

Model A-50	-1	-2	-3	-4	-5, -6	-7	-8, -9
Spark plugs	See NOTE 6	--	--	--	--	--	--
Timing, °BTC	28	24	Right 25 Left 28	28	Right 25 Left 28	28	Right 25 Left 28
Oil sump and capacity (qt.)	Dry	Dry	Dry	Wet - 4½	Wet - 4½	Wet - 4½	Wet - 4½
Exhaust port	Up	Up	Up	Up	Up	Down	Down
NOTES	1,2,4,5,6	1,2,4,5,6	1,2,4,5,6	1,2,3,4, 5,6	1,2,3,4,5,6	1,2,3,4, 5,6	1,2,3,4,6

"- -" indicates "same as preceding model"

Certification basis CAR 13
Type Certificate No. 190

Production basis Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°, 350° and 215° respectively.

NOTE 2. Engines Nos. 115395 and up incorporate originally a modified crankcase for rubber shock mountings which necessitates using a modified engine mount.

NOTE 3. The A-50-4J, -5J, -6J, -7J, -8J, and -9J models incorporate High Fuel Injector Model A in place of the carburetor at a weight increase of 3 lb.

NOTE 4. Accessory provisions and typical accessories are as follows:

<u>Starter</u>	<u>Added Weight (lb.)</u>
Eclipse Type 635 (Electric), for Models -6, -6J, -9, -9J only	16
Eclipse Type E-80 (Electric), for Models -6, -6J, -9, -9J only	18
Hummer Type X (Mechanical), for Models -6, -6J, -9, -9J only	14
<u>Fuel Pump (provisions optional)</u>	
AC Diaphragm Type CP8527	4
AC Diaphragm Type 1523843 (CMC No. 4552)	2
<u>Miscellaneous</u>	<u>Added Weight (lb.)</u>
Air Filter and Scoop, Nos. A-5810 and A-40522	3

NOTE 5. The approvals for the following models expired November 7, 1941. No engines of these models, manufactured after this date, or with Serial Nos. above those shown, are eligible for use in certificated aircraft:

<u>Models</u>	<u>Serial No.</u>
A-50-1, -2, -3, -4, -4J, -5, -5J, -6, -6J	131595
A-50-7, -7J	138197

NOTE 6. The following spark plugs are approved for use in these engines:

AC A88, S88, SR88
Auto-Lite 18A-1, SH-2K, SH-2M
BG 4B2, 417S, 706, 706R
Champion C-26, C-27, M-26, M31A, LM-31S

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