*Upgrading to O-320*

*Intuitively, there has to be more required to mounting an O-320 to a long-EZ than just buying a different mount.  Do you have a file to cover required mods for bigger engines?*

**Beagle:** Despite Dick installing an O-320 from the start, Burt never designed an O-320 upgrade. Ronnenberg is the only one who discussed the item of "required" - he thought at least the two top engine mount brackets should be increased to 1.5"x1.5" aluminum. If building from scratch he advocated them top and bottom. I never made the change to the bigger aluminum with my O-320 change and even after my plane fell 50' so hard as to wipe off all 3 gear and leave a white fuselage smear on the road, my 1"x1" aluminum showed no effect. As to the mount itself, he had a way of putting in fillets to strengthen the O-235 dynofocal engine mount, I don’t know what he did with conical mounts. The more modern O-320s had dynofocal mounts.   
  
But don't get me wrong, changing engines is a big deal - I have a blurb that covered all that is entailed. The biggest visual item is wider cowls. And all the newer EZ cowls were designed around the O-360/O-320 size (narrow deck engines). We have a wonderful video on mounting the cowls, doing the gap seals with the wing/spar and making the whole cowl to nose profile look better. Just ask.