

## Want to carry it all?

### Baggage Pods

In recent years there has been an increase in the use of baggage pods, especially on Vari-Ezes. Curious about the drag penalty, I talked with Marty Pavlovich (WI) who indicated he gets a 75% cruise of 175 mph. That is 7 mph less than with the pods removed. If one assumes that his average trip is 300 miles then he will save 4 minutes per trip by leaving the pods off. That's not much, especially if you are the back seater with baggage piled up around your ears.

### O-200 Oil Filter Installation

Gary Hertzler (AZ) - The adapter, on the adjacent drawing, will replace the oil screen on all series Continental engines up to an O-200, and I think, C-145 and O-300 also. The 3/32" cross section O-ring, which goes in the .141-.151" groove, seals against the diameter where the screen bottom formerly seated. The standard copper crush gasket is used as on the stock installation.

One of the two, 1/8" pipe thread, holes in the 2.75" diameter are for an oil temperature sender. After torquing the adaptor in place, use the most convenient of the two for your oil temperature sender and install a pipe plug in the remaining one. Make sure that your temperature sender isn't too long as it will bottom out before the threads seal. If you have one of the longer senders, either try not to tap the hole too deeply or purchase the shorter sender. I have been told that the Westach part number is 399S for the short one.

The four 1/4" holes, also in the same diameter, are for torquing the adaptor in place. I made a simple spanner

wrench out of a piece of 1/2" aluminum stock, threaded a 1/4" bolt into one end, and cut off the head.

The threaded steel insert, item 2, was made from a piece of 3/4" all-thread rod with a 1/2" hole drilled down the center.

Before removing the adaptor from the lathe, try tightening it on the screen housing. I found that the threads were too tight and I had to re-chuck it up again, with less than satisfactory results. Screw the adaptor all the way in without the copper gasket and check to see that there will be sufficient crush to effect a good seal.

To safety the whole assembly in place, tighten a 3" worm clamp around the base of the filter and safety wire from the worm screw to the engine.

When you first fire up your engine, after installing the filter assembly, be sure you have oil pressure within 10 seconds. If not, check to see that the bottom of the spool is not bottoming out on the accessory, case which could partially block the oil discharge passage. If the pressure is good, run the engine for a few minutes, until the oil is warm, and check for leaks.

The Fram filter, suggested on the drawing, was chosen for its small size, fine filtration capability and built in filter by-pass valve to protect against starving your engine if you clog a filter or during a very cold start. This filter seems to have plenty of capacity since the engine, now, has better oil pressure at a hot idle and less pressure drop at high oil temperatures. Good luck and please let me know of any problems or positive results.

Before starting the adaptor, make sure that the approximately 4" long unit, with a 3" diameter filter will fit in your installation. The large diameter alternator may interfere.

I have included a copy of a letter

which I sent to another builder which noted a clearance problem with the large alternator. If you have this style alternator, do some measurements first, using the small diameter filter before making the adaptor.

*Editor note: The following was removed from the, above mentioned, letter.*

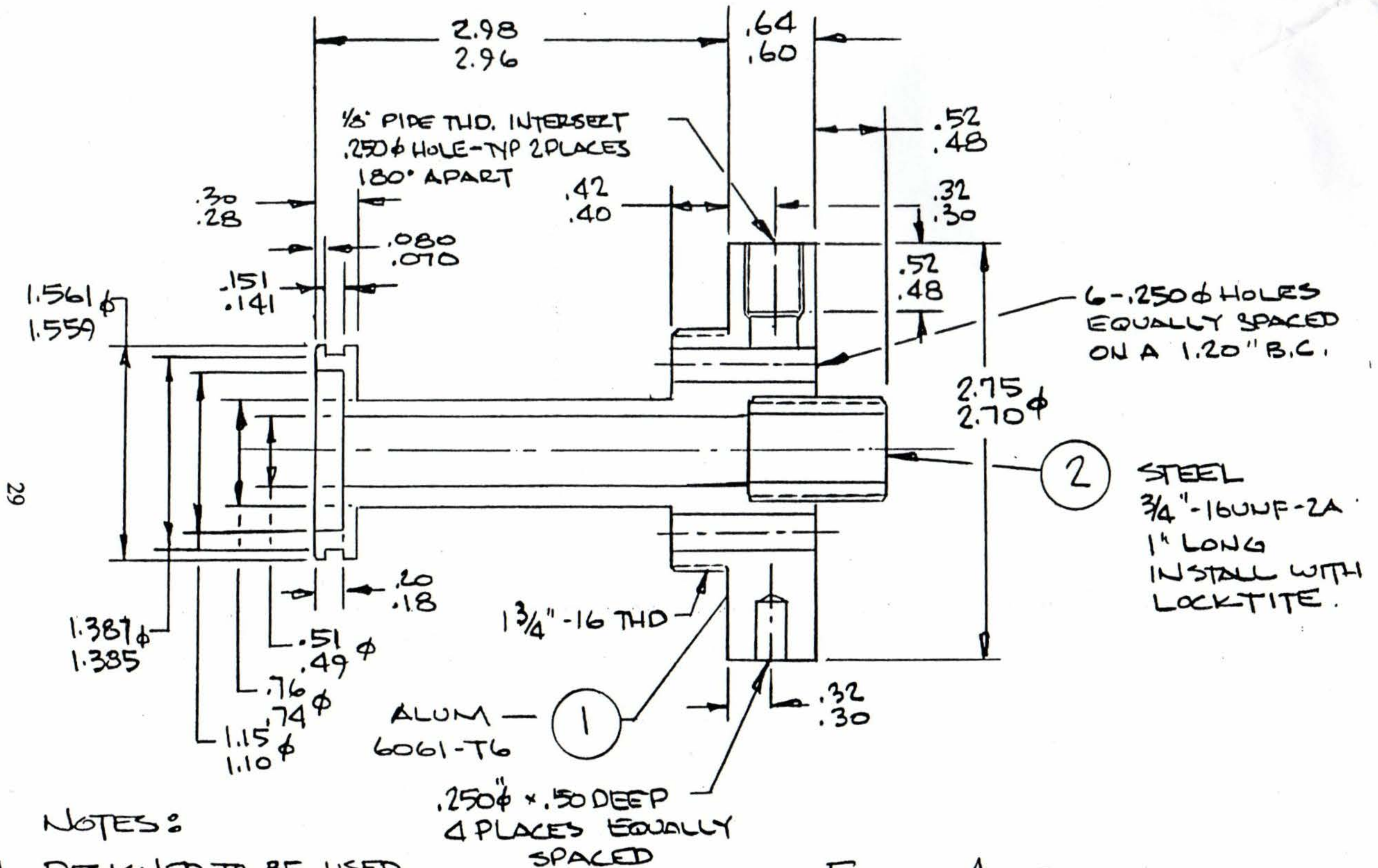
"The pitfall, which I got sucked into, was that I have an A-65-8F which doesn't have starter or generator pads on the accessory case. Consequently, it has plenty of room for the filter. The C-85, C-90, O-200-12 and -14 series all have provisions for the starter and generator. My problem was that I didn't fit check the unit on that case, but only looked at one that had a B & C small diameter alternator mounted. On that installation, it appears to be no problem. Since receiving your letter, I have done some additional measurements and found, that with the Delco Remy generator, about .040" will exist between the filter and the generator body. This is not an overabundance of clearance, but it should work. Another option is to use a Fram PH-4967 filter, which is 2.6" diameter instead of the 3.0" diameter of the PH-2951, and cut down the 2.75" diameter on the adaptor to 2.50". The 2.50" diameter will work for either filter since both seals are smaller in diameter than this. I would appreciate hearing from you on your comments with the smaller filter.

Again thanks for your reply and all the documentation which you sent. I have seen the adaptor which El Reno sells, but was amazed at the high price they were asking for it. It should work fine if it doesn't interfere with any baffling. I was a little concerned at the potential for fatigue, considering its narrow 3-bolt pad and small footprint."

*Please communicate your experience to:*

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### NOTES:

1. DESIGNED TO BE USED WITH FRAM PH 2951 OIL FILTER WITH INTERNAL RELIEF VALVE
2. REPLACES FILTER SCREEN ON CONTINENTAL A65-0200

FILTER ADAPTOR

A65-0200 CONTINENTAL