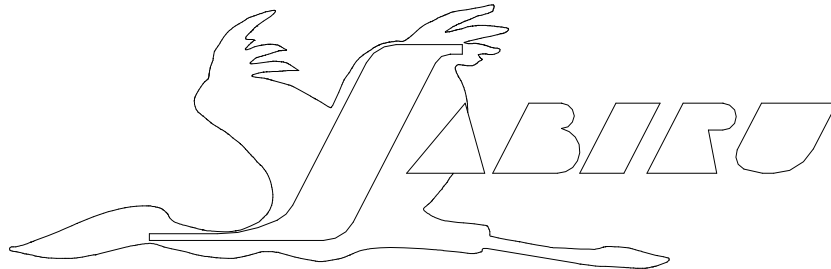


**Installation Manual
Jabiru 2200 Aero Engine**

**INSTALLATION MANUAL
FOR
JABIRU 2200 AIRCRAFT ENGINE**



This Manual has been prepared as a guide to correctly install the Jabiru 2200 engine into an airframe.

Should you have any questions or doubts about the contents of this manual, please contact Jabiru Aircraft Pty Ltd.

Applicable to Jabiru 2200A, 2200B & 2200J Models

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Issue Notes:

	Issue 3 Raised to Include Revised CHT specification for New Heads. Effects Appendix B data Only

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Installation Manual

Jabiru 2200 Aero Engine

1.0 DESCRIPTION

- 4 Stroke
- 4 Cylinder Horizontally Opposed
- 1 Central Camshaft
- Push Rods
- Over Head Valves (OHV)
- Ram Air Cooled
- Wet Sump Lubrication
- Direct Propeller Drive
- Dual Transistorised Magneto Ignition
- Integrated AC Generator
- Electric Starter
- Mechanical Fuel Pump
- Naturally Aspirated – 1 Pressure Compensating Carburettor
- 6 Bearing Crankshaft

2.0 SPECIFICATIONS

- Displacement : 2200 cc
- Bore : 97.5 mm
- Stroke : 74 mm
- Compression Ratio : 8.3:1 *Note: Eng S/N 832 on have lowered compression again as standard.*
- Direction of Rotation of Prop Shaft : Clockwise – Pilot’s view – Tractor Applications
- Ramp Weight : 60 kg (132 lbs) Complete including Exhaust, Carburettor, Starter Motor, Alternator & Ignition System.
- Ignition Timing : 25^o BTDC
- Firing Order : 1 – 3 – 2 – 4
- DC Output : 10 Amps
- Fuel Consumption @ 75% Power : 15 l/hr (4 US gal/hr)
- Fuel : AVGAS 100/130
- Oil : Aero Oil W Multigrade 15W-50, or equivalent Lubricant complying with MIL-L-22851C, or Lycoming Spec. 301F, or Teledyne – Continental Spec MHF-24B
- Oil Capacity : 2.3 l (2.2 quarts)
- Spark Plugs : NGK D9EA – Automotive

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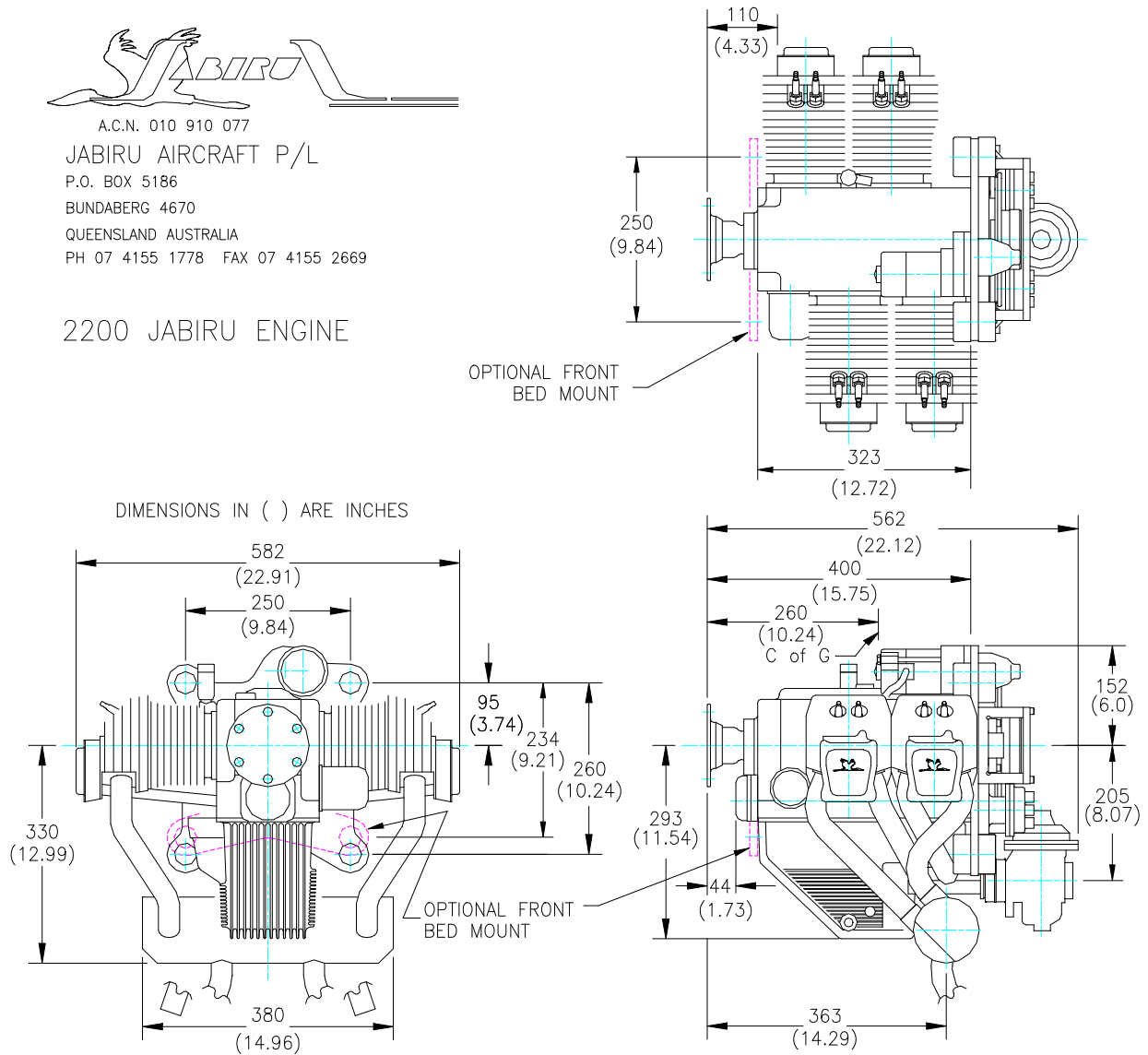
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3.0 DIMENSIONS



A.C.N. 010 910 077
JABIRU AIRCRAFT P/L
 P.O. BOX 5186
 BUNDABERG 4670
 QUEENSLAND AUSTRALIA
 PH 07 4155 1778 FAX 07 4155 2669

2200 JABIRU ENGINE

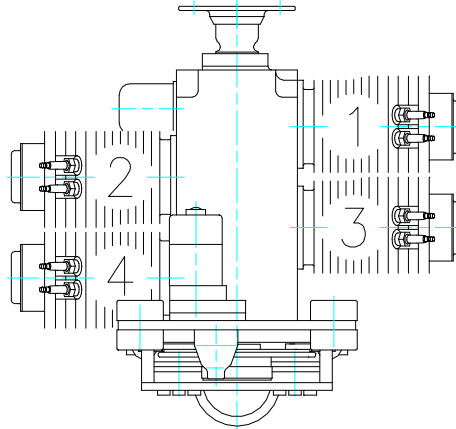


Drawing 9404041/1 Engine Dimensions

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4.0 DENOMINATION OF CYLINDERS



Drawing 9483093/1

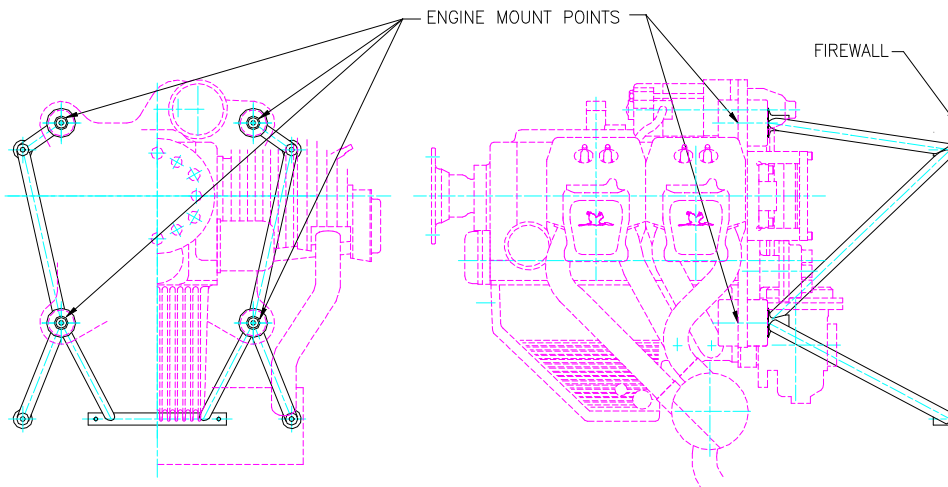
Cylinder Firing Order: 1 – 3 – 2 – 4

5.0 ENGINE MOUNT

The design of the engine mount must not only take into account the structural loadings but must make allowances for accessibility of components and the removal of equipment located at the rear of the engine.

The engine has four engine mounting points located at the rear of the engine (refer to figure 1.0) from which the engine is to be mounted. An optional bed mount may be fitted.

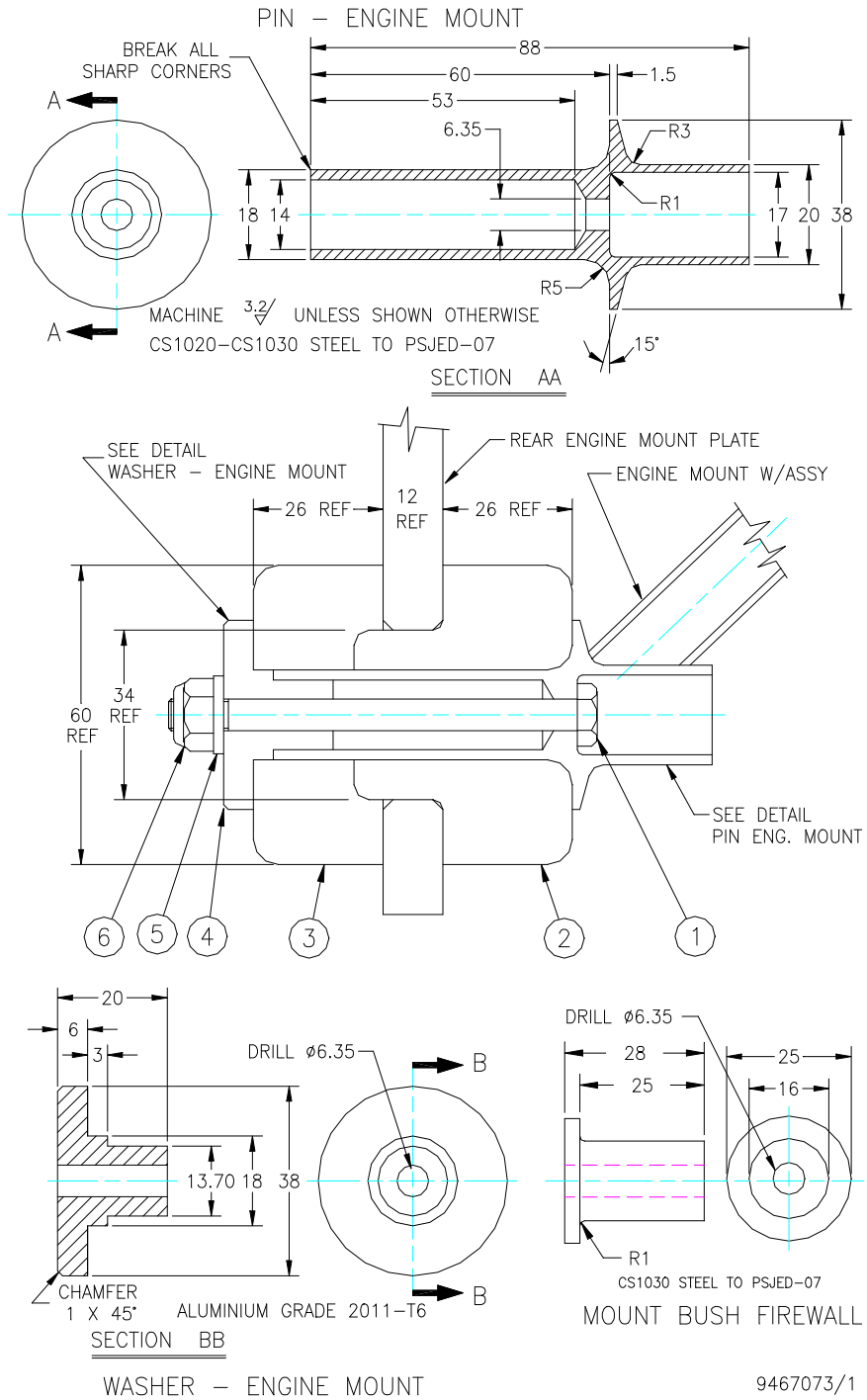
Figure 1.0 – Engine Mount Point Locations



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The correct installation is shown below in figure 2.0



Figure

Engine Mount Assembly

2.0 -

Corrections of the engine alignment may be made using spacers under the rubber cushions. The maximum spacer thickness on any one mount is 3mm.

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6.0 CONTROLS

This section comprises of the mechanical controls and electrical switches.

6.1 Throttle and Choke

Provisions for the connection of the throttle and choke are made on the carburettor. Note: Since a pressure compensating carburettor is used there is no mixture control.

6.2 Master Switch, Ignition Switches and Starter Button

The switches are connected as shown by the circuit diagram, on Page 10.

7.0 INSTRUMENTS

7.1 Electronic Tachometer

The tachometer uses a pick-up mounted on the alternator mounting bracket which 'counts' the teeth of the flywheel ring gear. Jabiru Part No. PI10772N is the recommended tachometer. *Note: On later engines tacho picks up on 2 metal tabs attached to the inside of the flywheel. Pickup is of induction sender type.*

Tachometer Wiring

- 3 Tachometer Negative (3) to Earth
- 4 Tachometer Positive (4) to Instrument
- 8 Tachometer to Red Wire tachometer pick-up
- 7 Tachometer to Black Wire tachometer pick-up

7.2 Oil Temperature Gauge

The Oil Temperature Gauge uses an electric probe mounted in the base of the sump. Jabiru Part No. PI10752N is recommended.

Oil Temperature Wiring

- Black Oil Temperature Gauge Negative to Earth
- Red Oil Temperature Gauge Positive to Instrument
- White Oil Temperature Gauge Sensor (S) to Oil Temperature Sensor (Lower Left Eng Sump)

7.3 Oil Pressure Gauge

An electric oil pressure sender is fitted to the engine for an Oil Pressure Gauge. Jabiru Part No. PI10762N is the recommended gauge.

Oil Pressure Wiring

- Black Oil Pressure Gauge Negative to Earth
- Red Oil Pressure Gauge Positive to Instrument

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White Oil Pressure Gauge Sensor (S) to Oil Pressure Sensor (Fwd Top Eng)

7.4 Cylinder Head Temperature Gauge

The Cylinder Head Temperature Gauge uses a thermocouple. An audit must be done to establish the hottest cylinder and the thermocouple probe should be fitted under the exhaust spark plug on that cylinder. Jabiru Part No. PI10732N is the recommended gauge.

Cylinder Head Temperature Wiring

Loom and sensor is supplied with the instrument. These must be installed as per directions. If cable is too long it must be looped as many times as necessary and strapped behind the instrument panel.

DO NOT CUT TO LENGTH

Ensure that wire is not chaffing on the fibreglass air duct or cooling fins.
No power connection is required.

7.5 Exhaust Gas Temperature Gauge

An optional Exhaust Gas Temperature Gauge can be fitted. The probe should be positioned 100mm from the port flange on the exhaust pipe of a convenient cylinder. Jabiru Part No. PI0325N is the recommended gauge.

SCAT HOSE

Remove at each 50 hourly inspection one end of each scat hose. Inspect for holes, leaks and condition of helical wound in a wire former. Replace if any signs of corrosion is evident.

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8.0 ELECTRICAL EQUIPMENT

8.1 Alternator

The alternator fitted to the Jabiru 2200 engine is a single phase, permanently excited with a regulator. The rotor is mounted on the flywheel with the stator mounted on the alternator mount plate at the back of the engine. The alternator mount plate is also the mount for the ignition coils and the vacuum pump.

Specifications

Power (Max):120W Continuous

Note: The electrical system is Negative Earth.

8.2 Regulator

The regulator has been selected to match the voltage and current of the integral alternator. Only Jabiru Part No. PI10652N should be used. (The regulator output voltage is 14 volts \pm 0.8 volt.)

Recommended wiring of regulator is positive and negative of the regulator directly to the battery

8.3 Ignition

The ignition unit has dual breakerless transistorised ignition with the magnets mounted on the flywheel and the coils mounted on the alternator mount plate. The current from the coils flows to the distributor from where it is distributed to the spark plugs. (See also Regulator Wiring at Page 12.)

The ignition is turned off by grounding the coils via the ignition switches.

The ignition is timed to 25° BTDC

The temperature limit for the ignition coils is 100°C. This should be checked by the installer. It is recommended that pipes of 12mm dia be fitted to the top rear of each air duct directing air onto the coils for cooling purposes.

From serial number 1205 engines require coil gap to flywheel of 0.80mm (0.032 "). Early engines required only 0.25mm (0.010 ") gap.

From serial number 1292 coils set at 0.25mm (0.010").

Transistorised Ignition 1 Wiring

No. 1 Switch – Upper to Left Transistorised Ignition

No. 1 Switch – Lower to Earth

Switch Open for Ignition ON, closed for Ignition OFF.

Transistorised Ignition 2 Wiring

No. 2 Switch – Upper to Right Transistorised Ignition

No. 2 Switch – Lower to Earth

Switch Open for Ignition ON, closed for Ignition OFF.

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8.4 Starter Motor

The starter is mounted on the top of the engine and drives the ring gear on the flywheel. The motor is activated by engaging the starter button (the master switch has to be ON) which trips the solenoid, hence current flows from the battery to the motor. The cable from Battery to starter should be minimum 16mm² copper.

Starter Wiring

Starter Button Switch (lower) to Main Bus
Starter Button Switch (upper) to Start Solenoid (through Grommet)

8.5 Battery

The battery should be of a light weight, 12V, 20 Ah type able to accept a charging voltage up to 14 V ($\pm 0.8V$) and a 10 AMP Input.

8.6 Additional Wiring Information

Engine Hourmeter Wiring

Red Hourmeter Positive to Positive
Black Oil Pressure Switch to Engine Sump Bolt
Black Hourmeter to Oil Pressure Switch (Fwd Eng Left)

Earth Wiring

Black Battery Earth Negative to Firewall Earth (Engine Bay)
Black Battery Earth Negative to Earth Bus

Master Wiring

Red Starter Solenoid to Main Fuse
Red Main Fuse to Master Switch (Lower)
Red Master Switch (Upper) to Main Bus
Red Main Bus to Red on Regulator

Fuel Pump Wiring

Red Main Bus to Fuel Pump Fuse
Red Fuel Pump Fuse to Fuel Pump Switch (Lower)
Red Fuel Pump Switch (Upper) to fuel Pump (Red Wire)
Black Fuel Pump (Black Wire) to Earth Bus

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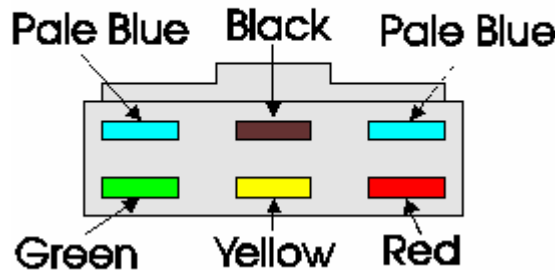
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Regulator

Pale Blue (No Coding)	Pale Blue Wire Regulator plug to one Alternator Wire
Pale Blue (No Coding)	Pale Blue Wire Regulator plug to the other Alt. Wire
Black	Black Wire Regulator Plug to Earth
Red 10 g	Positive to Red Wire Reg. Plug
Yellow 16g	Positive to Yellow Wire Reg Plug
Green Terminal is not connected.	

Regulator Plug



Battery Cables

Black	Starter Motor Mount (Engine Rear) to Battery Negative
Red	Battery Positive to Starter Solenoid
Red	Starter Solenoid (Switched) to Starter Motor (Part of)

9.0 FUEL SUPPLY SYSTEM

9.1 Fuel Tank

The fuel tank must be fitted with an outlet strainer of between 8 and 16 mesh per inch, with a minimum total mesh area of 5 cm².

9.2 Fuel Filtration

A Fuel filter capable of preventing the passage of particles larger than 0.1mm (100um) must be installed between the fuel tank outlet and the fuel pump.

The filter must be present in the system for the fuel flow test. The size of the filter should give consideration to allow adequate flow with a used filter.

A Ryco Z15 or similar filter has been used successfully.

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9.3 Mechanical Fuel Pump

The mechanical fuel pump is mounted on the engine crankcase and is camshaft driven. It is designed to supply fuel at the pressure described in the following paragraph.

9.4 Carburettor

A Bing constant depression type 94/40 is used. This carburettor has a minimum delivery pressure of 5 kPa (0.75 Psi) and a maximum pressure of 20 kPa (3 psi). To confirm that the fuel system is capable of delivering this pressure a fuel flow test must be performed. A method for performing a fuel flow test is available from Jabiru if required. A drip deflector to deflect overflowing fuel from the exhaust system is supplied as standard equipment on the engine. Engines to S/N 698 used 64/32. Because the engine is dyno run some adjustment of the 7mm idle set screw may have to be made. A hot idle of around 900RPM is desirable. Earth strap from carby to crankcase is recommended to eliminate possible radio interference.

9.5 Fuel Lines

Fuel lines are nominally 6mm bore. All hoses forward of the firewall require fire resistant sheathing and those between moving sections such as between engine and firewall should be flexible. Hoses must be changed every two years.

10.0 AIR INTAKE SYSTEM

10.1 Air Filter

The air filter must be of a type so as to not cause positive RAM induction pressure.

The filter must be capable of supplying 250 kg/hr (550 pph) of air

The filter may have to be changed at regular intervals if the engine is to be used in a dusty environment.

11.0 EXHAUST SYSTEM

An exhaust system is provided with the engine. Both Pusher and Tractor systems are available.

Muffler Volume – Capacity 3 litres

Back pressure at Takeoff Performance – Max 0.2 bar (2.9 psi) – readings taken 70mm from muffler flange connections.

Exhaust Gas Temperature (EGT) - Nominal 650° – 750° (1202°F – 1382°F) measured 100mm from the exhaust manifold flange.

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12.0 COOLING SYSTEMS

The engine should be installed using RAMAIR ducts provided with the engine.

Each duct must have a 25mm hole at the inside top front to bleed air over the crankcase.

Cylinder and cylinder head cooling is achieved by ducting air over the cylinders. The Static Air Pressure inside the cooling ducts must not be lower than 4.3cm (1.7") water gauge at 1.3 times the stall speed.

An oil cooler should be installed and sized to achieve oil temperatures within the engine limits. Hoses should be nominally 8mm (5/16") bore. Hoses must be changed every two years.

The limits in the Specification Sheet, contained in Appendix B, must be strictly adhered to. Warranty will not be paid on engine damage attributed to overheating of cylinders or oil.

The cooling ducts provided are only a starting point in establishing effective engine cooling. The ducts may require to be increased in size and additional baffles provided to achieve the specified maximum cylinder head temperature of 175°C.

13.0 PROPELLER SELECTION

The hub of the propeller must be drilled with holes to match the flange. The propeller must be carefully selected to match the airframe and the engine. Propellers up to 1727mm (68") in diameter and between 762mm (30") and 1219mm (48") in pitch may be used. The propeller flange is drilled with 6 holes at both 4" PCD and 100mm PCD.

Moment of inertia up to 0.25 kgm²

Applications outside this range should be referred to Jabiru.

14.0 AUXILIARY UNITS

Vacuum Pump

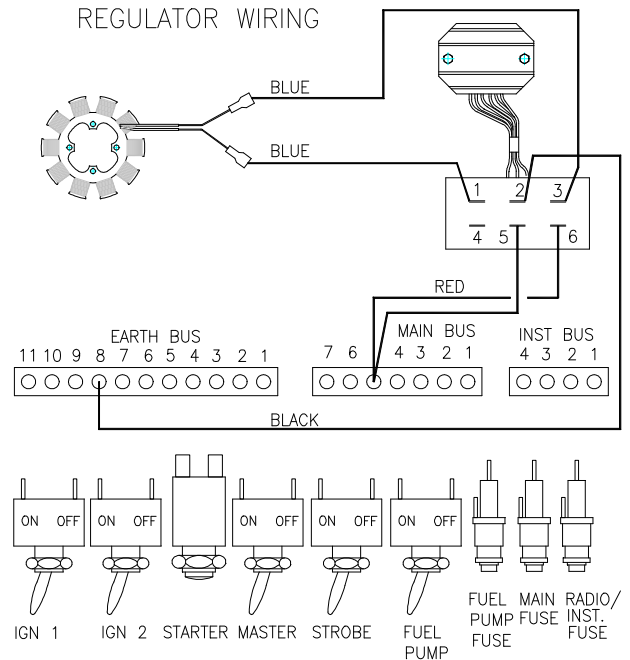
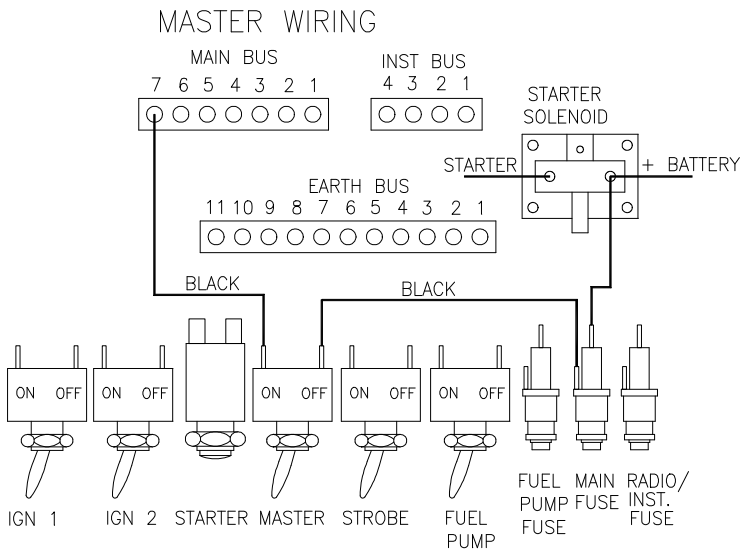
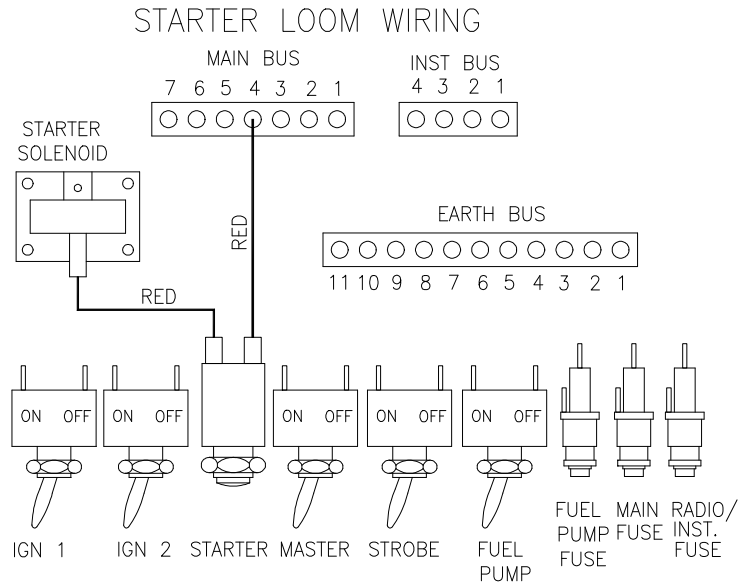
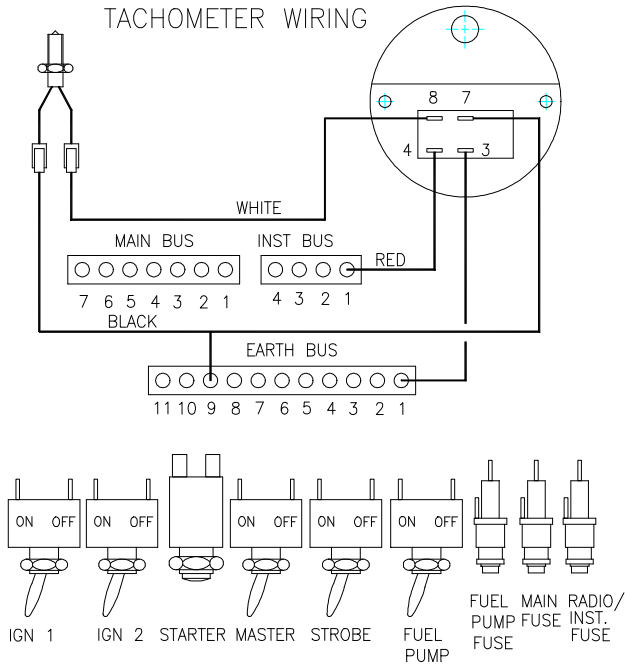
For the installation of an artificial horizon and/or a direction gyro a vacuum pump is necessary. A Tempest 212CW (or equivalent) vacuum pump can be fitted to the alternator mounting plate and directly coupled to the crankshaft. The drive pad is dry.

The pad and spline are SAE Standard.

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Appendix A



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Appendix B

SPECIFICATION SHEET

Models: Jabiru 2200A

1. MANUFACTURER

Jabiru Aircraft Pty Ltd,
P.O. Box 5186,
Bundaberg West,
Queensland 4670

2. ENGINE PARTICULARS

2.1 Description

Four cylinder, horizontally opposed, four stroke engine, direct propeller drive, air cooled, wet sump, pressure lubricated, dual magneto high voltage transistorised contactless ignition, 1 x constant-pressure carburettor, electric starter, generator, mechanical fuel pump. Vacuum pump

2.2 Displacement

2209 cm²

2.3 Bore

97.5 mm

2.4 Stroke

74 mm

2.5 Compression Ratio

8.3 : 1 s/n 1004 onwards have 8:1

2.7 Net Dry Weight

60 kg (includes exhaust, starter, flywheel alternator)

2.8 Propeller Rotation Direction Clockwise (viewed from rear)

3. ENGINE PERFORMANCE

Static sea level ratings under the following conditions:-

- (a) International Standard Atmospheric conditions at sea level.
- (b) Aircraft service equipment drives unloaded. (Vacuum Pump not fitted)
- (c) Full rich fuel/air mixture.
- (d) Maximum cylinder head temperature.
- (e) Standard Jabiru air filter and cold air.
- (f) Standard exhaust muffler.

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Installation Manual

Jabiru 2200 Aero Engine

3.1 Engine Ratings

3.1.1	Takeoff/Max Continuous	80 HP / 3300 RPM
3.1.2	Fuel Consumption	21 L/hr @ Takeoff/Max Continuous Rating
3.1.3	Oil Consumption	0.1 L/hr (max)

4. OPERATING LIMITATIONS

4.1 RPM

Continuous : 3300 RPM / Full Throttle

4.2 Engine Cooling

Cylinder Head Temperature measured under exhaust spark plug.

Condition	Applicable to Engines with Cylinder Heads P/No 478000N, and 4779002 Fitted ¹	Engines with All other Types of Heads Fitted
Maximum Peak Temperature	200°C	175°C
Continuous Operation	180°C	150°C

4.3 Fuel

4.3.1 Specifications

Avgas 100LL & Avgas 100/130
Leaded and Unleaded Automotive Gasoline above 95 Octane Ron

4.3.2 Pressure to Carburettor (above ambient)

(a) Maximum	20 kPa
(b) Minimum	5 kPa

WARNING – When using auto fuels, ensure all components of the fuel delivery system are cooled to prevent fuel vaporization.

4.4 Oil

4.4.1 Specifications

Aero Oil W Multigrade 15W-50,
or equivalent Lubricant complying with
MIL-L-22851C, or
Lycoming Spec. 301F, or

¹ Cylinder heads P/No 4779002, and 478000N, have more cooling fin area, and a different construction.

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Teledyne - Continental Spec MHF-24B

4.4.2 Inlet Temperature

Minimum for Operation	15°C
Maximum	118°C
Continuous	80°C – 100°C

4.4.3 Pressure

Normal Operations	Min	220 kPa
	Max	525 kPa
Idle	Min	80 kPa
	Max	525 kPa
Starting & Warm Up	Min	80 kPa
	Max	525 kPa

5. TYPES OF PROPELLER

Fixed pitch wooden propellers.
Maximum propeller diameter 1727mm (68").

6. EQUIPMENT

(a) The following equipment is included in the engine approval:-

Carburettor:	1 x Bing constant Pressure carburettor type 94/40 Main jet is Bing 255 . Main jet 2.10 mm or Bing metered jet marked 230 (64/32)
Fuel Pump:	Mechanical, Jabiru P/N PG10332N
Ignition System:	Jabiru dual magneto, high voltage transistorised, contactless P/N PI10522N
Spark Plugs:	NGK D9EA
Alternator:	Integrated Jabiru, permanent magnet single phase alternator, P/N 4532064/4535064 with regulator rectifier P/N PI10652N.
Starter:	Jabiru 12V/1.0 kW, engagement via reduction gear and freewheel. Bosch type p/n 4776093

(b) The following optional equipment may be driven by or fitted to the engine subject to the type number being included in the approved Jabiru Aircraft Pty Ltd engine specification:-

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Vacuum Pump

8. MANUALS

Instruction and Maintenance Manual
Installation Manual
Parts Catalogue

NOTE:

Oil cooler adapter to be fitted under oil filter. Oil coolers are available from Jabiru Aircraft. Unless operating in environments of low temperatures, oil coolers are mandatory. The adapter is fitted under the oil filter and can be plumbed either way to the cooler. Continuous operation with oil temperatures between 70 degrees-90 degrees Celsius is desirable.

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