

MODELS: Figman, Reed; LeBlond 85 5F, 85 5DF, 90 5F; Ken Royce 90 5G

T.C. NUMBER: T.C. 46

Models	LeBlond 85 5F and 85 5DF	LeBlond 90 5F and Ken Royce 90 5G
Type	5RA	--
Rating:		
Maximum continuous, hp, rpm, at S.L. pressure altitude	85-2125-S.L.	90-2250-S.L.
Take-off, hp, rpm, at full throttle	85-2125	90-2250
Fuel (minimum octane aviation gasoline)	65	73
Bore and stroke, in.	4.25 x 3.75	--
Displacement, cu. in.	266	--
Compression ratio	5.4:1	6.1:1
Weight (dry), lbs.	222	(5F) 222; (5G) 226
Propeller shaft, SAE No.	0 Taper	--
Carburetion	Holley 429 or Stromberg NA-R3 carburetor with 1-2/16 in. venturi	--
Ignition, dual	Bosch FU-5 or Scintilla SB-5 or PN-5D magnetos	--
Ignition timing, degrees BTC	25	(5F) 25 degrees; (5G) 30 degrees
NOTES	1, 2, 3	1, 2, 4
Certification basis	Type Certificate No. 46	
Production basis	None. The manufacturer does not hold a production certificate for the production of engines under this type certificate and, therefore, each engine so produced is subject to a detailed inspection for workmanship and conformity with the approved data by a Civil Aeronautics Administration Agent. In addition, the engine must have a satisfactory run-in including 5 hours at rated power and speed. Upon satisfactory completion of the above, the agent will tag the engine with Tag Form ACA 186.	

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures, 550 degrees F., 325 degrees F., and 200 degrees F., respectively.

NOTE 2. Certain engines of these models have been manufactured by both Ken Royce Aircraft Engine Company, and Rearwin Aircraft & Engines, Inc., and are eligible bearing nameplates of either of these companies.

NOTE 3. Includes Model 85 5F with improved type cylinder heads, barrels, pistons, and valves, with identical rating but with 6.1:1 compression ratio and 73 octane aviation gasoline.

NOTE 4. Model 5G, similar to Model 5F, incorporates automatic valve gear lubrication.