

72

ENGINE

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PISTON ENGINE

DESCRIPTION AND OPERATION

1. GENERAL

The TB 9 aircraft is powered by a four-cylinder, horizontally opposed direct drive LYCOMING O-320-D2A engine rated at 160 BHP at 2700 RPM, except for aircraft fitted with noise reduction option as green range of tachometer indicator is limited to 2550 or 2600 RPM depending on the option. It is provided with a starter, an alternator, a shielded ignition harness, two magnetos, a vacuum pump drive, a fuel pump and a manifold air filter.

The engine is controlled from the cockpit by the following manual controls located on the central pedestal :

- throttle control - refer to 76-10-01,
- carburetor heating control - refer to 76-10-02,
- mixture control - refer to 76-10-03.

For engine servicing, refer to AVCO LYCOMING Maintenance Manual.

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PISTON ENGINE

DESCRIPTION AND OPERATION

1. GENERAL

The TB 9 aircraft is powered by a four-cylinder, horizontally opposed direct drive LYCOMING O-320-D1A engine rated at 160 BHP at 2700 RPM. It is provided with a starter, an alternator, a shielded ignition harness, two magnetos, vacuum pump and propeller governor drives, a fuel pump and a manifold air filter.

The engine is controlled from the cockpit by the following manual controls located on the central pedestal :

- throttle control - refer to 76-10-01,
- carburetor heating control - refer to 76-10-02,
- mixture control - refer to 76-10-03.

For engine servicing, refer to AVCO LYCOMING Maintenance Manual.

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AGAC

Validity : S / N 1 - 764, 766 - 878 with
constant speed propeller

72-00-00 (BM)

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SEP 02

PISTON ENGINE

SERVICING

1. NEW ENGINE SERVICING

A. Tools and consumable materials

- Oil (TB 03-901) (First 50 hours)
- Oil (TB 03-902) (After 50 hours)

B. Break-in and operation

The engine has undergone a break-in at the factory and is ready for the full range of use. It is, however, recommended that cruising flights be accomplished at 65 to 72 % until a total of 50 hours has accumulated or oil consumption has stabilized.

The airplane is delivered from the factory with corrosion preventive engine oil. If, during the first 50 hours oil must be added, use only aviation grade straight mineral oil in compliance with Specification MIL-L-6082.

Use dispersant oil in compliance with Specification MIL-L-22851C only after the first 50 hours.

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