

Photo #27

Holding the oil cooler tight to the bottom of the radiators and the passenger side of the fan shroud, project the hole in the adel clamp to the side of the fan shroud and drill a hole for the mounting bolt on both sides. Refer to print E30-2000 for oil cooler location.

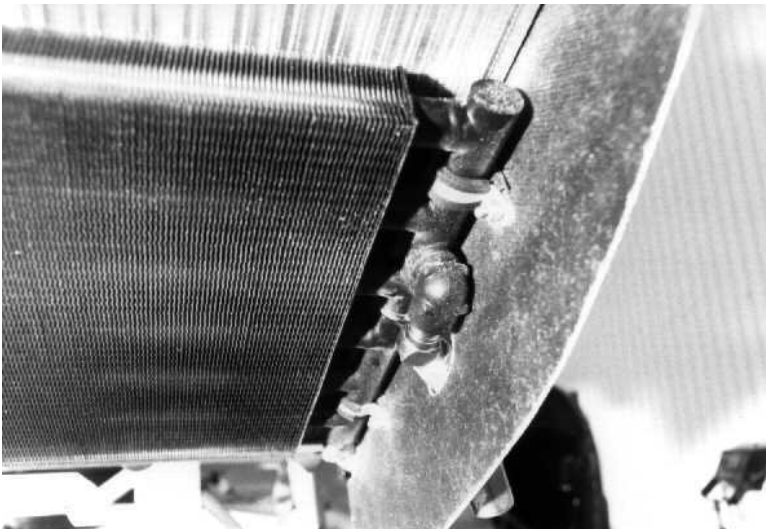


Photo #28

Passenger side view.



Photo #29

Overall view of oil cooler installed.



Photo #30

Cut openings in the side of the fan shroud for the oil lines.



Photo #31

Mount the oil filter and connect the oil lines.

Note: Oil will only go through the filter in one direction. The oil lines must be routed and secured to protect them from heat and from being cut.

OIL SUMP

Use print E13-2000 to find the location of the oil sump. A short strap is used to attach the rear of the sump to the engine mount. The strap is bent slightly to allow clearance between the sump and the landing gear tube. The top of the sump should be level laterally. The rear of the sump should be lower than the front to insure oil supply to the oil pump.

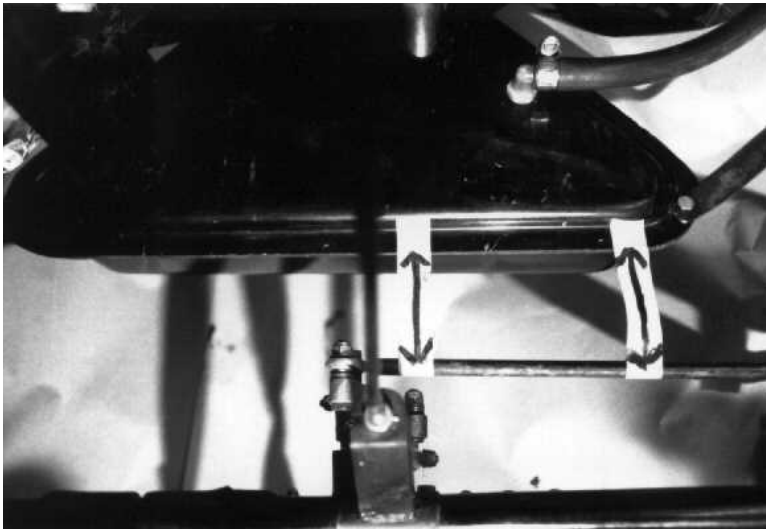


Photo #32

The front of the sump should be parallel with the collective cross tube and far enough away from the throttle rod so that they do not interfere with each other.

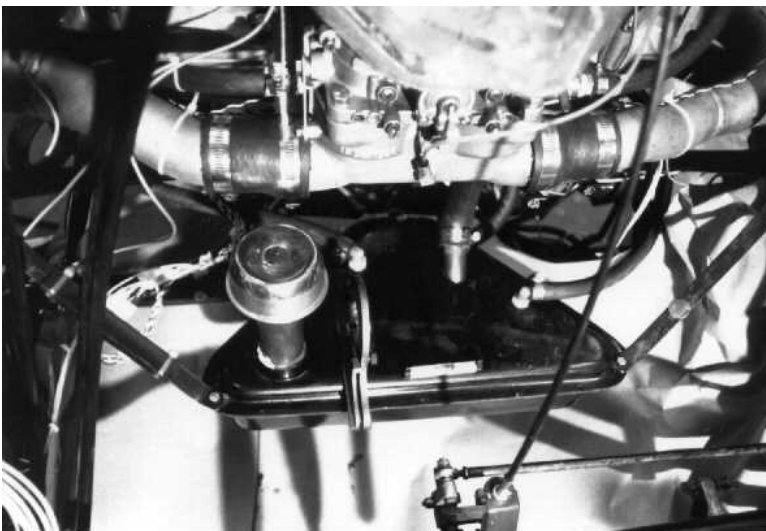


Photo #33

Check the end of the oil sump and fitting so it does not interfere with the rear landing gear. Rinse out the oil sump before adding any oil. When filling the sump, the oil level should not be more than 2-5/8" from the bottom or the excess oil will blow out when you start the engine.

STANDPIPE



Photo #34

Use print E30-2000 when constructing this assembly. Parts as received from RotorWay International for the standpipe.



Photo #35



Photo #36

Grind a hole in the center of the short tube (E34-3141) to fit the end of the long tube (E34-3140).



Photo #37

Deburr the opening before welding the two pipes together. See Photo #43 showing how the standpipe will fit in the ship to determine the angle at which the two pipes will be welded together. The angle should allow for best routing of the hoses between the radiator and water pump.

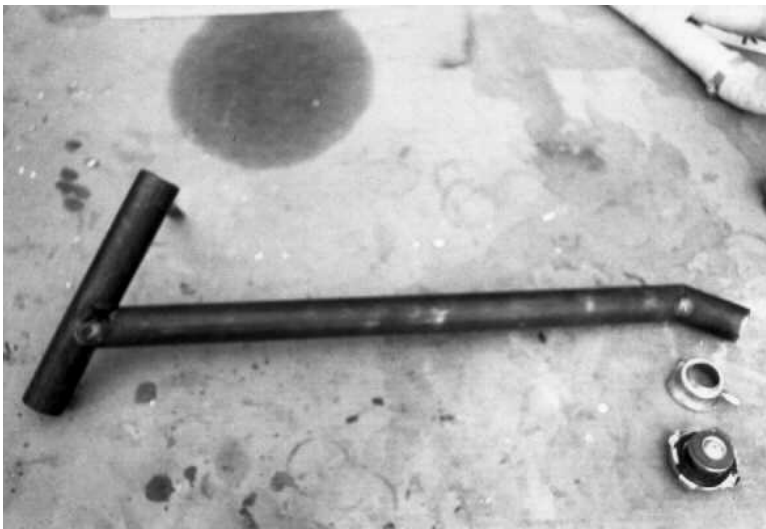


Photo #38

Tack weld only at this time. Review all of the photos to be sure of the location and fit of the standpipe.

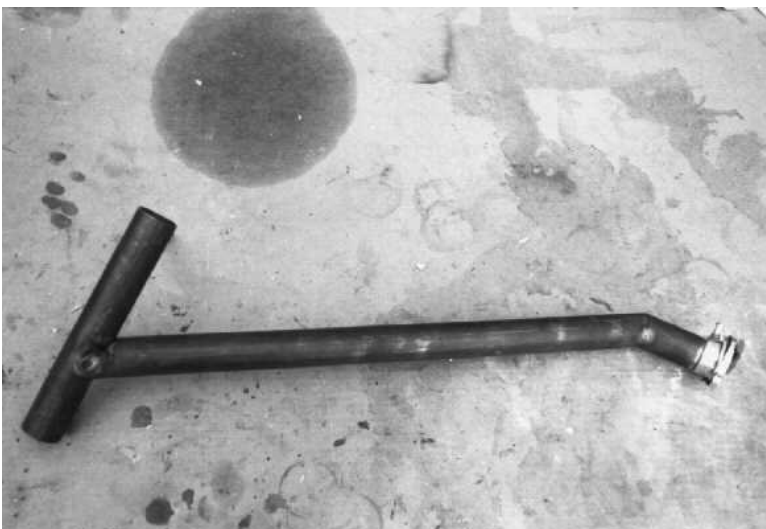


Photo #39

Solder the radiator cap receiver to the standpipe tube. If you have a problem doing this, any radiator shop can do it for you. Do not deform the seal ridge in the radiator cap receiver when you solder it to the pipe.



Photo #40

Drill and install the carburetor heat return tube. Be sure to weld a bead around the outside of the tubes to prevent the hoses from slipping off.



Photo #41

A view from the rear of the ship showing the standpipe with the radiator cap in place.

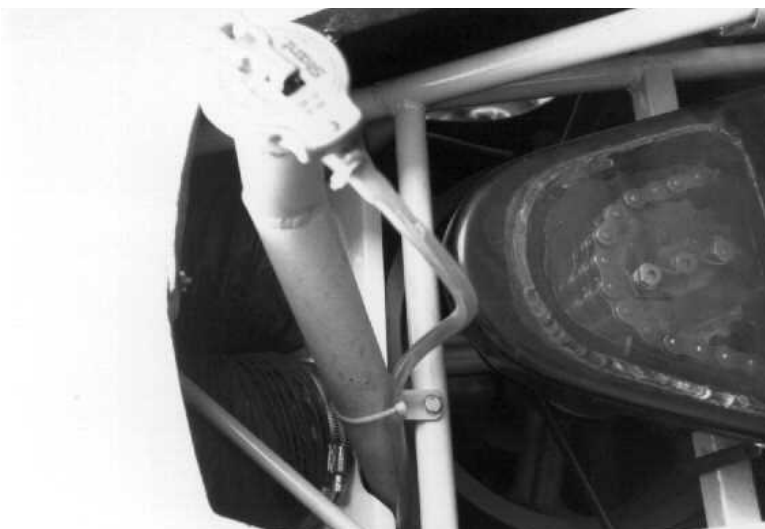


Photo #42

A view from above to show how the standpipe is bolted to the airframe.



Photo #43

A view of the passenger side of the fan shroud and the water hose routing.



Photo #44

A view of the overflow tube attachment.



Photo #45

This photo of the standpipe is taken at an angle to get better detail of the standpipe mounting.

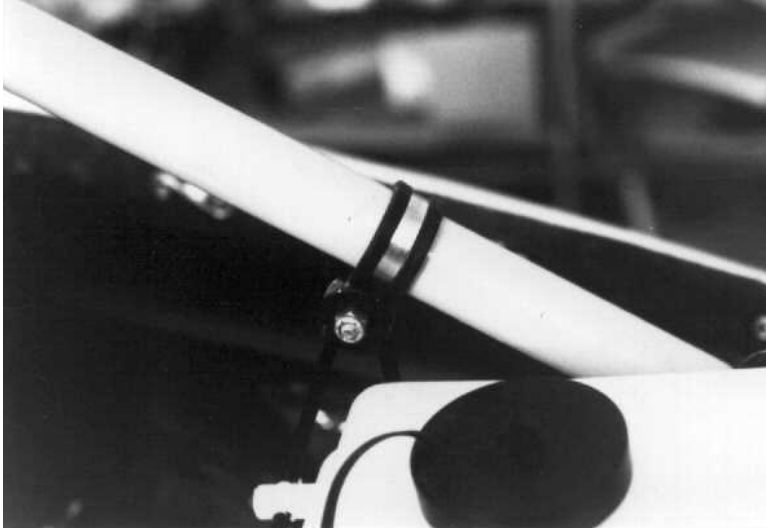


Photo #46

Place the overflow tank on top of the oil bath and clamp the front attachment rod to the airframe.

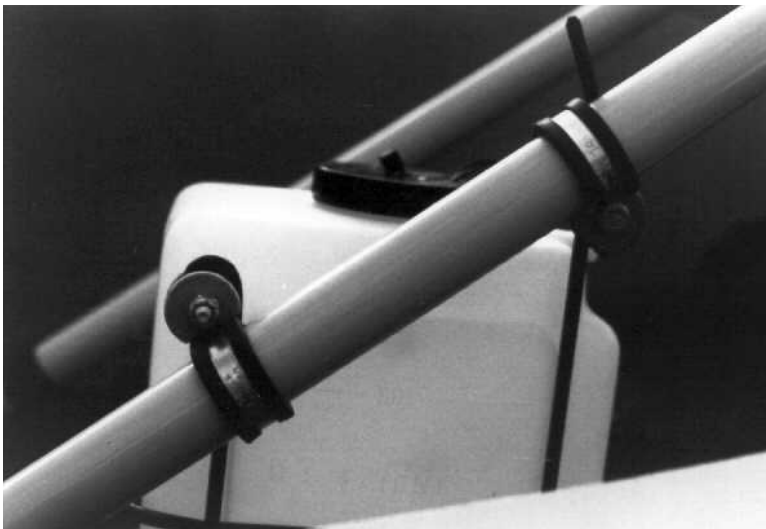


Photo #47

Cut off and bend the rear attachment rod and clamp it to the airframe.



Photo #48

Glue a strip of rubber to the bottom of the overflow tank so that it does not wear a hole in the oil bath lid.





Photo #49

Connect the hose between the overflow tube (under the radiator cap) and the bottom of the recovery unit.

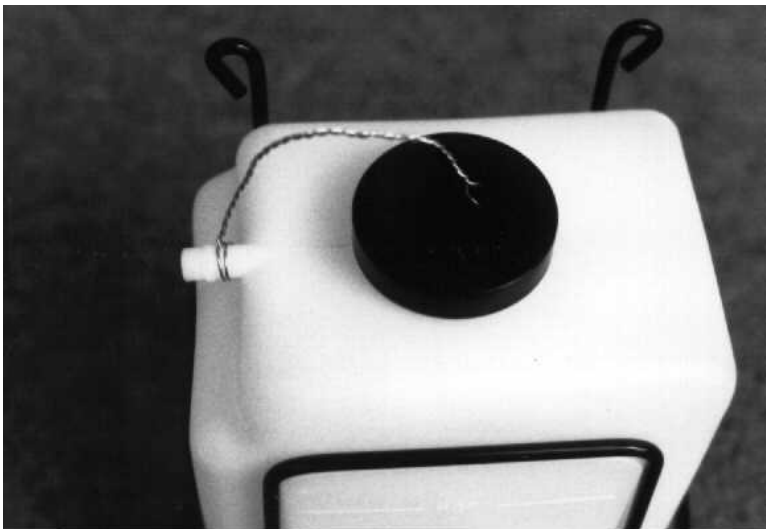


Photo #50

Secure the cap of the recovery unit with safety wire. This will prevent it from falling into any moving parts if it comes off.

FRESH AIR COLLECTOR

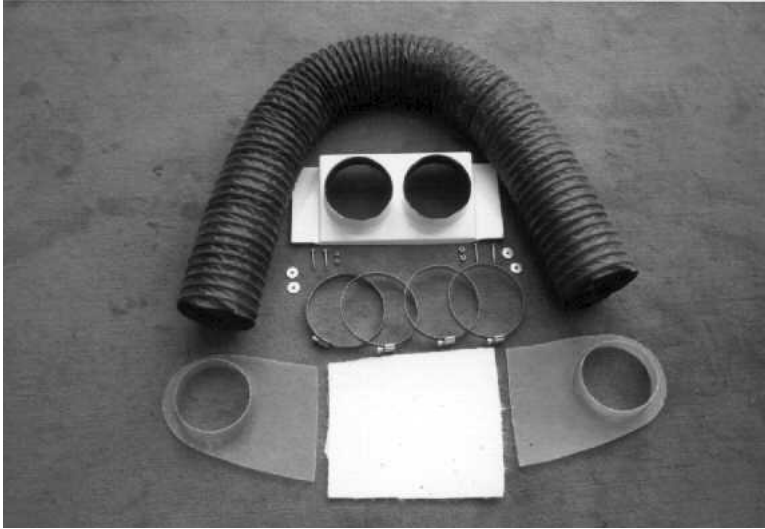


Photo #51

Parts as received from RotorWay international for the fresh air collector.



Photo #52

Measure, mark, and cut off the outboard side of each hose adapter on the fresh air collector. Leave 3/4" for the hose clamp to grip. This removes air restriction.

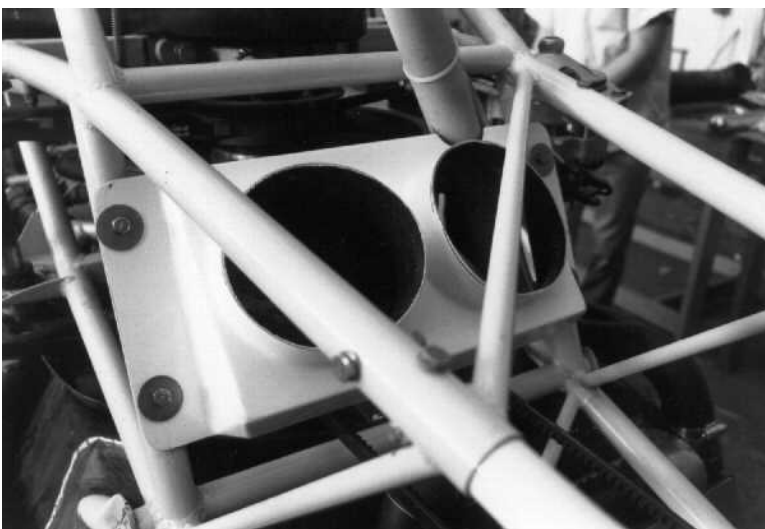


Photo #53

Install to the airframe where maximum clearance of the drive belts and the standpipe can be obtained.

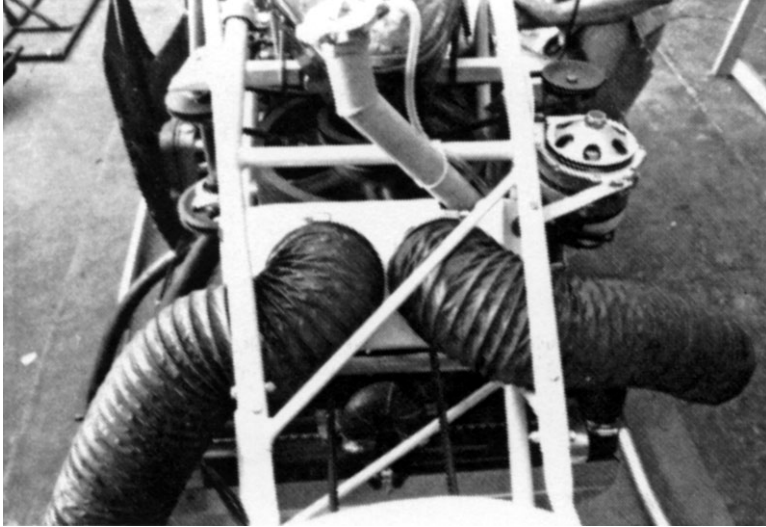


Photo #54

Cut the 5" hose in half and attach one end of each hose to the fresh air collector with hose clamps.

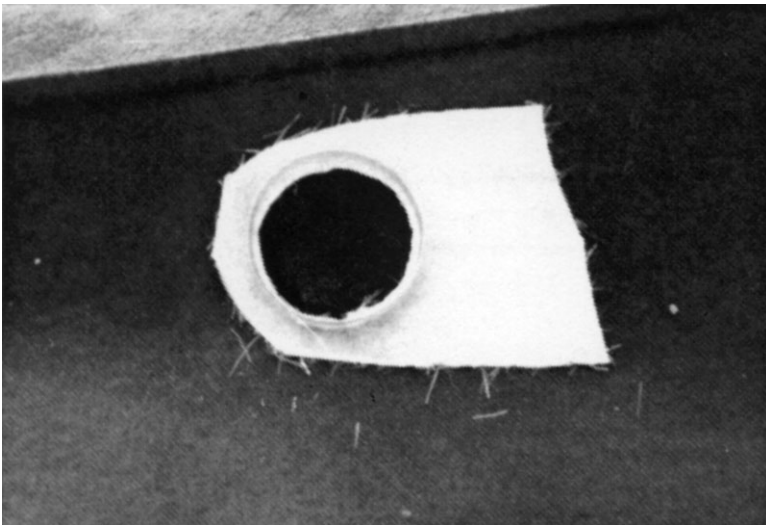


Photo #55

The forward facing area of the air scoop in the upper body panel has already been cut out (see Section 8 page 56).

Note: The scoops on the body panels may be different than shown here.



Photo #56

This picture shows parts fibreglassed together and hose ready to be attached.

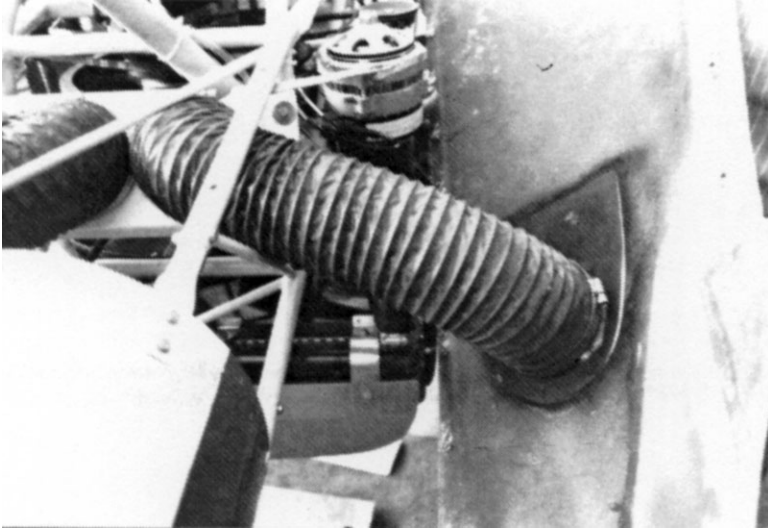


Photo #57

Connect the hose to the side panel on final body installation.