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## Nomenclature

Lycoming's specific convention for post-WWII aircraft piston engine designation is as follows. Note that this convention is fairly standard and applicable to many other manufacturers.

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### General Format: C-D-M

#### Where:

- C** Letters indicating the engine's configuration:
- I** Fuel injected
  - O** Opposed type (pancake-style)
  - X** X-type engine
  - R** Radial type engine
  - G** Engine is geared
  - T** Engine is turbocharged
  - S** Engine is supercharged
  - L** Engine is left-turning
  - A** Engine is designed for aerobatics (DRY SUMP)
  - AE** Engine is designed for aerobatics (WET SUMP)
  - M** Engine is designed for unmanned drone (UNCERTIFIED)
  - H** Engine is designed for helicopter installation
  - V** Engine is designed to have the crankshaft in the vertical, not horizontal, plane. Usually implies "H"
- D** The engine's displacement in cubic inches.

- M** Configuration. Includes power rating, nose section, accessory section, counterweight application, and magneto application.

Example from the Lycoming Overhaul manual:

**TIO-541-E1B4D**

**Where:**

TIO - The prefix as described above.

541 - The engine's cubic inch displacement, as described above. A 1 at the end indicates an integral accessory drive (e.g. TIO-541) except for the 76 series engines (see below).

E - Power section and power rating for the displacement

1 - Nose section (provisions for a prop governor, hollow/solid crankshaft, prop governor location)

B - Accessory section (fuel pump type, accy pad(s), etc.)

4 - Counterweight application (if applicable, see the power section to determine this)

D - Dual magneto (if applicable)

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

Model	HP	T/O RPM	Fuel	C.R.	DESCRIPTION	Suffi x
O-235-C1	115	2800	80	6.75:1	Basic engine	-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 propeller 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 with provision for controllable prop.	-15
O-235-G2A	125	2800	100/100LL	9.70:1	Same as -F2A but with provision for controllable prop.	-15
O-235-G2B	125	2800	100/100LL	9.70:1	Same as -F2B but with 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 Hope 1 dynafocal mounts	-15
O-235-K2A	118	2800	100/100LL	8.50:1	Same as -F2A but with 20_ BTC timing, lower comp. ratio and lower power	-15
O-235-K2B	118	2800	100/100LL	8.50:1	Same as -F2B but with 20_ BTC timing, lower comp. ratio and lower power	-15
O-235-K2C	118	2800	100/100LL	8.50:1	Same as -K2A but with Slick Magnetos	-15

O-235-L2A	118	2800	100/100LL	8.50:1	Same as -J2A but with 20_ 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 with provision for controllable prop. and has AS-127, Type 2 prop. flange	-15
O-235-M2C	118	2800	100/100LL	8.50:1	Similar to -M1 but has AS-127, Type 1 propeller 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 inch propeller bolts instead of 3/8 inch bolts.	-15
O-235-N2A	116	2800	100/100LL	8.10:1	Same as -L2A but lower comp. ratio and power	-15
O-235-N2C	116	2800	100/100LL	8.10:1	Same as -L2C but lower comp. ratio and power	-15
O-235-P1	116	2800	100/100LL	8.10:1	Same as -M1 but lower comp. ratio and power	-15
O-235-P2A	116	2800	100/100LL	8.10:1	Similar to -P1 but has AS-127, Type 1 propeller 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
<b>Model</b>	<b>HP</b>	<b>T/O RPM</b>	<b>Fuel</b>	<b>C.R.</b>	<b>DESCRIPTION</b>	<b>Suffix</b>
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 degree spark advance	-21
O-290-D2A	140	2800	80	7.50:1	Same as -D2 but new crankcase for controllable prop.	-21
O-290-D2B	140	2800	80	7.00:1	Same as -D2, 25_ spark advance and lower C.R.	-21
O-290-D2C	140	2800	80	7.00:1	Same as -D2B with Retard Breaker Magnetos	-21

<b>Model</b>	<b>HP</b>	<b>T/O RPM</b>	<b>Fuel</b>	<b>C.R.</b>	<b>DESCRIPTION</b>	<b>Suffix</b>
O-320-A1A	150	2700	80	7.00:1	Controllable propeller, 25 degree spark advance Bendix S4LN-20 and S4LN-21 Magnetos	-27
O-320-A1B	150	2700	80	7.00:1	Same as -A1A with straight riser in oil sump and -32 carburetor	-27
O-320-A2A	150	2700	80	7.00:1	Same as -A1A but fixed pitch propeller	-27
O-320-A2B	150	2700	80	7.00:1	Same as -A2A with straight riser in oil sump and -32 carburetor	-27
O-320-A2C	150	2700	80	7.00:1	Same as -A2B with Retard Breaker Magnetos	-27
O-320-A2D	150	2700	80	7.00:1	Same as -E3D but with conical mounts and 0-320-A sump and intake pipes	-27
O-320-A3A	150	2700	80	7.00:1	Same as -A1A but uses 7/16 in. dia. propeller bolts	-27
O-320-A3B	150	2700	80	7.00:1	Same as -A3A except for straight riser in oil sump and -32 carburetor	-27
O-320-A3C	150	2700	80	7.00:1	Same as -A3B except for Retard Breaker Magnetos	-27
O-320-B1A	160	2700	100/100LL	8.50:1	Same as -A1A but high C.R.	-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 -B~ fixed pitch propeller	-39
O-320-B2B	160	2700	100/100LL	8.50:1	Same as -B2A except for straight riser in oil sump and -32 carburetor	-39
O-320-B2C	160	2700	100/100LL	8.50:1	Same as -B2B except for Retard Breaker Magnetos	-39
O-320-B2D	160	2700	100/100u	8.50:1	Same as -DID except fixed propeller and conical mounts	-39
O-320-B3A	160	2700	100/100LL	8.50:1	Same as -B1A except for 7/16 inch propeller attaching bolts	-39
O-320-B3B	160	2700	100/100LL	8.50:1	Same as -B~ except for 7~6 inch attaching bolts and straight riser in oil sump and -32 carburetor	-39
O-320-	160	2700	100/100LL	8.50:1	Same as -B3B except for Retard	-39

B3C					Breaker Magnetos	
O-320-C1A	150	2700	80	7.00:1	Low compression field service conversion of -B1A	-39
O-320-C1B	150	2700	80	7.00:1	Low compression field service conversion of -B1B	-39
O-320-C2A	150	2700	80	7.00:1	Low compression field service conversion of -B2A	-39
O-320-C2B	150	2700	80	7.00:1	Low compression field service conversion of -B2B	-39
O-320-C2C	150	2700	80	7.00:1	Low compression field service conversion of -B2C	-39
O-320-C3A	150	2700	80	7.00:1	Low compression field service conversion of -B3A	-39
O-320-C3B	150	2700	80	7.00:1	Low compression field service conversion of -B3B	-39
O-320-C3C	150	2700	80	7.00:1	Low compression field service conversion of -B3C	-39
O-320-D1A	160	2700	100/100LL	8.50:1	Same as -B3B but with Type 1 dynafocal mounts	-39
O-320-D1B	160	2700	100/100LL	8.50:1	Same as -D~ except for Retard Breaker Magnetos	-39
O-320-D1C	160	2700	100/100LL	8.50:1	Same as -D2C but with provision for controllable prop.	-39
O-320-D1D	160	2700	100/100LL	8.50:1	Similar to -D1A but has horizontal carburetor and induction housing and has Slick Magnetos	-39
O-320-D1F	160	2700	100/100LL	8.50:1	Same as -E1F except has high compression pistons	-39
O-320-D2A	160	2700	100/100LL	8.50:1	Same as -D1A but with fixed pitch propeller 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 instead of 3/8 in. propeller flange bolts	-39
O-320-	160	2700	100/100LL	8.50:1	Same as -D2G but with 0-320-B	-39

D2H					sump and intake pipes and has provision for AC type fuel pump	
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. propeller 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 -ETA except for Retard Breaker Magnetos	-27
O-320-E1C	150	2700	80	7.00:1	Same as -ETA but has -1200 series Magnetos	-27
O-320-E1F	150	2700	80	7.00:1	Same as -E1C but with propeller governor drive on left front of crankcase	-27
O-320-EU	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 -ETA but with fixed pitch propeller and uses 3/8 inch attaching bolts and has alternate rating of 140 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 inch propeller flange bushings	-27
O-320-E2F	150	2700	80	7.00:1	Same as -E1F but with fixed pitch propeller	-27
O-320-E2G	150	2700	80	7.00:1	Same as -E2D but has 0-320-A sump and intake pipes	-27
O-320-E2H	150	2700	80	7.00:1	Same as -E2D but equipped with S4LN-20 and -21 Mags.	-27
O-320-E3D	150	2700	80	7.00:1	Same as -E2D but uses 3/8 inch instead of 7/16 inch propeller flange bushings	-27

O-320-E3H	150	2700	80	7.00:1	Same as -E3D but equipped with S4LN-20 and -21 Mags.	-27
O-320-H1AD	160	2700	100/100LL	9.00:1	Integral accessory section clankcase, front mounted fuel pump, external mounted oil pump and D4RN-3000 impulse coupling dual magneto	-76
O-320-H1BD	160	2700	100/100LL	9.00:1	Same as -H1AD but with D4RN-3200 retard breaker dual magneto	-76
O-320-H2AD	160	2700	100/100LL	9.00:1	Same as -H1AD but with fixed pitch propeller	-76
O-320-H2BD	160	2700	100/100LL	9.00:1	Same as -H2AD but with D4RN-3200 retard breaker dual magneto	-76
O-320-H3AD	160	2700	100/100LL	9.00:1	Same as -H2AD but uses 3/8 inch instead of 7/16 inch propeller 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 propeller and 3/8 inch propeller 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 propeller and 3/8 inch propeller flange bushings	-55
IO-320-C1A	160	2700	100/100LL	8.50:1	Same as -B1A except converted for use with turbocharger, long reach	-55



					spark plugs, piston cooling oil jets, vented fuel nozzles, two S4LN-21 impulse coupling magnetos and AN fuel pump drive	
IO-320-CIB	160	2700	100/100LL	8.50:1	Same as -CIA but with fuel injector mounted straight to the rear and 24 volt system standard	-55
IO-320-D1A	160	2700	100/100LL	8.50:1	Same as O-320-D2C except has Bendix RSA-5AD1 fuel injector, provision for controllable propeller and 7/16 inch propeller flange bushings	-55
IO-320-D1B	160	2700	100/100LL	8.50:1	Same as -D1A but with propeller 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 -ETA but with Slick Magnetos	-55
IO-320-E2A	150	2700	80	7.00:1	Same as -ETA but with fixed pitch propeller and 3/8 inch propeller flange bushings	-55
IO-320-E2B	150	2700	80	7.00:1	Same as O-320-A2D but with Bendix RSA-5AD1 fuel injector	-55
IO-320-F1A	160	2700	100/100LL	8.50:1	Same as -CIA but with Type 1 dynafocal mounts	-55
LIO-320-BIA	160	2700	100/100LL	8.50:1	Similar to IO-320-BL~ 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
AIO-320-A1A	160	2700	100/100LL	8.50:1	Aerobatic engine with performance similar to IO-320-D	-65
AIO-320-A1B	160	2700	100/100LL	8.50:1	Same as -A1A but has impulse coupling Magneto	-65
AIO-	160	2700	100/100LL	8.50:1	Same as -A1A but with fixed pitch	-65

320-A2A					propeller	
AIO-320-A2B	160	2700	100/100LL	8.50:1	Same as -A2A but has impulse coupling Magneto	-65
AIO-320-B1B	160	2700	100/100LL	8.50:1	Similar to -A1B but with front mounted fuel injector	-65
AIO-320-C1B	160	2700	100/100LL	8.50:1	Similar to -B1B but the fuel injector is vertically mounted on the bottom of the sump	-65
AEIO-320-D1B	160	2700	100/100LL	8.50:1	Same as IO-320-D1B but is equipped with Aerobatic kit	-55
AEIO-320-D2B	160	2700	100/100LL	8.50:1	Same as -D1B but with fixed pitch propeller	-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
<b>Model</b>	<b>HP</b>	<b>T/O RPM</b>	<b>Fuel</b>	<b>C.R.</b>	<b>DESCRIPTION</b>	<b>Suffix</b>
O-340-A1A	170	2700	100/100LL	8.50:1	Controllable propeller	-30
O-340-A1B	170	2700	100/100LL	8.50:1	Same as -A1A except for Retard Breaker Magnetos	-30
O-340-A2A	170	2700	100/100LL	8.50:1	Same as -A1A but fixed pitch propeller	-30
O-340-B1A	160	2700	80	7.15:1	Low compression -AL9	-30
O-340-B2A	160	2700	80	7.15:1	Low compression -A2A	-30

O-360-A1A	180	2700	100/100LL	8.50:1	Dynafocal mounts	-36
O-360-A1AD	180	2700	100/100LL	8.50:1	Same as -A1A but with D4LN-3000 impulse coupling dual magnetos	-36
O-360-A1C	180	2700	100/100LL	8.50:1	Similar to -A1A but has horizontal induction housing, Bendix PSH-5BD pressure carburetor and retard breaker magnetos	-36
O-360-A1D	180	2700	100/100LL	8.50:1	Same as -A1A except for Retard Breaker Magnetos	-36
O-360-A1F	180	2700	100/100LL	8.50:1	Same as -ALA with -1200 series Magnetos	-36
O-360-A1F6	180	2700	100/100LL	8.50:1	Same as -A1F but has (1) sixth and (V eighth order counterweights	-36
O-360-A1F6D	180	2700	100/100LL	8.50:1	Same as -A1F6 but with D4LN-3000 impulse coupling dual magnetos	-36
O-360-A1G	180	2700	100/100LL	8.50:1	Similar to -A1F but has horizontal carburetor and induction housing	-36
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 propeller 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 propeller governor drive on left front of crankcase	-36
O-360-A1P*	180	2700	100/100LL	8.50:1	Same as -C1G except dynafocal mounts	-36
O-360-A2A	180	2700	100/100LL	8.50:1	Same as -A1A but fixed pitch propeller	-36
O-360-A2D	180	2700	100/100LL	8.50:1	Same as -A2A except for Retard Breaker Magnetos	-36
O-360-A2E	180	2700	100/100LL	8.50:1	Same as -A2D with provision for AN fuel pump drive	-36
O-360-	180	2700	100/100LL	8.50:1	Same as -A2A with -1200 series	-36

A2F					Magnetos	
O-360-A2G	180	2700	100/100LL	8.50:1	Same as -A1G but fixed pitch propeller	-36
O-360-A2H	180	2700	100/100LL	8.50:1	Same as -A1H but has fixed pitch propeller	-36
O-360-A3A	180	2700	100/100LL	8.50:1	Same as -A2A but has 6 special long bushings in propeller flange	-36
O-360-A3AD	180	2700	100/100LL	8.50:1	Same as -- but with D4LN-3000 impulse coupling dual magneto	-36
O-360-A3D	180	2700	100/100LL	8.50:1	Same as -A3A except for Retard Breaker Magnetos	-36
O-360-A4A	180	2700	100/100LL	8.50:1	Same as -A3A but has solid crankshaft	-36
O-360-A4AD	180	2700	100/100LL	8.50:1	Same as -A4A but with D4LN-3000 impulse coupling dual magneto	-36
O-360-A4D	180	2700	100/100LL	8.50:1	Similar to -A4A except with Retard Breaker Magnetos, (2) magneto drive isolators and -A2A propeller flange bushings	-36
O-360-A4G	180	2700	100/100LL	8.50:1	Same as -A2G but has -A4A crankshaft with -A2G propeller flange bushings	-36
O-360-A4J	180	2700	100/100LL	8.50:1	Same as -A4G but has -21 and -204 Magnetos	-36
O-360-A4K	180	2700	100/100LL	8.50:1	Same as -A4J but with Slick Magnetos	-36
O-360-A4M	180	2700	100/100LL	8.50:1	Same as -A4A but with Slick Magnetos	-36
O-360-A4N	180	2700	100/100LL	8.50:1	Same as -A4M but has an unmachined governor pad on front of crankcase and -A2G propeller flange bushings	-36
O-360-A4P*	180	2700	100/100LL	8.50:1	Same as -A4M except for propeller flange bushings	-36
O-360-A5AD	180	2700	100/100LL	8.50:1	Same as -A4AD but has standard length propeller flange bushings	-36
O-360-B1A	168	2700	80	7.20:1	Same as -A1A but low compression ratio	-36
O-360-B1B	168	2700	80	7.20:1	Same as -B1A except for Retard Breaker Magnetos	-36

O-360-B2A	168	2700	80	7.20:1	Same as -B1A except for fixed pitch propeller	-36
O-360-B2B	168	2700	80	7.20:1	Same as -B2A except for Retard Breaker Magnetos	-36
O-360-B2C	168	2700	80	7.20:1	Same as -B2A except has IO-360-A crank and rods	-36
O-360-C1A	180	2700	100/100LL	8.50:1	Same as -A1A but conical rubber mounts	-36
O-360-C1C	180	2700	100/100LL	8.50:1	Same as -CIA except for Retard Breaker Magnetos	-36
O-360-C1E	180	2700	100/100LL	8.50:1	Same as -CIA 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 -CIA but with propeller governor drive on left front of crankcase	-36
O-360-C2A	180	2700	100/100LL	8.50:1	Same as -CIA but fixed pitch propeller	-36
O-360-C2B	180	2700	100/100LL	8.50:1	Same as -CIA but fixed pitch propeller and horizontal pressure carburetor and has helicopter rating	-36
O-360-C2C	180	2700	100/100LL	8.50:1	Same as -C2A except for Retard Breaker Magnetos	-36
O-360-C2D	180	2700	100/100LL	8.50:1	Same as -C2B except for Retard Breaker Magnetos	-36
O-360-C2E	180	2700	100/100LL	8.50:1	Same as -C2A but with Slick Magnetos	-36
O-360-C4F	180	2700	100/100LL	8.50:1	Same as -C1F except has solid crankshaft and no provision for propeller governor	-36
O-360-C4P	180	2700	100/100LL	8.50:1	Same as -A4M except for propeller flange bushings and conical mounts	-36
O-360-D1A	168	2700	80	7.20:1	Same as -B1A but conical rubber mounts and -1200 series magnetos	-36
O-360-D2A	168	2700	80	7.20:1	Same as -B2A but conical rubber mounts	-36
O-360-D2B	168	2700	80	7.20:1	Same as -D2A except for Retard Breaker Magnetos	-36
O-360-	1130	2700	100/100LL	9.00:1	Integral accessory section	-77

E1A6D					crainkcase, front mounted fuel pump, external oil pump, D4RN-3000 impulse coupling dual magnetos and counterweighted crankshaft	
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 propeller 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
HO-360-A1A	180	2700	100/100LL	8.50:1	Same as 0-360-A2D but with MA-4-SAA carburetor and type 2 dynafocal mounts	-36
HO-360-B1A	180	2900	100/100LL	8.50:1	Same as 0-360-C2D except for rated speed	-36
HO-360-B1B	180	2900	100/100LL	8.50:1	Same as -B1A but with two (2) S4LN-200 Magnetos	-36
IO-360-A1A	200	2700	100/100LL	8.70:1	Bendix fuel injection, tuned induction	-51
IO-360-A1B	200	2700	100/100LL	8.70:1	Same as -A1A but has -1200 series impulse coupling magnetos	-51
IO-360-A1B6	200	2700	100/100LL	8.70:1	Same as -A1B but has (1) sixth and (1) eighth order counterweights	-51
IO-360-A1B6D	200	2700	100/100LL	8.70:1	Same as -A1B6 but has (1) Bendix D4LN-3000 impulse coupling dual Magneto	-51
IO-360-A1C	200	2700	100/100LL	8.70:1	Same as -A1A but with -1200 series Magnetos	-51
IO-360-A1D	200	2700	100/100LL	8.70:1	Same as -A1B but has S4LN-21 impulse coupling and S4LN-204 Magnetos	-51
IO-360-A1D6	200	2700	100/100LL	8.70:1	Same as -A1B6 but with propeller governor drive on left front of crankcase	-51
IO-360-A1D6D	200	2700	100/100LL	8.70:1	Same as -A1D6 but has (1) Bendix D4LN-3000 impulse coupling dual magneto	-51

IO-360-A2A	200	2700	100/100LL	8.70:1	Same as -A1A but fixed pitch propeller	-51
IO-360-A2B	200	2700	100/100LL	8.70:1	Same as -A2A but has -1200 series impulse Magnetos	-51
IO-360-A2C	200	2700	100/100LL	8.70:1	Same as -A1C but has fixed pitch propeller	-51
IO-360-A3B6	200	2700	100/100LL	8.70:1	Same as -A1B6 with propeller flange bushings rotated 120 degrees clockwise	-51
IO-360-A3B6D	200	2700	100/100LL	8.70:1	Same as -A1B6D but with propeller locating bushings rotated 120 degrees clockwise	-51
IO-360-A3D6D	200	2700	100/100LL	8.70:1	Same as -A1D6D but with propeller locating bushings rotated 120 degrees clockwise	-51
IO-360-B1A	180	2700	100/100LL	8.50:1	Same as O-360-A1D except for Simmonds 530 Fuel Injection System	-51
IO-360-B1B	180	2700	100/100LL	8.50:1	Same as -B1A except for Bendix Fuel Injection System	-51
IO-360-B1C	177	2700	100/100LL	8.50:1	Conversion of O-360-A1C to Bendix Fuel Injection	-51
IO-360-B1D	180	2700	100/100LL	8.50:1	Same as -B1B but with AN fuel pump drive	-51
IO-360-B1E	180	2700	100/100LL	8.50:1	Similar to -B1B with rear mounted fuel injection and -1200 series impulse coupling magnetos	-51
IO-360-B1F	180	2700	100/100LL	8.50:1	Similar to -B1B except has (2) -1227 Magnetos	-51
IO-360-B1F6	180	2700	100/100LL	8.50:1	Same as -B1F but with one (V sixth and (1) eighth order counterweights	-51
IO-360-B2E	180	2700	100/100LL	8.50:1	Same as -B1E but has Wed pitch propeller	-51
IO-360-B2F	180	2700	100/100LL	8.50:1	Same as -B1F but fixed pitch propeller	-51
IO-360-B2F6	180	2700	100/100LL	8.50:1	Same as -B2F but with one a) sixth and one (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 -A~ but with rear air inlet	-51
IO-360-C1B	200	2700	100/100LL	8.70:1	Same as -CIA but with -1200 series Magnetos	-51
IO-360-C1C	200	2700	100/100LL	8.70:1	Similar to -C1B but has 14_ injector adapter and impulse Magneto	-51
IO-360-C1C6	200	2700	100/100LL	8.70:1	Same as -C1C but with one (1) sixth and one (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 propeller governor drive on left front of crankcase, has (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 with AN fuel pump drive and pump	-51
IO-360-D1A	200	2700	100/100LL	8.70:1	Same as -C1B but has Type 2 dynafocal mounts	-51
IO-360-E1A	180	2700	100/100LL	8.50:1	Similar to -B1E but has Type 2 dynafocal mounts and Retard Breaker Magnetos	-51
IO-360-F1A	180	2700	100/100LL	8.50:1	Similar to -B1E except converted for use with turbocharger	-51
IO-360-J1AD	200	2700	100/10LL	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 -J~D but with O) 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
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-ELA6D 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 C.R. and higher power	-69
TO-360-C1A6D	210	2575	100/100LL	7.30:1	Similar to -A1A6D except for rating, compression ratio, carburetor and turbocharger location and turbocharger controls	-69
TO-360-E1A6D	180	2575	100/100LL	8.00:1	Similar to O-360-ELA6D but with AiResearch TA04 Turbocharger, lower speed and lower compression ratio	-73
TO-360-F1A6D	210	2575	100/100LL	7.30:1	Same as -C1A6D with long type 1.12,, conical mount	-69
VO-360-A1A	180	2900	100/100LL	8.50:1	Vertical crankshaft (Brantly Modification)	-45
VO-360-A1B	180	2900	100/100LL	8.50:1	Same as -A1A except for altitude compensated carburetor and retard Breaker Magnetos	-45
VO-360-B1A	180	2900	100/100LL	8.50:1	Same as -A1B but with piston cooling oil jets	-45
AIO-360-A1A	200	2700	100/100LL	8.70:1	Aerobatic engine with performance similar to IO-360-A1A	-63
AIO-360-A1B	200	2700	100/100LL	8.70:1	Same as -A1A but has impulse Magnetos	-63
AIO-360-A2A	200	2700	100/100LL	8.70:1	Same as -A1A but does not have provision for controllable propeller	-63
AIO-360-A2B	200	2700	100/100LL	8.70:1	Same as -A2A but has impulse Magnetos	-63
AIO-360-B1B	200	2700	100/100LL	8.70:1	Similar to -A1B but with front mounted fuel injector	-63
HIO-360-	180	2900	100/100LL	8.70:1	Rated power to 3900 feet, imilar to HO-360-B1B but has Bendix fuel	-51

A1A					injector, angle valve cylinders and higher C.R.	
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 -CIA but has -1200 series Magnetos	-51
HIO-360-D1A	190	3200	100/100LL	10.00:1	Similar to -A1A but has -1200 series Magnetos and Bendix RSA-7AA1 fuel injector	-51
HIO-360-E1AD	190	2900	100/100LL	8.00:1	Similar to -CIA except for compression ratio, rating D4LN-3000 impulse coupling dual magneto and provision for turbocharging	-51
HIO-360-E1BD	190	2900	100/100LL	8.00:1	Same as -E1AD but has D4LN-3200 Retard Breaker Magneto	-51
HIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to -E1AD but has heavier crankshaft, and higher RPM	-51
IVO-360-A1A	180	2900	100/100LL	8.50:1	Same as VO-360-B1A but with Bendix Fuel Injection	-58
LIO-360-C1E6	200	2700	100/100LL	8.70:1	Similar to IO-360-C1E6 but has left hand rotation crankshaft	-67
LTO-360-A1A6D	200	2575	100/100LL	8.00:1	Similar to TO-360-MA6D 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 propeller, large fuel pump, conduit harness and pressurized Mags.	-64
TIO-360-C1A6D	210	2575	100/100LL	7.30:1	Same as TO-360-C1A6D but has a Bendix RSA-5AD1 Fuel Injector	-64
LHIO-360-C1A	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1A but has left hand rotation crankshaft	-67
LHIO-360-C1B	205	2900	100/100LL	8.70:1	Similar to HIO-360-C1B but has left hand rotation crankshaft	-67
LHIO-360-F1AD	190	3050	100/100LL	8.00:1	Similar to HIO-360-F1AD but has left hand rotation crankshaft	-67
AEIO-360-A1A	200	2700	100/100LL	8.70:1	Same as IO-360-A1A but is equipped with Aerobatic kit	-51
AEIO-360-A1B	200	2700	100/100LL	8.70:1	Same as IO-360-A1B but is equipped with Aerobatic kit	-51
AEIO-360-A1B6	200	2700	100/100LL	8.70:1	Same as IO-360-A1B6 but is equipped with Aerobatic kit	-51
AEIO-360-A1C	200	2700	100/100LL	8.70:1	Same as IO-360-A1C but is equipped with Aerobatic kit	-51
AEIO-360-A1D	200	2700	100/100LL	8.70:1	Same as IO-360-A1D but is equipped with Aerobatic kit	-51
AEIO-360-A1E	200	2700	100/100LL	8.70:1	Same as -A1D but with prop. governor drive on left front of crankcase	-51
AEIO-	200	2700	100/100LL	8.70:1	Same as -ATE but has (1) sixth and	-51

360-A1E6*					(1) eighth order counterweights	
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-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 IO-360-C2E but with provision for controllable propeller, an RSA-5AD1 fuel injector, high pressure fuel pump and is equipped with Aerobatic kit	-51

## PISTON (6) SIX CYLINDER SERIES

Model	HP	T/O RPM	Fuel	C.R.	DESCRIPTION	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 C.R.	-17
O-435-4	225	3000	100/100LL	6.50:1	Kaman Helicopter Std. rear mounted accessories less 35-KV generator drive	-25
GO-435-C2(11)	260	3400	80	7.30:1	Fuel grade depends on carburetor setting Ryan Navion MA-4-5 carburetor _	-11
GO-435-C2(11A)	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	Std. -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 have lightweight magnetos	-11C
GO-435-C2B	260	3400	80	7.30:1	Std. -C2 with propeller governor drive integral with reduction gear	-11BA
GO-435-C2B1	260	3400	80	7.30:1	-C2B with angle generator drive	-11BA
GO-435-C2B2	260	3400	80	7.30:1	-C2B with lightweight magnetos	-11BA
GO-435-C2B26	260	3400	80	7.30:1	-C2B2 with 6th order counterweight	-11BA
GO-435-C2E	260	3400	80	7.30:1	Fuel grade depends on carburetor setting GO-435-C2 with lightweight magnetos	-11AA
VO-435-A1A (O-435-21)	260	3400	80	7.30:1	Helicopter; crosswise accessory MA-4-5 carburetor, S6RN-20 and S6RN-21 magnetos (used GSO-480 accessory housing)	-31
VO-435-A1B	260	3400	80	7.30:1	Helicopter; redesigned accessory housing (crosswise) S6LN-20, S6LN-	-31

					21 magnetos, hand starter, no fuel pump or hydraulic pump drive	
VO-435-A1C	260	3400	80	7.30:1	-A1B with wrap around crankcase, new oil sump fuel and hydraulic pump drive no hand starter AN-I-27 magnetos and harness optional	-31
VO-435-A1D	260	3400	80	7.30:1	-A1B with wrap around crankcase and 4 pad oil sump	-31
VO-435-A1E	260	3400	80	7.30:1	-A1D except for Retard Breaker Magnetos	-31
VO-435-A1F	260	3400	80	7.30:1	Similar to -ATE 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 section	-31
O-435-23	255	3400	80	7.30:1	-A1B with fuel and hydraulic pump drives, AN-I-27 harness and magnetos, no hand starter (256 to 283 had -20 and -21 magnetos)	-31
O-435-23A	255	3400	80	7.30:1	-23 with wrap around crankcase and 4 pad sump	-31
O-435-23B	255	3400	80	7.30:1	-23A with altitude compensating carburetor	-31
O-435-23C	255	3400	80	7.30:1	Same as -23B except has spring coupling accessory drive	-31
O-435-6	255	3400	80	7.30:1	-A1B with AN-I-27 harness and magnetos, altitude compensating carburetor	-31
O-435-6A	255	3400	80	7.30:1	Same as O-435-6 with wrap around crankcase and 4 pad sump	-31
O-435-25	260	3200	100/100LL	7.30:1	Military version of TVO-435-B1A with TVO-435-A1A rating	-52
TVO-435-A1A	260	3200	100/100LL	7.30:1	15,000 feet @ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-B1A	270	3200	100/100LL	7.30:1	14,000 feet @ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-B1B	270	3200	100/100LL	7.30:1	Same as -B1A except for -1200 series Magnetos	-52

TVO-435-C1A	280	3200	100/100LL	7.30:1	16,000 feet ~ 3200 RPM, turbocharged vertical helicopter engine	-52
TVO-435-D1A	270	3200	100/100LL	7.30:1	Same as -B1A but has TE0659 Turbocharger and -1200 series magnetos	-52
TVO-435-D1B	270	3200	100/100LL	7.30:1	Same as -D1A but has -200 series Magnetos	-52
TVO-435-E1A	260	3200	100/100LL	7.30:1	Similar to -- 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
Model	HP	T/O RPM	Fuel	C.R.	DESCRIPTION	Suffix
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	GO-480-B with one sixth order and five third order counterweights	-28
GO-480-B1B	270	3400	80	7.30:1	GO-480-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	GO-480-B with angle generator drive	-28
GO-480-B1D	270	3400	80	7.30:1	GO-480-B1B with lightweight magnetos	-28
GO-480-C1B6	295	3400	100/100LL	8.70:1	Dry sump, crosswise accessones (H. C. GO-480-D)	-35
GO-480-C1D6	295	3400	100/100LL	8.70:1	High compression GO-480-B1D with 1.75 venturi carburetor	-37
GO-480-C2C6	295	3400	100/100LL	8.70:1	High compression GO-480-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 (GO-480-B1C accessory housing)	-34
GO-480-	275	3400	80	7.30:1	Crosswise accessones, dry sump,	-32

D1A					lightweight magnetos, PS-5 carburetor with 1.75 venturi fuel pump and hydraulic pump drives	
GO-480-F6	275	3400	80	7.30:1	GO-480-B1B with flanged propeller shaft sixth order counterweight 1.75 venturi carburetor	-29
GO-480-F1A6	275	3400	80	7.30:1	-F6 with lightweight magnetos	-29
GO-480-F2A6	275	3400	80	7.30:1	-F1A6 with 20 spline prop. shaft and single oil supply	-29
GO-480-F2D6	275	3400	80	7.30:1	Conversion of -G1D6 to low compression for turbocharging	-29
GO-480-F3A6	275	3400	80	7.30:1	Low compression GO-480-C2D6 (Conversion)	-34
GO-480-F3B6	275	3400	80	7.30:1	Low compression GO-480-C2C6	-34
GO-480-F4A6	275	3400	80	7.30:1	-F~ with propeller shaft converted to single oil supply for Hartzell propeller with conversion kit P/N 71619 or propeller shaft no. 70414 or no. 70412 Reduction Gear Assembly	-29
GO-480-F4B6	275	3400	80	7.30:1	GO-480-F6 with propeller shaft converted to single oil supply for Hartzell propeller with conversion kit P/N 71619 or propeller shaft no. 70414 or no. 70412 Reduction Gear Assembly	-29
GO-480-G1A6	295	3400	100/100LL	8.70:1	High compression GO-480-B1A6 piston cooling oil jets	-42
GO-480-G1B6	295	3400	100/100LL	8.70:1	GO-480-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-GU6	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	GO-480-C2D6 with piston cooling oil jets	-34
GO-480-G2F6	295	3400	100/100LL	8.70:1	Same as -G2D6 except for Retard Breaker Magnetos	-34



IGO-480-A1A6	295	3400	100/100LL	8.70:1	Similar to GO-480-GU6 but has Bendix RSA-5AD1 fuel injector	-56
IGO-480-A1B6	295	3400	100/100LL	8.70:1	Similar to GO-80-G1A6 but has Bendix RSA-5AD1 fuel injector	-56
GSO-480-A1A6	340	3400	100/100LL	7.30:1	Supercharged, dry sump, crosswise accessories, lightweight magnetos	-33
GSO-480-A1C6	340	3400	100/100LL	7.30:1	Same as -A1A6 except for supercharger inlet thermocouple	-33
GSO-480-A2A6	340	3400	100/100LL	7.30:1	Conversion of -A1A6 to flange reduction gear for reversible propeller	-33
GSO-480-B1A6	340	3400	100/100LL	7.30:1	GSO-80-A1A6 with piston cooling oil jets, and updraft carburetor	-33
GSO-480-B1B3	340	3400	100/100LL	7.30:1	Same as -B1H6 except Torsional Damper System has been modified	-33
GSO-480-B1B6	340	3400	100/100LL	7.30:1	GSO-480-B1A6 with horizontal elbow and carburetor under engine	-33
GSO-480-B1C6	340	3400	100/100LL	7.30:1	GSO-480-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-BU6	340	3400	100/100LL	7.30:1	Same as -B1A6 but with -1200 series Magnetos	-33
GSO-480-B2C6	340	3400	100/100LL	7.30:1	Same as -B1C6 but with flanged reduction gear for reversible propeller	-33
GSO-480-	340	3400	100/100LL	7.30:1	GSO-480-B1A6 with flange propeller shaft and down-draft PSD-78D	-33

B2D6					carburetor	
GSO-480-B2G6	340	3400	100/100LLL	7.30:1	Same as -B2C6 with Retard Breaker Magnetos	-33
GSO-480-B2H6	340	3400	100/100LL	7.30:1	Same as -B2D6 except for Retard Breaker Magnetos	-33
O-480-1**, -1A	340	3400	100/100LL	7.30:1	Like Beech version of GSO-480-B1B6 (Horizontal carburetor under engine) with -22 and -23 magnetos	-33A
IGSO-480-A1A6	340	3400	100/100LL	7.30:1	Simmonds Fuel Injection Version of GSO-80-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 GSO-480-B1A6 to Bendix fuel injection	-44
IGSO-480-A1E6	340	3400	100/100LL	7.30:1	Same as -A1D6 except for air inlet housing mounts injector 35 deg. forward of vertical and has Retard Breaker Magnetos	-44
IGSO-480-A1F3	340	3400	100/100LL	7.30:1	Same as -A1E6 except Torsional Damper System has been modified	-44
IGSO-480-A1F6	340	3400	100/100LL	7.30:1	Same as -A1C6 except for Retard Breaker Magnetos	-44
IGSO-480-A1G6	340	3400	100/100LL	7.30:1	Similar to -A1E6 but has -1200 series Magnetos and has fuel flow modulator removed	-44
O-480-3	340	3400	100/~00LL	7.30:1	IGSO-480-A1A6 but with -22 and -23 magnetos	-44
<b>Model</b>	<b>HP</b>	<b>T/O RPM</b>	<b>Fuel</b>	<b>C.R.</b>	<b>DESCRIPTION</b>	<b>Suffix</b>
O-540-ALA	250/235	2575/2400	100/100LL	8.50:1	Two sixth order counterweights	-40
O-540-	250/	2575/	100/100LL	8.50:1	Same as O-540-A1A but one fifth and	-40

A1A5	235	2400			one sixth order counterweights	
O-540-A1B5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1A5 except for short propeller governor studs and two impulse magnetos	-40
O-540-A1C5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1A5 except for two impulse magnetos	-40
O-540-A1D	250/235	2575/2400	100/100LL	8.50:1	Same as -A1B5 except for two sixth order counterweights with Retard Breaker Magnetos	-40
O-540-A1D5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1B5 except for Retard Breaker Magnetos	-40
O-540-A2B	250/235	2575/2400	100/100LL	8.50:1	O-540-A1A with short propeller governor studs and propeller locating bushing, relocate 60 deg counter clockwise	-40
O-540-A3D5	250	2575	100/100LL	8.50:1	Special Navy "Aztec", Same as -A1D5 except for provision for propeller de-icing and chrome barrels, 24 volt system std.	-40
O-540-A4A5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1A5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-A4B5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1B5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-A4C5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1C5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-A4D5	250/235	2575/2400	100/100LL	8.50:1	Same as -A1D5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-B1A5	235	2575	80	7.20:1	Same as -A1D5 but low C.R.	-40
O-540-B1B5	235	2575	80	7.20:1	Same as -B1A5 but with impulse coupling magnetos and a field conversion of O-540-A1A5, -A1B5, or -A1C5 to low compression	-40
O-540-B1D5	235	2575	80	7.20:1	-B1A5 with -1200 series Magnetos	-40
O-540-B2A5	235	2575	80	7.20:1	Same as -B1A5 but does not have provision for controllable propeller	-40

O-540-B2B5	235	2575	80	7.20:1	Same as -B2A5 but with impulse coupling magnetos	-40
O-540-B2C5	235	2575	80	7.20:1	Same as -B2B5 but has -1200 series Magnetos	-40
O-540-B4A5	235	2575	80	7.20:1	Same as -B1B5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-B4B5	235	2575	80	7.20:1	Same as rB1B5 but with more effective counterweights for use with Hartzell "compact" propeller	-40
O-540-D1A5	250	2575	100/100LL	8.50:1	Same as -A1D5 but with Bed-type mounts	-40
O-540-E4A5	260	2700	100/i00LL	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-FLA5	260	2800	100/100LL	8.50:1	Same as -A~ except for special studs for front end mounting	-40
O-540-F1B5	260	2800	100/100LL	8.50:1	Same as -F1A5 except for new style crankcase and Retard Breaker Magnetos	-40
O-540-G1A5	260	2700	100/100LL	8.50:1	Similar to -E4C5 except has stiffer crankshaft and -A1D5 counterweights	-40
O-540-G2A5	260	2700	100/100LL	8.50:1	Same as -G1A5 but does not have provision for controllable propeller	-40
O-540-H1A5	260	2700	100/100LL	8.50:1	Similar to -G1A5 but has piston cooling oil jets and has -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 drive system	-40
O-540-	260	2700	100/100LL	8.50:1	Same as -H1A5 but with fixed pitch	-40

H2A5					propeller	
O-540-H2A5D	260	2700	100/100LL	8.50:1	Same as -H2A5 but equipped with D6LN-3000 impulse coupling dual magneto system along with the dual magneto accessory housing and related drive system	-40
O-540-H2B5D	260	2700	100/100LL	8.50:1	Same as -H2A5 but equipped with D6LN-3200 dual magneto system, dual magneto accessory housing, gear train and related drive system	-40
O-540-J1A5D	235	2400	100/100LL	8.50:1	Similar to -A4A5 except for rating, speed, D6LN-3000 impulse coupling dual magneto and various items of weight reduction	-40
O-540-J1B5D	235	2400	100/100LL	8.50:1	Same as -J~D but with D6LN-3200 retard breaker dual magnetos	-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-DD5D	235	2400	100/100LL	8.50:1	Same as -J1C5D but with D6LN-3200 retard breaker dual magneto	-40
O-540-J2A5D	235	2400	100/100LL	8.50:1	Same as -J1A5D but with fixed pitch propeller	-40
O-540-J2B5D	235	2400	100/100LL	8.50:1	Same as -J1B5D but with fixed pitch propeller	-40
O-540-J2C5D	235	2400	100/100LL	8.50:1	Same as -J1C5D but with fixed pitch propeller	-40
O-540-J2D5D	235	2400	100/100LL	8.50:1	Same as -J1)5D but with fixed pitch propeller	-40
O-540-J3A5	235	2400	100/100LL	8.50:1	Same as -J~D but has Slick 6251 (impulse coupling) and 6250 magnetos	-40
O-540-J3A5D	235	2400	100/100LL	8.50:1	Same as -J1A5D but has heavier counterweights for use with Hartzell extended hub controllable propeller	-40
O-540-J3C5D	235	2400	100/100LL	8.50:1	Same as -J1C5D but has heavier counterweights for use with McCauley controllable propeller	-40
O-540-L3C5D	235	2400	100/100LL	8.50:1	Similar to -J3C5D except for long reach spark plugs, high pressure fuel pump, piston cooling oil jet and turbocharger scavenge pump	-40

IO-540-A1A5	290	2575	100/100LL	8.70:1	High compression tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-48
IO-540-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 Sunmonds 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 drive	-48
IO-540-C2C	250	2575	100/100LL	8.50:1	Conversion of O-540-A2B to Bendix fuel injection and AN fuel pump drive	-48
IO-540-C4B5	250	2575	100/100LL	8.50:1	Same as -C1B5 but with more effective counterweights for use with Hartzell "compact,, propeller	-48
IO-540-C4C5	250	2575	100/100LL	8.50:1	Same as -C4B5 but has AN fuel pump drive	-48
IO-540-C4D5	250	2575	100/100LL	8.50:1	Same as -C4D5D except has two magnetos	-48
IO-540-C4D5D	250	2575	100/100LL	8.50:1	Same as -C4B5 but with D6LN-3000 impulse coupling magneto	-48
IO-540-D4A5	260	2700	100/100LL	8.50:1	Same as O-540-E4A5 but with Bendix fuel injection	-48
IO-540-D4B5	260	2700	100/100LL	8.50:1	Same as -D4A5 but has -1200 series impulse coupling magnetos	-48
IO-540-D4C5	260	2700	100/100LL	8.50:1	Same as -D4B5 but with Retard Breaker Magnetos	-48
IO-540-E1A5	290	2575	100/100LL	8.70:1	Same as -B1C5 but with piston cooling oil jets	-48
IO-540-E1B5	290	2575	100/100LL	8.70:1	Same as -E1A5 but with -1200 series Magnetos	-48
IO-540-E1C5	290	2575	100/100LL	8.70:1	Same as -E1B5 with RSA-10ED1 fuel injector	-48
IO-540-G1A5	290	2575	100/100LL	8.70:1	Same as -A1A5 but with piston cooling oil jets	-48
IO-540-G1B5	290	2575	100/100LL	8.70:1	Similar to -G1A5 but has -1200 series Magnetos and RSA-10ED1 fuel	-48

					injector	
IO-540-G1C5	290	2575	100/100LL	8.70:1	Same as -G1B5 but has impulse magnetos and 38-1/2" injector adapter	-48
IO-540-G1D5	290	2575	100/100LL	8.70:1	Same as -G1C5 but has straight injector inlet	-48
IO-540-G1E5	290	2575	100/100LL	8.70:1	Same as -G1A5 but has -1200 series Magnetos	-48
IO-540-G1F5	290	2575	100/100LL	8.70:1	Same as -G1E5 but with (2) impulse coupling Magnetos	-48
IO-540-J4A5	250	2575	100/100LL	8.50:1	Same as -C4B5 except conversion for use with turbo-charger, long reach spark plugs, piston cooling oil jets, AN fuel pump drive, vented fuel nozzles and -1200 series Magnetos	-48
IO-540-K1A5	300	2700	100/100LL	8.70:1	Similar to -G1A5 but has -1200 series Magnetos, RSA-10ED1 injector, large crankshaft and 38-1/2_ fuel injector adapter	-48
IO-540-K1A5D	300	2700	100/100LL	8.70:1	Same as -K1A5 but with D6LN-3000 impulse coupling dual magneto	-48
IO-540-K1B5	300	2700	100/100LL	8.70:1	Similar to -K1A5 but has two impulse coupling magnetos and straight injector adapter	-48
IO-540-K1BSD	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 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 IO-540-K series rotating system	-48
IO-540-K1F5D	300	2700	100/100LL	8.70:1	Same as -K1F5 but with D6LN-3200 retard breaker dual magneto	-48
IO-540-K1G5	300	2700	100/100LL	8.70:1	Same as -K1A5 but has diaphragm type fuel pump and drive	-48

IO-540-K1G5D	300	2700	100/100LL	8.70:1	Same as -K1A5D but has diaphragm type fuel pump and drive	-48
IO-540-K1H5	300	2700	100/100LL	8.70:1	Same as -K1B5 but has diaphragm type fuel pump and drive	-48
IO-540-KU5	300	2700	100/100LL	8.70:1	Same as -K1F5 but has diaphragm type fuel pump and drive	-48
IO-540-KU5D	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 for use with an Aerobatic kit	-48
IO-540-K2A5	300	2700	100/100LL	8.70:1	Same as -K1A5 except has different propeller bushings	-48
IO-540-L1A5	300	2700	100/100LL	8.70:1	Similar to -K1A5 but with front air inlet and Retard Magnetos	-48
IO-540-L1A5D	300	2700	100/100LL	8.70:1	Same as -L1A5 but with D6LN-3000 impulse coupling dual magneto	-48
IO-540-L1B5D	300	2700	100/100LL	8.70:1	Similar to -L1A5D except for a modified oil sump	-48
IO-540-L1C5	300	2700	100/100LL	8.70:1	Same as -L1A5 but has diaphragm type fuel pump and drive	-48
IO-540-M1A5	300	2700	100/100LL	8.70:1	Similar to -K1A5 but has Retard Magnetos and up exhaust heads	-48
IO-540-M1A5D	300	2700	100/100LL	8.70:1	Same as -M1A5 but with D6LN-3200 Retard Breaker dual magneto	-48
IO-540-M1B5D	300	2700	100/100LL	8.70:1	Similar to -M1A5D but with RSA-10ED1 fuel injector, automotive type fuel pump, D6LN-3000 impulse coupling magneto and straight fuel injection adapter	-48
IO-540-M1C5	300	2700	100/100LL	8.70:1	Same as -M1A5 except has impulse magneto	-48
IO-540-M2A5D	300	2700	100/100LL	8.70:1	Similar to -M1A5 but has D6LN-3200 Retard Breaker dual magneto and provision for fixed pitch propeller	-48
IO-540-N1A5	260	2700	100/100LL	8.50:1	Similar to -D4A5 but with O-540-G1A5 crankcase and crankshaft and -K1A5 counterweight assembly	-48
IO-540-P1A5	290	2575	100/100LL	8.70:1	Same as -G1B5 but has larger oil pump and is usable 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 IO-540-K series rotating system	-48
IO-540-T4A5D	260	2700	100/100LL	8.50:1	Similar to -D4B5 but has D6LN-3000 impulse coupling dual magneto and horizontal rear inlet fuel injector	-48
IO-540-T4B5	260	2700	100/100LL	8.70:1	Same as -T4B5D except has two Slick Magnetos	-48
IO-540-T4B5D	260	2700	100/100LL	8.50:1	Identical to -T4A5D except for fuel drain boss location	-48
IO-540-T4C5D	260	2700	100/100LL	8.50:1	Same as -T4B5D but has Bendix D6LN-3200 retard breaker magneto	-48
IO-540-U1A5D	300	2700	100/100LL	8.70:1	Same as -L1A5 but with up-exhaust cylinder heads and D6LN-3000 impulse coupling dual magneto	-48
IO-540-U1B5D	300	2700	100/100LL	8.70:1	Same as -U1A5D but has diaphragm type fuel pump and drive	-48
IO-540-V4A5D	260	2700	100/100LL	8.50:1	Same as -T4B5D except for front mounted fuel injector	-48
IO-540-W1A5	235	2700	100/100LL	8.70:1	Same as -W1A5D except has two Slick Magnetos	-48
IO-540-W1A5D	235	2400	100/100LL	8.50:1	Similar to O-540-J1A5D except that it is equipped with IO-540-V4A5D sump, intake pipes and fuel injection system	-48
IO-540-W3A5D	235	2400	100/100LL	8.50:1	Same as -W1A5D but has heavier counterweights for use with Hartzell propeller	-48
IO-540-AA1A5	250	2425	100/100LL	7.30:1	Similar to -S1A5 except for compression ratio	-48
IO-540-AA1B5	270	2700	100/100LL	7.30:1	Same as -AA1A5 except has impulse magneto and higher rating	-48
VO-540-A1A	305	3300	80	7.30:1	Low compression vertical PS-7BD carburetor	-43
VO-540-A2A	305	3300	80	7.30:1	Same as -A1A but with spring coupling accessory drive	-43
VO-540-B1A	305	3200	80	7.30:1	Same as -A1A except MA-6-AA carburetor	-43

VO-540-B1B	305	3200	80	7.30:1	Same as -B1A except for Retard Breaker Magnetos and less fuel pump drive and hydraulic pump drive	-43
VO-540-B1B3	305	3200	80	7.30:1	Same as -B1B except for six 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
VO-540-B2G	305	3200	80	7.30:1	Same as -B2D but with -1200 series Magnetos	-43
VO-540-C1A	315	3200	100/100LL	8.70:1	High compression altitude engine with two (2) MA-6-AA carburetors, retard breaker magnetos. Same as -B1D except for compression ratio and power	-43
VO-540-C1B	315	3200	100/100LL	8.70:1	Retrofit kit of -B1E with high compression piston and higher power	-43
VO-540-C1C3	305	3200	100/100LL	8.70:1	Same as -B1B3 except it has high compression pistons and two MA-6-AA carburetors	-43
VO-540-C2A	315	3200	100/100LL	8.70:1	Same as -C1A but with spring coupling accessory drive	-43
VO-540-C2B	315	3200	100/100LL	8.70:1	Same as -C1B but with spring coupling accessory drive	-43
VO-540-	315	3200	100/100LL	8.70:1	Same as -C2A except for -1200 series	-43

C2C					magnetos	
O-540-9,-9A	305	3200	100/100LL	8.70:1	Military version of VO-540-C2A	-43
HIO-540-A1A	290	2575	100/100LL	8.70:1	Similar to IO-540-K1A5 but has lower rating and speed, no provision for propeller governor and has front mounting pads machined and studded	-48
IGO-540-A1A	350	3400	100/100LL	8.70:1	High compression tuned induction, Retard Breaker Magnetos, Bendix fuel injector	-49
IGO-540-A1B	350	3400	100/100LL	8.70:1	Same as -A1A except for low tension ignition system	-49
IGO-540-A1C	350	3400	100/100LL	8.70:1	Similar to -A1A but equipped with RSA-10DB1 fuel injector, RG-9080-J7 fuel pump, S6RN-1208 and -1209 magnetos and a Prestolite 24V-100A AN drive alternator	-49
IGO-540-B1A	350	3400	100/100LL	8.70:1	Same as -A1A except for updraft exhaust cooling	-49
IGO-540-B1B	350	3400	100/100LL	8.70:1	Same as -B1A except for low tension ignition system	-49
IGO-540-B1C	350	3400	100/100LL	8.70:1	Same as -BM except it has external sewo bleed in fuel injection system	-49
IVO-540-A1A	305	3200	100/100LL	8.70:1	Similar to VO-540-C1A but has Bendix RS10-AD1 fuel injector	-60
TIO-540-A1A	310	2575	100/100LL	7.30:1	Similar to IO-540-ELA5 but has turbocharger (TE0659) RSA-10-AD1 fuel injector and -1200 series Magnetos	-61
TIO-540-A1B	310	2575	100/100LL	7.30:1	Same as -A1A but has density controller with faster temperature response	-61
TIO-540-A1C	310	2575	100/100LL	7.30:1	Similar to -A1B but has revised controller setting	-61
TIO-540-C1A	250	2575	100/100LL	7.20:1	IO-540-J4A5 equipped with TE0659 turbocharger and low compression pistons	-61
TIO-540-E1A	260	2575	100/100LL	7.20:1	Same as -CIA but has higher rating and impulse coupling magneto	-61
TIO-540-G1A	250	2575	100/100LL	8.50:1	Same as -CIA but high compression	-61

TIO-540-H1A	270	2575	100/100LL	7.20:1	Same as -ETA except for horsepower setting	-61
TIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to -CIA 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 C.R.	-61
TIO-540-S1AD	300	2700	100/100LL	7.30:1	Similar to IO-540-M2AD with front air inlet, provision for controllable propeller, a manually controlled TE0659 turbocharger and D6LN-3000 impulse coupling magneto	-61
TIO-540-AA1AD	270	2575	100/100LL	8.00:1	Similar to -K1AD but has a different controller system and has provision for a rear mounted propeller governor	-61
TIO-540-AB1AD	250	2575	100/100LL	8.00:1	Same as -AA1AD but has bottom mounted fuel injector, a relocated turbocharger and a D6LN-3000 impulse coupling magneto	-61
TIO-540-AB1BD	250	2575	100/100LL	8.00:1	Similar to -AB1AD except has propeller governor mounted on the accessory housing and the turbo scavenger pump moved to the vacuum pump pad and more effective counterweights for McCauley propeller	-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-A2A	310	2575	100/100LL	7.30:1	Same as -A1A but with propeller flange bushings for 3-blade propeller	-61
TIO-540-A2B	310	2575	100/100LL	7.30:1	Same as -A1B but with propeller flange bushings for 3-blade propeller	-61
TIO-540-A2C	310	2575	100/100LL	7.30:1	Same as -A1C but with propeller flange bushings for 3-blade propeller	-61
TIO-540-F2BD	325	2575	100/100LL	7.30:1	Similar to -A2B but incorporates D6LN-3200 retard breaker dual magneto system	-61
TIO-540-J2B	350	2575	100/100LL	7.30:1	Same as -J2BD but has S6LN-1208 (Retard Breaker) and S6LN-1209 magnetos	-61
TIO-540-	350	2575	100/100LL	7.30:1	Similar to -F2BD except equipped with	-61

J2BD					TH08A60 turbocharger	
TIO-540-N2BD	350	2575	100/100LL	7.30:1	Identical to -J2BD except turbocharger shifted one-half inch to the left	-61
TIO-540-R2AD	350/340	2575/2500	100/100LL	7.30:1	Similar to -J2BD except has provision for cabin bleed and has a variable pressure controller	-61
TIO-540-T2AD	330	2400	100/100LL	7.30:1	Same as -J2BD except for a modified exhaust transition and lower rating	-61
TIO-540-U2A	350	2500	100/100LL	7.30:1	Similar to IO-~0-~5 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 (imp. coupling) and 6260 pressurized magnetos, a different controller system and without either induction air cooler or cabin bleed	-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
AEIO-540-D4A5	260	2700	100/100LL	8.50:1	Same as IO-540-D4A5 but is equipped with Aerobatic kit	-48
AEIO-540-D4B5	260	2700	100/100LL	8.50:1	Same as IO-540-D4B5 but is equipped with Aerobatic kit	-48
AEIO-540-D4C5	260	2700	100/100LL	8.50:1	Same as IO-540-D4C5 but is equipped with Aerobatic kit	-48
AEIO-540-L1B5	300	2700	100/100LL	8.70:1	Same as -L1B5D but has Slick 6251 (impulse coupling) and 6250 magnetos	-48
AEIO-540-L1B5D	300	2700	100/100LL	8.70:1	Same as IO-540-L1B5D but is equipped with Aerobatic kit	-48
IGSO-540-ALA	380	3400	100/100LL	7.30:1	Supercharged Bendix fuel injector, dry sump, cross-wise accessones high altitude magnetos	-50

IGSO-540-A1C	380	3400	100/100LL	7.30:1	Same as -AL: but with horizontal air inlet housing and has external servo bleed in fuel injection system	-50
IGSO-540-A1D	380	3400	100/100LL	7.30:1	Same as -A1A but has -1200 series Magnetos	-50
IGSO-540-A1E	380	3400	100/100LL	7.30:1	Same as -A1C but has -1200 series Magnetos and no vent flow restriction	-50
IGSO-540-A1F	380	3400	100/100LL	7.30:1	Same as -A1D but with fuel flow modulator removed	-50
IGSO-540-A1H	380	3400	100/100LL	7.30:1	Same as -ATE but with fuel flow modulator removed	-50
IGSO-540-BLA	380	3400	100/100LL	7.30:1	Same as -ALA except for updraft exhaust cooling and Simmonds fuel injector	-50
IGSO-540-B1C	380	3400	100/100LL	7.30:1	Same as -B1A but has -1200 series Magnetos	-50
LTIO-540-K1AD	250	2575	100/100LL	8.00:1	Similar to TIO-540-K1AD but has left hand rotation crankshaft	-68
LTIO-540-F2BD	325	2575	100/100LL	7.30:1	Same as TIO-540-F2BD but has reverse rotation	-68
LTIO-540-J2B	350	2575	100/100LL	7.30:1	Same as -J2BD but have S6RN-1208 (Retard Breaker) and S6RN-1209 magnetos	-68
LTIO-540-J2BD	350	2575	100/100LL	7.30:1	Same as TIO-540-J2BD but has reverse rotation	-68
LTIO-540-N2BD	350	2575	100/100LL	7.30:1	Similar to TIO-540-N2BD but has left hand rotation crankshaft	-68
LTIO-540-R2AD	350/ 340	2575/ 2500	100/100LL	7.30:1	Similar to TIO-540-R2AD but has left hand rotation crankshaft	-68
LTIO-540-U2A	350	2500	100/100LL	7.30:1	Same as TIO-540-U2A but has reverse rotation	-68
LTIO-540-V2AD	360	2600	100/100LL	7.30:1	Same as TIO-540-V2AD but has reverse rotation	-68
LTIO-540-W2A	360	2600	100/100LL	7.30:1	Same as TIO-540-W2A but has left hand rotation crankshaft	-68

TIVO-540-A2A	315	3200	100/100LL	7.30:1	14,000 feet at 3200 RPM, turbocharger Bendix fuel injection vertical helicopter engine with spring coupling accessory drive	-57
Model	HP	T/O RPM	Fuel	C.R.	DESCRIPTION	Suffix
TIO-541-A1A	310	2575	100/100LL	7.30:1	Turbocharger (T-1823), fuel injected (RSA-10-ADV, crosswise accessories, integral accessory section, wet sump	-59
TIO-541-E	380	2900	100/100LL	7.30:1	Similar to -A1A but has compressor drive, larger redesigned cylinder head, RSA-10DB1 injector and higher rating	-59
TIO-541-E1B4	380	2900	100/100LL	7.30:1	Same as -E~4 but has no provision for cabin pressurization	-59
TIO-541-E1C4	380	2900	100/100LL	7.30:1	Same as -E1A4 but has 1~1879 turbocharger	-59
TIO-541-E1D4	380	2900	100/100LL	7.30:1	Same as -E1B4 but has 1~1879 turbocharger	-59
TIGO-541-D1A	450	3200	100/100LL	7.30:1	Turbocharged (T18A21), fuel injected (RSA-10-DBI), offset reduction gear, torquemeter, crosswise accessories, integral accessory section, wet sump	-62
TIGO-541-D1B	450	3200	100/100LL	7.30:1	Similar to -D1A but with integral wastegate turbocharger and low drag cylinder heads	-62
TIGO-541-E1A	425	3200	100/100LL	7.30:1	Same as -D1A except for rating	-62
TIGO-541-GLAD	450	3200	100/100LL	7.30:1	Similar to -D1A but has D6RN-3200 retard breaker dual magneto and intercooler and fuel head enrichment fuel injector	-62

### PISTON - (8) EIGHT CYLINDER SERIES

Model	HP	T/O RPM	Fuel	C.R.	DESCRIPTION	Suffix
IO-720-A1A	400	2650	100/100LL	8.70:1	High compression tuned induction, Bendix fuel injector and AN fuel pump drive	-54
IO-720-	400	2650	100/100LL	8.70:1	Same as -A~ but equipped with S8LN-	-54

A1B					1208 and -1209 Magnetos	
IO-720-A1BD	400	2650	100/100LL	8.70:1	Same as -A1B but with D8LN-3200 Retard Breaker dual magneto	-54
IO-720-B1A	400	2650	100/100LL	8.70:1	Same as -A1A but with updraft exhaust cooling and rear air inlet	-54
IO-720-B1B	400	2650	100/100LL	8.70:1	Same as -B1A but equipped with S8LN-1208 and -1209 Magnetos	-54
IO-720-B1BD	400	2650	100/100LL	8.70:1	Same as -B1B but with D8LN-3200 Retard Breaker dual Magneto	-54
IO-720-C1B	400	2650	100/100LL	8.70:1	Same as -B1B 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 2500 magnetos	-54

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