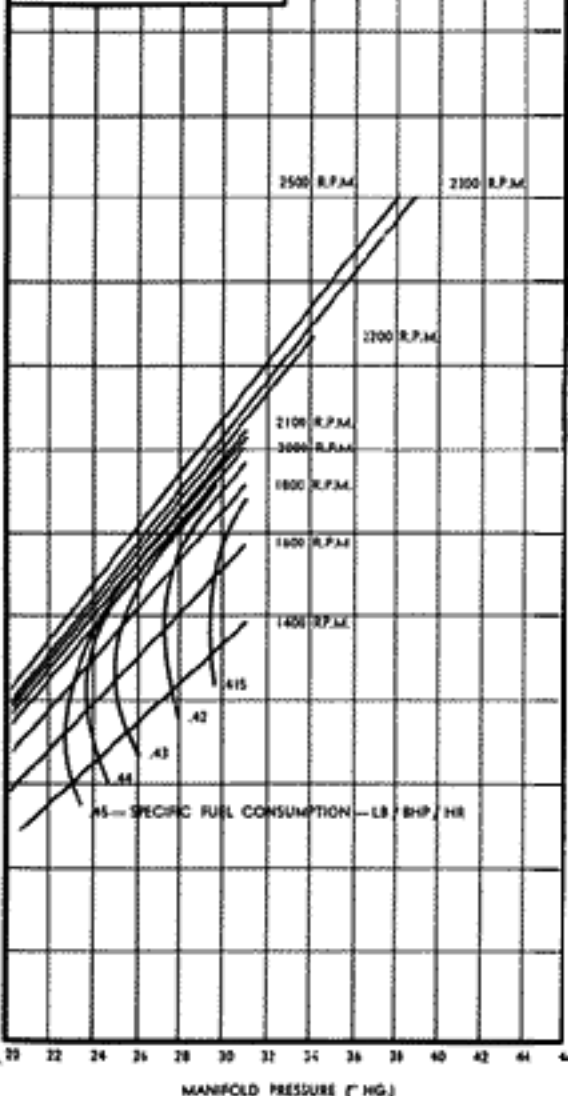


SEA LEVEL CALIBRATION

TO FIND ACTUAL H.P. WHEN GIVEN PRES. ALT. R.P.M. MAN. PRES. AND FREE AIR TEMP.

1. MANIFOLD PRESSURE SHOWN GIVE APPROX HORSEPOWER ONLY.
2. VARIATIONS OF $\pm 1^\circ$ AT SEA LEVEL, $\pm 1^\circ$ AT 25,000' WILL GIVE POWER SHOWN ON STANDARD GAT.
3. CORRECT H.P. IN ACCORDANCE WITH FREE AIR TEMP. BY APPLYING THE FOLLOWING—
 (A) ADD 1% FOR EACH 1° C DE. CREASE FROM 5.
 (B) SUBTRACT 1% FOR EACH 1° C INCREASE FROM 5.
 (C) $\pm 3\%$ MAX. TEMP.



MANIFOLD PRESSURE (IN. HG.)

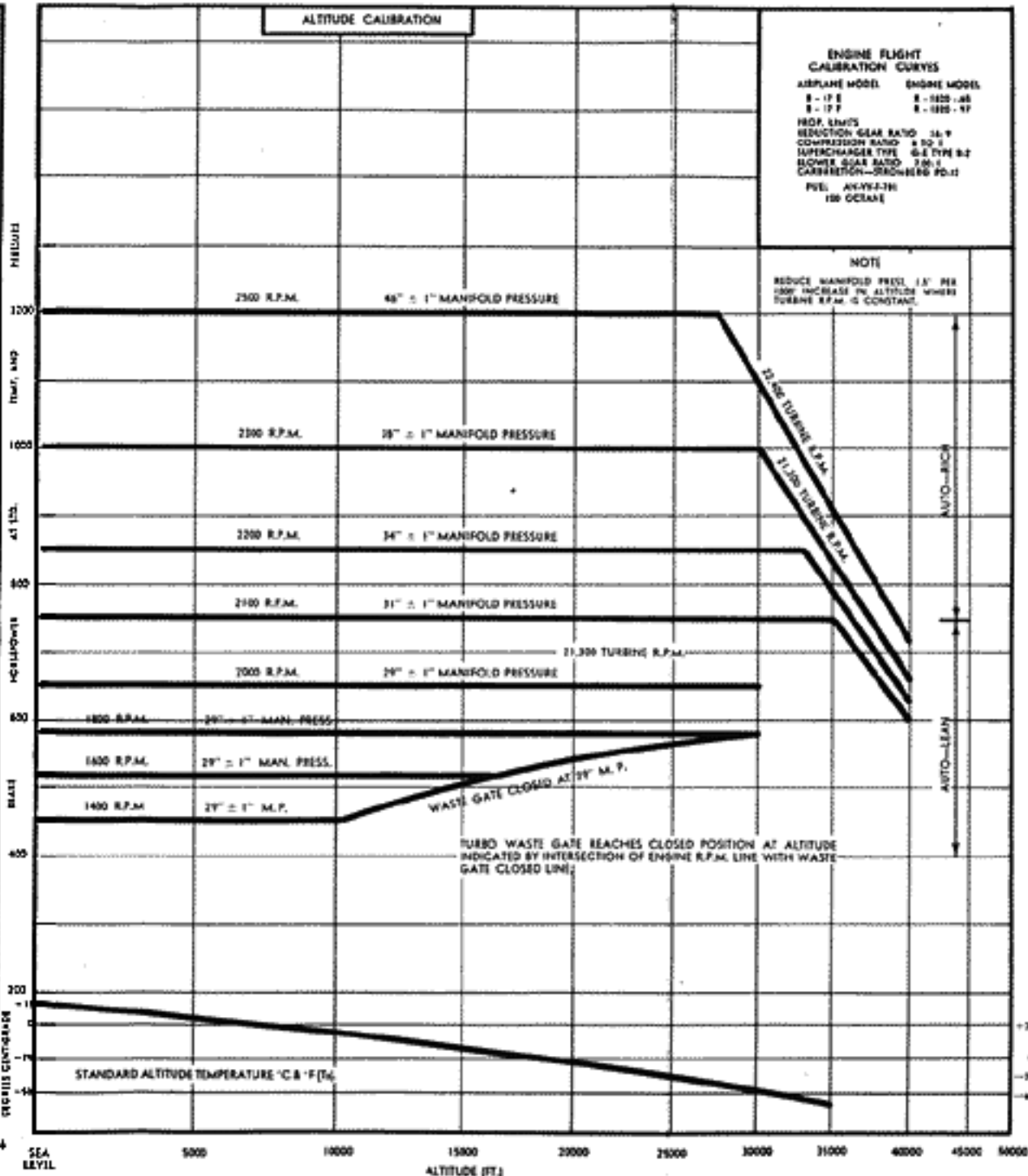
Engine Flight Calibration Curve

ALTITUDE CALIBRATION

ENGINE FLIGHT CALIBRATION CURVES
 AIRPLANE MODEL: E-17E, E-17F
 ENGINE MODEL: E-1825-46, E-1825-17
 PROP. LIMITS: REDUCTION GEAR RATIO 24:1, COMPRESSION RATIO 4.20:1, SUPERCHARGER TYPE G-E TYPE B-2, BLOWER GEAR RATIO 7.00:1, CARBURETOR—STROMBERG PD-12
 P/N: A4447-731, 150 OCTANE

NOTE

REDUCE MANIFOLD PRESS. 1.5" PER 1000' INCREASE IN ALTITUDE WHERE TURBINE R.P.M. IS CONSTANT.



SEA LEVEL

ALTITUDE (FT.)

DISCREET ENGINE/SHIP