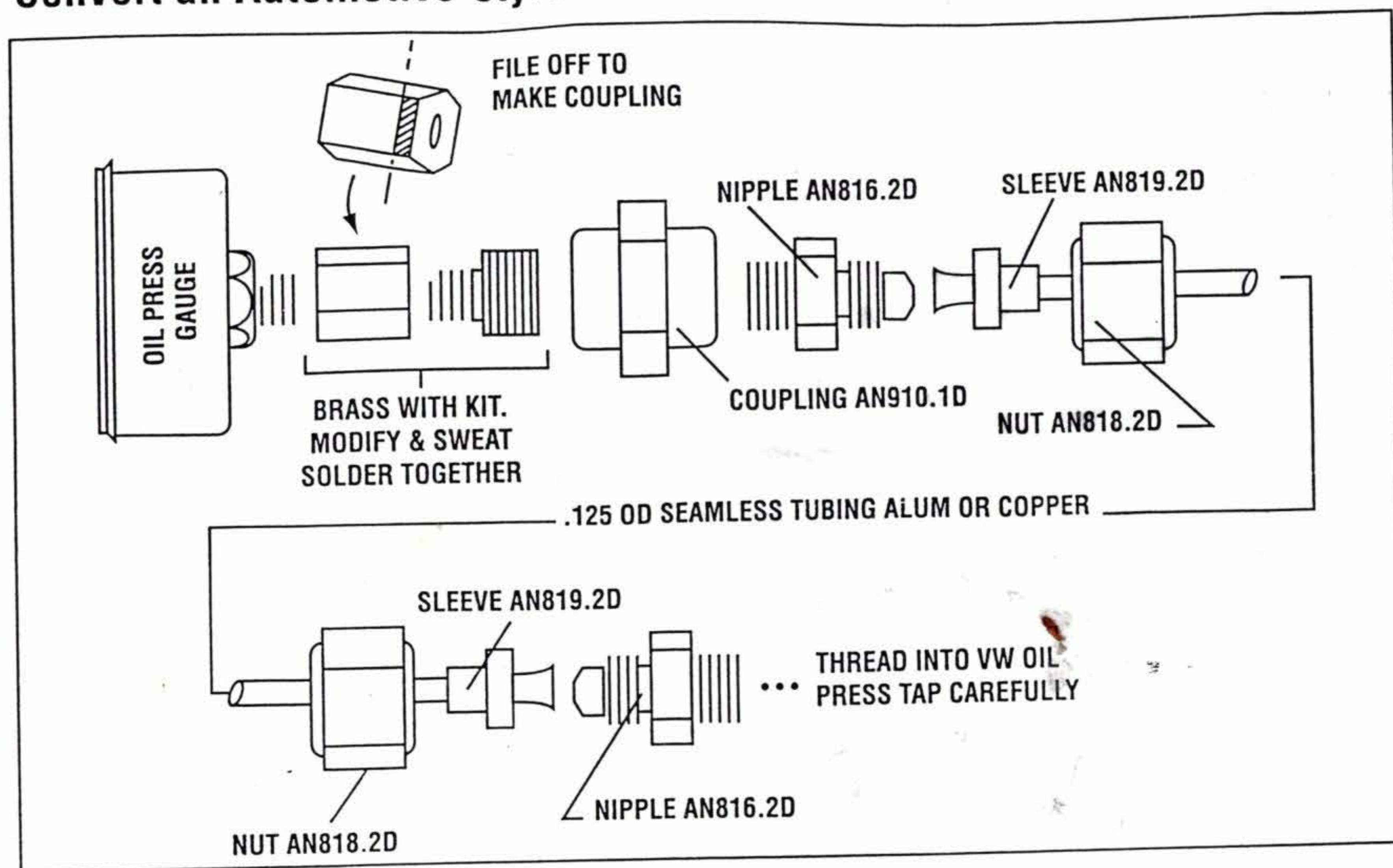


Convert an Automotive-style Oil Pressure Instrument to Aircraft Usage



How to Adapt an Auto-Style Oil Pressure Gauge to AN Hardware

From — KR NEWSLETTER
July 1997

Most mechanical oil pressure instruments sold in auto parts stores are adequate for use in many homebuilt aircraft. The major drawback in installation is that they all seem to utilize a nylon tube to conduct oil, under pressure, to the instrument. The nylon tube connects at the gauge to an undersized (for our purposes) male threaded port. As installed in our aircraft, this is less than desirable from a fire safety standpoint. A melted or split nylon line could dump your oil supply overboard or even worse, inside the cockpit.

There is an easy way to convert these gauges to use the preferred AN-style hardware along with seamless 125 OD metal tubing. Read on and check the sketch.

The supplied brass coupling normally used to connect the nylon tube to the rear of the instrument is modified by filing off the reduced opening tubing end to create a simple, threaded coupler. This is, in turn, threaded halfway onto the supplied male-male threaded adapter and the two pieces are sweat soldered together.

A drop of carefully applied Lok-Tite will secure the modified fitting to the rear of the instrument. From there, it's a simple process of using the required AN fittings from gauge to engine. The hook-up for a real aircraft oil pressure gauge is the same, just start with the AN-910 coupler and be prepared to spend mo' money.

Info on Oil

by Jesse Stutts, ABS

From — COUPE CAPERS
January 1996

Perhaps you have heard stories about engine rebuilders gravitating to straight weight oils over multi-viscosity oils. I heard the story from Terry Capehart (Ultimate Engines) at a meeting in Wichita in September. Terry attributes the switch to camshaft wear.

Within the past few weeks Victor, Firewall Forward and Carter were contacted. Victor and Firewall Forward seemed to support a preference for straight weight oils although there really doesn't appear to be a firm consensus. One of them cited cylinder wall wear as a basis. One item that seems to be fueling the story is the fact that about two years ago, Shell reformulated 15W50 semi-synthetic oil.