

Each individually imported engine must be accompanied by a Federal Republic of Germany Certificate of Airworthiness for Export signed by a representative of the Lufthahrt-Bundesamt containing the following statement:
"The engine covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 13 dated June 15, 1956, including amendments 13-1, 13-2 and 13-3, and conforms to TC 7E1."

NOTE 1. Maximum permissible temperatures:

Cylinder head (well-type thermocouple) 475°F
Cylinder barrel 325°F
Oil inlet 225°F

NOTE 2.

	<u>Min.</u>	<u>Max.</u>
Fuel pressure limits	11 p.s.i.	15 p.s.i.
Oil pressure limits:		
(Normal operation)	65 p.s.i.	85 p.s.i.
(Idling)	25 p.s.i.	

NOTE 3. The following accessory drive provisions are available:

	<u>*Direction of Rotation</u>	<u>**Speed</u>	<u>Maximum Torque</u> (in.-lb.)		<u>Max. Overhang Moment</u> (in.-lb.)
			<u>Continuous</u>	<u>Static</u>	
			Starter	C	
Generator	C	2.577:1	90	250	200
Fuel pump	C	1.000:1	50	450	10
Tachometer	C	.500:1	7	50	5
Vacuum pump (or Hydraulic pump)	C	1.333:1	100	800	25
Prop. gov.	C	.801:1	125	825	—

* "C" - clockwise, facing engine pad
** Speed - Times crankshaft r.p.m.

NOTE 4. The GO-480-B1A6 series engine incorporates a crankshaft with five 3rd order and one 6th order torsional vibration dampers.

NOTE 5. This engine incorporates provisions for absorbing propeller thrust in both tractor and pusher type installations.

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