

Import Requirements To be considered eligible for installation on U.S. registered aircraft, each new engine to be exported to the United States with UK CAA 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-294, is in a condition for safe operation and has undergone a final operational check.

NOTE 1. Maximum permissible temperatures are as follows:

Cylinder Head (Shoe type thermocouple, Weston type 11.A)

	<u>DED, 2479/0</u>		<u>D.Eng. RD.2472 A/O</u>	
	<u>D.Eng. RD.2472 B/O</u>		<u>D.H.E.227</u>	
With oils:	°C	°F	°C	°F
Maximum Takeoff	260	500	280	536
(Normal limit 5 min.)	260	500	280	536
(Emergency limit 15 min.)	240	464	260	500
Maximum Continuous	240	464	260	500
Maximum with Weak Mixture	240	464	260	500

Oil Inlet:

	<u>D.E.E.</u>		<u>D.Eng.RD.</u>		<u>D.Eng.RD.</u>		<u>D.H.E.</u>	
	<u>2479/0</u>		<u>2472 A/O</u>		<u>2472 B/O</u>		<u>227</u>	
With oils:	°C	°F	°C	°F	°C	°F	°C	°F
Maximum Takeoff	75	167	90	195	100	212	105	220
(Normal limit 5 min.)	75	167	90	195	100	212	105	220
(Emergency limit 15 min.)	65	149	80	176	90	195	95	204
Maximum Continuous	65	149	80	176	90	195	95	204
Maximum with Weak Mixture	65	149	80	176	90	195	95	204

NOTE 2. Fuel pressure to carburetor: Minimum 2.6 p.s.i. Maximum 4.0 p.s.i.

Oil pressure: Normal (at Maximum Continuous) 40/45 p.s.i.

Minimum in flight 30 p.s.i.

NOTE 3. The following accessory drive positions are available:

<u>Accessory</u>	<u>*Direction of Rotation</u>	<u>** Speed</u>	<u>Maximum Torque</u>		<u>Maximum Overhang</u>
			<u>(in. -lb.)</u>	<u>Cont. Static</u>	<u>Moment</u>
			<u>Cont.</u>	<u>Static</u>	<u>(in. - lb.)</u>
Starter	CC	1:1	-	4200	68
Generator	CC	2.4:1	76	675	64
Fuel Pump	CC	0.687:1	9	420	4
Vacuum Pump	CC	1.65:1	35	540	21
Compressor	C	0.59:1	84	910	8
Tachometer	CC	0.25:1	1/4	700	1/2
Constant Speed Unit	CC	1:1	50	1380	21

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

**Speed - times crankshaft r.p.m.

NOTE 4. To accommodate British thread size on ignition harness, special conversion elbow and grommet (Cooperative Industries Inc. Part Nos. 54190 and 7269, respectively, with Champion sleeve Part No. AS681, or equivalents, as required to accomplish thread conversion for use of Champion type REL 37B spark plugs.)

NOTE 5. 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 United Kingdom Civil Aviation Authority. 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.
- Technical Variances

These approvals pertain to the type design only.

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