MODELS: Wright Double Row Cyclone GR-2600, C14AB, C14AC, C14BA Series

T.C. NUMBER: T.C. 176

| Models - Double Row Cyclone GR-2600- | A2 | A2A | A2B | B2 | B5 |
|---|---|---|---|---|---|
| New designation | 726C14AB1, 2<br>332C14AB1, 2 | 709C14AC1, 2<br>579C14AC1, 2 | -- | 585C14BA1, 2 | 586C14BA1, 2 |
| Type - 14RA | 16:9 reduction gears | 16:9 reduction gears | 16:9 reduction gears | 16:9 or 16:7 reduction gears | 16:9 or 16:7 reduction gears |
| Rating (with low impeller gear ratio): | 7.0:1 | 7.0:1 | 7.0:1 | 7.03:1 | 6.96:1 |
| Maximum continuous, hp, rpm, in.Hg., at: | | | | | |
| Rated pressure altitude (ft.) | 1200-2100-33.2-5400 | 1250-2300-35.8-6200 | 1350-2300-36.7-5800 | 1500-2400-37.8-6700 | -- |
| Sea level pressure altitude | 1200-2100-35.0-S.L. | 1350-2300-37.5-S.L. | 1350-2300-39.0-S.L. | 1500-2400-39.7-S.L. | -- |
| Take-off (five minutes), hp, rpm, in.Hg. | 1550-2400-42.5 | 1600-2400-43.5 | 1600-2400-45.0 | 1700-2500-44.5 | -- |
| Rating (with high impeller gear ratio): | -- | -- | -- | -- | 10.06:1 |
| Maximum continuous, hp, rpm, in.Hg., at: | | | | | |
| Rated pressure altitude (ft.) | -- | -- | -- | -- | 1350-2400-38.8-15000 |
| Low critical pressure altitude (ft.) | -- | -- | -- | -- | 1350-2400-43.0-9500 |
| Fuel (minimum octane aviation gasoline - CFR Motor Method fuel) | 95 | -- | 90 | 95 | -- |
| Bore and stroke, in. | 6.125 x 6.312 | -- | -- | -- | -- |
| Displacement, cu. in. | 2603 | -- | -- | -- | -- |
| Compression ratio | 7.1:1(Model 332)<br>6.85:1(Model 726) | 7.1:1(Model 709)<br>6.85:1(Model 579) | 6.3:1 | 6.9:1 | 6.9:1 |
| Weight (dry), lbs. | 1935, 1955 | -- | 1935 | 1965, 1985 | 1980, 2000 |
| Propeller shaft, SAE No. | 50 | -- | -- | -- | -- |
| Carburetion | Holley C.G. 1375 C,E,F,G,H,HAR or HB carburetor | Holley C.G. 1685 or F,H,HA,HAF, HAR or HB carburetor | Holley C.G. 1685 F,H,HA,HAR,HAF, HB or Stromberg PD12J1 or K1 carburetors | Holley C.G. 1685 F,H,HA,HAR,HB carburetor or Stromberg PT-13E2 carburetor | -- |
| Ignition, dual | Scintilla SF14L-3,-4,SF14LN-3,4,9, or Bosch SF14LU-9 magnetos | -- | -- | Scintilla SF14L-3,4,SF14LN-3,4, 9,10 or Bosch SF14LU-9, 10 magnetos | -- |
| Ignition timing, degrees BTC | Both 20 | -- | -- | -- | -- |
| NOTES | 1, 2, 3, 4, 5 | 1, 3, 4, 5 | 1 | 1, 3, 4 | 1, 3, 4 |
| Certification basis | Type Certificate No. 176 | | | | |
| Production basis | None. The manufacturer does not hold a production certificate for the production of engines under this type certificate and, therefore, each engine so produced is subject to a detailed inspection for workmansnip and conformity with the approved data by a Civil Aeronautics Administration Agent. In addition, the engine must have a satisfactory run-in including 5 hours at rated power and speed. Upon satisfactory completion of the above, the agent will tag the engine with Tag Form ACA 186. | | | | |

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures, 450 degrees F., 325 degrees F., and 220 degrees F., respectively.

NOTE 2. This model includes previous GR-2600-A2 engines which have been modified to incorporate recent improvements.

NOTE 3. The new model designations, 332C14AB1, 709C14AC1, 585C14BA1, and 586C14BA1 will replace the GR-2600-A2, A2A, B2 and B5 designations respectively, in accordance with Wright Aeronautical Corporation's new engine designation system.

NOTE 4. Models C14AB2, AC2 and BA2 incorporate a torquemeter.

NOTE 5. Models 332C14AB1, 2 and 709C14AC1, 2 also eligible as previously certificated with octane + .8 cc Tetra Ethyl Lead per gallon of fuel.