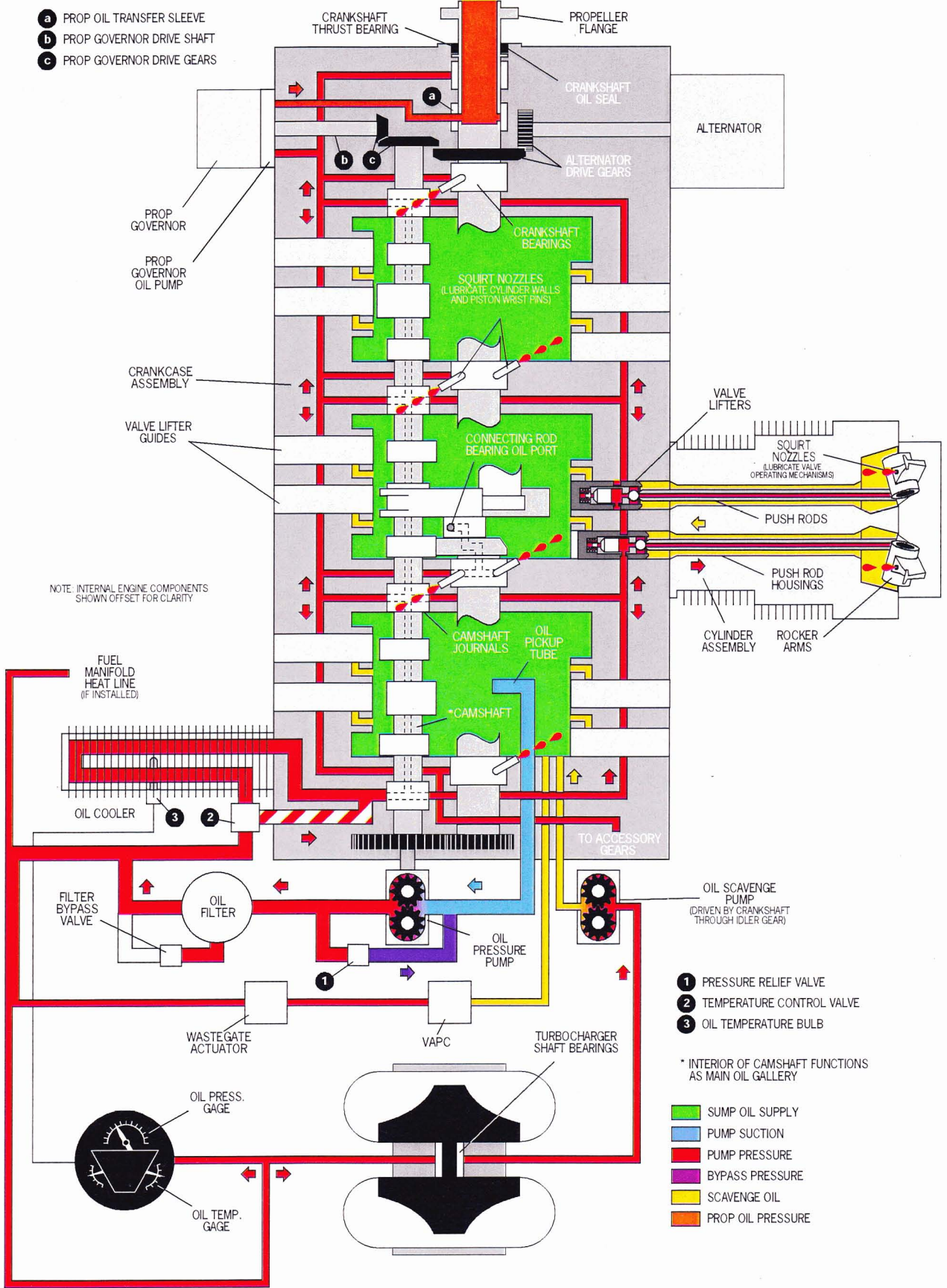


- a** PROP OIL TRANSFER SLEEVE
- b** PROP GOVERNOR DRIVE SHAFT
- c** PROP GOVERNOR DRIVE GEARS

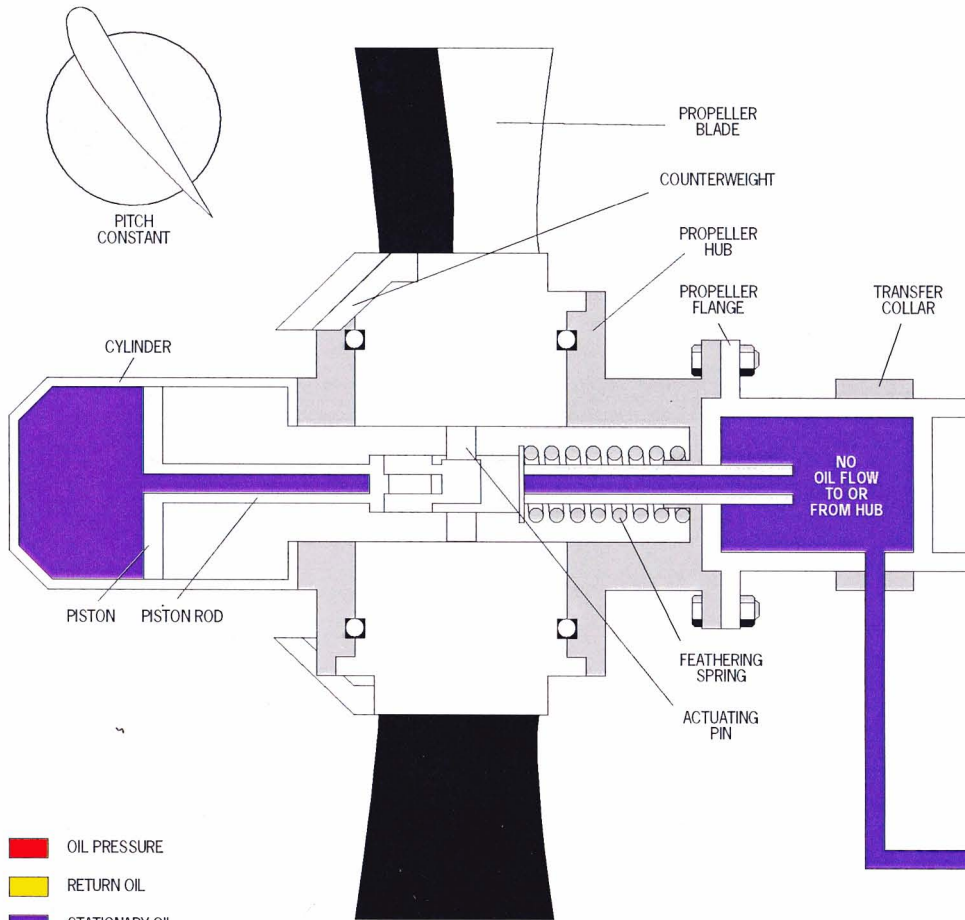


NOTE: INTERNAL ENGINE COMPONENTS SHOWN OFFSET FOR CLARITY

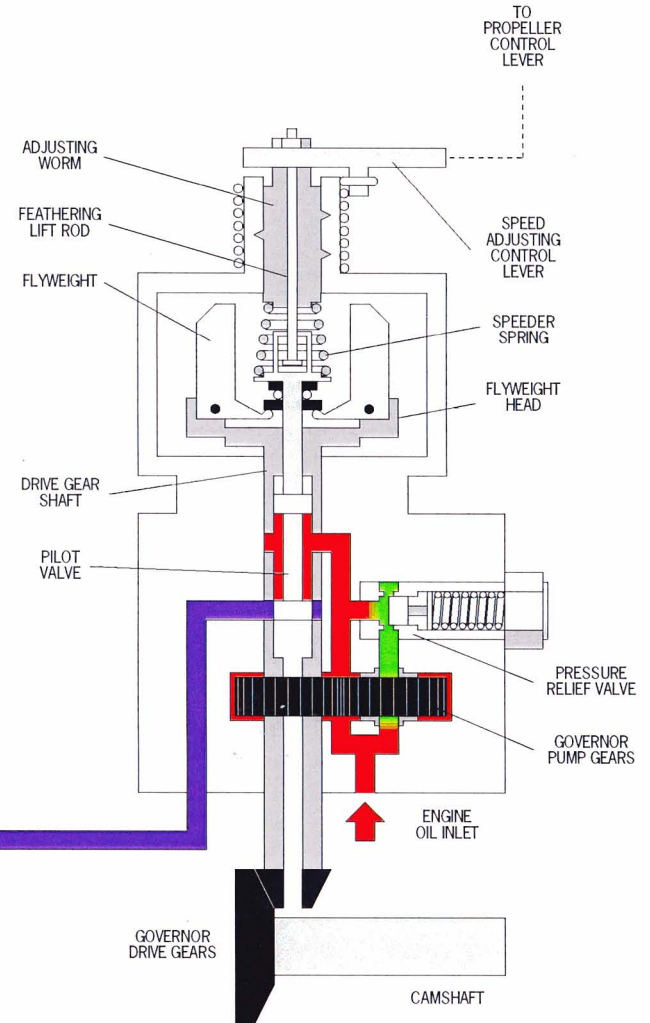
- 1** PRESSURE RELIEF VALVE
- 2** TEMPERATURE CONTROL VALVE
- 3** OIL TEMPERATURE BULB







* INTERIOR OF CAMSHAFT FUNCTIONS AS MAIN OIL GALLERY








- SUMP OIL SUPPLY
- PUMP SUCTION
- PUMP PRESSURE
- BYPASS PRESSURE
- SCAVENGE OIL
- PROP OIL PRESSURE



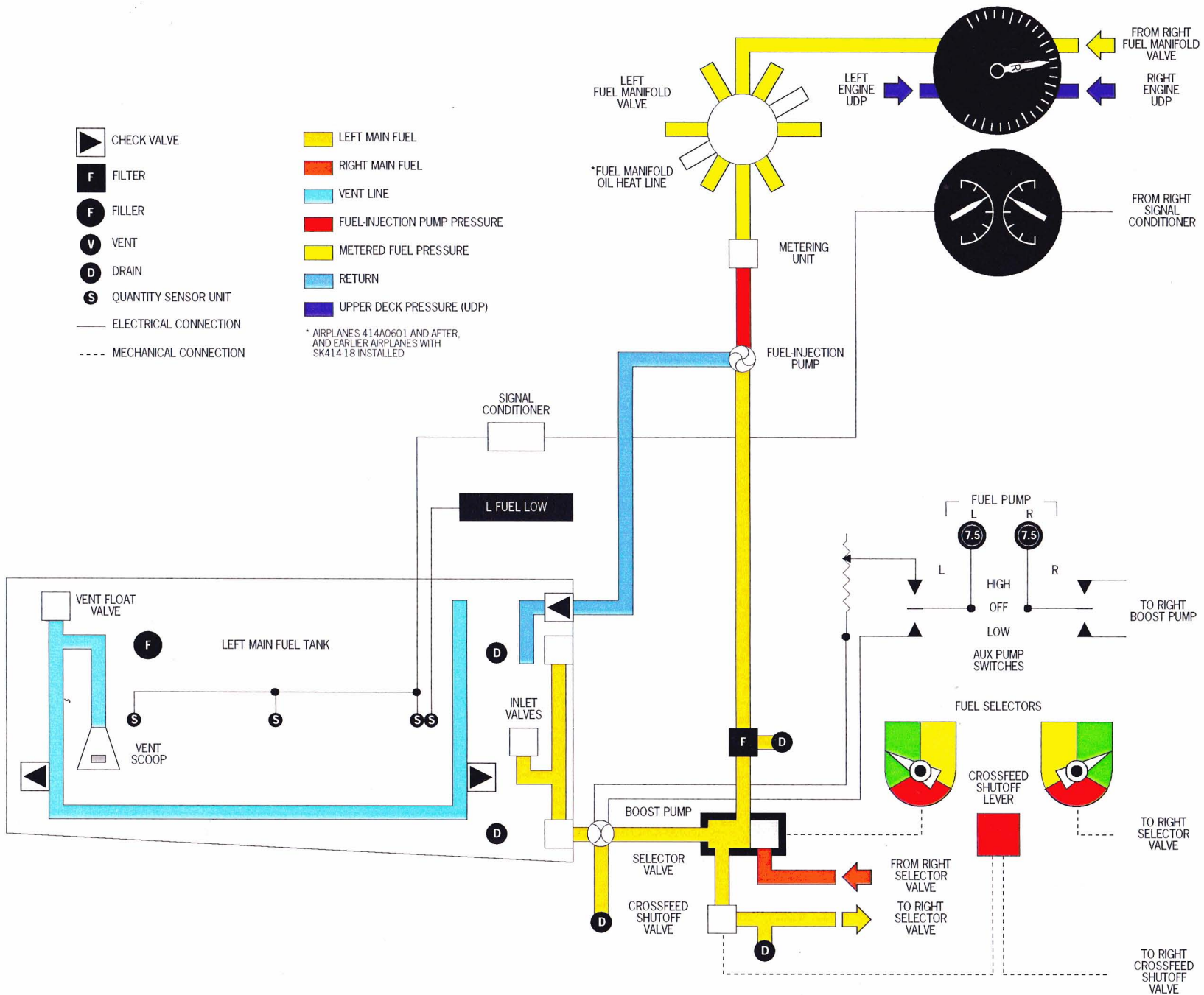
- OIL PRESSURE
- RETURN OIL
- STATIONARY OIL
- RELIEF VALVE RETURN
- MECHANICAL LINKAGE

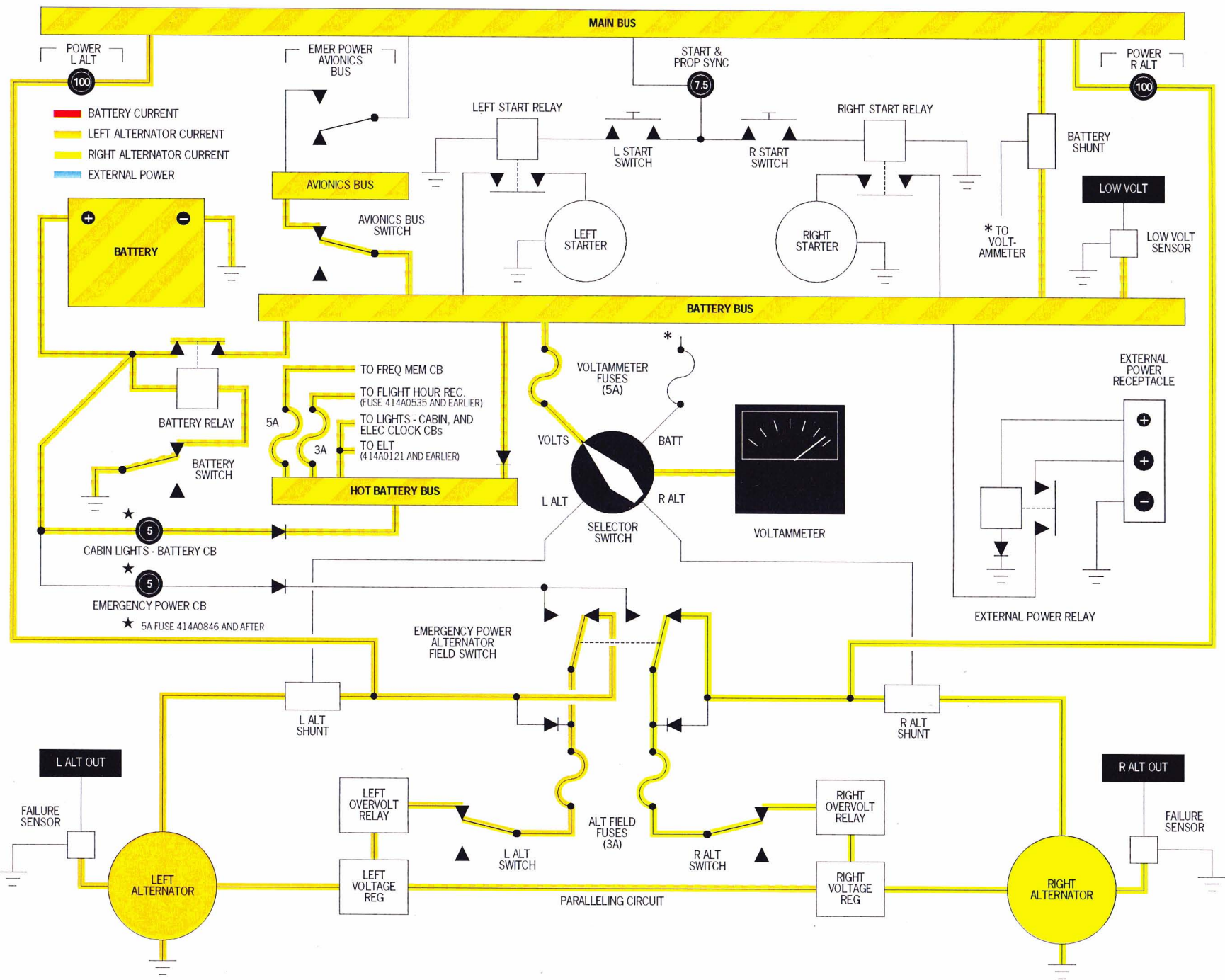


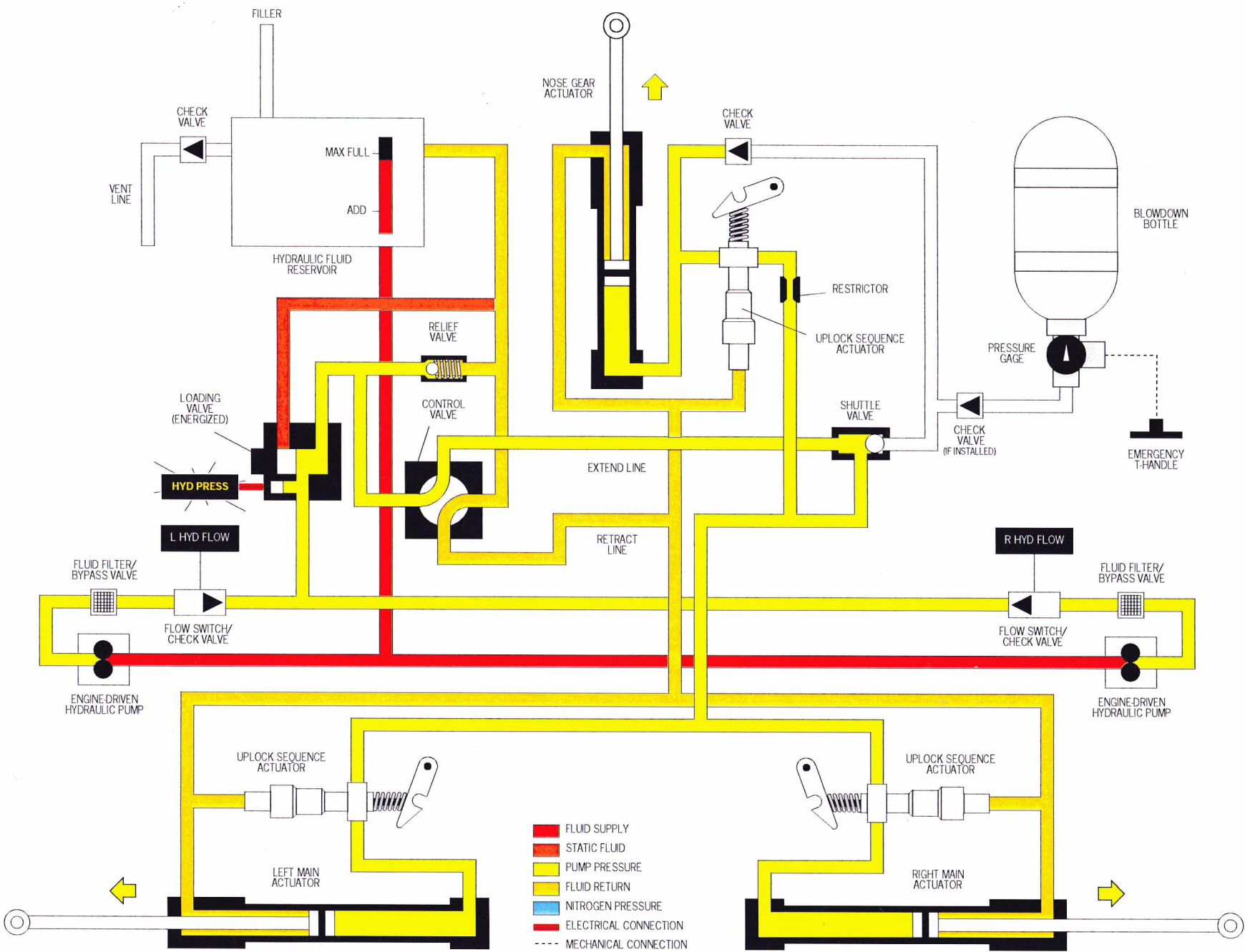
-  CHECK VALVE
-  F FILTER
-  F FILLER
-  V VENT
-  D DRAIN
-  S QUANTITY SENSOR UNIT
- ELECTRICAL CONNECTION
- MECHANICAL CONNECTION

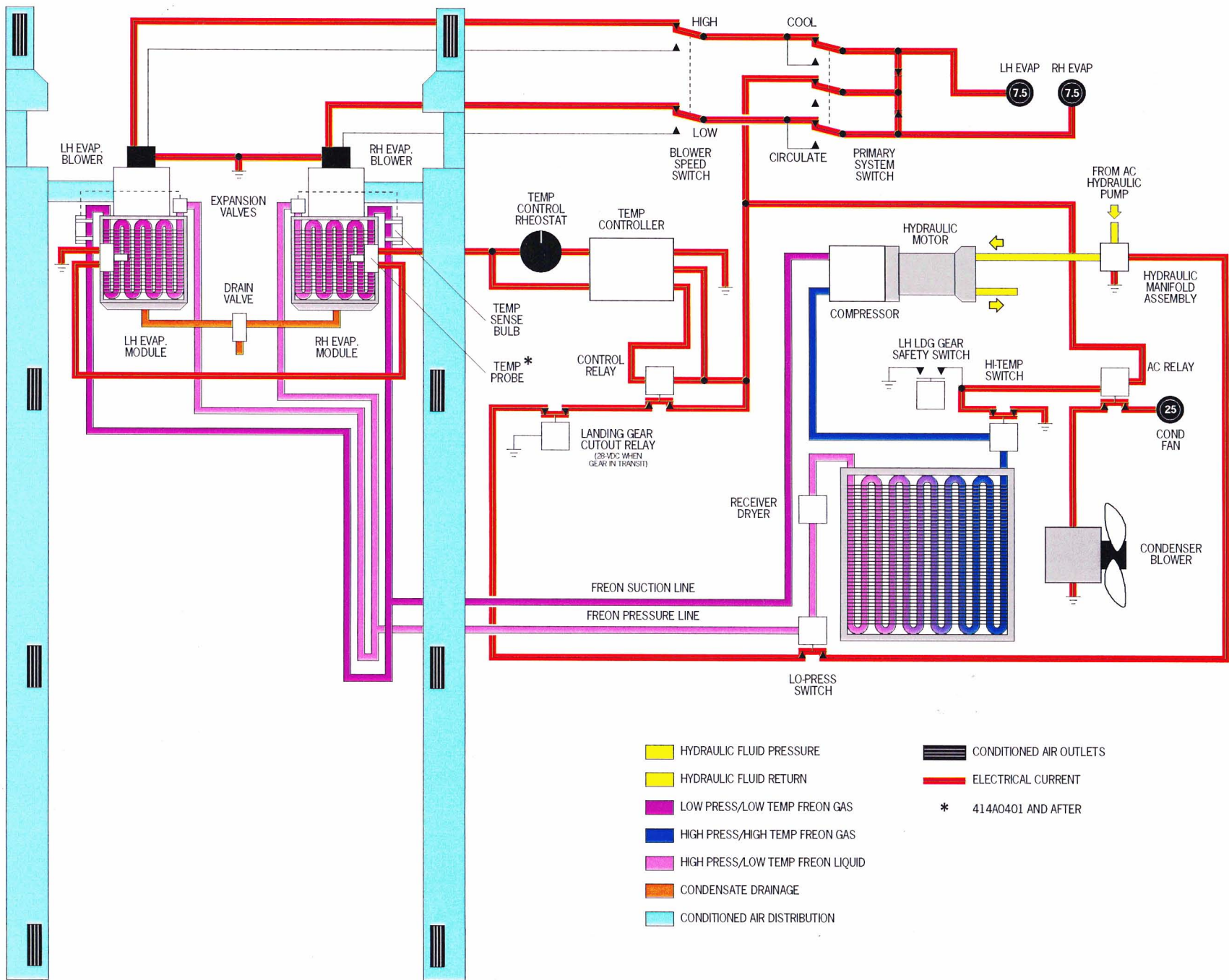
-  LEFT MAIN FUEL
-  RIGHT MAIN FUEL
-  VENT LINE
-  FUEL-INJECTION PUMP PRESSURE
-  METERED FUEL PRESSURE
-  RETURN
-  UPPER DECK PRESSURE (UDP)

* AIRPLANES 414A0601 AND AFTER,
AND EARLIER AIRPLANES WITH
SK414-18 INSTALLED



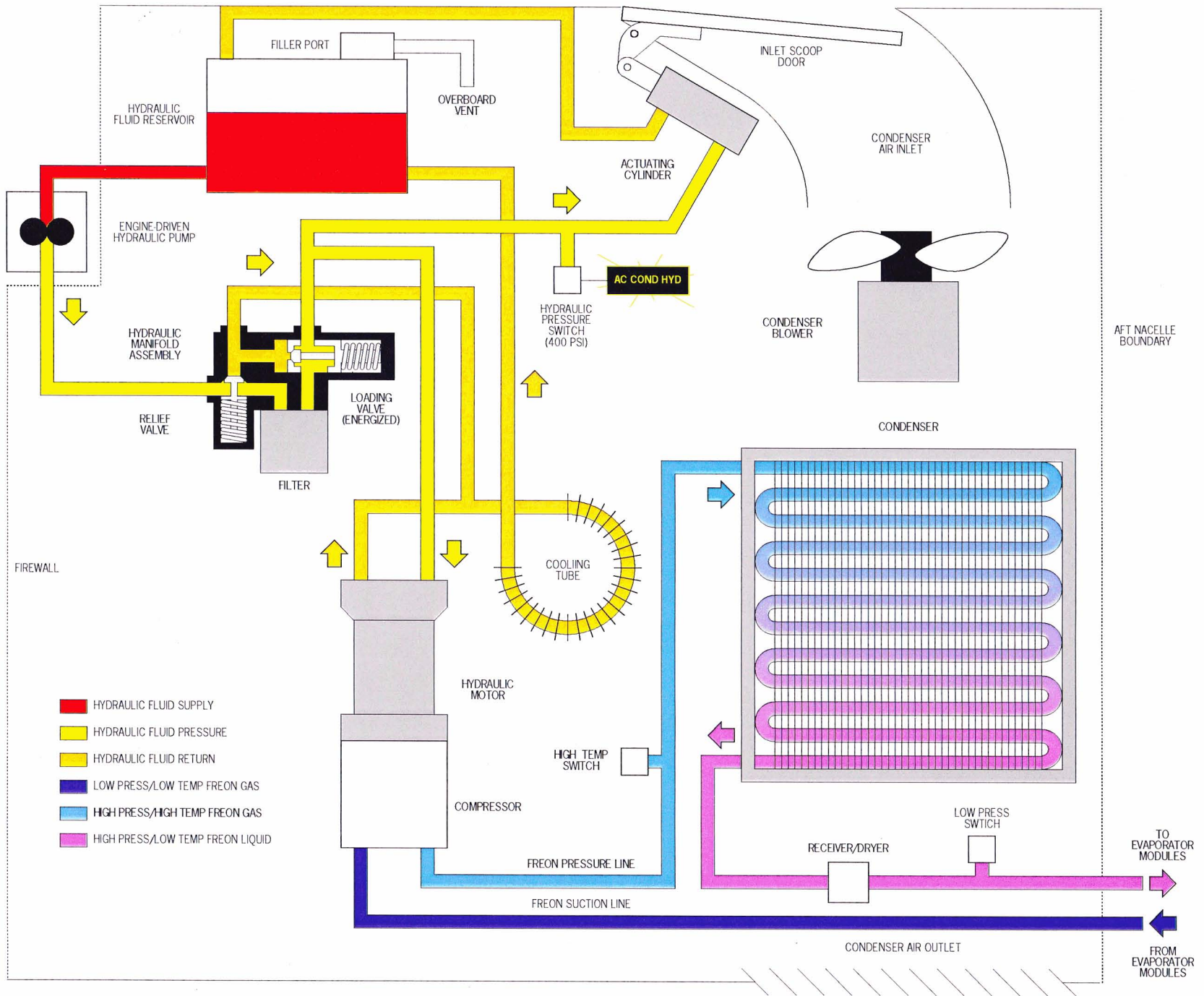






- HYDRAULIC FLUID PRESSURE
- HYDRAULIC FLUID RETURN
- LOW PRESS/LOW TEMP FREON GAS
- HIGH PRESS/HIGH TEMP FREON GAS
- HIGH PRESS/LOW TEMP FREON LIQUID
- CONDENSATE DRAINAGE
- CONDITIONED AIR DISTRIBUTION

- CONDITIONED AIR OUTLETS
- ELECTRICAL CURRENT
- * 414A0401 AND AFTER



PRESSURIZATION AIR FLOW

