

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Oil Cooler - Oil Filter

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Piper	MODEL PA 22-150
	SERIAL NO. 22-5250	NATIONALITY AND REGISTRATION MARK N7522D
2. OWNER	NAME (As shown on registration certificate) Thomas D. Stewart	ADDRESS (As shown on registration certificate) 405 Norman Ave. Cashmere, Wn. 98815

3. FOR FAA USE ONLY

THE ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRFRAME, POWERPLANT, PROPPELLER AND APPLIANCE REQUIREMENTS AND IS APPROVED ONLY FOR THE USE OF AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

3-11-86 *Michael Larson*
Date FAA Inspector RW 1300-61

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
William C. Markey 1506 Walla Walla St. Wenatchee, Wn. 98801	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1740086
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 3-11-86	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William C. Markey</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FIT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 3-11-86	CERTIFICATE OR DESIGNATION NO. 1740086	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William C. Markey</i>
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FRONT OF AIRCRAFT

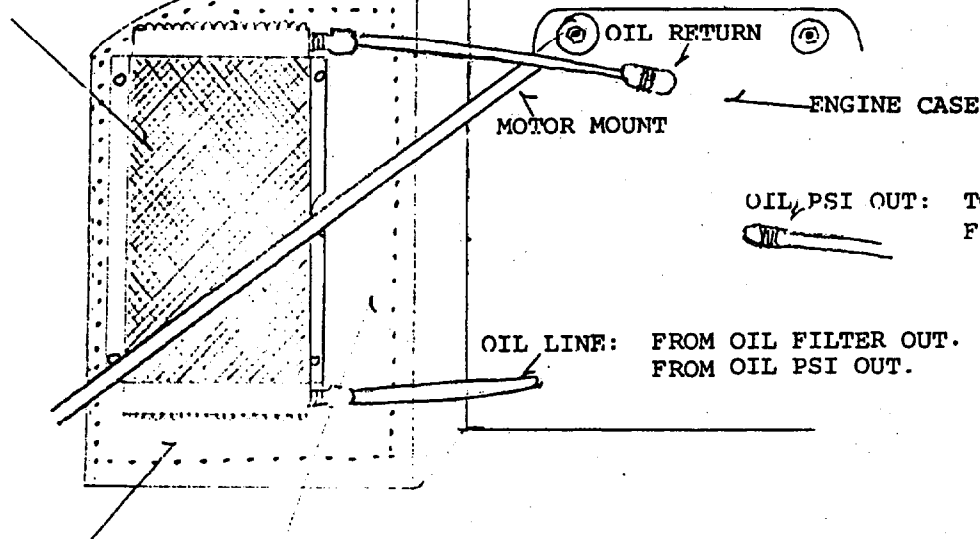
#2CYL.

#1CYL.

#4CYL.

#3CYL.

STEWART WARNER
OIL COOLER



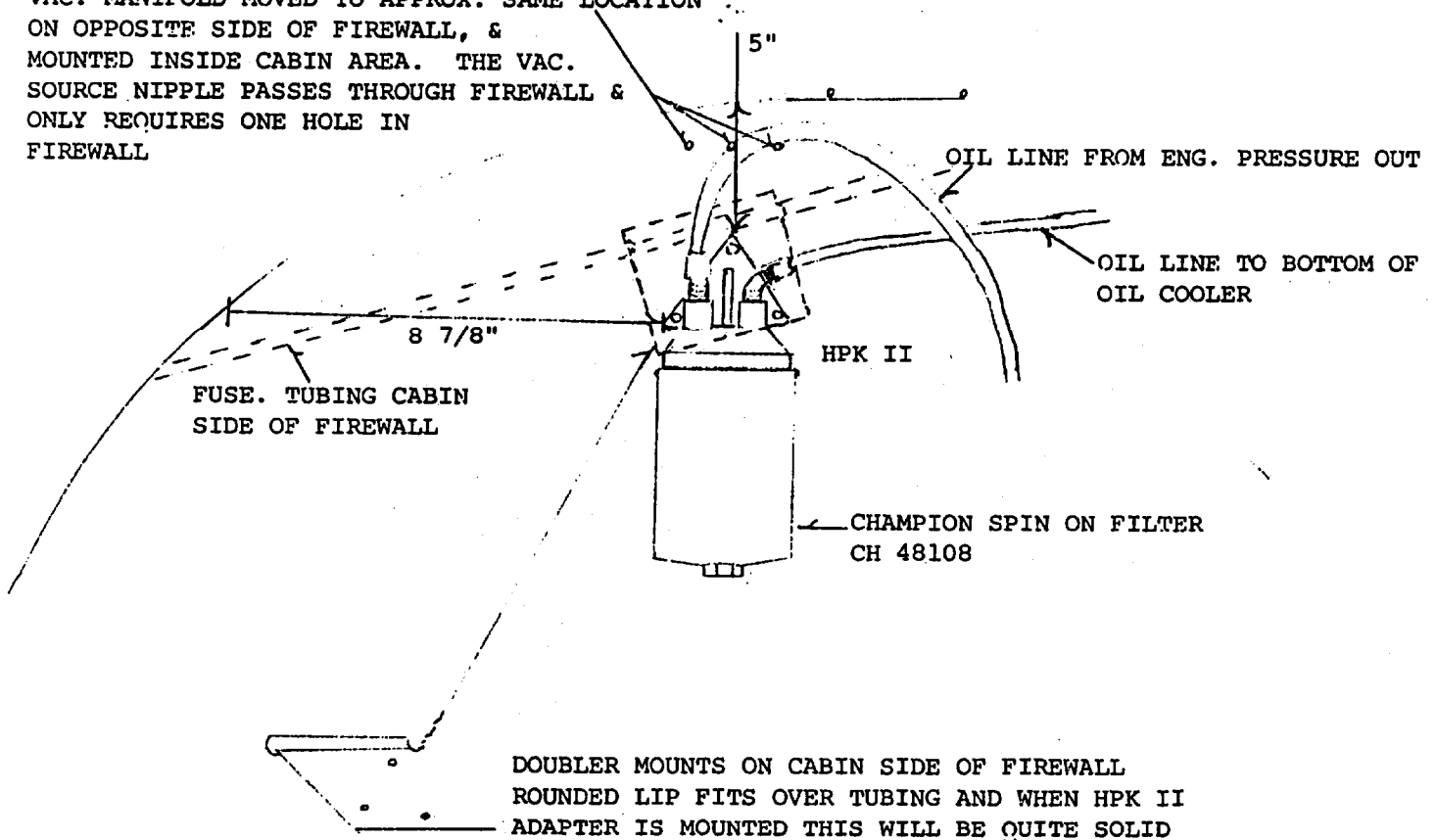
.040 DOUBLER SHOWN AS HASH LINES. MOUNTS
ON ENGINE SIDE WITH 1/8" RIVETS

THIS MOD. USES THE ALUM. STEWART WARNER OIL COOLER FROM CESSNA 172 WITH O-320 ENG..
ACTUAL COOLER # IS NOT TO IMPORTANT, HOWEVER SIZE IS AS ROOM FOR THE COOLER IS LIMITED.
MY COOLER MEASURES 8"L X 4 3/8"W X 3 5/8"D, (THESE ARE TOTAL OUTSIDE DIMENSIONS)
& IS MOUNTED WITH LONGEST DIMENSION VERTICAL WITH OIL LINE FITTINGS COMING OUT THE
SIDE OF COOLER TOWARD CENTER OF A/C.

1. PLACE OIL COOLER AGAINST FLAT BACK SIDE OF ENGINE BAFFLING BEHIND #4 CYL. LOCATE SO COOLER CLEARS ENG. MOUNT ETC. & THERE IS CLEARANCE FOR OIL LINES TO ATTACH TO COOLER WITHOUT INTERFERENCE. (NOTE DIAGRAM:RELIEF AREA CUT TO CLEAR MOTOR MOUNT. MOUNTING LIPS ARE ON BOTH FACES OF COOLER & OUTER ONE WILL PROBABLY HAVE TO BE RELIEVED)
2. MARK COOLER MOUNTING HOLES & AREA TO BE CUT FROM BAFFEL FOR OPENING TO COOLER
3. DRILL MOUNTING HOLES & CUT OUT AREA FOR COOLER
4. WITH .040 ALUM. MAKE A DOUBLER TO STIFFEN THIS FLAT AREA OF BAFFLING & RIVET INPLACE
5. ATTACH OIL COOLER TO BAFFEL WITH # 10 BOLTS & LOCK NUTS
6. NEW HOSES WILL HAVE TO BE MADE UP FOR COOLER TO REPLACE LONG ONES USED ON OLD COOLER. IF THESE HOSES ARE GOOD THEY CAN BE SHORTENED AND USED

VIEW FROM ENG. SIDE OF FIREWALL BEHIND #3 CYL.:

THREE HOLES WHERE VAC. MANIFOLD WAS MOUNTED:
VAC. MANIFOLD MOVED TO APPROX. SAME LOCATION
ON OPPOSITE SIDE OF FIREWALL, &
MOUNTED INSIDE CABIN AREA. THE VAC.
SOURCE NIPPLE PASSES THROUGH FIREWALL &
ONLY REQUIRES ONE HOLE IN
FIREWALL



THE REMOTE OIL FILTER MOUNT IS A HPK II UNIVERSAL OIL FILTER MOUNT & ACCEPTS THE CHAMPION SPIN ON OIL FILTER.

WHEN MOUNTING THE HPK II OIL FILTER MOUNT ADJUST POSITION SO TUBING BEHIND FIREWALL CAN BE USED TO ADD ADDITIONAL SUPPORT AS SHOWN IN DRAWING.

WHEN SATISFACTORY LOCATION IS FOUND DRILL MOUNTING HOLES THRU FIREWALL & WITH STIFENER INPLACE BOLT HPK II TO FACE OF FIREWALL.

MAKE UP HOSES AND INSTALL. THESE OIL HOSES ARE FAIRLY STIFF AND WON'T MAKE SHARP BENDS, SO KEEP THIS IN MIND WHILE PLANNING ROUTING FOR THEM

OIL FLOW SHOULD BE AS FOLLOWS: PRESSURE FROM ENGINE TO FILTER "IN", FILTER "OUT" TO BOTTOM OF OIL COOLER & FROM TOP OF COOLER TO ENGINE RETURN