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The Continental C90 and O-200 are a family of air-cooled, horizontally opposed, four-cylinder, direct-drive aircraft engines of 201 in³ displacement, producing between 90 and 100 horsepower. Built by Continental Motors these engines are

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used in many light aircraft designs of the United States, including the early Piper PA-18 Super Cub, the Champion 7EC, the Alon Aircoupe, and the Cessna 150. Though the C90 was superseded by the O-200, and many of the designs utilizing the O-200 had gone

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For decades, students taking to the air in training airplanes were introduced to the wonders of flight powered by the Continental® O-200. The O-200-D lightweight engines weighs in at 190 lbs.

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The O200-D
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Continental O-200-A
Engine Information.

A family of air-cooled, horizontally opposed, four-cylinder, direct-drive aircraft engines; the Continental O-200 has a displacement of 201 cubic inches and produces 100 hp. The O-200 was an updated and upgraded version of

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the Continental C90
that was produced
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lightweight version of the O-200 engine specifically for light sport aircraft. The new American-made engine boasts of a "199 Pounds Dry Weight"

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Continental O-200-D

Lightweight Light

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Piston Engines - The
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disassembled, all

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parts remain together, no interchanging with other engines.

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The engine that resulted from this program is a 200 cubic inch, horizontally-opposed

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4-cylinder engine
which is a bolt-in
replacement for the
O-200 (although a
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mount will be
required to clear the
accessories on the
back of the engine),
and which (as of
current
dynamometer
testing) produces 126
HP at 2700 RPM,

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times. This series currently includes the C75, C85 and C90 in the -8, -12, -14 and -16 configuration and the O-200. All engines in recent years have been produced with a flanged crankshaft, indicated by an “ F ” following the en-

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(100-hp) Aircraft
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O-240 was a new engine design derived from the six-cylinder Continental O-360 and introduced in 1971. It is generally similar in overall dimensions to the Continental O-200, but with a higher 8.5:1 compression ratio, designed to run on 100/130 avgas. The

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O-240 delivers 30% more power than the O-200 while it weighs only 12% more.

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The Continental C90

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and O-200 are a family of air-cooled, horizontally opposed, four-cylinder, direct-drive aircraft engines of 201 in³

displacement, producing between 90 and 100

horsepower. Built by Continental Motors these engines are used in many light aircraft designs of the

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United States,
including the early
Piper PA-18 Super
Cub, the Champion
7EC, the Alon
Aircoupe, and the
Cessna 150. Though
the C90 was
superseded by the
O-200, and many of
the designs utilizing
the O-200 had gone
out ...

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Wikipedia

For decades, students taking to the air in training airplanes were introduced to the wonders of flight powered by the Continental® O-200. The O-200-D lightweight engines weighs in at 190 lbs. The O200-D Lightweight offers

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aircraft builders a certified and pedigreed engine that is lighter in weight without compromising performance, durability or service life. This engine packs a powerful punch with 100 continuous horsepower at 2750 RPM.

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A family of air-cooled, horizontally opposed, four-cylinder, direct-drive aircraft engines; the Continental O-200 has a displacement of 201 cubic inches and produces 100 hp. The O-200 was an updated and upgraded version of the Continental C90 that was produced

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Continental Motors is
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specifically for light sport aircraft. The new American-made engine boasts of a "199 Pounds Dry Weight"

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Continental O-200-D

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interchanging with
other engines.

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The engine that
resulted from this
program is a 200
cubic inch,
horizontally-opposed
4-cylinder engine
which is a bolt-in

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replacement for the O-200 (although a different motor mount will be required to clear the accessories on the back of the engine), and which (as of current dynamometer testing) produces 126 HP at 2700 RPM, corrected to accepted sea-level, standard

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Engine Continental
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Tom Wottreng, an
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O-240 was a new
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derived from the six-cylinder Continental O-360 and introduced in 1971. It is generally similar in overall dimensions to the Continental O-200, but with a higher 8.5:1 compression ratio, designed to run on 100/130 avgas. The O-240 delivers 30% more power than the

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O-200 while it weighs
only 12% more.