

LYCOMING

Some engines purr like kittens. These roar.



390 CUBIC INCH



580 CUBIC INCH



720 CUBIC INCH

The Lycoming IO-390-X series engines are four-cylinder, direct-drive, horizontally opposed, air-cooled models. The engines are equipped with a fuel-injection system that schedules fuel flow in proportion to airflow. Fuel vaporization takes place at the intake ports. Based on the design of the rebored IO-360 to displace 390 cubic inches, the model produces 210 hp at 2700 rpm and consumes 11.1 gallons per hour at 65 percent power. Designed to meet the growing demand for kit aircraft, the engine provides the required speed, payload and low fuel consumption.

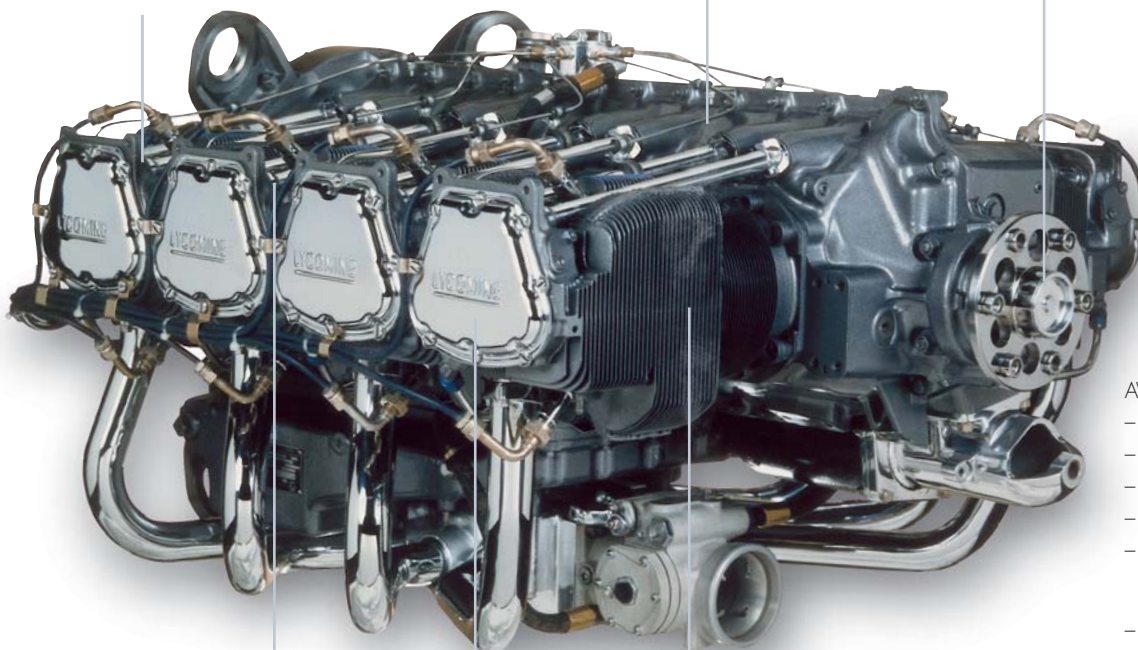
The Lycoming IO-580 series engines are six-cylinder, direct-drive, horizontally opposed, air-cooled models. The cylinders are of conventional air-cooled construction with heads made from an aluminum-alloy casting and a fully machined combustion chamber. The engines are equipped with a fuel-injection system. The fuel injector meters fuel in proportion to induction airflow to air-bled nozzles at individual cylinder intake ports. Manual mixture control and idle cutoff are provided. This engine has a bore of 5.319 inches, a stroke of 4.375 inches and a piston displacement of 583 cubic inches.

The Lycoming IO-720 series engines are eight-cylinder, direct-drive, horizontally opposed, air-cooled models. The cylinders are of conventional air-cooled construction with heads made from an aluminum-alloy casting and a fully machined combustion chamber. The engines are equipped with a fuel-injection system that schedules fuel flow in proportion to airflow. Fuel vaporization takes place at the intake ports.

CHROMIUM-MODIFIED
NI-RESIST IRON EXHAUST-VALVE GUIDES,
RESULTING IN BETTER WEAR
CHARACTERISTICS

FORGED-STEEL CAMSHAFTS

FORGED-STEEL CRANKSHAFTS



FORGED-STEEL
CONNECTING RODS

OPTIONAL CHROME KIT

NITRIDE-HARDENED STEEL
ALLOY CYLINDER BARRELS

AVAILABLE OPTIONS:

- Lightweight starters
- Electronic ignition
- Spin-on or remote oil filter
- Air conditioning provisions
- Factory chrome kits:
 - Triple-plated rocker-box covers, intake pipes and shroud tubes
- Optional magnetos
- Fixed-pitch or constant-speed propeller applications

390 CUBIC INCH ENGINE SERIES



This current production model data is provided for engine selection, and is subject to change without notice. The Lycoming Sales Department should be contacted prior to starting detailed installation layouts. Engine weights may vary according to specific engine model configuration.

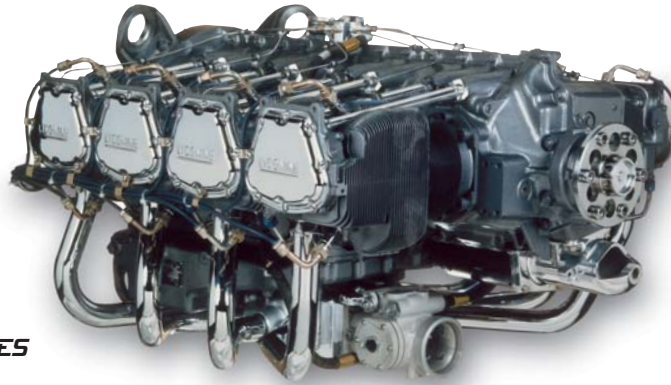
MODEL	COMPRESSION RATIO	HP	RPM	TBO	HEIGHT (IN)	WIDTH (IN)	LENGTH (IN)	DRY WT (LBS)	REMARKS
IO-390-X	8.70:1	210	2,700	2,000	19.35	34.25	30.70	308	Dynafoal Mounts

580 CUBIC INCH ENGINE SERIES



MODEL	COMPRESSION RATIO	HP	RPM	TBO	HEIGHT (IN)	WIDTH (IN)	LENGTH (IN)	DRY WT (LBS)	REMARKS
IO-580-B	8.90:1	315	2,700		21.04	34.25	39.34	444	

720 CUBIC INCH ENGINE SERIES



MODEL	COMPRESSION RATIO	HP	RPM	TBO	HEIGHT (IN)	WIDTH (IN)	LENGTH (IN)	DRY WT (LBS)	REMARKS
IO-720-A	8.70:1	400	2,650		22.53	34.25	46.06-46.41	597-601	
IO-720-B	8.70:1	400	2,650		20.63-20.88	34.25	46.08-47.97	593	
IO-720-D	8.70:1	400	2,650		22.06-22.11	34.25	46.41-46.80	593-607	

IO-720

ENGINE LABELING LEGEND:

1 2

1 PREFIXES:

- AE - Aerobatic (wet sump)
- H - Horizontal Helicopter
- I - Fuel Injected
- L - Left Hand Rotation Crankshaft
- O - Opposed Cylinders
- T - Turbocharged

2 CYLINDER CUBIC INCH DISPLACEMENT:

Number of Cylinders	Cubic Inch Displacement
4	235, 320, 360
6	540, 580
8	720

ENGINE MOUNT CONFIGURATIONS:

- Conical -**
Straight mounts parallel to crankshaft.
- Dynafoal -**
Mounts set at a specified angle to the crankshaft with Type 1 (30°) and Type 2 (18°).
- Bed -**
Bed mounting available on select engine models.

