

NOTE

In order to accommodate clearer type, larger charts and graphs, and more detailed illustrations, this edition of the O-360, HO-360, IO-360, AIO-360, HIO-360 and TIO-360 Operator's Manual, Lycoming Part Number 60297-12, is presented in an 8-1/2 x 11 inch format. This edition is a complete manual, current as of the date of issue. The manual incorporates all previously issued revisions.

This manual will be kept current by revisions available from Lycoming distributors or from the factory. All revisions will be accompanied by an Operator's Manual Revision page which will identify the revision level, the date of the revision, and the pages revised, added or deleted. All revisions will be supplied in the 8-1/2 x 11 inch format.

Operator's Manual

Lycoming

O-360, HO-360,

IO-360, AIO-360,

HIO-360 & TIO-360 Series

Approved by FAA

8th Edition

Part No. 60297-12

LYCOMING

A Textron Company

652 Oliver Street
Williamsport, PA. 17701 U.S.A.
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LYCOMING OPERATOR'S MANUAL

ATTENTION

OWNERS, OPERATORS, AND MAINTENANCE PERSONNEL

This operator's manual contains a description of the engine, its specifications, and detailed information on how to operate and maintain it. Such maintenance procedures that may be required in conjunction with periodic inspections are also included. This manual is intended for use by owners, pilots and maintenance personnel responsible for care of Lycoming powered aircraft. Modifications and repair procedures are contained in Lycoming overhaul manuals; maintenance personnel should refer to these for such procedures.

SAFETY WARNING

NEGLECTING TO FOLLOW THE OPERATING INSTRUCTIONS AND TO CARRY OUT PERIODIC MAINTENANCE PROCEDURES CAN RESULT IN POOR ENGINE PERFORMANCE AND POWER LOSS. ALSO, IF POWER AND SPEED LIMITATIONS SPECIFIED IN THIS MANUAL ARE EXCEEDED, FOR ANY REASON; DAMAGE TO THE ENGINE AND PERSONAL INJURY CAN HAPPEN. CONSULT YOUR LOCAL FAA APPROVED MAINTENANCE FACILITY.

SERVICE BULLETINS, INSTRUCTIONS, AND LETTERS

Although the information contained in this manual is up-to-date at time of publication, users are urged to keep abreast of later information through Lycoming Service Bulletins, Instructions and Service Letters which are available from all Lycoming distributors or from the factory by subscription. Consult the latest revision of Service Letter No. L114 for subscription information.

SPECIAL NOTE

The illustrations, pictures and drawings shown in this publication are typical of the subject matter they portray; in no instance are they to be interpreted as examples of any specific engine, equipment or part thereof.

LYCOMING OPERATOR'S MANUAL

IMPORTANT SAFETY NOTICE

Proper service and repair is essential to increase the safe, reliable operation of all aircraft engines. The service procedures recommended by Lycoming are effective methods for performing service operations. Some of these operations require the use of tools specially designed for the task. These special tools must be used when and as recommended.

It is important to note that most Lycoming publications contain various Warnings and Cautions which must be carefully read in order to minimize the risk of personal injury or the use of improper service methods that may damage the engine or render it unsafe.

It is also important to understand that these Warnings and Cautions are not all inclusive. Lycoming could not possibly know, evaluate or advise the service trade of all conceivable ways in which service might be done or of the possible hazardous consequences that may be involved. Accordingly, anyone who uses a service procedure must first satisfy themselves thoroughly that neither their safety nor aircraft safety will be jeopardized by the service procedure they select.



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WARRANTY

NEW AND REBUILT ENGINES

(1) **WARRANTY AND REMEDY:** Lycoming Engines, a division of Avco Corporation (hereinafter "Lycoming") warrants each new Lycoming reciprocating engine to be free from defect in material or workmanship under normal use and service. Lycoming's sole obligation under this warranty is limited to replacement or repair of parts which are determined by Lycoming to have been defective within a period of twenty-four (24) months after new aircraft delivery to the original retail purchaser or first user, or twenty-four (24) months from the date of first operation. The warranty period of twenty-four (24) months commences on the earlier of the date of first operation after new aircraft delivery to the original retail purchaser or first user, or twenty-four (24) months from the date of shipment from Lycoming. Lycoming will, in connection with the foregoing warranty, cover reimbursement of reasonable freight charges with respect to any such warranty replacement or repair.

(2) Within the warranty period, Lycoming will reimburse the Purchaser for labor charges associated with warranty related issues. Lycoming will only reimburse the cost of such labor charges in connection with repair or replacement of parts as provided in Lycoming's then current Removal and Installation Labor and Allowance Guidebook. Spare parts installed as warranty replacement on engines which are covered by this New Engine Warranty will be warranted for the balance of the original warranty period or for the spare part warranty, whichever is the greater. Replacement of parts may be with either new or reconditioned parts, at Lycoming's election. A claim for warranty on any part claimed to be defective must be reported in writing to Lycoming's Warranty Administration within 60 days of being found to require repair or replacement by the purchaser or service facility. Warranty adjustment is contingent upon the Purchaser complying with the Lycoming's Warranty Administration disposition instructions for defective parts. Failure to comply with all of the terms of this paragraph may, at Lycoming's sole option, void this warranty.

(3) **THIS WARRANTY IS GIVEN AND ACCEPTED IN PLACE OF (i) ALL OTHER WARRANTIES OR CONDITIONS, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OR CONDITION OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND (ii) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN CONTRACT OR IN TORT (DELICT), INCLUDING PRODUCT LIABILITIES BASED UPON STRICT LIABILITY, NEGLIGENCE, OR IMPLIED WARRANTY IN LAW AND PURCHASER HEREBY WAIVES SUCH RIGHTS AND CLAIMS.**

(4) **THIS WARRANTY IS THE ONLY WARRANTY MADE BY LYCOMING. THE PURCHASER'S SOLE REMEDY FOR A BREACH OF THIS WARRANTY OR ANY DEFECT IN A PART IS THE REPAIR OR REPLACEMENT OF ENGINE PARTS AND REIMBURSEMENT OF REASONABLE FREIGHT CHARGES AS PROVIDED HEREIN. LYCOMING EXCLUDES LIABILITY, WHETHER AS A RESULT OF A BREACH OF CONSEQUENTIAL DAMAGES, INCLUDING, BUT NOT LIMITED TO, DAMAGE TO THE ENGINE OR OTHER PROPERTY (INCLUDING THE AIRCRAFT IN WHICH THE ENGINE IS INSTALLED), COSTS AND EXPENSES RESULTING FROM REQUIRED CHANGES OR MODIFICATIONS TO ENGINE COMPONENTS AND ASSEMBLIES, CHANGES IN RETIREMENT LIVES AND OVERHAUL PERIODS, LOCAL CUSTOMS FEES AND TAXES, AND COSTS OR EXPENSES FOR COMMERCIAL LOSSES OR LOST PROFITS DUE TO LOSS OF USE OR GROUNDING OF THE AIRCRAFT IN WHICH THE ENGINE IS INSTALLED OR OTHERWISE. LYCOMING'S TOTAL LIABILITY FOR ANY AND ALL CLAIMS RELATED TO ANY ENGINE SHALL IN NO CASE EXCEED THE ORIGINAL SALES PRICE OF THE ENGINE. SELLER MAKES NO WARRANTY AND DISCLAIMS ALL LIABILITY WITH RESPECT TO COMPONENTS OR PARTS DAMAGED BY, OR WORN DUE TO, CORROSION.**

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(5) This warranty shall not apply to any engine or part thereof which has been repaired or altered outside Lycoming's factory in any way so as, in Lycoming's sole judgment, to affect its durability, safety or reliability, or which has been subject to misuse, negligence or accident. Repairs and alterations which use or incorporate parts and components other than genuine Lycoming parts or parts approved by Lycoming for direct acquisition from sources other than Lycoming itself are not warranted by Lycoming, and this warranty shall be void to the extent that such repairs and alterations, in Lycoming's sole judgment, affect the durability, safety or reliability of the engine or any part thereof, or damage genuine Lycoming or Lycoming-approved parts. No person, corporation or organization, including Distributors of Lycoming engines, is authorized by Lycoming to assume for it any other liability in connection with the sale of its engines or parts, nor to make any warranties beyond the foregoing warranty nor to change any of the terms hereof. NO STATEMENT, WHETHER WRITTEN OR ORAL, MADE BY ANY PERSON, CORPORATION OR ORGANIZATION, INCLUDING DISTRIBUTORS OF LYCOMING ENGINES MAY BE TAKEN AS A WARRANTY NOR WILL IT BIND LYCOMING. NO AGREEMENT VARYING THE TERMS OF THIS WARRANTY OR LYCOMING'S OBLIGATIONS UNDER IT IS BINDING UPON LYCOMING UNLESS IN WRITING AND SIGNED BY A DULY AUTHORIZED REPRESENTATIVE OF LYCOMING.

(6) All legal actions based upon claims or disputes pertaining to or involving this warranty including, but not limited to, Lycoming's denial of any claim or portion thereof under this warranty, must be filed in the courts of general jurisdiction of Lycoming County, Commonwealth of Pennsylvania or in the United States District Court for the Middle District of Pennsylvania located in Williamsport, Pennsylvania. In the event that Purchaser files such an action in either of the court systems identified above, and a final judgment in Lycoming's favor is rendered by such court, then Purchaser shall indemnify Lycoming for all costs, expenses and attorneys' fee incurred by Lycoming in defense of such claims. In the event Purchaser files such a legal action in a court other than those specified, and Lycoming successfully obtains dismissal of that action or transfer thereof to the above described court systems, then Purchaser shall indemnify Lycoming for all costs, expenses and attorneys' fees incurred by Lycoming in obtaining such dismissal or transfer.

(7) Any invalidity of a provision of this Warranty shall not affect any other provision, and in the event of a judicial finding of such invalidity, this Agreement shall remain in force in all other respects.

Effective September 2006 Revision "M"

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LYCOMING OPERATOR'S MANUAL

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SECTION 1

DESCRIPTION

The O, HO, IO, AIO, HIO, LIO and TIO-360 series are four cylinder, direct drive, horizontally opposed, air-cooled engines.

In referring to the location of the various engine components, the parts are described as installed in the airframe. Thus, the power take-off end is the front and the accessory drive end the rear. The sump section is the bottom and the opposite side of the engine where the shroud tubes are located the top. Reference to the left and right side is made with the observer facing the rear of the engine. The cylinders are numbered from front to rear, odd numbers on the right. The direction of rotation of the crankshaft, viewed from the rear, is clockwise. Rotation for accessory drives is determined with the observer facing the drive pad.

NOTE

The letter "L" in the model prefix denotes the reverse rotation of the basic model. Example: model IO-360-C has clockwise rotation of the crankshaft. Therefore, LIO-360-C has counterclockwise rotation of the crankshaft. Likewise, the rotation of the accessory drives of the LIO-360-C is opposite those of the basic model as listed in Section 2 of this manual.

The letter "D" used as the 4th or 5th character in the model suffix denotes that the particular model employs dual magnetos housed in a single housing. Example: All information pertinent to the O-360-A1F6 will apply to the O-360-A1F6D.

Operational aspects of engines are the same and performance curves and specifications for the basic model will apply.

Cylinders – The cylinders are of conventional air-cooled construction with the two major parts, head and barrel, screwed and shrunk together. The heads are made from an aluminum alloy casting with a fully machined combustion chamber. Rocker shaft bearing supports are cast integral with the head along with housings to form the rocker boxes. The cylinder barrels have deep integral cooling fins and the inside of the barrels are ground and honed to a specified finish.

Valve Operating Mechanism – A conventional type camshaft is located above and parallel to the crankshaft. The camshaft actuates hydraulic tappets, which operate the valves through push rods and valve rockers. The valve rockers are supported on full floating steel shafts. The valve springs bear against hardened steel seats and are retained on the valve stems by means of split keys.

Crankcase – The crankcase assembly consists of two reinforced aluminum alloy castings, fastened together by means of studs, bolts and nuts. The mating surfaces of the two castings are joined without the use of a gasket, and the main bearing bores are machined for use of precision type main bearing inserts.

Crankshaft – The crankshaft is made from a chrome nickel molybdenum steel forging. All bearing journal surfaces are nitrided.

SECTION 1 DESCRIPTION

LYCOMING OPERATOR'S MANUAL O-360 AND ASSOCIATED MODELS

Connecting Rods – The connecting rods are made in the form of “H” sections from alloy steel forgings. They have replaceable bearing inserts in the crankshaft ends and bronze bushings in the piston ends. Two bolts and nuts through each cap retain the bearing caps on the crankshaft ends.

Pistons – The pistons are machined from an aluminum alloy. The piston pin is of a full floating type with a plug located in each end of the pin. Depending on the cylinder assembly, pistons may be machined for either three or four rings and may employ either half wedge or full wedge rings. Consult the latest revision of Service Instruction No. 1037 for proper piston and ring combinations.

Accessory Housing – The accessory housing is made from an aluminum casting and is fastened to the rear of the crankcase and the top rear of the sump. It forms a housing for the oil pump and the various accessory drives.

Oil Sump (Except AIO Series) – The sump incorporates an oil drain plug, oil suction screen, mounting pad for carburetor or fuel injector, the intake riser and intake pipe connections.

Crankcase Covers (AIO Series) – Crankcase covers are employed on the top and bottom of the engine. These covers incorporate oil suction screens, oil scavenge line connections. The top cover incorporates a connection for a breather line and the lower cover a connection for an oil suction line.

Cooling System – These engines are designed to be cooled by air pressure. Baffles are provided to build up a pressure and force the air through the cylinder fins. The air is then exhausted to the atmosphere through gills or augmentor tubes usually located at the rear of the cowling.

Induction System – Lycoming O-360 and HO-360 series engines are equipped with either a float type or pressure type carburetor. See Table 1 for model application. Particularly good distribution of the fuel-air mixture to each cylinder is obtained through the center zone induction system, which is integral with the oil sump and is submerged in oil, insuring a more uniform vaporization of fuel and aiding in cooling the oil in the sump. From the riser the fuel-air mixture is distributed to each cylinder by individual intake pipes.

Lycoming IO-360, AIO-360, HIO-360 and TIO-360 series engines are equipped with a Bendix type RSA fuel injector, with the exception of model IO-360-B1A that is equipped with a Simmonds type 530 fuel injector. (See Table 1 of model application.) The fuel injection system schedules fuel flow in proportion to air flow and fuel vaporization takes place at the intake ports. A turbocharger is mounted as an integral part of the TIO-360 series engines. Automatic waste gate control of the turbocharger provides constant air density to the fuel injector inlet from sea level to critical altitude.

A brief description of the carburetors and fuel injectors follows:

The Marvel-Schebler MA-4-5 and HA-6 carburetors are of the single barrel float type equipped with a manual mixture control and an idle cut-off.

The Marvel-Schebler MA-4-5AA carburetor is of the single barrel float type with automatic pressure altitude mixture control. This carburetor is equipped with idle cut-off but does not have a manual mixture control.

The Bendix-Stromberg PSH-5BD is a pressure operated, single barrel horizontal carburetor, incorporating an airflow operated power enrichment valve and an automatic mixture control unit. It is equipped with an idle cut-off and a manual mixture control. The AMC unit works independently of, and in parallel with, the manual mixture control.

**LYCOMING OPERATOR'S MANUAL
O-360 AND ASSOCIATED MODELS**

**SECTION 1
DESCRIPTION**

The Bendix RSA type fuel injection system is based on the principle of measuring air flow and using the air flow signal in a stem type regulator to convert the air force into a fuel force. This fuel force (fuel pressure differential) when applied across the fuel metering section (jetting system) makes fuel flow proportional to airflow.

The Simmonds type 530 is a continuous flow fuel injection system. This continuous flow system has three separate components:

1. A fuel pump assembly.
2. A throttle body assembly.
3. Four fuel flow nozzles.

This system is throttle actuated. Fuel is injected into the engine intake valve ports by the nozzles. The system continuously delivers metered fuel to each intake valve port in response to throttle position, engine speed and mixture control position. Complete flexibility of operation is provided by the manual mixture control, which permits the adjustment of the amount of injected fuel to suit all operating conditions. Moving the mixture control to "Idle Cut-Off" results in a complete cut-off of fuel to the engine.

Lubrication System – (All models except AIO-360 series). An impeller type pump contained within the accessory housing actuates the full pressure wet sump lubrication system.

AIO-360 Series – The AIO-360 series is designed for aerobatic flying and is of the dry sump type. A double scavenge pump is installed on the accessory housing.

Priming System – Provision for a primer system is provided on all engines employing a carburetor. Fuel injected engines do not require a priming system.

Ignition System – Dual ignition is furnished by two Bendix magnetos. Consult Table 1 for model application.

Counterweight System – Models designated by the numeral 6 in the suffix of the model number (Example: O-360-A1G6) are equipped with crankshafts with pendulum type counterweights attached.

TABLE 1

MODEL APPLICATION			
Model	Left**	Right**	Carburetor
<u>O-360</u>			
-A1A, -A2A, -A3A, -A4A	S4LN-21	S4LN-20	MA-4-5
-A1C, -C2D	S4LN-200	S4LN-204	PSH-5BD
-A1D, -A2D, -A3D, -A4D, -A2E	S4LN-200	S4LN-204	MA-4-5
-A1F, -A2F, -A1F6	S4LN-1227	S4LN-1209	MA-4-5
-A1G, -A2G, -A4G, -A1G6	S4LN-1227	S4LN-1209	HA-6
-A1H, -A2H, -A4J	S4LN-21	S4LN-204	HA-6
-A1H6	4273	4270	HA-6
-A1P, -A4P, -B2C, -C4P	4373	4370	MA-4-5
-A4K, -C1F, -C4F	4371	4370	HA-6
-A4M	4371	4370	MA-4-5

* - Models with counterclockwise rotation employ S4RN series.

** - See latest revision of Service Instruction No. 1443 for alternate magnetos.

**SECTION 1
DESCRIPTION**

**LYCOMING OPERATOR'S MANUAL
O-360 AND ASSOCIATED MODELS**

TABLE 1 (CONT.)

MODEL APPLICATION			
Model	Left**	Right**	Carburetor
<u>O-360 (Cont.)</u>			
-A4N	4251	4251	MA-4-5
-B1A, -B2A, -C1A, -C1G, -C2A	S4LN-21	S4LN-20	MA-4-5
-B1B, -B2B, -C1C, -C2C	S4LN-200	S4LN-204	MA-4-5
-C1E, -C2E, -A4M	4051	4050	MA-4-5
-C2B	S4LN-21	S4LN-20	PSH-5BD
-D1A, -D2A	S4LN-21	S4LN-20	MA-4-5
-D2B	S4LN-200	S4LN-204	MA-4-5
-F1A6	4191	4191	HA-6
-G1A6	4251	4251	HA-6
-J2A	4347	4370	MA-4SPA
<u>O-360 Dual Magneto</u>			
-A1AD, -A3AD, -A5AD		D4LN-3021	MA-4-5
-A1F6D, -A1LD		D4LN-3021	MA-4-5
-A1G6D		D4LN-3021	HA-6
<u>HO-360</u>			
-A1A	S4LN-200	S4LN-204	MA-4-5AA
-B1A	S4LN-200	S4LN-204	PSH-5BD
-B1B	S4LN-200	S4LN-200	PSH-5BD
-C1A	4347	4370	HA-6
<u>HIO-360</u>			
-A1A, -B1A, -B1B	S4LN-200	S4LN-200	RSA-5AB1
-A1B, -C1A	S4LN-200	S4LN-204	RSA-5AD1
-C1B	S4LN-1208	S4LN-1209	RSA-5AD1
-D1A	S4LN-1208	S4LN-1208	RSA-7AA1
-G1A	4347	4370	RSA-5AD1
<u>HIO-360 Dual Magneto</u>			
-E1AD		D4LN-3021	RSA-5AB1
-E1BD, -F1AD		D4LN-3200	RSA-5AB1
<u>IO-360</u>			
-A1A, -A2A, -B1B, -B1C	S4LN-200	S4LN-204	RSA-5AD1
-A1B, -A2B, -A1B6	S4LN-1227	S4LN-1209	RSA-5AD1
-A1C, -A2C, -C1B	S4LN-1208	S4LN-1209	RSA-5AD1
-A1D6, -B1E, -B2E	S4LN-1227	S4LN-1209	RSA-5AD1
-A3B6	4372	4370	RSA-5AD1

* - Models with counterclockwise rotation employ S4RN series.

** - See latest revision of Service Instruction No. 1443 for alternate magnetos.

TABLE 1 (CONT.)

MODEL APPLICATION			
Model	Left**	Right**	Fuel Injector
<u>IO-360 (Cont.)</u>			
-B1A	S4LN-200	S4LN-204	530
-B1D, -C1A	S4LN-200	S4LN-204	RSA-5AD1
-B1F, -B2F, -B2F6	S4LN-1227	S4LN-1227	RSA-5AD1
-B4A, -K2A	S4LN-21	S4LN-20	RSA-5AD1
-C1C, -C1C6, -C1D6	S4LN-1227	S4LN-1209	RSA-5AD1
-C1E6, -C1F, -F1A	S4LN-1227	S4LN-1209	RSA-5AD1
-D1A, -E1A	S4LN-1208	S4LN-1209	RSA-5AD1
-A1D	S4LN-21	S4LN-204	RSA-5AD1
-L2A	4371	4371	RSA-5AD1
◆, -M1B, -B1G6	4371	4370	RSA-5AD1
-C1G6	4345	4345	RSA-5AD1
<u>IO-360 Dual Magneto</u>			
-A1B6D, -A3B6D, -J1AD, -J1A6D		D4LN-3021	RSA-5AD1
-A1D6D, -A3D6D		D4LN-3000	RSA-5AD1
<u>AIO-360</u>			
-A1A, -A2A	S4LN-1208	S4LN-1209	RSA-5AD1
-A1B, -A2B, -B1B	S4LN-1227	S4LN-1209	RSA-5AD1
<u>TIO-360</u>			
-A1A, -A1B, -A3B6	S4LN-1208	S4LN-1209	RSA-5AD1
<u>TIO-360 Dual Magneto</u>			
-C1A6D		D4LN-3021	RSA-5AD1

* - Models with counterclockwise rotation employ S4RN series.

** - See latest revision of Service Instruction No. 1443 for alternate magnetos.

◆ - For information pertaining to engine model (L)IO-360-M1A, refer to Operation and Installation Manual P/N 60297-36

Engine models with letter "D" as 4th or 5th character in suffix denotes dual magnetos in single housing. Basic models employing -21 or -1227 (impulse coupling magnetos) use D4LN or D4RN-3021. Basic models employing -200 and -1208 (retard breaker magnetos) use D4LN or D4RN-3000. Example – Basic model IO-360-C1C uses S4LN-1227 and S4LN-1209, therefore model IO-360-C1CD would employ D4LN-3021.

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