

OPERATING LIMITATIONS

NOTE: Mandatory compliance with the Limitations, Section 2, is required by law.

FAA OPERATING LIMITATIONS

POWER PLANT LIMITATIONS

Engine with	Lycoming Model HIO-360E1AD Rajay 301 E-10-2 Turbocharger
Fuel	100/130 minimum grade
Oil Viscosity	Above 60 °F SAE-50 30-90 °F SAE-40 0-70 °F SAE-30 Below 10 °F SAE-20 Approved Lubricants: 50-hour break in period, MIL-L-6082B Ashless Dispersant, MIL-L-22851
Horsepower	205 HP at 2,900 RPM, 36.5 in. MP
Operating Engine RPM	2,900 maximum 2,750 minimum
Engine Idling RPM	1,500 minimum (clutch disengaged)
Manifold Pressure	36.5 in. Hg, Sea Level to 12,000 ft.
EGT	1,650 °F maximum
Oil Temperature	245 °F
Oil Pressure	60-90 psi, normal operation 25 psi, idling minimum 100 psi, starting warmup
Transmission Oil Temp.	220 °F maximum
Cylinder Head Temp.	475 °F maximum
Fuel Mixture Setting	Engine may be leaned at 29 in. MP or below to 1600 °F on rich side of peak. Never exceed 1650 °F EGT. Mixture must be full rich for landing and take-off regardless of power for proper engine cooling. Mixture must be leaned to at least 130 PPH at 36.5 in. MAP for all flight conditions except hover. If richer mixture is required to maintain EGT levels below 1650 °F, practice autorotations are prohibited.