

# POWER SETTINGS TABLE – Lycoming Model IO-540-K,L,M Series 300 H.P.

For Economy Cruise Only – NOT FOR CLIMB OPERATIONS!

		165 HP 55%				195 HP – 65%				225 HP – 75%		
RPM >>>>		2100	2200	2300	2400	2100	2200	2300	2400	2200	2300	2400
FUEL FLOW GPH >>>>		11.2	11.5	11.8	12.2	13.2	13.3	13.7	13.9	15.1	15.4	15.7
Pressure Alt.	Std. Alt Temp F.											
Sea Level	59	22.5	21.8	21.2	20.7	25.6	24.7	23.8	23.2	27.6	26.6	25.8
1,000	55	22.3	21.6	21.0	20.5	25.3	24.4	23.5	22.9	27.3	26.3	25.5
2,000	52	22.1	21.4	20.7	20.2	25.1	24.2	23.3	22.7	27.1	26.1	25.2
3,000	48	21.9	21.2	20.5	20.0	24.8	23.9	23.0	22.5	26.8	25.8	24.9
4,000	45	21.7	21.0	20.3	19.8	24.6	23.7	22.8	22.2	26.5	25.6	24.6
5,000	41	21.5	20.8	20.1	19.6	24.3	23.5	22.5	22.0		25.3	24.4
6,000	38	21.3	20.6	19.8	19.3	24.0	23.2	22.3	21.7		25.0	24.1
7,000	34	21.0	20.4	19.6	19.1	23.7	22.9	22.0	21.5			23.8
8,000	31	20.8	20.2	19.4	18.9		22.5	21.8	21.2			
9,000	27	20.6	20.0	19.2	18.6			21.5	21.0			
10,000	23	20.4	19.8	19.0	18.4			21.2	20.7			
11,000	19	20.2	19.6	18.7	18.2				20.4			
12,000	16	20.0	19.4	18.5	18.0							
13,000	12		19.2	18.3	17.7							
14,000	9			18.0	17.3							
15,000	5				16.9							

NOTES: To maintain constant power, increase manifold pressure approximately .18: Hg for each 10 degrees F variation in induction air temperature from standard altitude temperature. Add manifold pressure for air temperature above standard, subtract for temperature below standard.

The GPH are approximate derived from Page 3-34 of the Lycoming Operators Manual (LOM) July 1976 and do not account for engine port and flow modifications. LEANING PROCEDURE USING EGT GAGE (LOM p, 3-6)

(1) For Maximum Power Cruise (approx. 75% Power: Never lean beyond 150 degrees on the rich side of peak EGT. Monitor Cylinder Heat Temps (150-435 degrees continuous temps/ 475 absolute max)

(2) For Best Economy Cruise (approx. 75% Power and below) Operate at Peak EGT.

**Warning!!!!** This table is adapted from information in the Piper Cherokee Six B 300 Owners' Handbook Page 37 and data obtained from the Lycoming Owner's Manual July 1976. This document has not been approved by Piper, Lycoming or the FAA and is intended for discussion purposes only and does not constitute an authoritative instruction or manual and should not be relied upon. Any pilot is directed to the actual Pilot Operating Handbook of the relevant aircraft!