

# ***LYCOMING***

## **CERTIFICATED AIRCRAFT ENGINES**

**SSP-110-1**

***LYCOMING***

**DECEMBER 2013**

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### MODEL DESIGNATION BREAKDOWN:

Example: AEIO-540-L1B5D

❶
❷
❸

#### ❶ Prefixes:

- A - Aerobatic (**DRY SUMP**)
- AE - Aerobatic Engine
- E Electronic
- G - Geared
- H - Horizontal Helicopter
- I - Fuel Injected
- L - Left Hand Rotation Crankshaft
- M - Drone
- O - Opposed Cylinders
- S - Supercharged
- T - Turbocharged
- V - Vertical Helicopter

The prefix of our example engine indicates an aerobatic engine with opposed cylinder that is fuel injected.

#### ❷ Cylinder Cubic Inch Displacement:

Cubic Inch Displacement	No. of Cylinders
235, 290, 320, 340, 360, 390	4
435, 480, 540, 580	6
720	8
541	6 with integral accessory

**NOTE:** Slick Magnets are FAA approved for use on many engine models; reference latest revision of Service Instruction No. 1443.

**NOTE: Engine dash numbers ending in “E” designates Roller Tappets (Ex: L-####-48E).**

#### ❸ Suffixes:

- L - Indicates Change in Power Section and Rating from Original Design (1<sup>st</sup> suffix character, may be 2 characters)
- 1 - Indicates Nose Section (2<sup>nd</sup> or 3<sup>rd</sup> suffix character)
- B - Indicates Accessory Section (3<sup>rd</sup> or 4<sup>th</sup> suffix character)
- 5 - Indicates Counterweight Application (if used, 4<sup>th</sup> or 5<sup>th</sup> suffix character)
- D - Indicates Dual Magneto (if used, 4<sup>th</sup> or 5<sup>th</sup> suffix character)

#### \* Counterweight Applications:

1. On VO-540 models – the #3 as the 4<sup>th</sup> suffix character indicates six third order counterweights.
2. On O & IO-540 models – the #5 as the 4<sup>th</sup> suffix character indicates one fifth and one sixth order counterweights.
3. On 4 cylinder models – the #6 as the 4<sup>th</sup> suffix character indicates one sixth and one eighth order counterweights.
4. On 6 cylinder models – the #6 as the 4<sup>th</sup> suffix character indicates one sixth and five third order counterweights.

#### Engine Mounts:

Conical – Straight mounts parallel to crankshaft.

Dynafoal – Mounts set at a specified angle to the crankshaft with Type 1 (30°) and Type 2 (18°) being different angles for four cylinder engines and Type 1 (31°) and Type 2 (20°) for six cylinder engines.

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O <sup>†</sup> RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-235-C1	115	2800	80	6.75:1	Type 2 prop. flange, fixed or constant speed	-15
O-235-C1B	115	2800	80	6.75:1	Same as –C1 with Retard Breaker Magnetos	-15
O-235-C1C	115	2800	80	6.75:1	Same as –C1 but with Slick Magnetos	-15
O-235-C2A	115	2800	80	6.75:1	Same as –C1 but has AS-127, Type 1 prop. flange	-15
O-235-C2B	115	2800	80	6.75:1	Same as –C2A with -1200 series Magnetos	-15
O-235-C2C	115	2800	80	6.75:1	Similar to –C2A but with Slick Magnetos	-15
O-235-E1	115	2800	80	6.75:1	Same as –C1 but has provision for controllable prop.	-15
O-235-E1B	115	2800	80	6.75:1	Same as –C1B but has provision for controllable prop.	-15
O-235-E2A	115	2800	80	6.75:1	Same as –C2A but has provision for controllable prop.	-15
O-235-E2B	115	2800	80	6.75:1	Same as –C2B but has provision for controllable prop.	-15
O-235-F1	125	2800	100/100LL	9.70:1	Similar to –C1 but higher power and comp. ratio	-15
O-235-F1B	125	2800	100/100LL	9.70:1	Similar to –C1B but higher power and comp. ratio	-15
O-235-F2A	125	2800	100/100LL	9.70:1	Similar to –C2A but higher power and comp. ratio	-15
O-235-F2B	125	2800	100/100LL	9.70:1	Similar to –C2B but higher power and comp. ratio	-15
O-235-G1	125	2800	100/100LL	9.70:1	Same as –F1 but with provision for controllable prop.	-15
O-235-G1B	125	2800	100/100LL	9.70:1	Same as –F1B but has provision for controllable prop.	-15
O-235-G2A	125	2800	100/100LL	9.70:1	Same as –F2A but has provision for controllable prop.	-15
O-235-G2B	125	2800	100/100LL	9.70:1	Same as –F2B but has provision for controllable prop.	-15
O-235-H2C	115	2800	80	6.75:1	Same as –C2C but with Type 1 dynafocal mounts	-15
O-235-J2A	125	2800	100/100LL	9.70:1	Same as –F2A but with Type 1 dynafocal mounts	-15
O-235-J2B	125	2800	100/100LL	9.70:1	Same as –F2B but with Type 1 dynafocal mounts	-15
O-235-K2A	118	2800	100/100LL	8.50:1	Same as –F2A but with 20° BTC timing, lower comp. ratio and lower power	-15
O-235-K2B	118	2800	100/100LL	8.50:1	Same as –F2B but with 20° BTC timing, lower comp. ratio and lower power	-15

† Take-Off

■ Compression Ratio

▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-235-K2C	118	2800	100/100LL	8.50:1	Same as –K2A but with Slick Magnetos	-15
O-235-L2A	118	2800	100/100LL	8.50:1	Same as –J2A but with 20° BTC timing, lower comp. ratio and lower power	-15
O-235-L2C	118	2800	100/100LL	8.50:1	Same as –L2A but with Slick Magnetos	-15
O-235-M1	118	2800	100/100LL	8.50:1	Similar to –L2A but has provision for controllable prop. and AS-127, Type 2 prop. flange	-15
O-235-M2C	118	2800	100/100LL	8.50:1	Similar to –M1 but has AN-127, Type 1 prop. flange and Slick Magnetos	-15
O-235-M3C	118	2800	100/100LL	8.50:1	Similar to –M1 but has Slick Magnetos and uses 7/16 in. prop. bolts instead of 3/8 in. bolts	-15
O-235-N2A	116	2800	100/100LL	8.10:1	Same as –L2A but lower comp. ratio and power	-15
O-235-N2C	116	2800	100/100LL	8.10:1	Same as –L2C but lower comp. ratio and power	-15
O-235-P1	116	2800	100/100LL	8.10:1	Same as –M1 but lower comp. ratio and power	-15
O-235-P2A	116	2800	100/100LL	8.10:1	Similar to –P1 but has AN-127, Type 1 prop. flange	-15
O-235-P2C	116	2800	100/100LL	8.10:1	Same as –M2C but lower comp. ratio and power	-15
O-235-P3C	116	2800	100/100LL	8.10:1	Same as –M3C but lower comp. ratio and power	-15
O-290-D	130	2800	80	6.50:1	Solid tappets, hydro control	-21
O-290-11	127	2800	80	6.50:1	Same as O-290-D	-21
O-290-D2	140	2800	80	7.50:1	Hydraulic tappets, 18° spark advance	-21
O-290-D2A	140	2800	80	7.50:1	Same as –D2 but new crankcase for controllable prop.	-21
O-290-D2B	140	2800	80	7.00:1	Same as –D2, 25° spark advance and lower comp. ratio	-21
O-290-D2C	140	2800	80	7.00:1	Same as –D2B with Retard Breaker Magnetos	-21
O-320-A1A	150	2700	80	7.00:1	Controllable prop., 25° spark advance, Bendix S4LN-20 and S4LN-21 Magnetos	-27
O-320-A1B	150	2700	80	7.00:1	Same as –A1A with straight riser in oil sump and -32 carburetor	-27
O-320-A2A	150	2700	80	7.00:1	Same as –A1A but fixed pitch prop.	-27
O-320-A2B	150	2700	80	7.00:1	Same as –A2A with straight riser in oil sump and -32 carburetor	-27
O-320-A2C	150	2700	80	7.00:1	Same as –A2B with Retard Breaker Magnetos	-27
O-320-A2D	150	2700	80	7.00:1	Same as –E3D but with conical mounts and O-320-A sump and intake pipes	-27
O-320-A3A	150	2700	80	7.00:1	Same as –A1A but uses 7/16 in. dia. prop. bolts	-27

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-320-A3B	150	2700	80	7.00:1	Same as –A3A except for straight riser in oil sump and -32 carburetor	-27
O-320-A3C	150	2700	80	7.00:1	Same as –A3B except for Retard Breaker Magnetos	-27
O-320-B1A	160	2700	100/100LL	8.50:1	Same as –A1A but high comp. ratio	-39
O-320-B1B	160	2700	100/100LL	8.50:1	Same as –B1A except for straight riser in oil sump and -32 carburetor	-39
O-320-B2A	160	2700	100/100LL	8.50:1	Same as –B1A but fixed pitch prop.	-39
O-320-B2B	160	2700	100/100LL	8.50:1	Same as –B2A except for straight riser in oil sump and -32 carburetor	-39
O-320-B2C	160	2700	100/100LL	8.50:1	Same as –B2B except for Retard Breaker Magnetos	-39
O-320-B2D	160	2700	100/100LL	8.50:1	Same as –D1D except for fixed prop. and conical mounts	-39
O-320-B2E	160	2700	100/100LL	8.50:1	Similar to the O-320-B2B engine except that the –B2E engine has the carburetor and the induction system used on the O-320-D series engines	-39
O-320-B3A	160	2700	100/100LL	8.50:1	Same as –B1A except for 7/16 in. prop. attaching bolts	-39
O-320-B3B	160	2700	100/100LL	8.50:1	Same as –B1A except for 7/16 in. attaching bolts and straight riser in oil sump and -32 carburetor	-39
O-320-B3C	160	2700	100/100LL	8.50:1	Same as –B3B except for Retard Breaker Magnetos	-39
O-320-C1A	150	2700	80	7.00:1	Low compression field service conversion of –B1A	-39
O-320-C1B	150	2700	80	7.00:1	Low compression field service conversion of –B1B	-39
O-320-C2A	150	2700	80	7.00:1	Low compression field service conversion of –B2A	-39
O-320-C2B	150	2700	80	7.00:1	Low compression field service conversion of –B2B	-39
O-320-C2C	150	2700	80	7.00:1	Low compression field service conversion of –B2C	-39
O-320-C3A	150	2700	80	7.00:1	Low compression field service conversion of –B3A	-39
O-320-C3B	150	2700	80	7.00:1	Low compression field service conversion of –B3B	-39
O-320-C3C	150	2700	80	7.00:1	Low compression field service conversion of –B3C	-39
O-320-D1A	160	2700	100/100LL	8.50:1	Same as –B1B but with Type 1 dynafocal mounts	-39

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-320-D1B	160	2700	100/100LL	8.50:1	Same as –D1A except for Retard Breaker Magnetos	-39
O-320-D1C	160	2700	100/100LL	8.50:1	Same as –D2C but has provision for controllable prop.	-39
O-320-D1D	160	2700	100/100LL	8.50:1	Similar to –D1A but has horizontal carburetor and induction housing and Slick Magnetos	-39
O-320-D1F	160	2700	100/100LL	8.50:1	Same as –E1F except has high compression pistons	-39
O-320-D2A	160	2700	100/100LL	8.50:1	Same as –D1A but with fixed pitch prop. and 3/8 in. attaching bolts	-39
O-320-D2B	160	2700	100/100LL	8.50:1	Same as –D2A except for Retard Breaker Magnetos	-39
O-320-D2C	160	2700	100/100LL	8.50:1	Same as –D2A except for -1200 series Magnetos	-39
O-320-D2F	160	2700	100/100LL	8.50:1	Same as –E2F except has high compression pistons	-39
O-320-D2G	160	2700	100/100LL	8.50:1	Same as –D2A but with Slick Magnetos, 7/16 in. instead of 3/8 in. prop. flange bolts	-39
O-320-D2H	160	2700	100/100LL	8.50:1	Same as –D2G but with O-320-B sump and intake pipes and has provision for AC type fuel pump	-39
O-320-D2J	160	2700	100/100LL	8.50:1	Similar to –D2G but has (2) Slick impulse coupling Magnetos and an unmachined governor pad on front of crankcase	-39
O-320-D3G	160	2700	100/100LL	8.50:1	Same as –D2G but with 3/8 in. prop. attaching bolts and has provisions for fuel pump	-39
O-320-E1A	150	2700	80	7.00:1	Same as –A3B but with Type 1 dynafocal mounts	-27
O-320-E1B	150	2700	80	7.00:1	Same as –E1A except for Retard Breaker Magnetos	-27
O-320-E1C	150	2700	80	7.00:1	Same as –E1A but has -1200 series Magnetos	-27
O-320-E1F	150	2700	80	7.00:1	Same as –E1C but with prop. governor drive on left front of crankcase	-27
O-320-E1J	150	2700	80	7.00:1	Same as –E1F but has Slick Magnetos	-27
O-320-E2A	150/140	2700/2450	80	7.00:1	Same as –E1A but with fixed pitch prop. and uses 3/8 in. attaching bolts and has alternate rating of 140 HP at 2450 RPM	-27
O-320-E2B	150	2700	80	7.00:1	Same as –E2A except for Retard Breaker Magnetos	-27
O-320-E2C	150/140	2700/2450	80	7.00:1	Same as –E2A but has -1200 series Magnetos	-27

† Take-Off

■ Compression Ratio

▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-320-E2D	150	2700	80	7.00:1	Similar to – E2A but with Slick Magnetos, O-235 front main bearing and 7/16 in. prop. flange bushings	-27
O-320-E2F	150	2700	80	7.00:1	Same as –E1F but with fixed pitch prop.	-27
O-320-E2G	150	2700	80	7.00:1	Same as –E2D but has O-320-A sump and intake pipes	-27
O-320-E2H	150	2700	80	7.00:1	Same as –E2D but equipped with S4LN-20 and-21 Magnetos	-27
O-320-E3D	150	2700	80	7.00:1	Same as –E2D but uses 3/8 in. instead of 7/16 in. prop. flange bushings	-27
O-320-E3H	150	2700	80	7.00:1	Same as –E3D but equipped with S4LN-20 and -21 Magnetos	-27
O-320-H1AD	160	2700	100/100LL	9.00:1	Integral accessory section crankcase, front mounted fuel pump, external mounted oil pump and D4RN-3000 impulse coupling dual Magneto	-76
O-320-H1BD	160	2700	100/100LL	9.00:1	Same as –H1AD but with D4RN-3200 Retard Breaker dual Magneto	-76
O-320-H2AD	160	2700	100/100LL	9.00:1	Same as –H1AD but with fixed pitch prop.	-76
O-320-H2BD	160	2700	100/100LL	9.00:1	Same as –H2AD but with D4RN-3200 Retard Breaker dual Magneto	-76
O-320-H3AD	160	2700	100/100LL	9.00:1	Same as –H2AD but uses 3/8 in. instead of 7/16 in. prop. flange bushings	-76
O-320-H3BD	160	2700	100/100LL	9.00:1	Same as –H3AD but with D4RN-3200 Retard Breaker dual Magneto	-76
IO-320-A1A	150	2700	80	7.00:1	Same as O-320-E1B but with rear Bendix fuel injection and Type 2 dynafocal mounts	-55
IO-320-A2A	150	2700	80	7.00:1	Same as –A1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-B1A	160	2700	100/100LL	8.50:1	Same as O-320-D1A but with Type 2 dynafocal mounts and rear mounted Bendix fuel injector	-55
IO-320-B1B	160	2700	100/100LL	8.50:1	Same as –B1A but has AN fuel pump drive	-55
IO-320-B1C	160	2700	100/100LL	8.50:1	Same as –B1A but has adapter for mounting fuel injector straight to the rear	-55
IO-320-B1D	160	2700	100/100LL	8.50:1	Same as –B1C but with -1200 series Retard Magnetos	-55
IO-320-B1E	160	2700	100/100LL	8.50:1	Same as –D1C but with rear mounted horizontal fuel injector	-55
IO-320-B2A	160	2700	100/100LL	8.50:1	Same as –B1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-320-C1A	160	2700	100/100LL	8.50:1	Same as –B1A except converted for use with turbocharger, long reach spark plugs, piston cooling oil jets, vented fuel nozzles, two S4LN-21 impulse coupling Magnetos and AN fuel pump drive	-55
IO-320-C1B	160	2700	100/100L	8.50:1	Same as –C1A but with fuel injector mounted straight to the rear and 24 volt system standard	-55
IO-320-D1A	160	2700	100/100LL	8.50:1	Same as O-320-D2C except has Bendix RSA-5AD1 fuel injector, provision for controllable pitch prop. and 7/6 in. prop. flange bushings	-55
IO-320-D1B	160	2700	100/100LL	8.50:1	Same as –D1A but with prop. governor drive on left front of crankcase	-55
IO-320-D1C	160	2700	100/100LL	8.50:1	Same as –D1B but with Slick Magnetos, 24 volt system and 100 amp alternator standard	-55
IO-320-E1A	150	2700	80	7.00:1	Same as O-320-A3B except has Bendix fuel injector	-55
IO-320-E1B	150	2700	80	7.00:1	Same as –E1A but with Slick Magnetos	-55
IO-320-E2A	150	2700	80	7.00:1	Same as –E1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-E2B	150	2700	80	7.00:1	Same as O-320-A2D but with Bendix RSA-5AD1 fuel injector	-55
IO-320-F1A	160	2700	100/100LL	8.50:1	Same as –C1A but with Type 1 dynafocal mounts	-55
AIO-320-A1A	160	2700	100/100LL	8.50:1	Aerobatic engine with performance similar to IO-320-D1A	-65
AIO-320-A1B	160	2700	100/100LL	8.50:1	Same as –A1A but has impulse coupling Magneto	-65
AIO-320-A2A	160	2700	100/100LL	8.50:1	Same as –A1A but with fixed pitch prop.	-65
AIO-320-A2B	160	2700	100/100LL	8.50:1	Same as –A2A but has impulse coupling Magneto	-65
AIO-320-B1B	160	2700	100/100LL	8.50:1	Similar to –A1B but with front mounted fuel injector	-65
AIO-320-C1B	160	2700	100/100LL	8.50:1	Similar to –B1B but the fuel injector is vertically mounted on the bottom of the sump	-65
LIO-320-B1A	160	2700	100/100LL	8.50:1	Similar to IO-320-B1A but has left hand rotation crankshaft	-66
LIO-320-C1A	160	2700	100/100LL	8.50:1	Similar to IO-320-C1A but has left hand rotation crankshaft	-66
AEIO-320-D1B	160	2700	100/100LL	8.50:1	Same as IO-320-D1B but is equipped with Aerobatic kit	-55

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number



**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
AEIO-320-D2B	160	2700	100/100LL	8.50:1	Same as –D1B but with fixed pitch prop.	-55
AEIO-320-E1A	150	2700	80	7.00:1	Same as IO-320-E1A but is equipped with Aerobatic kit	-55
AEIO-320-E1B	150	2700	80	7.00:1	Same as IO-320-E1B but is equipped with Aerobatic kit	-55
AEIO-320-E2A	150	2700	80	7.00:1	Same as IO-320-E2A but is equipped with Aerobatic kit	-55
O-340-A1A	170	2700	100/100LL	8.50:1	Controllable prop.	-30
O-340-A2A	170	2700	100/100LL	8.50:1	Same as –A1A but fixed pitch prop.	-30
O-340-B1A	160	2700	80	7.15:1	Low compression –A1A	-30
O-360-A1A	180	2700	100/100LL	8.50:1	Dynafoal mounts	-36
O-360-A1AD	180	2700	100/100LL	8.50:1	Same as –A1A but with D4LN-3000 impulse coupling Magnetos	-36
O-360-A1C	180	2700	100/100LL	8.50:1	Similar to –A1A but has horizontal induction housing, Bendix PSH-5BD pressure carburetor and Retard Breaker Magnetos	-36
O-360-A1D	180	2700	100/100LL	8.50:1	Same as –A1A except for Retard Breaker Magnetos	-36
O-360-A1F	180	2700	100/100LL	8.50:1	Same as –A1A with -1200 series Magnetos	-36
O-360-A1F6	180	2700	100/100LL	8.50:1	Same as –A1F but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1F6D	180	2700	100/100LL	8.50:1	Same as –A1F6 but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A1G	180	2700	100/100LL	8.50:1	Similar to –A1F but has horizontal carburetor and induction housing	-36
O-360-A1G6	180	2700	100/100LL	8.50:1	Same as –A1G but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1G6D	180	2700	100/100LL	8.50:1	Same as –A1G6 but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A1H	180	2700	100/100LL	8.50:1	Same as –A1G but with prop. governor drive on left front of crankcase and -21, -204 Magnetos	-36
O-360-A1H6	180	2700	100/100LL	8.50:1	Same as –A1H but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1LD	180	2700	100/100LL	8.50:1	Similar to –A1A but with D4LN-3000 impulse coupling dual Magneto and has prop. governor drive on left front of crankcase	-36
O-360-A1P	180	2700	100/100LL	8.50:1	Same as –C1G except dynafocal mounts	-36
O-360-A2A	180	2700	100/100LL	8.50:1	Same as –A1A but fixed pitch prop.	-36
O-360-A2D	180	2700	100/100LL	8.50:1	Same as –A2A except for Retard Breaker Magnetos	-36

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-360-A2E	180	2700	100/100LL	8.50:1	Same as –A2D with provision for AN fuel pump drive	-36
O-360-A2F	180	2700	100/100LL	8.50:1	Same as –A2A with -1200 series Magnetos	-36
O-360-A2G	180	2700	100/100LL	8.50:1	Same as –A1G but fixed pitch prop.	-36
O-360-A2H	180	2700	100/100LL	8.50:1	Same as –A2H but fixed pitch prop.	-36
O-360-A3A	180	2700	100/100LL	8.50:1	Same as –A2A but has 6 special long bushings in prop. flange	-36
O-360-A3AD	180	2700	100/100LL	8.50:1	Same as –A3A but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A3D	180	2700	100/100LL	8.50:1	Same as –A3A except for Retard Breaker Magnetos	-36
O-360-A4A	180	2700	100/100LL	8.50:1	Same as –A3A but has solid crankshaft	-36
O-360-A4AD	180	2700	100/100LL	8.50:1	Same as –A4A but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A4D	180	2700	100/100LL	8.50:1	Similar to –A4A except for Retard Breaker Magnetos, (2) Magneto drive isolators and –A2A prop. flange bushings	-36
O-360-A4G	180	2700	100/100LL	8.50:1	Same as –A2G but has –A4A crankshaft with –A2G prop. flange bushings	-36
O-360-A4J	180	2700	100/100LL	8.50:1	Same as –A4G but has -21 and -204 Magnetos	-36
O-360-A4K	180	2700	100/100LL	8.50:1	Same as –A4J but with Slick Magnetos	-36
O-360-A4M	180	2700	100/100LL	8.50:1	Same as –A4A but with Slick Magnetos	-36
O-360-A4N	180	2700	100/100LL	8.50:1	Same as –A4M but has an unmachined governor pad on front of crankcase and –A2G prop. flange bushings	-36
O-360-A4P	180	2700	100/100LL	8.50:1	Same as –A4M except for prop. flange bushings	-36
O-360-A5AD	180	2700	100/100LL	8.50:1	Same as –A4AD but has standard length prop. flange bushings	-36
O-360-B1A	168	2700	80	7.20:1	Same as –A1A but low comp. ratio	-36
O-360-B1B	168	2700	80	7.20:1	Same as –B1A except for Retard Breaker Magnetos	-36
O-360-B2A	168	2700	80	7.20:1	Same as –B1A except for fixed pitch prop.	-36
O-360-B2B	168	2700	80	7.20:1	Same as –B2A except for Retard Breaker Magnetos	-36
O-360-B2C	168	2700	80	7.20:1	Same as –B2A except has IO-360-A crank and rods	-36
O-360-C1A	180	2700	100/100LL	8.50:1	Same as –A1A but conical rubber mounts	-36
O-360-C1C	180	2700	100/100LL	8.50:1	Same as –C1A except for Retard Breaker Magnetos	-36

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-360-C1E	180	2700	100/100LL	8.50:1	Same as –C1A but with Slick Magnetos	-36
O-360-C1F	180	2700	100/100LL	8.50:1	Same as –A1G with conical mounts and Slick Magnetos	-36
❖O-360-C1G	180	2700	100/100LL	8.50:1	Same as O-360-C1A except propeller governor drive is located on the left front of the crankcase.	-36
O-360-C2A	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch prop.	-36
O-360-C2B	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch prop. and horizontal pressure carburetor and has helicopter rating	-36
O-360-C2C	180	2700	100/100LL	8.50:1	Same as –C2A except for Retard Breaker Magnetos	-36
O-360-C2D	180	2700	100/100LL	8.50:1	Same as –C2B except for Retard Breaker Magnetos	-36
O-360-C2E	180	2700	100/100LL	8.50:1	Same as –C2A but with Slick Magnetos	-36
O-360-C4F	180	2700	100/100LL	8.50:1	Same as –C1F except has solid crankshaft and no provision for prop. governor	-36
O-360-C4P	180	2700	100/100LL	8.50:1	Same as –A4M except for prop. flange bushings and conical mounts	-36
O-360-D1A	168	2700	80	7.20:1	Same as –B1A but conical rubber mounts and -1200 series Magnetos	-36
O-360-D2A	168	2700	80	7.20:1	Same as –B2A but conical rubber mounts	-36
O-360-D2B	168	2700	80	7.20:1	Same as –D2A except for Retard Breaker Magnetos	-36
O-360-E1A6D	180	2700	100/100LL	9.00:1	Integral accessory section crankcase, front mounted fuel pump, external oil pump, D4RN-3000 impulse coupling dual Magneto and counterweighted crankshaft	-77
O-360-F1A6	180	2700	100/100LL	8.50:1	Similar to O-360-A series with new sump for nose wheel clearance, rear HA-6 carburetor, has (1) sixth and (1) eighth order counterweights and has prop. governor drive on left front of crankcase	-36
O-360-G1A6	180	2700	100/100LL	8.50:1	Same as –F1A6 but with a machined pad on right front of crankcase	-36
O-360-J2A	145	2700/2400	100/100LL	8.50:1	Similar to O-360-C1C except has O-320-B2C prop. flange bushings, lightweight cylinders and lower power setting	-36
HO-360-A1A	180	2700	100/100LL	8.50:1	Same as O-360-A2D but with MA-4-5AA carburetor and Type 2 dynafocal mounts	-36
HO-360-B1A	180	2900	100/100LL	8.50:1	Same as O-360-C2D except for rated speed	-36
HO-360-B1B	180	2900	100/100LL	8.50:1	Same as –B1A but with (2) two SLN-200 Magnetos	-36

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
HO-360-C1A	180	2700	100/100LL	8.50:1	Similar to O-360-C2D except uses HA-6 carburetor in place of the PSH-5HD carburetor	-36
IO-360-A1A	200	2700	100/100LL	8.70:1	Bendix fuel injection, tuned induction	-51
IO-360-A1B	200	2700	100/100LL	8.70:1	Same as –A1A but has -1200 series impulse coupling Magnetos	-51
IO-360-A1B6	200	2700	100/100LL	8.70:1	Same as –A1B but has (1) sixth and (1) eighth order counterweights	-51
IO-360-A1B6D	200	2700	100/100LL	8.70:1	Same as –A1B6 but has (1) Bendix D4LN-3000 impulse coupling dual Magneto	-51
IO-360-A1C	200	2700	100/100LL	8.70:1	Same as –A1A but with -1200 series Magnetos	-51
IO-360-A1D	200	2700	100/100LL	8.70:1	Same as –A1B but has S4LN-21 impulse coupling and S4LN-204 Magnetos	-51
IO-360-A1D6	200	2700	100/100LL	8.70:1	Same as –A1B6 but with prop. governor drive on left front of crankcase	-51
IO-360-A1D6D	200	2700	100/100LL	8.70:1	Same as –A1D6 but has (1) Bendix D4LN-3000 impulse coupling dual Magneto	-51
IO-360-A2A	200	2700	100/100LL	8.70:1	Same as –A1A but fixed pitch prop.	-51
IO-360-A2B	200	2700	100/100LL	8.70:1	Same as –A2A but has -1200 series impulse Magnetos	-51
IO-360-A2C	200	2700	100/100LL	8.70:1	Same as –A1C but has fixed pitch prop.	-51
IO-360-A3B6	200	2700	100/100LL	8.70:1	Same as –A1B6 with prop. flange bushings rotated 120° clockwise	-51
IO-360-A3B6D	200	2700	100/100LL	8.70:1	Same as –A1B6D but with prop. locating bushings rotated 120° clockwise	-51
IO-360-A3D6D	200	2700	100/100LL	8.70:1	Same as –A1D6D but with prop. locating bushings rotated 120° clockwise	-51
IO-360-B1A	180	2700	100/100LL	8.50:1	Same as O-360-A1D except for Simmonds 530 fuel injection system	-51
IO-360-B1B	180	2700	100/100LL	8.50:1	Same as –B1A except for Bendix fuel injection system	-51
IO-360-B1C	177	2700	100/100LL	8.50:1	Conversion of O-360-A1C to Bendix fuel injection	-51
IO-360-B1D	180	2700	100/100LL	8.50:1	Same as –B1B but with AN fuel pump drive	-51
IO-360-B1E	180	2700	100/100LL	8.50:1	Similar to –B1B with rear mounted fuel injection and -1200 series impulse coupling Magnetos	-51
IO-360-B1F	180	2700	100/100LL	8.50:1	Similar to –B1B except has two -1227 Magnetos	-51
IO-360-B1F6	180	2700	100/100LL	8.50:1	Same as –B1F but has (1) sixth and (1) eighth order counterweights	-51

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-360-B1G6	180	2700	100/100LL	8.50:1	Similar to –B1E except front mounted prop. governor, counterweighted crankshaft and provision for bed mounting	-51
IO-360-B2E	180	2700	100/100LL	8.50:1	Same as –B1E but has fixed pitch prop.	-51
IO-360-B2F	180	2700	100/100LL	8.50:1	Same as –B1F but has fixed pitch prop.	-51
IO-360-B2F6	180	2700	100/100LL	8.50:1	Same as –B2F but has (1) sixth and (1) eighth order counterweights	-51
IO-360-B4A	180	2700	100/100LL	8.50:1	Similar to –B1B but has S4LN-21 (impulse coupling) and S4LN-20 Magnetos and O-360-A4A solid crankshaft	-51
IO-360-C1A	200	2700	100/100LL	8.70:1	Same as –A1A but with rear air inlet	-51
IO-360-C1B	200	2700	100/100LL	8.70:1	Same as –C1A but with -1200 series Magnetos	-51
IO-360-C1C	200	2700	100/100LL	8.70:1	Similar to –C1B but has 14° injector adapter and impulse coupling Magneto	-51
IO-360-C1C6	200	2700	100/100LL	8.70:1	Same as -C1C but has (1) sixth and (1) eighth order counterweights	-51
IO-360-C1D6	200	2700	100/100LL	8.70:1	Similar to –C1C but has straight injector inlet and has (1) sixth and (1) eighth order counterweights	-51
IO-360-C1E6	200	2700	100/100LL	8.70:1	Similar to –C1C but has prop. governor drive on left front of crankcase, and (1) sixth and (1) eighth order counterweights	-51
IO-360-C1E6D	200	2700	100/100LL	8.70:1	Same as –C1E6 but with D4LN-3000 impulse coupling dual Magneto	-51
IO-360-C1F	200	2700	100/100LL	8.70:1	Same as –C1C but has AN fuel pump drive and fuel pump	-51
IO-360-C1G6	200	2700	100/100LL	8.70:1	Same as –C1D6 except has two retard Magnetos, an unmachined front mounted prop. governor pad and provision for front bed mounting	-51
IO-360-D1A	200	2700	100/100LL	8.70:1	Same as –C1B but has Type 2 dynafocal mounts	-51
IO-360-E1A	180	2700	100/100LL	8.50:1	Similar to –B1E but has Type 2 dynafocal mounts and Retard Breaker Magnetos	-51
IO-360-F1A	180	2700	100/100LL	8.50:1	Similar to –B1E except converted for use with turbocharger; long reach spark plugs	-51
IO-360-J1AD	200	2700	100/100LL	8.70:1	Similar to –A1B except equipped with a D4LN-3000 dual Magneto and has a rear type engine mount similar to TO-360-F1A6D	-51
IO-360-J1A6D	200	2700	100/100LL	8.70:1	Same as –J1AD but has (1) sixth and (1) eighth order counterweights	-51

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-360-K2A	200	2700	100/100LL	8.70:1	Same as –A2A but has Bendix S4LN-21 impulse coupling and S4LN-20 Magnetos and provision for straight conical mounts	-51
IO-360-L2A	160	2400	100/100LL	8.50:1	Similar to –B2F except lower power rating	-51
IO-360-M1A	180/160	2700/2400	100/100LL	8.50:1	Same as –B1E except has a front mounted prop. governor pad and a front mounted fuel injector and has alternate rating of 160 HP at 2400 RPM	-51
IO-360-M1B	180	2700	100/100LL	8.50:1	Same as –M1A except prop. governor located in the rear, relocated flow divider and impulse coupling Magneto	-51
LO-360-A1G6D	180	2700	100/100LL	8.50:1	Similar to O-360-A1G6D but has left hand rotation crankshaft	-71
LO-360-A1H6	180	2700	100/100LL	8.50:1	Similar to O-360-A1H6 but has left hand rotation crankshaft	-71
LO-360-E1A6D	180	2700	100/100LL	9.00:1	Similar to O-360-E1A6D but has left hand rotation crankshaft	-72
TO-360-A1A6D	200	2575	100/100LL	8.00:1	Similar to O-360-A1F6D but with HA-6 horizontal carburetor ahead of Rajay turbocharger, lower speed, lower comp. ratio and higher power	-69
TO-360-C1A6D	210	2575	100/100LL	7.30:1	Similar to –A1A6D except for rating, comp. ratio, carburetor and turbocharger location and turbocharger controls	-69
TO-360-E1A6D	180	2575	100/100LL	8.00:1	Similar to O-360-E1A6D but with AiResearch TA04 turbocharger, lower speed and lower comp. ratio	-73
TO-360-F1A6D	210	2575	100/100LL	7.30:1	Same as –C1A6D with long type 1.12 in. conical mount	-69
VO-360-A1A	180	2900	100/100LL	8.50:1	Vertical crankshaft (Brantly Modification)	-45
VO-360-A1B	180	2900	100/100LL	8.50:1	Same as –A1A except for altitude compensated carburetor and Retard Breaker Magnetos	-45
VO-360-B1A	180	2900	100/100LL	8.50:1	Same as –A1B but with piston cooling oil jets	-45
AIO-360-A1A	200	2700	100/100LL	8.70:1	Aerobatic engines with performance similar to IO-360-A1A	-63
AIO-360-A1B	200	2700	100/100LL	8.70:1	Same as –A1A but has impulse coupling Magnetos	-63
AIO-360-A2A	200	2700	100/100LL	8.70:1	Same as –A1A but does not have provision for controllable prop.	-63
AIO-360-A2B	200	2700	100/100LL	8.70:1	Same as –A2A but has impulse coupling Magnetos	-63

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
AIO-360-B1B	200	2700	100/100LL	8.70:1	Same as –A1B but with front mounted fuel injector	-63
HIO-360-A1A	180	2900	100/100LL	8.70:1	Rated power to 3900 feet, similar to HO-360-B1B but has Bendix fuel injector, angle valve cylinders and higher comp. ratio	-51
HIO-360-A1B	180	2900	100/100LL	8.70:1	Similar to –A1A except conical mounts, no AMC unit on fuel injector and 90° fuel injector mount	-51
HIO-360-B1A	180	2900	100/100LL	8.50:1	Similar to HO-360-B1B but has Bendix fuel injector and dual diaphragm fuel pump	-51
HIO-360-B1B	180	2900	100/100LL	8.50:1	Same as –B1A but has AN fuel pump drive	-51
HIO-360-C1A	205	2900	100/100LL	8.70:1	Similar to –A1A but has higher sea level rating and Type 2 dynafocal mounts	-51
HIO-360-C1B	205	2900	100/100LL	8.70:1	Same as –C1A but has -1200 series Magnetos	-51
HIO-360-D1A	190	3200	100/100LL	10.00:1	Similar to –A1A but has -1200 series Magnetos and Bendix RSA-7AA1 fuel injector	-51
HIO-360-G1A	180	2700	100/100LL	8.50:1	Similar to HO-360-C1A with RSA-5 fuel injector	-51
HIO-360-E1AD	190	2900	100/100LL	8.00:1	Similar to –C1A except for comp. ratio rating, D4LN-3000 impulse coupling dual Magneto and provision for Turbocharging	-51
HIO-360-E1BD	190	2900	100/100LL	8.00:1	Same as –E1AD but has D4LN-3200 Retard Breaker Magneto	-51
HIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to –E1AD but has heavier crankshaft, and higher RPM	-51
IVO-360-A1A	180	2900	100/100LL	8.50:1	Same as VO-360-B1A but with Bendix fuel injection	-58
LIO-360-M1A	180/160	2700/2400	100/100LL	8.50:1	Similar to IO-360-M1A but has left hand rotation crankshaft	-67
LIO-360-C1E6	200	2700	100/100LL	8.70:1	Similar to IO-360-C1E6 but has left hand rotation crankshaft	-67
LTO-360-A1A6D	200	2575	100/100LL	8.00:1	Similar to TO-360-A1A6D but has left hand rotation crankshaft	-70
LTO-360-E1A6D	180	2575	100/100LL	8.00:1	Similar to TO-360-E1A6D but has left hand rotation crankshaft	-74
TIO-360-A1A	200	2575	100/100LL	7.30:1	Similar to IO-360-C1B but has Turbocharger (TE0659) and lower rated speed	-64
TIO-360-A1B	200	2575	100/100LL	7.30:1	Same as –A1A but does not have suck-open door	-64

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
TIO-360-A3B6	200	2575	100/100LL	7.30:1	Similar to –A1B but has (1) sixth and (1) eighth order counterweights, provision for 3-bladed prop., large fuel pump, conduit harness and pressurized Magnetos	-64
TIO-360-C1A6D	210	2575	100/100LL	7.30:1	Same as TO-360-C1A6D but has a Bendix RSA-5AD1 fuel injector	-64
AEIO-360-A1A	200	2700	100/100LL	8.70:1	Same as IO-360-A1A but is equipped with Aerobatic kit	-51
AEIO-360-A1B	200	2700	100/100LL	8.70:1	Same as IO-360-A1B but is equipped with Aerobatic kit	-51
AEIO-360-A1B6	200	2700	100/100LL	8.70:1	Same as IO-360-A1B6 but is equipped with Aerobatic kit	-51
AEIO-360-A1C	200	2700	100/100LL	8.70:1	Same as IO-360-A1C but is equipped with Aerobatic kit	-51
AEIO-360-A1D	200	2700	100/100LL	8.70:1	Same as IO-360-A1D but is equipped with Aerobatic kit	-51
AEIO-360-A1E	200	2700	100/100LL	8.70:1	Same as –A1D but with prop. governor drive on left front of crankcase	-51
AEIO-360-A1E6	200	2700	100/100LL	8.70:1	Same as –A1E but has (1) sixth and (1) eighth order counterweights	-51
AEIO-360-A2A	200	2700	100/100LL	8.70:1	Same as IO-360-A2A but is equipped with Aerobatic kit	-51
AEIO-360-A2B	200	2700	100/100LL	8.70:1	Same as IO-360-A2B but is equipped with Aerobatic kit	-51
AEIO-360-A2C	200	2700	100/100LL	8.70:1	Same as IO-360-A2C but is equipped with Aerobatic kit	-51
AEIO-360-B1B	180	2700	100/100LL	8.50:1	Same as IO-360-B1B but is equipped with Aerobatic kit	-51
AEIO-360-B1D	180	2700	100/100LL	8.50:1	Same as IO-360-B1D but is equipped with Aerobatic kit	-51
AEIO-360-B1F	180	2700	100/100LL	8.50:1	Same as IO-360-B1F but is equipped with Aerobatic kit	-51
AEIO-360-B1F6	180	2700	100/100LL	8.50:1	Same as IO-360-B1F6 but is equipped with Aerobatic kit	-51
AEIO-360-B1G6	180	2700	100/100LL	8.50:1	Same as –B1F6 but with Slick Magnetos	-51
AEIO-360-B1H	180	2700	100/100LL	8.50:1	Same as –H1B engine except has dynafocal mounting	-51
AEIO-360-B2F	180	2700	100/100LL	8.50:1	Same as IO-360-B2F but is equipped with Aerobatic kit	-51
AEIO-360-B2F6	180	2700	100/100LL	8.50:1	Same as IO-360-B2F6 but is equipped with Aerobatic kit	-51
AEIO-360-B4A	180	2700	100/100LL	8.50:1	Same as IO-360-B4A but is equipped with Aerobatic kit	-51

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number



**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
AEIO-360-H1A	180	2700	100/100LL	8.50:1	Similar to O-360-C2E but with provision for controllable prop., and RSA-5AD1 fuel injector, high pressure fuel pump and is equipped with Aerobatic kit	-51
AEIO-360-H1B	180	2700	100/100LL	8.50:1	Same as –H1A except prop. governor on left front of crankcase	-51
LHIO-360-C1A	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1A but has left hand rotation crankshaft	-67
LHIO-360-C1B	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1B but has left hand rotation crankshaft	-67
LHIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to HIO-360-F1AD but has left hand rotation crankshaft	-67
IO-390-A1A6	210	2700	100/100LL	8.90:1	Fuel injected, direct-drive, four cylinder, horizontally opposed, and air-cooled with a down exhaust; Provisions for single action controllable pitch propeller.	-80E
IO-390-A1B6	210	2700	100/100LL	8.90:1	Same as A1A6 but with front governor	-80E
IO-390-A3A6	210	2700	100/100LL	8.90:1	Same as A1A6 except propeller flange bushings are reindexed	-80E
IO-390-A3B6	210	2700	100/100LL	8.90:1	Same as A3A6 but with front governor	-80E
AEIO-390-A1A6	210	2700	100/100LL	8.90:1	Same as the IO-390-A1A6 except equipped with an inverted oil system kit for aerobatic flight.	-80E
AEIO-390-A1B6	210	2700	100/100LL	8.90:1	Same as the IO-390-A1B6 except equipped with an inverted oil system kit for aerobatic flight.	-80E
AEIO-390-A3A6	210	2700	100/100LL	8.90:1	Same as the IO-390-A3A6 except equipped with an inverted oil system kit for aerobatic flight.	-80E
AEIO-390-A3B6	210	2700	100/100LL	8.90:1	Same as the IO-390-A3B6 except equipped with an inverted oil system kit for aerobatic flight.	-80E

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-435-A	190	2550	80	6.50:1	Rear mounted automotive type accessories	-17
O-435-A2	225	2550	100/100LL	7.50:1	Same as –A except comp. ratio	-17
O-435-C (O-435-1)	190	2550	80	6.50:1	Similar to O-435-A with provisions for AN type accessories	
O-435-23	255	3400	80	7.30:1	-A1C with fuel and hydraulic pump drives, AN-I-27 harness and Magnetos, no hand starter (256 to 283) had -20 and -21 Magnetos (military equivalent to VO-435-A1C)	-31
O-435-23A	255	3400	80	7.30:1	-23 with wrap around crankcase and 4 pad sump (military equivalent to VO-435-A1C)	-31
O-435-23B	255	3400	80	7.30:1	-23A with altitude compensating carburetor (military equivalent to VO-435-A1C)	-31
O-435-23C	255	3400	80	7.30:1	Same as -23B except has spring coupling accessory drive (military equivalent to VO-435-A1C)	-31
O-435-25	260	3200	100/100LL	7.30:1	Military version of TVO-435-B1A with TVO-435-A1A rating	-52
O-435-4 (O-435-K1)	225	3000	100/100LL	6.50:1	Kaman Helicopter Std. Rear mounted accessories less generator drive	-25
O-435-6	255	3400	80	7.30:1	VO-435-A1B with AN-I-27 harness and Magnetos, altitude compensating carburetor	-31
O-435-6A (VO-435-A1B)	255	3400	80	7.30:1	Same as O-435-6 with wrap around crankcase and 4 pad oil sump	-31
GO-435-C2(11)	260	3400	80	7.30:1	Fuel grade depends on carburetor setting Ryan Navion MA-4-5 carburetor	-11
GO-435-C2(11A) (O-435-17)	260	3400	80	7.30:1	Beech, PS-5 carburetor, dual governor and vacuum pump drive	-11A
GO-435-C2(11B)	260	3400	80	7.30:1	Aero Commander; PS-5 carburetor no dual drive	-11B
GO-435-C2A	260	3400	80	7.30:1	Standard –C2 with dry sump, heavy Magnetos (Swiss engines) have –C2B reduction gear, PS-5 carburetor	-11C
GO-435-C2A2	260	3400	80	7.30:1	-C2A with lightweight Magnetos	-11C
GO-435-C2B	260	3400	80	7.30:1	Standard –C2 with prop. governor drive integral with reduction gear	-11BA
GO-435-C2B1	260	3400	80	7.30:1	-C2B with angle generator drive	-11BA
GO-435-C2B2	260	3400	80	7.30:1	-C2B with lightweight Magnetos	-11BA
GO-435-C2B2-6	260	3400	80	7.30:1	-C2B2 with 6 <sup>th</sup> order counterweights	-11BA
GO-435-C2E	260	3400	80	7.30:1	-C2 with lightweight Magnetos, fuel grade depends on carburetor setting	-11AA
VO-435-A1A (O-435-21 military)	260	3400	80	7.30:1	Helicopter; crosswise accessory, MA-4-5 carburetor, S6RN-20, -21 Magnetos (Used GSO-480 accessory housing)	-31

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
VO-435-A1B (O-435-6 military)	260	3400	80	7.30:1	Helicopter; redesigned accessory housing (crosswise), S6LN-20, -21 Magnetos, hand starter, no fuel pump or hydraulic pump drive	-31
VO-435-A1C (O-435-23, 23A, 23B, 23C military)	260	3400	80	7.30:1	-A1B with wrap around crankcase, new oil sump, fuel and hydraulic pump drive, no hand starter, AN-I-27 Magnetos and harness optional	-31
VO-435-A1D (O-435-A1D military)	260	3400	80	7.30:1	-A1B with wrap around crankcase and 4 pad oil sump	-31
VO-435-A1E	260	3400	80	7.30:1	-A1D except for Retard Breaker Magnetos	-31
VO-435-A1F	260	3400	80	7.30:1	Similar to –A1E but has piston cooling oil jets and heavy heads, convertible to TVO-435-A1A	-31
VO-435-B1A	265	3200	100/100LL	8.70:1	High compression wet sump engine with redesigned crosswise accessory housing	-31
TVO-435-A1A	260	3200	100/100LL	7.30:1	15,000 feet @ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-B1A	270	3200	100/100LL	7.30:1	14,000 feet @ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-B1B	270	3200	100/100LL	7.30:1	Same as –B1A except for -1200 series Magnetos	-52
TVO-435-C1A	280	3200	100/100LL	7.30:1	16,000 feet @ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-D1A	270	3200	100/100LL	7.30:1	Same as –B1A but has TE0659 Turbocharger and -1200 series Magnetos	-52
TVO-435-D1B	270	3200	100/100LL	7.30:1	Same as –D1A but has -200 series Magnetos	-52
TVO-435-E1A	260	3200	100/100LL	7.30:1	Similar to –A1A but has TE0659 Turbocharger	-52
TVO-435-F1A	280	3200	100/100LL	7.30:1	Similar to –D1A but has wet sump and higher rating	-52
TVO-435-G1A	280	3200	100/100LL	7.30:1	Same as –D1A but has 280 HP rating	-52
TVO-435-G1B	280	3200	100/100LL	7.30:1	Same as –G1A but has -200 series Magnetos	-52
O-480-1**, -1A	340	3400	100/100LL	7.30:1	Like Beech version of –B1B6 (Horizontal carburetor under engine) with -22 and -23 Magnetos	-33A
O-480-3	340	3400	100/100LL	7.30:1	IGSO-480-A1A6 but with -22 and -23 Magnetos	-44
GO-480-B	270	3400	80	7.30:1	High speed straight through generator drive and lightweight Magnetos	-28
GO-480-B1A6	270	3400	80	7.30:1	-B with (1) sixth and (5) third order counterweights	-28

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

\*\* - Suffix "A" after the model dash number indicates engine was supplied without magnetos, carburetor, ignition harness and priming system.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
GO-480-B1B	270	3400	80	7.30:1	-B with low speed generator drive and heavy Magnetos (GO-435-C2B with 5-1/8 in. bore)	-28
GO-480-B1C	270	3400	80	7.30:1	-B with angle generator drive	-28
GO-480-B1D	270	3400	80	7.30:1	-B1B with lightweight Magnetos	-28
GO-480-C1B6	295	3400	100/100LL	8.70:1	Dry sump, crosswise accessories (High comp. GO-480-D)	-35
GO-480-C1D6	295	3400	100/100LL	8.70:1	High comp. –B1D with 1.75 venturi carburetor	-37
GO-480-C2C6	295	3400	100/100LL	8.70:1	High comp. –F6	-34
GO-480-C2D6	295	3400	100/100LL	8.70:1	-C2C6 with lightweight Magnetos	-34
GO-480-C2E6	295	3400	100/100LL	8.70:1	-C2D6 with angle generator drive (B1C accessory housing)	-34
GO-480-D1A	275	3400	80	7.30:1	Crosswise accessories, dry sump, lightweight Magnetos, PS-5 carburetor with 1.75 venturi fuel pump and hydraulic pump drives	-32
GO-480-F6	275	3400	80	7.30:1	-B1B with flanged prop. shaft, sixth order counterweight, 1.75 venturi carburetor	-29
GO-480-F1A6	275	3400	80	7.30:1	-F6 with lightweight Magnetos	-29
GO-480-F2A6	275	3400	80	7.30:1	-F1A6 with 20 spline prop. shaft and single oil supply	-29
GO-480-F2D6	275	3400	80	7.30:1	Conversion of –G1D6 to low comp. for turbocharging	-29
GO-480-F3A6	275	3400	80	7.30:1	Low comp. –C2D6 (Conversion)	-34
GO-480-F3B6	275	3400	80	7.30:1	Low comp. –C2C6	-34
GO-480-F4A6	275	3400	80	7.30:1	-F1A6 with prop. shaft converted to single oil supply for Hartzell prop. with conversion kit P/N 71619 or prop. shaft no. 70414 or no. 70412 reduction gear assembly	-29
GO-480-F4B6	275	3400	80	7.30:1	-F6 with prop. shaft converted to single oil supply for Hartzell prop. with conversion kit P/N 71619 or prop. shaft no. 71414 or no. 70412 reduction gear assembly	-29
GO-480-G1A6	295	3400	100/100LL	8.70:1	High comp. –B1A6 piston cooling oil jets	-42
GO-480-G1B6	295	3400	100/100LL	8.70:1	-C1B6 with piston cooling oil jets	-35
GO-480-G1D6	295	3400	100/100LL	8.70:1	-C1D6 with piston cooling oil jets	-37
GO-480-G1H6	295	3400	100/100LL	8.70:1	Same as –G1D6 but with angle generator drive	-34
GO-480-G1J6	295	3400	100/100LL	8.70:1	Same as –G1A6 but with -1200 series Magnetos	-34
GO-480-G2D6	295	3400	100/100LL	8.70:1	-C2D6 with piston cooling oil jets	-34
GO-480-G2F6	295	3400	100/100LL	8.70:1	Same as –G2D6 except for Retard Breaker Magnetos	-34

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
GSO-480-A1A6	340	3400	100/100LL	7.30:1	Supercharged, dry sump, crosswise accessories, lightweight Magnetos	-33
GSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for supercharger inlet thermocouple	-33
GSO-480-A2A6	340	3400	100/100LL	7.30:1	Conversion of –A1A6 to flanged reduction gear for reversible prop.	-33
GSO-480-B1A6	340	3400	100/100LL	7.30:1	-A1A6 with piston cooling oil jets, and updraft carburetor	-33
GSO-480-B1B3	340	3400	100/100LL	7.30:1	Same as –B1B6 except Torsional Damper System has been modified	-33
GSO-480-B1B6	340	3400	100/100LL	7.30:1	-B1A6 with horizontal elbow and carburetor under engine	-33
GSO-480-B1C6	340	3400	100/100LL	7.30:1	-B1A6 with horizontal carburetor mounted directly on straight thru air inlet supercharger housing	-33
GSO-480-B1E6	340	3400	100/100LL	7.30:1	Same as –B1A6 except for Retard Breaker Magnetos	-33
GSO-480-B1F6	340	3400	100/100LL	7.30:1	Same as –B1B6 except for Retard Breaker Magnetos	-33
GSO-480-B1G6	340	3400	100/100LL	7.30:1	Same as –B1C6 except for Retard Breaker Magnetos	-33
GSO-480-B1J6	340	3400	100/100LL	7.30:1	Same as –B1A6 but with -1200 series Magnetos	-33
GSO-480-B2C6	340	3400	100/100LL	7.30:1	Same as –B1C6 but with flanged reduction gear for reversible prop.	-33
GSO-480-B2D6	340	3400	100/100LL	7.30:1	-B1A6 with flange prop. shaft and downdraft PSD-7BD carburetor	-33
GSO-480-B2G6	340	3400	100/100LL	7.30:1	Same as –B2C6 with Retard Breaker Magnetos	-33
GSO-480-B2H6	340	3400	100/100LL	7.30:1	Same as –B2D6 with Retard Breaker Magnetos	-33
IGO-480-A1A6	295	3400	100/100LL	8.70:1	Similar to GO-480-G1J6 but has Bendix RSA-5AD1 fuel injector	-56
IGO-480-A1B6	295	3400	100/100LL	8.70:1	Similar to GO-480-G1A6 but has Bendix RSA-5AD1 fuel injector	-56
IGSO-480-A1A6	340	3400	100/100LL	7.30:1	Simmonds fuel injection version of –B1B6	-44
IGSO-480-A1B6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for Retard Breaker Magnetos	-44
IGSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for horizontal air inlet housing and throttle body	-44

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

\*\* - Suffix “A” after the model dash number indicates engine was supplied without magnetos, carburetor, ignition harness and priming system.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IGSO-480-A1D6	340	3400	100/100LL	7.30:1	Conversion of –B1A6 to Bendix fuel injection	-44
IGSO-480-A1E6	340	3400	100/100LL	7.30:1	Same as –A1D6 except for air inlet, housing mounts, injector 35° forward of vertical and has Retard Breaker Magnetos	-44
IGSO-480-A1F3	340	3400	100/100LL	7.30:1	Same as –A1F6 except Torsional Damper System has been modified	-44
IGSO-480-A1F6	340	3400	100/100LL	7.30:1	Same as –A1C6 except for Retard Breaker Magnetos	-44
IGSO-480-A1G6	340	3400	100/100LL	7.30:1	Similar to –A1E6 but has -1200 series Magnetos and has fuel flow modulator removed	-44
O-540-9, -9A	305	3200	100/100LL	8.70:1	Military version of VO-540-C2A	-43
O-540-A1A	250/235	2575/2400	100/100LL	8.50:1	Two sixth order counterweights	-40
O-540-A1A5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A but (1) fifth and (1) sixth order counterweights	-40
O-540-A1B5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 except for short prop. governor studs and two impulse coupling Magnetos	-40
O-540-A1C5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 except for two impulse coupling Magnetos	-40
O-540-A1D	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 except for two sixth order counterweights with Retard Breaker Magnetos	-40
O-540-A1D5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 except for Retard Breaker Magnetos	-40
O-540-A2B	250/235	2575/2400	100/100LL	8.50:1	-A1A with short prop. governor studs and prop. locating bushing, relocate 60° counterclockwise	-40
O-540-A3D5	250	2575	100/100LL	8.50:1	Special Navy “Aztec”, same as –A1D5 except for provision for prop. de-icing and chrome barrels, 24 volt system standard	-40
O-540-A4A5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4B5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4C5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1C5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4D5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1D5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4E5	250/235	2575/2400	100/100LL	8.50:1	Same as –A4B5 but with a side dipstick	-40

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-540-B1A5	235	2575	80	7.20:1	Same as –A1D5 but low comp. ratio	-40
O-540-B1B5	235	2575	80	7.20:1	Same as –B1A5 but with impulse coupling Magnetos and a field conversion of -A1A5, -A1B5 or –A1C5 to low comp.	-40
O-540-B1D5	235	2575	80	7.20:1	-B1A5 with -1200 series Magnetos	-40
O-540-B2A5	235	2575	80	7.20:1	Same as –B1A5 but does not have provision for controllable prop.	-40
O-540-B2B5	235	2575	80	7.20:1	Same as –B2A5 but with impulse coupling Magnetos	-40
O-540-B2C5	235	2575	80	7.20:1	Same as –B2B5 but with -1200 series Magnetos	-40
O-540-B4A5	235	2575	80	7.20:1	Same as –B1A5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-B4B5	235	2575	80	7.20:1	Same as –B1B5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-D1A5	250	2575	100/100LL	8.50:1	Same as –A1D5 but with Bed-type mounts	-40
O-540-E4A5	260	2700	100/100LL	8.50:1	Same as –A4D5 except for higher speed and rating	-40
O-540-E4B5	260	2700	100/100LL	8.50:1	Same as –E4A5 but with impulse coupling Magnetos with integral feed-thru capacitors	-40
O-540-E4C5	260	2700	100/100LL	8.50:1	Same as –E4B5 but has -1200 series Magnetos	-40
O-540-F1A5	260	2800	100/100LL	8.50:1	Same as –A1A5 except for special studs for front end mounting	-40
O-540-F1B5	260	2800	100/100LL	8.50:1	Same as –F1A5 except for new style crankcase and Retard Breaker Magnetos	-40
O-540-G1A5	260	2700	100/100LL	8.50:1	Similar to –E4C5 except has stiffer crankshaft and –A1D5 counterweights	-40
O-540-G2A5	260	2700	100/100LL	8.50:1	Same as –G1A5 but does not have provision for controllable prop.	-40
O-540-H1A5	260	2700	100/100LL	8.50:1	Similar to –G1A5 but has piston cooling oil jets and -21 and -20 Magnetos	-40
O-540-H1A5D	260	2700	100/100LL	8.50:1	Same as –H1A5 but equipped with D6LN-3000 impulse coupling dual Magneto system along with the dual Magneto accessory housing and related drive system	-40
O-540-H1B5D	260	2700	100/100LL	8.50:1	Same as –H1A5 but equipped with D6LN-3200 dual Magneto system, dual Magneto accessory housing, gear train and related parts	-40
O-540-H2A5	260	2700	100/100LL	8.50:1	Same as –H1A5 but with fixed pitch prop.	-40

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-540-H2A5D	260	2700	100/100LL	8.50:1	Same as –H2A5 but equipped with D6LN-3000 impulse coupling dual Magneto system along with the dual Magneto accessory housing and related drive system	-40
O-540-H2B5D	260	2700	100/100LL	8.50:1	Same as –H2A5 but equipped with D6LN-3200 dual Magneto system, dual Magneto accessory housing, gear train and related drive system	-40
O-540-J1A5D	235	2400	100/100LL	8.50:1	Similar to –A4A5 except for rating, speed, D6LN-3000 impulse coupling dual Magneto and various items of weight reduction	-40
O-540-J1B5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but with D6LN-3200 Retard Breaker dual Magneto	-40
O-540-J1C5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but with rear mounted HA-6 horizontal carburetor	-40
O-540-J1D5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but with D6LN-3200 Retard Breaker dual Magneto	-40
O-540-J2A5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but with fixed pitch prop.	-40
O-540-J2B5D	235	2400	100/100LL	8.50:1	Same as –J1B5D but with fixed pitch prop.	-40
O-540-J2C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but with fixed pitch prop.	-40
O-540-J2D5D	235	2400	100/100LL	8.50:1	Same as –J1D5D but with fixed pitch prop.	-40
O-540-J3A5	235	2400	100/100LL	8.50:1	Same as –J3A5D but has Slick 6251 (impulse coupling) and 6250 Magnetos	-40
O-540-J3A5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but has heavier counterweights for use with Hartzell extended hub controllable prop.	-40
O-540-J3C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but has heavier counterweights for use with McCauley controllable prop.	-40
O-540-L3C5D	235	2400	100/100LL	8.50:1	Similar to –J3C5D except for long reach spark plugs, high pressure fuel pump, piston cooling oil jets and turbocharger scavenge pump	-40
IO-540-A1A5	290	2575	100/100LL	8.70:1	High comp. tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-48
IO-540-AA1A5	250	2425	100/100LL	7.30:1	Similar to –S1A5 except for comp. ratio	-48
IO-540-AA1B5	270	2700	100/100LL	7.30:1	Same as –AA1A5 except has impulse coupling Magneto and higher rating	-48
IO-540-AB1A5	230	2400	100/100LL	8.50:1	Similar to –W1A5 except has different counterweights, two Slick impulse coupling Magnetos, bottom mounted injector and 230 H.P. rating	-48
IO-540-AC1A5	300	2700	100/100LL	8.70:1	Top induction, down exhaust, impulse coupling Magneto and Precision Airmotive fuel injection	-48

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number



**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-540-AE1A5	260	2800	100/100LL	8.70:1	Similar to O-540-F1B5 with IO-540-K angle valve cylinder, pistons, piston squirts and fuel injection and induction system	-48
IO-540-AF1A5	260	2700	100/100LL	8.50:1	Similar to -D4B5 but with a modified O-540-J3C5D sump (to accept a fuel injector) and intake pipes	-48
IO-540-AG1A5	260	2700	100/100LL	7.30:1	Similar to the IO-540-M1A5 except low compression pistons, large capacity oil pump, and high flow nozzles.	-48
IO-540-B1A5	290	2575	100/100LL	8.70:1	Same as –A1A5 except for updraft exhaust cooling	-48
IO-540-B1B5	290	2575	100/100LL	8.70:1	Same as –B1A5 except for Simmonds fuel injector	-48
IO-540-B1C5	290	2575	100/100LL	8.70:1	Same as –B1A5 except it has external servo bleed in fuel injection system	-48
IO-540-C1B5	250	2575	100/100LL	8.50:1	Same as O-540-A1D5 but with Bendix fuel injector	-48
IO-540-C1C5	250	2575	100/100LL	8.50:1	Same as –C1B5 but has AN fuel pump	-48
IO-540-C2C	250	2575	100/100LL	8.50:1	Conversion of O-540-A2B to Bendix fuel injection and AN fuel pump drive	-48
IO-540-C4B5	250	2575	100/100LL	8.50:1	Same as –C1B5 but with more effective counterweights for use with Hartzell “compact” prop.	-48
IO-540-C4C5	250	2575	100/100LL	8.50:1	Same as –C4B5 but has AN fuel pump drive	-48
IO-540-C4D5	250	2575	100/100LL	8.50:1	Same as –C4D5D except has two Magnetos	-48
IO-540-C4D5D	250	2575	100/100LL	8.50:1	Same as –C4B but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-D4A5	260	2700	100/100LL	8.50:1	Same as O-540-E4A5 but with Bendix fuel injection	-48
IO-540-D4B5	260	2700	100/100LL	8.50:1	Same as –D4A5 but has -1200 series impulse coupling Magnetos	-48
IO-540-D4C5	260	2700	100/100LL	8.50:1	Same as –D4B5 but with Retard Breaker Magnetos	-48
IO-540-E1A5	290	2575	100/100LL	8.70:1	Same as –B1C5 but with piston cooling oil jets	-48
IO-540-E1B5	290	2575	100/100LL	8.70:1	Same as –E1A5 but with -1200 series Magnetos.	-48
IO-540-E1C5	290	2575	100/100LL	8.70:1	Same as –E1B5 with RSA-10ED1 fuel injector	-48
IO-540-G1A5	290	2575	100/100LL	8.70:1	Same as –A1A5 but with piston cooling oil jets	-48
IO-540-G1B5	290	2575	100/100LL	8.70:1	Similar to –G1A5 but has -1200 series Magnetos and RSA-10ED1 fuel injector	-48

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
IO-540-G1C5	290	2575	100/100LL	8.70:1	Same as –G1B5 but has impulse coupling Magnetos and 38-1/2° injector adapter	-48
IO-540-G1D5	290	2575	100/100LL	8.70:1	Same as –G1C5 but has straight injector inlet	-48
IO-540-G1E5	290	2575	100/100LL	8.70:1	Same as –G1A5 but has -1200 series Magnetos	-48
IO-540-G1F5	290	2575	100/100LL	8.70:1	Same as –G1E5 but with (2) impulse coupling Magnetos	-48
IO-540-J4A5	250	2575	100/100LL	8.50:1	Same as –C4B5 except conversion for use with turbocharger – long reach spark plugs, piston cooling oil jets, AN fuel pump drive, vertical fuel nozzles and -1200 series Magnetos	-48
IO-540-K1A5	300	2700	100/100LL	8.70:1	Similar to –G1A5 but has -1200 series Magnetos, RSA-10ED1 fuel injector, large crankshaft and 38-1/2° fuel injector adapter	-48
IO-540-K1A5D	300	2700	100/100LL	8.70:1	Same as –K1A5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1B5	300	2700	100/100LL	8.70:1	Similar to –K1A5 but has two impulse coupling Magnetos and straight injector adapter	-48
IO-540-K1B5D	300	2700	100/100LL	8.70:1	Same as –K1B5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1C5	300/290	2700/2575	100/100LL	8.70:1	Similar to –G1A5 but has –K1A5 rotating system	-48
IO-540-K1D5	300	2700	100/100LL	8.70:1	Same as –K1A5 but has -200 series Magnetos, flange fuel injector and straight injector inlet	-48
IO-540-K1E5	300	2700	100/100LL	8.70:1	Similar to –K1C5 but has -1200 series impulse coupling Magnetos	-48
IO-540-K1E5D	300	2700	100/100LL	8.70:1	Same as –K1E5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1F5	300/290	2700/2575	100/100LL	8.70:1	Same as –G1B5 but with –K series rotating system	-48
IO-540-K1F5D	300	2700	100/100LL	8.70:1	Same as –K1F5 but with D6LN-3000 Retard Breaker Magneto	-48
IO-540-K1G5	300	2700	100/100LL	8.70:1	Same as –K1A5 but has diaphragm type fuel pump and drive	-48
IO-540-K1G5D	300	2700	100/100LL	8.70:1	Same as –K1A5D but has diaphragm type fuel pump and drive and dynafocal mounts	-48
IO-540-K1H5	300	2700	100/100LL	8.70:1	Same as –K1B5 but has diaphragm type fuel pump and drive	-48
IO-540-K1J5	300	2700	100/100LL	8.70:1	Same as –K1F5 but has diaphragm type fuel pump and drive	-48

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
IO-540-K1J5D	300	2700	100/100LL	8.70:1	Same as –K1F5D but has diaphragm type fuel pump and drive	-48
IO-540-K1K5	300	2700	100/100LL	8.70:1	Similar to –K1A5 except modified to use with an Aerobatic kit	-48
IO-540-K2A5	300	2700	100/100LL	8.70:1	Same as –K1A5 except has different prop. bushings	-48
IO-540-L1A5	300	2700	100/100LL	8.70:1	Similar to –K1A5 but with front air inlet and Retard Magnetos	-48
IO-540-L1A5D	300	2700	100/100LL	8.70:1	Same as –L1A5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-L1B5D	300	2700	100/100LL	8.70:1	Similar to –L1A5D except for a modified oil sump	-48
IO-540-L1C5	300	2700	100/100LL	8.70:1	Same as –L1A5 but has diaphragm type fuel pump and drive	-48
IO-540-M1A5	300	2700	100/100LL	8.70:1	Similar to –K1A5 but has Retard Breaker Magnetos and up exhaust heads	-48
IO-540-M1A5D	300	2700	100/100LL	8.70:1	Same as –M1A5 but with D6LN-3200 Retard Breaker dual Magneto	-48
IO-540-M1B5D	300	2700	100/100LL	8.70:1	Similar to –M1A5D but with RSA-10ED1 fuel injector, automotive type fuel pump, D6LN-3000 impulse coupling Magneto and straight fuel injection adapter	-48
IO-540-M1C5	300	2700	100/100LL	8.70:1	Same as –M1A5 except has impulse coupling Magneto	-48
IO-540-M2A5D	300	2700	100/100LL	8.70:1	Similar to –M1A5 but has D6LN-3000 Retard Breaker dual Magneto and provision for fixed pitch prop.	-48
IO-540-N1A5	260	2700	100/100LL	8.50:1	Similar to –D4A5 but with O-540-G1A5 crankcase and crankshaft and –K1A5 counterweight assembly	-48
IO-540-P1A5	290	2575	100/100LL	8.70:1	Same as –G1B5 but has larger oil pump and is suitable for turbocharging	-48
IO-540-R1A5	260	2700	100/100LL	8.50:1	Similar to –N1A5 except converted for use with turbocharger, long reach spark plugs, piston cooling oil jets, AN fuel pump, vented fuel nozzles and -1200 series Magnetos	-48
IO-540-S1A5	300/290	2700/2575	100/100LL	8.70:1	Same as –P1A5 but with –K series rotating system	-48
IO-540-T4A5D	260	2700	100/100LL	8.50:1	Similar to –D4B5 but has D6LN-3000 impulse coupling dual Magneto and horizontal rear inlet fuel injector	-48
IO-540-T4B5	260	2700	100/100LL	8.70:1	Same as –T4B5D except has two Slick Magnetos	-48
IO-540-T4B5D	260	2700	100/100LL	8.50:1	Identical to –T4A5D except for fuel drain boss location	-48

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
IO-540-T4C5D	260	2700	100/100LL	8.50:1	Same as –T4B5D but has Bendix D6LN-3200 Retard Breaker Magneto	-48
IO-540-U1A5D	300	2700	100/100LL	8.70:1	Same as –L1A5 but with up-exhaust cylinder heads and D6LN-3000 impulse coupling dual Magneto	-48
IO-540-U1B5D	300	2700	100/100LL	8.70:1	Same as –U1A5D but has diaphragm type fuel pump and drive	-48
IO-540-V4A5	260	2700	100/100LL	8.50:1	Same as –V4A5D except has two Slick Magnetos	-48
IO-540-V4A5D	260	2700	100/100LL	8.50:1	Same as –T4B5D except for front mounted fuel injector	-48
IO-540-W1A5	235	2400	100/100LL	8.50:1	Same as –W1A5D except has two Slick Magnetos	-48
IO-540-W1A5D	235	2400	100/100LL	8.50:1	Similar to O-540-J1A5D except is equipped with IO-540-V4A5D sump, intake pipes and fuel injection system	-48
IO-540-W3A5D	235	2400	100/100LL	8.50:1	Same as –W1A5D but has heavier counterweights for use with Hartzell prop.	-48
VO-540-A1A	305	3300	80	7.30:1	Low comp. vertical PS-7BD carburetor	-43
VO-540-A2A	305	3300	80	7.30:1	Same as –A1A but with spring coupling accessory drive	-43
VO-540-B1A	305	3200	80	7.30:1	Same as –A1A except MA-6-AA carburetor	-43
VO-540-B1B	305	3200	80	7.30:1	Same as –B1A except for Retard Breaker Magnetos and less fuel pump drive and hydraulic pump drive	-43
VO-540-B1B3	305	3200	80	7.30:1	Same as –B1B except for six 3 <sup>rd</sup> order counterweights	-43
VO-540-B1C	305	3200	80	7.30:1	Same as –B1A except for Retard Breaker Magnetos	-43
VO-540-B1D	305	3200	80	7.30:1	Same as –B1C except for two MA-6-AA carburetors	-43
VO-540-B1E	305	3200	80	7.30:1	Retrofit kit of –B1A with two MA-6-AA carburetors	-43
VO-540-B1F	305	3200	80	7.30:1	Same as –B1B but has fuel and hydraulic pump drives	-43
VO-540-B1H3	305	3200	80	7.30:1	Same as –B1B3 but with -1200 series Magnetos	-43
VO-540-B2A	305	3200	80	7.30:1	Same as –B1A but with spring coupling accessory drive	-43
VO-540-B2C	305	3200	80	7.30:1	Same as –B1C but with spring coupling accessory drive	-43
VO-540-B2D	305	3200	80	7.30:1	Same as –B1D but with spring coupling accessory drive	-43

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
VO-540-B2E	305	3200	80	7.30:1	Same as –B1E but with spring coupling accessory drive	-43
VO-540-B2G	305	3200	80	7.30:1	Same as –B2D but with -1200 series Magnetos	-43
VO-540-C1A	315	3200	100/100LL	8.70:1	High comp. altitude engine with two (2) MA-6-AA carburetors, Retard Breaker Magnetos. Same as –B1D except for comp. ratio and power	-43
VO-540-C1B	315	3200	100/100LL	8.70:1	Retrofit kit of –B1E with high comp. piston and higher power	-43
VO-540-C1C3	305	3200	100/100LL	8.70:1	Same as –B1B3 except it has high comp. pistons and two MA-6-AA carburetors	-43
VO-540-C2A	315	3200	100/100LL	8.70:1	Same as –C1A but with spring coupling accessory drive	-43
VO-540-C2B	315	3200	100/100LL	8.70:1	Same as –C1B but with spring coupling accessory drive	-43
VO-540-C2C	315	3200	100/100LL	8.70:1	Same as –C2A except for -1200 series Magnetos	-43
HIO-540-A1A	290	2575	100/100LL	8.70:1	Similar to IO-540-K1A5 but has lower rating and speed, no provision for prop. governor and has front mounting pads machined and studded	-48
IGO-540-A1A	350	3400	100/100LL	8.70:1	High comp. tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-49
IGO-540-A1B	350	3400	100/100LL	8.70:1	Same as –A1A except for low tension ignition system	-49
IGO-540-A1C	350	3400	100/100LL	8.70:1	Similar to –A1A but equipped with RSA-10DB1 fuel injector, RG-9080-J7 fuel pump, S6RN-1208 and -1209 Magnetos and a Prestolite 24V-100A AN drive alternator	-49
IGO-540-B1A	350	3400	100/100LL	8.70:1	Same as –A1A except for updraft exhaust cooling	-49
IGO-540-B1B	350	3400	100/100LL	8.70:1	Same as –B1A except for low tension ignition system	-49
IGO-540-B1C	350	3400	100/100LL	8.70:1	Same as –B1A except it has external servo bleed in fuel injection system	-49
IVO-540-A1A	305	3200	100/100LL	8.70:1	Similar to VO-435-C1A but has Bendix RSA-10AD1 fuel injector	-60
TIO-540-A1A	310	2575	100/100LL	7.30:1	Similar to IO-540-E1A5 but has turbocharger (TE0659), RSA-10AD1 fuel injector and -1200 series Magnetos	-61
TIO-540-A1B	310	2575	100/100LL	7.30:1	Same as –A1A but has density controller with faster temperature response	-61
TIO-540-A1C	310	2575	100/100LL	7.30:1	Similar to –A1B but has revised controller setting	-61

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O <sup>†</sup> RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio				▲ Engine Serial Number	
TIO-540-A2A	310	2575	100/100LL	7.30:1	Same as –A1A but with prop. flange bushings for 3-blade prop.	-61
TIO-540-A2B	310	2575	100/100LL	7.30:1	Same as –A1B but with prop. flange bushings for 3-blade prop.	-61
TIO-540-A2C	310	2575	100/100LL	7.30:1	Same as –A1C but with prop. flange bushings for 3-blade prop.	-61
TIO-540-AE2A	350	2500	100/100LL	7.30:1	Similar to –U2A but has (2) Garrett instead of Roto-Master turbochargers, (2) intercoolers, (1) wastegate and Slick Magnetos	-61
TIO-540-AF1A	270	2575	100/100LL	8.00:1	Similar to –AA1AD but has Slick Magnetos, different turbocharger and an intercooler	-61
TIO-540-AF1B	270	2575	100/100LL	8.00:1	Similar to –AF1A except incorporates oil cooled exhaust guides	-61
TIO-540-AG1A	270	2575	100/100LL	8.00:1	Similar to –AA1AD except it has two Slick Magnetos and a relocated –AF1A turbocharger	-61
TIO-540-AH1A	300	2500	100/100LL	7.30:1	Similar to TIO-540-A engines except down exhaust heads, two Slick pressurized Magnetos, sloped controller and relocated –AF1A turbocharger	-61
TIO-540-AJ1A	310	2500	100/100LL	7.30:1	Similar to –W2A except sloped controller and a new relocated turbocharger	-61
TIO-540-AK1A	235	2400	100/100LL	8.00:1	Similar to –AG1A except has a relocated turbocharger, bottom mounted fuel injector and a lower rating	-61
TIO-540-AA1AD	270	2575	100/100LL	8.00:1	Similar to –K1AD but has a different controller system and has provision for a rear mounted prop. governor	-61
TIO-540-AB1AD	250	2575	100/100LL	8.00:1	Same as –AA1AD but has bottom mounted fuel injector, a relocated turbocharger and a D6LN-3000 impulse coupling Magneto	-61
TIO-540-AB1BD	250	2575	100/100LL	8.00:1	Similar to –AB1AD except has prop. governor mounted on the accessory housing and the turbo scavenge pump moved to the vacuum pump pad and more effective counterweights for McCauley prop.	-61
TIO-540-C1A	250	2575	100/100LL	7.20:1	IO-540-J4A5 equipped with TE0659 turbocharger and low comp. pistons	-61
TIO-540-E1A	260	2575	100/100LL	7.20:1	Same as –C1A but has higher rating and impulse coupling Magneto	-61
TIO-540-F2BD	325	2575	100/100LL	7.30:1	Similar to –A2B but incorporates D6LN-3200 Retard Breaker dual Magneto system	-61
TIO-540-G1A	250	2575	100/100LL	8.50:1	Same as –C1A but high comp.	-61
TIO-540-H1A	270	2575	100/100LL	7.20:1	Same as –E1A except for horsepower setting	-61

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
TIO-540-J2B	350	2575	100/100LL	7.30:1	Same as –J2BD but has S6LN-1208 (Retard Breaker) and S6LN-1209 Magnetos	-61
TIO-540-J2BD	350	2575	100/100LL	7.30:1	Similar to –F2BD except equipped with TH08A60 turbocharger	-61
TIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to –C1A but with D6LN-3200 Retard Breaker dual Magneto, pressure controller, provision for cabin pressurization, rear mounted fuel injector, turbocharger mounted to rear of engine and higher comp. ratio	-61
TIO-540-N2BD	350	2575	100/100LL	7.30:1	Identical to –J2BD except turbocharger shifted one-half inch to the left	-61
TIO-540-R2AD	350/340	2575/2700	100/100LL	7.30:1	Similar to –J2BD except has provision for cabin bleed and has a variable pressure controller	-61
TIO-540-S1AD	300	2700	100/100LL	7.30:1	Similar to IO-540-M2AD with front air inlet, provision for controllable prop., a manually controlled TE0659 turbocharger and D6LN-3000 impulse coupling Magneto	-61
TIO-540-T2AD	330	2400	100/100LL	7.30:1	Same as –J2BD except for a modified exhaust transition and lower rating	-61
TIO-540-U2A	350	2500	100/100LL	7.30:1	Similar to IO-540-AA1A5 but with intercooler and customer supplied turbocharger system	-61
TIO-540-V2AD	360	2600	100/100LL	7.30:1	Similar to –J2BD except with an intercooler and a change in cylinder head design	-61
TIO-540-W2A	360	2600	100/100LL	7.30:1	Similar to –V2AD but with Slick 6261 (impulse coupling) Magnetos, a different controller system and without either induction air cooler or cabin bleed	-61
AEIO-540-D4A5	260	2700	100/100L	8.50:1	Same as IO-540-D4A5 but is equipped with Aerobatic kit	-48
AEIO-540-D4B5	260	2700	100/100LL	8.50:1	Same as IO-540-D4B5 but is equipped with Aerobatic kit	-48
AEIO-540-D4C5	260	2700	100/100LL	8.50:1	Same as IO-540-D4C5 but is equipped with Aerobatic kit	-48
AEIO-540-D4D5	260	2700	100/100LL	8.50:1	Same as –D4A5 but has “AN” fuel pump	-48
AEIO-540-L1B5	300	2700	100/100LL	8.70:1	Same as –L1B5D but has Slick 6251 (impulse coupling) and 6250 Magnetos	-48
AEIO-540-L1B5D	300	2700	100/100LL	8.70:1	Same as IO-540-L1B5D but is equipped with Aerobatic kit	-48
AEIO-540-L1D5	300	2700	100/100LL	8.70:1	Same as –L1B5 except has higher capacity oil pump	-48
IGSO-540-A1A	380	3400	100/100LL	7.30:1	Supercharged Bendix fuel injector, dry sump, crosswise accessories, high altitude Magnetos	-50

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio		▲ Engine Serial Number			
IGSO-540-A1C	380	3400	100/100LL	7.30:1	Same as –A1A but with horizontal air inlet housing and has external servo bleed in fuel injection system	-50
IGSO-540-A1D	380	3400	100/100LL	7.30:1	Same as –A1A but has -1200 series Magnetos	-50
IGSO-540-A1E	380	3400	100/100LL	7.30:1	Same as –A1C but has -1200 series Magnetos and no vent flow restriction	-50
IGSO-540-A1F	380	3400	1001/0LL	7.30:1	Same as –A1D but with fuel flow modulator removed	-50
IGSO-540-A1H	380	3400	100/100LL	7.30:1	Same as –A1E but with fuel flow modulator removed	-50
IGSO-540-B1A	380	3400	100/100LL	7.30:1	Same as –A1A except for updraft exhaust cooling and Simmonds fuel injector	-50
IGSO-540-B1C	380	3400	100/100LL	7.30:1	Same as –B1A but has -1200 series Magnetos	-50
LTIO-540-F2BD	325	2575	100/100LL	7.30:1	Same as TIO-540-F2BD but has reverse rotation	-68
LTIO-540-J2B	350	2575	100/100LL	7.30:1	Same as –J2BD but has S6RN-1208 (Retard Breaker) and S6RN-1209 Magnetos	-68
LTIO-540-J2BD	350	2575	100/100LL	7.30:1	Same as TIO-540-J2BD but has reverse rotation	-68
LTIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to TIO-540-K1AD but has left hand rotation crankshaft	-68
LTIO-540-N2BD	350	2575	100/100LL	7.30:1	Similar to TIO-540-N2BD but has left hand rotation crankshaft	-68
LTIO-540-R2AD	350/340	2575/2500	100/100LL	7.30:1	Similar to TIO-540-R2AD but has left hand rotation crankshaft	-68
LTIO-540-U2A	350	2500	100/100LL	7.30:1	Same as TIO-540-U2A but has reverse rotation	-68
LTIO-540-V2AD	360	2600	100/100LL	7.30:1	Same as TIO-540-V2AD but has reverse rotation	-68
LTIO-540-W2A	360	2600	100/100LL	7.30:1	Same as TIO-540-W2A but has left hand rotation crankshaft	-68
TIVO-540-A2A	315	3200	100/100LL	7.30:1	14,000 feet at 3200 RPM, turbocharger, Bendix fuel injection, vertical helicopter engine with spring coupling accessory drive	-57
TIO-541-A1A	310	2575	100/100LL	7.30:1	Turbocharger (T-1823), fuel injected (RSA-10AD1), crosswise accessories, integral accessory section, wet sump	-59
TIO-541-E1A4	380	2900	100/100LL	7.30:1	Similar to –A1A but has compressor drive, larger redesigned cylinder head, RSA-10DB1 fuel injector and higher rating	-59
TIO-541-E1B4	380	2900	100/100LL	7.30:1	Same as –E1A4 but has no provision for cabin pressurization	-59
TIO-541-E1C4	380	2900	100/100LL	7.30:1	Same as –E1A4 but has T1879 turbocharger	-59



**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
† Take-Off	■ Compression Ratio	▲ Engine Serial Number				
TIO-541-E1D4	380	2900	100/100LL	7.30:1	Same as –E1B4 but has T1879 turbocharger	-59
TIGO-541-D1A	450	3200	100/100LL	7.30:1	Turbocharged (T18A21), fuel injected (RSA-10DB1), off-set reduction gear, torque meter, crosswise accessories, integral accessory section, wet sump	-62
TIGO-541-D1B	450	3200	100/100LL	7.30:1	Similar to –D1A but with integral wastegate turbocharger and low drag cylinder heads	-62
TIGO-541-E1A	425	3200	100/100LL	7.30:1	Same as –D1A except for rating	-62
TIGO-541-G1AD	450	3200	100/100LL	7.30:1	Similar to –D1A but has D6RN-3200 Retard Breaker dual Magneto and intercooler and fuel head enrichment fuel injector	-62
IO-580-B1A	315	2700	100/100LL	8.90:1	RSA-10ED1 fuel injector, drives for two AN type accessories and prop. governor are included. Similar to IO-540-L1C5, different displacement and Magnetos	-79
AEIO-580-B1A	315	2700	100/100LL	8.90:1	Aerobatic version of IO-580-B1A. Similar to AEIO-540-L1B5, different displacement and Magnetos	-79
† Take-Off	■ Compression Ratio	▲ Engine Serial Number				

**PISTON – (8) EIGHT CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-720-A1A	400	2650	100/100LL	8.70:1	High comp. tuned induction, Bendix fuel injector and AN fuel pump drive	-54
IO-720-A1B	400	2650	100/100LL	8.70:1	Same as –A1A but equipped with S8LN-1208 and -1209 Magnetos	-54
IO-720-A1BD	400	2650	100/100LL	8.70:1	Same as –A1B but with D8LN-3200 Retard Breaker dual Magneto	-54
IO-720-B1A	400	2650	100/100LL	8.70:1	Same as –A1A but with updraft exhaust cooling and rear air inlet	-54
IO-720-B1B	400	2650	100/100LL	8.70:1	Same as –B1A but equipped with S8LN-1208 and -1209 Magnetos	-54
IO-720-B1BD	400	2650	100/100LL	8.70:1	Same as –B1B but with D8LN-3200 Retard Breaker dual Magneto	-54
IO-720-C1B	400	2650	100/100L	8.70:1	Same as –A1B but has up-exhaust cylinder heads	-54
IO-720-C1BD	400	2650	100/100LL	8.70:1	Same as –C1B but with D8LN-3200 Retard Breaker dual Magneto	-54
IO-720-D1B	400/375	2650/2500	100/100LL	8.70:1	Similar to –A1B but has rear air inlet	-54
IO-720-D1BD	400/375	2650/2500	100/100LL	8.70:1	Same as –D1B but with D8LN-3200 Retard Breaker dual Magneto	-54
IO-720-D1C	400/375	2650/2500	100/100LL	8.70:1	Same as –D1B but has 38-1/2° fuel injector adapter	-54
IO-720-D1CD	400/375	2650/2500	100/100LL	8.70:1	Same as –D1C but with D8LN-3200 Retard Breaker dual Magneto	-54

† Take-Off      ■ Compression Ratio      ▲ Engine Serial Number

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-235-C1</b>	<b>Champion Aircraft.</b> Citabria (7ECA). <b>Intermountain Mfg. Co.</b> Call Air (A). <b>McKenzie Flying Service.</b> McKenzie-Cessna (120 and 140). <b>Piper Aircraft.</b> Super Cruiser (J5C, PA-12), Cub (PA-11), Family Cruiser (PA-14), Super Cub (PA-18-105), Clipper (PA-16), Pacer (PA-20-115), (PA-20S-115). <b>Scheibe.</b> Sperling (SF-23C). <b>Scintex Aviation.</b> Scintex (CP-1315-C3).
<b>O-235-C1B</b>	<b>Neiva.</b> Paulistinha (L-6). <b>Partenavia.</b> Oscar (P-66). <b>Piper Aircraft.</b> Super Cub (PA-18-105), Colt (PA-22-108).
<b>O-235-C2A</b>	<b>Aero Boero.</b> (115). <b>Beagle Aircraft.</b> Pup (15). <b>Bede Aircraft.</b> MIS (118). <b>Center Est Aeronautique (CEA).</b> Dauphin (DR-221), Petit Prince (DR-315), Sitar, Bagheera (GY-100-115). <b>Daetwyler.</b> Trainer (MCD-100). <b>Glosair.</b> Victa Airtourer (115). <b>Robin.</b> (DR400-2 + 2). <b>S.O.C.A.T.A.</b> Rallye Club (115).
<b>O-235-C2C</b>	<b>American Aviation.</b> Yankee Trainer (TR-2).
<b>O-235-H2C</b>	<b>Aristek.</b> Paulistinha (AK-235). <b>Grob.</b> (115). <b>MFI.</b> Starling (BA-14). <b>Robin.</b> (DR300/108), Cadet (DR315), Robin Club (R-2100).
<b>O-235-J2A</b>	<b>Robin.</b> Petit Prince. (DR300/125).
<b>O-235-J2B</b>	<b>Robin.</b> Petit Prince. (DR300/125).
<b>O-235-K2C</b>	<b>Bellance Aircraft.</b> Citabria (7ECA). <b>Robin.</b> (DR400).
<b>O-235-L2A</b>	<b>Orca.</b> (SAH-1). <b>Piper Aircraft.</b> Tomahawk II (PA-38-112). <b>Robin.</b> Petit Prince. (DR400/120), (R-3110). <b>S.O.C.A.T.A.</b> Rallye (110ST).
<b>O-235-L2C</b>	<b>Beech Aircraft.</b> Skipper (77). <b>Cessna Aircraft.</b> (Cessna 152, 152 Aerobat). <b>Grumman.</b> (AA1C). <b>Piper Aircraft.</b> Tomahawk (PA-38-112). <b>Robin.</b> (DR400/2 + 2, HR 200/120, HS 200/100). <b>Taylorcraft.</b> (F-21).
<b>O-235-M1</b>	<b>Gyroflug.</b> Speed Canard Avis (PA-FS-28).
<b>O-235-N2A</b>	<b>Aeromot.</b> Paulistina (P-56). <b>Daetwyler.</b> (MD3-115). <b>Shenyang.</b> Seagull (HU-1). <b>Slingsby.</b> (T67A).
<b>O-235-N2C</b>	<b>Aircorp.</b> Bushmaster (B2L). <b>Cessna Aircraft.</b> (Cessna 152, 152 Aerobat). <b>Dean Wilson Aviation.</b> Whitney Boomerang <b>Enaer.</b> Avion Liviano. <b>General Avia.</b> Pinguino. <b>Grob.</b> (G115).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-235-N2C (Contd.)</b>	<b>Jordan Aerospace Industries.</b> Sama (CH2000) <b>Melbourne.</b> Mamba. <b>Zenair.</b> Alarus (CH2000)
<b>O-235-P1</b>	<b>Grob.</b> (G115).
<b>O-235-P2A</b>	<b>Gyroflug.</b> Speed Canard.
<b>O-290-D</b>	<b>Piper Aircraft.</b> Military (L-21A), Super Cub (PA-18-125), Agriculture (PA-18A-125), Pacer (PA-20-125, PA-20S-125), Tri-Pacer (PA-22-135).
<b>O-290-D2</b>	<b>Beagle.</b> Alpha (-5). <b>Intermountain Mfg. Co.</b> Call Air (A4). <b>Piper Aircraft.</b> Super Cub (PA-18-135), Agriculture (PA-18A-135), Pacer (PA-20-135, PA-20S-135), Trainer Military (L-21B), Tri-Pacer (PA-22-135, PA-22S-135).
<b>O-290-D2A</b>	<b>Corben-Fettes.</b> Globe Special (GC-1A).
<b>O-290-D2B</b>	<b>Champion Aircraft.</b> Sky-Trac (7GC), DX-ER (7HC). <b>Oberlerchner.</b> Oberlerchner (JOB-15-35).
<b>O-290-D2C</b>	<b>Champion Aircraft.</b> Sky-Trac (7GCO), DX-ER (7HC).
<b>O-320-A1A</b>	<b>Aviamilano.</b> Scricciolo (P-19). <b>Dinfia.</b> Ranquel (1A-46). <b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Mooney Aircraft.</b> Mark (20A). <b>Piper Aircraft.</b> Tri-Pacer (PA-22-150, PA-22S-150), Apache (PA-23-160), Pawnee (PA-25). <b>Simmering-Graz Pauker.</b> Flamingo (SGP-M-222). <b>Vos Helicopter Co.</b> Spring Bok.
<b>O-320-A1B</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Tri-Pacer (PA-22-150, PA-22S-150). Apache (PA-23-160). <b>S.O.C.A.T.A.</b> Horizon (Gardan).
<b>O-320-A2A</b>	<b>Dinfia.</b> Ranquel (1A-46). <b>Intermountain Mfg. Co.</b> Call Air Texas (A-5, A-5T). <b>Kingsford Smith.</b> Autocraft (SCRM-153). <b>Lake Aircraft.</b> Colonial (C-1). <b>LaVerda.</b> Falco (F8L Series II, America). <b>Malmo.</b> Vipar (MF1-10). <b>Neiva.</b> (1PD-5802). <b>Piper Aircraft.</b> Tri-Pacer (PA-22-150, PA-22S-150), Agriculture (PA-18A-150), Super Cub (PA-18-150), Caribbean (PA-22-150), Pawnee (PA-25). <b>Rawdon Bros.</b> Rawdon (T-1, T-15, T-15D). <b>Shinn Engineering.</b> Shinn (2150-A). <b>Sud.</b> Gardan-Horizon (GY-80).
<b>O-320-A2B</b>	<b>Aero Commander.</b> (100). <b>Artic.</b> Interstate (S1B2). <b>Beagle.</b> Pup (150). <b>Champion Aircraft.</b> Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA). <b>Piper Aircraft.</b> Tri-Pacer (PA-22-150, PA-22S-150), Cherokee (PA-28-150), Super Cub (PA-18-150). <b>Robinson.</b> (R-22).
<b>O-320-A2C</b>	<b>Cicare.</b> Cicare (AG). <b>Robinson.</b> (R-22). <b>Varga.</b> Kachina (2150A).
<b>O-320-A2D</b>	<b>Bellanca Aircraft.</b> Citabria 150 (7GCAA), Citabria 150S (7GCBC).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-320-A3A</b>	<b>Corben-Fettes.</b> Globe Special (Globe GC-1B). <b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-A3B</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Apache (PA-23-160). <b>Teal II.</b> TSC (1A2).
<b>O-320-B1A</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Malmo.</b> Vipar (MF1-10). <b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-B1B</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-B2A</b>	<b>Piper Aircraft.</b> Tri-Pacer (PA-22-160, PA-22S-160).
<b>O-320-B2B</b>	<b>Beagle.</b> Airedale (D5-160). <b>Fuji-Heavy Industries.</b> Fuji (F-200). <b>Piper Aircraft.</b> Tri-Pacer (PA-22-160, PA-22S-160). <b>Uirapuru.</b> Aerotec. (122).
<b>O-320-B2C</b>	<b>Robinson.</b> (R-22).
<b>O-320-B2D</b>	<b>Maule.</b> (MX-7-160).
<b>O-320-B2E</b>	<b>Lycon.</b>
<b>O-320-B3A</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-B3B</b>	<b>Doyn Aircraft.</b> Doyn-Cessna (170, 170A, 170B). <b>Piper Aircraft.</b> Apache (PA-23-160). <b>Sud.</b> Gardan (GY80-160).
<b>O-320-C1A</b>	<b>Piper Aircraft.</b> Apache (PA-23-160). <b>Riley Aircraft.</b> Rajay (Apache).
<b>O-320-C1B</b>	<b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-C3A</b>	<b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-C3B</b>	<b>Piper Aircraft.</b> Apache (PA-23-160).
<b>O-320-D1A</b>	<b>Grob.</b> (G115). <b>Gyroflug.</b> Speed Canard. <b>Sud.</b> Gardan (GY-80).
<b>O-320-D1F</b>	<b>Slingsby.</b> Firefly (T67).
<b>O-320-D2A</b>	<b>Aviolight.</b> Delta (P66D). <b>Daetwyler.</b> (MD-3-160). <b>General Avia.</b> Pinguino. <b>Nash Aircraft Ltd.</b> Petrel. <b>Piper Aircraft.</b> Cherokee (PA-28S-160). <b>Robin.</b> Major (DR400/140B), Chevalier (DR360), (R-3140). <b>Slingsby.</b> Firefly (T67C). <b>S.O.C.A.T.A.</b> Tampico (TB9).
<b>O-320-D2B</b>	<b>Beech Aircraft.</b> Musketeer (M-23). <b>Piper Aircraft.</b> Cherokee (PA-28-160).
<b>O-320-D2J</b>	<b>Cessna Aircraft.</b> Skyhawk (172).
<b>O-320-D3G</b>	<b>Piper Aircraft.</b> Warrior II, Cadet (PA-28-161).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-320-E1A</b>	<b>Grob.</b> (G115).
<b>O-320-E1C</b>	<b>M.B.B. (Messerschmitt-Boelkow-Blohm).</b> Monsun (BO-209-B).
<b>O-320-E1F</b>	<b>M.B.B.</b> Monsun (BO-209-B).
<b>O-320-E2A</b>	<b>Aeromot.</b> Paulistina (P-56). <b>F.F.A. Bravo</b> (AS-202/15). <b>Partenavia.</b> Oscar (P66B), Bucker (131 APM). <b>Pezetel.</b> Koliber (150). <b>Piper Aircraft.</b> Cherokee (PA-28-140, PA-28-150). <b>Robin.</b> Major (DR340), Sitar, Bagheera (GY-100-135). <b>Siai-Marchetti.</b> (S-202). <b>S.O.C.A.T.A.</b> Super Rallye (MS-886), Rallye Commodore (MS-892).
<b>O-320-E2C</b>	<b>Beech Aircraft.</b> Musketeer III (M-23III). <b>M.B.B.</b> Monsun (BO-209-B).
<b>O-320-E2D</b>	<b>Cessna Aircraft.</b> Cardinal (172-I, 177).
<b>O-320-E2F</b>	<b>M.B.B.</b> Monsun (BO-209-B), Wassmer Pacific (WA-51).
<b>O-320-E2G</b>	<b>American Aviation Corp.</b> Traveler (AA5).
<b>O-320-E3D</b>	<b>Beech Aircraft.</b> Sport (B-19). <b>Piper Aircraft.</b> Cherokee (140).
<b>O-320-H2AD</b>	<b>Cessna Aircraft.</b> Skyhawk (172). <b>Partenavia.</b> (P-66C).
<b>IO-320-B1A</b>	<b>Margański &amp; Myslowski.</b> Orka (EM-11C). <b>Piper Aircraft.</b> Twin Comanche. (PA-39).
<b>IO-320-B2A</b>	<b>Piper Aircraft.</b> Twin Comanche (PA-39).
<b>IO-320-B1C</b>	<b>Hi. Shear.</b> Wing.
<b>IO-320-B1D</b>	<b>Ted Smith Aircraft.</b> Aerostar.
<b>IO-320-C1A</b>	<b>Piper Aircraft.</b> Twin Comanche (PA-39 Turbo).
<b>IO-320-D1A</b>	<b>M.B.B.</b> Monsun (BO-209-C).
<b>IO-320-D1B</b>	<b>M.B.B.</b> Monsun (BO-209-C).
<b>IO-320-E1A</b>	<b>M.B.B.</b> Monsun (BO-209-C).
<b>IO-320-E1B</b>	<b>Bellanca Aircraft.</b>
<b>IO-320-E2A</b>	<b>Champion Aircraft.</b> Citabria (7KCAB).
<b>IO-320-E2B</b>	<b>Bellanca Aircraft.</b>
<b>IO-320-F1A</b>	<b>CAAR Engineering.</b> Carr Midget.
<b>AIO-320-B1B</b>	<b>M.B.B.</b> Monsun (BO-409-C).
<b>LIO-320-B1A</b>	<b>Margański &amp; Myslowski.</b> Orka (EM-11C) <b>Piper Aircraft.</b> Twin Comanche (PA-39).
<b>LIO-320-C1A</b>	<b>Piper Aircraft.</b> Twin Comanche (PA-39).
<b>AEIO-320-D1B</b>	<b>Slingsby.</b> Firefly (T67M).
<b>AEIO-320-D2B</b>	<b>Hindustan Aeronautics Ltd.</b> (HT-2).
<b>AEIO-320-E1A</b>	<b>Bellanca Aircraft.</b> <b>Champion Aircraft.</b>
<b>AEIO-320-E1B</b>	<b>Bellanca Aircraft.</b>

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>AEIO-320-E1B (Contd.)</b>	<b>Champion Aircraft.</b> Decathalon (8KCAB-CS).
<b>AEIO-320-E2B</b>	<b>Bellanca Aircraft.</b> <b>Champion Aircraft.</b> Decathalon (8KCAB).
<b>O-340-A1A</b>	<b>Riley Aircraft.</b> Riley Twin.
<b>O-360-A1A</b>	<b>Aero Boero.</b> (AB-180). <b>Aero Engine Service Ltd.</b> Victa (R-2). <b>Beagle.</b> Airedale (A-109). <b>Beech Aircraft.</b> Travel Air (95, B-95). <b>Bolkow.</b> (207). <b>DeHavilland.</b> Drover (DHA-3MK3). <b>Dinfia.</b> Ranquel (1A-51). <b>Doyn Aircraft.</b> Doyn-Cessna (170B, 172, 172A, 172B). <b>Earl Horton.</b> Pawnee (Piper PA-25). <b>Intermountain Mfg. Co.</b> Call Air (A-6). <b>Kingsford-Smith.</b> Bushmaster (J5-6). <b>Lake Aircraft.</b> Colonial (C-2, LA-4, 4A or 4P). <b>Malmo.</b> Vipar (MF-10B). <b>Mooney Aircraft.</b> Mark “20B” (M-20B). <b>Neiva.</b> (1PD-5901). <b>Partenavia.</b> Oscar (P-66). <b>Piper Aircraft.</b> Comanche (PA-24). <b>Procaer.</b> Picchio (F-15-A). <b>Regente.</b> (N-591). <b>S.A.A.B.</b> Safir (91-D). <b>Siai-Marchetti.</b> (S-205). <b>Sud.</b> Gardan (GY-180). <b>Wassmer.</b> Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40).
<b>O-360-A1AD</b>	<b>S.O.C.A.T.A.</b> Tobago (TB-10).
<b>O-360-A1D</b>	<b>Cessna Aircraft.</b> Skyhawk. <b>Dinfia.</b> Querandi (1A-45). <b>Doyn Aircraft.</b> Doyn-Beech (Beech 95). Doyn-Piper (PA-23-160). <b>Lake Aircraft.</b> Colonial (LA-4, 4A or 4P). <b>Malmo.</b> Vipar (MF1-10). <b>Mooney Aircraft.</b> Master “21” (M-20E), Mark “20B”, “20D”, (M20B, M20C), Mooney Statesman (M-20G). <b>Piper Aircraft.</b> Comanche (PA-24). <b>Wassmer.</b> (WA-50).
<b>O-360-A1F6</b>	<b>Cessna Aircraft.</b> Cardinal.
<b>O-360-A1F6D</b>	<b>Cessna Aircraft.</b> Cardinal (177). <b>Teal III.</b> TSC (1A3).
<b>O-360-A1G6</b>	<b>Aero Commander.</b>
<b>O-360-A1G6D</b>	<b>Beech Aircraft.</b> Duchess (76).
<b>O-360-A1H6</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180).
<b>O-360-A1LD</b>	<b>Wassmer.</b> Europa (WA-52).
<b>O-360-A1P</b>	<b>Apex (Robin)</b> DR400-180 <b>Aviat.</b> Husky.
<b>O-360-A2A</b>	<b>Beagle.</b> Husky (D5-180), (J1-U). <b>Bolkow.</b> Klemm (K1-107C). <b>Center Est Aeronautique.</b> Regente (DR-253). <b>Partenavia.</b> Oscar (P-66).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-360-A2A (Cont.)</b>	<b>S.O.C.A.T.A.</b> Rallye Commodore (MS-893). <b>Societe Aeronautique Normande.</b> Mousquetaire (D-140).
<b>O-360-A2D</b>	<b>Mooney Aircraft.</b> Master “21” (M-20D), Mark “21” (M-20E). <b>Piper Aircraft.</b> Comanche (PA-24-150), Cherokee “C” (PA-28-180).
<b>O-360-A2E</b>	<b>Std. Helicopter.</b>
<b>O-360-A2F</b>	<b>Aero Commander.</b> Lark (100). <b>Cessna Aircraft.</b> Cardinal.
<b>O-360-A2G</b>	<b>Beech Aircraft.</b> Sport.
<b>O-360-A3A</b>	<b>C.A.A.R.P.S.A.N.</b> (M-23III). <b>Nash Aircraft Ltd.</b> Petrel. <b>Norman Aeroplance Co.</b> Freelance (NAC-1). <b>Robin.</b> Regent (DR400/180), Remorqueur (DR400/180R), (R-3170). <b>S.O.C.A.T.A.</b> Rallye (180GT), Sportavia Sportsman (RS-180). <b>Societe Aeronautique Normande.</b> Jodel (D-140C).
<b>O-360-A3AD</b>	<b>Robin.</b> Aiglon (R-1180T). <b>S.O.C.A.T.A.</b> (TB-10).
<b>O-360-A4A</b>	<b>Piper Aircraft.</b> Cherokee “D” (PA-28-180).
<b>O-360-A4D</b>	<b>Varga.</b> Kachina.
<b>O-360-A4G</b>	<b>Beech Aircraft.</b> Musketeer (Custom III).
<b>O-360-A4K</b>	<b>Beech Aircraft.</b> Sundowner (180). <b>Grumman American.</b> Tiger.
<b>O-360-A4M</b>	<b>Diamond Aircraft.</b> Diamond Star (DA 40 F) <b>Piper Aircraft.</b> Archer II (PA-28-18). <b>Valmet.</b> (PIK-23).
<b>O-360-A4N</b>	<b>Cessna Aircraft.</b> (172) Optional.
<b>O-360-A4P</b>	<b>Penn Yan.</b> Super Cub Conversion.
<b>O-360-A5AD</b>	<b>C. Itoh and Co.</b> Fuji (FA-200).
<b>O-360-B2C</b>	<b>Seabird Aviation.</b> (SB7L-360 A ).
<b>O-360-C1A</b>	<b>Intermountain Mfg. Co.</b> Call Air (A-6).
<b>O-360-C1E</b>	<b>Bellanca Aircraft.</b> Scout (8GCBC-CS).
<b>O-360-C1F</b>	<b>Maule.</b> Star Rocket (MX-7-180).
<b>O-360-C1G</b>	<b>Christen.</b> Husky (A-1).
<b>O-360-C2B</b>	<b>Hughes Tool Co.</b> (269A).
<b>O-360-C2D</b>	<b>Hughes Tool Co.</b> (269A).
<b>O-360-C2E</b>	<b>Bellanca Aircraft.</b> Scout (8GCBC FP). <b>Hughes Tool Co.</b> Military (YHO-2HU).
<b>O-360-C4F</b>	<b>Maule.</b> (MX-7-180A).
<b>O-360-C4P</b>	<b>Penn Yan.</b> Super Cub Conversion.
<b>O-360-E1A6D</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180).
<b>O-360-F1A6</b>	<b>Cessna Aircraft.</b> Cutlass RG.
<b>O-360-J2A</b>	<b>Helicoptères Guimbal.</b> Cabri (G2).



<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>O-360-J2A (Cont.)</b>	<b>Robinson.</b> (R-22).
<b>HO-360-B1A</b>	<b>Hughes Tool Co.</b> (269A).
<b>HO-360-B1B</b>	<b>Hughes Tool Co.</b> (269A).
<b>HO-360-C1A</b>	<b>Schweizer.</b> (300C).
<b>IO-360-A1A</b>	<b>Dinfia.</b> Ranquel (1A-51). <b>Mooney Aircraft.</b> Chaparral (M20-E), Executive (M20-F). <b>Siai-Marchetti.</b> (S-205). <b>Siebel-Werke.</b> Siat (223).
<b>IO-360-A1B</b>	<b>Lake Aircraft.</b> Turbo Buccaneer (LA-4-200). <b>Partenavia P68 Victor</b>
<b>IO-360-A1B6</b>	<b>Aircraft Manufacturing Factory.</b> Mushshak. <b>Beech Aircraft.</b> Sierra (200). <b>Korean Air.</b> Chang (Gong-91). <b>S.A.A.B.</b> Safari (MF1-15), Supporter (MF1-17). <b>Scottish Aviation.</b> Bulldog. <b>Evektor.</b> Cobra (VUT 100-120i)
<b>IO-360-A1B6D</b>	<b>Cessna Aircraft.</b> Cardinal RG. <b>Siai-Marchetti.</b> (S-205).
<b>IO-360-A1C</b>	<b>Beagle.</b> Pup (200).
<b>IO-360-A1D6</b>	<b>Malmo.</b>
<b>IO-360-A1D6D</b>	<b>Partenavia.</b>
<b>IO-360-A2A</b>	<b>Beech Aircraft.</b>
<b>IO-360-A2B</b>	<b>Beech Aircraft.</b> Musketeer III (M-23).
<b>IO-360-A3B6</b>	<b>Mod Works.</b> Trophy (212) Conversion.
<b>IO-360-A3B6D</b>	<b>Mooney Aircraft.</b> (M20J-201).
<b>IO-360-B1A</b>	<b>Beech Aircraft.</b> Travel-Air (B-95A). <b>Doyn Aircraft.</b> Doyn-Piper (PA-23-200).
<b>IO-360-B1B</b>	<b>Beech Aircraft.</b> Travel Air (B-95B). <b>Doyn Aircraft.</b> Doyn-Piper (PA-23-200). <b>Fuji.</b> (FA-200).
<b>IO-360-B1D</b>	<b>United Consultants.</b> See-Bee.
<b>IO-360-B1E</b>	<b>Piper Aircraft.</b> Arrow (PA-28R-180).
<b>IO-360-B1F</b>	<b>Utva.</b> (75).
<b>IO-360-B1F6</b>	<b>Great Lakes.</b> Trainer.
<b>IO-360-B1G6</b>	<b>American Blimp.</b> Spector (42).
<b>IO-360-B2E</b>	<b>C.A.A.R.P.</b> C.A.P. (10).
<b>IO-360-B2F6</b>	<b>Great Lakes.</b> Trainer.
<b>IO-360-C1B</b>	<b>Siebel-Werke.</b> Flamingo-Siat (223). <b>S.O.C.A.T.A.</b> (ST-10).
<b>IO-360-C1C</b>	<b>Embraer.</b> Corisco (EMB-711). <b>Piper Aircraft.</b> Cherokee (PA-28-200R).
<b>IO-360-C1C6</b>	<b>Piper Aircraft.</b> Arrow IV (PA-28R-201).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>IO-360-C1C6 (Cont.)</b>	<b>Ruschmeyer.</b> (MF-85).
<b>IO-360-C1D6</b>	<b>M.B.B.</b> Flamingo (223). <b>Rockwell.</b> Rockwell (112).
<b>IO-360-C1E6</b>	<b>Piper Aircraft.</b> Seneca (PA-34-200). <b>OMA Sud.</b> (Skycar)
<b>IO-360-C1F</b>	<b>J.W. Miller.</b> Twin Comanche Conversion.
<b>IO-360-C1G6</b>	<b>Zeppelin Luftschifftechnik</b> (NT)
<b>IO-360-D1A</b>	<b>T.R. Smith Aircraft.</b> Aerostar.
<b>IO-360-E1A</b>	<b>T.R. Smith Aircraft.</b> Aerostar.
<b>IO-360-J1AD</b>	<b>Maule.</b> (M5-200).
<b>IO-360-J1A6D</b>	<b>Maule.</b> (M5-200).
<b>IO-360-K2A</b>	<b>Edgley Aircraft.</b>
<b>IO-360-L2A</b>	<b>Cessna Aircraft.</b> Skyhawk (C-172). <b>MVEN.</b> Farmer 2.
<b>IO-360-M1A</b>	<b>Diamond Aircraft.</b> Diamond Star (DA-40) and Twin Star (DA-42 L360).
<b>IO-360-M1B</b>	<b>Lancair.</b> (360). <b>Vans Aircraft.</b> (RV6, RV7, RV8).
<b>LO-360-A1G6D</b>	<b>Beech Aircraft.</b> Duchess.
<b>LO-360-A1H6</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180).
<b>LO-360-E1A6D</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180).
<b>TO-360-C1A6D</b>	<b>Avions Pierre Robin.</b> <b>Partenavia.</b> <b>Rockwell.</b> (112TC).
<b>TO-360-E1A6D</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180T).
<b>TO-360-F1A6D</b>	<b>Maule.</b> Star Rocket (M-5-210TC).
<b>VO-360-A1A</b>	<b>Brantly-Hynes Helicopter.</b> (B-2).
<b>VO-360-A1B</b>	<b>Brantly-Hynes Helicopter.</b> (B-2, B2-A). Military (YHO-3BR).
<b>VO-360-B1A</b>	<b>Brantly-Hynes Helicopter.</b> (B2-B2-A).
<b>AIO-360-B1B</b>	<b>Morovan.</b> Zlin (Z-526-L).
<b>HIO-360-A1A</b>	<b>Hughes Tool Co.</b> (300).
<b>HIO-360-A1B</b>	<b>Silvercraft.</b>
<b>HIO-360-B1A</b>	<b>Hughes Tool Co.</b> Military (269-A-1), (TH-55A).
<b>HIO-360-B1B</b>	<b>Hughes Tool Co.</b> (269A).
<b>HIO-360-C1A</b>	<b>Enstrom Helicopter.</b>
<b>HIO-360-C1B</b>	<b>Enstrom Helicopter.</b>
<b>HIO-360-D1A</b>	<b>Hughes Tool Co.</b> (269C, 300C). <b>Schweizer.</b> (300C). <b>Sikorsky.</b> (S 300C)
<b>HIO-360-E1AD</b>	<b>Enstrom Helicopter</b> (F28C).

<b>PISTON – (4) FOUR CYLINDER INSTALLATIONS</b>	
<b>HIO-360-E1BD</b>	<b>Enstrom Helicopter.</b> (F28C).
<b>HIO-360-F1AD</b>	<b>Enstrom Helicopter.</b> Falcon (F28F), Shark (280FX), Sentinel (F28F-P).
<b>HIO-360-G1A</b>	<b>Schweizer.</b> (300CB).
<b>IVO-360-A1A</b>	<b>Brantly-Hynes Helicopter.</b> (B2-B).
<b>LIO-360-C1E6</b>	<b>Piper Aircraft.</b> Seneca (PA-34-200).
<b>LIO-360-M1A</b>	<b>Diamond Aircraft.</b> (DA-42)
<b>LTO-360-E1A6D</b>	<b>Piper Aircraft.</b> Seminole (PA-44-180T).
<b>TIO-360-A1B</b>	<b>Siai-Marchetti.</b> (S-210).
<b>TIO-360-C1A6D</b>	<b>Partenavia.</b> (P68C-TC).
<b>AEIO-360-A1A</b>	<b>Aerotek.</b> Pitts Special (-S2).
<b>AEIO-360-A1B</b>	<b>Mundry.</b> (CAP-21).
<b>AEIO-360-A1B6</b>	<b>Morovan.</b> Zlin (Z-242-L). <b>Scottish Aviation.</b> Bulldog. <b>Valmet.</b> Leko (70).
<b>AEIO-360-A1D</b>	<b>Christen.</b> Eagle II (S-2).
<b>AEIO-360-A1E</b>	<b>Christen.</b> Pitts (S-1T). <b>Extra.</b> Extra (230). <b>Slingsby.</b> Firefly (T67M).
<b>AEIO-360-A1E6</b>	<b>Integrated Systems.</b> Omega.
<b>AEIO-360-B1F</b>	<b>F.F.A.</b> Bravo (200). <b>Grob.</b> Sport-Acro (G115).
<b>AEIO-360-B1G6</b>	<b>Great Lakes.</b> (2T-1A-1/2)
<b>AEIO-360-B1H</b>	<b>Coudon RV4 Hornet</b>
<b>AEIO-360-B2F</b>	<b>Mundry.</b> (CAP-10).
<b>AEIO-360-B4A</b>	<b>Christen.</b> Pitts (S-1S).
<b>AEIO-360-H1A</b>	<b>Bellanca Aircraft.</b> Super Decathlon (8KCAB-180).
<b>AEIO-360-H1B</b>	<b>American Champion.</b> Super Decathlon.
<b>LHIO-360-C1A</b>	<b>Silvercraft.</b> Helicopter (SH-4).
<b>LHIO-360-C1B</b>	<b>Silvercraft.</b> Helicopter (SH-3).
<b>IO-390-A1A6</b>	<b>Lancair.</b> (Legacy FG Synergy) <b>Stoot's Aviation.</b> (Cessna STC) <b>Aerodyme Corporation.</b> (Aero Commander 112 and 112B STC) <b>Seabird Aviation.</b> (Seeker SB7L-360A3) <b>Lycoming Echelon STC.</b> (Cessna Cardinal RG)
<b>IO-390-A1B6</b>	<b>HO Aircraft.</b> (PA-18 Super Cub STC)
<b>IO-390-A3A6</b>	<b>Stoot's Aviation.</b> (Cessna STC) <b>Lycoming Echelon STC.</b> (Mooney. M20 E, F and J series)

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS</b>	
<b>O-435-A</b>	<b>Aero Commander Inc.</b> (L-3805). <b>Piaggio.</b> Military Trainer (PA-148-D). <b>S.A.A.B.</b> Trainer (91-B). <b>Safir.</b> (91-C).
<b>O-435-A2</b>	<b>Kaman Aircraft.</b> (K-222).
<b>O-435-4 (O-435-K1)</b>	<b>Kaman Aircraft.</b> (K-240, HTK-1).
<b>O-435-C</b>	<b>Kaman Aircraft.</b> (K-190A). <b>W.E. Husk Eng.</b> Bellanca (14-13).
<b>O-540-A1A</b>	<b>Rhein-Flugzeugbau.</b> (RF-1).
<b>O-540-A1A5</b>	<b>Helio.</b> Military (H-250). <b>Piper Aircraft.</b> Comanche (PA-24-250). <b>Yoeman Aviation.</b> (YA-1).
<b>O-540-A1B5</b>	<b>Piper Aircraft.</b> Aztec (PA-23-250), Comanche (PA-24-250).
<b>O-540-A1C5</b>	<b>Piper Aircraft.</b> Comanche (PA-24-250).
<b>O-540-A1D</b>	<b>Dornier.</b> (DO-28-B1). <b>Found Bros.</b> (FBA-2C).
<b>O-540-A1D5</b>	<b>Dornier.</b> (DO-28). <b>Piper Aircraft.</b> Aztec (PA-23-250), Comanche (PA-24-250), Military Aztec (U-11A).
<b>O-540-A2B</b>	<b>Aero Commander.</b> (500). <b>Mid-States Mfg. Co.</b> Twin Courier (H-500), (U-5).
<b>O-540-A3D5</b>	<b>Piper Aircraft.</b> Navy Aztec (PA-23-250).
<b>O-540-A4B5</b>	<b>Cessna.</b> Ector Super Mountaineer <b>Piper.</b> Comanche (250) - (Aluminum Hub Prop).
<b>O-540-B1A5</b>	<b>Piper Aircraft.</b> Apache (PA-23-235).
<b>O-540-B1B5</b>	<b>Doyn Aircraft.</b> Doyn-Piper (PA-24-250). <b>Piper Aircraft.</b> Cherokee (PA-28-235).
<b>O-540-B1D5</b>	<b>Wassmer.</b> (WA-421).
<b>O-540-B2B5</b>	<b>Intermountain Mfg. Co.</b> Call Air (A-9). <b>Piper Aircraft.</b> Pawnee (PA-24-235), Cherokee (PA-28-235), Aztec (PA-23-235). <b>Rawdon Bros.</b> Rawdon (T-1). <b>S.O.C.A.T.A.</b> Rallye (235CA).
<b>O-540-B2C5</b>	<b>Piper Aircraft.</b> Pawnee (PA-24-235).
<b>O-540-B4B5</b>	<b>Embraer.</b> Corisco (EMB-710). <b>Maule.</b> Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235). <b>Piper Aircraft.</b> Cherokee (PA-28-235). <b>S.O.C.A.T.A.</b> Rallye (235GT), (235C). <b>AeroVolga</b> (LA-8) <b>Laviasa.</b> Puelche Biplaza (PA-25-235)
<b>O-540-E4A5</b>	<b>Aviamilano.</b> Flamingo (F-250). <b>Piper Aircraft.</b> Comanche (PA-24-260). <b>Siai-Marchetti.</b> (SF-260), (SF-208).
<b>O-540-E4B5</b>	<b>Britten-Norman.</b> (BN-2). <b>Piper Aircraft.</b> Cherokee Six (PA-32-260).
<b>O-540-E4C5</b>	<b>Pilatus Britten-Norman.</b> Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2).

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS</b>	
<b>O-540-F1B5</b>	<b>Omega Aircraft.</b> (BS-12D1). <b>Robinson.</b> (R-44).
<b>O-540-G1A5</b>	<b>Piper Aircraft.</b> Pawnee (PA-25-260). <b>Laviasa.</b> Puelche II (PA-25-260)
<b>O-540-H1B5D</b>	<b>Aero Boero.</b> (260).
<b>O-540-H2A5</b>	<b>Embraer.</b> Ipanema (AG). <b>GippsAero.</b> (GA-200).
<b>O-540-H2B5D</b>	<b>Aero Boero.</b> (260).
<b>O-540-J1A5D</b>	<b>Maule.</b> Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
<b>O-540-J3A5</b>	<b>Robin.</b> (R-3000/235).
<b>O-540-J3A5D</b>	<b>Piper Aircraft.</b> Dakota (PA-28-236).
<b>O-540-J3C5D</b>	<b>Cessna Aircraft.</b> Skylane RG.
<b>O-540-L3C5D</b>	<b>Cessna Aircraft.</b> Turbo Skylane RG (TR-182).
<b>IO-540-A1A5</b>	<b>Dornier.</b> (DO-8-B1). <b>Doyn Aircraft.</b> Doyn-Piper (PA-23-250). <b>Riley Aircraft.</b> Rocket-Cessna (310). <b>Siai-Marchetti.</b>
<b>IO-540-AA1A5</b>	<b>Piper Aircraft.</b> Sequoia (602-P).
<b>IO-540-AA1B5</b>	<b>Stoddard Hamilton.</b> Glasair.
<b>IO-540-AB1A5</b>	<b>Cessna Aircraft.</b> Skylane (C-182).
<b>IO-540-AC1A5</b>	<b>Cessna Aircraft.</b> Stationair (C-206).
<b>IO-540-AE1A5</b>	<b>Robinson.</b> (R44II).
<b>IO-540-AF1A5</b>	<b>Alamo Aerospace.</b> (C-182RG).
<b>IO-540-AG1A5</b>	<b>Merlyn - Shrike/Twin Commander</b> 500 B, 500 S and 500 U
<b>IO-540-B1A5</b>	<b>Aero Commander.</b> (500-B).
<b>IO-540-B1C5</b>	<b>Aero Commander.</b> (500-E).
<b>IO-540-C1B5</b>	<b>Piper Aircraft.</b> Aztec B (PA-23-250), Comanche (PA-24-250).
<b>IO-540-C1C5</b>	<b>Riley Aircraft.</b> Turbo-Rocket.
<b>IO-540-C4B5</b>	<b>Aerofab.</b> Renegade (250). <b>Avions Pierre Robin.</b> (HR100/250). <b>Bellanca Aircraft.</b> Aries (T-250). <b>Piper Aircraft.</b> Aztec C (PA-23-250), Aztec F. <b>Wassmer.</b> (WA4-21).
<b>IO-540-C4D5</b>	<b>S.O.C.A.T.A.</b> (TB-20).
<b>IO-540-C4D5D</b>	<b>S.O.C.A.T.A.</b> Trinidad (TB-20).
<b>IO-540-D4A5</b>	<b>Piper Aircraft.</b> Comanche (PA-24-260). <b>Siai-Marchetti.</b> (SF-260). <b>Laviasa.</b> Puelche II (PA-25-260)
<b>IO-540-D4B5</b>	<b>Cerva.</b> Guepard (CE-43).
<b>IO-540-E1A5</b>	<b>Aero Commander.</b> (500-E).
<b>IO-540-E1B5</b>	<b>Aero Commander.</b> (500-U). <b>Poeschel.</b> (P-300).

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS</b>	
<b>IO-540-E1B5 (Cont.)</b>	<b>Shrike.</b> (500-S).
<b>IO-540-G1A5</b>	<b>DeHavilland.</b> Heron Conversion. <b>Doyn Aircraft.</b> Doyn-Piper (PA-23-250). <b>Riley Aircraft.</b> Turbo-Aztec.
<b>IO-540-G1B5</b>	<b>Found Bros.</b> Centennial (100). <b>T.R. Smith Aircraft.</b> Aerostar (600).
<b>IO-540-G1C5</b>	<b>Intermountain Mfg. Co.</b> Call Air (IAR-821).
<b>IO-540-G1D5</b>	<b>Intermountain Mfg. Co.</b> (IAR-822, IAR-826, IAR-823).
<b>IO-540-G1F5</b>	<b>Bellanca Aircraft.</b>
<b>IO-540-J4A5</b>	<b>Piper Aircraft.</b> Aztec (PA-23-250).
<b>IO-540-K1A5</b>	<b>Aeronautica Agricola Mexicana.</b> Quail. <b>Celair.</b> Eagle. <b>Embraer.</b> Minuano (EMB-720), Sertanejo (EMB-721). <b>GippsAero.</b> Airvan (GA8). <b>Piper Aircraft.</b> Cherokee Six (PA-32-300).
<b>IO-540-K1A5D</b>	<b>Piper Aircraft.</b> Cherokee Six (PA-32-300).
<b>IO-540-K1B5</b>	<b>Evangel-Air.</b> <b>(Pilatus) Britten-Norman.</b> Islander (BN-2B). <b>Transava.</b> Skyfarmer (T-300).
<b>IO-540-K1C5</b>	<b>DeHavilland.</b> (DH-114-2X).
<b>IO-540-K1D5</b>	<b>Neiva.</b> Universal (1PD-6201).
<b>IO-540-K1E5</b>	<b>Bellanca Aircraft.</b>
<b>IO-540-K1E5D</b>	<b>Bellanca Aircraft.</b>
<b>IO-540-K1F5</b>	<b>Ted Smith.</b> Aerostar (600).
<b>IO-540-K1F5D</b>	<b>Embraer.</b> Ipanema (EMB-200, EMB-201).
<b>IO-540-K1G5</b>	<b>Embraer.</b> Minuano (EMB-720). <b>Piper Aircraft.</b> Saratoga (PA-32-301), Brave (PA-36-300).
<b>IO-540-K1G5D</b>	<b>Embraer.</b> Sertanejo (EMB-721). <b>Piper Aircraft.</b> Lance (PA-32-300R), Saratoga SP (PA-32-301R).
<b>IO-540-K1H5</b>	<b>Stoddard Hamilton.</b> (SNA).
<b>IO-540-K1J5</b>	<b>Piper Aircraft.</b> Aerostar (600A).
<b>IO-540-K1J5D</b>	<b>Embraer.</b> Ipanema (EMB-201).
<b>IO-540-K1K5</b>	<b>Piper Aircraft.</b> Pillan (T-35).
<b>IO-540-K2A5</b>	<b>U.S. Lighter Than Air.</b> Blimp.
<b>IO-540-L1A5D</b>	<b>NDN Aircraft.</b> Firecracker.
<b>IO-540-L1B5D</b>	<b>Utva.</b> Utva-75 (AG).
<b>IO-540-L1C5</b>	<b>Swearingen Aircraft.</b> (SX300).
<b>IO-540-M1A5</b>	<b>Piper Aircraft.</b> Navajo (PA-31-300).
<b>IO-540-M1A5D</b>	<b>Trident Aircraft.</b> Trident Tri-Gull.
<b>IO-540-M1B5D</b>	<b>Eagle Aircraft.</b>

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS</b>	
<b>IO-540-M1C5</b>	<b>King Engineering.</b> Angel.
<b>IO-540-N1A5</b>	<b>Piper Aircraft.</b> Comanche (PA-24-260).
<b>IO-540-P1A5</b>	<b>Ted Smith.</b> Aerostar
<b>IO-540-R1A5</b>	<b>Piper Aircraft.</b> Comanche (PA-24-260).
<b>IO-540-S1A5</b>	<b>Piper Aircraft.</b> Aerostar (601-B, 601-P).
<b>IO-540-T4A5D</b>	<b>General Aviation.</b> (114).
<b>IO-540-T4B5</b>	<b>Commander.</b> (114B).
<b>IO-540-T4B5D</b>	<b>Rockwell.</b> (114).
<b>IO-540-T4C5D</b>	<b>Lake Aircraft.</b> Seawolf.
<b>IO-540-V4A5</b>	<b>American Manufacturing Factory.</b> Mushshak. (17-D). <b>Maule.</b> (MT-7-260, M-7-260). <b>AVIC Shijiaahuang,</b> Little Eagle (LE-500)
<b>IO-540-V4A5D</b>	<b>Brooklands.</b> Scoutmaster.
<b>IO-540-W1A5</b>	<b>Maule.</b> Star Rocket (MX-7-235), Super Rocket (MT-7-235), Super St. Rocket (M-7-235).
<b>IO-540-W1A5D</b>	<b>Maule.</b> Star Rocket (MX-7-235), Super Rocket (M-6-235), Super St. Rocket (M-7-235).
<b>IO-540-W3A5D</b>	<b>Schweizer.</b> Power Glider.
<b>AEIO-540-D4A5</b>	<b>Christen.</b> Pitts (S-2S, S-2B). <b>H.A.L.</b> (HPT-32). <b>Siai-Marchetti.</b> (SF-260). <b>Slingsby.</b> Firefly (T3A).
<b>AEIO-540-D4B5</b>	<b>H.A.L.</b> (HPT-32). <b>Morovan.</b> Zlin (Z50L).
<b>AEIO-540-D4D5</b>	<b>Burkhart Grob.</b> Grob G (115T Aero).
<b>AEIO-540-L1B5</b>	<b>Extra-Flugzeugbau.</b> Extra (300). <b>F.F.A.</b> Eurotrainer. (FFA-2000).
<b>AEIO-540-L1B5D</b>	<b>CNA.</b> (IAR-831). <b>Extra Flugzeugbau.</b> Extra (300). <b>Morovan.</b> Zlin (Z50L). <b>Mundry.</b> (CAP-230). <b>NDA Aircraft Ltd.</b> Firecracker. <b>Norman Aeroplane Co.</b> Firecracker. <b>Omnipol.</b> Zlin (Z50L). <b>Pezetel.</b> Iskierka (M-26). <b>S.O.C.A.T.A.</b> Epsilon (TB-30). <b>Utva.</b> Lasta.
<b>AEIO-540-L1D5</b>	<b>Apex Aircraft.</b> (CAP).
<b>IO-580-B1A</b>	<b>Aerodyme Corporation.</b> <b>Expedition Aircraft.</b> (E350, E350XC). <b>Evektor.</b> Cobra (VUT 100-131i).
<b>AEIO-580-B1A</b>	<b>Extra Flugzeugbau.</b> (EA-330). <b>UTVA.</b> Lasta (95). <b>Xtremeair.</b> Sbach (342).

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS TURBOCHARGED</b>	
<b>TIO-540-A1A</b>	<b>Piper Aircraft.</b> Navajo (PA-31-310).
<b>TIO-540-A2C</b>	<b>Piper Aircraft.</b> Navajo (PA-31-310). <b>AVIC General Aircraft</b> SeaGull. (HO300)
<b>TIO-540-AA1AD</b>	<b>Aero Fab.</b> Turbo Renegade (LA 250).
<b>TIO-540-AB1AD</b>	<b>S.O.C.A.T.A.</b> Trinidad TC (TB-21).
<b>TIO-540-AB1BD</b>	<b>Schweizer.</b>
<b>TIO-540-AE2A</b>	<b>Piper Aircraft.</b> Malibu Mirage (PA-46-350P), Malibu Matrix (PA-46R-350T).
<b>TIO-540-AF1A</b>	<b>Mooney Aircraft.</b> TLS Bravo (M20M).
<b>TIO-540-AF1B</b>	<b>Mooney Aircraft.</b> TLS Bravo (M20M).
<b>TIO-540-AG1A</b>	<b>Commander Aircraft.</b> (114TC).
<b>TIO-540-AH1A</b>	<b>Piper Aircraft.</b> Turbo Saratoga (PA-32-301T). <b>GippsAero</b> Turbocharged Airvan (GA8-TC320). <b>Found. Expedition</b> (350TC).
<b>TIO-540-AJ1A</b>	<b>Cessna Aircraft.</b> Turbo Stationair (T-206).
<b>TIO-540-AK1A</b>	<b>Cessna Aircraft.</b> Turbo Skylane (T182T).
<b>TIO-540-C1A</b>	<b>Piper Aircraft.</b> Turbo Aztec (PA-23-250).
<b>TIO-540-F2BD</b>	<b>Piper Aircraft.</b> Navajo (PA-31-325).
<b>TIO-540-J2B</b>	<b>Piper Aircraft.</b> Chieftan (T-1020).
<b>TIO-540-J2BD</b>	<b>Embraer.</b> Navajo (EMB-820). <b>Piper Aircraft.</b> Navajo (PA-31-350).
<b>TIO-540-K1AD</b>	<b>Piper Aircraft.</b>
<b>TIO-540-N2BD</b>	<b>Riley Aircraft.</b> Cessna 310 Conversion.
<b>TIO-540-R2AD</b>	<b>Rockwell.</b> (700).
<b>TIO-540-S1AD</b>	<b>Piper Aircraft.</b> Turbo Saratoga (PA-32R-301T), Lance Turbo (PA-32RT-300T).
<b>TIO-540-T2AD</b>	<b>Trident Aircraft.</b> Tri-Gull.
<b>TIO-540-U2A</b>	<b>Piper Aircraft.</b> Aerostar (700P).
<b>TIO-540-V2AD</b>	<b>Piper Aircraft.</b> Mojave (PA-31P-350).
<b>TIO-540-W2A</b>	<b>Aero Mercantil.</b> Gavilan.
<b>LTIO-540-F2BD</b>	<b>Piper Aircraft.</b> Navajo (PA-31-325).
<b>LTIO-540-J2B</b>	<b>Piper Aircraft.</b> Chieftan (T-1020).
<b>LTIO-540-J2BD</b>	<b>Embraer.</b> Navajo (EMB-820). <b>Piper Aircraft.</b> Navajo (PA-31-350).
<b>LTIO-540-K1AD</b>	<b>Piper Aircraft.</b>
<b>LTIO-540-N2AD</b>	<b>Riley Aircraft.</b> Cessna 310 Conversion.
<b>LTIO-540-R2AD</b>	<b>Rockwell.</b> (700).
<b>LTIO-540-U2A</b>	<b>Piper Aircraft.</b> Aerostar (700P).
<b>LTIO-540-V2AD</b>	<b>Piper Aircraft.</b> Mojave (PA-31P-350).



<b>PISTON – (6) SIX CYLINDER INSTALLATIONS GEARED</b>	
GO-435-C2(11)	<b>Aero Commander.</b> (520).
GO-435-C2(11A)	<b>Beech Aircraft.</b> Twin Bonanza (B-50).
GO-435-C2(11B)	<b>Mid-States Mfg. Corp.</b> Helio Courier (H-391).
GO-435-C2A	<b>Pilatus.</b> Trainer (P-3).
GO-435-C2A2	<b>Pilatus.</b> Trainer.
GO-435-C2B	<b>Aero Commander Inc.</b> (520). <b>Beech Aircraft.</b> Twin Bonanza (B-50). <b>Mid-States Mfg. Corp.</b> Helio Courier (H391-B), Helio Military (YL-24).
GO-435-C2B1	<b>Aero Commander Inc.</b> (520). <b>McKinnon Enterprises.</b> Super Widgeon (G-44).
GO-435-C2B26	<b>Mid-States Mfg. Corp.</b> Helio Courier (H-391-B).
O-480-A**, -1A	<b>Air Force.</b>
O-480-3	<b>Air Force.</b>
GO-480-B	<b>Aero Commander Inc.</b> (560).
GO-480-B1A6	<b>Dornier.</b> (DO-27-A4), Seaplane (DO-27-S1). <b>McKinnon Enterprises.</b> Super Widgeon (G-44). <b>Piaggio.</b> Trainer (P-149-P). <b>Utva.</b> (U-60ATI).
GO-480-B1B	<b>Piaggio.</b> Amphibian (P-135-L). <b>Trecker Aircraft.</b> Royal Gull.
GO-480-B1C	<b>Aero Commander Inc.</b> (560).
GO-480-B1D	<b>McKinnon Enterprises.</b> Super Widgeon (G-44).
GO-480-C1B6	<b>Aero Commander Inc.</b> (560-A), Military (U-9B), (560-E).
GO-480-C1D6	<b>McKinnon Enterprises.</b> Super Widgeon (G-44A).
GO-480-C2C6	<b>Beech Aircraft.</b> Twin Bonanza (D-50).
GO-480-C2D6	<b>Beech Aircraft.</b> Twin Bonanza (D-50), Seminole (L-23E), (U-8E).
GO-480-D1A	<b>Aero Commander Inc.</b> (560-A).
GO-480-F6	<b>Beech Aircraft.</b> Twin Bonanza (C-50).
GO-480-F1A6	<b>Beech Aircraft.</b> Twin Bonanza (C-50).
GO-480-G1B6	<b>Aero Commander Inc.</b> (560-A).
GO-480-G1D6	<b>Mid-States Mfg. Co.</b> Super Courier, Military (U-10A), Super Courier (H-395).
GO-480-G1J6	<b>Utva.</b> Privrednik (U-65-AT).
GO-480-G2D6	<b>Beech Aircraft.</b> Twin Bonanza (D-50A, D-50B, D-50C).
GO-480-G2F6	<b>Beech Aircraft.</b> Twin Bonanza (D-50E).
GSO-480-A1A6	<b>Aero Commander Inc.</b> (680), Military (U-9C). <b>Beech Aircraft.</b> Twin Bonanza (E-50). <b>Mid-States Mfg. Corp.</b> Strata Courier (Special). <b>Piaggio.</b> Amphibian (P-136-L2), Executive (P-166). <b>Trecker Aircraft.</b> Super (200).
** - Suffix "A" after the model dash number indicates engine was supplied without magnetos, carburetor, ignition harness and priming system.	

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS GEARED</b>	
<b>GSO-480-B1A6</b>	<b>Aero Commander Inc.</b> (680-E), Alta Cruiser (720). <b>Dornier.</b> (DO-27H). <b>Fuji Heavy Ind.</b> (KM). <b>Pilatus.</b> Porter (PC-6).
<b>GSO-480-B1B6</b>	<b>Aeritalia.</b> (AM-3C). <b>Beech Aircraft.</b> Military, Seminole (U8-D), Twin Bonanza (F-50). <b>Dornier.</b> (DO-27-H2).
<b>GSO-480-B1C6</b>	<b>Aero-Macchi.</b> (AL-60). <b>Piaggio.</b> (P-166B).
<b>GSO-480-B1J6</b>	<b>SOKO.</b> Kraguji. <b>Utva.</b> (U-66).
<b>GSO-480-B2D6</b>	<b>McKinnon Enterprises.</b> McKinnon Goose (G-21D).
<b>IGO-480-A1B6</b>	<b>Helio.</b> Courier.
<b>IGSO-480-A1A6</b>	<b>Beech Aircraft.</b> Twin Bonanza (G-50, H-50).
<b>IGSO-480-A1B6</b>	<b>Beech Aircraft.</b> Twin Bonanza (J-50), Queen Air (U-8F). <b>C. Itoh.</b>
<b>IGSO-480-A1C6</b>	<b>C. Itoh.</b>
<b>IGSO-480-A1E6</b>	<b>Beech Aircraft.</b> Queen Air (65).
<b>IGSO-480-A1F3</b>	<b>Fuji.</b> T-3.
<b>IGSO-480-A1F6</b>	<b>Fuji.</b> KM-2.
<b>IGO-540-B1A</b>	<b>Aero Commander Inc.</b> (560-F).
<b>IGO-540-B1C</b>	<b>Aero Commander Inc.</b> (580-F).
<b>IGSO-540-A1A</b>	<b>Beech Aircraft.</b> Queen Air (80).
<b>IGSO-540-A1C</b>	<b>Piaggio.</b> Portofino (P-166C). <b>Utva.</b> Super Privrednik (65-S).
<b>IGSO-540-A1D</b>	<b>Beech Aircraft.</b> Queen Air (80).
<b>IGSO-540-A1E</b>	<b>Dornier.</b> Skyservant (DO-28D).
<b>IGSO-540-A1H</b>	<b>Piaggio.</b> (P-166-BL-2).
<b>IGSO-540-B1A</b>	<b>Aero Commander Inc.</b> Grand Commander (680-FL, 680-F), Pressurized (680-FL).
<b>IGSO-540-B1C</b>	<b>Aero Commander Inc.</b> (680-F).

**PISTON – (6) SIX CYLINDER INSTALLATIONS  
HELICOPTER**

**NOTE**

There are additional engine models that have been used as helicopter installations but are previously listed under (4) or (6) cylinder installations.

Example: O-320-A2C, -B2C; O-540-F1B5; HO & HIO-360 engines.

<b>VO-435-A1B</b>	<b>Agusta.</b> Augusta-Bell (47G-21).
<b>(O-435-6A)</b>	<b>Hiller Aircraft.</b> Military Raven (H-23D, OH-23D), Agusta (47J).
<b>(O-435-21)</b>	<b>Bell Helicopter.</b> (47G-2), Sioux (OH-13H), Ranger (47J).
<b>(O-435-23A)</b>	<b>Kawasaki.</b> Kawasaki-Bell (47G-2).
<b>O-435-25</b>	<b>Air Force.</b>
<b>VO-435-A1C</b>	<b>Hiller Aircraft.</b> Raven (UH-12D).
<b>VO-435-A1D</b>	<b>Bell Helicopter.</b> Ranger (47G-2, 47J), Sioux (TH-13H).
<b>VO-435-A1E</b>	<b>Bell Helicopter.</b> Ranger (47J), Trooper (47G-2A), Trooper (47G-2A-1).
<b>VO-435-A1F</b>	<b>Agusta.</b> Agusta-Bell (47G-5). <b>Bell Helicopter.</b> Trooper (47G-2A), Trooper (47G-2A-1).
<b>VO-435-B1A</b>	<b>Bell Helicopter.</b> (47G-5).
<b>TVO-435-A1A</b>	<b>Agusta.</b> Agusta-Bell (47G-3B). <b>Bell Helicopter.</b> Trooper (47G-3B). <b>Westland Ltd. Kawasaki.</b> Kawasaki-Bell (47G-3B).
<b>TVO-435-B1A</b>	<b>Agusta.</b> Agusta-Bell (47-G3). <b>Bell Helicopter.</b> Trooper (47G-3B-1), Military (TH-13T). <b>Kawaski.</b> Kawasaki-Bell (47-G3).
<b>TVO-435-B1B</b>	<b>Bell Helicopter.</b> (47G-3B-1).
<b>TVO-435-D1A</b>	<b>Agusta.</b> Agusta-Bell (TH-13T). <b>Bell Helicopter.</b> (TH-13T).
<b>TVO-435-D1B</b>	<b>Bell Helicopter.</b> (TH-13T).
<b>TVO-435-G1A</b>	<b>Bell Helicopter.</b> (47G-3B-2).
<b>O-540-9</b>	<b>Hiller Aircraft.</b> (OH-23G).
<b>VO-540-A1A</b>	<b>Hiller Aircraft.</b> Raven (UH-12E).
<b>VO-540-B1A</b>	<b>Hiller Aircraft.</b> Raven (UH-12E).
<b>VO-540-B1B</b>	<b>Bell Helicopter.</b> Ranger (47J-2).
<b>VO-540-B1B3</b>	<b>Agusta.</b> Agusta-Bell (47J-3). <b>Bell Helicopter.</b> Ranger (47J-2), Trooper (47G-4). <b>Westland Ltd.</b> (47G-4A).
<b>VO-540-B1D</b>	<b>Hiller Aircraft.</b> Raven (UH-12E).
<b>VO-540-B1E</b>	<b>Hiller Aircraft.</b> Raven (UH-12E).
<b>VO-540-B1F</b>	<b>Brantly-Hynes Helicopter.</b>
<b>VO-540-B2D</b>	<b>Hiller Aircraft.</b> (12E, 12E-4).
<b>VO-540-C1A</b>	<b>Hiller Aircraft.</b> Raven (UH-12E).
<b>VO-540-C1B</b>	<b>Hiller Aircraft.</b> Raven (UH-12E, OH-23F).

<b>PISTON – (6) SIX CYLINDER INSTALLATIONS HELICOPTER</b>	
<b>VO-540-C1C3</b>	<b>Bell Helicopter.</b>
<b>VO-540-C2A</b>	<b>Hiller Aircraft. (UH-12E, UH-12E4).</b>
<b>IVO-540-A1A</b>	<b>Brantly-Hynes Helicopter. (305).</b>
<b>TIVO-540-A2A</b>	<b>Hiller Aircraft. (SL-4).</b>

<b>INTEGRAL ACCESSORY DRIVE</b>	
<b>TIO-541-A1A</b>	<b>Mooney Aircraft. Mustang (M-22).</b>
<b>TIO-541-E1A4</b>	<b>Beech Aircraft. Duke (60).</b>
<b>TIO-541-E1B4</b>	<b>Beech Aircraft. Baron (56TC).</b>
<b>TIO-541-E1C4</b>	<b>Beech Aircraft. Duke (B60).</b>
<b>TIO-541-E1D4</b>	<b>Beech Aircraft. Baron Turbo.</b>

<b>INTEGRAL ACCESSORY GEARED</b>	
<b>TIGO-541-D1B</b>	<b>Rockwell. (710).</b>
<b>TIGO-541-E1A</b>	<b>Piper Aircraft. Navajo (PA-31P).</b>

<b>PISTON – (8) EIGHT CYLINDER INSTALLATIONS</b>	
<b>IO-720-A1A</b>	<b>Aero-Maachi.</b> (AL-60FS). <b>Intermountain Mfg. Co.</b> Call Air (B-1). <b>Piper Aircraft.</b> Comanche (PA-24-400). <b>Riley Aircraft.</b> Dove, Heron, Swearingen, Beech (65).
<b>IO-720-A1B</b>	<b>Excalibur Aviation.</b> Queen Air (800). <b>Pacific Aerospace Corp.</b> Fletcher (FU-24-954). <b>Johnston Aircraft.</b> Brave Modification (PA-36).
<b>IO-720-B1B</b>	<b>Mr. R.P.M.</b> Aero Commander Conversion.
<b>IO-720-B1BD</b>	<b>Riley Aircraft.</b> Riley Rocket 414 . <b>Mr. R.P.M.</b> Turbo 800.
<b>IO-720-C1B</b>	<b>H.A.L.</b> Basant.
<b>IO-720-D1B</b>	<b>Embraer.</b> Ipanema (EMB-400). <b>China Shipbuilding</b> (XTW5)
<b>IO-720-D1BD</b>	<b>Piper Aircraft.</b> L/H Brave. <b>Transavia.</b> Skyfarmer (T-400).
<b>IO-720-D1C</b>	<b>Piper Aircraft.</b> Brave (PA-36-375).
<b>IO-720-D1CD</b>	<b>Piper Aircraft.</b> Brave (PA-36-375).