

CERTIFICATED
AIRCRAFT ENGINES

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SSP-204

LYCOMING

A Textron Company

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570/323-6181

TABLE OF CONTENTS

PISTON CERTIFICATED ENGINES –

(4) Four Cylinder Series	1
(6) Six Cylinder Series	14
(8) Eight Cylinder Series	28

PISTON ENGINE INSTALLATIONS –

(4) Four Cylinder Installations	29
(6) Six Cylinder Installations	37
TURBOCHARGED	41
GEARED	42
HELICOPTER	44
INTEGRAL ACCESSORY DRIVE	45
INTEGRAL ACCESSORY – GEARED	45
(8) Eight Cylinder Installations	46

CODES

★ Indicate new additions.

MODEL DESIGNATION BREAKDOWN:

Example: AEIO-540-L1B5D

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∂ Prefixes:

- A - Aerobatic (**DRY SUMP**)
- AE - Aerobatic Engine
- 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.

• Cylinder Cubic Inch Displacement:

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

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

÷ Suffixes:

- L - Indicates change in Power Section and Rating from Original Design
- 1 - Indicates Nose Section
- B - Indicates Accessory Section
- 5 - Indicates Counterweight Application
- D - Indicates Dual Magneto

* Counterweight Applications:

1. On VO-540 models – the #3 as the 4th suffix character indicates six third order counterweights.
2. On O & IO-540 models – the #5 as the 4th character indicates one fifth and one sixth order counterweights.
3. On 4 cylinder models – the #6 as the 4th suffix character indicates one sixth and one eighth order counterweights.
4. On 6 cylinder models – the #6 as the 4th 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† 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
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 has AS-127, Type 2 prop. flange.	-15
O-235-M2C	118	2800	100/100LL	8.50:1	Similar to –M1 but has AS-127, Type 1 prop. flange and Slick Magnetos	-15

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 AS-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 C.R.	-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 propeller	-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
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 fixed pitch propeller	-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

† Take-Off.

PISTON – (4) FOUR CYLINDER ENGINES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 propeller 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 –B3B but with Type 1 dynafocal mounts	-39
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 has 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

† Take-Off.

PISTON – (4) FOUR CYLINDER ENGINES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 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
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 propeller	-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 propeller	-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

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
IO-320-C1A	160	2700	100/100LL	8.50:1	Same as –B1A except converted for use with turbo-charger, 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	100/100LL	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
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

† Take-Off.

PISTON – (4) FOUR CYLINDER ENGINES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
AEIO-320-D1B	160	2700	100/100LL	8.50:1	Same as IO-320-D1B but is equipped with Aerobatic kit	-55
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
AEIO-320-E2B	150	2700	80	7.00:1	Same as IO-320-E2B but is equipped with Aerobatic kit	-55
O-340-A1A	170	2700	100/100LL	8.50:1	Controllable propeller	-30
O-340-A1B	170	2700	100/100LL	8.50:1	Same as –A1A except for Retard Breaker Magnetos	-30
O-340-A2A	170	2700	100/100LL	8.50:1	Same as –A1A but fixed pitch propeller	-30
O-340-B1A	160	2700	80	7.15:1	Low compression –A1A	-30
O-340-B2A	160	2700	80	7.15:1	Low compression –A2A	-30
O-360-A1A	180	2700	100/100LL	8.50:1	Dynafocal mounts	-36
O-360-A1AD	180	2700	100/100LL	8.50:1	Same as –A1A but with D4LN-3000 impulse coupling dual 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 Magnetos	-36

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 propeller	-36
O-360-A2D	180	2700	100/100LL	8.50:1	Same as –A2A except for Retard Breaker Magnetos	-36
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 propeller	-36
O-360-A2H	180	2700	100/100LL	8.50:1	Same as –A1H but fixed pitch propeller	-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 propeller flange bushings	-36
O-360-A4G	180	2700	100/100LL	8.50:1	Same as –A2G but has –A4A crankshaft with –A2G propeller 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

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 propeller flange bushings	-36
O-360-A4P	180	2700	100/100LL	8.50:1	Same as –A4M except for propeller flange bushings	-36
O-360-A5AD	180	2700	100/100LL	8.50:1	Same as –A4AD but has standard length propeller flange bushings	-36
O-360-B1A	168	2700	80	7.20:1	Same as –A1A but low compression 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 propeller	-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
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 –C1A but with propeller governor drive on left front of crankcase	-36
O-360-C2A	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch propeller	-36
O-360-C2B	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch propeller 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 propeller governor	-36
O-360-C4P	180	2700	100/100LL	8.50:1	Same as –A4M except for propeller 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

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 two (2) S4LN-200 Magnetos	-36
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 propeller 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 propeller	-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 propeller	-51
IO-360-A3B6	200	2700	100/100LL	8.70:1	Same as –A1B6 with propeller flange bushings rotated 120° clockwise	-51
IO-360-A3B6D	200	2700	100/100LL	8.70:1	Same as –A1B6D with propeller locating bushings rotated 120° clockwise	-51
IO-360-A3D6D	200	2700	100/100LL	8.70:1	Same as –A1D6D but with propeller locating bushings rotated 120° clockwise	-51

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 (2) –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
IO-360-B1G6	180	2700	100/100LL	8.50:1	Similar to IO-360-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 propeller	-51
IO-360-B2F	180	2700	100/100LL	8.50:1	Same as –B1F but has fixed pitch propeller	-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 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 cut 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 propeller 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 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 propeller governor pad and provision for front bed mounting	-51

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
IO-320-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	-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
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 IO-360-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 propeller governor pad and a front mounted fuel injector	-51
IO-360-M1B★	180	2700	100/100LL	8.50:1	Same as –M1A except propeller governor located in the rear, relocated flow divider and impulse 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 compression ratio and higher power	-69
TO-360-C1A6D	210	2575	100/100LL	7.30:1	Similar to –A1A6D except for rating, compression 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 compression ratio	-73
TO-360-F1A6D	210	2575	100/100LL	7.30:1	Same as –C1A6D with long type 1.12” 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 engine with performance similar to IO-360-A1A	-63

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
AIO-360-A1B	200	2700	100/100LL	8.70:1	Same as –A1A but has impulse Magnetos	-63
AIO-360-A2A	200	2700	100/100LL	8.70:1	Same as –A1A but does not have provision for controllable propeller	-63
AIO-360-A2B	200	2700	100/100LL	8.70:1	Same as –A2A but has impulse Magnetos	-63
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 compression 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 compression 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-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.

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 counterweight, provision for 3-bladed propeller, 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
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
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 propeller 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

† Take-Off.

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
AEIO-360-H1A	180	2700	100/100LL	8.50:1	Similar to O-360-C2E but with provision for controllable propeller, 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 AEIO-360-H1A except propeller governor on left front of crankcase	-51

PISTON (6) SIX CYLINDER SERIES

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 compression ratio	-17
O-435-4 (O-435-K1)	225	3000	100/100LL	6.50:1	Kaman Helicopter Std. Rear mounted accessories less generator drive	-25
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 propeller 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-C2B26	260	3400	80	7.30:1	-C2B2 with 6 th 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)	260	3400	80	7.30:1	Helicopter; crosswise accessory, MA-4-5 carburetor, S6RN-20 and S6RN-21 Magnetos (Used GSO-480 accessory housing)	-31
VO-435-A1B	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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
VO-435-A1C	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	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
O-435-23	255	3400	80	7.30:1	-A1B with fuel and hydraulic pump drives, AN-I-27 harness and Magnetos, no hand starter (256 to 283) had –20 and –21 Magnetos	-31
O-435-23A	255	3400	80	7.30:1	-23 with wrap around crankcase and 4 pad sump	-31
O-435-23B	255	3400	80	7.30:1	-23A with altitude compensating carburetor	-31
O-435-23C	255	3400	80	7.30:1	Same as –23B except has spring coupling accessory drive	-31
O-435-6	255	3400	80	7.30:1	-A1B with AN-I-27 harness and Magnetos, altitude compensating carburetor	-31
O-435-6A	255	3400	80	7.30:1	Same as O-435-6 with wrap around crankcase and 4 pad sump	-31
O-435-25	260	3200	100/100LL	7.30:1	Military version of TVO-435-B1A with TVO-435-A1A rating	-52
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
GO-480-B	270	3400	80	7.30:1	High speed straight through generator drive and lightweight Magnetos	-28

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
GO-480-B1A6	270	3400	80	7.30:1	-B with (1) sixth and (5) third order counterweights	-28
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 (H.C. GO-480-D)	-35
GO-480-C1D6	295	3400	100/100LL	8.70:1	High compression –B1D with 1.75 venturi carburetor	-37
GO-480-C2C6	295	3400	100/100LL	8.70:1	High compression –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 propeller 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 propeller shaft and single oil supply	-29
GO-480-F2D6	275	3400	80	7.30:1	Conversion of –G1D6 to low compression for turbo-charging	-29
GO-480-F3A6	275	3400	80	7.30:1	Low compression -C2D6 (Conversion)	-34
GO-480-F3B6	275	3400	80	7.30:1	Low compression -C2C6	-34
GO-480-F4A6	275	3400	80	7.30:1	-F1A6 with propeller shaft converted to single oil supply for Hartzell propeller with conversion kit P/N 71619 or propeller shaft no. 70414 or no. 70412 reduction gear assembly	-29
GO-480-F4B6	275	3400	80	7.30:1	-F6 with propeller shaft converted to single oil supply for Hartzell propeller with conversion kit P/N 71619 or propeller shaft no. 71414 or no. 70412 reduction gear assembly	-29
GO-480-G1A6	295	3400	100/100LL	8.70:1	High compression -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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
GO-480-G2F6	295	3400	100/100LL	8.70:1	Same as –G2D6 except for Retard Breaker Magnetos	-34
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
GSO-480-A1A6	340	3400	100/100LL	7.30:1	Supercharged, dry sump, crosswise accessories, light-weight Magnetos	-33
GSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for supercharger inlet thermo - couple	-33
GSO-480-A2A6	340	3400	100/100LL	7.30:1	Conversion of –A1A6 to flanged reduction gear for reversible propeller	-33
GSO-480-B1A6	340	3400	100/100LL	7.30:1	-A1A6 with piston cooling oil jets, and updraft carb.	-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 propeller	-33
GSO-480-B2D6	340	3400	100/100LL	7.30:1	-B1A6 with flange propeller shaft and downdraft PSD-78D 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
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
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
IGSO-480-A1D6	340	3400	100/100LL	7.30:1	Conversion of –B1A6 to Bendix fuel injection	-44

† Take-Off.

** 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-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-480-3	340	3400	100/100LL	7.30:1	IGSO-480-A1A6 but with –22 and –23 Magnetos	-44
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 one fifth and one sixth order counterweights	-40
O-540-A1B5	250/ 235	2575/ 2400	100/100LL	8.50:1	Same as –A1A5 except for short propeller governor studs and two impulse Magnetos	-40
O-540-A1C5	250/ 235	2575/ 2400	100/100LL	8.50:1	Same as –A1A5 except for two impulse 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 propeller governor studs and propeller 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 propeller 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” propeller	-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” propeller	-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” propeller	-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” propeller	-40
O-540-B1A5	235	2575	80	7.20:1	Same as –A1D5 but low compression 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 compression	-40
O-540-B1D5	235	2575	80	7.20:1	-B1A5 with –1200 series Magnetos	-40

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
O-540-B2A5	235	2575	80	7.20:1	Same as –B1A5 but does not have provision for controllable propeller	-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” propeller	-40
O-540-B4B5	235	2575	80	7.20:1	Same as –B1B5 but with more effective counterweights for use with Hartzell “compact” propeller	-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 propeller	-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 propeller	-40
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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 propeller	-40
O-540-J2B5D	235	2400	100/100LL	8.50:1	Same as –J1B5D but with fixed pitch propeller	-40
O-540-J2C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but with fixed pitch propeller	-40
O-540-J2D5D	235	2400	100/100LL	8.50:1	Same as –J1D5D but with fixed pitch propeller	-40
O-540-J3A5	235	2400	100/100LL	8.50:1	Same as –J3A5D but has Slick 6251 (impulse coupling) and 6250 Magnets	-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 propeller	-40
O-540-J3C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but has heavier counterweights for use with McCauley controllable propeller	-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 compression tuned induction, Retard Breaker Magnets, Bendix fuel injector	-48
IO-540-B1A	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” propeller	-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 Magnets	-48
IO-540-C4D5D	250	2575	100/100LL	8.50:1	Same as –C4B5 but with D6LN-3000 impulse coupling Magneto	-48
IO-540-D4A5	260	2700	100/100LL	8.50:1	Same as O-540-E4A5 but with Bendix fuel injection	-48

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
IO-540-G1C5	290	2575	100/100LL	8.70:1	Same as –G1B5 but has impulse 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 Mags.	-48
IO-540-J4A5	250	2575	100/100LL	8.50:1	Same as –C4B5 except conversion for use with turbo-charger – 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 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 Mags.	-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 dual Magneto	-48

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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	-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
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-540K2A5	300	2700	100/100LL	8.70:1	Same as –K1A5 except has different propeller 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 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 propeller	-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 turbo-charger, 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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
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 propeller	-48
IO-540-AA1A5	250	2425	100/100LL	7.30:1	Similar to –S1A5 except for compression ratio	-48
IO-540-AA1B5	270	2700	100/100LL	7.30:1	Same as –AA1A5 except has impulse 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 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 coupled Magneto and Precision Airmotive fuel injection	-48
IO-540-AE1A5★	260	2800	100/100LL	8.70:1	Similar to O-540-F1B5 with IO-540-K angle valve cylinders, pistons, piston squirts and fuel injection and induction system	-48
VO-540-A1A	305	3300	80	7.30:1	Low compression 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 rd order counterweights	-43

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
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	7.301	Same as –B2D but with –1200 series Magnetos	-43
VO-540-C1A	315	3200	100/100LL	8.70:1	High compression altitude engine with two (2) MA-6-AA carburetors, Retard Breaker Magnetos. Same as –B1D except for compression ratio and power	-43
VO-540-C1B	315	3200	100/100LL	8.70:1	Retrofit kit of –B1E with high compression piston and higher power	-43
VO-540-C1C3	305	3200	100/100LL	8.70:1	Same as –B1B3 except it has high compression 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
O-540-9, -9A	305	3200	100/100LL	8.70:1	Military version of VO-540-C2A	-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 propeller governor and has front mounting pads machined and studded	-48
IGO-540-A1A	350	3400	100/100LL	8.70:1	High compression 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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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-540-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
TIO-540-C1A	250	2575	100/100LL	7.20:1	IO-540-J4A5 equipped with TE0659 turbocharger and low compression 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-G1A	250	2575	100/100LL	8.50:1	Same as –C1A but high compression	-61
TIO-540-H1A	270	2575	100/100LL	7.20:1	Same as –E1A except for horsepower setting	-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 compression ratio	-61
TIO-540-S1AD	300	2700	100/100LL	7.30:1	Similar to IO-540-M2AD with front air inlet, provision for controllable propeller, a manually controlled TE0659 turbocharger and D6LN -3000 impulse coupling Magneto	-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 propeller 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 propeller 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-AE2A	350	2500	100/100LL	7.30:1	Similar to –U2A but has (2) Garrett instead of Roto-Master turbocharger, (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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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-A2A	310	2575	100/100LL	7.30:1	Same as –A1A but with propeller flange bushings for 3-blade propeller	-61
TIO-540-A2B	310	2575	100/100LL	7.30:1	Same as –A1B but with propeller flange bushings for 3-blade propeller	-61
TIO-540-A2C	310	2575	100/100LL	7.30:1	Same as –A1C but with propeller flange bushings for 3-blade propeller	-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-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-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/ 2500	100/100LL	7.30:1	Similar to –J2BD except has provision for cabin bleed and has a variable pressure controller	-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 –V2AD but with Slick 6261 (impulse coupling) and 6260 pressurized Magnetos, a different controller system and without either induction air cooler or cabin bleed	-61
AEIO-540-D4A5	260	2700	100/100LL	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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
AEIO-540-D4D5	260	2700	100/100LL	8.50:1	Same as –D4A5 except 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 Aero-batic 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, cross-wise accessories, high altitude Magnetos	-50
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	100/100LL	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-K1AD	250	2575	100/100LL	8.00:1	Similar to TIO-540-K1AD but has left hand rotation crankshaft	-68
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-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

† Take-Off.

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
TIO-541-E1A4	380	2900	100/100LL	7.30:1	Similar to –A1A but has compressor drive, larger redesigned cylinder head, RSA-10DB1 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
TIO-540-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, torquemeter, 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 turbo-charger and low drag cylinder heads	-62
TIGO-541-E1A	425	3200	100/100LL	7.30:1	Same as –D1A except for rating	
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

PISTON – (8) EIGHT CYLINDER SERIES

IO-720-A1A	400	2650	100/100LL	8.70:1	High compression 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	100/100LL	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.

PISTON – (4) FOUR CYLINDER INSTALLATIONS

- O-235-C1** **Piper Aircraft.** 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”).
Intermountain Mfg. Co. Call Air (A).
McKenzie Flying Service. McKenzie-Cessna (120 and 140).
Champion Aircraft. Citabria (7ECA).
Scheibe. Sperling (SF-23C).
Scintex Aviation. Scintex (CP-1315-C3).
- O-235-C1B** **Piper Aircraft.** Super Cub (PA-18 “105”), Colt (PA-22 “108”).
Neiva. Paulistinha (L-6).
Partenavia. Oscar (P-66).
- O-235-C2A** **Bede Aircraft.** MIS (118).
Center Est Aeronautique (CEA). Dauphin (DR-221), Petit Prince (DR-315), Sitar, Bagheera (GY-100-115).
S.O.C.A.T.A. Rallye Club (115).
Daetwyler. Trainer (MCD-100).
Beagle Aircraft. Pup (15).
Glosair. Victa Airtourer (115).
Robin. (DR-400-2 + 2).
Aero Boero. 115.
- O-235-C2C** **American Aviation.** Yankee Trainer (TR-2).
- O-235-H2C** **Robin.** (DR 300/108, DR 315 Cadet), Robin Club (R-2100).
Grob. G115.
MFI. BA-14 Starling.
Aristek. AK-235 Paulistinha.
- O-235-J2A** **Robin.** (DR 300/125 Petit Prince).
- O-235-J2B** **Robin.** (DR 300/125 Petit Prince).
- O-235-K2C** **Robin.** (DR-400).
Bellanca Aircraft. Citabria (7ECA).
- O-235-L2A** **Piper Aircraft.** Tomahawk II (PA-38-112).
Robin. (DR 400/120 Petit Prince). R-3110.
S.O.C.A.T.A. Rallye 110ST.
Orca. SAH-1.
- O-235-L2C** **Grumman.** AA1C.
Cessna Aircraft. Cessna 152, 152 Aerobat.
Piper Aircraft. Tomahawk (PA-38-112).
Robin. (DR 400/2 + 2, HR 200/120, HS 200/100).
Beech Aircraft. Skipper 77.
Taylorcraft. Model F-21.
- O-235-M1** **Gyroflug.** Speed Canard Avis (PA-FS-28).
- O-235-N2A** **Slingsby.** T67A.
Aeromot. Paulistina P-56.
Daetwyler. MD3-115.
Shenyang. HU-1 Seagull.
- O-235-N2C** **Cessna Aircraft.** 152/A152.
Aircorp. B2L Bushmaster.
Enaer. Avion Liviano.
General Avia. Pinguino.
Melbourne. Mamba.
Grob. G115.
- O-235-P1** **Grob.** G115.

PISTON – (4) FOUR CYLINDER INSTALLATIONS

- O-235-P2A** **Gyroflug.** Speed Canard.
- O-290-D** **Piper Aircraft.** Military (L-21A), Super Cub (PA-18 “125”), Agriculture (PA-18A-125), Pacer (PA-20 “125”, PA-20S “125”), Tri-Pacer (PA-22).
- O-290-D2** **Piper Aircraft.** Super Cub (PA-18 “135”), Agriculture (PA-18A “135”), Pacer (PA-20 “135”, PA-20S “135”), Trainer Military (L21B), Tri-Pacer (PA-22 “135”, PA-22S “135”).
Intermountain Mfg. Co. Call Air (A4).
Beagle. Alpha (-5).
- O-290-D2A** **Corben-Fettes.** Globe Special (GC-1A).
- O-290-D2B** **Champion Aircraft.** Sky-Trac (7GC), DX-ER (7HC).
Oberlerchner. Oberlerchner (JOB-15-35).
- O-290-D2C** **Champion Aircraft.** Sky-Trac (7GCO), DX-ER (7HC).
- O-320-A1A** **Piper Aircraft.** Tri-Pacer (PA-22 “150”, PA-22S “150”), Apache (PA-23), Pawnee (PA-25).
Doyn Aircraft. Doyn-Cessna (170, 170A, 170B).
Mooney Aircraft. Mark (20A).
Dinfia. Ranquel (1A-46).
Simmering-Graz Pauker. Flamingo (SGP-M-222).
Aviamilano. Scricciolo (P-19).
Vos Helicopter Co. Spring Bok.
- O-320-A1B** **Piper Aircraft.** Tri-Pacer (PA-22 “150”, PA-22S “150”), Apache (PA-23).
Doyn Aircraft. Doyn-Cessna (170, 170A, 170B).
S.O.C.A.T.A. Horizon (Gardan).
- O-320-A2A** **Piper Aircraft.** Tri-Pacer (PA-22 “150”, PA-22S “150”), Agriculture (PA-18A “150”) Super Cub (PA-18 “150”), Caribbean (PA-22 “150”), Pawnee (PA-25).
Intermountain Mfg. Co. Call Air Texas (A-5, A-5T).
Lake Aircraft. Colonial (C-1).
Rawdon Bros. Rawdon (T-1, T-15, T-15D).
Shinn Engineering. Shinn (2150-A).
Dinfia. Ranquel (1A)46).
Neiva. (1PD-5802).
Sud. Gardan-Horizon (GY-80).
LaVerda. Falco (F8L Series II, America).
Malmo. Vipan (MF1-10).
Kingsford Smith. Autocrat (SCRM-153).
- O-320-A2B** **Aero Commander.** 100
Piper Aircraft. Tri-Pacer (PA-22 “150”, PA-22S “150”), Cherokee (PA-28 “150”), Super Cub (PA-18 “150”).
Champion Aircraft. Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA).
Beagle. Pup (150).
Artic. Interstate S1B2.
Robinson. R-22.
- O-320-A2C** **Varga.** Kachina 2150A.
Robinson. R-22.
Cicare. Cicare AG
- O-320-A2D** **Bellanca Aircraft.** Citabria 150 (7GCAA), Citabria 150S (7GCBC).
- O-320-A3A** **Piper Aircraft.** Apache (PA-23).
Doyn Aircraft. Doyn-Cessna (170, 170A, 170B).
Corben-Fettes. Globe Special (Globe GC-1B).

PISTON – (4) FOUR CYLINDER INSTALLATIONS

O-320-A3B	Piper Aircraft. Apache (PA-23). Doyn Aircraft. Doyn-Cessna (170, 170A, 170B). Teal II. TSC (1A2).
O-320-B1A	Piper Aircraft. Apache (PA-23 “160”). Doyn Aircraft. Doyn-Cessna (170, 170A, 170B). Malmo. Vipar (MF1-10).
O-320-B1B	Piper Aircraft. Apache (PA-23 “160”). Doyn Aircraft. Doyn-Cessna (170, 170A, 170B).
O-320-B2A	Piper Aircraft. Tri-Pacer (PA-22 “160”, PA-22S “160”).
O-320-B2B	Piper Aircraft. Tri-Pacer (PA-22 “160”, PA-22S “160”). Beagle. Airedale (D5-160). Fuji-Heavy Industries. Fuji (F-200). Uirapuru. Aerotec 122.
O-320-B2C	Robinson. R-22.
O-320-B2D	Maule. MX-7-160.
O-320-B2E	Lycon.
O-320-B3A	Piper Aircraft. Apache (PA-23 “160”). Doyn Aircraft. Doyn-Cessna (170, 170A, 170B).
O-320-B3B	Piper Aircraft. Apache (PA-23 “160”). Doyn Aircraft. Doyn-Cessna (170, 170A, 170B). Sud. Gardan (GY80-160).
O-320-C1A	Piper Aircraft. Apache (PA-23 “160”). Riley Aircraft. Rayjay (Apache).
O-320-C1B	Piper Aircraft. Apache (PA-23 “160”).
O-320-C3A	Piper Aircraft. Apache (PA-23 “160”).
O-320-C3B	Piper Aircraft. Apache (PA-23 “160”).
O-320-D1A	Sud. Gardan (GY-80). Gyroflug. Speed Cancard. Grob. G115.
O-320-D1F	Slingsby. T67 Firefly.
O-320-D2A	Piper Aircraft. Cherokee (PA-28S “160”). Robin. Major (DR400-140B), Chevalier (DR-360), (R-3140). S.O.C.A.T.A. Tampico TB9. Slingsby. T67C Firefly. Daetwyler. MD-3-160. Nash Aircraft Ltd. Petrel. Aviolight. P66D Delta. General Avia. Pinguino.
O-320-D2B	Beech Aircraft. Musketeer (M-23). Piper Aircraft. Cherokee (PA-28 “160”).
O-320-D2J	Cessna Aircraft. Skyhawk 172.
O-320-D3G	Piper Aircraft. Warrior II, Cadet (PA-28-161).
O-320-E1A	Grob. G115
O-320-E1C	M.B.B. (Messerschmitt-Boelkow-Blohm). Monsun (BO-209-B).

PISTON – (4) FOUR CYLINDER INSTALLATIONS

O-320-E1F	M.B.B. Monsun (BO-209-B).
O-320-E2A	Piper Aircraft. Cherokee (PA-28 “140”, PA-28 “150”) Robin. Major (DR-340), Sitar, Bagheera (GY-100-135). S.O.C.A.T.A. Super Rallye (MS-886), Rallye Commodore (MS-892). Siai-Marchetti. (S-202). F.F.A. Bravo (AS-202/15). Partenavia. Oscar (P66B), Bucker (131 APM). Aeromot. Paulistina P-56. Pezetel. Koliber 150.
O-320-E2C	Beech Aircraft. Musketeer III (M-23III). M.B.B. Monsun (BO-209-B).
O-320-E2D	Cessna Aircraft. Cardinal (172-I, 177).
O-320-E2F	M.B.B. Monsun (BO-209-B), Wassmer Pacific (WA-51).
O-320-E2G	American Aviation Corp. Traveler.
O-320-E3D	Piper Aircraft. Cherokee (140). Beech Aircraft. Sport.
O-320-H2AD	Cessna Aircraft. Skyhawk 172. Partenavia. P-66C.
IO-320-B2A	Piper Aircraft. Twin Comanche (PA-30).
IO-320-B1C	Hi. Shear. Wing.
IO-320-B1D	Ted Smith Aircraft. Aerostar.
IO-320-C1A	Piper Aircraft. Twin Comanche (PA-30 Turbo).
IO-320-D1A	M.B.B. Monsun (BO-209-C).
IO-320-D1B	M.B.B. Monsun (BO-209-C).
IO-320-E1A	M.B.B. Monsun (BO-209-C).
IO-320-E1B	Bellanca Aircraft.
IO-320-E2A	Champion Aircraft. Citabria.
IO-320-E2B	Bellanca Aircraft.
IO-320-F1A	CAAR Engineering. Carr Midget.
LIO-320-B1A	Piper Aircraft. Twin Comanche (PA-39).
LIO-320-C1A	Piper Aircraft. Twin Comanche (PA-39).
AIO-320-B1B	M.B.B. Monsun (BO-209-C).
AEIO-320-D1B	Slingsby. T67M Firefly.
AEIO-320-D2B	Hindustan Aeronautics Ltd. HT-2.
AEIO-320-E1A	Bellanca Aircraft. Champion Aircraft.
AEIO-320-E1B	Bellanca Aircraft. Champion Aircraft. Decathlon (8KCAB-CS).

PISTON – (4) FOUR CYLINDER INSTALLATIONS

AEIO-320-E2B	Bellanca Aircraft. Champion Aircraft. Decathalon (8KCAB).
O-320-A1A	Riley Aircraft. Riley Twin.
O-360-A1A	Beech Aircraft. Travel Air (95, B-95). Piper Aircraft. Comanche (PA-24). Intermountain Mfg. Co. Call Air (A-6). Lake Aircraft. Colonial (C-2, LA -4, 4A or 4P). Doyn Aircraft. Doyn-Cessna (170B, 172, 172A, 172B). Mooney Aircraft. Mark “20B” (M-20B). Earl Horton. Pawnee (Piper PA-25). Dinfia. Ranquel (1A-51). Neiva. (1PD-5901). Regente. (N-591). Wassmer. Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40). Sud. Gardan (GY-180). Bolkow. (207). Partenavia. Oscar (P-66). Siai-Marchetti. (S-205). Procaer. Picchio (F-15-A). S.A.A.B. Safir (91-D). Malmo. Vipar (MF-10B). Aero Boero. AB-180. Beagle. Airedale (A-109). DeHavilland. Drover (DHA-3MK3). Kingsford-Smith. Bushmaster (J5-6). Aero Engine Service Ltd. Victa (R-2).
O-360-A1AD	S.O.C.A.T.A. Tabago TB-10.
O-360-A1D	Piper Aircraft. Comanche (PA-24). Lake Aircraft. Colonial (LA -4, 4A or 4P). Doyn Aircraft. Doyn-Beech (Beech 95). Mooney Aircraft. Master “21” (M-20E), Mark “20B”, “20D”, (M20B, M20C), Mooney Statesman (M-20G). Dinfia. Querandi (1A-45). Wassmer. (WA-50). Malmo. Vipar (MF1-10). Cessna Aircraft. Skyhawk. Doyn Aircraft. Doyn-Piper (PA -23 “160”).
O-360-A1F6	Cessna Aircraft. Cardinal.
O-360-A1F6D	Cessna Aircraft. Cardinal 177. Teal III. TSC (1A3)
O-360-A1G6	Aero Commander.
O-360-A1G6D	Beech Aircraft. Duchess 76.
O-360-A1H6	Piper Aircraft. Seminole (PA-44).
O-360-A1LD	Wassmer. Europa WA-52.
O-360-A1P	Aviat. Husky.
O-360-A2A	Center Est Aeronautique. Regente (DR-253). S.O.C.A.T.A. Rallye Commodore (MS-893). Societe Aeronautique Normande. Mousquetaire (D-140). Bolkow. Klemm (K1-107C). Partenavia. Oscar (P-66). Beagle. Husky (D5-180) (J1-U).

PISTON- (4) FOUR CYLINDER INSTALLATIONS

O-360-A2D	Piper Aircraft. Comanche (PA-24), Cherokee “C” (PA-28 “180”). Mooney Aircraft. Master “21” (M-20D), Mark “21” (M-20E).
O-360-A2E	Std. Helicopter.
O-360-A2F	Aero Commander. Lark (100). Cessna Aircraft. Cardinal.
O-360-A2G	Beech Aircraft. Sport.
O-360-A3A	C.A.A.R.P.S.A.N. (M-23III). Societe Aeronautique Normande. Jodel (D-140C). Robin. Regent (DR400/180), Remorqueur (DR400/180R). R-3170. S.O.C.A.T.A. Rallye 180GT, Sportavia Sportsman (RS-180). Norman Aeroplance Co. NAC-1 Freelance. Nash Aircraft Ltd. Petrel.
O-360-A3AD	S.O.C.A.T.A. TB-10. Robin. Aiglon (R-1180T).
O-360-A4A	Piper Aircraft. Cherokee “D” (PA-28 “180”).
O-360-A4D	Varga. Kachina.
O-360-A4G	Beech Aircraft. Musketeer Custom III.
O-360-A4K	Grumman American. Tiger. Beech Aircraft. Sundowner 180.
O-360-A4M	Piper Aircraft. Archer II (PA-28 “18”) Valmet. PIK-23.
O-360-A4N	Cessna Aircraft. 172 (Optional).
O-360-A4P	Penn Yan. Super Cub Conversion.
O-360-A5AD	C. Itoh and Co. Fuji FA -200.
O-360-B2C	Seabird Aviation. SB7L.
O-360-C1A	Intermountain Mfg. Co. Call Air (A-6).
O-360-C1E	Bellanca Aircraft. Scout (8GCBC-CS).
O-360-C1F	Maule. Star Rocket MX-7-180.
O-360-C1G	Christen. Husky (A-1).
O-360-C2B	Hughes Tool Co. (269A).
O-360-C2D	Hughes Tool Co. (269A).
O-360-C2E	Hughes Tool Co. (YHO-2HU) Military. Bellanca Aircraft. Scout (8GCBC FP).
O-360-C4F	Maule. MX-7-180A.
O-360-C4P	Penn Yan. Super Cub Conversion.
O-360-E1A6D	Piper Aircraft. Seminole (PA-44 “180”).
O-360-F1A6	Cessna Aircraft. Cutlass RG.
O-360-J2A	Robinson. R22.

PISTON – (4) FOUR CYLINDER INSTALLATIONS

IO-360-A1A	Mooney Aircraft. Chaparral (M20-E), Executive (M20-F). Dinfia. Ranquel (1A-51). Siebel-Werke. Siat (223). Siai-Marchetti. (S-205).
IO-360-A1B	Lake Aircraft. Buccaneer LA -4-200, Turbo Buccaneer.
IO-360-A1B6	Scottish Aviation. “Bulldog”. Partenavia. (P-68C). S.A.A.B. Safari (MF1-15), Supporter (MF1-17). Beech Aircraft. Sierra 200. Aircraft Manufacturing Factory. Mushshak. Korean Air. Chang Gong-91.
IO-360-A1B6D	Cessna Aircraft. Cardinal R-6. Siai-Marchetti. (S-205).
IO-360-A1C	Beagle. Pup (200).
IO-360-A1D6	Malmo.
IO-360-A1D6D	Partenavia.
IO-360-A2A	Beech Aircraft.
IO-360-A2B	Beech Aircraft. Musketeer III (M -23).
IO-360-A3B6	Mod Works. Trophy 212 Conversion.
IO-360-A3B6D	Mooney Aircraft. M20J-201.
IO-360-B1A	Beech Aircraft. Travel-Air (B-95A). Doyn Aircraft. Doyn-Piper (PA -23 “200”).
IO-360-B1B	Beech Aircraft. Travel-Air (B-95B). Doyn Aircraft. Doyn-Piper (PA -23 “200”). Fuji. (FA-200).
IO-360-B1D	United Consultants. See-Bee.
IO-360-B1E	Piper Aircraft. Arrow (PA-28 “180R”).
IO-360-B1F	Utva. 75.
IO-360-B2E	C.A.A.R.P. C.A.P. (10).
IO-360-B1F6	Great Lakes. Trainer.
IO-360-B1G6	American Blimp. Spector 42.
IO-360-B2F6	Great Lakes. Trainer.
IO-360-C1B	S.O.C.A.T.A. ST-10. Siebel-Werke. Flamingo-Siat (223).
IO-360-C1C	Piper Aircraft. Cherokee (PA-28 “200R”). Embraer. Corisco (EMB-711).
IO-360-C1C6	Piper Aircraft. Arrow IV (PA-28-200R). Ruschmeyer. MF-85.
IO-360-C1D6	M.B.B. Flamingo (223). Rockwell. Rockwell 112.
IO-360-C1E6	Piper Aircraft. Seneca (PA-34).

PISTON – (4) FOUR CYLINDER INSTALLATIONS

LO-360-A1G6D	Beech Aircraft. Duchess.
LO-360-A1H6	Piper Aircraft. Seminole (PA-44).
LO-360-E1A6D	Piper Aircraft. Seminole (PA-44 “180”).
LIO-360-C1E6	Piper Aircraft. Seneca (PA-34).
LTO-360-E1A6D	Piper Aircraft. Seminole (PA-44 “180T”).
IO-360-C1F	J.W. Miller. Twin Comanche Conversion.
IO-360-D1A	T.R. Smith Aircraft. Aerostar.
IO-360-E1A	T.R. Smith Aircraft. Aerostar.
IO-360-J1AD	Maule. M5-200.
IO-360-J1A6D	Maule. M5-200.
IO-360-K2A	Edgley Aircraft.
IO-360-L2A	Cessna Aircraft. Skyhawk C-172.
IO-360-M1A	Diamond Aircraft. DA-40.
IO-360-M1B	Vans Aircraft. RV6, RV7, RV8. Lancair. 360.
AIO-360-A1A	M.B.B. Flamingo 223.
AIO-360-B1B	Moravan. Zlin (Z-526-L).
AEIO-360-A1A	Aerotek. Pitts Special –S2.
AEIO-360-A1B	Mundry. CAP-21.
AEIO-360-A1B6	Scottish Aviation. “Bulldog”. Valmet. Leko 70. Moravan. Zlin Z242L.
AEIO-360-A1D	Christen. Eagle II (S-2).
AEIO-360-A1E	Christen. Pitts (S1T). Slingsby. T67M Firefly. Extra. Extra 230.
AEIO-360-A1E6	Integrated Systems. Omega.
AEIO-360-B1F	F.F.A. Bravo (200). Grob. G115/Sport-Acro.
AEIO-360-B1G6	Great Lakes.
AEIO-360-B2F	Mundry. CAP-10.
AEIO-360-B4A	Pitts. S-1S.
AEIO-360-H1A	Bellanca Aircraft. Super Decathlon (8KCAB-180).
AEIO-360-H1B	American Champion. Super Decathlon.
TO-360-C1A6D	Avions Pierre Robin. Partenavia. Rockwell. 112TC.
TO-360-E1A6D	Piper Aircraft. Seminole (PA-44-180T).

PISTON – (4) FOUR CYLINDER INSTALLATIONS

TO-360-F1A6D.....**Maule.** Star Rocket (M-5-210TC).
TIO-360-A1B**Siai-Marchetti.** (S-210).
TIO-360-C1A6D**Partenavia.** P68C-TC.
VO-360-A1A**Brantly Hynes Helicopter.** (B-2).
VO-360-A1B.....**Brantly Hynes Helicopter.** (B-2, B2-A). Military (YHO-3BR).
VO-360-B1A.....**Brantly Hynes Helicopter.** (B-2, B2-A).
IVO-360-A1A.....**Brantly Hynes Helicopter.** (B2-B).
HO-360-B1A**Hughes Tool Co.** (269A).
HO-360-B1B.....**Hughes Tool Co.** (269A).
HO-360-C1A.....**Schweizer.** (300C).
HIO-360-A1A**Hughes Tool Co.** (300).
HIO-360-A1B.....**Silvercraft.**
HIO-360-B1A.....**Hughes Tool Co.** Military (269-A-1). (TH-55A).
HIO-360-B1B**Hughes Tool Co.** (269A).
HIO-360-C1A**Enstrom Helicopter.**
HIO-360-C1C**Enstrom Helicopter.**
HIO-360-D1A**Hughes Tool Co.** (269C, 300C).
Schweizer. (300C).
HIO-360-E1AD**Enstrom Helicopter.** F28C.
HIO-360-E1BD.....**Enstrom Helicopter.** F28C.
HIO-360-F1AD.....**Enstrom Helicopter.** Falcon (F28F), Shark (280FX), Sentine (F28F-P).
HIO-360-G1A.....**Schweizer.** (CB).
LHIO-360-C1A**Silvercraft.** SH-4 Helicopter.
LHIO-360-C1B.....**Silvercraft.** SH-3 Helicopter.
IMO-360-A1A.....**Aerojet General.** (Not Certified.)
IMO-360-B1A.....**Aerojet General.** (Not Certified.)
IMO-360-B1B**Aerojet General.** (Not Certified.)

PISTON – (6) SIX CYLINDER INSTALLATIONS

O-540-A1A.....**Rhein-Flugzeugbau.** (RF-1).
O-540-A1A5**Piper Aircraft.** Comanche (PA-24 “150”).
Helio. Military (H-250).
Yoeman Aviation. (YA-1).
O-540-A1B5.....**Piper Aircraft.** Aztec (PA-23 “250”), Comanche (PA-24 “250”).
O-540-A1C5**Piper Aircraft.** Comanche (PA-24 “250”).
O-540-A1D.....**Found Bros.** (FBA-2C).
Dornier. (DO-28-B1).

PISTON – (6) SIX CYLINDER INSTALLATIONS

O-540-A1D5	Piper Aircraft. Aztec (PA-23 “250”), Comanche (PA-24 “250”), Military Aztec (U-11A). Dornier. (DO-28).
O-540-A2B	Aero Commander. (500). Mid-States Mfg. Co. Twin Courier (H-500), (U-5).
O-540-A3D5	Piper Aircraft. Navy Aztec (PA-23 “250”).
O-540-B1A5	Piper Aircraft. Apache (PA-23 “235”).
O-540-B1B5	Piper Aircraft. Cherokee (PA-24 “250”). Doyn Aircraft. Doyn-Piper (PA-24 “250”).
O-540-B1D5	Wassmer. (WA-421).
O-540-B2B5	Piper Aircraft. Pawnee (PA-24 “235”), Cherokee (PA-28 “235”), Aztec (PA-23 “235”). Intermountain Mfg. Co. Call Air (A-9). Rawdon Bros. Rawdon (T-1). S.O.C.A.T.A. Rallye 235CA.
O-540-B2C5	Piper Aircraft. Pawnee (PA-24 “235”).
O-540-B4B5	Piper Aircraft. Cherokee (PA-28 “235”). Embraer. Corioca (EMB-710). S.O.C.A.T.A. Rallye 235GT, Rallye 235C. Maule. Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
O-540-E4A5	Piper Aircraft. Comanche (PA-24 “260”). Aviamilano. Flamingo (F-250). Siai-Marchetti. (SF-260), (SF-208).
O-540-E4B5	Britten-Norman. (BN-2). Piper Aircraft. Cherokee Six (PA-32 “260”).
O-540-E4C5	Pilatus Britten-Norman. Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2).
O-540-F1B5	Omega Aircraft. (BS-12D1). Robinson. (R-44).
O-540-G1A5	Piper Aircraft. Pawnee (PA-25 “260”).
O-540-H1B5D	Aero Boero. 260.
O-540-H2A5	Embraer. Impanema “AG”. Gippsland. GA-200.
O-540-H2B5D	Aero Boero. 260.
O-540-J1A5D	Maule. Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
O-540-J3A5	Robin. R-3000/235.
O-540-J3A5D	Piper Aircraft. Dakota (PA-28-236).
O-540-J3C5D	Cessna Aircraft. Skylane RG.
O-540-L3C5D	Cessna Aircraft. TR-182, Turbo Skylane RG.
IO-540-A1A5	Doyn Aircraft. Doyn-Piper (PA-23 “250”). Riley Aircraft. Rocket-Cessna (310). Dornier. (DO-8-B1). Siai-Marchetti.

PISTON – (6) SIX CYLINDER INSTALLATIONS

IO-540-B1A5	Aero Commander. (500-B).
IO-540-B1C5	Aero Commander. (500-E).
IO-540-C1B5	Piper Aircraft. Aztec B (PA-23 “250”), Comanche (PA-24 “250”).
IO-540-C1C5	Riley Aircraft. Turbo-Rocket.
IO-540-C4B5	Piper Aircraft. Aztec C (PA-23 “250”), Aztec F. Wassmer. (WA4-21). Avions Pierre Robin. (HR100/250). Bellanca Aircraft. Aries T-250. Aerofab. Renegade 250.
IO-540-C4D5	S.O.C.A.T.A. TB-20.
IO-540-C4D5D	S.O.C.A.T.A. Trinidad TB-20.
IO-540-D4A5	Piper Aircraft. Comanche (PA-24 “260”). Siai-Marchetti. (SF-260).
IO-540-D4B5	Cerva. (CE-43 Guepard).
IO-540-E1A5	Aero Commander. (500-E).
IO-540-E1B5	Aero Commander. (500-U). Shrike. (500-S). Poeschel. (P-300).
IO-540-G1A5	Doyn Aircraft. Doyn-Piper (PA -23 “250”). Riley Aircraft. Turbo-Aztec. DeHavilland. Heron Conversion.
IO-540-G1B5	T.R. Smith Aircraft. Aerostar (600). Found Bros. Centennial (100).
IO-540-G1C5	Intermountain Mfg. Co. Call Air IAR821.
IO-540-G1D5	Intermountain Mfg. Co. IAR-822, IAR-826, IAR-823.
IO-540-G1F5	Bellanca Aircraft.
IO-540-J4A5	Piper Aircraft. Aztec (PA-23 “250”).
IO-540-K1A5	Piper Aircraft. Cherokee Six (PA-32-300). Embraer. Minuano (EMB-720), Sertanejo (EMB-721). “LANCE” Aeronautica Agricola Mexicana. Quail. Celair. Eagle.
IO-540-K1A5D	Piper Aircraft. (PA-32-300).
IO-540-K1B5	Evangel-Air. Pilatus Britten-Norman. Islander (BN-2B). Transava. Skyfarmer T-300.
IO-540-K1C5	DeHavilland. (DH-114-2X).
IO-540-K1D5	Neiva. 1PD-6201 Universal.
IO-540-K1E5	Bellanca Aircraft.
IO-540-K1E5D	Bellanca Aircraft.

PISTON – (6) SIX CYLINDER INSTALLATIONS

IO-540-K1F5	Ted Smith. Aerostar 600.
IO-540-K1F5D	Embraer. (EMB-200 Impanema). Embraer & Impanema. (EMB-201).
IO-540-K1G5	Piper Aircraft. Saratoga (PA-32-300), Brave 300. Embraer. Minuano (EMB-720).
IO-540-K1G5D	Piper Aircraft. Lance (PA-32-300R), Saratoga SP (PA-32-300R). Embraer. Sertanejo (EMB-721).
IO-540-K1H5	Stoddard Hamilton. SNA.
IO-540-K1J5	Piper Aircraft. Aerostar 600A.
IO-540-K1J5D	Embraer. EMB-201 Impanema.
IO-540-K1K5	Piper Aircraft. T35.
IO-540-K2A5	U.S. Lighter Than Air. Blimp.
IO-540-L1A5D	NDN Aircraft. Firecracker.
IO-540-L1B5D	Utva. Utva-75 AG.
IO-540-L1C5	Swearingen Aircraft. SX300.
IO-540-M1A5	Piper Aircraft. Navajo (PA-31-300).
IO-540-M1A5D	Trident Aircraft. Trident Tri-Gull.
IO-540-M1B5D	Eagle Aircraft.
IO-540-M1C5	King Engineering. Angel.
IO-540-N1A5	Piper Aircraft. Comanche 260.
IO-540-R1A5	Piper Aircraft. Comanche (PA-24).
IO-540-S1A5	Piper Aircraft. Aerostar 601B, Aerostar 601P.
IO-540-T4A5D	General Aviation. Model 114.
IO-540-T4B5	Commander. 114B.
IO-540-T4B5D	Rockwell. 114.
IO-540-T4C5D	Lake Aircraft. Seawolf.
IO-540-V4A5	Maule. MT-7-260, M-7-260. Aircraft Manufacturing Factory.
IO-540-V4A5D	Brooklands. Scoutmaster.
IO-540-W1A5	Maule. MX-7-235, MT-7-235, M7-235.
IO-540-W1A5D	Maule. Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
IO-540-W3A5D	Schweizer. Power Glider.
IO-540-AA1A5	Piper Aircraft. Sequoia 602P.
IO-540-AA1B5	Stoddard Hamilton. Glasair.
IO-540-AB1A5	Cessna Aircraft. Skylane C-182.
IO-540-AC1A5	Cessna Aircraft. Stationair C-206.
IO-540-AE1A5	Robinson. R44II.

PISTON – (6) SIX CYLINDER INSTALLATIONS

AEIO-540-D4A5	Christen. Pitts (S-2S), S-2B). Siai-Marchetti. SF-260. H.A.L. HPT-32. Slingsby. Firefly T3A.
AEIO-540-D4B5	Moravan. Zlin-50L. H.A.L. HPT-32.
AEIO-540-D4D5	Burkhart Grob. Grob G, 115T Aero.
AEIO-540-L1B5	F.F.A. FFA-2000 Eurotrainer. Extra-Flugzeugbau. Extra 300.
AEIO-540-L1B5D	S.O.C.A.T.A. Epsilon (TB-30). NDA Aircraft Ltd. Firecracker. Morovan. Zlin Z50L. Utva. Lasta. Mudry. CAP-230. Norman Aeroplane Co. Firecracker. CNA. IAR-831. Extra. Extra 300. Pezetel. M-26 Iskierka. Omnipol. Zlin. Z50L.
AEIO-540-L1D5	Apex Aircraft. (CAP).

TURBOCHARGED

TIO-540-A1A	Piper Aircraft. Navajo (PA -31).
TIO-540-A2C	Piper Aircraft. Navajo (PA -31).
TIO-540-C1A	Piper Aircraft. Turbo Aztec (PA-23-250).
TIO-540-F2BD	Piper Aircraft. Navajo (PA -31, II, 325).
TIO-540-J2B	Piper Aircraft. T-1020.
TIO-540-J2BD	Piper Aircraft. Navajo (PA -31, II, 350). Embraer. Navajo (EMB-820).
TIO-540-K1AD	Piper Aircraft.
TIO-540-N2BD	Riley Aircraft. Cessna 310 Conversion.
TIO-540-R2AD	Rockwell. 700.
TIO-540-S1AD	Piper Aircraft. Turbo Saratoga, Turbo Saratoga SP.
TIO-540-T2AD	Trident Aircraft. Tri-Gull.
TIO-540-U2A	Piper Aircraft. 700P Aerostar.
TIO-540-V2AD	Piper Aircraft. Mojave (PA -31P-350).
TIO-540-W2A	Aero Mercantil. Gavilan.
TIO-540-AA1AD	Aerofab Inc. Turbo Renegade (270).
TIO-540-AB1AD	S.O.C.A.T.A. Trinidad TC TB-21.
TIO-540-AB1BD	Schweizer.
TIO-540-AE2A	Piper Aircraft. Mirage (PA -46-350P).
TIO-540-AF1A	Mooney Aircraft. “TLS” M20M.

PISTON – (6) SIX CYLINDER INSTALLATIONS

TURBOCHARGED (CONT.)

TIO-540-AF1B	Mooney Aircraft. “TLS” M20M.
TIO-540-AG1A	Commander Aircraft. 114TC.
TIO-540-AH1A	Piper Aircraft. Turbo Saratoga TC (PA-32-301T).
TIO-540-AJ1A	Cessna Aircraft. Turbo Stationair T-206.
TIO-540-AK1A	Cessna Aircraft. Turbo Skylane T182T.
LTIO-540-F2BD	Piper Aircraft. Navajo (PA -32, II, 325).
LTIO-540-J2B	Piper Aircraft. T-1020.
LTIO-540-J2BD	Piper Aircraft. Navajo (PA -31, II, 350), Chieftan. Embraer. Navajo (EMB-820).
LTIO-540-K1AD	Piper Aircraft.
LTIO-540-N2BD	Riley Aircraft. Cessna 310 Conversion.
LTIO-540-R2AD	Rockwell. 700.
LTIO-540-U2A	Piper Aircraft. 700P Aerostar.
LTIO-540-V2AD	Piper Aircraft. Mojave (PA-31P-350).

GEARED

O-435-A	Aero Commander Inc. (L-3805). Piaggio. Military Trainer (P-148-D). S.A.A.B. Trainer (91-B). Safir. (91-C).
O-435-A2	Kaman Aircraft. (K-222).
O-435-4	Kaman Aircraft. (K-240), (HTK-1).
(O-435-K1)	
O-435-C	Kaman Aircraft. (K-190A). W.E. Husk Eng. Bellanca (14-13).
GO-435-C2 (11)	Aero Commander. (520).
GO-435-C2 (11A)	Beech Aircraft. Twin Bonanza (B-50).
GO-435-C2 (11B)	Mid-States Mfg. Corp. Helio Courier (H-391).
GO-435-C2A	Pilatus. Trainer (P-3).
GO-435-C2A2	Pilatus. Trainer.
GO-435-C2B	Aero Commander Inc. (520). Beech Aircraft. Twin Bonanza (B-50). Mid-States Mfg. Corp. Helio Courier (H391-B), Helio Military (YL-24).
GO-435-C2B1	Aero Commander Inc. (520). McKinnon Enterprises. Super Widgeon (G-44).
GO-435-C2B26	Mid-States Mfg. Corp. Helio Courier (H-391-B).
GO-480-B	Aero Commander Inc. (560).
GO-480-B1A6	McKinnon Enterprises. Super Widgeon (G-44). Dornier. (DO-27-A4), Seaplane (DO-27-S1). Piaggio. Trainer (P-149-P). Utva. (U-60ATI).

PISTON – (6) SIX CYLINDER INSTALLATIONS

GEARED (CONT.)

GO-480-B1B.....**Trecker Aircraft.** Royal Gull.
Piaggio. Amphibian (P-135-L).

GO-480-B1C**Aero Commander Inc.** (560).

GO-480-B1D**McKinnon Enterprises.** Super Widgeon (G-44).

GO-480-C1B6**Aero Commander Inc.** (560-A), Military (U-9B), (560-E).

GO-480-C1D6**McKinnon Enterprises.** Super Widgeon (G-44A).

GO-480-C2C6**Beech Aircraft.** Twin Bonanza (D-50).

GO-480-C2D6**Beech Aircraft.** Twin Bonanza (D-50), Seminole (L-23E), (U-8E).

GO-480-D1A.....**Aero Commander Inc.** (560-A).

GO-480-F6.....**Beech Aircraft.** Twin Bonanza (C-50).

GO-480-F1A6**Beech Aircraft.** Twin Bonanza (C-50).

GO-480-G1B6.....**Aero Commander Inc.** (560-A).

GO-480-G1D6**Mid-States Mfg. Co.** Super Courier, Military (U-10A), Super Courier (H-395).

GO-480-G1J6.....**Utva.** Privrednik. (U-65-AT).

GO-480-G2D6**Beech Aircraft.** Twin Bonanza (D-50A), (D-50B), (D-50C).

GO-480-G2F6**Beech Aircraft.** Twin Bonanza (D-50E).

IGO-480-A1B6**Helio.** “Courier”.

GSO-480-A1A6**Aero Commander Inc.** (680), Military (U-9C).
Beech Aircraft. Twin Bonanza (E-50).
Mid-States Mfg. Corp. Strata Courier (Special).
Trecker Aircraft. Super (200).
Piaggio. Amphibian (P-136-L2), Executive (P-166).

GSO-480-B1A6.....**Aero Commander Inc.** (680-E), Alta Cruiser (720).
Dornier. (DO-27H).
Pilatus. Porter (PC-6).
Fuji Heavy Ind. (KM).

GSO-480-B1B6.....**Beech Aircraft.** Military, Seminole (U8-D), Twin Bonanza (F-50).
Dornier. (DO-27-H2).
Aeritalia. (AM-3C).

GSO-480-B1C6.....**Aero-Macchi.** (AL-60).
Piaggio. (P-166B).

GSO-480-B1J6.....**Utva.** (U-66).
SOKO. “Kraguji”.

GSO-480-B2D6.....**McKinnon Enterprises.** McKinnon Goose (G-21D).

O-480-A, -1A****Air Force.**

IGSO-480-A1A6**Beech Aircraft.** Twin Bonanza (G-50), (H-50).

IGSO-480-A1B6.....**Beech Aircraft.** Twin Bonanza (J-50), Queen Air (U-8F).
C. Itoh.

PISTON – (6) SIX CYLINDER INSTALLATIONS

GEARED (CONT.)

IGSO-480-A1C6	C. Itoh.
IGSO-480-A1E6	Beech Aircraft. Queen Air (65).
IGSO-480-A1F3	Fuji. T-3.
IGSO-480-A1F6	Fuji. KM-2.
O-480-3	Air Force.
IGO-540-B1A	Aero Commander Inc. (560-F).
IGO-540-B1C	Aero Commander Inc. (580-F).
IGSO-540-A1A	Beech Aircraft. Queen Air (80).
IGSO-540-A1C	Piaggio. Portofino (P-166C). Utva. (65-S), Super Privrednik.
IGSO-540-A1D	Beech Aircraft. Queen Air (80).
IGSO-540-A1E	Dornier. Skyservant (DO-28D).
IGSO-540-A1H	Piaggio. (P-166-BL2).
IGSO-540-B1A	Aero Commander Inc. Grand Commander (680-FL), (680-F), Pressurized (680-FL).
IGSO-540-B1C	Aero Commander Inc. (680-F).

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.

VO-435-A1B	Bell Helicopter. (47G-2), Sioux (OH-13H), Ranger (47J). (O-435-21) Agusta. August-Bell (47G-21).
VO-435-A1C	Hiller Aircraft. Raven (UH-12D).
VO-435-A1D	Bell Helicopter. (47G-2), Ranger (47J), Sioux (TH-13H). (O-435-6A) Hiller Aircraft. Military Raven (H-23D, OH-23D), Agusta (47J). (O-435-23A) Kawasaki. Kawasaki-Bell (47G-2).
VO-435-A1E	Bell Helicopter. Ranger (47J), Trooper (47G-2A), Trooper (47G-2A-1).
VO-435-A1F	Bell Helicopter. Trooper (47G-2A), Trooper (47G-2A-1). Agusta. Agusta-Bell (47G-5).
VO-435-B1A	Bell Helicopter. (47G-5).
TVO-435-A1A	Bell Helicopter. Trooper (47G-3B). Agusta. Agusta-Bell (47G-3B). Westland Ltd. Kawasaki. Kawasaki-Bell (47G-3B).
TVO-435-B1A	Bell Helicopter. Trooper (47G-3B-1), Military (TH-13T). Agusta. Agusta-Bell (47-G3). Kawasaki. Kawasaki-Bell (47-G3).

PISTON – (6) SIX CYLINDER INSTALLATIONS

HELICOPTER (CONT.)

TVO-435-B1B	Bell Helicopter. (47G-3B-1).
TVO-435-D1A	Bell Helicopter. (TH-13T). Agusta. Agusta-Bell (TH-13T).
TVO-435-D1B	Bell Helicopter. (TH-13T).
TVO-435-G1A	Bell Helicopter. (47G-3B-2).
O-435-25	Air Force.
VO-540-A1A	Hiller Aircraft. Raven (UH-12E).
VO-540-B1A	Hiller Aircraft. Raven (UH-12E).
VO-540-B1B	Bell Helicopter. Ranger (47J-2).
VO-540-B1B3	Bell Helicopter. Ranger (47J-2), Trooper (47-G4). Agusta. Agusta-Bell (47J-3). Westland Ltd. (47G-4A).
VO-540-B1D	Hiller Aircraft. Raven (UH-12E).
VO-540-B2D	Hiller Aircraft. (12E), (12-E4).
VO-540-B1E	Hiller Aircraft. Raven (UH-12E).
VO-540-B1F	Brantly Hynes Helicopter.
VO-540-C1A	Hiller Aircraft. Raven (UH-12E).
VO-540-C2A	Hiller Aircraft. (UH-12E), (UH-12E4).
VO-540-C1B	Hiller Aircraft. Raven (UH-12E), (OH-23F).
VO-540-C1C3	Bell Helicopter.
IVO-540-A1A	Brantly Hynes Helicopter. (305).
TIVO-540-A2A	Hiller Aircraft. (SL-4).
O-540-9	Hiller Aircraft. (OH-23G).

INTEGRAL ACCESSORY DRIVE

TIO-541-A1A	Mooney Aircraft. Mustang (M-22).
TIO-541-E1A4	Beech Aircraft. Duke (60).
TIO-541-E1B4	Beech Aircraft. Baron (56TC).
TIO-541-E1C4	Beech Aircraft. Duke B60.
TIO-541-E1D4	Beech Aircraft. Baron Turbo Only.

INTEGRAL ACCESSORY GEARED

TIGO-541-D1B	Rockwell. 710.
TIGO-541-E1A	Piper Aircraft. Navajo (PA -31P).

PISTON – (8) EIGHT CYLINDER INSTALLATIONS

- IO-720-A1A** **Piper Aircraft.** Comanche (PA-24 “400”).
Intermountain Mfg. Co. Call Air (B-1).
Riley Aircraft. Dove, Heron, Swearingen, Beech (65).
Aero-Maachi. (AL-60FS).
- IO-720-A1B** **Excalibur Aviation.** Queen Air 800.
Pacific Aerospace Corp. Fletcher (RU-24/954).
Pay’s. 400 Husky.
- IO-720-B1BD** **Riley Aircraft.** Riley Rocket 414, Mr. R.P.M. Turbo 800.
- IO-720-C1B** **H.A.L.** Basant.
- IO-720-D1B** **Embraer.** (EMB-400 Impanema). IAR-821.
Nanchang. N5.
- IO-720-D1BD** **Piper Aircraft.** L/H Brave.
Transavia. Skyfarmer T-400.
- IO-720-D1C** **Piper Aircraft.** 375 Brave (PA-36-375).
- IO-720-D1CD** **Piper Aircraft.** Brave (PA-36-375).

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