

## **Chapter 72**

### **Engine**

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## 72-00-00

## GENERAL

This chapter describes the engine installed in the EXTRA 200 aircraft, together with its fitted assemblies. Operation and maintenance work of the engine requires consultation of the Lycoming Operator's Manual (P/N 60297-21).

Proper control, operation and troubleshooting of the engine is also described in the Lycoming Operator's Manual (P/N 60297-21) of the manufacturer.

### **I M P O R T A N T**

**If replacement of the engine control cables is necessary, renew the sealing of the bushing grooves and gaps at the engine side of the firewall. Use PRC-812 (Products Research & Chemical Corporation, USA) firewall sealant. Cover the control cables with AEROQUIP AE102-6 Fire sleeves inside the engine department.**

## 72-10-00

## ENGINE

The engine installed is a Textron-Lycoming air cooled, direct drive, fuel injection, horizontally opposed four-cylinder engine with inverted oil system. The rated power at Take Off is 200 HP at 2700 RPM. The maximum continuous RPM is 2500 (185 HP).

The engine specification is Textron-Lycoming AEIO-360-A1E.

The following accessories are included in the powerplant installation:

Fuel injector:	Bendix
Magnetos:	Slick
Alternator:	Electrosystems (Prestolite)
Starterm (Standard):	Lycoming
Fuel pump:	Gates Lear
Shielded ignition system	
Propellor governor:	Woodward

The engine is operated by the following manual controls:

Throttle control

RPM control

Fuel mixture control

The propeller governor monitors the RPM automatically and prevents overspeeding. If oil pressure is lost, the propeller is automatically adjusted to coarse pitch to prevent overspeeding.

The engine is air cooled. Baffles are provided to build up a pressure and force the air through the cylinder fins. The cooling air flow is dependent on engine speed and dynamic air pressure.

The engine is lubricated by means of an engine driven oil pump. For acrobatic maneuvers, lubrication is assured via a CHRISTEN 801 Inverted Oil System (refer to Chapter 79).

The complete power plant is attached to the fuselage structure using 4 mounting points and rubber vibration absorbers.