MODELS: Wright Cyclone SR and SGR-1820F-2B, -52, -52A, R and GR-1820F-62

T.C. NUMBER: ATC 148

Model - Cyclone Type - 9RA	GR-1820 F-52 and F-2A 16:11 reduction gearing	SR-1820 F-52 and F-2B Direct drive	SGR-1820 F-56 and F-2B 16:11 reduction gearing	SGR-1820 F-52A 16:11 reduction gearing	R and GR-1820F-62 Direct drive or 16:11 reduction gearing
Rating:					
Maximum continuous, hp, rpm, in.Hg., at:					
Rated pressure altitude (ft.)	750-1950-36.0-2600	775-2100-34.5-5800	760-2100-34.5-5800	770-1950-36.5-3000	810-2350-35.4-6000
S.L. pressure altitude	--	745-2100-34.5-S.L.	730-2100-34.5-S.L.	750-1950-36.5-S.L.	810-2350-37.0-S.L.
Take-off (one minute), hp, rpm, in. Hg.	750-1950-36.5	890-2200-39.0	875-2200-39.0	790-1950-38.0	900-2350-40.0
Fuel (minimum octane aviation gasoline)	87	--	--	--	--
Bore and stroke, in.	6.125 x 6.875	--	--	--	--
Displacement, cu. in.	1823	--	--	--	--
Compression ratio	6.4:1	--	--	--	--
Weight (dry), lbs.	1095	1000	1095	1095	1000 (direct), 1095 (geared)
Propeller shaft, SAE No.	80	40	50	50	40 (direct), 50 (geared)
Supercharging (impeller gear ratio)	7:1	--	--	--	--
Carburetion	Stromberg NA-F7C, NA-F7E with 2-1/4 in. venturi, NA-F7F with 2-3/8 in. venturi, or Holley C.G. 1375 C,E,F, or H, or Chandler-Evnas 1375 DA-1 carburetor	--	--	--	--
Ignition, dual	Scintilla VAG-9DF, SF9L, SF9LN1, SF9LN2, SF9L3, or SF9L4 magnetos	--	--	--	--
Certification basis	Approved Type Certificate No. 148				
NOTES	3, 4	4, 6	4, 6	1, 4, 5	2, 4

NOTE 1. The engine contains chrome molybdenum cylinder barrel number 63549 instead of nitrided barrel number 63550 which is used in the Cyclone SGR-1820F-52 engine.

NOTE 2. These engines are similar to the F-52 engine except that they incorporate heavier valve springs numbers 63740, 63741, and 63742.

NOTE 3. Includes Cyclone GR-1820F-52 engines numbers 25319, 25320, 25321, 25322, and 29103.

NOTE 4. Maximum permissible cylinder head, barrel, and oil inlet temperatures, 500 degrees F., 325 degrees F., and 200 degrees F., respectively.

NOTE 5. The approval of SGR-1820F-52A model engine expired 7/25/41. No engines of this model manufactured after this date or with serial number greater than 24309 are eligible for use in certificated aircraft.

NOTE 6. The approval of SR and SGR-1820F-2B engine models expired 7/25/41. No engines modified to these models from the F-2 models after this date are eligible for use in certificated aircraft.