CERTIFICATED

AIRCRAFT ENGINES

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MODEL DESIGNATION BREAKDOWN:
Example: AEIO-540-L1B5D
❶ ❷ ❸

❶ Prefixes:

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

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

❷ Cylinder Cubic Inch Displacement:

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

NOTE: Slick Magnetos and the Lycoming Electronic Ignition System (EIS) are FAA approved for use on many engine models; reference the latest revision of Service Instruction No. 1443.

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

❸ Suffixes:

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

*** Counterweight Applications:**

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

Engine Mounts:

Conical – Straight mounts parallel to crankshaft.

Dynafocal – 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.

Bed-Type – Mounts by means of four mounting pads, two at the rear of the oil sump and two vertical pads at the front of the crankcase.

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-235-L2A	118	2800	100/100LL	8.50:1	Same as –J2A but with 20° BTC timing, lower comp. ratio and lower power	-15
O-235-L2C	118	2800	100/100LL	8.50:1	Same as –L2A but with Slick Magnetos	-15
O-235-M1	118	2800	100/100LL	8.50:1	Similar to –L2A but has provision for controllable prop. and AS-127, Type 2 prop. flange	-15
O-235-M2C	118	2800	100/100LL	8.50:1	Similar to –M1 but has AN-127, Type 1 prop. flange and Slick Magnetos	-15
O-235-M3C	118	2800	100/100LL	8.50:1	Similar to –M1 but has Slick Magnetos and uses 7/16 in. prop. bolts instead of 3/8 in. bolts	-15
O-235-N2A	116	2800	100/100LL	8.10:1	Same as –L2A but lower comp. ratio and power	-15
O-235-N2C	116	2800	100/100LL	8.10:1	Same as –L2C but lower comp. ratio and power	-15
O-235-P1	116	2800	100/100LL	8.10:1	Same as –M1 but lower comp. ratio and power	-15
O-235-P2A	116	2800	100/100LL	8.10:1	Similar to –P1 but has AN-127, Type 1 prop. flange	-15
O-235-P2C	116	2800	100/100LL	8.10:1	Same as –M2C but lower comp. ratio and power	-15
O-235-P3C	116	2800	100/100LL	8.10:1	Same as –M3C but lower comp. ratio and power	-15
O-290-D	130	2800	80	6.50:1	Solid tappets, hydro control	-21
O-290-11	127	2800	80	6.50:1	Same as O-290-D	-21
O-290-D2	140	2800	80	7.50:1	Hydraulic tappets, 18° spark advance	-21
O-290-D2A	140	2800	80	7.50:1	Same as –D2 but new crankcase for controllable prop.	-21
O-290-D2B	140	2800	80	7.00:1	Same as –D2, 25° spark advance and lower comp. ratio	-21
O-290-D2C	140	2800	80	7.00:1	Same as –D2B with Retard Breaker Magnetos	-21
O-320-A1A	150	2700	80	7.00:1	Controllable prop., 25° spark advance, Bendix S4LN-20 and S4LN-21 Magnetos	-27
O-320-A1B	150	2700	80	7.00:1	Same as –A1A with straight riser in oil sump and -32 carburetor	-27
O-320-A2A	150	2700	80	7.00:1	Same as –A1A but fixed pitch prop.	-27
O-320-A2B	150	2700	80	7.00:1	Same as –A2A with straight riser in oil sump and -32 carburetor	-27
O-320-A2C	150	2700	80	7.00:1	Same as –A2B with Retard Breaker Magnetos	-27
O-320-A2D	150	2700	80	7.00:1	Same as –E3D but with conical mounts and O-320-A sump and intake pipes	-27
O-320-A3A	150	2700	80	7.00:1	Same as –A1A but uses 7/16 in. dia. prop. bolts	-27
O-320-A3B	150	2700	80	7.00:1	Same as –A3A except for straight riser in oil sump and -32 carburetor	-27

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-320-D1D	160	2700	100/100LL	8.50:1	Similar to –D1A but has horizontal carburetor and induction housing and Slick Magnetos	-39
O-320-D1F	160	2700	100/100LL	8.50:1	Same as –E1F except has high compression pistons	-39
O-320-D2A	160	2700	100/100LL	8.50:1	Same as –D1A but with fixed pitch prop. and 3/8 in. attaching bolts	-39
O-320-D2B	160	2700	100/100LL	8.50:1	Same as –D2A except for Retard Breaker Magnetos	-39
O-320-D2C	160	2700	100/100LL	8.50:1	Same as –D2A except for -1200 series Magnetos	-39
O-320-D2F	160	2700	100/100LL	8.50:1	Same as –E2F except has high compression pistons	-39
O-320-D2G	160	2700	100/100LL	8.50:1	Same as –D2A but with Slick Magnetos, 7/16 in. instead of 3/8 in. prop. flange bolts	-39
O-320-D2H	160	2700	100/100LL	8.50:1	Same as –D2G but with O-320-B sump and intake pipes and has provision for AC type fuel pump	-39
O-320-D2J	160	2700	100/100LL	8.50:1	Similar to –D2G but has (2) Slick impulse coupling Magnetos and an unmachined governor pad on front of crankcase	-39
O-320-D3G	160	2700	100/100LL	8.50:1	Same as –D2G but with 3/8 in. prop. attaching bolts and has provisions for fuel pump	-39
O-320-E1A	150	2700	80	7.00:1	Same as –A3B but with Type 1 dynafocal mounts	-27
O-320-E1B	150	2700	80	7.00:1	Same as –E1A except for Retard Breaker Magnetos	-27
O-320-E1C	150	2700	80	7.00:1	Same as –E1A but has -1200 series Magnetos	-27
O-320-E1F	150	2700	80	7.00:1	Same as –E1C but with prop. governor drive on left front of crankcase	-27
O-320-E1J	150	2700	80	7.00:1	Same as –E1F but has Slick Magnetos	-27
O-320-E2A	150/140	2700/2450	80	7.00:1	Same as –E1A but with fixed pitch prop. and uses 3/8 in. attaching bolts and has alternate rating of 140 HP at 2450 RPM	-27
O-320-E2B	150	2700	80	7.00:1	Same as –E2A except for Retard Breaker Magnetos	-27
O-320-E2C	150/140	2700/2450	80	7.00:1	Same as –E2A but has -1200 series Magnetos	-27
O-320-E2D	150	2700	80	7.00:1	Similar to – E2A but with Slick Magnetos, O-235 front main bearing and 7/16 in. prop. flange bushings	-27
O-320-E2F	150	2700	80	7.00:1	Same as –E1F but with fixed pitch prop.	-27
O-320-E2G	150	2700	80	7.00:1	Same as –E2D but has O-320-A sump and intake pipes	-27

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-320-E2H	150	2700	80	7.00:1	Same as –E2D but equipped with S4LN-20 and-21 Magnetos	-27
O-320-E3D	150	2700	80	7.00:1	Same as –E2D but uses 3/8 in. instead of 7/16 in. prop. flange bushings	-27
O-320-E3H	150	2700	80	7.00:1	Same as –E3D but equipped with S4LN-20 and -21 Magnetos	-27
O-320-H1AD	160	2700	100/100LL	9.00:1	Integral accessory section crankcase, front mounted fuel pump, external mounted oil pump and D4RN-3000 impulse coupling dual Magneto	-76
O-320-H1BD	160	2700	100/100LL	9.00:1	Same as –H1AD but with D4RN-3200 Retard Breaker dual Magneto	-76
O-320-H2AD	160	2700	100/100LL	9.00:1	Same as –H1AD but with fixed pitch prop.	-76
O-320-H2BD	160	2700	100/100LL	9.00:1	Same as –H2AD but with D4RN-3200 Retard Breaker dual Magneto	-76
O-320-H3AD	160	2700	100/100LL	9.00:1	Same as –H2AD but uses 3/8 in. instead of 7/16 in. prop. flange bushings	-76
O-320-H3BD	160	2700	100/100LL	9.00:1	Same as –H3AD but with D4RN-3200 Retard Breaker dual Magneto	-76
IO-320-A1A	150	2700	80	7.00:1	Same as O-320-E1B but with rear Bendix fuel injection and Type 2 dynafocal mounts	-55
IO-320-A2A	150	2700	80	7.00:1	Same as –A1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-B1A	160	2700	100/100LL	8.50:1	Same as O-320-D1A but with Type 2 dynafocal mounts and rear mounted Bendix fuel injector	-55
IO-320-B1B	160	2700	100/100LL	8.50:1	Same as –B1A but has AN fuel pump drive	-55
IO-320-B1C	160	2700	100/100LL	8.50:1	Same as –B1A but has adapter for mounting fuel injector straight to the rear	-55
IO-320-B1D	160	2700	100/100LL	8.50:1	Same as –B1C but with -1200 series Retard Magnetos	-55
IO-320-B1E	160	2700	100/100LL	8.50:1	Same as –D1C but with rear mounted horizontal fuel injector	-55
IO-320-B2A	160	2700	100/100LL	8.50:1	Same as –B1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-C1A	160	2700	100/100LL	8.50:1	Same as –B1A except converted for use with turbocharger, long reach spark plugs, piston cooling oil jets, vented fuel nozzles, two S4LN-21 impulse coupling Magnetos and AN fuel pump drive	-55
IO-320-C1B	160	2700	100/100L	8.50:1	Same as –C1A but with fuel injector mounted straight to the rear and 24 volt system standard	-55

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-320-D1A	160	2700	100/100LL	8.50:1	Same as O-320-D2C except has fuel injection system, provision for controllable pitch prop. and 7/6 in. prop. flange bushings	-55
IO-320-D1B	160	2700	100/100LL	8.50:1	Same as –D1A but with prop. governor drive on left front of crankcase	-55
IO-320-D1C	160	2700	100/100LL	8.50:1	Same as –D1B but with Slick Magnetos, 24 volt system and 100 amp alternator standard	-55
IO-320-E1A	150	2700	80	7.00:1	Same as O-320-A3B except has Bendix fuel injector	-55
IO-320-E1B	150	2700	80	7.00:1	Same as –E1A but with Slick Magnetos	-55
IO-320-E2A	150	2700	80	7.00:1	Same as –E1A but with fixed pitch prop. and 3/8 in. prop. flange bushings	-55
IO-320-E2B	150	2700	80	7.00:1	Same as O-320-A2D but with fuel injection system	-55
IO-320-F1A	160	2700	100/100LL	8.50:1	Same as –C1A but with Type 1 dynafocal mounts	-55
AIO-320-A1A	160	2700	100/100LL	8.50:1	Aerobatic engine with performance similar to IO-320-D1A	-65
AIO-320-A1B	160	2700	100/100LL	8.50:1	Same as –A1A but has impulse coupling Magneto	-65
AIO-320-A2A	160	2700	100/100LL	8.50:1	Same as –A1A but with fixed pitch prop.	-65
AIO-320-A2B	160	2700	100/100LL	8.50:1	Same as –A2A but has impulse coupling Magneto	-65
AIO-320-B1B	160	2700	100/100LL	8.50:1	Similar to –A1B but with front mounted fuel injector	-65
AIO-320-C1B	160	2700	100/100LL	8.50:1	Similar to –B1B but the fuel injector is vertically mounted on the bottom of the sump	-65
LIO-320-B1A	160	2700	100/100LL	8.50:1	Similar to IO-320-B1A but has left hand rotation crankshaft	-66
LIO-320-C1A	160	2700	100/100LL	8.50:1	Similar to IO-320-C1A but has left hand rotation crankshaft	-66
AEIO-320-D1B	160	2700	100/100LL	8.50:1	Same as IO-320-D1B but is equipped with Aerobatic kit	-55
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 prop.	-30

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-340-A2A	170	2700	100/100LL	8.50:1	Same as –A1A but fixed pitch prop.	-30
O-340-B1A	160	2700	80	7.15:1	Low compression –A1A	-30
O-360-A1A	180	2700	100/100LL	8.50:1	Dynafocal mounts	-36
O-360-A1AD	180	2700	100/100LL	8.50:1	Same as –A1A but with D4LN-3000 impulse coupling Magnetos	-36
O-360-A1C	180	2700	100/100LL	8.50:1	Similar to –A1A but has horizontal induction housing, Bendix PSH-5BD pressure carburetor and Retard Breaker Magnetos	-36
O-360-A1D	180	2700	100/100LL	8.50:1	Same as –A1A except for Retard Breaker Magnetos	-36
O-360-A1F	180	2700	100/100LL	8.50:1	Same as –A1A with -1200 series Magnetos	-36
O-360-A1F6	180	2700	100/100LL	8.50:1	Same as –A1F but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1F6D	180	2700	100/100LL	8.50:1	Same as –A1F6 but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A1G	180	2700	100/100LL	8.50:1	Similar to –A1F but has horizontal carburetor and induction housing	-36
O-360-A1G6	180	2700	100/100LL	8.50:1	Same as –A1G but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1G6D	180	2700	100/100LL	8.50:1	Same as –A1G6 but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A1H	180	2700	100/100LL	8.50:1	Same as –A1G but with prop. governor drive on left front of crankcase and-21, -204 Magnetos	-36
O-360-A1H6	180	2700	100/100LL	8.50:1	Same as –A1H but has (1) sixth and (1) eighth order counterweights	-36
O-360-A1LD	180	2700	100/100LL	8.50:1	Similar to –A1A but with D4LN-3000 impulse coupling dual Magneto and has prop. governor drive on left front of crankcase	-36
O-360-A1P	180	2700	100/100LL	8.50:1	Same as –C1G except dynafocal mounts	-36
O-360-A2A	180	2700	100/100LL	8.50:1	Same as –A1A but fixed pitch prop.	-36
O-360-A2D	180	2700	100/100LL	8.50:1	Same as –A2A except for Retard Breaker Magnetos	-36
O-360-A2E	180	2700	100/100LL	8.50:1	Same as –A2D with provision for AN fuel pump drive	-36
O-360-A2F	180	2700	100/100LL	8.50:1	Same as –A2A with -1200 series Magnetos	-36
O-360-A2G	180	2700	100/100LL	8.50:1	Same as –A1G but fixed pitch prop.	-36
O-360-A2H	180	2700	100/100LL	8.50:1	Same as –A2H but fixed pitch prop.	-36
O-360-A3A	180	2700	100/100LL	8.50:1	Same as –A2A but has 6 special long bushings in prop. flange	-36
O-360-A3AD	180	2700	100/100LL	8.50:1	Same as –A3A but with D4LN-3000 impulse coupling dual Magneto	-36

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-360-A3D	180	2700	100/100LL	8.50:1	Same as –A3A except for Retard Breaker Magnetos	-36
O-360-A4A	180	2700	100/100LL	8.50:1	Same as –A3A but has solid crankshaft	-36
O-360-A4AD	180	2700	100/100LL	8.50:1	Same as –A4A but with D4LN-3000 impulse coupling dual Magneto	-36
O-360-A4D	180	2700	100/100LL	8.50:1	Similar to –A4A except for Retard Breaker Magnetos, (2) Magneto drive isolators and –A2A prop. flange bushings	-36
O-360-A4G	180	2700	100/100LL	8.50:1	Same as –A2G but has –A4A crankshaft with –A2G prop. flange bushings	-36
O-360-A4J	180	2700	100/100LL	8.50:1	Same as –A4G but has -21 and -204 Magnetos	-36
O-360-A4K	180	2700	100/100LL	8.50:1	Same as –A4J but with Slick Magnetos	-36
O-360-A4M	180	2700	100/100LL	8.50:1	Same as –A4A but with Slick Magnetos	-36
O-360-A4N	180	2700	100/100LL	8.50:1	Same as –A4M but has an unmachined governor pad on front of crankcase and –A2G prop. flange bushings	-36
O-360-A4P	180	2700	100/100LL	8.50:1	Same as –A4M except for prop. flange bushings	-36
O-360-A5AD	180	2700	100/100LL	8.50:1	Same as –A4AD but has standard length prop. flange bushings	-36
O-360-B1A	168	2700	80	7.20:1	Same as –A1A but low comp. ratio	-36
O-360-B1B	168	2700	80	7.20:1	Same as –B1A except for Retard Breaker Magnetos	-36
O-360-B2A	168	2700	80	7.20:1	Same as –B1A except for fixed pitch prop.	-36
O-360-B2B	168	2700	80	7.20:1	Same as –B2A except for Retard Breaker Magnetos	-36
O-360-B2C	168	2700	80	7.20:1	Same as –B2A except has IO-360-A crank and rods	-36
O-360-C1A	180	2700	100/100LL	8.50:1	Same as –A1A but conical rubber mounts	-36
O-360-C1C	180	2700	100/100LL	8.50:1	Same as –C1A except for Retard Breaker Magnetos	-36
O-360-C1E	180	2700	100/100LL	8.50:1	Same as –C1A but with Slick Magnetos	-36
O-360-C1F	180	2700	100/100LL	8.50:1	Same as –A1G with conical mounts and Slick Magnetos	-36
❖O-360-C1G	180	2700	100/100LL	8.50:1	Same as O-360-C1A except propeller governor drive is located on the left front of the crankcase.	-36
O-360-C2A	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch prop.	-36
O-360-C2B	180	2700	100/100LL	8.50:1	Same as –C1A but fixed pitch prop. and horizontal pressure carburetor and has helicopter rating	-36
O-360-C2C	180	2700	100/100LL	8.50:1	Same as –C2A except for Retard Breaker Magnetos	-36

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-360-A1D6	200	2700	100/100LL	8.70:1	Same as –A1B6 but with prop. governor drive on left front of crankcase	-51
IO-360-A1D6D	200	2700	100/100LL	8.70:1	Same as –A1D6 but has (1) Bendix D4LN-3000 impulse coupling dual Magneto	-51
IO-360-A2A	200	2700	100/100LL	8.70:1	Same as –A1A but fixed pitch prop.	-51
IO-360-A2B	200	2700	100/100LL	8.70:1	Same as –A2A but has -1200 series impulse Magnetos	-51
IO-360-A2C	200	2700	100/100LL	8.70:1	Same as –A1C but has fixed pitch prop.	-51
IO-360-A3B6	200	2700	100/100LL	8.70:1	Same as –A1B6 with prop. flange bushings rotated 120° clockwise	-51
IO-360-A3B6D	200	2700	100/100LL	8.70:1	Same as –A1B6D but with prop. locating bushings rotated 120° clockwise	-51
IO-360-A3D6D	200	2700	100/100LL	8.70:1	Same as –A1D6D but with prop. locating bushings rotated 120° clockwise	-51
IO-360-B1A	180	2700	100/100LL	8.50:1	Same as O-360-A1D except for Simmonds 530 fuel injection system	-51
IO-360-B1B	180	2700	100/100LL	8.50:1	Same as –B1A except for Bendix fuel injection system	-51
IO-360-B1C	177	2700	100/100LL	8.50:1	Conversion of O-360-A1C to Bendix fuel injection	-51
IO-360-B1D	180	2700	100/100LL	8.50:1	Same as –B1B but with AN fuel pump drive	-51
IO-360-B1E	180	2700	100100LL	8.50:1	Similar to –B1B with rear mounted fuel injection and -1200 series impulse coupling Magnetos	-51
IO-360-B1F	180	2700	100/100LL	8.50:1	Similar to –B1B except has two -1227 Magnetos	-51
IO-360-B1F6	180	2700	100/100LL	8.50:1	Same as –B1F but has (1) sixth and (1) eighth order counterweights	-51
IO-360-B1G6	180	2700	100/100LL	8.50:1	Similar to –B1E except front mounted prop. governor, counterweighted crankshaft and provision for bed mounting	-51
IO-360-B2E	180	2700	100/100LL	8.50:1	Same as –B1E but has fixed pitch prop.	-51
IO-360-B2F	180	2700	100/100LL	8.50:1	Same as –B1F but has fixed pitch prop.	-51
IO-360-B2F6	180	2700	100/100LL	8.50:1	Same as –B2F but has (1) sixth and (1) eighth order counterweights	-51
IO-360-B4A	180	2700	100/100LL	8.50:1	Similar to –B1B but has S4LN-21 (impulse coupling) and S4LN-20 Magnetos and O-360-A4A solid crankshaft	-51
IO-360-C1A	200	2700	100/100LL	8.70:1	Same as –A1A but with rear air inlet	-51
IO-360-C1B	200	2700	100/100LL	8.70:1	Same as –C1A but with -1200 series Magnetos	-51
IO-360-C1C	200	2700	100/100LL	8.70:1	Similar to –C1B but has 14° injector adapter and impulse coupling Magneto	-51

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PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-360-C1C6	200	2700	100/100LL	8.70:1	Same as -C1C but has (1) sixth and (1) eighth order counterweights	-51
IO-360-C1D6	200	2700	100/100LL	8.70:1	Similar to –C1C but has straight injector inlet and has (1) sixth and (1) eighth order counterweights	-51
IO-360-C1E6	200	2700	100/100LL	8.70:1	Similar to –C1C but has prop. governor drive on left front of crankcase, and (1) sixth and (1) eighth order counterweights	-51
IO-360-C1E6D	200	2700	100/100LL	8.70:1	Same as –C1E6 but with D4LN-3000 impulse coupling dual Magneto	-51
IO-360-C1F	200	2700	100/100LL	8.70:1	Same as –C1C but has AN fuel pump drive and fuel pump	-51
IO-360-C1G6	200	2700	100/100LL	8.70:1	Same as –C1D6 except has two retard Magnetos, an unmachined front mounted prop. governor pad and provision for front bed mounting	-51
IO-360-D1A	200	2700	100/100LL	8.70:1	Same as –C1B but has Type 2 dynafocal mounts	-51
IO-360-E1A	180	2700	100/100LL	8.50:1	Similar to –B1E but has Type 2 dynafocal mounts and Retard Breaker Magnetos	-51
IO-360-F1A	180	2700	100/100LL	8.50:1	Similar to –B1E except converted for use with turbocharger; long reach spark plugs	-51
IO-360-J1AD	200	2700	100/100LL	8.70:1	Similar to –A1B except equipped with a D4LN-3000 dual Magneto and has a rear type engine mount similar to TO-360-F1A6D	-51
IO-360-J1A6D	200	2700	100/100LL	8.70:1	Same as –J1AD but has (1) sixth and (1) eighth order counterweights	-51
IO-360-K2A	200	2700	100/100LL	8.70:1	Same as –A2A but has Bendix S4LN-21 impulse coupling and S4LN-20 Magnetos and provision for straight conical mounts	-51
IO-360-L2A	160	2400	100/100LL	8.50:1	Similar to –B2F except lower power rating	-51
IO-360-M1A	180/160	2700/2400	100/100LL	8.50:1	Same as –B1E except has a front mounted prop. governor pad and a front mounted fuel injector and has alternate rating of 160 HP at 2400 RPM	-51
IO-360-M1B	180	2700	100/100LL	8.50:1	Same as –M1A except prop. governor located in the rear, relocated flow divider and impulse coupling Magneto	-51
IO-360-N1A	180	2700	91/96 OR 100/100LL	8.50:1	Similar to IO-360-M1A except hexagonal propeller flange, reduced weight cylinder assemblies, and without provisions for mechanical tachometer-drive, vacuum pump or hydraulic pump drives.	-51
IO-360-P1A	180	2700	91/96 OR 100/100LL	8.50:1	Similar to IO-360-M1A except hexagonal propeller flange, provisions for straight conical mounts, and impulse coupling magnetos.	-51

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PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
LO-360-A1G6D	180	2700	100/100LL	8.50:1	Similar to O-360-A1G6D but has left hand rotation crankshaft	-71
LO-360-A1H6	180	2700	100/100LL	8.50:1	Similar to O-360-A1H6 but has left hand rotation crankshaft	-71
LO-360-E1A6D	180	2700	100/100LL	9.00:1	Similar to O-360-E1A6D but has left hand rotation crankshaft	-72
TO-360-A1A6D	200	2575	100/100LL	8.00:1	Similar to O-360-A1F6D but with HA-6 horizontal carburetor ahead of Rajay turbocharger, lower speed, lower comp. ratio and higher power	-69
TO-360-C1A6D	210	2575	100/100LL	7.30:1	Similar to –A1A6D except for rating, comp. ratio, carburetor and turbocharger location and turbocharger controls	-69
TO-360-E1A6D	180	2575	100/100LL	8.00:1	Similar to O-360-E1A6D but with AiResearch TA04 turbocharger, lower speed and lower comp. ratio	-73
TO-360-F1A6D	210	2575	100/100LL	7.30:1	Same as –C1A6D with long type 1.12 in. conical mount	-69
VO-360-A1A	180	2900	100/100LL	8.50:1	Vertical crankshaft (Brantly Modification)	-45
VO-360-A1B	180	2900	100/100LL	8.50:1	Same as –A1A except for altitude compensated carburetor and Retard Breaker Magnetos	-45
VO-360-B1A	180	2900	100/100LL	8.50:1	Same as –A1B but with piston cooling oil jets	-45
AIO-360-A1A	200	2700	100/100LL	8.70:1	Aerobatic engines with performance similar to IO-360-A1A	-63
AIO-360-A1B	200	2700	100/100LL	8.70:1	Same as –A1A but has impulse coupling Magnetos	-63
AIO-360-A2A	200	2700	100/100LL	8.70:1	Same as –A1A but does not have provision for controllable prop.	-63
AIO-360-A2B	200	2700	100/100LL	8.70:1	Same as –A2A but has impulse coupling Magnetos	-63
AIO-360-B1B	200	2700	100/100LL	8.70:1	Same as –A1B but with front mounted fuel injector	-63
HIO-360-A1A	180	2900	100/100LL	8.70:1	Rated power to 3900 feet, similar to HO-360-B1B but has Bendix fuel injector, angle valve cylinders and higher comp. ratio	-51
HIO-360-A1B	180	2900	100/100LL	8.70:1	Similar to –A1A except conical mounts, no AMC unit on fuel injector and 90° fuel injector mount	-51
HIO-360-B1A	180	2900	100/100LL	8.50:1	Similar to HO-360-B1B but has Bendix fuel injector and dual diaphragm fuel pump	-51
HIO-360-B1B	180	2900	100/100LL	8.50:1	Same as –B1A but has AN fuel pump drive	-51
HIO-360-C1A	205	2900	100/100LL	8.70:1	Similar to –A1A but has higher sea level rating and Type 2 dynafocal mounts	-51
HIO-360-C1B	205	2900	100/100LL	8.70:1	Same as –C1A but has -1200 series Magnetos	-51

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
HIO-360-D1A	190	3200	100/100LL	10.00:1	Similar to –A1A but has -1200 series Magnetos and alternate fuel injection system	-51
HIO-360-G1A	180	2700	100/100LL	8.50:1	Similar to HO-360-C1A with an alternate fuel injector	-51
HIO-360-E1AD	190	2900	100/100LL	8.00:1	Similar to –C1A except for comp. ratio rating, D4LN-3000 impulse coupling dual Magneto and provision for Turbocharging	-51
HIO-360-E1BD	190	2900	100/100LL	8.00:1	Same as –E1AD but has D4LN-3200 Retard Breaker Magneto	-51
HIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to –E1AD but has heavier crankshaft, and higher RPM	-51
IVO-360-A1A	180	2900	100/100LL	8.50:1	Same as VO-360-B1A but with Bendix fuel injection	-58
LIO-360-B1G6	180	2700	91/96 OR 100/100LL	8.50:1	Similar to IO-360-B1G6 but has left hand rotation crankshaft	-67
LIO-360-M1A	180/160	2700/2400	100/100LL	8.50:1	Similar to IO-360-M1A but has left hand rotation crankshaft	-67
LIO-360-C1E6	200	2700	100/100LL	8.70:1	Similar to IO-360-C1E6 but has left hand rotation crankshaft	-67
LTO-360-A1A6D	200	2575	100/100LL	8.00:1	Similar to TO-360-A1A6D but has left hand rotation crankshaft	-70
LTO-360-E1A6D	180	2575	100/100LL	8.00:1	Similar to TO-360-E1A6D but has left hand rotation crankshaft	-74
TIO-360-A1A	200	2575	100/100LL	7.30:1	Similar to IO-360-C1B but has Turbocharger (TE0659) and lower rated speed	-64
TIO-360-A1B	200	2575	100/100LL	7.30:1	Same as –A1A but does not have suck-open door	-64
TIO-360-A3B6	200	2575	100/100LL	7.30:1	Similar to –A1B but has (1) sixth and (1) eighth order counterweights, provision for 3-bladed prop., large fuel pump, conduit harness and pressurized Magnetos	-64
TIO-360-C1A6D	210	2575	100/100LL	7.30:1	Same as TO-360-C1A6D but with a fuel injection system	-64
AEIO-360-A1A	200	2700	100/100LL	8.70:1	Same as IO-360-A1A but is equipped with Aerobatic kit	-51
AEIO-360-A1B	200	2700	100/100LL	8.70:1	Same as IO-360-A1B but is equipped with Aerobatic kit	-51
AEIO-360-A1B6	200	2700	100/100LL	8.70:1	Same as IO-360-A1B6 but is equipped with Aerobatic kit	-51
AEIO-360-A1C	200	2700	100/100LL	8.70:1	Same as IO-360-A1C but is equipped with Aerobatic kit	-51
AEIO-360-A1D	200	2700	100/100LL	8.70:1	Same as IO-360-A1D but is equipped with Aerobatic kit	-51

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
AEIO-360-A1E	200	2700	100/100LL	8.70:1	Same as –A1D but with prop. governor drive on left front of crankcase	-51
AEIO-360-A1E6	200	2700	100/100LL	8.70:1	Same as –A1E but has (1) sixth and (1) eighth order counterweights	-51
AEIO-360-A2A	200	2700	100/100LL	8.70:1	Same as IO-360-A2A but is equipped with Aerobatic kit	-51
AEIO-360-A2B	200	2700	100/100LL	8.70:1	Same as IO-360-A2B but is equipped with Aerobatic kit	-51
AEIO-360-A2C	200	2700	100/100LL	8.70:1	Same as IO-360-A2C but is equipped with Aerobatic kit	-51
AEIO-360-B1B	180	2700	100/100LL	8.50:1	Same as IO-360-B1B but is equipped with Aerobatic kit	-51
AEIO-360-B1D	180	2700	100/100LL	8.50:1	Same as IO-360-B1D but is equipped with Aerobatic kit	-51
AEIO-360-B1F	180	2700	100/100LL	8.50:1	Same as IO-360-B1F but is equipped with Aerobatic kit	-51
AEIO-360-B1F6	180	2700	100/100LL	8.50:1	Same as IO-360-B1F6 but is equipped with Aerobatic kit	-51
AEIO-360-B1G6	180	2700	100/100LL	8.50:1	Same as –B1F6 but with Slick Magnetos	-51
AEIO-360-B1H	180	2700	100/100LL	8.50:1	Same as –H1B engine except has dynafocal mounting	-51
AEIO-360-B2F	180	2700	100/100LL	8.50:1	Same as IO-360-B2F but is equipped with Aerobatic kit	-51
AEIO-360-B2F6	180	2700	100/100LL	8.50:1	Same as IO-360-B2F6 but is equipped with Aerobatic kit	-51
AEIO-360-B4A	180	2700	100/100LL	8.50:1	Same as IO-360-B4A but is equipped with Aerobatic kit	-51
AEIO-360-H1A	180	2700	100/100LL	8.50:1	Similar to O-360-C2E but with provision for controllable prop., a fuel injection system, high pressure fuel pump and is equipped with Aerobatic kit	-51
AEIO-360-H1B	180	2700	100/100LL	8.50:1	Same as –H1A except prop. governor on left front of crankcase	-51
LHIO-360-C1A	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1A but has left hand rotation crankshaft	-67
LHIO-360-C1B	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1B but has left hand rotation crankshaft	-67
LHIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to HIO-360-F1AD but has left hand rotation crankshaft	-67
IO-390-A1A6	210	2700	100/100LL	8.90:1	Fuel injected, direct-drive, four cylinder, horizontally opposed, and air-cooled with a down exhaust; Provisions for single action controllable pitch propeller.	-80
IO-390-A1B6	210	2700	100/100LL	8.90:1	Same as A1A6 but with front governor	-80

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-390-A3A6	210	2700	100/100LL	8.90:1	Same as A1A6 except propeller flange bushings are reindexed	-80
IO-390-A3B6	210	2700	100/100LL	8.90:1	Same as A3A6 but with front governor	-80
IO-390-C1A6	215	2700	100/100LL	8.90:1	Similar to IO-390-A1A6 except lightweight oil sump, cold air induction housing, tuned intake pipes, and an LFR-NNSLH10 or LFR-NNSM10 fuel injector.	-80
IO-390-C1B6	215	2700	100/100LL	8.90:1	Same as the -C1A6 except propeller governor located on left front of crankcase.	-80
IO-390-C3A6	215	2700	100/100LL	8.90:1	Same as the -C1A6 except propeller flange bushings are reindexed.	-80
IO-390-C3B6	215	2700	100/100LL	8.90:1	Same as the -C3A6 except propeller governor located on left front of crankcase.	-80
IO-390-D1A6	215	2700	100/100LL	8.90:1	Similar to IO-390-C1A6 except with a conical engine mount interface, magnesium oil sump, magnesium induction housing, a crankshaft with weight reduction provisions, and two variable timing EIS units.	-80
IO-390-D1B6	215	2700	100/100LL	8.90:1	Same as the -D1A6 except propeller governor located on left front of crankcase and magnesium accessory housing.	-80
IO-390-D3A6	215	2700	100/100LL	8.90:1	Same as the -D1A6 except propeller flange bushings are reindexed.	-80
IO-390-D3B6	215	2700	100/100LL	8.90:1	Same as the -D3A6 except propeller governor located on left front of crankcase and magnesium accessory housing.	-80
HIO-390-A1A	210	2800	100/100LL	8.90:1	Similar to IO-390-A3A6 except without counterweights, rear inlet injector tuned sump, LFR-NNLS10 injector, Type 2 dynafocal mounts, and no propeller governor provisions.	-80
AEIO-390-A1A6	210	2700	100/100LL	8.90:1	Same as the IO-390-A1A6 except equipped with an inveted oil system kit for aerobatic flight.	-80
AEIO-390-A1B6	210	2700	100/100LL	8.90:1	Same as the IO-390-A1B6 except equipped with an inverted oil system kit for aerobatic flight.	-80
AEIO-390-A3A6	210	2700	100/100LL	8.90:1	Same as the IO-390-A3A6 except equipped with an inverted oil system kit for aerobatic flight.	-80
AEIO-390-A3B6	210	2700	100/100LL	8.90:1	Same as the IO-390-A3B6 except equipped with an inverted oil system kit for aerobatic flight.	-80

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

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

PISTON – (6) SIX CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
GSO-480-A1A6	340	3400	100/100LL	7.30:1	Supercharged, dry sump, crosswise accessories, lightweight Magnetos	-33
GSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for supercharger inlet thermocouple	-33
GSO-480-A2A6	340	3400	100/100LL	7.30:1	Conversion of –A1A6 to flanged reduction gear for reversible prop.	-33
GSO-480-B1A6	340	3400	100/100LL	7.30:1	-A1A6 with piston cooling oil jets, and updraft carburetor	-33
GSO-480-B1B3	340	3400	100/100LL	7.30:1	Same as –B1B6 except Torsional Damper System has been modified	-33
GSO-480-B1B6	340	3400	100/100LL	7.30:1	-B1A6 with horizontal elbow and carburetor under engine	-33
GSO-480-B1C6	340	3400	100/100LL	7.30:1	-B1A6 with horizontal carburetor mounted directly on straight thru air inlet supercharger housing	-33
GSO-480-B1E6	340	3400	100/100LL	7.30:1	Same as –B1A6 except for Retard Breaker Magnetos	-33
GSO-480-B1F6	340	3400	100/100LL	7.30:1	Same as –B1B6 except for Retard Breaker Magnetos	-33
GSO-480-B1G6	340	3400	100/100LL	7.30:1	Same as –B1C6 except for Retard Breaker Magnetos	-33
GSO-480-B1J6	340	3400	100/100LL	7.30:1	Same as –B1A6 but with -1200 series Magnetos	-33
GSO-480-B2C6	340	3400	100/100LL	7.30:1	Same as –B1C6 but with flanged reduction gear for reversible prop.	-33
GSO-480-B2D6	340	3400	100/100LL	7.30:1	-B1A6 with flange prop. shaft and downdraft PSD-7BD carburetor	-33
GSO-480-B2G6	340	3400	100/100LL	7.30:1	Same as –B2C6 with Retard Breaker Magnetos	-33
GSO-480-B2H6	340	3400	100/100LL	7.30:1	Same as –B2D6 with Retard Breaker Magnetos	-33
IGO-480-A1A6	295	3400	100/100LL	8.70:1	Similar to GO-480-G1J6 with a fuel injection system	-56
IGO-480-A1B6	295	3400	100/100LL	8.70:1	Similar to GO-480-G1A6 but with a fuel injection system	-56
IGSO-480-A1A6	340	3400	100/100LL	7.30:1	Simmonds fuel injection version of –B1B6	-44
IGSO-480-A1B6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for Retard Breaker Magnetos	-44
IGSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as –A1A6 except for horizontal air inlet housing and throttle body	-44
IGSO-480-A1D6	340	3400	100/100LL	7.30:1	Conversion of –B1A6 to Bendix fuel injection	-44

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IGSO-480-A1E6	340	3400	100/100LL	7.30:1	Same as –A1D6 except for air inlet, housing mounts, injector 35° forward of vertical and has Retard Breaker Magnetos	-44
IGSO-480-A1F3	340	3400	100/100LL	7.30:1	Same as –A1F6 except Torsional Damper System has been modified	-44
IGSO-480-A1F6	340	3400	100/100LL	7.30:1	Same as –A1C6 except for Retard Breaker Magnetos	-44
IGSO-480-A1G6	340	3400	100/100LL	7.30:1	Similar to –A1E6 but has -1200 series Magnetos and has fuel flow modulator removed	-44
O-540-9, -9A	305	3200	100/100LL	8.70:1	Military version of VO-540-C2A	-43
O-540-A1A	250/235	2575/2400	100/100LL	8.50:1	Two sixth order counterweights	-40
O-540-A1A5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A but (1) fifth and (1) sixth order counterweights	-40
O-540-A1B5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 except for short prop. governor studs and two impulse coupling Magnetos	-40
O-540-A1C5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 except for two impulse coupling Magnetos	-40
O-540-A1D	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 except for two sixth order counterweights with Retard Breaker Magnetos	-40
O-540-A1D5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 except for Retard Breaker Magnetos	-40
O-540-A2B	250/235	2575/2400	100/100LL	8.50:1	-A1A with short prop. governor studs and prop. locating bushing, relocate 60° counterclockwise	-40
O-540-A3D5	250	2575	100/100LL	8.50:1	Special Navy “Aztec”, same as –A1D5 except for provision for prop. de-icing and chrome barrels, 24 volt system standard	-40
O-540-A4A5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1A5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4B5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1B5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4C5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1C5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4D5	250/235	2575/2400	100/100LL	8.50:1	Same as –A1D5 but with more effective counterweights for use with Hartzell “compact” prop.	-40
O-540-A4E5	250/235	2575/2400	100/100LL	8.50:1	Same as –A4B5 but with a side dipstick	-40
O-540-B1A5	235	2575	80	7.20:1	Same as –A1D5 but low comp. ratio	-40

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PISTON – (6) SIX CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
O-540-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 a –J1C5D but with D6LN-3200 Retard Breaker dual Magneto	-40
O-540-J2A5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but with fixed pitch prop.	-40
O-540-J2B5D	235	2400	100/100LL	8.50:1	Same as –J1B5D but with fixed pitch prop.	-40
O-540-J2C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but with fixed pitch prop.	-40
O-540-J2D5D	235	2400	100/100LL	8.50:1	Same as –J1D5D but with fixed pitch prop.	-40
O-540-J3A5	235	2400	100/100LL	8.50:1	Same as –J3A5D but has Slick 6251 (impulse coupling) and 6250 Magnetos	-40
O-540-J3A5D	235	2400	100/100LL	8.50:1	Same as –J1A5D but has heavier counterweights for use with Hartzell extended hub controllable prop.	-40
O-540-J3C5D	235	2400	100/100LL	8.50:1	Same as –J1C5D but has heavier counterweights for use with McCauley controllable prop.	-40
O-540-L3C5D	235	2400	100/100LL	8.50:1	Similar to –J3C5D except for long reach spark plugs, high pressure fuel pump, piston cooling oil jets and turbocharger scavenge pump	-40
IO-540-A1A5	290	2575	100/100LL	8.70:1	High comp. tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-48
IO-540-AA1A5	250	2425	100/100LL	7.30:1	Similar to –S1A5 except for comp. ratio	-48
IO-540-AA1B5	270	2700	100/100LL	7.30:1	Same as –AA1A5 except has impulse coupling Magneto and higher rating	-48
IO-540-AB1A5	230	2400	100/100LL	8.50:1	Similar to –W1A5 except has different counterweights, two Slick impulse coupling Magnetos, bottom mounted injector and 230 H.P. rating	-48
IO-540-AC1A5	300	2700	100/100LL	8.70:1	Top induction, down exhaust, impulse coupling Magneto and Precision Airmotive fuel injection	-48
IO-540-AE1A5	260	2800	100/100LL	8.70:1	Similar to O-540-F1B5 with IO-540-K angle valve cylinder, pistons, piston squirts and fuel injection and induction system	-48

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-540-AF1A5	260	2700	100/100LL	8.50:1	Similar to -D4B5 but with a modified O-540-J3C5D sump (to accept a fuel injector) and intake pipes	-48
IO-540-AG1A5	260	2700	100/100LL	7.30:1	Similar to the IO-540-M1A5 except low compression pistons, large capacity oil pump, and high flow nozzles.	-48
IO-540-B1A5	290	2575	100/100LL	8.70:1	Same as –A1A5 except for updraft exhaust cooling	-48
IO-540-B1B5	290	2575	100/100LL	8.70:1	Same as –B1A5 except for Simmonds fuel injector	-48
IO-540-B1C5	290	2575	100/100LL	8.70:1	Same as –B1A5 except it has external servo bleed in fuel injection system	-48
IO-540-C1B5	250	2575	100/100LL	8.50:1	Same as O-540-A1D5 but with Bendix fuel injector	-48
IO-540-C1C5	250	2575	100/100LL	8.50:1	Same as –C1B5 but has AN fuel pump	-48
IO-540-C2C	250	2575	100/100LL	8.50:1	Conversion of O-540-A2B to Bendix fuel injection and AN fuel pump drive	-48
IO-540-C4B5	250	2575	100/100LL	8.50:1	Same as –C1B5 but with more effective counterweights for use with Hartzell “compact” prop.	-48
IO-540-C4C5	250	2575	100/100LL	8.50:1	Same as –C4B5 but has AN fuel pump drive	-48
IO-540-C4D5	250	2575	100/100LL	8.50:1	Same as –C4D5D except has two Magnetos	-48
IO-540-C4D5D	250	2575	100/100LL	8.50:1	Same as –C4B but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-D4A5	260	2700	100/100LL	8.50:1	Same as O-540-E4A5 but with Bendix fuel injection	-48
IO-540-D4B5	260	2700	100/100LL	8.50:1	Same as –D4A5 but has -1200 series impulse coupling Magnetos	-48
IO-540-D4C5	260	2700	100/100LL	8.50:1	Same as –D4B5 but with Retard Breaker Magnetos	-48
IO-540-E1A5	290	2575	100/100LL	8.70:1	Same as –B1C5 but with piston cooling oil jets	-48
IO-540-E1B5	290	2575	100/100LL	8.70:1	Same as –E1A5 but with -1200 series Magnetos.	-48
IO-540-E1C5	290	2575	100/100LL	8.70:1	Same as –E1B5 with an alternate fuel injection system	-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 alternate fuel injector	-48
IO-540-G1C5	290	2575	100/100LL	8.70:1	Same as –G1B5 but has impulse coupling Magnetos and 38-1/2° injector adapter	-48
IO-540-G1D5	290	2575	100/100LL	8.70:1	Same as –G1C5 but has straight injector inlet	-48

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-540-G1E5	290	2575	100/100LL	8.70:1	Same as –G1A5 but has -1200 series Magnetos	-48
IO-540-G1F5	290	2575	100/100LL	8.70:1	Same as –G1E5 but with (2) impulse coupling Magnetos	-48
IO-540-J4A5	250	2575	100/100LL	8.50:1	Same as –C4B5 except conversion for use with turbocharger – long reach spark plugs, piston cooling oil jets, AN fuel pump drive, vertical fuel nozzles and -1200 series Magnetos	-48
IO-540-K1A5	300	2700	100/100LL	8.70:1	Similar to –G1A5 but has -1200 series Magnetos, an alternate fuel injector, large crankshaft and 38-1/2° fuel injector adapter	-48
IO-540-K1A5D	300	2700	100/100LL	8.70:1	Same as –K1A5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1B5	300	2700	100/100LL	8.70:1	Similar to –K1A5 but has two impulse coupling Magnetos and straight injector adapter	-48
IO-540-K1B5D	300	2700	100/100LL	8.70:1	Same as –K1B5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1C5	300/290	2700/2575	100/100LL	8.70:1	Similar to –G1A5 but has –K1A5 rotating system	-48
IO-540-K1D5	300	2700	100/100LL	8.70:1	Same as –K1A5 but has -200 series Magnetos, flange fuel injector and straight injector inlet	-48
IO-540-K1E5	300	2700	100/100LL	8.70:1	Similar to –K1C5 but has -1200 series impulse coupling Magnetos	-48
IO-540-K1E5D	300	2700	100/100LL	8.70:1	Same as –K1E5 but with D6LN-3000 impulse coupling dual Magneto	-48
IO-540-K1F5	300/290	2700/2575	100/100LL	8.70:1	Same as –G1B5 but with –K series rotating system	-48
IO-540-K1F5D	300	2700	100/100LL	8.70:1	Same as –K1F5 but with D6LN-3000 Retard Breaker Magneto	-48
IO-540-K1G5	300	2700	100/100LL	8.70:1	Same as –K1A5 but has diaphragm type fuel pump and drive	-48
IO-540-K1G5D	300	2700	100/100LL	8.70:1	Same as –K1A5D but has diaphragm type fuel pump and drive and dynafocal mounts	-48
IO-540-K1H5	300	2700	100/100LL	8.70:1	Same as –K1B5 but has diaphragm type fuel pump and drive	-48
IO-540-K1J5	300	2700	100/100LL	8.70:1	Same as –K1F5 but has diaphragm type fuel pump and drive	-48
IO-540-K1J5D	300	2700	100/100LL	8.70:1	Same as –K1F5D but has diaphragm type fuel pump and drive	-48
IO-540-K1K5	300	2700	100/100LL	8.70:1	Similar to –K1A5 except modified to use with an Aerobatic kit	-48

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
IO-540-U1A5D	300	2700	100/100LL	8.70:1	Same as –L1A5 but with up-exhaust cylinder heads and D6LN-3000 impulse coupling dual Magneto	-48
IO-540-U1B5D	300	2700	100/100LL	8.70:1	Same as –U1A5D but has diaphragm type fuel pump and drive	-48
IO-540-V4A5	260	2700	100/100LL	8.50:1	Same as –V4A5D except has two Slick Magnetos	-48
IO-540-V4A5D	260	2700	100/100LL	8.50:1	Same as –T4B5D except for front mounted fuel injector	-48
IO-540-W1A5	235	2400	100/100LL	8.50:1	Same as –W1A5D except has two Slick Magnetos	-48
IO-540-W1A5D	235	2400	100/100LL	8.50:1	Similar to O-540-J1A5D except is equipped with IO-540-V4A5D sump, intake pipes and fuel injection system	-48
IO-540-W3A5D	235	2400	100/100LL	8.50:1	Same as –W1A5D but has heavier counterweights for use with Hartzell prop.	-48
VO-540-A1A	305	3300	80	7.30:1	Low comp. vertical PS-7BD carburetor	-43
VO-540-A2A	305	3300	80	7.30:1	Same as –A1A but with spring coupling accessory drive	-43
VO-540-B1A	305	3200	80	7.30:1	Same as –A1A except MA-6-AA carburetor	-43
VO-540-B1B	305	3200	80	7.30:1	Same as –B1A except for Retard Breaker Magnetos and less fuel pump drive and hydraulic pump drive	-43
VO-540-B1B3	305	3200	80	7.30:1	Same as –B1B except for six 3rd 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
VO-540-B2E	305	3200	80	7.30:1	Same as –B1E but with spring coupling accessory drive	-43

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
VO-540-B2G	305	3200	80	7.30:1	Same as –B2D but with -1200 series Magnetos	-43
VO-540-C1A	315	3200	100/100LL	8.70:1	High comp. altitude engine with two (2) MA-6-AA carburetors, Retard Breaker Magnetos. Same as –B1D except for comp. ratio and power	-43
VO-540-C1B	315	3200	100/100LL	8.70:1	Retrofit kit of –B1E with high comp. piston and higher power	-43
VO-540-C1C3	305	3200	100/100LL	8.70:1	Same as –B1B3 except it has high comp. pistons and two MA-6-AA carburetors	-43
VO-540-C2A	315	3200	100/100LL	8.70:1	Same as –C1A but with spring coupling accessory drive	-43
VO-540-C2B	315	3200	100/100LL	8.70:1	Same as –C1B but with spring coupling accessory drive	-43
VO-540-C2C	315	3200	100/100LL	8.70:1	Same as –C2A except for -1200 series Magnetos	-43
HIO-540-A1A	290	2575	100/100LL	8.70:1	Similar to IO-540-K1A5 but has lower rating and speed, no provision for prop. governor and has front mounting pads machined and studded	-48
IGO-540-A1A	350	3400	100/100LL	8.70:1	High comp. tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-49
IGO-540-A1B	350	3400	100/100LL	8.70:1	Same as –A1A except for low tension ignition system	-49
IGO-540-A1C	350	3400	100/100LL	8.70:1	Similar to –A1A but equipped with an alternate fuel injector, RG-9080-J7 fuel pump, S6RN-1208 and -1209 Magnetos and a Prestolite 24V-100A AN drive alternator	-49
IGO-540-B1A	350	3400	100/100LL	8.70:1	Same as –A1A except for updraft exhaust cooling	-49
IGO-540-B1B	350	3400	100/100LL	8.70:1	Same as –B1A except for low tension ignition system	-49
IGO-540-B1C	350	3400	100/100LL	8.70:1	Same as –B1A except it has external servo bleed in fuel injection system	-49
IVO-540-A1A	305	3200	100/100LL	8.70:1	Similar to VO-435-C1A but with a fuel injection system	-60
TEO-540-A1A	350	2500	100/100LL	7.3:1	Basic Model. Six-cylinder, air-cooled, horizontally opposed, direct drive, turbocharged engine with electronic fuel injection, electronic ignition, electronic boost control, electronic propeller control, down exhaust and incorporates induction air coolers. The rotating section is similar to the TIO-540-J2BD. The induction and turbo supercharging systems are similar to the TIO-540-AE2A.	-84

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
TEO-540-C1A	375	2575	100/100LL	7.3:1	Similar to -A1A except rating is increased, does not have electronic propeller control, is equipped with one TH08A60 turbocharger, and includes density compensation.	-84
TIO-540-A1A	310	2575	100/100LL	7.30:1	Similar to IO-540-E1A5 but has turbocharger (TE0659), an alternate fuel injector and -1200 series Magnetos	-61
TIO-540-A1B	310	2575	100/100LL	7.30:1	Same as –A1A but has density controller with faster temperature response	-61
TIO-540-A1C	310	2575	100/100LL	7.30:1	Similar to –A1B but has revised controller setting	-61
TIO-540-A2A	310	2575	100/100LL	7.30:1	Same as –A1A but with prop. flange bushings for 3-blade prop.	-61
TIO-540-A2B	310	2575	100/100LL	7.30:1	Same as –A1B but with prop. flange bushings for 3-blade prop.	-61
TIO-540-A2C	310	2575	100/100LL	7.30:1	Same as –A1C but with prop. flange bushings for 3-blade prop.	-61
TIO-540-AE2A	350	2500	100/100LL	7.30:1	Similar to –U2A but has (2) Garrett instead of Roto-Master turbochargers, (2) intercoolers, (1) wastegate and Slick Magnetos	-61
TIO-540-AF1A	270	2575	100/100LL	8.00:1	Similar to –AA1AD but has Slick Magnetos, different turbocharger and an intercooler	-61
TIO-540-AF1B	270	2575	100/100LL	8.00:1	Similar to –AF1A except incorporates oil cooled exhaust guides	-61
TIO-540-AG1A	270	2575	100/100LL	8.00:1	Similar to –AA1AD except it has two Slick Magnetos and a relocated –AF1A turbocharger	-61
TIO-540-AH1A	300	2500	100/100LL	7.30:1	Similar to TIO-540-A engines except down exhaust heads, two Slick pressurized Magnetos, sloped controller and relocated –AF1A turbocharger	-61
TIO-540-AJ1A	310	2500	100/100LL	7.30:1	Similar to –W2A except sloped controller and a new relocated turbocharger	-61
TIO-540-AK1A	235	2400	100/100LL	8.00:1	Similar to –AG1A except has a relocated turbocharger, bottom mounted fuel injector and a lower rating	-61
TIO-540-AA1AD	270	2575	100/100LL	8.00:1	Similar to –K1AD but has a different controller system and has provision for a rear mounted prop. governor	-61
TIO-540-AB1AD	250	2575	100/100LL	8.00:1	Same as –AA1AD but has bottom mounted fuel injector, a relocated turbocharger and a D6LN-3000 impulse coupling Magneto	-61
TIO-540-AB1BD	250	2575	100/100LL	8.00:1	Similar to –AB1AD except has prop. governor mounted on the accessory housing and the turbo scavenge pump moved to the vacuum pump pad and more effective counterweights for McCauley prop.	-61

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
TIO-540-C1A	250	2575	100/100LL	7.20:1	IO-540-J4A5 equipped with TE0659 turbocharger and low comp. pistons	-61
TIO-540-E1A	260	2575	100/100LL	7.20:1	Same as –C1A but has higher rating and impulse coupling Magneto	-61
TIO-540-F2BD	325	2575	100/100LL	7.30:1	Similar to –A2B but incorporates D6LN-3200 Retard Breaker dual Magneto system	-61
TIO-540-G1A	250	2575	100/100LL	8.50:1	Same as –C1A but high comp.	-61
TIO-540-H1A	270	2575	100/100LL	7.20:1	Same as –E1A except for horsepower setting	-61
TIO-540-J2B	350	2575	100/100LL	7.30:1	Same as –J2BD but has S6LN-1208 (Retard Breaker) and S6LN-1209 Magnetos	-61
TIO-540-J2BD	350	2575	100/100LL	7.30:1	Similar to –F2BD except equipped with TH08A60 turbocharger	-61
TIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to –C1A but with D6LN-3200 Retard Breaker dual Magneto, pressure controller, provision for cabin pressurization, rear mounted fuel injector, turbocharger mounted to rear of engine and higher comp. ratio	-61
TIO-540-N2BD	350	2575	100/100LL	7.30:1	Identical to –J2BD except turbocharger shifted one-half inch to the left	-61
TIO-540-R2AD	350/340	2575/2700	100/100LL	7.30:1	Similar to –J2BD except has provision for cabin bleed and has a variable pressure controller	-61
TIO-540-S1AD	300	2700	100/100LL	7.30:1	Similar to IO-540-M2AD with front air inlet, provision for controllable prop., a manually controlled TE0659 turbocharger and D6LN-3000 impulse coupling Magneto	-61
TIO-540-T2AD	330	2400	100/100LL	7.30:1	Same as –J2BD except for a modified exhaust transition and lower rating	-61
TIO-540-U2A	350	2500	100/100LL	7.30:1	Similar to IO-540-AA1A5 but with intercooler and customer supplied turbocharger system	-61
TIO-540-V2AD	360	2600	100/100LL	7.30:1	Similar to –J2BD except with an intercooler and a change in cylinder head design	-61
TIO-540-W2A	360	2600	100/100LL	7.30:1	Similar to –V2AD but with Slick 6261 (impulse coupling) Magnetos, a different controller system and without either induction air cooler or cabin bleed	-61
AEIO-540-D4A5	260	2700	100/100L	8.50:1	Same as IO-540-D4A5 but is equipped with Aerobatic kit	-48
AEIO-540-D4B5	260	2700	100/100LL	8.50:1	Same as IO-540-D4B5 but is equipped with Aerobatic kit	-48
AEIO-540-D4C5	260	2700	100/100LL	8.50:1	Same as IO-540-D4C5 but is equipped with Aerobatic kit	-48
AEIO-540-D4D5	260	2700	100/100LL	8.50:1	Same as –D4A5 but has “AN” fuel pump	-48

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
AEIO-540-L1B5	300	2700	100/100LL	8.70:1	Same as –L1B5D but has Slick 6251 (impulse coupling) and 6250 Magnetos	-48
AEIO-540-L1B5D	300	2700	100/100LL	8.70:1	Same as IO-540-L1B5D but is equipped with Aerobatic kit	-48
AEIO-540-L1D5	300	2700	100/100LL	8.70:1	Same as –L1B5 except has higher capacity oil pump	-48
IGSO-540-A1A	380	3400	100/100LL	7.30:1	Supercharged Bendix fuel injector, dry sump, crosswise accessories, high altitude Magnetos	-50
IGSO-540-A1C	380	3400	100/100LL	7.30:1	Same as –A1A but with horizontal air inlet housing and has external servo bleed in fuel injection system	-50
IGSO-540-A1D	380	3400	100/100LL	7.30:1	Same as –A1A but has -1200 series Magnetos	-50
IGSO-540-A1E	380	3400	100/100LL	7.30:1	Same as –A1C but has -1200 series Magnetos and no vent flow restriction	-50
IGSO-540-A1F	380	3400	1001/0LL	7.30:1	Same as –A1D but with fuel flow modulator removed	-50
IGSO-540-A1H	380	3400	100/100LL	7.30:1	Same as –A1E but with fuel flow modulator removed	-50
IGSO-540-B1A	380	3400	100/100LL	7.30:1	Same as –A1A except for updraft exhaust cooling and Simmonds fuel injector	-50
IGSO-540-B1C	380	3400	100/100LL	7.30:1	Same as –B1A but has -1200 series Magnetos	-50
LTIO-540-F2BD	325	2575	100/100LL	7.30:1	Same as TIO-540-F2BD but has reverse rotation	-68
LTIO-540-J2B	350	2575	100/100LL	7.30:1	Same as –J2BD but has S6RN-1208 (Retard Breaker) and S6RN-1209 Magnetos	-68
LTIO-540-J2BD	350	2575	100/100LL	7.30:1	Same as TIO-540-J2BD but has reverse rotation	-68
LTIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to TIO-540-K1AD but has left hand rotation crankshaft	-68
LTIO-540-N2BD	350	2575	100/100LL	7.30:1	Similar to TIO-540-N2BD but has left hand rotation crankshaft	-68
LTIO-540-R2AD	350/340	2575/2500	100/100LL	7.30:1	Similar to TIO-540-R2AD but has left hand rotation crankshaft	-68
LTIO-540-U2A	350	2500	100/100LL	7.30:1	Same as TIO-540-U2A but has reverse rotation	-68
LTIO-540-V2AD	360	2600	100/100LL	7.30:1	Same as TIO-540-V2AD but has reverse rotation	-68
LTIO-540-W2A	360	2600	100/100LL	7.30:1	Same as TIO-540-W2A but has left hand rotation crankshaft	-68
TIVO-540-A2A	315	3200	100/100LL	7.30:1	14,000 feet at 3200 RPM, turbocharger, Bendix fuel injection, vertical helicopter engine with spring coupling accessory drive	-57

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (6) SIX CYLINDER SERIES

Model	HP	T/O† RPM	Fuel	C.R. ■	Description	E S/N▲ Suffix
TIO-541-A1A	310	2575	100/100LL	7.30:1	Turbocharger (T-1823), fuel injected, crosswise accessories, integral accessory section, wet sump	-59
TIO-541-E1A4	380	2900	100/100LL	7.30:1	Similar to –A1A but has compressor drive, larger redesigned cylinder head, alternate fuel injector and higher rating	-59
TIO-541-E1B4	380	2900	100/100LL	7.30:1	Same as –E1A4 but has no provision for cabin pressurization	-59
TIO-541-E1C4	380	2900	100/100LL	7.30:1	Same as –E1A4 but has T1879 turbocharger	-59
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, off-set reduction gear, torque meter, crosswise accessories, integral accessory section, wet sump	-62
TIGO-541-D1B	450	3200	100/100LL	7.30:1	Similar to –D1A but with integral wastegate turbocharger and low drag cylinder heads	-62
TIGO-541-E1A	425	3200	100/100LL	7.30:1	Same as –D1A except for rating	-62
TIGO-541-G1AD	450	3200	100/100LL	7.30:1	Similar to –D1A but has D6RN-3200 Retard Breaker dual Magneto and intercooler and fuel head enrichment fuel injector	-62
IO-580-B1A	315	2700	100/100LL	8.90:1	Fuel injection system, drives for two AN type accessories and prop. governor are included. Similar to IO-540-L1C5, different displacement and Magnetos	-79
AEIO-580-B1A	315	2700	100/100LL	8.90:1	Aerobatic version of IO-580-B1A. Similar to AEIO-540-L1B5, different displacement and Magnetos	-79

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (8) EIGHT CYLINDER SERIES

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

† Take-Off ■ Compression Ratio ▲ Engine Serial Number

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-235-C1	**Champion Aircraft.** Citabria (7ECA). **Intermountain Mfg. Co.** Call Air (A). **McKenzie Flying Service.** McKenzie-Cessna (120 and 140). **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). **Scheibe.** Sperling (SF-23C). **Scintex Aviation.** Scintex (CP-1315-C3).
O-235-C1B	**Neiva.** Paulistinha (L-6). **Partenavia.** Oscar (P-66). **Piper Aircraft.** Super Cub (PA-18-105), Colt (PA-22-108).
O-235-C2A	**Aero Boero.** (115). **Beagle Aircraft.** Pup (15). **Bede Aircraft.** MIS (118). **Center Est Aeronautique (CEA).** Dauphin (DR-221), Petit Prince (DR-315), Sitar, Bagheera (GY-100-115). **Daetwyler.** Trainer (MCD-100). **Glosair.** Victa Airtourer (115). **Robin.** (DR400-2 + 2). **S.O.C.A.T.A.** Rallye Club (115).
O-235-C2C	**American Aviation.** Yankee Trainer (TR-2).
O-235-H2C	**Aristek.** Paulistinha (AK-235). **Grob.** (115). **MFI.** Starling (BA-14). **Robin.** (DR300/108), Cadet (DR315), Robin Club (R-2100).
O-235-J2A	**Robin.** Petit Prince. (DR300/125).
O-235-J2B	**Robin.** Petit Prince. (DR300/125).
O-235-K2C	**Bellance Aircraft.** Citabria (7ECA). **Robin.** (DR400).
O-235-L2A	**Orca.** (SAH-1). **Piper Aircraft.** Tomahawk II (PA-38-112). **Robin.** Petit Prince. (DR400/120), (R-3110). **S.O.C.A.T.A.** Rallye (110ST).
O-235-L2C	**Beech Aircraft.** Skipper (77). **Cessna Aircraft.** (Cessna 152, 152 Aerobat). **Grumman.** (AA1C). **Piper Aircraft.** Tomahawk (PA-38-112). **Robin.** (DR400/2 + 2, HR 200/120, HS 200/100). **Taylorcraft.** (F-21).
O-235-M1	**Gyroflug.** Speed Canard Avis (PA-FS-28).
O-235-N2A	**Aeromot.** Paulistina (P-56). **Daetwyler.** (MD3-115). **Shenyang.** Seagull (HU-1). **Slingsby.** (T67A).
O-235-N2C	**Aircorp.** Bushmaster (B2L). **Cessna Aircraft.** (Cessna 152, 152 Aerobat). **Dean Wilson Aviation.** Whitney Boomerang **Enaer.** Avion Liviano. **General Avia.** Pinguino. **Grob.** (G115). **Jordan Aerospace Industries.** Sama (CH2000) **Melbourne.** Mamba. **Zenair.** Alarus (CH2000)

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-235-P1	**Grob.** (G115).
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-22-135).
O-290-D2	**Beagle.** Alpha (-5). **Intermountain Mfg. Co.** Call Air (A4). **Piper Aircraft.** Super Cub (PA-18-135), Agriculture (PA-18A-135), Pacer (PA-20-135, PA-20S-135), Trainer Military (L-21B), Tri-Pacer (PA-22-135, PA-22S-135).
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	**Aviamilano.** Scricciolo (P-19). **Dinfia.** Ranquel (1A-46). **Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Mooney Aircraft.** Mark (20A). **Piper Aircraft.** Tri-Pacer (PA-22-150, PA-22S-150), Apache (PA-23-160), Pawnee (PA-25). **Simmering-Graz Pauker.** Flamingo (SGP-M-222). **Vos Helicopter Co.** Spring Bok.
O-320-A1B	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Tri-Pacer (PA-22-150, PA-22S-150). Apache (PA-23-160). **S.O.C.A.T.A.** Horizon (Gardan).
O-320-A2A	**Dinfia.** Ranquel (1A-46). **Intermountain Mfg. Co.** Call Air Texas (A-5, A-5T). **Kingsford Smith.** Autocraft (SCRM-153). **Lake Aircraft.** Colonial (C-1). **LaVerda.** Falco (F8L Series II, America). **Malmo.** Vipan (MF1-10). **Neiva.** (1PD-5802). **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). **Rawdon Bros.** Rawdon (T-1, T-15, T-15D). **Shinn Engineering.** Shinn (2150-A). **Sud.** Gardan-Horizon (GY-80).
O-320-A2B	**Aero Commander.** (100). **Artic.** Interstate (S1B2). **Beagle.** Pup (150). **Champion Aircraft.** Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA). **Piper Aircraft.** Tri-Pacer (PA-22-150, PA-22S-150), Cherokee (PA-28-150), Super Cub (PA-18-150). **Robinson.** (R-22).
O-320-A2C	**Cicare.** Cicare (AG). **Robinson.** (R-22). **Varga.** Kachina (2150A).
O-320-A2D	**Bellanca Aircraft.** Citabria 150 (7GCAA), Citabria 150S (7GCBC).
O-320-A3A	**Corben-Fettes.** Globe Special (Globe GC-1B). **Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Apache (PA-23-160).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-320-A3B	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Apache (PA-23-160). **Teal II.** TSC (1A2).
O-320-B1A	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Malmo.** Vipan (MF1-10). **Piper Aircraft.** Apache (PA-23-160).
O-320-B1B	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Apache (PA-23-160).
O-320-B2A	**Piper Aircraft.** Tri-Pacer (PA-22-160, PA-22S-160).
O-320-B2B	**Beagle.** Airedale (D5-160). **Fuji-Heavy Industries.** Fuji (F-200). **Piper Aircraft.** Tri-Pacer (PA-22-160, PA-22S-160). **Uirapuru.** Aerotec. (122).
O-320-B2C	**Robinson.** (R-22).
O-320-B2D	**Maule.** (MX-7-160).
O-320-B2E	**Lycon.**
O-320-B3A	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Apache (PA-23-160).
O-320-B3B	**Doyn Aircraft.** Doyn-Cessna (170, 170A, 170B). **Piper Aircraft.** Apache (PA-23-160). **Sud.** Gardan (GY80-160).
O-320-C1A	**Piper Aircraft.** Apache (PA-23-160). **Riley Aircraft.** Rajay (Apache).
O-320-C1B	**Piper Aircraft.** Apache (PA-23-160).
O-320-C3A	**Piper Aircraft.** Apache (PA-23-160).
O-320-C3B	**Piper Aircraft.** Apache (PA-23-160).
O-320-D1A	**Grob.** (G115). **Gyroflug.** Speed Canard. **Sud.** Gardan (GY-80).
O-320-D1F	**Slingsby.** Firefly (T67).
O-320-D2A	**Aviolight.** Delta (P66D). **Daetwyler.** (MD-3-160). **General Avia.** Pinguino. **Nash Aircraft Ltd.** Petrel. **Piper Aircraft.** Cherokee (PA-28S-160). **Robin.** Major (DR400/140B), Chevalier (DR360), (R-3140). **Slingsby.** Firefly (T67C). **S.O.C.A.T.A.** Tampico (TB9).
O-320-D2B	**Beech Aircraft.** Musketeer (M-23). **Piper Aircraft.** Cherokee (PA-28-160).
O-320-D2J	**Cessna Aircraft.** Skyhawk (172).
O-320-D3G	**Piper Aircraft.** Warrior II, Cadet (PA-28-161).
O-320-E1A	**Grob.** (G115).
O-320-E1C	**M.B.B. (Messerschmitt-Boelkow-Blohm).** Monsun (BO-209-B).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-320-E1F	**M.B.B.** Monsun (BO-209-B).
O-320-E2A	**Aeromot.** Paulistina (P-56). **F.F.A.** Bravo (AS-202/15). **Partenavia.** Oscar (P66B), Bucker (131 APM). **Pezetel.** Koliber (150). **Piper Aircraft.** Cherokee (PA-28-140, PA-28-150). **Robin.** Major (DR340), Sitar, Bagheera (GY-100-135). **Siai-Marchetti.** (S-202). **S.O.C.A.T.A.** Super Rallye (MS-886), Rallye Commodore (MS-892).
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 (AA5).
O-320-E3D	**Beech Aircraft.** Sport (B-19). **Piper Aircraft.** Cherokee (140).
O-320-H2AD	**Cessna Aircraft.** Skyhawk (172). **Partenavia.** (P-66C).
IO-320-B1A	**Margański & Myslowski.** Orka (EM-11C). **Piper Aircraft.** Twin Comanche. (PA-39).
IO-320-B2A	**Piper Aircraft.** Twin Comanche (PA-39).
IO-320-B1C	**Hi. Shear.** Wing.
IO-320-B1D	**Ted Smith Aircraft.** Aerostar.
IO-320-C1A	**Piper Aircraft.** Twin Comanche (PA-39 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.** Citabia (7KCAB).
IO-320-E2B	**Bellanca Aircraft.**
IO-320-F1A	**CAAR Engineering.** Carr Midget.
AIO-320-B1B	**M.B.B.** Monsun (BO-409-C).
LIO-320-B1A	**Margański & Myslowski.** Orka (EM-11C) **Piper Aircraft.** Twin Comanche (PA-39).
LIO-320-C1A	**Piper Aircraft.** Twin Comanche (PA-39).
AEIO-320-D1B	**Slingsby.** Firefly (T67M).
AEIO-320-D2B	**Hindustan Aeronautics Ltd.** (HT-2).
AEIO-320-E1A	**Bellanca Aircraft.** **Champion Aircraft.**
AEIO-320-E1B	**Bellanca Aircraft.** **Champion Aircraft.** Decathalon (8KCAB-CS).
AEIO-320-E2B	**Bellanca Aircraft.** **Champion Aircraft.** Decathalon (8KCAB).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-340-A1A	**Riley Aircraft.** Riley Twin.
O-360-A1A	**Aero Boero.** (AB-180). **Aero Engine Service Ltd.** Victa (R-2). **Beagle.** Airedale (A-109). **Beech Aircraft.** Travel Air (95, B-95). **Bolkow.** (207). **DeHavilland.** Drover (DHA-3MK3). **Dinfia.** Ranquel (1A-51). **Doyn Aircraft.** Doyn-Cessna (170B, 172, 172A, 172B). **Earl Horton.** Pawnee (Piper PA-25). **Intermountain Mfg. Co.** Call Air (A-6). **Kingsford-Smith.** Bushmaster (J5-6). **Lake Aircraft.** Colonial (C-2, LA-4, 4A or 4P). **Malmo.** Vipan (MF-10B). **Mooney Aircraft.** Mark "20B" (M-20B). **Neiva.** (1PD-5901). **Partenavia.** Oscar (P-66). **Piper Aircraft.** Comanche (PA-24). **Procaer.** Picchio (F-15-A). **Regente.** (N-591). **S.A.A.B.** Safir (91-D). **Siai-Marchetti.** (S-205). **Sud.** Gardan (GY-180). **Wassmer.** Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40).
O-360-A1AD	**S.O.C.A.T.A.** Tobago (TB-10).
O-360-A1D	**Cessna Aircraft.** Skyhawk. **Dinfia.** Querandi (1A-45). **Doyn Aircraft.** Doyn-Beech (Beech 95). Doyn-Piper (PA-23-160). **Lake Aircraft.** Colonial (LA-4, 4A or 4P). **Malmo.** Vipan (MF1-10). **Mooney Aircraft.** Master "21" (M-20E), Mark "20B", "20D", (M20B, M20C), Mooney Statesman (M-20G). **Piper Aircraft.** Comanche (PA-24). **Wassmer.** (WA-50).
O-360-A1F6	**Cessna Aircraft.** Cardinal.
O-360-A1F6D	**Cessna Aircraft.** Cardinal (177). **Teal III.** TSC (1A3).
O-360-A1G6	**Aero Commander.**
O-360-A1G6D	**Beech Aircraft.** Duchess (76).
O-360-A1H6	**Piper Aircraft.** Seminole (PA-44-180).
O-360-A1LD	**Wassmer.** Europa (WA-52).
O-360-A1P	**Apex** (Robin) DR400-180 **Aviat.** Husky.
O-360-A2A	**Beagle.** Husky (D5-180), (J1-U). **Bolkow.** Klemm (K1-107C). **Center Est Aeronautique.** Regente (DR-253). **Partenavia.** Oscar (P-66). **S.O.C.A.T.A.** Rallye Commodore (MS-893). **Societe Aeronautique Normande.** Mousquetaire (D-140).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
O-360-A2D	**Mooney Aircraft.** Master “21” (M-20D), Mark “21” (M-20E). **Piper Aircraft.** Comanche (PA-24-150), Cherokee “C” (PA-28-180).
O-360-A2E	**Std. Helicopter.**
O-360-A2F	**Aero Commander.** Lark (100). **Cessna Aircraft.** Cardinal.
O-360-A2G	**Beech Aircraft.** Sport.
O-360-A3A	**C.A.A.R.P.S.A.N.** (M-23III). **Nash Aircraft Ltd.** Petrel. **Norman Aeroplace Co.** Freelance (NAC-1). **Robin.** Regent (DR400/180), Remorqueur (DR400/180R), (R-3170). **S.O.C.A.T.A.** Rallye (180GT), Sportavia Sportsman (RS-180). **Societe Aeronautique Normande.** Jodel (D-140C).
O-360-A3AD	**Robin.** Aiglon (R-1180T). **S.O.C.A.T.A.** (TB-10).
O-360-A4A	**Piper Aircraft.** Cherokee “D” (PA-28-180).
O-360-A4D	**Varga.** Kachina.
O-360-A4G	**Beech Aircraft.** Musketeer (Custom III).
O-360-A4K	**Beech Aircraft.** Sundowner (180). **Grumman American.** Tiger.
O-360-A4M	**Diamond Aircraft.** Diamond Star (DA 40 F) **Piper Aircraft.** Archer II (PA-28-18). **Valmet.** (PIK-23).
O-360-A4N	**Cessna Aircraft.** (172) Optional.
O-360-A4P	**Penn Yan.** Super Cub Conversion.
O-360-A5AD	**C. Itoh and Co.** Fuji (FA-200).
O-360-B2C	**Seabird Aviation.** (SB7L-360 A).
O-360-C1A	**Intermountain Mfg. Co.** Call Air (A-6).
O-360-C1E	**Bellanca Aircraft.** Scout (8GCBC-CS).
O-360-C1F	**Maule.** Star Rocket (MX-7-180).
O-360-C1G	**Christen.** Husky (A-1).
O-360-C2B	**Hughes Tool Co.** (269A).
O-360-C2D	**Hughes Tool Co.** (269A).
O-360-C2E	**Bellanca Aircraft.** Scout (8GCBC FP). **Hughes Tool Co.** Military (YHO-2HU).
O-360-C4F	**Maule.** (MX-7-180A).
O-360-C4P	**Penn Yan.** Super Cub Conversion.
O-360-E1A6D	**Piper Aircraft.** Seminole (PA-44-180).
O-360-F1A6	**Cessna Aircraft.** Cutlass RG.
O-360-J2A	**Helicoptères Guimbal.** Cabri (G2). **Robinson.** (R-22).
HO-360-B1A	**Hughes Tool Co.** (269A).
HO-360-B1B	**Hughes Tool Co.** (269A).
HO-360-C1A	**Schweizer.** (300C).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
IO-360-A1A	**Dinfia.** Ranquel (1A-51). **Mooney Aircraft.** Chaparral (M20-E), Executive (M20-F). **Siai-Marchetti.** (S-205). **Siebel-Werke.** Siat (223).
IO-360-A1B	**Lake Aircraft.** Turbo Buccaneer (LA-4-200). **Partenavia P68 Victor**
IO-360-A1B6	**Aircraft Manufacturing Factory.** Mushshak. **Beech Aircraft.** Sierra (200). **Korean Air.** Chang (Gong-91). **S.A.A.B.** Safari (MF1-15), Supporter (MF1-17). **Scottish Aviation.** Bulldog. **Evektor.** Cobra (VUT 100-120i)
IO-360-A1B6D	**Cessna Aircraft.** Cardinal RG. **Siai-Marchetti.** (S-205).
IO-360-A1C	**Beagle.** Pup (200).
IO-360-A1D6	**Malmo.**
IO-360-A1D6D	**Partenavia.**
IO-360-A2A	**Beech Aircraft.**
IO-360-A2B	**Beech Aircraft.** Musketeer III (M-23).
IO-360-A3B6	**Mod Works.** Trophy (212) Conversion.
IO-360-A3B6D	**Mooney Aircraft.** (M20J-201).
IO-360-B1A	**Beech Aircraft.** Travel-Air (B-95A). **Doyn Aircraft.** Doyn-Piper (PA-23-200).
IO-360-B1B	**Beech Aircraft.** Travel Air (B-95B). **Doyn Aircraft.** Doyn-Piper (PA-23-200). **Fuji.** (FA-200).
IO-360-B1D	**United Consultants.** See-Bee.
IO-360-B1E	**Piper Aircraft.** Arrow (PA-28R-180).
IO-360-B1F	**Utva.** (75).
IO-360-B1F6	**Great Lakes.** Trainer.
IO-360-B1G6	**American Blimp.** Spector (42).
IO-360-B2E	**C.A.A.R.P.** C.A.P. (10).
IO-360-B2F6	**Great Lakes.** Trainer.
IO-360-C1B	**Siebel-Werke.** Flamingo-Siat (223). **S.O.C.A.T.A.** (ST-10).
IO-360-C1C	**Embraer.** Corisco (EMB-711). **Piper Aircraft.** Cherokee (PA-28-200R).
IO-360-C1C6	**Piper Aircraft. Arrow IV (PA-28R-201).** **Ruschmeyer. (MF-85).**
IO-360-C1D6	**M.B.B.** Flamingo (223). **Rockwell.** Rockwell (112).
IO-360-C1E6	**Piper Aircraft.** Seneca (PA-34-200). **OMA Sud.** (Skycar)

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
IO-360-C1F	**J.W. Miller.** Twin Comanche Conversion.
IO-360-C1G6	**Zeppelin Luftschifftechnik** (NT)
IO-360-D1A	**T.R. Smith Aircraft.** Aerostar.
IO-360-E1A	**T.R. Smith Aircraft.** Aerostar.
IO-360-J1AD	**Maule.** (M5-200).
IO-360-J1A6D	**Maule.** (M5-200).
IO-360-K2A	**Edgley Aircraft.**
IO-360-L2A	**Cessna Aircraft.** Skyhawk (C-172). **MVEN.** Farmer 2.
IO-360-M1A	**Diamond Aircraft.** Diamond Star (DA-40) and Twin Star (DA-42 L360).
IO-360-M1B	**Lancair.** (360). **Vans Aircraft.** (RV6, RV7, RV8).
LO-360-A1G6D	**Beech Aircraft.** Duchess.
LO-360-A1H6	**Piper Aircraft.** Seminole (PA-44-180).
LO-360-E1A6D	**Piper Aircraft.** Seminole (PA-44-180).
TO-360-C1A6D	**Avions Pierre Robin.** **Partenavia.** **Rockwell.** (112TC).
TO-360-E1A6D	**Piper Aircraft.** Seminole (PA-44-180T).
TO-360-F1A6D	**Maule.** Star Rocket (M-5-210TC).
VO-360-A1A	**Brantly-Hynes Helicopter.** (B-2).
VO-360-A1B	**Brantly-Hynes Helicopter.** (B-2, B2-A). Military (YHO-3BR).
VO-360-B1A	**Brantly-Hynes Helicopter.** (B2-B2-A).
AIO-360-B1B	**Morovan.** Zlin (Z-526-L).
HIO-360-A1A	**Hughes Tool Co.** (300).
HIO-360-A1B	**Silvercraft.**
HIO-360-B1A	**Hughes Tool Co.** Military (269-A-1), (TH-55A).
HIO-360-B1B	**Hughes Tool Co.** (269A).
HIO-360-C1A	**Enstrom Helicopter.**
HIO-360-C1B	**Enstrom Helicopter.**
HIO-360-D1A	**Hughes Tool Co.** (269C, 300C). **Schweizer.** (300C). **Sikorsky.** (S 300C)
HIO-360-E1AD	**Enstrom Helicopter**(F28C).
HIO-360-E1BD	**Enstrom Helicopter.** (F28C).
HIO-360-F1AD	**Enstrom Helicopter.** Falcon (F28F), Shark (280FX), Sentine (F28F-P).
HIO-360-G1A	**Schweizer.** (300CB).
IVO-360-A1A	**Brantly-Hynes Helicopter.** (B2-B).
LIO-360-B1G6	**Piper Aircraft.** Seminole (PA-44-180).

PISTON – (4) FOUR CYLINDER INSTALLATIONS	
LIO-360-C1E6	**Piper Aircraft.** Seneca (PA-34-200).
LIO-360-M1A	**Diamond Aircraft.** (DA-42)
LTO-360-E1A6D	**Piper Aircraft**. Seminole (PA-44-180T).
TIO-360-A1B	**Siai-Marchetti.** (S-210).
TIO-360-C1A6D	**Partenavia.** (P68C-TC).
AEIO-360-A1A	**Aerotek.** Pitts Special (-S2).
AEIO-360-A1B	**Mundry.** (CAP-21).
AEIO-360-A1B6	**Morovan.** Zlin (Z-242-L). **Scottish Aviation.** Bulldog. **Valmet.** Leko (70).
AEIO-360-A1D	**Christen.** Eagle II (S-2).
AEIO-360-A1E	**Christen.** Pitts (S-1T). **Extra.** Extra (230). **Slingsby.** Firefly (T67M).
AEIO-360-A1E6	**Integrated Systems.** Omega.
AEIO-360-B1F	**F.F.A.** Bravo (200). **Grob.** Sport-Acro (G115).
AEIO-360-B1G6	**Great Lakes.** (2T-1A-1/2)
AEIO-360-B1H	**Coudon RV4 Hornet**
AEIO-360-B2F	**Mundry.** (CAP-10).
AEIO-360-B4A	**Christen.** Pitts (S-1S).
AEIO-360-H1A	**Bellanca Aircraft.** Super Decathalon (8KCAB-180).
AEIO-360-H1B	**American Champion.** Super Decathalon.
LHIO-360-C1A	**Silvercraft.** Helicopter (SH-4).
LHIO-360-C1B	**Silvercraft.** Helicopter (SH-3).
IO-390-A1A6	**Lancair.** (Legacy FG Synergy) **Stoot's Aviation.** (Cessna STC) **Aerodyme Corporation.** (Aero Commander 112 and 112B STC) **Seabird Aviation.** (Seeker SB7L-360A3) **Lycoming Echelon STC.** (Cessna Cardinal RG)
IO-390-A1B6	**HO Aircraft.** (PA-18 Super Cub STC)
IO-390-A3A6	**Stoot's Aviation.** (Cessna STC) **Lycoming Echelon STC.** (Mooney**.** M20 E, F and J series)
IO-390-A3B6	**Glasair.** (Sportsman) **Vans Aircraft.** (RV-14/14A)
IO-390-C3B6	**Cirrus Aircraft.** (SR20) **Tecnam.** (P2010)
IO-390-D3B6	**CubCrafters.** (X Cub)
HIO-390-A1A	**Enstrom Helicopter.** (TH180)
AEIO-390-A1B6	**American Champion Aircraft.** Extreme Decathlon (8KCAB)

PISTON – (6) SIX CYLINDER INSTALLATIONS	
O-435-A	**Aero Commander Inc.** (L-3805). **Piaggio.** Military Trainer (PA-148-D). **S.A.A.B.** Trainer (91-B). **Safir.** (91-C).
O-435-A2	**Kaman Aircraft.** (K-222).
O-435-4 (O-435-K1)	**Kaman Aircraft.** (K-240, HTK-1).
O-435-C	**Kaman Aircraft.** (K-190A). **W.E. Husk Eng.** Bellanca (14-13).
O-540-A1A	**Rhein-Flugzeugbau.** (RF-1).
O-540-A1A5	**Helio.** Military (H-250). **Piper Aircraft.** Comanche (PA-24-250). **Yoeman Aviation.** (YA-1).
O-540-A1B5	**Piper Aircraft.** Aztec (PA-23-250), Comanche (PA-24-250).
O-540-A1C5	**Piper Aircraft.** Comanche (PA-24-250).
O-540-A1D	**Dornier.** (DO-28-B1). **Found Bros.** (FBA-2C).
O-540-A1D5	**Dornier.** (DO-28). **Piper Aircraft.** Aztec (PA-23-250), Comanche (PA-24-250), Military Aztec (U-11A).
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-A4B5	**Cessna.** Ector Super Mountaineer **Piper.** Comanche (250) - (Aluminum Hub Prop).
O-540-B1A5	**Piper Aircraft.** Apache (PA-23-235).
O-540-B1B5	**Doyn Aircraft.** Doyn-Piper (PA-24-250). **Piper Aircraft.** Cherokee (PA-28-235).
O-540-B1D5	**Wassmer.** (WA-421).
O-540-B2B5	**Intermountain Mfg. Co.** Call Air (A-9). **Piper Aircraft.** Pawnee (PA-24-235), Cherokee (PA-28-235), Aztec (PA-23-235). **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	**Embraer.** Corisco (EMB-710). **Maule.** Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235). **Piper Aircraft.** Cherokee (PA-28-235). **S.O.C.A.T.A.** Rallye (235GT), (235C). **AeroVolga (**LA-8) **Laviasa.** Puelche Biplaza (PA-25-235)
O-540-E4A5	**Aviamilano.** Flamingo (F-250). **Piper Aircraft.** Comanche (PA-24-260). **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).

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

PISTON – (6) SIX CYLINDER INSTALLATIONS	
IO-540-G1A5	**DeHavilland.** Heron Conversion. **Doyn Aircraft.** Doyn-Piper (PA-23-250). **Riley Aircraft.** Turbo-Aztec.
IO-540-G1B5	**Found Bros.** Centennial (100). **T.R. Smith Aircraft.** Aerostar (600).
IO-540-G1C5	**Intermountain Mfg. Co.** Call Air (IAR-821).
IO-540-G1D5	**Intermountain Mfg. Co.** (IAR-822, IAR-826, IAR-823).
IO-540-G1F5	**Bellanca Aircraft.**
IO-540-J4A5	**Piper Aircraft.** Aztec (PA-23-250).
IO-540-K1A5	**Aeronautica Agricola Mexicana.** Quail. **Celair.** Eagle. **Embraer.** Minuano (EMB-720), Sertanejo (EMB-721). **GippsAero.** Airvan (GA8). **Piper Aircraft.** Cherokee Six (PA-32-300).
IO-540-K1A5D	**Piper Aircraft.** Cherokee Six (PA-32-300).
IO-540-K1B5	**Evangel-Air.** **(Pilatus) Britten-Norman.** Islander (BN-2B). **Transava.** Skyfarmer (T-300).
IO-540-K1C5	**DeHavilland.** (DH-114-2X).
IO-540-K1D5	**Neiva.** Universal (1PD-6201).
IO-540-K1E5	**Bellanca Aircraft.**
IO-540-K1E5D	**Bellanca Aircraft.**
IO-540-K1F5	**Ted Smith.** Aerostar (600).
IO-540-K1F5D	**Embraer.** Ipanema (EMB-200, EMB-201).
IO-540-K1G5	**Embraer.** Minuano (EMB-720). **Piper Aircraft.** Saratoga (PA-32-301), Brave (PA-36-300).
IO-540-K1G5D	**Embraer.** Sertanejo (EMB-721). **Piper Aircraft.** Lance (PA-32-300R), Saratoga SP (PA-32-301R).
IO-540-K1H5	**Stoddard Hamilton.** (SNA).
IO-540-K1J5	**Piper Aircraft.** Aerostar (600A).
IO-540-K1J5D	**Embraer.** Ipanema (EMB-201).
IO-540-K1K5	**Piper Aircraft.** Pillan (T-35).
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 (PA-24-260).

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

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

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

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

PISTON – (6) SIX CYLINDER INSTALLATIONS HELICOPTER	
NOTE **There are additional engine models that have been used as helicopter installations but are previously listed under (4) or (6) cylinder installations.** **Example: O-320-A2C, -B2C; O-540-F1B5; HO & HIO-360 engines.**	
VO-435-A1B	**Augusta.** Augusta-Bell (47G-21).
(O-435-6A)	**Hiller Aircraft.** Military Raven (H-23D, OH-23D), Agusta (47J).
(O-435-21)	**Bell Helicopter.** (47G-2), Sioux (OH-13H), Ranger (47J).
(O-435-23A)	**Kawasaki.** Kawasaki-Bell (47G-2).
O-435-25	**Air Force.**
VO-435-A1C	**Hiller Aircraft.** Raven (UH-12D).
VO-435-A1D	**Bell Helicopter.** Ranger (47G-2, 47J), Sioux (TH-13H).
VO-435-A1E	**Bell Helicopter.** Ranger (47J), Trooper (47G-2A), Trooper (47G-2A-1).
VO-435-A1F	**Agusta.** Agusta-Bell (47G-5). **Bell Helicopter.** Trooper (47G-2A), Trooper (47G-2A-1).
VO-435-B1A	**Bell Helicopter.** (47G-5).
TVO-435-A1A	**Agusta.** Agusta-Bell (47G-3B). **Bell Helicopter.** Trooper (47G-3B). **Westland Ltd. Kawasaki.** Kawasaki-Bell (47G-3B).
TVO-435-B1A	**Agusta.** Agusta-Bell (47-G3). **Bell Helicopter.** Trooper (47G-3B-1), Military (TH-13T). **Kawaski.** Kawasaki-Bell (47-G3).
TVO-435-B1B	**Bell Helicopter.** (47G-3B-1).
TVO-435-D1A	**Agusta.** Agusta-Bell (TH-13T). **Bell Helicopter.** (TH-13T).
TVO-435-D1B	**Bell Helicopter.** (TH-13T).
TVO-435-G1A	**Bell Helicopter.** (47G-3B-2).
O-540-9	**Hiller Aircraft.** (OH-23G).
VO-540-A1A	**Hiller Aircraft.** Raven (UH-12E).
VO-540-B1A	**Hiller Aircraft.** Raven (UH-12E).
VO-540-B1B	**Bell Helicopter.** Ranger (47J-2).
VO-540-B1B3	**Agusta.** Agusta-Bell (47J-3). **Bell Helicopter.** Ranger (47J-2), Trooper (47G-4). **Westland Ltd.** (47G-4A).
VO-540-B1D	**Hiller Aircraft.** Raven (UH-12E).
VO-540-B1E	**Hiller Aircraft.** Raven (UH-12E).
VO-540-B1F	**Brantly-Hynes Helicopter.**
VO-540-B2D	**Hiller Aircraft.** (12E, 12E-4).
VO-540-C1A	**Hiller Aircraft.** Raven (UH-12E).
VO-540-C1B	**Hiller Aircraft.** Raven (UH-12E, OH-23F).
VO-540-C1C3	**Bell Helicopter.**
VO-540-C2A	**Hiller Aircraft.** (UH-12E, UH-12E4).
IVO-540-A1A	**Brantly-Hynes Helicopter.** (305).
TIVO-540-A2A	**Hiller Aircraft.** (SL-4).

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

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

ELECTRONICALLY CONTROLLED	
TEO-540-C1A	**Tecnam.** (P2012 Traveller)

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

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