

There are very good reasons that turbocharging problems tend to be difficult for mechanics to troubleshoot. They're hardly ever reproducible on the ground, often occur only at quite high altitudes, and are sometimes quite erratic or intermittent. In most cases, the mechanic has no choice but to rely entirely on a description of the symptoms provided by the owner or pilot. Unfortunately, that description is often incomplete or misleading because the owner or pilot doesn't really understand what the mechanic needs to know to diagnose the problem correctly.

This Pilot Problem form might help.



HELP! I'M HAVING A PROBLEM...

The symptoms are: _____

& at the time my gauges read:

Altitude _____ EGT/TIT _____
 Oil Press. _____ Oil Temp. _____
 Manifold Pressure _____

Mixture: LEAN or RICH

Comments _____

..but this info. will help my mechanic

Courtesy of:
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