

FEDERAL AVIATION AGENCY

E-292 Revision 10 CONTINENTAL FSO-526A (0-525-1) FSO-526-C  November 2, 2011
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TYPE CERTIFICATE DATA SHEET NO. E-292

Engines of models described herein conforming with this data sheet (which is a part of type certificate no. 292) and other approved data on file with the Federal Aviation Agency meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Civil Air Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Manufacturer	Continental Motors P.O. Box 90 Mobile, Alabama 36601
Type Certificate Holder Record	Teledyne Continental Motors Ownership & name change as of April 19, 2011 (Continental Motors, Inc.)
Model Type	FSO-526-A, -C 6HOA
Rating	
Max. continuous hp., r.p.m. in Hg., at:	
Rated press. alt. (ft.)	270-3000-36.3-7, 900
Sea Level press. alt. (ft.)	270-3000-36.8-S.L.
Takeoff (5 minutes), hp., r.p.m., in. Hg., at:	270-3200-38.5-S.L.
Fuel (Min. grade aviation gas.)	91/96
Bore and stroke, in.	5.125 X 4.25
Displacement, cu. in.	526
Supercharger ratio	10.04:1
Compression ratio	6.0:1
Weight (dry), lb.	-A, 542; -C, 552
C.G. location (with cooling fan)	
Fwd. of rear face, engine acc. case, in. -A, 9.85; -C, 10.41	
Above crankshaft centerline, in.	1.38
Beside crankshaft centerline, toward 1-3-5 side, in.	0.11
Propeller shaft	Special integral flange 4-7/8 in. o.d. with six 1/2 in. bolt holes in 4 in. bolt circle.
Carburetion	Bendix-Stromberg Model PSD-7BD (CMI/TCM No. 626316 - Bendix No. 391660-10)
Ignition, Dual magnetos	Bendix-Scintilla S6LN-26 (CMI/TCM No. 625665 or 631476 for -A) (CMC 631476 for -C)
Timing, Static	Right 10°, Left 10°, ATC on -A Right 4°, Left 4°, BTC on -C
Running, fully advanced	Right 26°, Left 26°, BTC on -A and -C
Spark plugs	(See Note 8)
Oil sump capacity, qt.	12; 8 usable from 6° drive end down to 8° accessory end down attitudes.
Lubricating oil	See Note 9

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Certification basis CAR 13 effective June 15, 1956.  
Type Certificate No. 292 issued June 11, 1957 for FSO-526-A, FSO-526-C  
added January 11, 1963.  
Date of Application for Type Certificate August 7, 1956 for FS-526-A,  
October 8, 1962 for FSO-526-C.

Production basis Production Certificate No. 7

NOTE 1. Maximum permissible temperatures:  
Cylinder head 470° F. (bayonet) thermocouple)  
Cylinder barrel 290°F.  
Oil inlet 225°F.

NOTE 2. Fuel inlet pressure limits: 10-15 p.s.i.  
Oil pressure limits: 40-60 p.s.i. (min. at idle: 10 p.s.i.) (max. with cold oil: 100 p.s.i.)

NOTE 3. The following accessory mounting provisions are available:

<u>Accessory</u>	<u>Direction of Rotation*</u>	<u>Speed Ratios to Crankshaft</u>	<u>Maximum Torque (in. -lb.)</u>		<u>Maximum Overhang Moment (in.-lb.)</u>
			<u>Continuous</u>	<u>Static</u>	
Tachometer	C	0.5:1	7	5	25
Fuel Pump	CC	0.91:1	25	680	60
Hydraulic Pump	CC	1.5:1	100	800	25
Starter	CC	32:1			
Cooling Fan	CC	1.51:1			

Cooling fan CMC No. 626169 and Cessna No. 1-400-012, and starter CMC No. 537241 are eligible with these engines.

\*C - Clockwise, CC Counter-clockwise facing engine pad.

NOTE 4. These engines have been specifically approved for helicopter installation.

NOTE 5. Supercharger oil filter CMI/TCM 625358, weight 2 lb. included in engine dry weight.

NOTE 6. The Model FSO-526-A incorporates six third order crankshaft torsional vibration dampers.  
Model FSO-526-C incorporates two sixth order crankshaft torsional vibration dampers.

NOTE 7. FSO-526-C is similar to FSO-526-A except for crankshaft torsional vibration damper configuration, static magneto timing, structural changes in cylinder and connecting rod assemblies and incorporation of a flywheel and overspeed and overboost indicators.

NOTE 8. The The following spark plugs and/or those listed in CMI Service Information Letter SIL03-2 are approved on this engine:

Auto-Lite	SL30A, SL300A
Red Seal	LE310, LJ310
Champion	RHB36P, RHB37E, REA37N, REB37N, RHA37N, RHB37N, R37S1, RHB38E, R115

NOTE 9. MIL-L-6082, Grade 1100, or detergent oil meeting Continental Specification MHS-24 is approved for use in these engines. Continental instructions shall be consulted and followed when changing types of oil.

NOTE 10. The Military Model 0-525-1 engine is identical to the Model FSO-526-A engine. The military engine is eligible for use with certificated aircraft and when so used, the engine nameplate should be revised to include the corresponding civil model designation and type certificate number.

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