

Engine Conversion Process
O-540A1D5 into IO-540C4B5
(HDN - 12/14/95)

Research into the engine conversion process was accomplished via telecon with knowledgeable persons in industry. Sources of information:

Phillip	Mattituk	800-624-6680
Wayne Chalsant	Hartzell	513-778-4363
Ron McGregor	Lycoming	717-327-7093

Q1: Are engine mounting pads the same - if not what part number?

A1: New mounting pads required - P/N 72307 - 4 reqd

Q2: Is engine compatible with counterweights, prop, and what parts reqd?

A2: The rear cylinders must be removed and new counterweights installed per Service Instruction 1012F. The required parts are:

P/N 72801	2 reqd	New Counterweights
P/N 72797	2 reqd	Counterweight Pin
P/N 72965	4 reqd	Counterweight Roller

Q3: What is needed for increased (260) Hp?

A3: New counterweights, new fuel pump P/N 15473 (AC), complete injection system, and increased RPM setting on prop governor.

Q4: RA-10 fuel injection, what is it found on? What fuel injection system is used on IO-540C4B5?

A4: This engine requires the RSA-5AD1 fuel injection system. The RSA-10 is found on the higher horsepower engines.

Q5: What is IO-540C4B5 found on?

A5: All non-turbocharged models of Piper Aztec, PA-23.

Q6: What is O-540A1D5 found on?

A6: Piper Comanche PA-24, early models.

A7: Compatibility of HC-M2YR propeller hub with this engine?

A7: Hartzell HC-M2YR hub is used on Lyc IO-360 engines using 7366 blades. The correct prop hub for this engine is HC-C2YR hub with 8477 blades, 76" to 84".