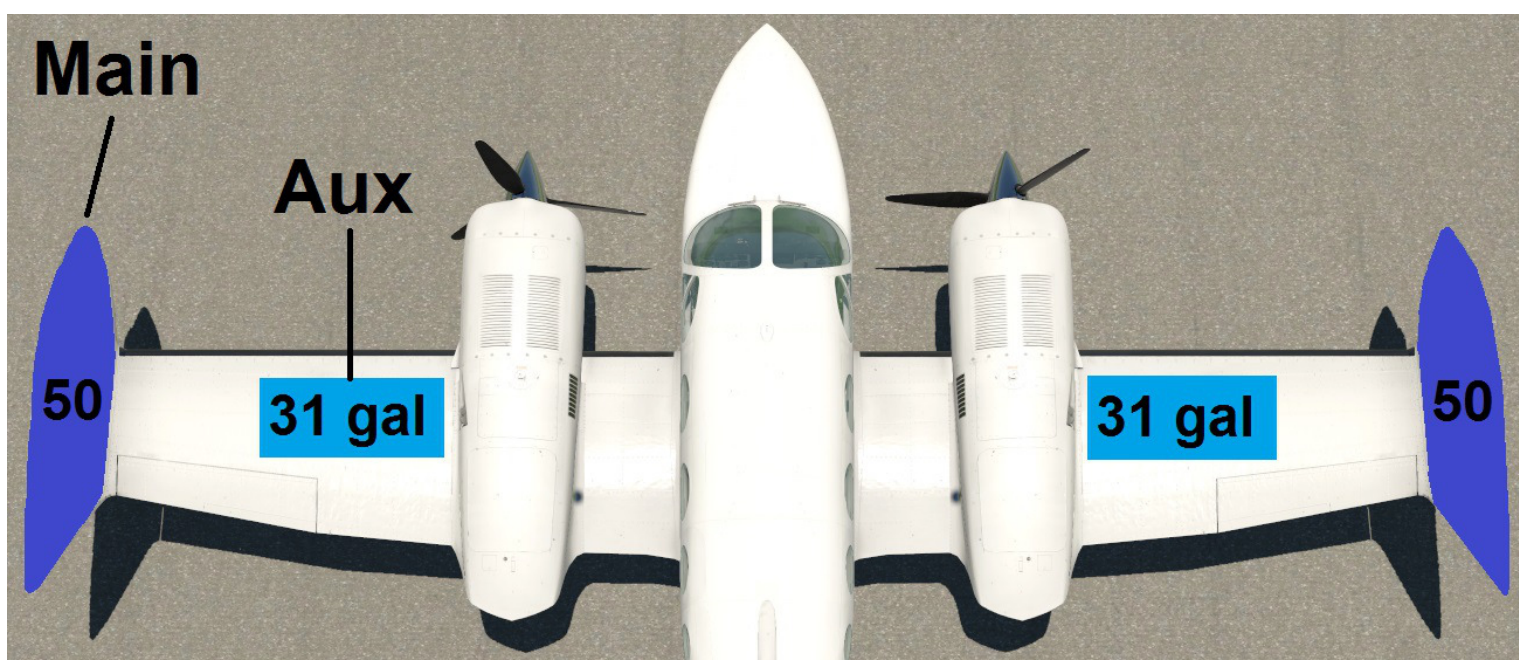


Cessna C340 Fuel System

Fuel Tanks:



The Cessna 340 's fuel system consists of two "**Main**" tip tanks and two "**Aux**" internal wing tanks.

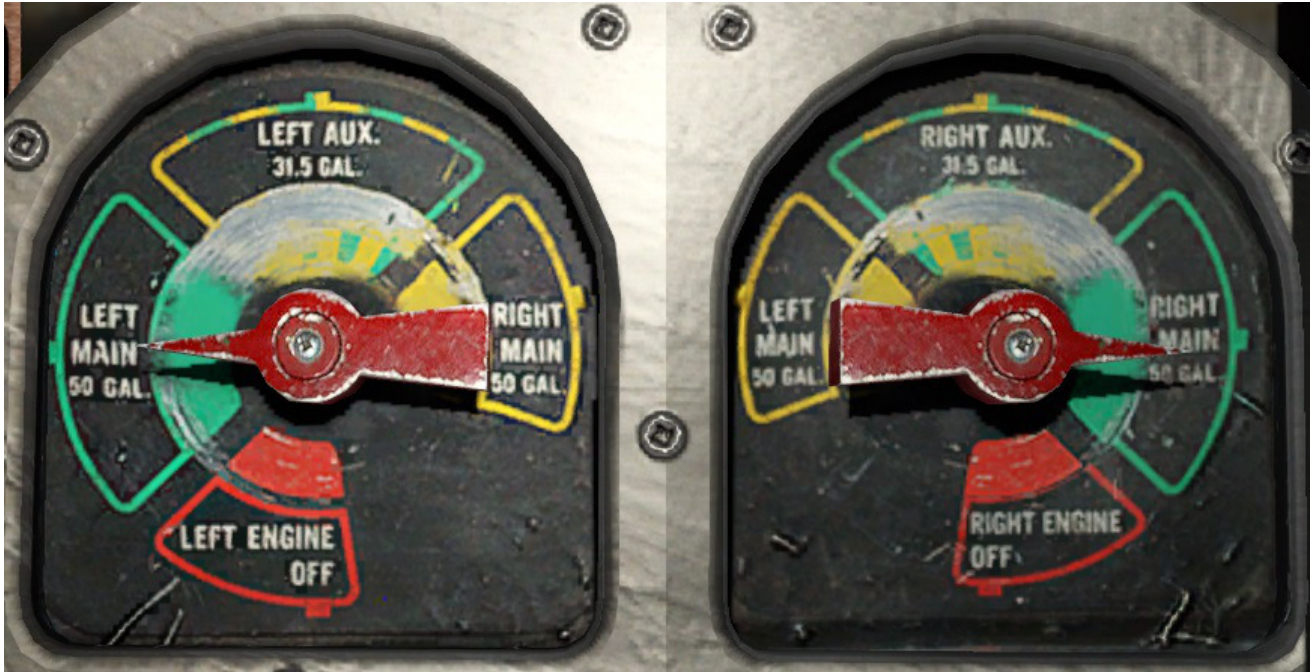
To avoid confusion when receiving fuel at airports that may be unfamiliar with the Cessna 340, it is recommended to refer to these fuel tanks as the "tip tanks" and "wing tanks".

The Main tanks carry **50** US gallons of usable fuel each, while each Aux tank carries **31** usable gallons. Total usable fuel capacity is **162** US gallons.

The left and right fuel systems are separate except for a crossfeed that allows an engine to feed from the opposite side's **Main** tank only. Fuel in the Aux tanks is not available for crossfeed.

The source of fuel for each engine is determined by the Fuel Selector levers.

Fuel Selectors:



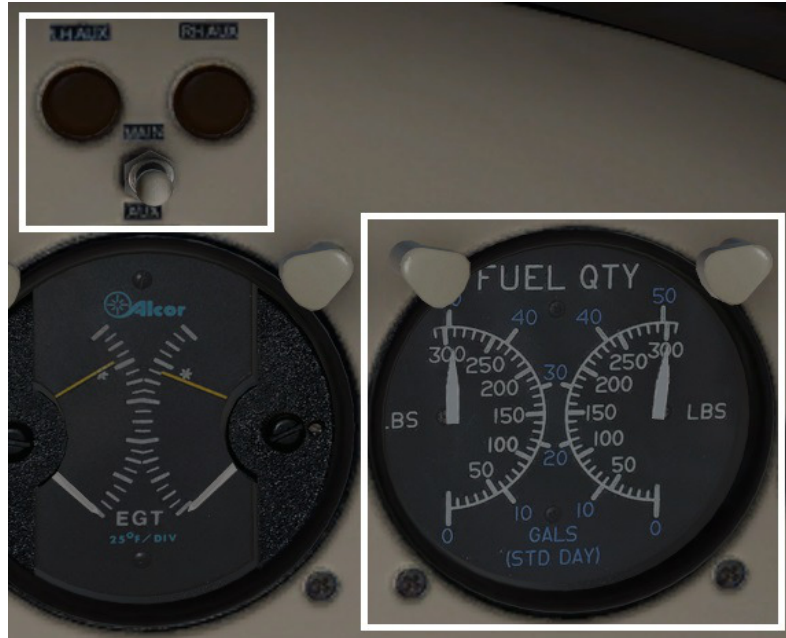
The fuel selectors are located on the floor between the pilot seats. These selectors determine which fuel tank will supply each engine.

Each selector has 4 positions:

- Off
- Main
- Aux
- Crossfeed

When switching tanks in flight it is recommended to turn the boost pump to Low, until any fuel flow fluctuations have stabilized.

Fuel Quantity Indicators:



The fuel quantity gauge indicates the fuel quantity, in pounds, of the tanks that are currently selected via the Fuel Selector.

To the left of the quantity gauge are a pair of red annunciator lights that illuminate to indicate the Aux tanks have been selected.

A small spring-loaded switch is located just below that, labelled "Main" and "Aux". Pressing and holding this switch in either position will force the fuel gauges to show the Main or Aux tanks, respectively. This allows the pilot to view the fuel in all tanks, without needing to actually switch the Fuel Selector.

Operating Considerations:

To ensure smooth operation of the engine, the injector pumps are supplied with more fuel than the engine needs. The excess fuel is returned to that side's Main tank via a return line.

This means that **when burning from the Aux tank, that side's Main tank slowly refills**. If the Main tank is full while the Aux tank is selected, the excess fuel will be dumped overboard through the overfill fuel vent in the Main tank.

To avoid overfilling the Main tank and venting fuel overboard, proper fuel planning is required. It is recommended to follow this procedure:

1. Takeoff and fly the first hour on the Main tanks, until about 200 lbs. remain.
2. Switch to the Aux tanks and burn them until nearly empty, about 1 hour.
3. Switch back to the Main tanks for the rest of the flight.

An additional safety consideration is that fuel crossfeed is only available from the Main tanks. This means that in the event of an engine failure, the fuel in the failed engine's Aux tank is not usable.

It is prudent to use the fuel in the Aux tanks as soon as possible in the flight, with the above considerations in mind.

