



ECI's Titan cylinder assemblies incorporate strengthening and durability strategies, including high-chrome valve guides.

have a few tricks of their own. They are drilled for piston-cooling jets (to be installed at the builder's option) and come with through-bolt seals to help prevent leakage. Riding in those cases is a new VAR crankshaft that has a unique approach to the thrust-face issue. In this case, ECI uses a special thrust bearing to transmit loads from the crank to the case. It is a more complicated assembly (but not by much) but it does not depend as much on local oil flow.

ECI uses its own Titan cylinders for the kit engine, of course, that feature several changes over standard Lycoming practice. For one, the casting



Teledyne Mattituck's TMX-360 is shown here in the advanced Red Gold configuration.

has been altered in several areas to increase wall thickness and improve crack resistance. The sparkplug holes and injector bosses are beefed up. The steel barrels use ECI's Nickel+Carbide coating, which has had a good service history in production aircraft.

Two basic versions are available—a standard-compression (8.5:1) 180-hp version and a 160-hp version that uses a 7.2:1 compression ratio. "The engine is only slightly wider than an O-320, so

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"Ask me about props, and I'll tell you to use the 'KISS' principle—Keep It Sensenich, Silly! Mine is an 85 pitch, and I meet or exceed all the Vans numbers. So far the only RV-x person to outrun me was a 220 hp RV-4. Everybody else running constant speed props have been left behind."

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