

| I. MODELS (Continued) | 6A8-215-B7F | 6A8-215-B8F | 6A8-215-B9F |
|---|--|-------------------------------|--|
| WEIGHT (DRY) (lb) (includes cooling fan, and oil cooler) | 432 | -- | 430 |
| CENTER OF GRAVITY (in) (with all accessories) | | | |
| Forward from rear mount C.L. | 12.8 | -- | -- |
| Below prop. shaft | 0.5 | -- | -- |
| PROPELLER SHAFT | SAE No. 20 | -- | -- |
| CARBURETION | Marvel-Schebler MA4-5 with 1-13/16 in. venturi or Bendix PS-5C | -- | -- |
| IGNITION (dual) | Two Auto-Lite battery ignition units Part No. 14611 or Part No. 14612, spark coils Part No. 14666 | Two Eisemann LA-6 magnetos | Left magneto, Bendix Scintilla S6LN-31; Right, Auto-Lite battery ignition unit, Part No. 14812, coil Part No. 14811 |
| TIMING, \emptyset BTC | 32 (4 \emptyset static) | 32 | 32 (magneto), 32 (4 \emptyset static with battery unit) |
| SPARK PLUGS | Champion AJ-66 or Auto-Lite A4, AH-4, AH- 4A (AH-4A eligible only if 0.125 in. center electrode incorporated). | -- | -- |
| OIL SUMP CAPACITY, QT. | 12 with Sinko strainer, 11 with float strainer | -- | -- |
| NOTES | 1- 3, 5 | 1 - 5 | -- |

CERTIFICATION BASIS

CAR 13

Type Certificate 242 issued/revised:

| <u>Model</u> | <u>Date of Application</u> | <u>Date TC Issued/Revised</u> |
|----------------------------------|--------------------------------|-----------------------------------|
| 6A8-215-B7F | 12/18/45 | 12/18/45* |
| 6A8-215-B8F | 12/18/45 | 12/18/45* |
| 6A8-215-B8F | 05/28/63 | 06/11/63** |
| 6A8-215-B9F | 11/08/45 | 11/18/45 |
| Reissued to WSK "PZL-RZESZOW" | | 11/05/81 |
| Reissued to WSK "PZL-RZESZOW" SA | | 12/8/94 |
| Reissued to Franklin Sp. z.o.o. | | 04/30/2013 |

*Engine models 6A8-215-B7F and 6A8-215-B8F were deleted from Type Certificate 242 on December 5, 1950. Engine Model 6A8-215-B7F is no longer eligible for installation in certificated aircraft.

**Engine model 6A8-215-B8F was reinstated and added to Type Certificate 242 on June 11, 1963.

The General Inspectorate of Civil Aviation of Poland originally type certificated this engine. The FAA validated this product under U.S. Type Certificate Number E-242. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Poland.

PRODUCTION BASIS

1. Production Certificate No. 9 for U.S. production. There will be no further production of engines or replacement parts under this production certificate.
2. FAR 21.500 for production of engines or replacement parts under this type certificate by WSK "PZL-RZESZOW" SA under control of the Republic of Poland General Inspectorate of Civil Aviation (GICA).

Parts produced under either production basis are eligible to be used interchangeably.

IMPORT REQUIREMENTS

To be considered eligible for installation on U.S. registered aircraft, each new engine to be exported to the United States with the General Inspectorate of Civil Aviation of Poland or EASA airworthiness approval shall have a Joint Aviation Authorities (JAA) or EASA Form 1, Authorized Release Certificate. The JAA or EASA Form 1 should state that the engine conforms to the type design approved under the U.S. Type Certificate E-242, is in a condition for safe operation and has undergone a final operational check.

Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products, imported into the United States.

NOTES

NOTE 1. Maximum permissible temperature limits are 550øF cylinder head spark plug gasket, 525ø F cylinder head well type thermocouple, 325øF cylinder barrel, and 260øF oil inlet.

NOTE 2. Carburetor fuel pressure limits:

| | |
|-----------------------|--------------|
| Marvel-Shebler MA4-5, | 2 to 9 psi. |
| Bendix PS-5C, | 9 to 14 psi. |

NOTE 3. The following accessories provisions and typical engine accessories are eligible at the indicated weight increases:

| ACCESSORY | Wt. lbs. |
|--|----------|
| Starter - Delco Remy Part No. 14861 (12 volt) | 24 |
| Auto - Lite Part No. 15159 (12 volt) | 22 |
| Generator - Delco-Remy Part No. 14648 (35 amp.) | 20 |
| Auto-Lite Part No. 14842 (35 amp.) | 25 |
| 2 Fuel Pumps - AC Diaphragm type Part Nos. 14825 and 1484 (use with PS-5C carburetor) | 4 each |
| AC Diaphragm type Part Nos. 14876 and 1487 (use with MA4-5 carburetor) | 4 each |
| Miscellaneous | |
| Oil Filter - Fram P-2 | |

NOTE 4. Engines with serial numbers 23,001 to 23,280, inclusive, incorporate a plain thrust bearing assembly. Engines with serial numbers 23,281 to 23,500, inclusive, incorporate a floating type thrust bearing assembly. Engines with serial numbers 23,501 and up, incorporate a ball thrust bearing assembly. Any engine of serial number 23,001 to 23,280, inclusive, which has been modified to incorporate the floating type thrust bearing assembly will have the suffix letter "F" affixed to the serial number. Any engine of serial number 23,001 to 23,500, inclusive, which has been modified to incorporate the ball thrust bearing assembly will have the suffix letter "B" affixed to the serial number.

NOTE 5. SERVICE INFORMATION:

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or, for approvals made before September 28, 2003 by the General Inspectorate of Civil Aviation of Poland. Any such documents including those approved under a delegated authority, are accepted by the FAA and are considered FAA approved.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

These approvals pertain to the type design only.

---THE END---