



# EDGE PERFORMANCE

## “Oil Cooler Sandwich Adapter”

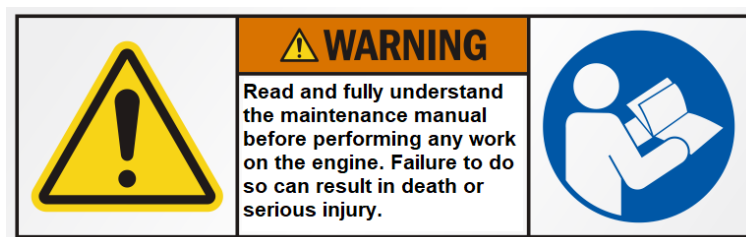
### Installation Manual



**When Performance Meets Perfection And Reliability.**

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### 1) GENERAL NOTE

- This product is designed to work with the Rotax 900-Series engines, and the EP line of engines. It is designed with ease and simplicity in mind with no movable parts to be as safe and reliable as possible. The main purpose of this product is to reduce suction restriction on the suction side of the oil system, and greatly improve oil pressure, in particular with increasing altitude.
- CNC milled from AL6061-T6 with anodized surface treatment.

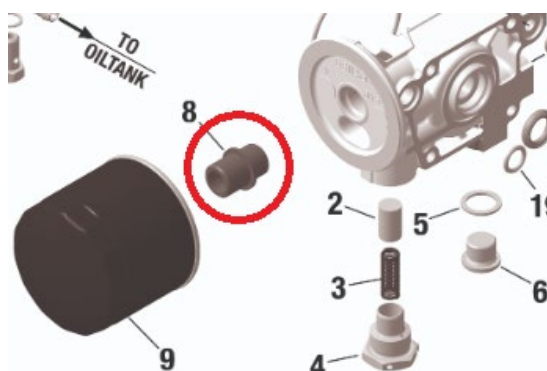
### 2) AIRWORTHINESS LIMITATIONS

#### AIRWORTHINESS LIMITATIONS

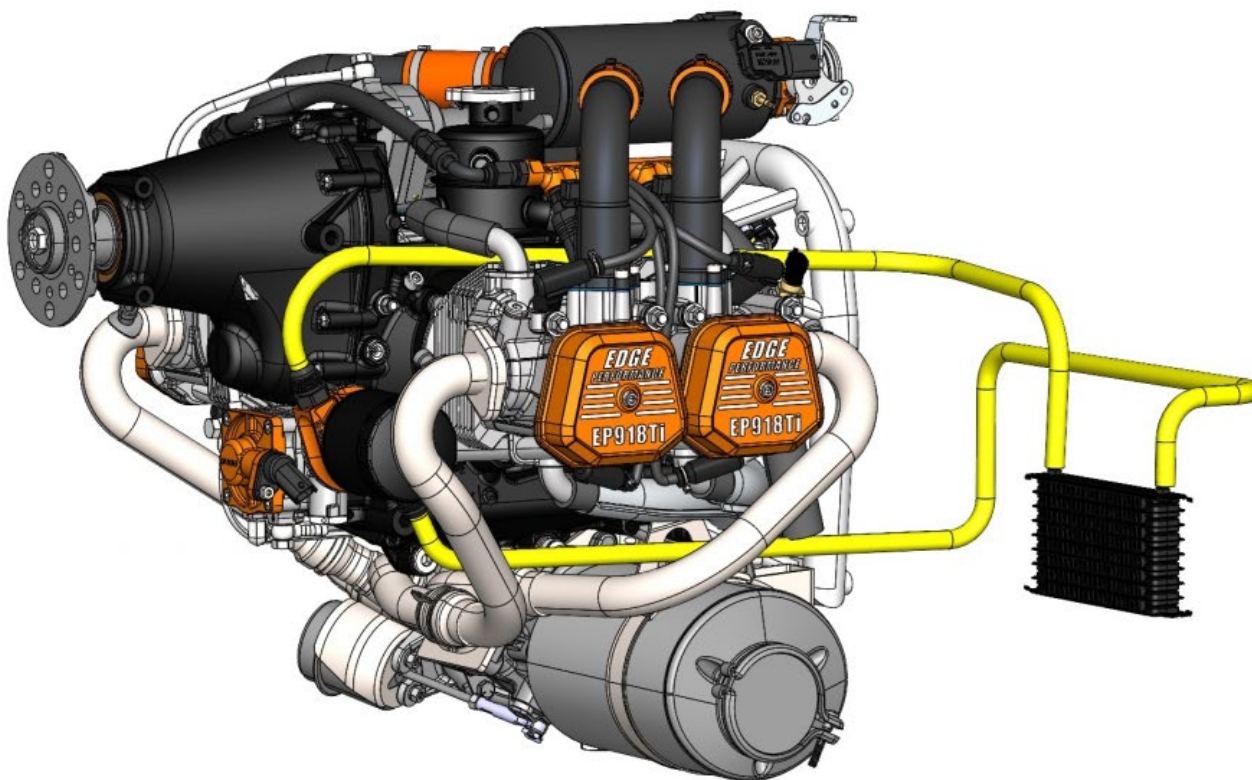
- None. However, we strongly recommend that you contact your local airworthiness directive or airplane manufacturer for an approval.

### 3) INSTALLATION

- Visually inspect the adapter and associated parts before installation. If in doubt, contact the manufacturer before proceeding.
- Ensure that the included AN adapter fittings are installed with copper sealing washer and Loctite.
- Remove the oil filter from the oil pump and discard it.
- Remove the oil filter nipple POS 8 in the figure below with an allen key.



- Apply super lube grease or similar suitable O-ring grease to the included O-ring, and install the sandwich adapter to the oil pump with the included oil filter nipple. Once it makes contact with the oil pump, index it the way you find most suitable.
- Torque the oil filter nipple to 60Nm.
- Install a new oil filter, apply a drop of engine oil to the base gasket, and torque the oil filter to ¾ turn after the gasket makes contact with the adapter base.
- Perform an oil purge procedure in accordance with the Rotax installation manuals.



#### 4) MAINTENANCE

**Non-compliance can result in serious injuries or death!**

**Besides our instructions in the documentation supplied, also respect generally valid safety and accident preventive directives and legal regulations.**

#### TIME LIMITS

- This product does not have any time limitations.
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#### 5) SCHEDULED MAINTENANCE CHECKS

## Maintenance Schedule

Points of inspection	Interval Operating Hours						Findings \ Results	Signature
<b>* no periodic maintenance (requirement after the first 25 hours of operation)</b>	<b>25*</b>	<b>50</b>	<b>100</b>	<b>200</b>	<b>600 / 5yr</b>	<b>1000</b>		
Visually inspect the adapter and fittings for any signs of oil leaks.	X		X					
Replace the O-ring every 5 years, or 600 hours. Whichever comes first.					X			
Perform oil purge after disassembly of the adapter.					X			
<b>Returning engine to service</b> On the engine identified as per point 5, on the _____ the _____ hr. Check at _____ hr. (TSN____, TSO____) was carried out according to recommendations of the engine manufacturer and was recorded in the Engine Logbook. Location, Date _____ Inspector _____ Aircraft mechanic _____ Certificate No. _____								