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WASP MAJOR & R-4360
DESIGNATED ENGINES

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*Similar to Military counterpart in certain respects.

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*Similar to Military counterpart in certain respects.

REVISED 5/15/55

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major X Wasp	Wasp Major X Wasp	Wasp Major X Wasp	Wasp Major TSB1-G	Wasp Major *TSB1-G	Wasp Major TSB3-G	Wasp Major TSB3-G
SPECIFICATION	Number	PW-7023	PW-7024	PW-7025	7031	7050	7052	7052 App. A
RATINGS	Take Off	2900/2600	2800/2600	2900/2600	3000/2700	3500/2700/500 wet 3250/2700/1000 dry	3500/2700/500 wet 3250/2700/700 dry	3500/2700/500 wet 3250/2700/700 dry
	Military	2800/2600/2000 2300/2600/13500	2800/2600/2000 2600/2600/13500 2200/2600/25000	2800/2600/25000 with turbo	3000/2700/1500			
	Normal	2400/2400/4700 2150/2400/13400	2400/2400/4700 2250/2400/14500 2000/2400/25800	2400/2400/25000 with turbo	2500/2550/6500	2600/2550/6500	2650/2550/5500	2650/2550/5500
	Max. Cont.					2800/2550/3500 stand-by	2800/2550/3500	2800/2550/3500
	Cruise							
FUEL	Grade	100	100	100	100/130	115/145	*108/135	*106/135
CURVES	Spec. Oper.	T-753	T-745	T-755	T-833	T-979	T-984 Inst. 7240	T-984 Inst. 7240
WEIGHT, DRY	Pounds	3200	3450	3200 less turbo	3325	3470	3482	3482
PROP. SHAFT	Ratio Spline	.315:1 70	.315:1 70	.315:1 70	.381 or .425 60-A	.375 60-A	.375 60-A	.375 60-A
CYLINDERS	Comp. Ratio				7:1		6.7:1	6.7:1
IMPELLER	Ratio				6.08:1		6.375:1	6.375:1
CARBURETOR	Model				Optional	Optional	PR-100B3	PR-100B3
MAGNETOS	Model				Optional	Optional	D4RN-2	D4RN-2
INST. DWG.	Number						97801	97801
DIMENSIONS	Diameter Length	51.75	51.75	51.75	52.50 96.75	53.50 96.75	54.00 96.50	54.00 96.50
A.T.C.	Number						247	247
AIRPLANE	Installations				*Vought F4U-1		**Boeing Model 377 Republic RC-2	Boeing Model 377 Model 10 & 19

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major *B4	Wasp Major B5	Wasp Major B6	Wasp Major *B6C	Wasp Major *B7	Wasp Major *B7C
SPECIFICATION	Number			7097			
RATINGS	Take Off		3250/2700/500 wet 3000/2700/1300 dry	3500/2700/500 wet 3250/2700/700 dry		3250/2700/500 wet 3000/2700/1300 dry	
	Military						
	Normal		2650/2550/2800	2650/2550/5500		2650/2550/2800	
	Max. Cont.		2650/2550/2800	2800/2550/3500		2650/2550/2800	
	Cruise						
FUEL	Grade		100/130	108/135		100/130	
CURVES	Spec. Oper.		Inst. 7337	Inst. 16859		Inst. 17494	
WEIGHT, DRY	Pounds		3490	*3584		3584	
PROP. SHAFT	Ratio Spline		.375 60-A	.375 60-A		.375 60-A	
CYLINDERS	Comp. Ratio		6.7:1	6.7:1		6.7:1	
IMPELLER	Ratio		6.375:1	6.375:1		6.375:1	
CARBURETOR	Model		PR-100B3	PR-100B3		PR-100B3	
MAGNETOS	Model		D4RN-2	S14RN-15 (L.T.)		D4RN-2	
INST. DWG.	Number		97801	176601		97801	
DIMENSIONS	Diameter Length		54.00 96.75	55.00 96.50		54.00 96.75	
A.T.C.	Number		247	247		247	
AIRPLANE	Installations		Boeing Model 377 Model 10 & 19	Boeing 377	Boeing 377		

NOTES

*No spec. written. Commercial counterpart to -41, A spec. A-7063.

Similar TSB3-G except rated with 100/130 grade fuel. None manufactured.

Intermediate engine for conversion from TSB3-G to MNCB2.

*Additional: Mt. structure 110#. Torquemeter, C.E. Carb. 19# optional. TSB3-G ratings with "C" power & nose & short rod "B" cylinders.

*Identification for Wasp Major B6 with "C" cyl. & 4 bolt ex. flange-no coupling. None built.

*Identification for Wasp Major B6 with 100/130 fuel. None built.

*Identification for Wasp Major B7 with "C" cyl. & 4 bolt ex. flange-no coupling. None built.

Incorporates manifold pressure actuated water control switch. Power control not provided.

**TSB3-G's converted to CB1, B6 & CB2.

*If unavailable use 115/145.

Torquemeter supplied. No manifold pressure regulator. Starter Drive at No. 2 pad. TSB3-G's converted to CB1, B6 & CB2. *If unavailable use 115/145.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major VSB11-0	Wasp Major VSSB21-G	Wasp Major B12	Wasp Major B13	Wasp Major B14
SPECIFICATION	Number	7029	7030	7059	7060	none
RATINGS	Take Off	3000/2700/1500	3000/2700 3000/2700/3000	3500/2700/750 wet 3250/2700/1500 dry	3500/2700/750 wet 3250/2700/1500 dry	3500/2700/1000 wet 3250/2700/1700 dry
	Military		2400/2700/25000	3500/2700/750 wet 3250/2700/1500 dry 2500/2700/15400 dry	2650/2550/6000 2300/2550/16300	2650/2550/6500 2000/2550/22300
	Normal	2500/2550/5000 2200/2550/14500	2500/2550/6000 2200/2550/25000	2650/2550/6000 2300/2550/16300	2650/2550/6000 2300/2550/16300	2650/2550/6500 2000/2550/22300
	Max. Cont.					
	Cruise					
FUEL	Grade	100/130	100/130	115/145	115/145	102/135
CURVES	Spec. Oper.	T-831 Inst. 1722 Cecco Inst. 7318 Bendix 3498 3490	T-832	T-1022 Inst. 7266-1,-2 (exhaust thrust) 3505	T-1024 Inst. 7369	Inst. 17051
WEIGHT, DRY	Pounds		3610		*3535	3535
PROP. SHAFT	Ratio Spine	.375:1 or .425:1 60-A	.425:1 or .361:1 60-A	.425 60-A	** .425 60-A	.425
CYLINDERS	Comp. Ratio	7:1	7:1	6.7:1	6.7:1	6.7:1
IMPELLER	Ratio	7.52:1	6.08:1, 5.75:1	6.95:1 low 9.07:1 high	6.95:1 - 9.07:1	6.95:1 - 9.07:1
CARBURETOR	Model	PR-100B1-2, PR100B2-3 PR-100B3-3,-7 D4RN-2	Optional	PR-100B3	PR-100B3-11	PR-100B3-11
MAGNETOS	Model		Optional	D4RN-2	D4RN-2	D4RN-2
INST. DWG.	Number	98701		115101	132601	132601
DIMENSIONS	Diameter Length	54.00 96.75	52.50 109.07	54.00 101.76	54.00 101.76	54.00 101.76
A.T.C.	Number	247	Military	Military	247	247
AIRPLANE	Installations	Aero Sud-Est SE-2010 (French Transport)			Aero Sud-Est SE-2010	Aero Sud-Est SE-2010
NOTES		Variable speed impeller drive. Many features similar TSB3-G Engines converted by Airports to W.M. B-13.	None manufactured.	*Torquemeter available, 20 lb. additional weight. None manufactured.	*Includes torquemeter Wt. increases: Constant Meter Regulator 8 lb. Firseal Dia-phragm 8 lb. **.375 gear 8 lb increase Original B-13 converted from W.M. VSB11-G.	Identification for WB13 rated with 102/135 & revised hi gear rating. None built.

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major TSC1-0	Wasp Major C2	Wasp Major C3	Wasp Major C4	Wasp Major C5	Wasp Major C6
SPECIFICATION	Number	7045	7053	7068	**7071	# Jet Thrust	
RATINGS	Take Off	3300/2800 dry 3500/2800 wet	3500/2800 dry 3600/2800 wet	4300/2800/300**	4800/2800 wet 4300/2800	300 245	3600/2800 wet
	Military	3300/2800/1500	3500/2800/500 dry 3600/2800/1000 wet	4300/2800/27500/380**	4800/2800/25000 wet 4300/2800/27000	380 335	3600/2800 wet 3500/2800 dry
	Normal	2650/2600/5000	2800/2600/5500	3150/2600/32500/300**	3500/2600/30000	300	2800/2600
	Max. Cont.						
	Cruise						
FUEL	Grade	100/130	115/145	115/145	*115/145		115/145
CURVES	Spec. Oper.	T-971	T-990	T-1053	T-1077		
WEIGHT, DRY	Pounds	3600	*3600	*3720	3820		**3950
PROP. SHAFT	Ratio Spine	.333 or .425 60-A	.375 60-A	.375 60-A			.3125 70
CYLINDERS	Comp. Ratio	7:1	7:1				6.7:1
IMPELLER	Ratio	6.10:1					external
CARBURETOR	Model	Optional	Optional	Bendix 100-28-A3(F.I.)			Bendix 100-28-A3(F.I.)
MAGNETOS	Model	Optional	Optional				
INST. DWG.	Number	100001	100001	126801			149810
DIMENSIONS	Diameter Length	53.50 98.41	54.00 102.00	***61.00 103.30			55.00 103.50 less gear box
A.T.C.	Number	Military	Military	Military	Military		Military
AIRPLANE	Installations						Military
NOTES		None manufactured. Single Speed VSB11-G.	*Fuel injection equipment and torquemeter available at 90 lb and 15 lb respectively. None manufactured. Single Speed C12.	VDT engine with GE CHM-2 exhaust driven supercharger. None manufactured. **Jet thrust. ***Over ex. header & 65.00 over ex. coll.	*With 3 cc T.E.L. None manufactured. **Spec. limited to ratings & weight. Intended as VDT with Fuel Inj.	None manufactured. *Make up as follows: 1. W.M. C5 power section arranged for pusher inst., remotely mounted fan drive gear box, power T.O. exhaust driven superchargers 1-CH-2, 1-CH-3. 2. R-4360-43 fuel injection system 3. R-4360-41 nose 4. W.M. C5 low tension system except spark plugs. 5. R-4360-41 sec'y. drives. 6. Additional Weights: Ex. system (incl. coll.) 300 lb. Engine Mount (no isolators), 112 lb. Boost gear box and PTD 200 lb. Boost Control System 80 lb. Includes torquemeter. Includes fuel injection equipment. Used with CH2 & CH3 superchargers.	*Make-up as follows: 1. Internal supercharging 2. R-4360-20 rear features 3. Pusher inst. None manufactured.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major C7	Wasp Major C8	Wasp Major C9
SPECIFICATION	Number	7077	7081	
RATINGS	Take Off	4300/2800	3800/2600/S.L. wet 3600/2500/2000 dry	
	Military	4300/2800/5500	3800/2800/S.L. wet	
	Normal	3150/2600/15500	2800/2600/5000	
	Max. Cont.			
	Cruise			
FUEL	Grade	115/145	115/145	
CURVES	Spec. Oper.	T-1105	T-1120	
WEIGHT, DRY	Pounds	*3720	*3840	
PROP. SHAFT	Ratio Spline	.375 60-A	.375 60-A	
CYLINDERS	Comp. Ratio	7.5:1	6.7:1	6.7:1
IMPELLER	Ratio		External	6.6:1
CARBURETOR	Model		Bendix 100-28-A3(F.I.)	Bendix 100-28-A3(F.I.)
MAGNETOS	Model		Scintilla S14RN-15(L.T.)	Scintilla S14RN-15(L.T.)
INST. DWG.	Number	126801	155401	
DIMENSIONS	Diameter Length	**55.00 101.63	55.00 101.63	
A.T.C.	Number	Military	Military	Military
AIRPLANE	Installations			
NOTES	Similar WMC5 except incorporates high compression None manufactured. Pusher Inst.	**Over collector 65.00 Single Stage. Similar WMC5 except tractor and low compressor. *Includes torque-meter. None manufactured.	Single Speed C14 *Includes torque-meter and fuel inj. equip. 140# less with carb. Similar WMC6 (-53) except tractor. None manufactured.	

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major C-01	Wasp Major C-02	Wasp Major C-03	Wasp Major C-04	Wasp Major C-05	Wasp Major C-06
SPECIFICATION	Number	*7082	7083	*7084	7085	7095	No Spec.
RATINGS	Take Off		4300/2800		3500/2700/1000	4000/2800/7500	4300/2800/5500
	Military		4300/2800/6500				
	Normal		3500/2600/14200		2800/2550/3500	2800/2600/18700	
	Max. Cont.				2800/2550/3500	3000/2600/17000	2800/2600/18700 3150/2600/15500
	Cruise						2100/2500/26000
FUEL	Grade		115/145		108/135	108/135	115/145
CURVES	Spec. Oper.		T-1122		T-1142	T-1158	Inst. 17426
WEIGHT, DRY	Pounds		*3760		3700	*3720	*3700
PROP. SHAFT	Ratio Spline		.375 60-A		.375 60-A	.375 60-A	.4375 or .375 60A
CYLINDERS	Comp. Ratio	7.5:1	7.5:1	7.5:1	6.7:1		
IMPELLER	Ratio					external	external
CARBURETOR	Model		Bendix 100-28-A3(F.I.)		PR-100B4	Bendix 100-28-A3(F.I.)	Bendix 100-28-A3(F.I.)
MAGNETOS	Model		Scintilla S14RN-15(L.T.)		S14RN-15(L.T.)	S14RN-15(L.T.)	S14RN-15(L.T.)
INST. DWG.	Number		126801		160701	126801	Inst. 17479
DIMENSIONS	Diameter Length		65.00 101.63		55.00 102.00	65.00 101.63	55.00 101.63
A.T.C.	Number		Military		Military	Military	
AIRPLANE	Installations						
NOTES	High Comp. W.C.S Tractor. No spec written. None manufactured.	Similar WMC3 except high comp. *Includes torque-meter. None manufactured.	Similar WMC7 except tractor. *No spec written. None manufactured.	C engine for TSB3G replacement. This project dropped in favor of WMCB2.	Rated with G.E. CH-9 Super charger. *Includer torque-meter. None manufactured.	Generally similar WMC-05 except ratings. *Additional Eng. Mt. Structure less Isolators - 110#, G.E. CH-9 300#, Honeywell Control 20#, Ex. System 235#.	

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL Type P & W A Air Force Navy
 SPECIFICATION Number
 RATINGS Take Off
 Military
 Normal
 Max. Cont.
 Cruise
 FUEL Grade
 CURVES Spec. Oper.
 WEIGHT, DRY Pounds
 PROP. SHAFT Ratio Spline
 CYLINDERS Comp. Ratio
 IMPELLER Ratio
 CARBURETOR Model
 MAGNETOS Model
 INST. DWG. Number
 DIMENSIONS Diameter Length
 A.T.C. Number
 AIRPLANE Installations

NOTES

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major V58C21-G	Wasp Major *V5C11-G	Wasp Major C12	Wasp Major C13	Wasp Major C14	Wasp Major C15
SPECIFICATION	Number	7046	7044	7054	7058	7078	
RATINGS	Take Off	3300/2800 dry 3500/2800 wet	3300/2800 dry 3500/2800 wet	3500/2800 dry 3800/2800 wet	3500/2800 dry 3800/2800 wet	3800/2800/S.L. wet 3600/2800/2000 wet	
	Military	3300/2800/1500 2800/2800/23000	3300/2800/1500 2650/2800/16000	3800/2800/500 wet 3000/2800/13000 wet 3500/2800/1000 dry 2800/2800/14500 dry	3500/2800/1000 dry(L) 3000/2800/10000 dry(H) 2500/2800/20000 dry(H) 3800/2800/500 wet(L)		
	Normal	2650/2600/5000 2300/2600/23000	2650/2600/5000 2350/2600/18500	2800/2600/5500 2500/2600/17000	2800/2600/5500 2500/2600/13500 2250/2600/21000	(L) 2800/2600/5000 (H) 2450/2600/15000	
	Max. Cont.					(H)	
	Cruise						
FUEL	Grade	100/130	100/130	115/145	115/145	115/145	
CURVES	Spec. Oper.	T-972	T-970	T-991	T-1021	T-1107	
WEIGHT, DRY	Pounds	3835	3650	*3650	*3705	*3730	
PROP. SHAFT	Ratio Spline	.333 or .425 60-A	.333 or .425 60-A	.375 60-A	.375 60-A	.375 60-A	
CYLINDERS	Comp. Ratio	7:1	7:1	7:1	6.7:1	6.7:1	
IMPELLER	Ratio		8.25 max.		5.66:1, 7.02:1, 6.10:1		
CARBURETOR	Model	Optional	Optional	Optional	Chandler Evans	Bendix PR-100B3	
MAGNETOS	Model	Optional	Optional	Optional	Scintilla	Scintilla S14RW-15(L.T.)	
INST. DWG.	Number		10001	10001	115401		
DIMENSIONS	Diameter	53.50	53.50	54.00	54.00	55.00	
	Length	112.50	98.41	102.00	105.00	102.00	
A.T.C.	Number			Military	Military	Military	
AIRPLANE	Installations						

NOTES

Two-stage variable. None manufactured.
 *Was V5C1-G None manufactured. Variable speed.
 None manufactured. *Weight Increases: 20% torque-meter 100% fuel injection. Variable speed.
 None manufactured. Similar C12 except three speed. *Weight Increases: 15% torque-meter 90% fuel injection.
 *Includes torque-meter and Fireseal Diaphragm. Fuel Injection. None manufactured. Superseded by CB 11. Var. Speed and Fuel Injection. None manufactured.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major CB1	Wasp Major CB2	Wasp Major CB3	Wasp Major CB4
SPECIFICATION	Number		7066		
RATINGS	Take Off		3500/2700/500 wet 3250/2700/700 dry		
	Military				
	Normal		2650/2550/5500		
	Max. Cont.		2800/2550/3500		
	Cruise				
FUEL	Grade		108/135		
CURVES	Spec.		T-1139		
	Oper.		Inst. 16659		
WEIGHT, DRY	Pounds		*3682		
PROP. SHAFT	Ratio Spline		.375 60-A		
CYLINDERS	Comp. Ratio		6.7:1		
IMPELLER	Ratio		6.375:1		
CARBURETOR	Model		Bendix PR-100B3		
MAGNETOS	Model		Scintilla 614RN-15(L.T.)		
INST. DWG.	Number		166001		
DIMENSIONS	Diameter		55.00		
	Length		96.50		
A.T.C.	Number		247		
AIRPLANE	Installations	Boeing 377	** Boeing 377 (C-97)		
NOTES				**Original WMCB2 were converted W/TSE3-G & WMB6. WMCB2 incorporates *C* nose & power, *B* rear. *Includes torquemeter, firesial & water reg. mounts 110# extra. Single Speed CB11.	Single Speed R-4360-59 & -61. None manufactured.
			CB1 is converted TSE3-G with *C* Cylinders for service test by Pan American. Two engines involved. None built		

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major CB5
SPECIFICATION	Number	None
RATINGS	Take Off	3250/2700/500 wet 3000/2700/1300 dry
	Military	
	Normal	2650/2550/2800
	Max. Cont.	2650/2550/2800
	Cruise	
FUEL	Grade	100/130
CURVES	Spec.	
	Oper.	Inst. 17494
WEIGHT, DRY	Pounds	
PROP. SHAFT	Ratio Spline	
CYLINDERS	Comp. Ratio	
IMPELLER	Ratio	
CARBURETOR	Model	
MAGNETOS	Model	
INST. DWG.	Number	
DIMENSIONS	Diameter	
	Length	
A.T.C.	Number	
AIRPLANE	Installations	Boeing 377(NWA)
NOTES		*Identification like CB2 except 100/130 fuel & B5 ratings. None built.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	Wasp Major CB11	Wasp Major CB12	Wasp Major CB13
SPECIFICATION	Number	7087		No spec.
RATINGS	Take Off	3600/2800/S.L. wet 3400/2800/2000 dry		3600/2800/2000 wet(L) 3250/2800/3000 dry(L)
	Military	3600/2800/S.L. wet (L) 3400/2500/2000 dry (L) 2450/2550/15000 dry (H)		
	Normal	2800/2600/5000 2450/2550/15000		2650/2600/6500 2250/2600/15500
	Max. Cont.			2800/2600/5000 2450/2600/13500
	Cruise			1800/2300/10000 1700/2300/12500
FUEL	Grade	115/145		115/145
CURVES	Spec.	T-1144		
	Oper.			Inst. 17468
WEIGHT, DRY	Pounds	*3809		*3211
PROP. SHAFT	Ratio	.375		.4375 or .375
	Spline	6C-A		
CYLINDERS	Comp. Ratio	6.7:1		6.7:1
IMPELLER	Ratio	6.95 - 9.07:1		6.95 - 8:1
CARBURETOR	Model	Bendix PR100-B4		Bendix PR100-B4
MAGNETOS	Model	Scintilla S14RN-15(L.T.)		Scintilla S14RN-15(L.T.)
INST. DWG.	Number	172801		Inst. 17472
DIMENSIONS	Diameter	55.00		55.00
	Length	102.00 Bendix		102.00
A.T.C.	Number	Military		
AIRPLANE	Installations			
NOTES		CB14 ratings with B13 rear. Engine Mts. 110# and #70 Shaft 40# extra. None manufactured.	CB11 with -53 nose features. None manufactured.	Similar CB11 except ratings. *Additional Eng. Mt. Structural less Isolators 110# None manufactured.

ENGINE MODEL	Type P & W A Air Force Navy
SPECIFICATION	Number
RATINGS	Take Off
	Military
	Normal
	Max. Cont.
	Cruise
FUEL	Grade
CURVES	Spec.
	Oper.
WEIGHT, DRY	Pounds
PROP. SHAFT	Ratio
	Spline
CYLINDERS	Comp. Ratio
IMPELLER	Ratio
CARBURETOR	Model
MAGNETOS	Model
INST. DWG.	Number
DIMENSIONS	Diameter
	Length
A.T.C.	Number
AIRPLANE	Installations

NOTES

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
SPECIFICATION	Number	N-7027 applies	N-7039-A applies	X-2	-3 (semi production) N-7027 App. A	-4 (semi production) N-7027	---4 (-4T*) (-4 (-4T*)) (first production -4) N-7039-C	-4W (-4T*) N-7039-C App. A
RATINGS	Take Off				3000/2700	3000/2700	3000/2700	3000/2700
	Military				3000/2700/1500 without turbo	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500
	Normal				2500/2550/5000 without turbo	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500
	Max. Cont.							
	Cruise							
FUEL	Grade				100/130	100/130	100/130	100/130
CURVES	Spec. Oper.	Inst. 1694	Inst. 7273		T-815	T-814	T-902 Inst. 7273	T-902 Inst. 7273
WEIGHT, DRY	Pounds				*3475	*3325	3400	3413
PROP. SHAFT	Ratio Spline			.400	.425:1 60-80 Dual Rotation	.425:1 60-A	.425:1 60-A	.425:1 60-A
CYLINDERS	Comp. Ratio				7:1	7:1	7:1	7:1
IMPELLER	Ratio			6.08:1	6.08:1	Max. 7.52:1	Max. 7.52:1	Max. 7.12:1
CARBURETOR	Model		CE100-CPB7-1		PR-100-A3-1	PR-100A3-1	Ceco 100CPB7-1	Ceco 100CPB7-1
MAGNETOS	Model				DF-4RN-1	DF-4RN-1	D4RN-2	D4RN-2
INST. DWG.	Number				70820	71207	86301	86301
DIMENSIONS	Diameter Length				52.50 120.25	52.50 96.75	52.50 96.75	52.50 96.75
A.T.C.	Number							
AIRPLANE	Installations	Goodyear F2G-1 Goodyear F2G-2 Martin XB7M-1	Goodyear F2G-1 Goodyear F2G-2 Martin XB7M-1	X-116 Exp. Type Test Engine.	Single-stage, Single-speed Fan Drive. *Torquemeter available at 20 lb increase in wt.	Single-stage, variable speed. *Torquemeter available at 20 lb increase in wt.	Single-stage, variable speed. With manifold pressure reg. *-4T with torque-meter at 20 lb increase in wt. **With G.E. I-40 jet. ***Sold commercially and to both services.	Single-stage variable speed. Includes Water Injection Equipment. *-4T with torque-meter at 20 lb increase in wt.
NOTES		YR-4360-4 engines with Bendix PR100 carbs. changed to R-4360-2.	YR-4360-4 engines with Ceco 100CPB7 carbs. changed to R-4360-2A.					

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
SPECIFICATION	Number	N-7039A App. A	N-7027 App. B	N-7028	N-7027 App. C1	N-7027 App. D	N-7027 App. F	N-7041A
RATINGS	Take Off	3000/2700	3000/2700	3000/2700	3000/2700	3000/2700	3000/2700	3000/2700
	Military	3000/2700/1500 2400/2700/13500	3000/2700/1500 3000/2700/40000 with turbo	3000/2700/1500 2400/2700/25000	3000/2700/1500 3000/2700/40000 with turbo	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500
	Normal	2500/2550/5000 2200/2550/14500	2500/2550/5000 without turbo	2500/2550/5000 2200/2550/25000	2500/2550/5000 without turbo	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500
	Max. Cont.							
	Cruise							
FUEL	Grade	100/130	100/130	100/130	100/130	100/130	100/130	100/130
CURVES	Spec. Oper.	T-902 Inst. 1694	T-815	T-812 Inst. 7223	T-815 Inst. 1691	T-814 Inst. 1694 Stromberg Inst. 7273 Ceco	T-814 Inst. 1694	T-902 Inst. 1694
WEIGHT, DRY	Pounds	**3390	*3605	*3585	*3183	*3525	*3525	*3570
PROP. SHAFT	Ratio Spline	.425:1 6C-A	.290:1, .500:1 60-A	.425:1 6C-A	.381:1 Remote 60-80 Dual Rotation	.425:1 60-80 Dual Rotation	.425:1 50-70 Dual Rotation	.425:1 60-80 Dual Rotation
CYLINDERS	Comp. Ratio	7:1	7:1	7:1	7:1	7:1	7:1	7:1
IMPELLER	Ratio	Max. 7.52:1	6.06:1	6.06:1	6.08:1	Max. 7.52:1	Max. 7.52:1	Max. 7.52:1
CARBURETOR	Model	PR-100-B3-3	PR-100-A3-1	PR-100-A3	PR-100-A3-1	PR-100-A3-1 Ceco 100CPB7-1	PR-100-A3-1	PR-100-B2-3
MAGNETOS	Model	D4RN-2	DF-4RN-1	DF-4RN-1	DF-4RN-1	DF-4RN-1	DF-4RN-1	DF-4RN-2
INST. DWG.	Number	86301	70626	57448	77301	86400	76042	90301
DIMENSIONS	Diameter Length	52.50 96.75	52.50 109.75	52.50 116.50	52.50 87.00 Direct Drive Eng. 213.847 engine to propeller thrust nut face	52.50 114.25	52.50 111.00	42.50 114.25
A.T.C.	Number							
AIRPLANE	Installations	Hughes XF-11 ***Hughes HFB-1 (H4)				Douglas TB2D-1		Douglas TB2D-1
NOTES		Single-stage, variable speed. **With manifold press. reg. **Torquemeter available at 20 lb increase in wt. *Sold to Army. ***Hughes exchanged 15 for 11 engines from Navy. Will incorporate torque nose.	Incorporated power T.O. coaxial with c' shaft and fan drive. Single-stage, single speed. *Cooling fan on acc'ry end involves additional 105 lb weight. *Torquemeter on this eng. involves only 6 lb additional weight.	Two-stage, variable speed. Torquemeter available at 20 lb increase in weight. No engine built.	Torquemeter available at 20 lb increase in weight. Suitable for use with turbo supercharger. Single-stage, single speed. *Cooling fan on acc'ry end involves 179 lb additional weight. *Extension shaft for out-board engine 695 lb additional weight.	Single-stage, variable speed. *Torquemeter available at 20 lb increase in weight.	Single-stage, variable speed. *Torquemeter available at 20 lb increase in weight.	*Torquemeter available at 20 lb increase in weight. *With manifold pressure regulator.

PRATT & WHITNEY AIRCRAFT ENGINES
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ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
SPECIFICATION	Number	N-7027 App. H	-9T (semi production)	-10 (semi production)	-10 (production)	-11 (semi production)	-12	-12A
RATINGS	Take Off	3000/2700		3000/2700	3000/2700	3000/2700	3000/2700	3000/2700
	Military	3000/2700/1500 2400/2700/13500		3000/2700/1500 2400/2700/25000	3000/2700/1500 2400/2700/25000	3000/2700/1500 without turbo 2000/2700/40000 with turbo	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500
	Normal	2500/2550/5000 2200/2550/14500		2500/2550/5000 2200/2550/25000	2500/2550/5000 2200/2550/25000	2500/2550/5000 without turbo 2500/2550/40000 with turbo	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500
	Max. Cont.							
	Cruise							
FUEL	Grade	100/130	100/130	100/130	100/130	100/130	100/130	100/130
CURVES	Spec. Oper.	T-814 Inst. 1694	T-814 Inst. 1694	T-812	T-951 Inst. 1721	T-815 Inst. 1691	T-814	T-814
WEIGHT, DRY	Pounds	3425	3525	*3785	*3775	*3183	*3690	*3690
PROP. SHAFT	Ratio Spine	*.500:1 60-A	.381:1 60-80 Dual Rotation	.381:1 50-70 Dual Rotation	.381:1 50-70 Dual Rotation	.381:1 Remote 60-80 Dual Rotation	.390 - .500 50-70 Two speed dual	.390 - .500 50-70 Two speed dual
CYLINDERS	Comp. Ratio	7:1	7:1	7:1	7:1	7:1	7:1	7:1
IMPELLER	Ratio Max.	7.52:1	7.52:1	6.08:1, 5.75:1	6.08:1, 5.75:1	6.08:1, 7.52:1	7.52:1	7.52:1
CARBURETOR	Model	PR-100-A3-1	PR-100-A3-1	PR-100-A3-1	PR-100-B2-3	PR-100-A3-1	PR-100-A3-1	PR-100-A3-1
MAGNETOS	Model	DF-4RN-1	DF-4RN-1	DF-4RN-1	D-4RN-2	DF-4RN-1	DF-4RN-1	DF-4RN-1
INST. DWG.	Number	80001	R-86400	70636	91701	77301	R-70833	R-76045
DIMENSIONS	Diameter Length	52.50 101.75	52.50 113.996	52.50 130.75	52.50 123.50	52.50 123.50	52.50 119.25	52.50 119.25
A.T.C.	Number					87.00 Direct Drive Eng. 325.40 ϕ eng to face prop. thrust nut face		
AIRPLANE	Installations	Convair A-41		Boeing XP8B-1				
NOTES		Single-stage, variable speed. *Two-speed type with .290 low ratio locked out.	This one used to show general characteristics. Like -8 except reduction gear. Army test engine.	Two-stage, variable speed. *Torquemeter available at 20 lb increase in weight.	Incorporated manifold pressure reg. *Torquemeter available at 20 lb increase in weight. Two-stage variable speed.	*Extension shaft for inboard engine 830 lb additional weight. *Cooling fan on acc'y end involves 179 lb additional weight. Single-stage, single speed. *Torquemeter available at 20 lb increase in weight. Suitable for turbo supercharger.	Single-stage, variable speed. *Torquemeter available at 6 lb increase in weight. None manufactured.	Single-stage, variable speed. *Torquemeter available at 6 lb increase in weight. None manufactured.

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
SPECIFICATION	Number	N-7028 App. C	-14 (Production for -8A) N-7037-A	N-7027 App. K	A-7032-D App. A	-16 (Production) (No semi production) N-7038	-19 (Production for -13)	*-20, -20A *-20W, -20WA (App. A)
RATINGS	Take Off	3000/2700	3000/2700	3000/2700	3000/2700	3000/2700	3000/2700	N-7056-F
	Military	3000/2700/1500 2400/2700/25000	3000/2700/1500 2400/2700/13500	3000/2700/1500 2400/2700/13500	3000/2700/1500 without turbo 3000/2700/40000 with turbo	*3000/2700/30.0 2500/2550/5000 without turbo	3000/2700/3000 2400/2700/25000	3500/2700/750 wet (-20W) 3250/2700/S.L. dry
	Normal	2500/2550/5000 2200/2550/25000	2500/2550/5000 2200/2550/14500	2500/2550/5000 2200/2550/14500	2500/2550/5000 without turbo	2500/2550/27.6 without turbo	2500/2550/6000 2200/2550/25000	3500/2700/750 wet (-20W) 3250/2700/1500 dry 2500/2700/17000 dry 2650/2550/6000 2300/2550/16000
	Max. Cont.							
	Cruise							
FUEL	Grade	100/130	100/130	100/130	100/130	100/130	100/130	115/145
CURVES	Spec. Oper.	T-812 Inst. 1721	T-902 Inst. 1694 Stromberg Inst. 7273 Ceco *3584	T-814 Inst. 1694	T-869 Inst. 1691	T-869 Inst. 7278	T-875	T-1013 Inst. 7264 not in spec. T-1015 in spec.
WEIGHT, DRY	Pounds	3685	3325	*3306	**3355	*3089	**3540	
PROP. SHAFT	Ratio Spine	.425:1 60-A	.425:1 50-70 - Dual Rotation	.381:1 60-A	.381:1 Remote 60-80 Dual Rotation	.361:1 60-A	.425:1 50-70 Dual Rotation	.425:1 60-A
CYLINDERS	Comp. Ratio	7:1	7:1	7:1	7:1	7:1	7:1	6.7:1
IMPELLER	Ratio Max.	6.08:1, 5.75:1	7.52:1	7.52:1	6.08:1	6.08:1	Max. 6.08:1, 5.75:1	6.95:1 low 9.07:1 high
CARBURETOR	Model	PR-100A3-1	PR-100-B2-3 Ceco 100CPB7-1 D4RN-2	PR-100-A3-1	PR-100-B2-3	CE100-CPB7-1	PR-100-B-1	PR-100-B4
MAGNETOS	Model	DF-4RN-1	D4RN-2	D4RN-1	D4RN-2	D4RN-1	DF-4RN-2	D4RN-2
INST. DWG.	Number	57448	87001	71207	79201	87601	R-6602C	99001
DIMENSIONS	Diameter Length	52.50 50.00	52.50 111.00	52.50 96.75	52.50 87.00 Direct Drive	52.50 96.75	52.50 114.25 Direct Drive	54.00 102.00
A.T.C.	Number	**216.37 *100.00			**213.65		**230.75	
AIRPLANE	Installations	Republic XP-72	**Curtiss XBTC-2		Northrop B-35 Northrop XB-35 Northrop YB-35	***Lockheed R6V-1 Model 85		Douglas C-124A (-A wet) Fairchild R40-1 (-A wet) Fairchild C-119B (-A wet) Fairchild C-119C (-A wet) Fairchild C-120 Fairchild XC-120 (-A dry) Martin P4M-1 (-A dry) Martin XP4M-1 (-A dry) *A* denotes long rods *W* denotes wet rating.
NOTES		Two-stage variable speed. *Without remotely mounted supercharger. **Includes remotely mounted supercharger.	**First flight July 19, 1945 at Columbus -19 nose. Single-stage, variable speed. *Torquemeter available at 20 lb increase in wt. *Incorporates manifold pressure regulator.	Single-stage, variable speed.	**Engine ϕ to prop. thrust nut face. Outboard engine for B-35. *Extension shaft and coupling ass'y 185 lb increase in weight. Red. Gear housing ass'y with power T.O. prop. gov. drives and torque meter 556 lb increase in weight.	Suitable for turbo supercharger. Power T.O. drive furnished on acc'y end axial with c'shaft. Single-stage, single speed. *30.0 and 27.6 based on 100 F carb. air and 31 in. aux. s'charger and back pressure. **Includes torque meter. ***Replaced by -22W.	None manufactured. Power T.O. drive furnished on acc'y end axial with c'shaft. Two-stage variable speed. *Wt. includes remote carb. air and 31 in. aux. s'charger and s'charger pres.reg. **Includes remotely mounted s'charger.	**Wt. increases: 20# Torquemeter (-20A, -20WA) 13# Water Equip (-20WA) 8.4# Fire Equip. (-20A, -20WA) ***With G.E. 1-40's Single stage variable speed.

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ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360 Pusher	R-4360	R-4360	R-4360 Pusher	R-4360
		-20B, -20C, -20WB, -20WC	-21 (Production for -111)	-22W	-24	-25 (Production for -5)	-27 (Production for -15)
SPECIFICATION	Number		A-7032-D	N-7066	N-7039-C App. B	N-7035-F	A-7036-D
RATINGS	Take Off		3000/2700	3500/2700/S.L. wet 3250/2700/S.L. dry	3000/2700	3000/2700	3000/2700
	Military		3000/2700/1500 without turbo	3500/2700/500 wet	3000/2700/1500	3000/2700/1500 without turbo	3000/2700/S.L. to 1500
	Normal		3000/2700/40000 with turbo	2650/2550/5500	2400/2700/13500	5000/2700/45000 with turbo 2500/2550/5000	2400/2700/13500
	Max. Cont.		2500/2550/40000 without turbo	2500/2550/40000 with turbo	2200/2550/14500	2500/2550/40000 without turbo	2500/2550/S.L. to 5000 2500/2550/14500
	Cruise						
FUEL	Grade		100/130	115/145	100/130	100/130	100/130
CURVES	Spec. Oper.		T-669 Inst. 1691	T-1052 Inst. 7338	T-902	T-869 Inst. 1691	T-886 Inst. 1694
WEIGHT, DRY	Pounds		*3308	*3490	*3411	*3483	*3404
PROP. SHAFT	Ratio Spline		.381:1 Remote 60-60 Duel Rotation 7:1	.375:1 60-A	.375:1 60-A	.381:1 60-A	.381:1 60-A
CYLINDERS	Comp. Ratio		7:1	6.7:1	7:1	7:1	7:1
IMPELLER	Ratio		6.08:1	6.375:1	Max. 7.52:1	6.06:1	Max. 7.52:1
CARBURETOR	Model		PR-100B2-3	PR-100B3	Ceco 100CPB-7	PR-100-B2-3	PR-100-B3-3
MAGNETOS	Model		D4RN-2	D4RN-2	D4RN-2	D-4RN-E	D-4RN-2
INST. DWG.	Number		79201	125901	86301	R-80901	81001
DIMENSIONS	Diameter Length		52.50 87.00 Direct Drive	54.00 96.75	52.50 96.75	52.50 109.75	52.50 96.75
A.T.C.	Number		*326.40				
AIRPLANE	Installations		Northrop B-35 Northrop XB-35 Northrop YB-35	**Lockheed R6V-1 **Only 2 aircraft 1 - flown late 46 2 - flown June 46	Martin JRM-2	**Convair B-36A Model 37 ***Convair XC-99 Model 37	**Douglas C-74 (DC-7) **Douglas XC-74 (DC-7)
NOTES		Similar -20, -20A, -20W, -20WA, except no hyd. couplings and power con. for Navy.	**Extension shaft and coupling ass'y 302 lb increase in wt. Red. gear housing ass'y with power T.O. prop. gov. drives and torque-meter. 556 lb increase in wt.	**Wt. increases: 14# 3 way adapter 9.7# Fire diaph. *Includes torque-meter. **Originally had -18" s.	Similar and converted from -4. Incorporates .375 red. gear. Sold separately. No engine built. Single-stage, variable speed. *Includes man. press. reg, but torque-meter at 20 lb increase.	*Includes torque-meter **First flight August 8, 1946 at Fort Worth ***First flight Nov. 23, 1947. Single-stage, single speed. Provision for cooling fan on acc'y end. Power T.O. coaxial with fan drive. Suitable for turbo supercharger.	**Will be replaced by -49 engines. Single-stage, variable speed. *Torque-meter furnished with 20 lb increase in weight. *Includes manifold pressure regulator.

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360
		-29 (semi production)	***-31 (Production) (No semi production)	-33 (Production for -29)	** -35, -35B	-35A, -35C
SPECIFICATION	Number	N-7026 App. B				
RATINGS	Take Off	3000/2700	A-7040-D 3000/2700	A-7042-A 3000/2700	A-7051-F (-35) 3500/2700 wet 3250/2700 dry	A-7051-F applies (-35A) 3500/2700 wet 3250/2700 dry
	Military	3000/2700/1500 2400/2700/25000	3000/2700/1500 without turbo	3000/2700/1500 2400/2700/25000	3500/2700/500 wet	3500/2700/500 wet
	Normal	2500/2550/5000	3000/2700/40000 with turbo 2500/2550/5000 without turbo	2500/2550/5000 2200/2550/25000	2650/2550/5500	2650/2550/5500
	Max. Cont.		2500/2550/40000 with turbo			
	Cruise					
FUEL	Grade	100/130	100/130	100/130	115/145	115/145
CURVES	Spec. Oper.	T-612	T-669 Inst. 1651	T-951 Inst. 1721	T-953 Inst. 7223	T-983 Inst. 7223
WEIGHT, DRY	Pounds	3585	*3506	*3595	*3450	3490
PROP. SHAFT	Ratio Spline	.361:1 60-A	.361:1 60-60	.361:1 60-A	.375:1 60-A	.375:1 60-A
CYLINDERS	Comp. Ratio	7:1	7:1	7:1	6.7:1	6.7:1
IMPELLER	Ratio	Max. 6.06:1, 5.75:1	6.06:1	Max. 6.06:1, 5.75:1	6.375:1	6.375:1
CARBURETOR	Model	PR-100-A3-1	PR-100-B3-3	PR-100-B2-3	PR-100-B3-4	PR-100-B3-4
MAGNETOS	Model	DF-4RN-1	D-4RN-2	D-4RN-2	D-4RN-2	D-4RN-2
INST. DWG.	Number	5744E	69601	91101	96501	96501
DIMENSIONS	Diameter Length	52.50 116.50	52.50 114.25	52.50 109.25	54.00 96.75	54.00 96.75
A.T.C.	Number					
AIRPLANE	Installations		**Hughes XF-11 ***Republic XF-12	Boeing XB-44	Boeing TB-50A, D, H Boeing B-50A, B, D Fairchild XC-119A	**Boeing C-97A, C **Boeing KC-97 E Boeing YC-97A Boeing YC-97B Douglas XC-124A
NOTES		Two-stage, variable speed. None Manufactured Engine cancelled in favor of -33.	Suitable for use with exhaust driven supercharger. Single-stage, single speed. *Torque-meter involves 20 lb additional wt. **First, crashed on first flight at Culver City, Calif. July 7, 1946 with Hughes at controls. Second, flew April 5, 1947 with Hughes at controls. ***Flew February 4, 1946 at Republic. ****Changed to -37 single rot. by Army.	Two stage, variable speed. *Torque-meter available at 20 lb. increase in weight.	*Includes torque-meter. Manifold pressure regulator available at 12 lb increase in weight. ** -35B has long rods.	Same as -35, E except no manifold pressure regulator. * -35C has long rods. **converted to -65.

PRATT & WHITNEY AIRCRAFT ENGINES
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ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
		-37	-39	-41	** -41, -41A	-43	-45	-47
SPECIFICATION	Number	A-7040-D	A-7055-A	A-7061-F	A-7063-D(-41)	A-7065-F	A-7032-D App. B	A-7032-D App. C
RATINGS	Take Off	3000/2700	3600/2800 wet 3500/2900 dry	3000/2700	3500/2700/S.L. wet 3250/2700/S.L. dry	4300/2800	3000/2700	3000/2700
	Military	3000/2700/1500 without turbo	3600/2600/29.4 wet 3500/2800/29.9 dry	3000/2700/1500 without turbo	3500/2700/500 wet	4300/2800	3000/2700/1500 without turbo	3000/2700/1500 without turbo
Normal		3000/2700/40000 with turbo	2800/2600/27.0	3000/2700/40000 with turbo	2650/2550/5500	3150/2600	3000/2700/40000 with turbo	3000/2700/40000 with turbo
	Max. Cont.	2500/2550/5000 without turbo	2500/2550/40000 with turbo	2500/2550/5000 without turbo	2500/2550/40000 with turbo		2500/2550/40000 with turbo	2500/2550/40000 with turbo
	Cruise							
FUEL	Grade	100/130	115/145	100/130	115/145	115/145	100/130	100/130
CURVES	Spec. Oper.	T-869 Inst. 1691		T-1038	T-1039 Inst. 7311	T-1088	T-869 Inst. 1691	T-869 Inst. 1691
WEIGHT, DRY	Pounds	**3346	**3720	**3567	**3567	**3720	**3308	**3308
PROP. SHAFT	Ratio Spline	.425:1 60-A	.375:1 60-A	.375:1 60-A	.375:1 60-A	.375:1 60-A	.425:1 Remote 60-A	.425:1 Remote 60-A
CYLINDERS	Comp. Ratio	7:1	6.7:1	6.7:1	6.7:1	6.7:1	7:1	7:1
IMPELLER	Ratio	6.08:1		6.375:1	6.375:1	external	6.08:1	6.08:1
CARBURETOR	Model	PR-100-B3	Bendix 100-28-A1	PR-100-B3	PR-100-B3	Bendix 100-28-A2 - proto. Bendix 100-28-A3 - prod.	PR-100-B2-3	PR-100-B2-3
MAGNETOS	Model	D4RN-2		D4RN-2	D4RN-2	High or Low Tension Ign.	D4RN-2	D4RN-2
INST. DWG.	Number	89601	101601	117901	117901	121001 - proto. 135601 - prod.	121901	121901
DIMENSIONS	Diameter Length	52.50 96.75	102.00	53.50 109.75	54.00 109.75	55.00 103.50	52.50 97.00 Direct Drive 96.75	52.50 97.00 Direct Drive 96.75
A.T.C.	Number							
AIRPLANE	Installations	Hughes XF-11 Republic XF-12 Republic XR-12		Convair B-36B	Convair B-36B, D, E Convair RB-36 Convair XC-99	Boeing YB-50C **Boeing B-54A **Boeing RB-54A	Northrop B-35 Northrop XB-35 Northrop YB-35	Northrop B-35 Northrop XB-35 Northrop YB-35
NOTES		*Sold as -31 No -37's built **Includes torque- meter.	Single-stage, single speed. *With torque- meter and fuel injection. 2 or 3 engines for experimental purposes later converted to -43. *Engine mounts 125 lb additional.	Pusher Single- stage, single speed. **Incorporates -25 and -35 features. *Includes torque- meter and water injection equip- ment. One Exp. engine #P-164.	Pusher Single-stage, single speed. Includes torque- meter and water injection equip- ment. ** -41A has long rods.	Tractor VDT type for use with G.E. CM-2 turbo super- charger. *Includes torque- meter. Engine mounts 105#, Boost Control System 50#, Exhaust System 294#, Fuel Filter Parts 6# additional. **Cancelled.	*Remote assy. complete with PTO, gov. drives and torque- meter. 376 lb increase in weight. **Engine C to prop. thrust nut face. *Engine C to prop. single rotation .425:1 gear. Outboard engine.	*Remote assy. complete with PTO, gov. drives and torque- meter. 376 lb increase in weight. **Engine C to prop. thrust nut face. Similar -21 except single rotation .425:1 gear. Inboard engine.

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
		-49, -49A	-51	** -53	-55	-57	** -59	-59
SPECIFICATION	Number	none	A-7067C	A-7076J	A-7074D	A-7075	A-7080	A-7091E
RATINGS	Take Off	3500/2700 wet 3250/2700 dry	*4300/2600 wet 4000/2800 dry	3600/2800 wet	4300/2800	4300/2600	3800/2800/S.L. wet	3500/2700 wet 3500/2800 wet Alternate
	Military	3500/2700/500 wet	4300/2800 wet 4000/2800 dry	3600/2800 wet 3500/2800 dry	4300/2800	4300/2800		3500/2700 wet 3250/2700 dry
Normal	2650/2550/5500	3100/2600	2600/2600	3150/2600	3500/2500	2800/2600/5000 2300/2600/18000	2650/2550	
	Max. Cont.							
	Cruise							
FUEL	Grade		115/145	115/145	115/145	115/145	115/145	115/145
CURVES	Spec. Oper.	T-983 Inst. 7223	not released	T-1124 Inst. 14882 (not in T-1124 spec.)	T-1132			T-1145
WEIGHT, DRY	Pounds	3490	**4020	*4040	*3892	*3892	*no weight established	*3669
PROP. SHAFT	Ratio Spline	.375:1 60-A	.3125:1 70	.375:1 70	.375:1 70	.375:1 70	.375:1 70	.375:1 60-A
CYLINDERS	Comp. Ratio	6.7:1	6.7:1	6.7:1	6.7:1	7.5:1	6.7:1	6.7:1
IMPELLER	Ratio	6.375:1	external	6.6:1	external	external		6.375:1
CARBURETOR	Model	PR-100B3-6	GE CM-2 supercharger Bendix 100-28-A3	Bendix 100-28-A5	Bendix 100-28-A2 prot. Bendix 100-28-A3 prod.	Bendix 100-28-A3	Bendix 100-26-A3	Ceco 100CPB-9
MAGNETOS	Model	D4RN-2	Low Tension High Tension (alt.) 125001	S14RN-15 (L.T.)	Low Tension	Low Tension		Scintilla S14RN-15 (L.T.)
INST. DWG.	Number		154101	154101	151001	149001	155501	172701
DIMENSIONS	Diameter Length	54.00 96.75	55.00 36.00 Red. Gear Unit 91.00 Direct Drive	55.00 no ex. 117.00 system	55.00 no ex. 142.50 system	55.00 no ex. 140.25 system	102.00	96.50
A.T.C.	Number							
AIRPLANE	Installations	Douglas C-74	Convair B36 Study Tractor Installation	Convair B-36D, E, F, H, J Convair RB-36D, E, F, H			Douglas C-124 Study	Boeing C-97D
NOTES		*Converted from -35 in field. To be basic- ally similar to -35 for C-74 installation except incorporates 3 way adapter on #2 pad and -6 Carb. setting. -49 A has long rods.	*Critical Altitudes pending calibration. **Additional Weights: 1. Exhaust System Boost Control System 50 lb. Engine Mount Structure without Isolators 94 lb. Extension Shaft Assy "A" 297 lb. Extension Shaft Assy "C" 206 lb. Includes torque- meter. Similar -43 except remotely mounted reduc- tion gear. None manufac- tured.	Make-up as follows: 1. Internal supercharg- ing. 2. R-4360-20 Impeller. 3. Pusher Installation. Provision for driving cooling fan and PTO from acc'y and. *Additional Weight: Ex. System (incl. coll.) 310 lb. Engine Mount (no vib. isolators) 117 lb. Includes Fuel Injection Equip. Deflector torque- meter, ign. & priming system & 11 Bendix Water Reg. Similar -41 with features. **Also Ford built.	Similar -43. Pusher instal- lation. Provision for driv- ing remotely mounted cool- ing fan and power T.O. *Additional Weights: Ex. System (incl. coll.) 300 lb. Engine Mount (no isolators) 112 lb. Remote gear box and PTO 200 lb. Boost Control System 80 lb. Includes torque- meter. Includes Fuel Injection Equip. Used with CH9 & CM3 superchargers.	Pusher installation Similar -55 except high compression engine and rating. Includes Fuel Injec- tion Equipment. Provision for driving remotely mounted cool- ing fan and power T.O. *Additional Weights: Ex. system (incl. coll.) 310 lb. Engine Mount (no isolators) 117 lb. Remote gear box and PTO 200 lb. Boost Control System 55 lb. Includes torque- meter. None manufactured.	*Includes fuel injection equip. & torque- meter. **This engine based on WMC14 but dropped by AMC for basic spec. A-7091 around WMC8.	*Includes torque- meter. Ex. system with coll. 235# mounts #110, additional. *C nose power & *B rear. Fluid power pump adapter 5# optional.

PRATT & WHITNEY AIRCRAFT ENGINES
MODEL DESIGNATIONS and CHARACTERISTICS

ENGINE MODEL	Type P & W A Air Force Navy	R-4360	R-4360	R-4360	R-4360	R-4360	R-4360
		*-59A	*-59B	*-61	**-63	*-63A	*-65
SPECIFICATION	Number	A-7096	A-7091-G	A-7096A	A-7092G		
RATINGS	Take Off		3500/2700 wet 3500/2800 wet (alt.)	3500/2700 wet 3500/2800 wet (alt.)	3800/2800/S.L. wet 3600/2800/2000 wet 3400/2800/2000 dry		
	Military		3500/2700 wet 3250/2700 dry	3500/2700 wet 3250/2700 dry	3800/2800/S.L. wet 3400/2800/2000 dry 2450/2550/15000 dry		
	Normal		2650/2550	2650/2550	2800/2600/3000 2450/2550/15000		
	Max. Cont.						
	Cruise						
FUEL	Grade		115/145	115/145	115/145		
CURVES	Spec. Oper.	T-1145	T-1145 Inst. 16987	T-1145	T-1146 Inst. 16770		Inst. 1660c
WEIGHT, DRY	Pounds		*3691	**3701	*3811		
PROP. SHAFT	Ratio		.375	.375	.375		
	Spine		60-A	60-A	70		
CYLINDERS	Comp. Ratio		6.7:1	6.7:1	6.7:1		
IMPELLER	Ratio		6.375:1	6.375:1	6.95; 9.07:1		
CARBURETOR	Model		Bendix PR-100B3-4	C.E. 100CPB9	C.E. 100CPB9-2		Bendix PR-100B4-12
MAGNETOS	Model		SMRN-15 (L.T.)	S14RN-15 (L.T.)	S14RN-15 (L.T.)		
INST. DWG.	Number		172701	179601	172901		
DIMENSIONS	Diameter		55.00	55.00	55.00		
	Length		96.50	96.50	103.75		
A.T.C.	Number						
AIRPLANE	Installations		Boeing KC-97F Boeing KC-97G			Douglas C-124C	Boeing C97A,C Boeing KC97E
NOTES		*Redesignated -61. Like -59 except with press. reg.	125 R-4360-59's with Bendix Carb. *Also Ford built. **Includes Torquemeter Additional: Ex. System with Coll. 235#. Engine Mt. Structure less Isolators 110#. Fluid Power Pump Adapter 5#.	6 built. 2 sent to Ford for test stand engines. 4 cutaway for display. *Was -59A. **Additional weight: Ex. system & coll. 294#. Mt. Structure no Isolators 110#. Includes torque-meter & press. regulator.	*Mt. structure no Isolators 110# extra. Includes torquemeter. Fluid power pump adapter 5# optional. **Also Ford built.	Similar -63 except Bendix Carburetor with 19# less wt. *Ford built and designated by Eng. Chg.	*Were -35A,C converted to B5. -65 with .964:1 gov. ratio. B6 with .961:1