

I. MODELS (Continued)	6AS-350-A	6AS-350-A1	
COMPRESSION			
Bore and stroke, in.	4.625 x 3.5	--	
Displacement, cu. in.	350	--	
Compression ratio	7.4:1	--	
WEIGHT (DRY) (lb)	376.85	--	
CENTER OF GRAVITY (in) (with all accessories)			
Forward from rear face of crankcase	6.31	6.81	
Above C.L. of crankshaft	0.81	--	
PROPELLER SHAFT	SAE ARP 502, six 1/2 in. bolts on 4 in. circle	--	
CARBURETION	Marvel-Schebler MA-5	--	
TURBOSUPERCHARGER	AiResearch TE 0657	--	
IGNITION	Bendix S6RN-1227	--	
TIMING, ° BTC	25		
SPARK PLUGS	AC 273 or Champion RHB32E	--	
OIL SUMP CAPACITY, QT.	8.8	--	
USEABLE OIL, QT. (starting with full tank)			
15° nose down	6.8	--	
20° nose up	5.8	--	
NOTES	1-6, 8	1-8	

CERTIFICATION BASIS

FAR 33, effective February 1, 1965, as amended by 33-1.

Type Certificate E18EA issued/revised:

<u>Model</u>	<u>Date of Application</u>	<u>Date TC Issued/Revised</u>
6AS-350-A	06/27/66	07/19/68
6AS-350-A1	11/22/68	12/05/68
Reissued to PEZETEL		08/01/79
Reissued to WSK "PZL-RZESZOW"		11/05/81
Reissued to WSK "PZL-RZESZOW" SA		12/8/94
Reissued to Franklin Sp. z.o.o.		04/30/13

The General Inspectorate of Civil Aviation of Poland originally type certificated this engine. The FAA validated this product under U.S. Type Certificate Number E18EA. 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 E18EA, 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 temperatures (° F):

Cylinder head	400 (bayonet thermocouple)
Cylinder base	320
Oil inlet	250
Carburetor inlet air	225

NOTE 2.

Fuel pressure limits:

	<u>Max</u>	<u>Min</u>
Inlet to fuel pump	14 p.s.i.	10 p.s.i.
Oil pressure limits:		
Idle	--	25 p.s.i.
Normal operation	--	55-80 p.s.i.

NOTE 3.

The following accessory drives are provided:

ACCESSORY	Type of Drive Pad	Rotation Facing Drive Pad	Speed Ratio to Crankshaft	Max. Torque (in. lb.)		Maximum Overhang in. lb.
				Cont.	Static	
Starter	Special	CC	11.44:1	140	450	90
Alternator	Belt	CC	1.6:1	100	800	---
Tachometer	AND 10005	CC	0.5:1	7	50	5
Fuel Pump	AND 20000	CC	1.65:1	100	800	30
Propeller Governor	AND 20010	CC	0.847:1	125	825	25
Vacuum Pump	AND 20000	C	0.847:1	125	825	25

"C" - clockwise facing engine drive shaft, "CC" - counter clockwise facing engine drive pad

Yes

NOTE 4.

This engine is equipped with an AiResearch model TE 0657 turbosupercharger, which meets the containment requirements of FAR 33.27 and does not require external protection.

NOTE 5. Performance data on this engine are presented in Franklin Curve Nos. PE4283 through PE4286 and PE4298.

NOTE 6. Power tolerance for production engines is +4%, -3% of the nominal rating.

NOTE 7. The 6AS-350-A1 incorporates a geared starter which is located over the crankcase.

NOTE 8. 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.

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