DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

E-295
Revision 14
Lycoming Engines
O-540-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5,
O-540-B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5,
O-540-D1A5,
O-540-E4A5, -E4B5, -E4C5,
O-540-F1A5, -F1B5,
O-540-G1A5, -G2A5,
O-540-H1A5, -H2A5, -H1A5D, -H2A5D, -H1B5D, -H2B5D,
O-540-J1A5D, -J2A5D, -J1B5D, -J2B5D, -J3A5D, -J1C5D, -J2C5D, -J1D5D, -J2D5D, -J3C5D, -L3C5D

December 17, 2003

# TYPE CERTIFICATE DATA SHEET NO. E-295

Engines of models described herein conforming with this data sheet (which is a part of Type Certificate No. 295) and other approved data on file with the Federal Aviation Administration meet the minimum standards for use in certificate aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Civil Air Regulations/Federal Aviation Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

| | |
|---|---|
| Type Certificate Holder | Lycoming Engines<br>An Operating Division of AVCO Corporation<br>Williamsport, Pennsylvania 17701 |
| Type Certificate Holder Record | Avco Lycoming Williamsport Div., AVCO Corporation transferred TC E-295 to Lycoming Engines, An Operating Division of AVCO Corporation on December 17, 2003 |

| Model | Lycoming O-540 | -A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5, -D1A5 | -B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5 | -E4A5, -E4B5, -E4G5, -G1A5, -G2A5, -H1A5, -H2A5, -H1A5D, -H2A5D, -H1B5D, -H2B5D | -F1A5, -F1B5 |
|---|---|---|---|---|---|
| Type | 6H0A | Direct Drive | - - | - - | - - |
| Rating | | | | | |
| Maximum continuous, hp., r.p.m, in. Hg., at: | | | | | |
| Critical pressure altitude (ft.) | | — | — | — | 235-2800-25.0.4000 |
| Sea level pressure altitude | | 250-2575-F.T.-S.L. | 235-2575-F.T.-S.L. | 260-2700-F.T.-S.L. | 235-2800-26.0-S.L. |
| Takeoff (5 min.), hp., r.p.m., in. Hg., at: | | | | | |
| Critical pressure altitude (ft.) | | — | — | — | 260-2800-27.5-800 |
| Sea level pressure altitude | | 250-2575-F.T.-S.L. | 235-2575-F.T.-S.L. | 260-2700-F.T.-S.L. | 260-2800-28.0-S.L. |
| Fuel (Minimum grade aviation gasoline) | | See NOTE 8 | - - | - - | - - |

"- -" indicates "same as preceding model"
"—" indicates "does not apply"

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|---|---|---|---|---|---|---|---|---|
| Rev. No. | 14 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |

| Model Lycoming O-540 | -A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5, -D1A5 | -B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5 | -E4A5, -E4B5, -E4G5, -G1A5, -G2A5, -H1A5, -H2A5, -H1A5D, -H2A5D, -H1B5D, -H2B5D | -F1A5, -F1B5 |
|---|---|---|---|---|
| Lubricating oil (lubricants which conform to the specifications as listed or to subsequent revision thereto.) | No. 301-F | - - | - - | - - |
| Bore and stroke. in. | 5.125 X 4.375 | - - | - - | - - |
| Displacement, cu. in. | 541.5 | - - | - - | - - |
| Compression ratio | See NOTE 8 | - - | - - | - - |
| Weight (dry) | See NOTE 5 | - - | - - | - - |
| C.G. location (dry) | See NOTE 5 | - - | - - | - - |
| From front face of prop shaft flange, in | 17.9 | - - | - - | - - |
| Off propeller shaft C.L., in. | 1.21 below<br>0.15 left | - - | - - | - - |
| Propeller shaft-AS-127 | Type 2 flange modified | - - | - - | - - |
| Carburetion | Marvel-Schebler MA-4-5 | - - | - - | - - |
| Ignition, dual | See NOTE 8 | - - | - - | - - |
| Timing, °BTC | 25 | - - | - - | - - |
| Spark plugs | See NOTE 7 | - - | - - | - - |
| Oil sump capacity, qt. | 12 | - - | - - | - - |
| Crankshaft dampers | See NOTE 5 & 6 | - - | - - | - - |
| Minimum safe oil quantity qts. | | | | |
| 20°nose up or down attitude | 2-3/4 | - - | - - | - - |
| 30°nose up attitude | 4 | - - | - - | - - |
| NOTES - As applicable | 1 through 8, 10, 11 | - - | - - | 1 through 11 |

| Model Lycoming O-540 | -J1A5D, -J2A5D, -J1B5D, -J2B5D, -J3A5D | -J1C5D, -J2C5D, -J3C5D, -J1D5D, -J2D5D | -L3C5D (See NOTE 12) |
|---|---|---|---|
| Type 6H0A | Direct Drive | - - | - - |
| Rating | | | |
| Maximum continuous, hp., r.p.m, in. Hg., at: | | | |
| Critical pressure altitude (ft.) | — | — | — |
| Sea level pressure altitude | 235-2400-F.T.-S.L. | 235-2400-F.T.-S.L. | 235-2400-F.T.-S.L. |
| Takeoff (5 min.), hp., r.p.m., in. Hg., at: | | | |
| Critical pressure altitude (ft.) | — | - - | - - |
| Sea level pressure altitude | 235-2400-F.T.-S.L. | 235-2400-F.T.-S.L. | 235-2400-F.T.-S.L. |
| Fuel (Minimum grade aviation gasoline) | See NOTE 8 | - - | - - |
| Lubricating oil (lubricants which conform to the specifications as listed or to subsequent revision thereto.) | No. 301-F | - - | - - |

"- -" indicates "same as preceding model"
"—" indicates "does not apply"

| Model Lycoming O-540 | -J1A5D, -J2A5D, -J1B5D, -J2B5D, -J3A5D | -J1C5D, -J2C5D, -J3C5D, -J1D5D, -J2D5D | -L3C5D (See NOTE 12) |
|---|---|---|---|
| Bore and stroke. in. | 5.125 X 4.375 | - - | - - |
| Displacement, cu. in. | 541.5 | - - | - - |
| Compression ratio | See NOTE 8 | - - | - - |
| Weight (dry) | See NOTE 5 | - - | - - |
| C.G. location (dry) | See NOTE 5 | - - | - - |
| From front face of prop shaft flange, in | 17.75 | 17.94 | 18.10 |
| Off propeller shaft C.L., in. | 0.75 below 0.19 left | 0.69 below 0.19 left | 0.59 below 0.34 left |
| Propeller shaft-AS-127 | Type 2 flange modified | - - | - - |
| Carburetion | Marvel Schebler HA-6 | - - | - - |
| Ignition dual | See NOTE 8 | 25 | - - |
| Timing, °BTC | 23 | - - | - - |
| Spark plugs | See NOTE 7 | - - | - - |
| Oil sump capacity, qts. | 12 | - - | - - |
| Crankshaft dampers | See NOTE 5 & 6 | - - | - - |
| Minimum safe oil quantity qts. | - - | - - | - - |
| 20°nose up or down attitude | 2-3/4 | - - | - - |
| 30°nose up attitude | 2 | - - | - - |
| | | - - | |
| NOTES - As applicable | 1 through 8, 10, 11 | | 1 through 8, 10, 11, 12, 13 |

"- -" indicates "same as preceding model"
"—" indicates "does not apply"

Certification basis:

| Regulations and Amendments | | Model | Date of Application | Date Type Certificate No. E-295 Issued/Revised |
|---|---|---|---|---|
| CAR 13 Effective June 15, 1956 | | O-540-A1A | July 2, 1957 | October 31, 1957 |
| As Amended By 13-1 & 13-2 | | O-540-A1A5 | June 3, 1958 | June 18, 1958 |
| | | O-540-A2P | July 24, 1958 | July 24, 1958 |
| | | O-540-D1A5 | October 21, 1958 | August 12, 1959 |
| | | O-540-A1B5 | January 21, 1959 | February 10, 1959 |
| | | O-540-A1C5 | March 16, 1959 | April 2, 1959 |
| | | O-540-F1A5, -F1B5 | April 3, 1959 | August 12, 1959 |
| | | O-540-A1D, -A1D5 | January 21, 1960 | March 17, 1960 |
| | 13-3 | O-540-A3D5 | May 17, 1960 | June 22, 1960 |
| | | O-540-B1A5, -B2A5 | November 30, 1960 | May 3, 1961 |
| | | O-540-B1B5 | April 17, 1961 | May 3, 1961 |
| | | O-540-B2B5 | December 8, 1961 | December 26, 1961 |
| | 13-4 | O-540-A4A5, -A4B5, -A4C5, -A4D5, -B4A5, -B4B5 | October 3, 1963 | October 9, 1963 |
| | | O-540-E4A5, -E4B5 | April 1, 1964 | May 4, 1964 |
| | | O-540-E4C5 | March 3, 1966 | March 23, 1966 |
| | | O-540-B1D5, -B2C5 | November 23, 1966 | December 2, 1966 |
| | | O-540-G2A5 | March 31, 1967 | April 4, 1967 |
| | | O-540-G1A5 | October 6, 1967 | October 9, 1967 |
| | | O-540-H1A5, -H2A5 | January 16, 1970 | January 22, 1970 |
| | | O-540-H1B5D, H2B5D | July 30, 1971 | August 4, 1971 |
| | | O-540-H1A5D, -H2A5D | July 27, 1971 | October 21, 1971 |

Certification basis: (cont'd)

Date Type Certificate No. E-295

| Regulations and Amendments | Model | Date of Application | Issued/Revised |
|---|---|---|---|
| 13-4 | -J1B5D, -J2B5D<br>O-540-J1C5D, -J2C5D<br>-J1D5D, -J2D5D | August 25, 1976 | October 4, 1976 |
| | O-540-J3C5D | February 4, 1977 | February 15, 1977 |
| | O-540-J3A5D | November 23, 1977 | November 30, 1977 |
| | O-540-L3C5D | July 21, 1977 | June 19, 1978 |

Production basis: Production Certificate No. 3

NOTE 1. Maximum permissible temperatures are as follows:

| Cylinder Head (well type) | Cylinder Base | Oil Inlet |
|---|---|---|
| 500°F | 325°F | 245°F |

NOTE 2. Pressure limits - p.s.i.

| | Minimum | Maximum |
|---|---|---|
| | 0.5 | 30.0 (O-540-L3C5D: See NOTE No. 13) |
| Fuel | 0.5 | 8.0 |
| Oil (Normal operation) | 55.0 | 95.0 |
| (Idle) | 25.0 | — |
| (Starting and warm-up) | — | 115.0 |

NOTE 3. The following accessory provisions are incorporated:

| Accessory | -A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A4A5, -A4B5, -A4C5, -A4D5 -E4A5, -E4B5 -E4C5 | A3D5 | -A2B -B2A5 -B2B5 -B2C5 | -B1A5 -B1B5 -B1D5, -B4A5 -B4B5, -G1A5 | -D1A5 | -G2A5 | -H1A5 -H2A5 | -F1A5 -F1B5 |
|---|---|---|---|---|---|---|---|---|
| Starter | * | * | * | * | * | * | * | — |
| Starter | — | — | — | — | — | — | — | * |
| Generator | * | * | * | * | * | * | — | * |
| Generator | ** | ** | ** | ** | ** | ** | — | — |
| Alternator | ** | ** | ** | ** | — | ** | * | — |
| Alternator | ** | ** | ** | ** | ** | ** | ** | ** |
| Vacuum Pump | * | * | * | * | * | * | * | * |
| Hydraulic Pump | * | * | * | * | * | * | * | * |
| Hydraulic Pump | — | — | — | — | — | — | — | — |
| Tachometer | * | * | * | * | * | * | * | * |
| Propeller Governor | * | * | — | * | * | — | * | — |
| Propeller Governor | — | — | — | — | — | — | — | — |
| Fuel Pump | ** | ** | ** | ** | ** | ** | ** | ** |
| Fuel Pump (plunger) | ** | * | ** | ** | ** | ** | ** | ** |

| Accessory | -L3C5D | -H1A5D -H2A5D -H1B5D -H2B5D | -J2D5D -J2C5D | -J1A5D -J2A5D -J3A5D -J1B5D -J2B5D -J3C5D -J1D5D -J1C5D | All Models Rotation Facing Drive Pad | Speed Ratio to Crankshaft | Maximum Torque (in. -lb.) Cont. | Static | Max. Overhang Moment (in. -lb.) |
|---|---|---|---|---|---|---|---|---|---|
| Starter | * | * | * | * | CC | 16.556:1 | — | 450 | 150 |
| Starter | — | — | — | — | CC | 13.556:1 | — | 450 | 150 |
| Generator | — | — | — | — | C | 1.010:1 | 60 | 120 | 175 |
| Generator | — | — | — | — | C | 2.500:1 | 60 | 120 | 175 |
| Alternator | * | * | * | * | C | 3.250:1 | 60 | 120 | 175 |
| Alternator | ** | ** | ** | — | C | 3.630:1 | 60 | 120 | 175 |
| Vacuum Pump | * | * | * | * | CC | 1.300:1 | 70 | 450 | 25 |
| Hydraulic Pump | — | — | — | — | C | 1.385:1 | 100 | 800 | 40 |
| Hydraulic Pump | * | * | * | * | C | 1.300:1 | 100 | 800 | 40 |
| Tachometer | * | * | * | * | C | 1.500:1 | 7 | 50 | 5 |
| Propeller Governor | — | — | — | — | C | 0.895:1 | 125 | 1200 | 25 |
| Propeller Governor | * | * | — | * | C | 0.947:1 | 125 | 1200 | 25 |
| Fuel Pump | — | ** | — | — | CC | 1.000:1 | 25 | — | 25 |
| Fuel Pump (plunger) | * | ** | ** | ** | — | 0.500:1 | — | — | 10 |

"C" - Clockwise "CC" - Counter clockwise
* - Standard
** - Optional

NOTE 4. These engines incorporate provisions for absorbing propeller thrust in both tractor and pusher type installations.

NOTE 5. These models incorporate additional characteristics as follows:

| O-540-Models | Wt. dry, lb. | Characteristics |
|---|---|---|
| -A1A | 374 | Basic model, direct drive, six cylinder, horizontally opposed, air cooled engine with one each S6LN-20 and -21 Magnetos and two 6th order dampers. |
| -A1A5 | 374 | Same as -A1A except has one fifth and one sixth order dampers. |
| -A1B5 | 375 | Same as -A1A5 except has propeller governor pad with short studs to accommodate AN type governor. |
| -A1C5 | 375 | Same as -A1A5 except has two S6LN-21 impulse coupling magnetos. |
| -A1D | 375 | Similar to -A1B5 except has one each S6LN-200 and S6LN-204 magnetos and two sixth order crankshaft torsional dampers. |
| -A1D5 | 375 | Similar to -A1D except has one fifth and one sixth order crankshaft torsional dampers. |
| -A2B | 374 | Same as -A1B5 except for crankshaft damper arrangement and propeller flange has propeller locating bushings displaced 60° clockwise, viewed facing propeller. |
| -A3D5 | 373 | Similar to -A1D5 except has provisions for Goodrich propeller deicing equipment. |
| -A4A5 | 374 | Similar to -A1A5 except has heavier fifth and sixth order crankshaft counterweights. |
| -A4B5 | 375 | Similar to -A1B5 except has heavier fifth and sixth order crankshaft counterweights. |
| -A4C5 | 375 | Similar to -A1C5 except has heavier fifth and sixth order crankshaft counterweights. |
| -A4D5 | 375 | Similar to -A1D5 except has heavier fifth and sixth order crankshaft counterweights. |
| -B1A5 | 366 | Same as -A1D5 except has lower compression ratio and performance. |
| -B1B5 | 366 | Field conversion of -A1A5, -A1B5, or -A1C5 to lower compression ratio. |
| -B1D5 | 367 | Same as -B1A5 except for incorporation of Bendix 1200 series magnetos. |
| -B2A5 | 366 | Similar to -B1A5 except does not have provisions for controllable pitch propeller. |
| -B2B5 | 366 | Same as -B2A5 except has S6LN-20 and S6LN-21 magnetos. |

NOTE 5. These models incorporate additional characteristics as follows: cont.

| | | |
|---|---|---|
| -B2C5 | 368 | Same as -B2B5 except for incorporation of Bendix 1200 series magnetos and does not include generator as part of the engine. |
| -B4A5 | 366 | Similar to -B1A5 except has heavier fifth and sixth order crankshaft counterweights. |
| B4B5 | 366 | Similar to -B1B5 except has heavier fifth and sixth order crankshaft counterweights. |
| -D1A5 | 369 | Same as -A1A5 except has increased strength crankcase. |
| -F4A5 | 368 | Similar to -A4D5 except has hybrid camshaft permitting higher 260 hp. @ 2700 r.p.m. |
| -E4B5 | 369 | Similar to -A4D5 except for left magneto S6LN-21 and minor difference in weight and length. |
| -E4C5 | 370 | Same as model -E4B5 except has S6LN-1227 and S6LN-1209 magnetos. |
| -F1A5 | 367 | Same as -A1A5 except rated for helicopter application and incorporates prototype bed mounting. |
| -F1B5 | 369 | Same as -D1A5 except rated for helicopter application and incorporates provisions for either bed or dynafocal type mounting. |
| -G1A5 | 386 | Similar to -E4C5 except incorporates heavier crankshaft, different crankcase and -A1D5 counterweights. |
| -G2A5 | 386 | Similar to -G1A5 except does not provide for use of constant speed propeller. |
| -H1A5 | 385 | Similar to -G1A5 except has different magnetos and incorporates piston cooling oil jets. |
| -H2A5 | 385 | Similar to -G2A5 except has different magnetos and incorporates piston cooling oil jets. |
| -H1A5D | 381 | Similar to -H1A5 except incorporates dual magneto (impulse coupling). |
| -H2A5D | 381 | Similar to -H1A5D except does not have provision for controllable propeller. |
| -H1B5D | 381 | Similar to -H1A5 except incorporates dual magneto (retard). |
| -H2B5D | 381 | Similar to -H1B5D except does not have provision for controllable propeller. |
| -J1A5D | 356 | Similar to -A1A5 except incorporates dual magneto (impulse coupling), less weight and rated at 235 h.p. @ 2400 r.p.m. |
| -J2A5D | 356 | Similar to -J1A5D except does not have provision for controllable propeller. |
| -J1B5D | 356 | Similar to -A1A5 except incorporates dual magneto (retard), less weight and rated at 235 h.p. @ 2400 r.p.m. |
| -J2B5D | 356 | Similar to -J1B5D except does not have provision for controllable propeller. |
| -J1C5D | 356 | Same as -J1A5D except has horizontal carburetor and induction housing. |
| -J2C5D | 356 | Same as -J1C5D except has no provision for controllable propeller. |
| -J1D5D | 356 | Same as -J1C5D but with D6LN-3230 retard breaker dual magneto. |
| -J2D5D | 356 | Same as -J1D5D except does not have provision for controllable propeller. |
| -J3C5D | 357 | Same as -J1C5D except has heavier counterweights for use with McCauley controllable propeller. |
| -J3A5D | 357 | Same as -J1A5D except has heavier counterweights (same as O-540-J3C5D). |
| -L3C5D | 367 | Same as -J3C5D except for features to make engine suitable for turbocharging. |

NOTE 6. These engines incorporate crankshafts with two sixth order dampers unless a "5" is part of the model designation, i.e., -A1A5. Engines so designated have one fifth order damper and one sixth order damper instead of two sixth order dampers.

NOTE 7. Spark plugs approved for use on these engines are listed in the latest revision of AVCO Lycoming Service Instruction No. 1042.

NOTE 8. Fuel grade, compression and ignition:

| O-540-Models | Fuel - Aviation Gasoline | Compression Ratio | Ignition, Dual Bendix Models |
|---|---|---|---|
| -A1A | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -A1A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -A1B5 | 100 or 100 LL | 8.50:1 | S6LN-21, S6LN-21 |
| -A1C5 | 100 or 100 LL | 8.50:1 | S6LN-21, S6LN-21 |
| -A1D | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -A1D5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -A2B | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -A3D5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -A4A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -A4B5 | 100 or 100 LL | 8.50:1 | S6LN-21, S6LN-21 |
| -A4C5 | 100 or 100 LL | 8.50:1 | 26LN-21, S6LN-21 |
| -A4D5 | 100 or 100 LL | 8.50:1 | 26LN-204, S6LN-200 |
| -B1A5 | 100 or 100 LL | 7.20:1 | S6LN-204, S6LN-200 |
| -B1B5 | 100 or 100 LL | 7.20:1 | S6LN-20, S6LN-21 |
| -B1D5 | 100 or 100 LL | 7.20:1 | S6LN-1209, S6LN-1208 |
| -B2A5 | 100 or 100 LL | 7.20:1 | S6LN-204, S6LN-200 |
| -B2B5 | 100 or 100 LL | 7.20:1 | S6LN-20, S6LN-21 |
| -B2C5 | 100 or 100 LL | 7.20:1 | S6LN-1209, S6LN-1227 |
| -B4A5 | 100 or 100 LL | 7.20:1 | S6LN-204, S6LN-200 |
| -B4B5 | 100 or 100 LL | 7.20:1 | S6LN-20, S6LN-21 |
| -D1A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -E4A5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -E4B5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -E4C5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -F1A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -F1B5 | 100 or 100 LL | 8.50:1 | S6LN-204, S6LN-200 |
| -G1A5 | 100 or 100 LL | 8.50:1 | S6LN-1227, S6LN-1209 |
| -G2A5 | 100 or 100 LL | 8.50:1 | S6LN-1227, S6LN-1209 |
| -H1A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -H2A5 | 100 or 100 LL | 8.50:1 | S6LN-20, S6LN-21 |
| -H1A5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -H2A5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -H1B5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -H2B5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -J1A5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -J2A5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -J1B5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -J2B5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -J1C5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -J2C5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -J1D5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -J2D5D | 100 or 100 LL | 8.50:1 | D6LN-3230 |
| -J3C5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |
| -J3A5D | 100 or 100 LL | 8.50:1 | D6LN-3031 |

All models equipped with one impulse coupling magneto may use two impulse coupling magnetos as optional equipment.

NOTE 9. Engine models O-540-F1A5 and -F1B5 are approved for helicopter application and operation in a horizontal installation.

NOTE 10. Models O-540-A4A5, -A4B5, -A4C5, -A4D5, -B4A5, -B4B5, -E4B5, -E4A5, and -E4C5 are equipped with fifth and sixth order crankshaft counterweights which are heavier than the usual fifth and sixth order counterweights employed in other O-540 engine models.

NOTE 11. Starters, generators, and alternators approved for use on these engines are listed in the latest revision of AVCO Lycoming Service Instruction No. 1154.

NOTE 12. When equipped in accordance with Cessna Dwg. 2250065, this engine is certified for operation at a maximum manifold pressure of 31.0 in. Hg at 2400 r.p.m.

NOTE 13. When complying with Lycoming Service Instruction No. 1398, the minimum permissible fuel pressure increase from 0.5 psi to 3 psi. Therefore, revised fuel pressure gage marking indicating a minimum red line of 3 psi is required.

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