

Propeller shaft, SAE No. 2
 Carburetion 2 Pallas-Zenith carburetors, Type 36 NDI X F
 Ignition, dual Scintilla-Vertex or OKF 4L 10 magnetos
 or
 Battery dual ignition with two (2) Bosch ZV-JAM 4R distributors and two (2) Bosch ZS-KAM 12/4 mW ignition coils.
 Ignition timing, °BTC 0
 Spark plugs Champion REH 35B
 Lubrication Dry Sump

NOTES 1,2,3

Certification basis Type Certificate No. 7E2 issued October 18, 1960. Application for Type Certificate dated June 4, 1959. Each engine and any replacement parts manufactured in the Federal Republic of Germany must be designated as "import" and clearly labeled as such in accordance with CAR 10.30.

Each individually imported engine must be accompanied by a Federal Republic of Germany Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-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 and 13-2, and conforms to TC 7E2."

EASA revoked its type certificate for the Porsche 678/4 engines in EASA Certification Information, No: 2008-02, issued on July 1, 2008.

Import requirement **As of January 1, 2009, new product is no longer eligible for import to the United States.**

NOTE 1. Maximum permissible cylinder head and oil inlet temperatures:

<u>Cylinder Head</u>	<u>Oil Inlet</u>
414°F	248°F

NOTE 2. Pressure limits - normal operation:

	<u>Max.</u>	<u>Min.</u>
Fuel inlet pressure, p.s.i.	3.23	1.47
Oil pressure, p.s.i.	66.0	29.4

NOTE 3. The following accessory drives are provided:

<u>Accessory</u>	Direction of Rotation*	Speed**	Maximum Torque (in. -lb.)		Maximum Overhang Moment (in. -lb.)
			Continuous	Static	
Starter	C	12:1	—	220	63
Generator	C	1.8:1	18	40	—
Tachometer drive	C	2:1	—	—	—

* "C" - clockwise

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

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