



Ignition, dual, magnetos	CMI/TCM/ Bendix-Scintilla SF6LN-12 or S6LN-21, or J. I. Case Model 67 or 2 CMI/TCM S6LSC-21 or Slick Electro 664; or 1 ea. CMI/TCM/ Bendix-Scintilla S6LN-200 or -204.
Timing, °BTC	Right 26, Left 28
Spark plugs	See Note 8.
Oil sump capacity, qt.	8: 7.46 usable at 5° nose-up and 5.6 usable at 5° nose-down; 7.76 usable at 10° nose-up and 3.77 usable at 10° nose-down attitudes
NOTES	1, 2, 3, 5, 6, 7, 8

Certification basis CAR 10 and British Civil Airworthiness Requirements Section C (BCAR Section C is equivalent to CAR Part 13, effective June 15, 1956, as amended by 13-1 through 13-3, effective October 1, 1959). Type Certificate No. E4IN issued April 2, 1963.  
Date of application for Type Certificate: May 18, 1962

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 525°F, 290°F, and 225°F respectively.  
Maximum oil inlet temperature limit is 240°F when using Spec. MHS-24 oil SAE No. 50 above 40°F ambient and SAE No. 30 or 10W30 below 40°F ambient.

NOTE 2. Pressure limit for normal operation:  
Fuel at carburetor inlet: For pump system: 1-1/2 to 6 psig  
For gravity system: Minimum 11 in. fuel head differential between carburetor fuel inlet fitting and float bowl chamber, maximum 6 psig.

Oil 30 to 40 psig

NOTE 3. The following accessory drive or mounting provisions are available:

Accessory	Type of Drive	Direction of Rotation*	Speed Ratio to Crankshaft	Max. Torque (in.-lb.)		Maximum Overhang Moment (in.-lb.)
				Continuous	Static	
Generator	Automotive	CC	2.035:1	60	500	100
**Starter	Automotive	C	35.77:1			
***Starter	Automatic engagement	C	24.727:1			
****Vacuum pump	AND 20,000	CC	1.545:1	100	800	25
***Fuel pump	Automotive diaphragm		0.500:1			

\*C - Clockwise viewing drive pad, CC - Counter Clockwise

\*\*Delco-Remy gear reduction drive and starter eligible on all models except O-300-D.

\*\*\*Delco-Remy starter (CMI P/N 631261) with Continental adapter P/N 630527 eligible on model O-300-D only.

\*\*\*\*Vacuum pump drive available on Model O-300-D only.

NOTE 4. Reserved.

NOTE 5. O-300 series engines are also equipped with crankshaft incorporating one each 5th and 6th order dampers.

- NOTE 6. O-300-B is similar to O-300-A except incorporates crankcase and crankshaft provisions for use of a hydraulically controllable propeller from the engine oil pressure. O-300-C is identical to O-300-A except for propeller flange provisions as indicated. O-300-D is similar to O-300-C except for provisions for Continental right angle automatic engagement starter drive which incorporates a vacuum pump drive.
- NOTE 7. Propeller shaft  
 O-300-A, -B : SAE-AS127 No. 3 flange  
 O-300-C, -D : ARP502 Type 1 flange 4-7/8 in. o.d. by .31 in. thick with six 1/2 in. bolt holes in 4 in. diameter circle.
- NOTE 8. The following spark plugs and/or those listed in CMI Service Information Letter SIL03-2 are approved on this engine:
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|-----------|---|
| AC        | HSR83IR, SR83IR, SR83P, HSR83P, A88, S88, S88D, HS88, SR88, HSR88, SR88D  |
| Auto Lite | BR4, BR4S, BR4SB, H15, SH15, SH15R, SH20A, SH150, SH200A  |
| BG        | RB485S, RB919SR5, RB955S, 706, 706S   |
| Champion  | C26S, RC26S, C27, C27S, REM38E, REM38P, REM38W, RHM33P, RHM38W, RED39N, REM39N, RHD39N, RHM39N, REM40E, RHM40E, D41N, ED4IN, EM4IN, M4IN, M42E, EM42E |
| Red Seal  | SA190, SE190, SJ190, SE230, SJ230   |

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