## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

E-298 Revision 13 CONTINENTAL GO-300-A, -B -C, -D -E, -F November 1, 2011

## TYPE CERTIFICATE DATA SHEET NO. E-298

Engines of models described herein conforming with this data sheet (which is part of type certificate No. 298) and other approved data on file with the Federal Aviation Agency, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Civil Air Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder Continental Motors

P. O. Box 90

Mobile, Alabama 36601

Type Certificate Holder Record Teledyne Continental Motors

Ownership & name change as of April 19, 2011 (Continental Motors, Inc.)

<u>Model</u>	GO-300-A, -B, -C, -F	GO-300-D, -E
Type 6HOA, reduction gear ratio	.750:1	
Rating ICAS or ARDC standard atmosphere		
Max. continuous hp., r.p.m., full throttle		
at sea level pressure altitude	175-3200	
Takeoff hp., 5 min., r.p.m., full throttle		
at sea level pressure altitude	175-3200	
Fuel (aviation gasoline, minimum grade)	80/87	
Lubricating oil		
Below 40°F	Aviation Grade 1040 (SAE20)	
Above 40°F	Aviation Grade 1080 (SAE 40)	
Bore and stroke, in.	4.0625 x 3.875	
Displacement, cu. in.	301.37	
Compression ratio	7.3:1	
Weight (dry), lb. (see NOTE 4)	312	318 (includes starter adapter)
C.G. location (with starter and generator installed)		
Fwd. of rear face of mounting lug, in.	9.71	9.13
Below crankshaft center line, in.	.62	.90
Beside crankshaft center line (toward 1-3-5 side), in.	.08	.36
Propeller shaft	Special integral flange	
	4-7/8 in. O.D. with six	
	1/2 in. bolt holes in	
	4 in. diameter circle	
Carburation	Marvel-Schebler MA-4-5,	
	CMI/TCM/CMC P/N 626789	
Ignition, dual magnetos	Two J.I. Case 667 or Bendix-	
	Scintilla S6RN-21 or CMI S6RSC-21	
	or 1 ea. CMI/TCM/Bendix-Scintilla	
	S6RN-200 and -204	
Timing °BTC	Right 28, Left 28	
Spark plugs	See NOTE 7	
Oil sump capacity, qt.	10, 7 usable at 20° nose-up	
1 1 1/1	and 15° nose-down attitudes	
NOTES	1 thru 7	1, 2, 3, 4, 5, 7
"" indicates "same as preceding model"		, , , , , -, -
F		

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Certification basis CAR 13, effective June 15, 1956 as amended by 13-1

> Type Certificate No. 298 issued December 6, 1957; GO-300-B added May 9, 1958, GO-300-C added April 23, 1959, GO-300-D added June 1, 1960, GO-300-E added June 9, 1961, GO-300-F

added December 5, 1963. Date of Application for Type Certificate August 22, 1957

Production basis Production Certificate Nos. 7 and 508.

NOTE 1. Maximum permissible temperatures

> Cylinder Head Cylinder Barrel Oil Inlet 525°F 290°F 225°F

(Spark plug gasket-downdraft cooling)

NOTE 2. Pressure limits for normal operation

> Fuel inlet: min. 12 in. Fuel head, max. 6 p.s.i.

> > 30 to 60 p.s.i.

min. idling 5 p.s.i. (with hot oil)

NOTE 3. The following accessory drive provisions are available

				Max. Torque (inlb.)		Max. Overhang
	Engine	Direction	Speed Ratio			Moment
Accessory	Models	of Rotation*	to Crankshaft	Cont.	Static	(inlb.)
Tachometer	All	CC	0.5:1	15	100	100
**Propeller Governor	-B, -E	CC	0.8963:1	29	825	50
Generator	All	C	2.035:1	60	600	100
***Starter	-A,-B, -C, -F	C	35.777:1			
****Starter	-D, -E	CC	24.727:1			
Vacuum pump	-A, -B, -C, -F	C	0.8947:1	40	825	25
Vacuum pump	-D, -E	C	1.545:1	100	800	25
Optional	-D, -E	C	0.895:1	40	825	25

<sup>\*</sup>C - Clockwide viewing drive pad; CC - Counterclockwise

- NOTE 4. Six 3rd order dampers are provided on crankshaft. Engine S/N 6134, 6136, 6142, 6143, 6146 and up incorporate heavy type counterweights with an increase of 2 lb. in engine dry weight.
- NOTE 5. GO-300-B is identical to GO-300-A except incorporates provisions for hydraulic propeller control.

GO-300-C is identical to GO-300-A except height of oil filler neck and breather tube assembly has been reduced.

GO-300-D is identical to GO-300-C except for provisions for CMI/TCM/CMC right angle automatic

engagement starter drive which incorporates a vacuum pump drive.

GO-300-E is identical to GO-300-D except incorporates provisions for hydraulic propeller control.

GO-300-F is identical to GO-300-A except incorporates provisions for pusher operation and propeller

reversing.

NOTE 6. GO-300-A engines, S/N 5276-B-A, 5277-8-A, 5776-8-A, 6314-0-A, 6316-3-A, 6317-3-A, 6318-3-A are identical to the Model GO-300-F. Existing nameplates may be replaced with nameplates bearing this designation.

NOTE 7. The following spark plugs and/or those listed in CMI Service Information Letter SIL03-2 are approved on this engine:

ACHSR83P, SR83P, HSR87, SR87 BG RB485S, RB919SR5, RB955S

Champion RC26S, REM38E, REM38P, RHM38E, RHM38P, RED39N, REM39N,

RHD39M, RHM39N, REM40E, RHM40E

Red Seal 632507, 632508, 632511, 632512, 632513, 632514 Auto Lite 627892, 632461, 632462, 632463, 635146, 635147

NOTE 8. Engine model numbers may include a suffix to define minor specification changes and/or accessory packages. Example: GO-300-A(10).

...END...

<sup>\*\*</sup> Modified AND 20010 pad

<sup>\*\*\*</sup> Delco-Remy gear reduction drive and starter (CMC P/N 626292) eligible

<sup>\*\*\*\*</sup> Delco-Remy starter (CMC P/N 627842 with CMC adapter P/N 628157) eligible