



## 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

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## CODES

**★ Indicate new additions.**

### MODEL DESIGNATION BREAKDOWN:

Example: AEIO-540-L1B5D

①    ②    ③

**① 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.

**② 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

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

**Engine Mounts:**

Conical – Straight mounts parallel to crankshaft.

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

**01**

**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 I 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-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
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

† Take-Off.

**PISTON – (4) FOUR CYLINDER ENGINES**

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

† Take-Off.



**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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	100/100L.L.	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	100/100L.L.	8.50:1	Same as –B1A but has AN fuel pump drive	-55
IO-320-B1C	160	2700	100/100L.L.	8.50:1	Same as –B1A but has adapter for mounting fuel injector straight to the rear	-55
IO-320-B1D	160	2700	100/100L.L.	8.50:1	Same as –B1C but with –1200 series Retard Magnetos	-55
IO-320-B1E	160	2700	100/100L.L.	8.50:1	Same as –D1C but with rear mounted horizontal fuel injector	-55
IO-320-B2A	160	2700	100/100L.L.	8.50:1	Same as –B1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-C1A	160	2700	100/100L.L.	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	100/100L.L.	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	100/100L.L.	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	100/100L.L.	8.50:1	Same as –D1A but with prop. governor drive on left front of crankcase	-55
IO-320-D1C	160	2700	100/100L.L.	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	100/100L.L.	8.50:1	Same as –C1A but with Type I dynafocal mounts	-55
LIO-320-B1A	160	2700	100/100L.L.	8.50:1	Similar to IO-320-B1A but has left hand rotation crankshaft	-66
LIO-320-C1A	160	2700	100/100L.L.	8.50:1	Similar to IO-320-C1A but has left hand rotation crankshaft	-66
AIO-320-A1A	160	2700	100/100L.L.	8.50:1	Aerobatic engine with performance similar to IO-320-D1A	-65

† Take-Off.

**PISTON – (4) FOUR CYLINDER ENGINES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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	Dynafoal 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
O-360-A1G	180	2700	100/100LL	8.50:1	Similar to –A1F but has horizontal carburetor and induction housing	-36

† Take-Off.

### PISTON – (4) FOUR CYLINDER SERIES

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

† Take-Off.

**PISTON – (4) FOUR CYLINDER SERIES**

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

† Take-Off.

**PISTON – (4) FOUR CYLINDER SERIES**

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

† Take-Off

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
IO-360-D1A	200	2700	100/100LL	8.70:1	Same as –C1B but has Type 2 dynafocal mounts	-51
IO-360-E1A	180	2700	100/100LL	8.50:1	Similar to –B1E but has Type 2 dynafocal mounts and Retard Breaker Magnetos	-51
IO-360-F1A	180	2700	100/100LL	8.50:1	Similar to –B1E except converted for use with turbocharger	-51

† Take-Off.

**PISTON – (4) FOUR CYLINDER SERIES**

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

† Take-Off.

**PISTON – (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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-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	-51
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
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

† Take-Off.



**PISTON -- (4) FOUR CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
AEIO-360-A1B	200	2700	100/100L.L.	8.70:1	Same as IO-360-A1B but is equipped with Aerobatic kit	-51
AEIO-360-A1B6	200	2700	100/100L.L.	8.70:1	Same as IO-360-A1B6 but is equipped with Aerobatic kit	-51
AEIO-360-A1C	200	2700	100/100L.L.	8.70:1	Same as IO-360-A1C but is equipped with Aerobatic kit	-51
AEIO-360-A1D	200	2700	100/100L.L.	8.70:1	Same as IO-360-A1D but is equipped with Aerobatic kit	-51
AEIO-360-A1E	200	2700	100/100L.L.	8.70:1	Same as -A1D but with propeller governor drive on left front of crankcase	-51
AEIO-360-A1E6	200	2700	100/100L.L.	8.70:1	Same as -A1E but has (1) sixth and (1) eighth order counterweights	-51
AEIO-360-A2A	200	2700	100/100L.L.	8.70:1	Same as IO-360-A2A but is equipped with Aerobatic kit	-51
AEIO-360-A2B	200	2700	100/100L.L.	8.70:1	Same as IO-360-A2B but is equipped with Aerobatic kit	-51
AEIO-360-A2C	200	2700	100/100L.L.	8.70:1	Same as IO-360-A2C but is equipped with Aerobatic kit	-51
AEIO-360-B1B	180	2700	100/100L.L.	8.50:1	Same as IO-360-B1B but is equipped with Aerobatic kit	-51
AEIO-360-B1D	180	2700	100/100L.L.	8.50:1	Same as IO-360-B1D but is equipped with Aerobatic kit	-51
AEIO-360-B1F	180	2700	100/100L.L.	8.50:1	Same as IO-360-B1F but is equipped with Aerobatic kit	-51
AEIO-360-B1F6	180	2700	100/100L.L.	8.50:1	Same as IO-360-B1F6 but is equipped with Aerobatic kit	-51
AEIO-360-B1G6	180	2700	100/100L.L.	8.50:1	Same as -B1F6 but with Slick Magnetos	-51
AEIO-360-B1H★	180	2700	100/100L.L.	8.50:1	Same as -H1B engine except has dynafocal mounting	-51
AEIO-360-B2F	180	2700	100/100L.L.	8.50:1	Same as IO-360-B2F but is equipped with Aerobatic kit	-51
AEIO-360-B2F6	180	2700	100/100L.L.	8.50:1	Same as IO-360-B2F6 but is equipped with Aerobatic kit	-51
AEIO-360-B4A	180	2700	100/100L.L.	8.50:1	Same as IO-360-B4A but is equipped with Aerobatic kit	-51
AEIO-360-H1A	180	2700	100/100L.L.	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	100/100L.L.	8.50:1	Same as AEIO-360-H1A except propeller governor on left front of crankcase	-51

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
O-435-A	190	2550	80	6.50:1	Rear mounted automotive type accessories	-17
O-435-A2	225	2550	100/100LL	7.50:1	Same as –A except 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 <sup>th</sup> order counterweights	-11BA
GO-435-C2E	260	3400	80	7.30:1	-C2 with lightweight Magnetos, fuel grade depends on carburetor setting	-11AA
VO-435-A1A (O-435-21)	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
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

† Take-Off

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† 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
O-540-A1A5	250/ 235	2575/ 2400	100/100L.L.	8.50:1	Same as -A1A but one fifth and one sixth order counterweights	-40
O-540-A1B5	250/ 235	2575/ 2400	100/100L.L.	8.50:1	Same as -A1A5 except for short propeller governor studs and two impulse Magnetos	-40
O-540-A1C5	250/ 235	2575/ 2400	100/100L.L.	8.50:1	Same as -A1A5 except for two impulse Magnetos	-40
O-540-A1D	250/ 235	2575/ 2400	100/100L.L.	8.50:1	Same as -A1B5 except for two sixth order counterweights with Retard Breaker Magnetos	-40
O-540-A1D5	250/ 235	2575/ 2400	100/100L.L.	8.50:1	Same as -A1B5 except for Retard Breaker Magnetos	-40
O-540-A2B	250/ 235	2575/ 2400	100/100L.L.	8.50:1	-A1A with short propeller governor studs and propeller locating bushing, relocate 60° counterclockwise	-40
O-540-A3D5	250	2575	100/100L.L.	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	100/100L.L.	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	100/100L.L.	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	100/100L.L.	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	100/100L.L.	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
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 -B1B5 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	100/100L.L.	8.50:1	Same as -A1D5 but with Bed-type mounts	-40
O-540-E4A5	260	2700	100/100L.L.	8.50:1	Same as -A4D5 except for higher speed and rating	-40

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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 Magnetos	-40
O-540-J3A5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but has heavier counterweights for use with Hartzell extended hub controllable 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 Magnetos, 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 Magnetos	-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
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

† Take-Off.



**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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	2700	100/100LL	8.70:1	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
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 <sup>rd</sup> order counterweights	-43
VO-540-B1C	305	3200	80	7.30:1	Same as –B1A except for Retard Breaker Magnetos	-43
VO-540-B1D	305	3200	80	7.30:1	Same as –B1C except for two MA-6-AA carburetors	-43
VO-540-B1E	305	3200	80	7.30:1	Retrofit kit of –B1A with two MA-6-AA carburetors	-43
VO-540-B1F	305	3200	80	7.30:1	Same as –B1B but has fuel and hydraulic pump drives	-43
VO-540-B1H3	305	3200	80	7.30:1	Same as –B1B3 but with –1200 series Magnetos	-43
VO-540-B2A	305	3200	80	7.30:1	Same as –B1A but with spring coupling accessory drive	-43
VO-540-B2C	305	3200	80	7.30:1	Same as –B1C but with spring coupling accessory drive	-43
VO-540-B2D	305	3200	80	7.30:1	Same as –B1D but with spring coupling accessory Drive	-43

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
VO-540-B2E	305	3200	80	7.30:1	Same as –B1E but with spring coupling accessory drive	-43
VO-540-B2G	305	3200	80	7.30:1	Same as –B2D but with –1200 series Magnetos	-43
VO-540-C1A	315	3200	100/100LL	8.70:1	High 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
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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

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

† Take-Off.

**PISTON – (6) SIX CYLINDER SERIES**

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
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
TIO-541-E1A4	380	2900	100/100LL	7.30:1	Similar to –A1A but has compressor drive, larger re-designed 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 –E1A5 but has T1879 turbocharger	-59
TIO-541-E1D4	380	2900	100/100LL	7.30:1	Same as –E1B4 but has T1879 turbocharger	-59
TIGO-541-D1A	450	3200	100/100LL	7.30:1	Turbocharged (T18A21), fuel injected (RSA-10DB1), off-set reduction gear, 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 turbocharger and low drag cylinder heads	-62
TIGO-541-E1A	425	3200	100/100LL	7.30:1	Same as –D1A except for rating	-62
TIGO-541-G1AD	450	3200	100/100LL	7.30:1	Similar to –D1A but has D6RN-3200 Retard Breaker dual Magneto and intercooler and fuel head enrichment fuel injector	-62

† Take-Off.

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

Model	HP	T/O† RPM	Fuel	C.R.	Description	E S/N Suffix
IO-720-A1A	400	2650	100/100LL	8.70:1	High 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.



**02**

## 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.** Vipar (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

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

## 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-B1A	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	Hundustan Aeronautics Ltd. HT-2.
AEIO-320-E1A	Bellanca Aircraft. Champion Aircraft.
AEIO-320-E1B	Bellanca Aircraft. Champion Aircraft. Decathalon (8KCAB-CS).

## PISTON – (4) FOUR CYLINDER INSTALLATIONS

<b>AEIO-320-E2B</b> .....	<b>Bellanca Aircraft.</b> <b>Champion Aircraft.</b> Decathalon (8KCAB).
<b>O-340-A1A</b> .....	<b>Riley Aircraft.</b> Riley Twin.
<b>O-360-A1A</b> .....	<b>Beech Aircraft.</b> Travel Air (95, B-95). <b>Piper Aircraft.</b> Comanche (PA-24). <b>Intermountain Mfg. Co.</b> Call Air (A-6). <b>Lake Aircraft.</b> Colonial (C-2, LA-4, 4A or 4P). <b>Doyn Aircraft.</b> Doyn-Cessna (170B, 172, 172A, 172B). <b>Mooney Aircraft.</b> Mark “20B” (M-20B). <b>Earl Horton.</b> Pawnee (Piper PA-25). <b>Dinfia.</b> Ranquel (1A-51). <b>Neiva.</b> (IPD-5901). <b>Regente.</b> (N-591). <b>Wassmer.</b> Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40). <b>Sud.</b> Gardan (GY-180). <b>Bolkow.</b> (207). <b>Partenavia.</b> Oscar (P-66). <b>Siai-Marchetti.</b> (S-205). <b>Procaer.</b> Picchio (F-15-A). <b>S.A.A.B.</b> Safir (91-D). <b>Malmo.</b> Vipar (MF-10B). <b>Aero Boero.</b> AB-180. <b>Beagle.</b> Airedale (A-109). <b>DeHavilland.</b> Drover (DHA-3MK3). <b>Kingsford-Smith.</b> Bushmaster (J5-6). <b>Aero Engine Service Ltd.</b> Victa (R-2).
<b>O-360-A1AD</b> .....	<b>S.O.C.A.T.A.</b> Tabago TB-10.
<b>O-360-A1D</b> .....	<b>Piper Aircraft.</b> Comanche (PA-24). <b>Lake Aircraft.</b> Colonial (LA-4, 4A or 4P). <b>Doyn Aircraft.</b> Doyn-Beech (Beech 95). <b>Mooney Aircraft.</b> Master “21” (M-20E), Mark “20B”, “20D”, (M20B, M20C), Mooney Statesman (M-20G). <b>Dinfia.</b> Querandi (1A-45). <b>Wassmer.</b> (WA-50). <b>Malmo.</b> Vipar (MF1-10). <b>Cessna Aircraft.</b> Skyhawk. <b>Doyn Aircraft.</b> Doyn-Piper (PA-23 “160”).
<b>O-360-A1F6</b> .....	<b>Cessna Aircraft.</b> Cardinal.
<b>O-360-A1F6D</b> .....	<b>Cessna Aircraft.</b> Cardinal 177. <b>Teal III.</b> TSC (1A3)
<b>O-360-A1G6</b> .....	<b>Aero Commander.</b>
<b>O-360-A1G6D</b> .....	<b>Beech Aircraft.</b> Duchess 76.
<b>O-360-A1H6</b> .....	<b>Piper Aircraft.</b> Seminole (PA-44).
<b>O-360-A1LD</b> .....	<b>Wassmer.</b> Europa WA-52.
<b>O-360-A1P</b> .....	<b>Aviat.</b> Husky.
<b>O-360-A2A</b> .....	<b>Center Est Aeronautique.</b> Regente (DR-253). <b>S.O.C.A.T.A.</b> Rallye Commodore (MS-893). <b>Societe Aeronautique Normande.</b> Mousquetaire (D-140). <b>Bolkow.</b> Klemm (K1-107C). <b>Partenavia.</b> Oscar (P-66). <b>Beagle.</b> Husky (D5-180) (J1-U).

## PISTON- (4) FOUR CYLINDER INSTALLATIONS

<b>O-360-A2D</b> .....	<b>Piper Aircraft.</b> Comanche (PA-24), Cherokee "C" (PA-28 "180"). <b>Mooney Aircraft.</b> Master "21" (M-20D), Mark "21" (M-20E).
<b>O-320-A2E</b> .....	<b>Std. Helicopter.</b>
<b>O-360-A2F</b> .....	<b>Aero Commander.</b> Lark (100). <b>Cessna Aircraft.</b> Cardinal.
<b>O-360-A2G</b> .....	<b>Beech Aircraft.</b> Sport.
<b>O-360-A3A</b> .....	<b>C.A.A.R.P.S.A.N.</b> (M-23III). <b>Societe Aeronautique Normande.</b> Jodel (D-140C). <b>Robin.</b> Regent (DR400/180), Remorqueur (DR400/180R). R-3170. <b>S.O.C.A.T.A.</b> Rallye 180GT, Sportavia Sportsman (RS-180). <b>Norman Aeroplance Co.</b> NAC-1 Freelance. <b>Nash Aircraft Ltd.</b> Petrel.
<b>O-360-A3AD</b> .....	<b>S.O.C.A.T.A.</b> TB-10. <b>Robin.</b> Aiglon (R-1180T).
<b>O-360-A4A</b> .....	<b>Piper Aircraft.</b> Cherokee "D" (PA-28 "180").
<b>O-360-A4D</b> .....	<b>Varga.</b> Kachina.
<b>O-360-A4G</b> .....	<b>Beech Aircraft.</b> Musketeer Custom III.
<b>O-360-A4K</b> .....	<b>Grumman American.</b> Tiger. <b>Beech Aircraft.</b> Sundowner 180.
<b>O-360-A4M</b> .....	<b>Piper Aircraft.</b> Archer II (PA-28 "18"). <b>Valmet.</b> PIK-23.
<b>O-360-A4N</b> .....	<b>Cessna Aircraft.</b> 172 (Optional).
<b>O-360-A4P</b> .....	<b>Penn Yan.</b> Super Cub Conversion.
<b>O-360-A5AD</b> .....	<b>C. Itoh and Co.</b> Fuji FA-200.
<b>O-360-B2C</b> .....	<b>Seabird Aviation.</b> SB7L.
<b>O-360-C1A</b> .....	<b>Intermountain Mfg. Co.</b> Call Air (A-6).
<b>O-360-C1E</b> .....	<b>Bellanca Aircraft.</b> Scout (8GCBC-CS).
<b>O-360-C1F</b> .....	<b>Maule.</b> Star Rocket MX-7-180.
<b>O-360-C1G</b> .....	<b>Christen.</b> Husky (A-1).
<b>O-360-C2B</b> .....	<b>Hughes Tool Co.</b> (269A).
<b>O-360-C2D</b> .....	<b>Hughes Tool Co.</b> (269A).
<b>O-360-C2E</b> .....	<b>Hughes Tool Co.</b> (YHO-2HU) Military. <b>Bellanca Aircraft.</b> Scout (8GCBC FP).
<b>O-360-C4F</b> .....	<b>Maule.</b> MX-7-180A.
<b>O-360-C4P</b> .....	<b>Penn Yan.</b> Super Cub Conversion.
<b>O-360-E1A6D</b> .....	<b>Piper Aircraft.</b> Seminole (PA-44 "180").
<b>O-360-F1A6</b> .....	<b>Cessna Aircraft.</b> Cutlass RG.
<b>O-360-J2A</b> .....	<b>Robinson.</b> 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	Malmö.
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**

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

**PISTON – (4) FOUR CYLINDER INSTALLATIONS**

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

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

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

## 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

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

## PISTON – (6) SIX CYLINDER INSTALLATIONS

IO-540-K1F5	Ted Smith. Aerostar 600.
IO-540-K1F5D	Embraer. (EMB-200 Ipanema). Embraer & Ipanema. (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-K1J5	Piper Aircraft. Aerostar 600A.
IO-540-K1J5D	Embraer. EMB-201 Ipanema.
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.

## PISTON – (6) SIX CYLINDER INSTALLATIONS

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

## TURBOCHARGED

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

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

**TURBOCHARGED (CONT.)**

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

**GEARED**

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

## PISTON – (6) SIX CYLINDER INSTALLATIONS

### GEARED (CONT.)

<b>GO-480-B1B</b> .....	<b>Trecker Aircraft.</b> Royal Gull. <b>Piaggio.</b> Amphibian (P-135-L).
<b>GO-480-B1C</b> .....	<b>Aero Commander Inc.</b> (560).
<b>GO-480-B1D</b> .....	<b>McKinnon Enterprises.</b> Super Widgeon (G-44).
<b>GO-480-C1B6</b> .....	<b>Aero Commander Inc.</b> (560-A), Military (U-9B), (560-E).
<b>GO-480-C1D6</b> .....	<b>McKinnon Enterprises.</b> Super Widgeon (G-44A).
<b>GO-480-C2C6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (D-50).
<b>GO-480-C2D6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (D-50), Seminole (L-23E), (U-8E).
<b>GO-480-D1A</b> .....	<b>Aero Commander Inc.</b> (560-A).
<b>GO-480-F6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (C-50).
<b>GO-480-F1A6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (C-50).
<b>GO-480-G1B6</b> .....	<b>Aero Commander Inc.</b> (560-A).
<b>GO-480-G1D6</b> .....	<b>Mid-States Mfg. Co.</b> Super Courier, Military (U-10A), Super Courier (H-395).
<b>GO-480-G1J6</b> .....	<b>Utva.</b> Privrednik. (U-65-AT).
<b>GO-480-G2D6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (D-50A), (D-50B), (D-50C).
<b>GO-480-G2F6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (D-50E).
<b>IGO-480-A1B6</b> .....	<b>Helio.</b> "Courier".
<b>GSO-480-A1A6</b> .....	<b>Aero Commander Inc.</b> (680), Military (U-9C). <b>Beech Aircraft.</b> Twin Bonanza (E-50). <b>Mid-States Mfg. Corp.</b> Strata Courier (Special). <b>Trecker Aircraft.</b> Super (200). <b>Piaggio.</b> Amphibian (P-136-L2), Executive (P-166).
<b>GSO-480-B1A6</b> .....	<b>Aero Commander Inc.</b> (680-E), Alta Cruiser (720). <b>Dornier.</b> (DO-27H). <b>Pilatus.</b> Porter (PC-6). <b>Fuji Heavy Ind.</b> (KM).
<b>GSO-480-B1B6</b> .....	<b>Beech Aircraft.</b> Military, Seminole (U8-D), Twin Bonanza (F-50). <b>Dornier.</b> (DO-27-H2). <b>Aeritalia.</b> (AM-3C).
<b>GSO-480-B1C6</b> .....	<b>Aero-Macchi.</b> (AL-60). <b>Piaggio.</b> (P-166B).
<b>GSO-480-B1J6</b> .....	<b>Utva.</b> (U-66). <b>SOKO.</b> "Kragujji".
<b>GSO-480-B2D6</b> .....	<b>McKinnon Enterprises.</b> McKinnon Goose (G-21D).
<b>O-480-A**, -1A</b> .....	<b>Air Force.</b>
<b>IGSO-480-A1A6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (G-50), (H-50).
<b>IGSO-480-A1B6</b> .....	<b>Beech Aircraft.</b> Twin Bonanza (J-50), Queen Air (U-8F). <b>C. Itoh.</b>



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

## PISTON – (6) SIX CYLINDER INSTALLATIONS

### HELICOPTER (CONT.)

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

### INTEGRAL ACCESSORY DRIVE

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

### INTEGRAL ACCESSORY GEARED

<b>TIGO-541-D1B</b> .....	<b>Rockwell.</b> 710.
<b>TIGO-541-E1A</b> .....	<b>Piper Aircraft.</b> 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 Ipanema). 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).