

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No.: VTC0025E

版次/Revision: 3

型号/Type:

IO-540-C4B5, -C4D5, -C4D5D, -D4A5, -K1A5,
-K1B5, -M1C5, -V4A5, -W1A5, -AB1A5,
-AC1A5, -AE1A5

AEIO-540-D4A5, -D4B5, -L1B5

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职务/Title: Director General of CAAC-AAD

日期/Date: 2018-5-14

本数据单是型号认可证（编号 VTC0025E）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is a part of Validation Type Certificate (No: VTC0025E), prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

莱康明发动机公司/Lycoming Engines
An Operating Division of AVCO Corporation
Williamsport, Pennsylvania 17701

有效页清单/List of effective pages:

页数/Pages	1	2	3	4	5	6	7	8	9	10	11	12		
版次/Revision	3	3	3	3	3	3	3	3	3	3	3	3		

第1部分 概述

SECTION 1 GENERAL

1. CAAC认可数据单和型号合格证数据单/CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0025E, 版次3, 2018年5月14日 VTC0025E, Revision 3, May 14, 2018	FAA TCDS No. 1E4, 第26版, 2018年02月28日 FAA TCDS No. 1E4, Revision 26, February 28, 2018
历史 History	VTC044E, 版次1, 1995年11月09日 VTC044E, Revision 1, November 09, 1995	FAA TCDS No. 1E4, 第15版, 1993年02月26日 FAA TCDS No. 1E4, Revision 15, February 26, 1993
	VTC152E, 版次0, 2004年8月24日 VTC152E, Revision 0, August 24, 2004	FAA TCDS No. 1E4, 第17版, 1998年08月01日 FAA TCDS No. 1E4, Revision 15, August 1, 1998
	VTC0025E, 版次1, 2005年8月19日 VTC0025E, Revision 1, August 19, 2005	FAA TCDS No. 1E4, 第21版, 2002年11月14日 FAA TCDS No. 1E4, Revision 21, November 14, 2002
	VTC0025E, 版次2, 2014年7月4日 VTC0025E, Revision 2, July 4, 2014	FAA TCDS No. 1E4, 第24版, 2012年11月13日 FAA TCDS No. 1E4, Revision 24, November 13, 2012

2. 类别/Category:

航空发动机/Aeroengine

3. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certifying Authority:

美国联邦航空局/FAA

4. 型号合格证持有人/Type Certificate Holder:

Lycoming Engines

An Operating Division of AVCO Corporation

Williamsport, Pennsylvania 17701

5. 双发延程飞行/ETOPS:

不适用/NA

6. CAAC专用要求/CAAC Special Requirements:

不适用/NA

第2部分 数据单

Section 2 DATA SHEET

I. 型号/Models: IO-540	-C4B5 -C4D5D -C4D5	-W1A5
类型/Type	6HOA 直驱/6HOA Direct Drive	--
额定值/Rating: 在海平面压力高度下全油门起飞和最大连续功率, 转速 rpm: Takeoff and Maximum continuous hp., r.p.m. full throttle at: Sea level pressure altitude	250-2575	235-2400
+替代额定值/Alternate Rating 250-2425-S.L.		
燃料/Fuel (最低等级航空汽油/Minimum grade aviation gasoline)	100/100LL*	--
喷射/Injection	见注释5/SEE NOTE 5	--
燃油泵驱动/Pump drive	见注释3/SEE NOTE 3	--
滑油, 润滑油/Oil Lubrication (润滑油应该符合列出的规范或之后改版列出的规范 /Lubricants should conform to the specifications as listed or to subsequent revisions thereto.)	301-E号Lycoming规范和1014号服 务指南/Lycoming Specification No. 301-E and Service Instruction No. 1014	--
滑油箱容量, qt./Oil sump capacity, qt.	12	8
可用润滑油 qt., 正常运行 Usable oil qt., Normal operation	9.25	6.0
机头朝上或朝下20° (除了AEIO) 20° nose up or down (except AEIO)	9.25	6.0
机头朝上或朝下30° (除了AEIO) 30° nose up or down (except AEIO)	8.0	6.0
机头朝上30° (仅AEIO) 30° nose up (AEIO only)	#	#
倒飞 (仅AEIO) /Inverted flight (AEIO only)	#	#
点火, 双/Ignition, dual	#	#
磁电机/Magnetos	见注释9/SEE NOTE 9	--
定时°BTC /Timing °BTC	25	23
火花塞/Spark plugs	见注释4/SEE NOTE 4	--
压缩/Compression		
内径和冲程, 英寸/Bore and stroke, in.	5.125 X 4.375	--
排气量, 立方英寸/Displacement, cu. in.	541.5	--
压缩比/Compression ratio	8.5:1	8.5:1
涡轮增压器/Turbo-supercharger	#	#

重量(干), 磅/Weight (dry), lb.	见注释5/SEE NOTE 5	--
重心位置/C.G. location	见注释9/SEE NOTE 9	--
螺旋桨轴- AS-127规范	改装的第2型法兰	--
Propeller shaft – Specification A.S. 127	Type 2 Flange Modified	--
曲轴阻尼器 (扭转) /Crankshaft dampers (torsional)	见注释7/SEE NOTE 7	--
注释/NOTES	1, 2, 3, 4, 5, 6, 7	--

"- "- 表示“与前面的型号一样”/indicates "same as preceding"

"#" 表示“不适用”/indicates "does not apply"

* 参见Lycoming 第1070号服务指南的最新版本关于替代的燃料等级

See latest revision of Lycoming Service Instruction No. 1070 for alternate fuel grades

II. 型号/MODELS:	IO-540- -K1A5, -K1B5, -M1C5	AEIO-540- L1B5	IO-540-D4A5 AEIO-540- D4A5, -D4B5	IO-540-V 4A5
类型/Type	6HOA 直驱 6HOA Direct Drive	--	--	--
额定值/Rating: 在海平面压力高度下全油门起飞和最大连续 功率, 转速 rpm: Takeoff and Maximum continuous hp., r.p.m. full throttle at: Sea level pressure altitude	300-2700	300-2700	260-2700	260-2700
+替代额定值 Alternate Rating 290 - 2575 - S.L.				
燃料/Fuel (最低等级航空汽油/minimum grade aviation gasoline) 喷射/Injection 燃油泵驱动/Pump drive	100/100LL* 见注释5/See NOTE 5 见注释3/See NOTE 3	-- -- --	-- -- --	-- -- --
滑油, 润滑油/Oil, lubrication (润滑油应该符合列出的规范或之后改版列 出的规范/Lubricants should conform to the specifications as listed or to subsequent revisions thereto.) 滑油箱容量, qt./Oil sump capacity, qt. 可用润滑油 qt, 正常运行 Usable oil qt., Normal operation 机头朝上或朝下20° (除了AEIO) 20° nose up or down (except AEIO) 机头朝上或朝下30° (除了AEIO) 30° nose up or down (except AEIO) 机头朝上30° (仅AEIO) 30° nose up (AEIO only)	301-E号Lycoming规范和1014 号服务指南Lycoming Specification No. 301-E and Service Instruction No. 1014. 12 9.25 9.25 8.0 #	-- 16 8.0 # # 8.0 (37° up, 20° down)	-- 12 9.25 9.25 8.0	-- 8 6.0 6.0 6.0

机头朝下18° (仅AEIO) 18° nose down (AEIO only)	#	7.0 (25° down)	6.0	#
倒飞 (仅AEIO) /Inverted flight (AEIO only)	#	8.0	6.0	
点火, 双/Ignition, dual				
磁电机/Magnetos	见注释9/SEE NOTE 9	--	--	--
定时°BTC /Timing, °BTC	20	--	25	--
火花塞/Spark Plugs	见注释4/SEE NOTE 4	--	--	--
压缩/Compression				
内径和冲程, 英寸/Bore and stroke, in.	5.125 X 4.375	--	--	--
排气量, 立方英寸/Displacement, cu. in.	541.5	--	--	--
压缩比/Compression ratio	8.7:1	--	8.5:1	8.5:1
涡轮增压器/Turbo-supercharger	#	#	#	#
重量(干), 磅/Weight (dry), lb.	见注释5/SEE NOTE 5	--	--	--
重心位置/C.G. location	见注释9/SEE NOTE 9	--	--	--
螺旋桨轴-AS-127规范	改装的第2型法兰	--	--	--
Propeller shaft – Specification A.S. 127	Type 2 Flange Modified	--	--	--
曲轴阻尼器(扭转)/Crankshaft dampers (torsional)	见注释7/See NOTE 7	--	--	--
注释/NOTES	1, 2, 3, 4, 5, 6, 7, 9, 10	--	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	--

"-." 表示“与前面的型号一样”/indicates "same as preceding"

"#" 表示“不适用”/indicates "does not apply"

* 参见Lycoming 第1070号服务指南的最新版本关于替代的燃料等级

See latest revision of Lycoming Service Instruction No. 1070 for alternate fuel grades

III. 型号/Models: IO-540	AB1A5	-AC1A5	-AE1A5
类型/Type	6HOA直驱 6HOA DIRECT DRIVE	--	--
额定值: 在海平面压力高度下全油门起飞和最大连续功率 hp., 转速 rpm, : Rating Takeoff and Maximum continuous, hp., r.p.m. full throttle at: Sea level pressure altitude 在海平面压力高度下全油门起飞 (5 分钟) 最大连续功率 hp., 转速 rpm, : Takeoff and maximum continuous hp., rpm, full throttle at: sea level pressure altitude	230-2400 – FT #	300 – 2700 - FT #	235 – 2800 – 24.5 260 – 2800 – 26.2
燃料/Fuel (最低等级航空汽油/Minimum grade aviation gasoline) 喷射/Injection	100/100LL* 见注释5/SEE NOTE 5	-- --	-- --

燃油泵驱动/Pump drive	见注释3/SEE NOTE 3	--	--
滑油, 润滑油/Oil Lubrication (润滑油应该符合列出的规范或之后改版列出的规范/Lubricants should conform to the specifications as listed or to subsequent revisions thereto.)	301-E号Lycoming规范和1014号服务指南 Lycoming Specification No. 301-E and Service Instruction No. 1014	--	--
滑油箱容量, qt. Oil sump capacity, qt.	8	11	12
可用润滑油 qt, 正常运行 Usable oil qt., Normal operation	6.0	5 ½	2 ¾
机头朝上或朝下20° (除了AEIO) 20° nose up or down (except AEIO))	6.0	5 ½	
机头朝上或朝下30° (除了AEIO) 30° nose up or down (except AEIO)	6.0	5 ½	
机头朝上30° (仅AEIO) 30° nose up (AEIO only)	#	--	
机头朝下18° (仅AEIO) 18° nose down (AEIO only)	#	--	
倒飞 (仅AEIO)/Inverted flight (AEIO only)	#	--	
点火, 双/Ignition, dual	#	--	
磁电机/Magnetos	见注释9/SEE NOTE 9	--	--
定时°BTC /Timing °BTC	23	20	--
火花塞/Spark plugs	见注释4/SEE NOTE 4	--	--
压缩/Compression			
内径和冲程, 英寸/Bore and stroke, in.	5.125 X 4.375	--	--
排气量, 立方英寸/Displacement, cu. in.	541.5	--	--
压缩比/Compression ratio	8.5:1	8.7:1	--
涡轮增压器/Turbo-supercharger	#	--	--
重量(干), 磅/Weight (dry), lb.	见注释5/SEE NOTE 5	--	--
重心位置/C.G. location	见注释9/SEE NOTE 9	--	--
螺旋桨轴-AS-127规范/Propeller shaft - Specification A.S. 127	改装的第2型法兰 Type 2 Flange Modified	--	--
曲轴阻尼器 (扭转的) Crankshaft dampers (torsional)	见注释7/SEE NOTE 7	--	--
注释/NOTES	1, 2, 3, 4, 5, 6, 7	--	--

"--" 表示“与前面的型号一样”/indicates "same as preceding"

"#" 表示“不适用”/indicates "does not apply"

* 参见Lycoming 第1070 号服务指南的最新版关于替代的燃料等级

See latest revision of Lycoming Service Instruction No. 1070 for alternate fuel grades

审定基础/Certification Basis

规章和修正案

CAR 13, 1956年6月15日生效, 修正案为13-1, 13-2和13-3

Regulations & Amendments

CAR 13 effective June 15, 1956 As Amended by 13-1, 13-2, 13-3

型号/Model	申请日期/Date of Application	1E4型号合格证的颁发/修正日期 Date Type Certificate No. 1E4 Issued/Revised
IO-540-C4B5	1963年10月3日/October 3, 1963	1963年10月9日/October 9, 1963
IO-540-D4A5	1964年4月1日/April 1, 1964	1964年5月4日/May 4, 1964
IO-540-K1A5	1965年8月10日/August 10, 1965	1966年2月9日/February 9, 1966
IO-540-K1B5	1966年7月8日/July 8, 1966	1966年7月22日/July 22, 1966
AEIO-540-D4A5	1974年11月12日/November 12, 1974	1974年11月26日/November 26, 1974
AEIO-540-D4B5	1974年11月12日/November 12, 1974	1974年11月26日/November 26, 1974
IO-540-C4D5D	1980年3月4日/March 4, 1980	1980年3月13日/March 13, 1980
IO-540-C4D5	1990年5月15日/May 15, 1990	1990年6月20日/June 20, 1990
IO-540-W1A5	1992年6月29日/June 29, 1992	1992年8月12日/August 12, 1992
IO-540-M1C5	1992年12月11日/December 11, 1992	1992年12月18日/December 18, 1992
IO-540-V4A5	1995年10月25日/October 25, 1995	1996年6月18日/June 18, 1996
IO-540-AB1A5	1996年4月15日/April 15, 1996	1996年6月18日/June 18, 1996
IO-540-AC1A5	1998年4月3日/April 3, 1998	1998年5月27日/May 27, 1998
IO-540-AE1A5	2001年11月9日/November 9, 2001	2002年1月22日/January 22, 2002
AEIO-540-L1B5	2017年1月27日/January 27, 2017	1989年6月22日/June 22, 1989

CAAC认可审定基础/CAAC VALIDATION BASIS:

接受FAA的审定基础作为认可审定基础/Accept FAA Certification basis as validation basis.

生产基础/Production Basis

生产合格证/Production Certificate No. 3

注释/NOTE

注1/Note 1. 温度限值(最大允许)/Temperature Limits (Maximum permissible):

气缸头(井型热电偶)/Cylinder head (well type thermocouple)	500°F
气缸底部/ Cylinder base	325°F 气缸底部温度限制并不适用于装有内置活塞冷却润滑油喷射的发动机机型号 325°F Cylinder base temperature limits are not applicable to engine models which incorporate internal piston cooling oil jets.
润滑油入口/ Oil inlet	245°F
喷嘴的空气入口/ Air inlet to injector	见注释8/ See NOTE 8

注2/Note 2. 压力限值/Pressure Limits:

燃油/Fuel

型号/Model	燃油泵入口p.s.i./p.s.i. at inlet to fuel pump	
	最大值 Maximum	最小值 Minimum
IO-540-C4B5,-C4D5,-D4A5, AEIO-540-D4A5,-D4B5 IO-540-C4D5D,-V4A5,-W1A5, -AB1A5, -AC1A5, -AE1A5	35	-2
IO-540- K1A5,-K1B5,-M1C5 AEIO-540-L1B5	40	-2

型号/Model	燃油喷嘴入口的p.s.i. p.s.i. at inlet to fuel injector			喷嘴慢车活门的最大值 Max. Injector in Idle cutoff
	最大值 Maximum	最小值 Minimum	慢车最小值 Minimum Idle	
IO-540-AB1A5,-C4B5, -C4D5,-C4D5D, -D4A5, -V4A5, -W1A5, -AC1A5 AEIO-540-D4A5,-D4B5	45	14	12	55
IO-540-AE1A5, AEIO-540-L1B5	40	18	12	55
IO-540- K1A5, -K1B5, -M1C5	55	18	12	55

润滑油/Oil:

	最大值 Maximum	最小值 Minimum
正常运行/Normal operation	95 p.s.i.	55 p.s.i.
慢车/Idling	#	25 p.s.i.
起动, 暖车, 滑行和起飞/Starting, warm-up, Taxi and Take off	115 p.s.i.	#

#"表示“不适用”/indicates does not apply

注3/NOTE 3. 附件驱动装置: 参考Lycoming操作手册关于发动机驱动的其他信息。

Accessory Drive Provisions: For additional information on engine drives, refer to the Lycoming Operator's Manual.

附件/Accessory	旋转平面传动 装置安装座 Rotation Facing Drive pad	曲轴的转速比 Speed Ratio to Crankshaft	最大扭矩(英寸-磅) Maximum Torque (in.-lb.)		最大悬臂力矩 (英寸-磅) Maximum Overhung Moment (in.-lb.)
			连续Cont.	静止Static	
起动机/Starter	CC	16.556:1	#	450	150
发电机/Generator	C	1.910:1	60	120	175
发电机/Generator	C	2.500:1	60	120	175

交流发电机/Alternator	C	3.200:1	60	120	175
交流发电机/Alternator	C	3.630:1	60	110	175
真空泵/Vacuum pump	CC	1.300:1	70	450	25
液压泵/Hydraulic pump	C	1.385:1	100	800	40
液压泵/Hydraulic pump	C	0.480:1	100	800	40
液压泵/Hydraulic pump	C	1.300:1	100	800	40
液压泵/Hydraulic pump	C	1.300:1	180	2200	150
转速计/Tachometer	C	0.500:1	7	50	5
螺旋桨调速器/Prop governor	C	0.895:1	125	1200	25
螺旋桨调速器/Prop governor	C	0.947:1	125	2200	25
燃料泵/Fuel pump	柱塞/Plunger	0.500:1	#	#	10
燃料泵/Fuel pump	CC	1.000:1	25	450	25
燃料泵/Fuel pump	C	1.000:1	25	450	25

"#"表示“不适用”/ indicates: Does not apply.

"C" 顺时针, "CC" 逆时针/Clockwise, "CC" Counter-Clockwise

"窄板" 发动机的螺旋桨调速器传动比为0.895:1, "宽板" 发动机则为0.947:1./"Narrow deck" engines have a propeller governor drive ratio of 0.895:1 and "wide deck" engines have a 0.947:1 ratio.

注4/NOTE 4. 火花塞:参见Lycoming第1042号服务指南的最新版本关于已被认可的设备。
Spark Plugs: See latest revision of Lycoming Service Instruction no. 1042 for approved equipment

注5/NOTE 5. 型号相似性和不同之处 /Model similarities and differences:

	型号 Models	重量 (干), 磅 Weight * (dry) lb.	燃油喷射 Fuel Injection **	特性 Characteristics
IO-540	-C4B5	374	RSA-5AD1	六缸, 水平对置, 空气冷却, 直驱, 燃油喷射, 下吸式冷却和底侧排气口; 平行阀门气缸, 未调整过的进气系统, 安装在滑油箱底部的RSA-5AD1 PAC燃油喷嘴, 膜片燃料泵, 装有较重的曲轴配重, 适合用于Hartzell紧凑螺旋桨。 Six cylinder, - horizontally opposed aircooled direct drive, with fuel injection, downdraft cooling and bottom side exhaust ports; it has parallel valve cylinders, untuned induction system, an RSA-5AD1 PAC fuel injector mounted on the bottom of the sump and a diaphragm fuel pump and incorporates heavier crankshaft counterweights, eligible for use with Hartzell compact propeller.
	-C4D5	373	RSA-5AD1	除了脉冲磁电机取代延迟断路磁电机以外, 与-C4B5相似。 Similar to -C4B5 except uses an impulse magneto in place of the retard breaker magneto.

	-C4D5D	379	RSA-5AD1	除了具有TCM D6LN-2031脉冲耦合双磁电机以外，与-C4B5相似。 Similar to -C4B5 except has a TCM D6LN-2031 impulse coupling dual magneto.
	-D4A5	379	RSA-5AD1	除了混合凸轮轴以外，与-C4B5相似。 Similar to -C4B5 except for hybrid camshaft.
	-K1A5	438	RSA-10ED1	除了具有偏左38 1/2°的后置空气入口外壳以外，与-K1B5相似。 Same as -K1B5 except it has a 38 1/2° left of rear air inlet housing.
	-K1B5	438	RSA-10ED1	除了具有直线型空气入口外壳以外，与-K1A5相似。 Same as -K1A5 except that it has a straight air inlet housing.
	-M1C5	437	RSA-10AD1	除了具有上排气管，不同的喷嘴，不同长度的点火线束，脉冲磁电机和镍铜铬耐蚀铸铁排气阀导管以外，与-K1B5相似。 Similar to -K1B5 except has up exhaust, different injector, different length ignition harness, impulse magneto and ni-resist exhaust valve guides.
	-V4A5	389	RSA-5AD1	除了燃油消耗套筒位置和一个前置安装的燃油喷嘴以外，与-D4A5相似。 Similar to -D4A5 except for fuel drain boss location, and a front mounted fuel injector.
	-W1A5	369	RSA-5AD1	除了具有不同配重，燃油喷嘴水平置于滑油箱前端下方，并安装有Slick脉冲耦合磁电机以外，与-AE1A5相似。 Similar to -AE1A5 except has different counterweights, the fuel injector is located horizontally below the front of the sump and is equipped with one Slick impulse coupled magneto.
	-AB1A5	372	RSA-5AD1	除了具有更有效的配重，两台 Slick脉冲耦合磁电机，燃油喷嘴置于滑油箱底部以外，与IO-540-W1A5相似。 Similar to IO-540-W1A5 Except has more effective counterweights , two Slick impulse magnetos and the fuel injector is located on the bottom of the sump
	-AC1A5	444	RSA-10ED1	除了顶端进气下排气以外，与IO-540-K1B5相似。 Similar to IO-540-K1B5 except top intake down exhaust
	-AE1A5	416	RSA-10ED1	与具有IO-540-K 角阀气缸，活塞，活塞喷射和燃油喷射与进气系统的O-540-F1B5相似。 Similar to O-540-F1B5 with IO-540-K angle valve cylinders, pistons, piston squirts and fuel injection and induction system

	型号 Models	重量 (干), 磅 Weight * (dry) lb.	燃油喷射 Fuel Injection **	特性 Characteristics
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AEIO-5 40	-D4A5	384	RSA-5AD1	与IO-540-D4A5相似, 除了装有为特技飞行用的倒飞润滑油系统以外 Same as IO-540-D4A5 except equipped with an inverted oil system kit for aerobatic flight.
	-D4B5	386	RSA-5AD1	与IO-540-D4A5相似, 除了具有带脉冲耦合的TCM S1200系列磁电机来取代带延迟断路的S-200系列, 并装有为特技飞行用的倒飞润滑油系统以外 Same as IO-540-D4A5 except has TCM S1200 series magnetos with impulse coupling instead of S-200 series with retard breaker and equipped with an inverted oil system kit for aerobatic flight.
	-L1B5	449	RSA-10AD1 or RSA-10DB1 (Opt.)	与IO-540-K1A5相似, 除了带有脉冲耦合的磁电机, 和带有前部进气喷射的进气道, 收油池和专为特技类飞行改装的润滑油系统特技飞行包 Similar to IO-540-K1A5 except impulse coupling magneto, separate induction housing with front inlet injection, sump and aerobatic kit for the inverted oil system for aerobatic flight.

* 不包含起动机和交流发电机/* Less starter and alternator

注6/NOTE 6. 附件和装置: 经认可用于这些发动机的起动机, 发电机和交流发电机列在最新版的Lycoming第1154号服务指南中。

Accessories and Equipment: Starter, generators and alternators approved for use on these engines are listed in the latest revisions of Lycoming Service Instruction No. 1154.

注7/NOTE 7. 这些发动机装有带一个第五序列和一个第六序列的阻尼器的曲轴, 除非型号编码第四位省略了数字"5", 也就是具有两个第六序列的阻尼器的-C2C型。这些发动机也具有曲轴和配重的变化; 所以, 要参考专门的螺旋桨和飞机TC数据单关于认可的发动机和螺旋桨组合。

These engines incorporate crankshafts with one fifth order and one sixth order dampers unless the number "5" is omitted in the fourth position of the model designation, i.e. -C2C which has two sixth order dampers. These engines also have variations in crankshafts and counterweights; therefore, for approved engine and propeller combinations refer to the specific propeller and aircraft TC data sheets.

注8/NOTE 8. 保留/Reserved.

注9/NOTE 9. 对于所有型号-点火和重心

For all models - ignition and center of gravity:

			重心位置(干状, 且装有起动机和发电机) C.G. location (dry with starter and generator installed)	
			从螺旋桨安装法兰盘的前端算起	离螺旋桨轴中心线的距离(英寸) Off prop. shaft C.L. (in.)

型号 Models		点火, 双* + Ignition, dual* +	(英寸) From front face of propeller mounting flange (in.)	垂直 横向 Vertical Lateral	
IO-540	-C4B5	TCM S6LN-200, S6LN-204 或or	18.16	1.15低 below	0.21 偏左left
		Slick 675, 674			
	- C4D5	TCM S6LN-21, S6LN-20	18.16	1.15低below	0.21偏左 left
	-C4D5D	TCM D6LN-2031 or 3000	18.16	1.15低below	0.21 偏左left
	-D4A5	TCM S6LN-200, S6LN-204	18.16	1.15低below	0.21偏左 left
	-K1A5, -K1B5	TCM S6LN-1227, S6LN-1227 或or S6LN-1209	18.25	1.15低below	0.21偏左 left
	-M1C5	TCM S6LN-1208, S6LN-1209	18.29	0.89低below	0.17 偏右right
	-V4A5	Slick 6351, 6350	17.25	0.50低below	0.25 偏左left
	-W1A5	Slick 6361, 6350	17.60	0.77低below	0.20 偏左left
	-AB1A5	Slick 6351 (2)	17.60 (#)	0.77低below	0.20偏左 left
	-AC1A5	Slick 6351 (2)	18.03 (#)	0.13 高above	0.11偏左 left
	-AE1A5	TCM S6LN-204, S6LN-200	18.44	0.98 低below	0.03 偏左left
AEIO-540	-D4A5	TCM S6LN-200, S6LN-204	18.16	1.15低 below	0.21偏左 left
	-D4B5	TCM S6LN-1227, S6LN-1209	18.16	1.15 低below	0.21偏左 left
	-L1B5	Slick 6351(2), 6350 or 6351	17.19	0.77低below	0.16 偏右right

* 替代的磁电机请参见Lycoming第1443号服务指南(S.I.)的最新版/*For alternate magnetos see latest Lycoming Service Instruction (S.I.) 1443.

+ TCM 形式上是Bendix/+ TCM formerly Bendix

没有安装交流发电机 # No Alternator installed

注10/NTEE 10. 在牵引式和推进式安装中, 上述发动机包含了吸收螺旋桨推力的设备。

These engines incorporate provisions for absorbing propeller thrust in both tractor and pusher type installations.

结束

END