**ENGINE**: Weight Whirlwind \(R-975E-3\)

**T.C. NUMBER**: T.C. 425

<table>
<thead>
<tr>
<th>Model - Whirlwind</th>
<th>N-975E-3</th>
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<tr>
<td>Type</td>
<td>99A</td>
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**Rating**
- Maximum continuous, by, rpm, in.89°, alt:
- Rated pressure
  - altitude (ft.) 20-2200-24.5-1400
  - altitude (ft.) 20-2200-24.8-6.1
- Take-off (one minute), by, rpm, in.89°: 450-2250-16.5
- Fuel (minimum octane aviation gasoline - CFS Motor Method fuel): 80
- Bore and stroke, in.: 5.0 x 5.5
- Displacement, cu. in.: 972
- Compression ratio: 6.3:1
- Weight (dry), lbs.: 675 (See NOTE 2)
- C.G. location (dry):
  - Forward of mounting face, in.: 7.0
  - Below propeller shaft, in.: 0.2

**Propeller shaft**
- Propeller shaft, SAE No.: 30
- Supercharger gear ratio: 16.15:1
- Carburetion: Stromberg NA-89A carburetor with 2-5/8 in. venturi
- Ignition, dual: Scintilla VAG-5EF or SF-99 magnetos
- Ignition timing: 25° degrees B.T.C.

**Certification Basis**
- Type Certificate No. 125
- Production Basis: None. The manufacturer does not hold a production certificate for the production of engines under this type certificate and, therefore, each engine as produced is subject to a detailed inspection for workmanship 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 engine will be tagged with Tag Form ACA 186.

**NOTE 1.** Maximum permissible cylinder head, carrel and oil inlet temperatures, 500 degrees F., 325 degrees F., and 200 degrees F., respectively.

**NOTE 2.** Engine number 18165 eligible with \(F\) type cylinder heads, P/N 64408 with weight increase of 35 lbs.