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TWIN WASP & R-1830
DESIGNATED ENGINES

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*Similar to Military counterpart in certain respects.

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REVISED 5/15/55

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DESIGNATED ENGINES

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*Similar to Military counterpart in certain respects.

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ENGINE MODEL	Type P & W A / Air Force / Navy	Twin Wasp (R-1830) *A-G	Twin Wasp (R-1830) SA-G	Twin Wasp (R-1830) T1A-G	Twin Wasp (R-1830) T1A1-G	Twin Wasp (R-1830) T2A-G	Twin Wasp (R-1830) S1A-G	Twin Wasp (R-1830) SA2-G
SPECIFICATION	Number	none	PW-607	PW-603	none	PW-607	PW-610	PW-602
RATINGS	Take Off		750/2300	800/2400		750/2300	800/2400	750/2400
	Military							
	Normal	830/2400/S.L.	750/2300/7000	800/2400/S.L.	830/2400/S.L.	750/2300/S.L.	800/2400/7000	750/2400/6500
FUEL	Grade Octane	86	80	87	86	80	87	80
CURVES	Spec.		TS-1	1507		1837		
	Oper.	2466	2085				2465	2464
WEIGHT, DRY	Pounds	1150	1275	1183	1150	1183	1225	1174
PROP. SHAFT	Ratio	3:2	3:2	3:2	3:2	3:2	3:2	3:2
	Spline	40	50	50	40	50	50	50
	Rotation, viewed from antiprop. end	CC	C	C	CC	C	C	C
CYLINDERS	Comp. Ratio	6.5:1	6:1	6.5:1	6.5:1	6:1	6.5:1	6:1
IMPELLER	Ratio	8:1	10.1	8:1	8:1	8:1	11:1	10:1
CARBURETOR	Model	NA-Y9A	NA-Y9A	NA-Y9A	NA-Y9A	NA-Y9A	NA-Y9A	Stromberg
MAGNETOS	Model	GN14-D-8	Scintilla	Scintilla	GN14-D-8	Scintilla	Scintilla	Scintilla
INST. DWG.	Number		R-11300	R-9641		R-9641	R-11300	R-11300
DIMENSIONS	Diameter		47.88	47.88		47.88	47.88	47.88
	Length		56.23	56.94		56.94	56.94	56.25
A.T.C.	Number	96		96	96			
AIRPLANE	Installations							
NOTES		*Sold to Navy		None manufactured.	None manufactured.	None manufactured.		None manufactured.

ENGINE MODEL	Type P & W A / Air Force / Navy	Twin Wasp (R-1830) S1A2-G	Twin Wasp (R-1830) S1A3-G	Twin Wasp (R-1830) S1A4-G	Twin Wasp (R-1830) S2A4-G	Twin Wasp (R-1830) S1A5-G	Twin Wasp (R-1830) SB-G	Twin Wasp (R-1830) SB-G
SPECIFICATION	Number	PW-610	none	PW-618	PW-619	PW-621	PW-5027	PW-5012
RATINGS	Take Off	800/2400	900/2465/S.L.	830/2400	950/2550	950/2550	1000/2350	1000/2600
	Military							
	Normal	800/2400/7000	830/2400/6000	830/2400/6000	830/2400/3800	830/2400/3600		900/2450/6500
FUEL	Grade Octane	87	87	87	87	87	87	87
CURVES	Spec.			T-58	T-97	T-58	T-182	T-222
	Oper.	2976						
WEIGHT, DRY	Pounds	1174	1150	1223	1235	1235	1135	1284
PROP. SHAFT	Ratio	3:2	3:2	3:2	3:2	3:2	3:2	3:2
	Spline	50	50	50	50	50	40	50
	Rotation, viewed from antiprop. end	C	CC	C	C	C	C	C
CYLINDERS	Comp. Ratio	6.5:1	6.5:1	6.5:1	6.5:1	6.7:1	6.5:1	6.7:1
IMPELLER	Ratio	11:1	11:1	11:1	10:1	10:1	12:1	12:1
CARBURETOR	Model	Stromberg	NA-Y9B, NA-Y9C	Stromberg	Stromberg	NA-Y9C	Stromberg	NA-Y9E1
MAGNETOS	Model	Scintilla	SB-14RN1A	Scintilla	Scintilla	SB-14RN1A	Scintilla	SB14-R1A
			GN-14-D8-3					
INST. DWG.	Number	R-11300		R-11300	R-11300	R-11300	R-22617	R-16973
				R-15106	R-15106	R-15106		
DIMENSIONS	Diameter	47.88		47.88	47.88	47.88	48.00	48.00
	Length	56.25		56.75	56.75	56.75	56.66	55.48
A.T.C.	Number	137	137	137	160	167		158
AIRPLANE	Installations					Martin Clipper	Junkers JU-90	Breda BR-65
NOTES		None manufactured.	None manufactured.		None manufactured.	Engines later modified to incorporate "B" cylinders, etc.		

ENGINE MODEL	Type P & W A Air Force Navy	Twin Wasp (R-1830) S1B-G	Twin Wasp (R-1830) S2B-G	Twin Wasp (R-1830) SB 3-G	Twin Wasp (R-1830) SC-G	Twin Wasp (R-1830) SC-G	Twin Wasp (R-1830) SC1-G	Twin Wasp (R-1830) SC1-G
SPECIFICATION	Number	PW-5013	PW-5014	PW-5020-A	PW-5028-C	PW-5028-C	PW-5028-D	PW-5063
RATINGS	Take Off	950/2540	750/2400	1000/2600	1050/2700	1050/2700	950/2700	1050/2700
	Military							
	Normal		750/2400/6500	900/2450/6500	900/2550/11000	900/2550/11000	850/2550/13500	900/2550 12000
FUEL	Grade Octane	87	80	87	87	87	Aeronef B (special)	87
CURVES	Spec. Oper.	3201	3202	T-222 T-211, T-214	T-61 T-206	T-61 T-206		T-419
WEIGHT, DRY	Pounds	1250	1250	1310	1423	1423	1407	1432, 1444, 1407
PROP. SHAFT	Ratio Spline Rotation, viewed from antiprop. end	3:2 50 C	3:2 50 C	3:2 50 C	16:9 50 C	3:2 50 C	3:2 50 C	2:1, 16:9, 3:2 50 C
CYLINDERS	Comp. Ratio	6:1	6:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	10:1	10:1	12:1	7.15:1	7.15:1	7.15:1	7.15:1
CARBURETOR	Model	Stromberg	Stromberg	Stromberg	NA-C12D	*NA-C12DX NA-C12D-2 **NA-C12E1	Stromberg	Stromberg
MAGNETOS	Model	Scintilla	Scintilla	Scintilla	SF14L-6	SF14L-6	Scintilla	Scintilla
INST. DWG.	Number	R-16973	R-16973	R-21260	R-28089	R-28089	R-28089	
DIMENSIONS	Diameter Length	48.00 56.69	48.00 56.69	48.00 56.49	48.00 59.90	48.00 59.30	48.00 59.25	48.00 59.30 (2:1, 3:2) 59.90 (16:9)
A.T.C.	Number			158	186	186		
AIRPLANE	Installations			Douglas DC-3A Douglas DSTA	Curtiss H-75-C1(Fr. Douglas DC3-A Douglas DSTA Seversky S2	*Bloch 153-C1 (Fr.) *Bloch 176(Fr.) **Bloch 176(Fr.) **Savoia Marchetti SM-87(Italy)		
NOTES		None manufactured.	None manufactured.			*153C1 Eng.#1625 *176 Eng.#L-1632, R-1686 **176 Eng.#L-1265, R-1218 **SM-87 Eng.#L-1400, C-1420, R-1401	None manufactured.	None manufactured.

MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Twin Wasp (R-1830) S1C-G	Twin Wasp (R-1830) S3C-G	Twin Wasp (R-1830) S1C1-G	Twin Wasp (R-1830) S3C1-G	Twin Wasp (R-1830) SC2-G	Twin Wasp (R-1830) S1C2-G	Twin Wasp (R-1830) SC3-G
SPECIFICATION	Number	PW-5040-B	PW-5050	PW-5064	PW-5065	PW-5041	PW-5044	PW-5053-D
RATINGS	Take Off	1200/2700	1100/2700	1200/2700	1100/2700	1200/2700	1200/2700	1050/2700
	Military							1050/2700, 2700 1000/2800/11500
	Normal	1050/2550/6500	1050/2550/8400	1050/2550/7500	950/2700/14300	1050/2550/4000 Primary 1050/2550/11000 Aux.Low 1050/2550/22500 Aux.High	1050/2550/5000 1050/2550/10000 1050/2550/20000	900/2550/12000
FUEL	Grade Octane	*100	100	100	100	100	100	87
CURVES	Spec. Oper.	T-273	T-403	T-420	T-417	T-322	T-355	T-406 T-206
WEIGHT, DRY	Pounds	1428, 1433, 1403	1428, 1433, 1403	1432, 1444, 1407	1432, 1444, 1407.	1630, 1635, 1605	1630, 1635, 1605	1438
PROP. SHAFT	Ratio Spline Rotation, viewed from antiprop. end	2:1, 16:9, 3:2 50 C	2:1, 16:9, 3:2 50 C	2:1, 16:9, 3:2 50 C	2:1, 16:9, 3:2 50 C	2:1, 16:9, 3:2 50 C	2:1, 16:9, 3:2 50 C	3:2 50 C
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1			6.7:1
IMPELLER	Ratio	7.15:1	8:1	7.15:1	8:1			7.15:1
CARBURETOR	Model	NA-C12E-1	Stromberg	Stromberg	Stromberg	Stromberg	Stromberg	NA-C12D2
MAGNETOS	Model	SF14LN-4	Scintilla	Scintilla	Scintilla	Scintilla	Scintilla	SF-14L3
INST. DWG.	Number	R-28089	R-28089			R-27421	R-27421	R-33708
DIMENSIONS	Diameter Length	48.00 59.25	48.00 59.30 (2:1,3:2) 59.90 (16:9)	48.00 59.30 (2:1,3:2) 59.90 (16:9)	48.00 59.3 59.9	48.00 70.97	48.00 71.88	48.13 60.94
A.T.C.	Number	186						186
AIRPLANE	Installations							
NOTES		*Certificated for 90 fuel.	None manufactured.	None manufactured.	None manufactured.	First 2 stage Double Wasp Engine - Announced on Feb. 1938 Confidential Index.	None manufactured.	

ENGINE MODEL	Type P&WA / Air Force / Navy	Twin Wasp (R-1830) SC3-G	Twin Wasp (R-1830) SC3-G	Twin Wasp (R-1830) SC3-G	Twin Wasp (R-1830) S1C3-G	Twin Wasp (R-1830) S1C3-G	Twin Wasp (R-1830) S3C3-G	Twin Wasp (R-1830) S4C3-G
SPECIFICATION	Number	PW-5053-D	PW-5053-D	PW-5053-D	5054	*PW-5054-B	PW-5052-A	PW-5108
RATINGS	Take Off	1050/2700	1050/2700	1050/2700	1200/2700/4900	1200/2700	1100/2700	1250/2700
	Military	1050/2700/7700 1000/2800/11500	1050/2700/7700 1000/2800/11500	1050/2700/7700 1000/2800/11500		1200/2700/3700	1100/2700/9000	1250/2700/1000
	Normal	900/2550/12000	900/1550/12000	900/2550/12000	*1050/2550/7500	*1050/2550/7500	950/2700/14300	1100/2550/4000
	Max. Cont.							
	Cruise							
FUEL	Grade	87	87	87	**91/96	**91	95	90
CURVES	Spec.	T-406	T-406	T-406	T-407	T-407	T-421	T-583
	Oper.	T-206	T-206	T-206	Inst. 1680 100/130 Inst. 1681 91/98	Inst. 1680		
WEIGHT, DRY	Pounds	1436	1436	1473	1457	1473, 1438	1463, 1473, 1438	1440, 1450, 1420
PROP. SHAFT	Ratio	3:2	3:2	16:9	16:9	16:9, 3:2	2:1, 16:9, 3:2	2:1, 16:9, 3:2
	Spline	50	50	50	50	50	50	50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	7.15:1	7.15:1	7.15:1	7.15:1	7.15:1	8:1	6.42:1
CARBURETOR	Model	CE1376DB1	PD12B6	CE1376DB1 PD12B6	***PD12H1,-1,-11 **PD12B6 ***PD12H4,-1,-11	***PD12H1,-1,-11 ***PD12H4,-1,-11	PD12B6	MA-C12DX
MAGNETOS	Model	SF-14L6	SF-14L3	SF-14L3	SF-14LN3	SF-14L3	SF-14L3	SF-14L3
INST. DWG.	Number	R-33708	R-33708	R-33708	33708	33708	33708	33708
DIMENSIONS	Diameter	48.13	48.13	48.13	48.19	48.19	48.13	48.13
	Length	60.94	60.94	61.50	61.16 (16:9) (3:2)	61.67 (16:9) 61.06 (2:1, 3:2)	61.50 (16:9) 60.94 (2:1, 3:2)	61.50 60.94
A.T.C.	Number	186	186	186	186	186		
AIRPLANE	Installations			Douglas DC3-A Douglas DSTA Bristol Beaufort	*Douglas C-48B,C	Douglas DC-3C Lockheed Model 18.08 (3:2) Lockheed 856D Lockheed C-8F Model 18.10 Lockheed C-[illegible],A,B Sikorsky VS44A (16:9)		
NOTES					*ATC for 1000/2700/10000 **Certificated originally for 100 oct. fuel. ***PD12H1 has single separator PD12H4 has dual -1 for 91/96 or 100/130 -11 for 91/96 only.	*ATC for 1000/2700/10000 **Certificated originally for 100 oct. fuel. ***PD12H1 has single separator PD12H4 has dual -1 for 91/96 or 100/130 -11 for 91/96 only.		None manufactured.

ENGINE MODEL	Type P&WA / Air Force / Navy	Twin Wasp (R-1830) S6C3-G	Twin Wasp (R-1830) S7C3-G	Twin Wasp (R-1830) SC4-G	Twin Wasp (R-1830) S2C4-G	Twin Wasp (R-1830) *S3C4-G	Twin Wasp (R-1830) S4C4-G	Twin Wasp (R-1830) S5C4-G
SPECIFICATION	Number	PW-5129	PW-5070	PW-5056	PW-5082	PW-5127	PW-5097-A	PW-5109
RATINGS	Take Off	1200/2700	1100/2700	1200/2700	1050/2700	1200/2700	1200/2700	1250/2700
	Military		1100/2700/6300		1050/2700/7700 800/2700/20500	1200/2700/4900 1050/2700/13100	1200/2700/3700 900/2700/17400	1250/2700/1000 900/2700/17400
	Normal	1050/2550/7500	1000/2550/9000	1050/2550/7500 950/2700/14300	900/2550/1200 800/2550/16500	1100/2550/6100 1000/2550/12500	1050/2550/7500 900/2550/15400	1100/2550/4000 900/2550/15400
	Max. Cont.							
	Cruise							
FUEL	Grade	100	90	100	87	**100/130	91	90
CURVES	Spec.	T-700	T-442	T-412	T-440	T-689, T-596	T-522	T-564
	Oper.					Inst. 1700		
WEIGHT, DRY	Pounds	1467	1440, 1450, 1420	1468, 1480, 1443	1485, 1495, 1460	1492	1495, 1460	1480, 1490, 1460
PROP. SHAFT	Ratio	16:9	2:1, 16:9, 3:2	2:1, 16:9, 3:2	2:1, 16:9, 3:2	16:9	16:9, 3:2	2:1, 16:9, 3:2
	Spline					50	50	50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	7.15:1	7.15:1	7.15:1	7.15:1, 8.47:1	7.15:1, 8.47:1	7.15:1, 8.47:1	6.42:1, 8.47:1
CARBURETOR	Model	PD-12H4	MA-C12DX	MA-C12DX	PD-12F2	Optional	PD-12F2-5 PD-12F5-5	PD-12F2
MAGNETOS	Model	SF-14LU7	SF-14L6	SF14L6	SF14L3	Optional	SF14L3	SF14L3
INST. DWG.	Number	33708	R-32461	R-32547	R-32547	R-32547	R-32547	R-32547
DIMENSIONS	Diameter	48.19	48.00	48.00	48.13	48.19	48.19	48.00
	Length	61.16 (2:1, 3:2) (16:9)	59.75 (2:1, 3:2) 60.31 (16:9)	64.00 (2:1, 3:2) 64.70 (16:9)	63.31 62.75	63.64 (16:9) (3:2)	63.48 (2:1, 3:2) 62.92 (16:9)	62.75 63.31
A.T.C.	Number	186	186			186	186	
AIRPLANE	Installations					Bristol Beaufort II (Aus) Comm. of Australia Boomerang Curtiss H-75C Douglas DC-3C Vought V-167 Vickers R-20	Douglas DC-3C Lockheed 18-14, (3:2)	
NOTES		None manufactured.	None manufactured.	None manufactured.		Decoupled nose indicated by adding D after G as follows: S3C4-GD *Also sold to Army. **Certificated for 95 fuel.		None manufactured.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Twin Wasp (R-1830) S6C4-G	Twin Wasp (R-1830) S5C3-G	Twin Wasp (R-1830) S5C7-G	Twin Wasp (R-1830) TSC9-G	Twin Wasp (R-1830) 2SC9-G	Twin Wasp (R-1830) 2SC10-G
SPECIFICATION	Number	PW-5110	PW-5117	PW-5135	PW-5138	PW-5137	based on Pw-5137
RATINGS	Take Off	1250/2700	1200/2700	1200/2700	1350/2800	1350/2800	1350/2800
	Military	1250/2700/1000 1050/2700/13100	1200/2700/2700 1150/2700/9700 1100/2700/17800	1200/2700/2700 1150/2700/9700 1100/2700/17800	1350/2800/3900	1350/2800/3900 1100/2800/13500	1350/2800/3900 1100/2800/13500
	Normal	1100/2550/4000 1000/2700/14500	1100/2550/3500 1050/2550/11000 1000/2550/19000	1100/2550/3500 1050/2550/11000 1000/2550/19000	1100/2600/7500	1100/2600/6200 1000/2600/14500	1100/2600/6200 1000/2600/14500
	Max. Cont.						
	Cruise						
FUEL	Grade	95	100	100	100/130	100/130	100/130
CURVES	Spec. Oper.	T-586	T-642	T-690	T-890 Inst. 1741	T-898 Inst. 1728	T-888
WEIGHT, DRY	Pounds	1480, 1490, 1460	1585, 1595, 1560	1572, 1607	1545, 1555	1555, 1565	1555, 1565
PROP. SHAFT	Ratio Spline	2:1, 16:9, 3:2 50	2:1, 16:9, 3:2 50	3:2, 16:9 50	2:1, 16:9 50	2:1, 16:9 50	2:1, 16:9 50
CYLINDERS	Comp. Ratio	6.7:1			6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	6.42:1, 8.47:1			7.15:1	7.45:1, 8.47:1	7.45:1, 8.47:1
CARBURETOR	Model	PD-12F2	PD-12F2	PD-12E1	PD-12F6	PD-12F7	PD-12F8
MAGNETOS	Model	SF14L3	SF14L3	SF14R8	SF-14LN8	SF-14LN8	SF-14LN8
INST. DWG.	Number	R-32547	R-34512	R-49978	90001	90001	90001
DIMENSIONS	Diameter Length (2:1, 3:2) 62.75 (16:9) 63.31	48.00	48.13 73.22 (2:1, 16:9) 72.66 (3:2)	48.19 67.44	48.40 61.02	48.40 61.02	48.40 61.02
A.T.C.	Number					186	186
AIRPLANE	Installations			Curtiss H-81A			
NOTES		None manufactured.	None manufactured.		None manufactured. Improved Acc'y Section Supercharger Cooling Fin and Muff Arrangement.	Automatic Spark Advance 25 degrees and 32 degrees. Improved Acc'y Section Supercharger Cooling Fin and Muff Arrangement.	None manufactured. Automatic Spark Advance 25 degrees and 37 degrees. Improved Acc'y Section Supercharger Cooling Fin and Muff Arrangement.

ENGINE MODEL	Type P & W A Air Force Navy	Twin Wasp (R-1830) C-01
SPECIFICATION	Number	5145
RATINGS	Take Off	1050/2550/6500
	Military	
	Normal	1050/2550/6500
	Max. Cont.	
	Cruise	
FUEL	Grade	100/130
CURVES	Spec. Oper.	T-1154
WEIGHT, DRY	Pounds	
PROP. SHAFT	Ratio Spline	.5625 50
CYLINDERS	Comp. Ratio	6.7:1
IMPELLER	Ratio	7.15:1
CARBURETOR	Model	PD-12H4
MAGNETOS	Model	SF-14LN-3
INST. DWG.	Number	33708
DIMENSIONS	Diameter Length	48.19 61.16
A.T.C.	Number	Military
AIRPLANE	Installations	
NOTES		Similar S1C3-G except fuel & ratings. Hor. Helicopter Application.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P&W A Air Force Navy	R-1830 -1	R-1830 -3	R-1830 -5	R-1830 -7	R-1830 -9	R-1830 -11	R-1830 -13
SPECIFICATION	Number					5010	5019	5015
RATINGS	Take Off				950/2450	950/2450	1000/2600	1050/2700
	Military							
	Normal	600/2400/S.L.	800/2400/S.L.	850/2450/7000	850/2450/8000	850/2450/8000	850/2450/5000	900/2550/10000
	Max. Cont.							
	Cruise							
FUEL	Grade	87	87	87		87	87	91/93
CURVES	Spec. Oper.					T-74	T-101	T-72 T-351
WEIGHT, DRY	Pounds		1160			1292	1320	1370
PROP. SHAFT	Ratio Spline	3:2 50	3:2 50	3:2 50	3:2 50	3:2 50	3:2 50	3:2 50
CYLINDERS	Comp. Ratio	6.5:1	6.5:1	6.5:1	6.5:1	6.5:1	6.7:1	6.7:1
IMPELLER	Ratio	11:1	8:1	8.84:1	11.94:1	12:1	10:1	7.15:1
CARBURETOR	Model			Fuel Injection		MA-Y9E1	MA-Y9E1	MA-C12B
MAGNETOS	Model			SB-14R-1A		SB-14R-1A		SF14LN-4
INST. DWG.	Number					R-20165.	R-19400	R-23130
DIMENSIONS	Diameter Length	48.00 57.00	48.00 57.00			48.00 55.66		48.06 59.25
A.T.C.	Number							
AIRPLANE	Installations	Martin XB14			Northrop XA-16	Northrop XA-16 Seversky P-35	Boeing XB-15 Boeing XC-105	Curtiss P-36A Curtiss P-36D Curtiss P-36E Curtiss P-36F Curtiss RP-36
NOTES			Similar -1 except super. gear ratio.	Similar -3 except Exp. fuel injector and super. gear ratio.	Similar -1 except improved cyl's, c'shaft L.R., forged c'case & auto. mix. control, incorporates auto. valve gear lub., gov. dr. on nose & updraft carb.	Similar -7 auto. valve gear lubrication gov. dr. on nose section updraft carb. No auto. mix. control.	Similar -9 except super gear ratio, deep finned heads.	First "C" new heads, rear, 11" imp. long reach S.P. auto. valve gear lubrication downdraft carb. gov. drive on nose.

ENGINE MODEL	Type P&W A Air Force Navy	R-1830 -15	R-1830 -17	R-1830 -19	R-1830 -21	R-1830 -23	R-1830 -25	R-1830 -27
SPECIFICATION	Number		5049	5045C	5051	5058		5071-A
RATINGS	Take Off	1000/2600	1200/2700	1200/2700	1200/2700	1100/2700	1100/2700	1050/2550
	Military					950/2700/14300	950/2700/14300	
	Normal	1000/2600/S.L.	1050/2550/6500	1050/2550/4000 1050/2550/11000 1050/2550/17500	1050/2550/6500	950/2700/14300	950/2700/14300	1000/2300/8500 1000/2450/11500 1000/2700/14500
	Max. Cont.							
	Cruise							
FUEL	Grade		100	100	100	100	100	100
CURVES	Spec. Oper.		T-402	T-425 T-447	T-405	T-403	T-403	T-451
WEIGHT, DRY	Pounds		1403		1433	1436		
PROP. SHAFT	Ratio Spline	3:2 50	3:2 50	3:2 50	16:9 50	3:2 50	16:9 50	16:9 50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	10.12:1	7.15:1	8.06:1 8.43:1, 8.45:1	7.15:1	8:1	8:1	8.47:1
CARBURETOR	Model		MA-C12-D2	MA-U12A	MA-C12-D2	PD12B8		PD12B6
MAGNETOS	Model		SF14L-4	SF14L-4	SF14L-4	SF14LN-3		SF14LN-3
INST. DWG.	Number		R-27800	R-32462	R-31823	R-36057		R-33708
DIMENSIONS	Diameter Length		48.00 59.25		48.00 59.25	48.50 63.00		
A.T.C.	Number							
AIRPLANE	Installations		Convair YA-19 Curtiss P-36A Curtiss P-36C		Douglas C-41 (DC-2) Douglas C-41A (DC-3)	Curtiss P-36B		
NOTES		"B" with stronger LR & "C" cyl's.	Similar -13 except lead coated silver MR bearings, strengthened cylinders. Rigid propeller drive aspirated carb.	Experimental. Similar -17 except two stage & carb.	Similar -19 except gearing.	Similar -17 except super gear ratio & ratings. Converted to -17.	Similar -23 except red. gear ratio.	

REVISED 9/15/54

ENGINE MODEL	Type P&W A / Air Force / Navy	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830 X-39	-41
SPECIFICATION	Number			A-50850	A-50620		A-5106B	A-5126
RATINGS	Take Off	1050/2550	1050/2550	1200/2700	1140/2700 without turbo 1200/2700 with turbo	1200/2700	1050/2700	1200/2700
	Military			1200/2700/5000	1200/2700/20000 with turbo		1050/2700/8700	1200/2700/25000 with turbo
	Normal	1000/2300/8500	1000/2300/8500 1000/2450/11500 1090/2700/14500	1100/2550/6100 1000/2700/14500	1100/2550/20000 with turbo	1100/2550/5000	900/2550/12000	1100/2550/6200 6200 to 25000 with turbo
	Max. Cont.							
	Cruise							
FUEL	Grade		100	100	100	100	100	100
CURVES	Spec. Oper.	T-451	T-451	T-445 Inst. 1730	T-414 T-634		T-579	T-648 T-717, Inst. 1682
WEIGHT, DRY	Pounds	1473		1480	1450	1433	1515	1490
PROP. SHAFT	Ratio Spline	16:9 50	16:9 50	2:1 50	16:9 50	3:2 50	2:1 50	2:1 50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6:1	6.7:1
IMPELLER	Ratio	8.47:1	8.47:1	7.15:1, 8.47:1	5.25:1	7.15:1	7.15:1, 8.47:1	7.15:1
CARBURETOR	Model	NA-C12D-2	NA-C12D-2	PD-12F2-4	NA-C12D-2	PD1284	PD-12F2-109	PD-12F2-14
MAGNETOS	Model	SF14L-3		SF14LN-3	SF14LN-3	SF-14LN-4	SF-14LN-3	SF-14LU-7
INST. DWG.	Number			R-40643, R-35734, R-47911	R-33726	R-28089		R-47996 R-45781
DIMENSIONS	Diameter Length	48.13 61.50		48.06 63.48	48.06 61.59	48.00 59.25	48.50 63.41	48.06 62.42
A.T.C.	Number							
AIRPLANE	Installations		Curtiss XP-42 Martin YB-10A Seversky XP-41	Convair P-66 Vanguard Convair RB-24 Convair RB-24A Convair XB-24B Convair XB-24 Convair YB-24 Convair PB3Y-3 Martin RB-10B	Republic YP-43 Republic P-43D Republic RP-43	Martin XA-22 Republic RP-43		Convair RB-24C
NOTES			Exp. Long Nose.	Inst. dwg for contr. 13831 is R-40643. Contr. 76831 is R-47911. Two speed spline coupling prop. dr. pressure carb.		*Sold as Twin Wasp S1C-G.	Torquemeter. Sim. -33 with 6:1 cyl. compression ratio for low fuel consumption.	High speed clutch removed for turbo XB-24B had originally -33 but these were changed to 41's.

ENGINE MODEL	Type P&W A / Air Force / Navy	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830
		-43, -43A	-45	*-47	-49	-51	-53
SPECIFICATION	Number	A-5119A	PW-5033-D	PW-5054-B	PW-5054-B	PW-5054-B	PW-5054B
RATINGS	Take Off	1200/2700	1050/2700	1200/2700	1200/2700	1200/2700	1200/2700
	Military	1200/2700/25000 with turbo	1050/2700/7700	1200/2700/3700 3700 to 25000 with turbo	1200/2700/25000 with turbo	1200/2700/3700	1200/2700/3700
	Normal	1040/2550/S.L. 1100/2550/6200 6200 to 25000 with turbo	900/2700/1200	1050/2550/7500 7500 to 25000 with turbo	1050/2550/75000 7500/25000 with turbo	1050/2550/7500	1050/2550/7500
	Max. Cont.						
	Cruise						
FUEL	Grade	100	100	100	91	91	91
CURVES	Spec. Oper.	T-648 T-717, Inst. 1682	T-406	T-407 T-717	T-407 T-717, Inst. 1681	T-407 Inst. 1681	T-407 Inst. 1681
WEIGHT, DRY	Pounds	1500	1438	1473	1473	1473	1436
PROP. SHAFT	Ratio Spline	16:9 50	16:9 50	16:9 50	*16:9 50	16:9 50	3:2 50
CYLINDERS	Comp. Ratio	6.7:1*	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	7.15:1	7.15:1	7.15:1	7.15:1	7.15:1	7.15:1
CARBURETOR	Model	PD-12F2-14 PD-12F5-14	CE-1375DB1	NA-C1202	PD-1288	PD1288	PD12N1-11 PD12N2-11
MAGNETOS	Model	SF-14LC-8, SF-14LU-8 SF-14LU-7	SF-14LN-3	SF-14LN-3	SF-14LN-3	SF14LN3	SF14LN3
INST. DWG.	Number	R-47468	R-33708	R-33708	R-33708	R-33708	R-33708
DIMENSIONS	Diameter Length	46.56 62.59	48.13 61.50	48.19 61.16	48.13 61.50	48.19 61.16	48.19 61.11
A.T.C.	Number						
AIRPLANE	Installations	Convair P-4Y-1 -43 Convair XC-109, C-109 -43 Ford B-24M -43A Liberator AT-22 -43 Liberator B-24D -43 Liberator B-24E(Ford-Douglas) -43, -43A Liberator XB-24F -43 Liberator B-24G(North Amer.) -43 Liberator B-24H(Ford-Douglas) -43 Liberator C-87A -43 Liberator C-87B -43, -43A Liberator Y-7 (Ford) -43A Liberator XB-41 -43 Lockheed C-57C -43	Republic AT-12 Seversky P-35A (Sweden)	Republic RP-43 Republic P-43D (China) with turbo (Sweden)	Lockheed A-28 (414-06) Republic RP-43A, B, C	Convair XA-19C Douglas C-52 Douglas C-52A Douglas C-52B Douglas C-52C	
NOTES		Similar -41 except 16:9 reduction gear. -43A incorporates SF-14LU-8. Buick and Chevrolet built incorporate SF-14LC-8.	*Sold as SC3G	*Sold as SC3G	*38 of these engines had decoupled nose.	Eng. redesignated by Air Corps -82.	

REVISED 7/2/56

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P&W A	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830
	Air Force	-55	-57		-59		-61	
	Navy			-58		-60		-62
SPECIFICATION	Number	A-5132	N-5098A		A-5133C		PW-5063	
RATINGS	Take Off	1200/2700	1200/2700		1200/2700		1200/2700	640/1690
	Military				1250/2700/25000 with turbo		1200/2700/4900 1050/2700/13100	
	Normal	1100/2550/6200 without turbo	1050/2550/7500 with turbo	600/2400/S.L.	1100/2550/7200		1100/2550/6200	710/2300/2800
	Max. Cont.	1100/2550/25000 with turbo	(no guar. crit. alt.)		1100/2550/25000 with turbo		1000/2550/12500	
	Cruise							
FUEL	Grade	100	100		100		100	
CURVES	Spec.		T-531		T-630		T-440	
	Oper.	T-717	Inst. 1680	2677		3205	Inst. 1730	2915
WEIGHT, DRY	Pounds		1465		1575		1495	
PROP. SHAFT	Ratio	16:9	16:9		16:9	3:2	16:9	D.D.
	Spline	50	50		50		50	
CYLINDERS	Comp. Ratio	6.7:1	6.7:1		6.7:1	6.5:1	6.7:1	6:1
IMPELLER	Ratio	7.15:1	7.15:1		7.15:1	11:1	7.15:1, 8.47:1	8:1
CARBURETOR	Model	PD12F2	PD12H4		PD12F3		PD12F2-4	PD12F2-4
MAGNETOS	Model	SF14RN8	SF14LU7		SF14RN8		SF14LN3	SF14LN3
INST. DWG.	Number	R-54051	R-48051		R-57002		R-32547	
DIMENSIONS	Diameter	48.19	48.19		48.40		48.19	
	Length	58.50	61.78		60.74		63.48	
A.T.C.	Number							
AIRPLANE	Installations	Not flown - Shipped to Sacramento Air Depot as School Engines. (Ward-Goeselin 12-3-42)	Republic P-43A1,2		Convair B-24D		Convair LB-30 Convair Liberator III, Br. (45 spares per comm. spec. assigned -61 by AMC)	Grumman JF-1
NOTES		Change order on contr. from -43 4 engs. Service test - front mtgs.	Decoupled nose		4 engines with improved cooling for test on above plane. Later converted to R-1830-94. Improved accessory sections supercharger cooling fins and muff barrels.		Decoupled nose. Twin Wasp S3C4-G Auxiliary Drives.	New flexible mounts.

ENGINE MODEL	Type P&W A	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830
	Air Force	-63		*-65, -65A		*-67		-69	
	Navy		-64		-66		-68		-70
SPECIFICATION	Number	PW-5063		A-5119(Rev.1) A & D	5015	A-5119A (Rev.1)		A-5134A	
RATINGS	Take Off	1200/2700	900/2500	1200/2700	1050/2700	1200/2700	1050/2700	1250/2700	
	Military	1200/2700/4900 1050/2700/13100		1200/2700/25000 with turbo		1200/2700/4900 (Available but not guaranteed by spec.)		1250/2700/25000 with turbo	
	Normal	1100/2550/6200 1000/2550/12500	850/2450/8000	1100/2550/6200 6200 to 25000 with turbo	900/2550/12000	1040/2550/S.L. 1100/2550/6200	900/2550/12000	1100/2550/7200 1100/2550/25000 with turbo	
	Max. Cont.								
	Cruise								
FUEL	Grade	90	87	100	100	100	100	125	
CURVES	Spec.	T-440	T-331	T-648		T-648, T-731F		T-630	
	Oper.	Inst. 1730	T-212 (900 T.O.) T-213 (1000 T.O.)	Inst. 1682		Inst. 1682			
WEIGHT, DRY	Pounds	1495	1295	1500	1370	1500		1520	
PROP. SHAFT	Ratio	16:9	3:2	16:9	3:2	16:9	2:1	16:9	3:2
	Spline	50	50	50	50	50	50	50	
CYLINDERS	Comp. Ratio	6.7:1	6.5:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1	6.5:1
IMPELLER	Ratio	7.15:1, 8.47:1	12:1	7.15:1	7.15:1	7.15:1	7.15:1	7.15:1	7.25:1
CARBURETOR	Model	PD12F2-3	NA-Y9G	CE-1900-CPB3-3, -4, -5	NA-C12D2	PD12F2-4 PD12F5-4	NA-C12B	PD-12F5	
MAGNETOS	Model	SF-14LN3	SH14R1A SF14LU5,	SF14LU8(-65A) SF-14LU7(-65)	SF14LN4	SF14LU7	SF14LN4	SF14RN8	
INST. DWG.	Number	R-32547	R-16973	R-47468	R-23453	R-47468	R-18700	R-58701	
DIMENSIONS	Diameter	46.19	48.00	46.56	48.00	46.56	48.10	48.40	
	Length	63.48	55.50	62.59	59.25	62.59	59.25	59.63	
A.T.C.	Number								
AIRPLANE	Installations	Convair P-66	Convair PBY-1 Convair XPBY-1 Convair PBY-2 Douglas TBD-1 Douglas TBD-1A Douglas XTBD-1	Consolidated -65 -65A B-24E B-24B,J,L B-24F C-87,A,B XB-24G C-87,A XC-109 C-109 F-7,A Douglas DC-3 (-65) Douglas C47 (-65)	Convair PBY-3	Douglas C-47 Lockheed PBO-1 Lockheed RA-28A	Sikorsky XPBS-1		Douglas XTBD-1
NOTES		Twin Wasp S3C4-G Gun Drives.	*Max. T.O. without heavy conn. rods and pistons. Auto. Valve Gear Lubrication Gov. Drive on Nose Section Updraft Carburetor.	*-65 Built by Buick only. -65A Built by Buick & Chevrolet only. Same as -43, -43A except for CE carb. See R-1830-90D.	Auto. Valve Gear Lubrication Down-Draft Carb. Gov. Drive on Nose. Superseded by -84.	*Built by Chevrolet only. Del. for use with S3C4-G. Low Blower Ratings only. Same as -43 except for Carb. Setting & operation without Turbo.		None built. Planned as production model for -59 but superseded by -75. Improved: Accessory section supercharger cooling fin & muff arrangement.	

REVISED 7/2/56

ENGINE MODEL	Type P & W A	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830
	Air Force			*-75				
	Navy	-72	X-74		X-76	-76	-78	-80
SPECIFICATION	Number	SP-12	N-5107	A-5142A		N-5111	SP-29	PW-5054B
RATINGS	Take Off	1050/2700	1100 to 1200/2700	1350/2800	1200/2700	1200/2700	1200/2700	1200/2700
	Military			1350/2800/3000 without turbo 1350/2800/3000 to 30000 with turbo				
	Normal	9000/2550/12000	1050/2550/7500	1100/2600/7500 without turbo 1100/2600/7500 to 30000 with turbo	1000/2550/19000	1100/2550/3500 1050/2550/11000 1000/2550/19000	1100/2550/3500 1050/2550/11000 1000/2550/19000	1050/2550/7500
	Max. Cont.							
	Cruise							
FUEL	Grade	100	100	100/130		100	100	100
CURVES	Spec.		T-580	T-921		T-443	T-701,2	T-407
	Oper.			Inst. 1718		T-701,2,3	T-703, T-732	Inst. 1620
WEIGHT, DRY	Pounds	1405	1475	1555		1550	1575	1473
PROP. SHAFT	Ratio	16:9	16:9	16:9	3:2	3:2	2:1	16:9
	Spline	50	50	50	50	50	50	50
CYLINDERS	Comp. Ratio	6.7:1	7.4:1	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	7.15:1	7.15:1	7.15:1	8.08:1, 6.43:1, 6.48:1	8.08:1, 6.43:1, 6.48:1	8.08:1, 6.43:1, 6.48:1	7.15:1
CARBURETOR	Model	NAC1D2	PD12H1	PD12F8-20		PD12B2-2	PD12E1-2	NAC1D2
MAGNETOS	Model	SF14LN4	SF14RB (Nose Mounted)	SF14LN8		SF14LU8	SF14LN5	SF14L3
INST. DWG.	Number	R-30000	R-42244	R-90701		R-42288	R-40436	R-33708
DIMENSIONS	Diameter	48.00	48.19	48.40		48.06	48.06	48.13
	Length	59.25	57.94	59.63		71.31	75.39	61.50
A.T.C.	Number							
AIRPLANE	Installations	Convair XPB2Y-1 Convair PBY-4 Convair XPBY-5A	High Comp. Test Adv. Sp. Control Nose Mags. Four built: 2 Conv. SanDiego 1 N.A.F. 1 Spare	Douglas DC-3 Ford YB-24K Ford B-24N Ford XB-24N		Grumman F4F-3 Grumman XF4F-3 Grumman XF4F-4	Convair PB2Y-2	Convair YPB2Y-1 Convair PBY-4
NOTES		Harmonic Balancer type C'shaft Aspirated Carburetor.	For N.A.F. test in PBY-5's.	Automatic spark advance 25 & 37 deg. Improved: Accessory Section Supercharger Cooling Fin & Muff Arrangement. Plain Main Bearings. *Built by Buick only.	Two-Stage, Two Speed Rigid Prop. Red. Dr. Nitrided Cyl. Barrel.	Two-Stage, Two-speed Harmonic Balancer type Crankshaft Updraft Carburetor.	Two-Stage, Two-Speed and Torque Indicator.	

ENGINE MODEL	Type P & W A	1830	R-1830	R-1830	R-1830	R-1830	R-1830	R-1830
	Air Force							
	Navy	*-82, -82A	-84	-84A	*-86	-88	-88A	-90 -90
SPECIFICATION	Number	N-5098	None	None	N-5121 (Rev. 1)	N-5121 (Rev. 1)	Navy Bulletin 327	N-5122 (Rev. 1)
RATINGS	Take Off	1200/2700	1050/2700	1200/2700 1200/2700/3700	1200/2700	1200/2700		1200/2700
	Military							
	Normal	1050/2550/7500	900/2500/12000	1050/2550/7500	1100/2550/3500 1050/2550/11000 1000/2550/19000	1100/2550/3500 1050/2550/11000 1000/1550/19000		1100/2550/6100 1000/2550/12500 1000/2700/14500
	Max. Cont.							
	Cruise							
FUEL	Grade	100	91	100	100	100		100
CURVES	Spec.	T-531 T-789, T-790, T-791		None	T-443	T-443		T-699
	Oper.	T-717, Inst. 1680			Inst. 1685	Inst. 1685		Inst. 1730
WEIGHT, DRY	Pounds	1465	1423	1438	1560	1595		1495
PROP. SHAFT	Ratio	16:9	3:2	16:9	3:2	16:9		16:9
	Spline	50	50	50	50	50		50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	6.7:1		6.7:1
IMPELLER	Ratio	7.15:1	7.15:1	7.15:1	8.08:1, 6.43:1 8.48:1	8.08:1, 6.43:1 8.48:1		7.15:1, 8.47:1
CARBURETOR	Model	PD12H1	NAC1D2	PD12B2	PD12B2-2 PD12B4-2	PD12F1-2 PD12B3-2		*PD12F2
MAGNETOS	Model	SF14LU-6 SF14LN-3	SF14LN-4	SF14LR-4	SF14RN-2	SF14RN-2		SF14LR-3
INST. DWG.	Number	R-39214		R-47312	R-47680	R-47680		R-48221
DIMENSIONS	Diameter	48.06	48.06	48.06	48.19	48.19		48.19
	Length	60.28	61.59	61.59	67.44	67.44		63.41
A.T.C.	Number							
AIRPLANE	Installations	Comm. of Australia Boomerang (-82) (82 & A) Convair PBY-5 (82) Convair PBY-5A Douglas R4D-1 (DC-3)-82	Convair PBY-3	Lockheed R50-3	Eastern FM-1 Grumman F4F-3 Grumman F4F-4 (Fold. Wings) Grumman F4F-7	Convair PB2Y-3 *Convair PB2Y-3B Convair PB2Y-3R Convair PB2Y-5 Convair PBY-3 Douglas DC-3 Douglas C-47		Grumman F4F-3A Grumman F4F-4A Grumman F4F-6 Grumman G-36B
NOTES		Navy changed -82 to decoupled nose re-designated to -82A. *-82 also sold to Comm.	17 engines Supersedes -66-	Carburetor changed to PD12H1 in field. 6 engines. Carburetor replaced with PD12H1 in field with -82 setting.	Two-Stage, Two-Speed Nose Mounted Mags. Rigid Propeller Red. Drive Chrome-Moly Cylinder Barrels. *Also sold to Comm.	*With jet assistance. -88 similar -86 except 16:9	-82 with all clutches wired to be incorporative. Effected by Navy in field.	*PF-12F2-5 (100 Octane), Superseded by -12 on all Navy F4F-3A. PD-12F2-12 (100 Octane) Navy F4F-3A. PD-12F2-3 (90 Octane)F4F-3A. PD-12F2-13 (100 Octane)F4F-3A. PD-12F2-17 (100 Octane)setting changed in service from -12 on all British F4F-3A Martlett II planes. Navy approved Harness.

REVISED 3/2/56

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL					
	Type P & W A	R-1830	R-1830	R-1830	R-1830
	Air Force	-90B			-92
	Navy	**-90B	*-90C	-90D	**-92
SPECIFICATION	Number	N-5122 (Rev. 1)A	N-5144A		N-5098A (Rev. 2)
RATINGS	Take Off	1200/2700	1200/2700		1200/2700
	Military				
	Normal	1100/2550/6100 1000/2550/12500 1000/2700/14500	1100/2550/6100 1000/2550/12500 1000/2700/14500		1050/2550/7500
	Max. Cont.				
	Cruise				
FUEL	Grade	100	100/130		100
CURVES	Spec. Oper.	T-686 Inst. 1730	T-686 Inst. 1730		T-631 T-717 Inst. 1660
WEIGHT, DRY	Pounds	1490	1492		1465
PROP. SHAFT	Ratio Spline	16:9 50	16:9 50		16:9 50
CYLINDERS	Comp. Ratio	6.7:1	6.7:1		6.7:1
IMPELLER	Ratio	7.15:1, 8.47:1	7.15:1, 8.47:1		7.15:1
CARBURETOR	Model	PD-12F2-16	PD12F2-16 PD12F5-16		***PD12H1-1 ***PD12H4-1
MAGNETOS	Model	SF-14LU7	SF14LU7 SF14LC7		SF14LU7 SF14LN-3
INST. DWG.	Number	R-56609	R-56609		R-48031
DIMENSIONS	Diameter Length	48.19 62.63	48.19 62.63		48.19 60.78 (for Model SF14LU7 Mag.) 61.67 (for Model SF14LN-3 Mag.)
A.T.C.	Number				
AIRPLANE	Installations	Bristol Beaufort II Comm. of Australia Boomerang Comm. of Australia C-11 Douglas C-47B *Short Sandringham Short Sunderland V Vickers Willington IV	Convair OA-10 Douglas R4D-6, -7 Douglas C-47B Douglas C-117A Vickers OA-10A	Douglas DC-3 Douglas DC-3C	COMM. / AIR FORCE / NAVY Boeing — PB2B-1, 2 Budd — RB-1 Convair — PB2Y-3R-3 Convair — PB2Y-5, -5R, -5H, -5Z Convair — PBY-6, -6A Convair — OA-10 — PBY-5, -5A, -5B Can. Car & Foundry — CBY-3 (for RCAF) Curtiss — YC-76, A Curtiss — XC-76 Douglas — C-47 — R4D-1 Douglas — C-47A — R4D-5 Douglas — C-47C Douglas — C-48A Douglas — C-51 — R4D-3 Douglas — XC-53A — R4D-3 Douglas — C-53B, C — R4D-3 Douglas — C-53D — R4D-4 Douglas — C-68 Higgins — C-76A Lockheed — C-84D N.A.F. — PBN N.A.F. — PBN-1 Sikorsky — JR2S-1 Vickers — OA-10A — PBV-1A Waco — YC-62 Siai Marchetti (Italy) — SM95 (Airplane Installations -92 continued) COMM. Aero Sud-Est Languedoc — SE-161 Fiat Monterosa — G-212CP Institute Aerotecnico Calquin — 24 Douglas — DC3 Douglas — DC3C
NOTES		Some C-47's and C-47A's changed over in field. Diff. from -90: Spline coupled drive, commercial harness and other British requirements. *Comm. version of short Sunderland V. **Also sold commercially.	Diff. from -90B: AN Harness and Ceramic Spark Plugs. *Also built by Buick.	Over 100 R-1830-65's converted by AMC. Dayton to -90D's for C-47B -90C replacements. -90D same as -90C except single speed. The C-47 with -90D is comparable engine-wise to C-47A with -92.	-92 has a decoupled nose. -92-A used for Navy for engines changed to decoupled nose in field. Some commercial DC-3's are used with Military -92 engines. *14 sold to 'Flying Tigers' who resold 4 to Anglo-Iranian Oil Co. **Also sold commercially, and also sold by Chevrolet. ***PD12H1 has single vapor separator. PD12H4 has dual vapor separator.

ENGINE MODEL						
	Type P & W A	R-1830	R-1830	R-1830	R-1830	R-1830
	Air Force			-94		
	Navy	-92A	-94	-94	-96	-98
SPECIFICATION	Number		N-5136 (Rev. 1)	N-5136 (Rev. 1)	Navy Bulletin AERE-431-AML May 8, 1944	N-5136 (Rev. 1)
RATINGS	Take Off		1350/2800	1350/2800		1350/2800
	Military		1350/2800/2000 1100/2800/13750	1350/2800/2000 1100/2800/13750		1350/2800/2000 1100/2800/13750
	Normal		1100/2600/7500 1100/2600/14700	1100/2600/7500 1000/2600/14700		1100/2600/7500 1000/2600/14700
	Max. Cont.					
	Cruise					
FUEL	Grade		100/130	100/130		100/130
CURVES	Spec. Oper.		T-868 Inst. 1725	T-868 Inst. 1725		T-959
WEIGHT, DRY	Pounds		1573	1573		1573
PROP. SHAFT	Ratio Spline		16:9 50	16:9 50	16:9 50	16:9 50
CYLINDERS	Comp. Ratio		6.7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio		7.15:1, 8.47:1	7.15:1, 8.47:1	7.15:1	7.15:1, 8.47:1
CARBURETOR	Model		PD-12F7-18	PD12F7-18	PD12H4	PD12F8
MAGNETOS	Model		SF14LN8	SF14LN8	SF14S8	SF14LN8
INST. DWG.	Number		R-82801	R-82801		R-91501
DIMENSIONS	Diameter Length		48.40 59.63	48.40 59.63	48.19 57.94	48.40 61.02
A.T.C.	Number					
AIRPLANE	Installations		*Convair Model 39	*Budd RB-2 Convair RY-3 Convair XPB2Y-6 Convair P4Y-2 Convair C-87C	Convair PB2Y-3	Consolidated P4Y-2
NOTES		Beefed up nose section for Convair PBY5A by Navy -160 Nose Section sold for this conversion.	*This is a commercial installation, sponsored by Convair although 5 engines were released from Navy contract as -94's. Improved: Accessory Section Supercharger Cooling Fin and Muff Arrangement.	*Only one installation and may have been sold. See R-1830-92 footnote. RB-2 is RB-1 with -94. Automatic spark advance 25 degrees and 32 degrees. Improved: Accessory Section Supercharger Cooling Fin & Muff Arrangement.	-88 with -92 rear section altered by Navy in field.	None manufactured. Automatic Spark Advance 25 and 37 degrees. Improved: Accessory Section Supercharger Cooling Fin & Muff Arrangement. Plain Main Bearings.

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