

Certification basis Federal Aviation Regulations Part 33 dated February 1, 1965, as amended by 33-1 thru 33-3.
Application for Type Certificate dated July 2, 1968.
Type Certificate No. E11CE issued September 8, 1969 for Model 6-260-A.

Production basis - None. Each engine produced is subject to a detailed inspection for workmanship and conformance with approved data by an FAA representative. Each engine must have a satisfactory run in. Upon completion of the above, the FAA representative shall tag the engine with Tag Form 8130-3.

NOTE 1. Operating Limitations

- A. Maximum permissible temperature:
Cylinder head bayonet, thermocouple 460°F.
Oil inlet 240°F.
- B. Fuel pressure limits:
Inlet to injection pump, min. - minus 2 p.s.i.
max. - plus 5.5 p.s.i.
Recommended flight min. minus 1.0 p.s.i.
- C. Fuel flow limits: See manufacturer's FAA approved fuel flow schedule, Curve No. E-6591.
- D. Oil pressure limits:
2-4-6 side - Normal 30 - 60 p.s.i.
Idle 10 p.s.i.
Max.(Cold Oil) 100 p.s.i.

NOTE 2. The following accessory drive or mounting provisions are available:

Accessory	Direction of Rotation	Speed Ratio to Crankshaft	Max. Torque (in.-lb.)		Maximum Overhang Moment (in.-lb.)
			Continuous	Static	
**Propeller governor	C	.67:1	29	825	50
Tachometer	C	.5:1	7	50	25
Optional (2)	C	.75:1	27	800	8.3
Generator (belt-driven)	C	2:1	60	600	50
Oil cooler		--	--	--	65

Starter: CMC P/N 636364 eligible.

*C - Clockwise viewing drive pad

**Modified AND 20010 pad.

NOTE 3. The following spark plugs are approved: Champion RHU-E-427.

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