMUM (20,000 TO 25,000 FT ALTITUDE)

NOTE

MAXIMUM ALLOWABLE AIRSPEED (RED STRIPED) POINTER IS SELF ADJUSTING WITH ALTITUDE.



FUEL QUANTITY

- 20 - 0 LBS. CRITICAL FUEL (FOR FLIGHT)
- 0 - 80 LBS. NO TAKEOFF RANGE



EMERGENCY CANOPY OPENING PRESSURE

TEMP °F	GAUGE PSI
-65	1710 - 2232
-20	1907 - 2488
25	2103 - 2744
70	2300 - 3000
115	2497 - 3256
160	2693 - 3512

F-0094

Figure 4-4. Instrument Markings (Sheet 2)