

OIL FILTERS ADAPTERS — OIL DRAIN VALVES

OIL FUEL FLOW RESTRICTOR FITTING



An oil/fuel flow restrictor fitting designed to fit the Lycoming engine oil pressure port as well as the fuel pressure port on the KB-090-T. This fitting is a modified AN823-4 and the restriction is a .040" hole. Threaded end is 1/8" NPTP/N 05-11908

CONTINENTAL REMOTE OIL FILTER ADAPTER



Replaces the oil screen and will fit C65 thru O-200 engines. 3 ports In and out. Note: This Continental Remote Oil Filter Adaptor will go nicely with the Remote Oil Filter Bracket 08-01057. For Experimental use only. Does not include fittings or copper gasket as shown in image. IN & OUT pipe threads in the continental oil filter adapter are: 3/8-18 npt (female). The third hole is a 5/8-18 straight thread with a 45 degree chamfer at the bottom of the thread for a temperature probe to seat against.

P/N 08-13154

Note: The Oil Temp Probe Delete Plug is an Optional plug for a builder that doesn't need to use an oil temperature gauge and chooses to plug the 5/8-18 port on the Continental remote oil filter adapter. No Crush gasket needed as the sealing surface (or seat) is the 45-degree chamfer at the bottom of the thread in the temp probe port. Remember to be sure these chamfers are clean and scratch free when installing. There are safety wire holes provided.....P/N 08-17065

B&C BC700 LYCOMING OIL FILTER ADAPTER



The original 90-degree oil filter adapter for Lycoming engines, precision CNC machined from billet aluminum. Designed to provide a high-quality replacement for the stock Lycoming oil screen or horizontal spin-on filter adapter, the BC700 mounts directly on the engine accessory case without interference with the magnetos, vacuum pump, or standard mechanical tach drive. STC/PMA on Lycoming 0-235; O, IO, LJO, AIO, AEIO-320; O, IO, LJO, HO, HIO, TIO, AEIO-360; O, IO, HIO, TIO, LTI, AEIO-540 & IO-720 series engines. Adapter kit also includes a new gasket, crush washers, mounting bolts, and CH48108-1 filter. Weight: 1 lbs. (with filter: 2.30 lbs). BC700-1 Oil Filter Adapter, STC/PMA.....P/N 08-00195 BC700-H Oil Filter Adapter, HomebuiltP/N 08-00196

ACCESSORIES:

B&C Oil Temperature Probe Adapter.....P/N 08-07092

B&C Vern-a-therm Opening Plug.....P/N 08-07093

CESSNA / CONTINENTAL OIL FILTER ADAPTER KITS

Part No.	Aircraft Application	Price
0450404-3	C150, A150, F150, FA150, FRA150	---
0556010-200	C172, F172	---
1250922-201	C180, C185, C188, T188	---
1250922-200	C205, C206, U206, P206, 207, 210	---

All the Continental spin on adapter kits above require the following items in addition to the adapter: Oil Filter.....P/N CH48110

Nut.....P/N 1250405-1

AN123883 O-Ring.....P/N 08-04930

LYCOMING SPIN-ON FILTER ADAPTER KITS

Part No.	Aircraft Application	Price
LW-13743	All Applicable Engines Except Models Shown In Table Below	---
LW-13744	0-235 Series	---
LW-13745	IO-720 with 1200 Series Series Magnetos	---
08-00513	0-320-H (LW-14969)	---
LW-13904	All Engines with Dual Magnetos. Includes Converter Plate Assembly and Does Not Include Filter	---

All Lycoming spin on oil filter adapter kits above include adapter, oil filter assembly, adapter plate, gaskets, & attaching hardware. LW-14969 kit also contains oil cooler bypass valve assembly, 2 elbows, & 2 oil seals for oil cooler installations.

CASPER LABS NO SPILL OIL FILTER HOUSING



The Casper Labs "full flow" vertical oil filter kit is designed to provide Lycoming Engine owners several improvements over the standard Lycoming oil screen or filter hardware. This device locates the filter in the vertical plane.

The unit has no moving parts and requires no maintenance. Standard aviation filters are compatible. Temperature probe hardware transfers directly from the present screen housing or OEM filter adapter. **Note:** Verify the adapter and filter fit in the engine compartment before bolting the unit on to the case. **Kits Include:**

- Filter (some kits do NOT include a filter: see descriptions for details)
- Housing • O-Ring and Washers, seal rings, gasket & installation manual

Description	Part No.	Price
CL1000A-STC Kit with CH48109-1 Filter	08-01237	---
CL1000A-STC Kit with CH48108-1 Filter	08-01236	---
CL1000A-STC Adapter ONLY for Retrofit Lycoming Engine (see web for models)with 2/MAG & 2 Drive ONLY	08-01094	---
CL1000A-EXP (EXPERIMENTAL) Kit with CH48109-1 Filter	08-00977	---
CL1000A-EXP (EXPERIMENTAL) Kit with CH48108-1 Filter	08-00976	---
CL1000A-EXP (EXPERIMENTAL) Adapter ONLY (no filter)	08-00975	---



AEROQUIP E-Z OIL DRAIN SUMP VALVES

Makes aircraft oil changes easy. The hand actuated valve when attached to the oil drain port permits engine oil changes from the ground without removing the engine cowling. The spring loaded E-Z Drain valve cannot be accidentally opened. Actuation of the valve requires a combination push/twist motion. It also contains a dual seal arrangement which combines both an O-ring & metal-to-metal seal to prevent accidental leakage of oil through the valve. FAA Approved for use on the engines listed. Incorporates fine Aeroquip quality hose. Installation eligibility listing furnished with each unit.

Part No.	Engine Application	Thread	Price
AE99950G	Cont. C-90, O-200, GO-300, IO-360 TSIO-360, O-470, IO-470 TSIO-470, IO-520, TSIO-520, GTSIO-520	5/8-18	---
AE80666H	Cont. O-300, late C-145	1-18	---

Valve O-Ring, All Models..... MS28775-011 Ea.

Interface O-Ring..... AE99950G MS28775-113 Ea.

AE805555H MS28775-118 Ea.

Not to be used on Piper Models PA-28R-200, PA-28R-201, PA-28RT-200.



SAF-AIR OIL DRAIN SUMP VALVES

Changing hot engine oil has never been easier! With the SAF-AIR oil drain valve, no wrench is needed to remove the drain plug. A simple push and turn of the SAF-AIR valve locks it in the open position. The valve is made completely from anodized aluminum and stainless steel components. These materials are used throughout the aircraft industry due to their strength and durability. FAA & PMA APPROVED.

Part No.	Engine Application	Thread	Price
S6250	Cont. (same as Aeroquip AE99950G)	5/8-18	---
S1000	Cont. (same as Aeroquip AE80666H)	1-18	---
P5000	LYC (same as Aeroquip AE80664H)	1/2NPT	---
M12175	ROTX 912, 914	12mm x 1.75	---
S7516	Cont IO-520-E	3/4"-16	---
P7500	Franklin Engines	3/4" NPT	---
S5020J	Jabiru 2200 / 3300	1/2"-20	---
M20150	Subaru 2.2L / 2.5L	20-1.50mm	---
F62	Continental	5/8-18	---

F62



SAF-AIR LOW PROFILE 2-PIECE OIL DRAIN SUMP VALVES

Perfect for a close clearance engine oil drain application such as on the Piper Arrow. These low profile oil drain valves are designed to clear retractable landing gears & other restrictions. The valve is very affordable and can be rebuilt. It is a simple procedure to sample or drain hot oil. The valve is made from 360 brass & 302 stainless steel. FAA & PMA APPROVED. All valves come with a F50-180 opener.

Mfg. No.	Engine Application	Thread	Part No.	Price
F62	Continental	5/8-18	05-00981	---
F10	Pratt & Whitney	1-18	05-00982	---
F50	Lycoming	1/2-18 NPT	05-00983	---
F50-90 - Bent	Lycoming, Continental, Pratt & Whitney, Franklin	--	05-06924	---
F50-180 - Straight	Lycoming, Continental, Pratt & Whitney, Franklin	--	05-15064	---



CURTIS OIL DRAIN VALVES

Quick opening drain valves for aircraft oil or fuel systems. A slight twist opens valve. No safety wire needed in closed position. Designed for installation in a standard NPT port for NPT threaded valves or an AND-10050 style port for UNF threaded valves. Use a sealant on NPT threaded valves or a fuel resistant o-ring of the proper size for UNF threaded valves.

Mfg. No.	Application	Thread	Part No.	Price
CCB-5000	Lycoming	1/2 NPT	05-22973	---
CCB-38000* (Low Profile)	Lycoming	1/2 NPT	05-15400	---
CCA-1400	Lycoming	1/2" NPT	05-03060	---
CCA-1700	Lycoming	1/2" NPT	05-01872	---
CCB-37000*	Lycoming	1/2" NPT	05-03061	---
CCB-36000H*	Lycoming	1/2" NPT	05-15399	---
CCB-6250	Continental	5/8-18 UNF	05-22974	---
CCB-33000*	Continental	5/8-18 UNF	05-15398	---
CCA-39560	Continental	5/8-18 UNF	05-03656	---
CCA-39550	Continental	5/8-18 UNF	05-01873	---

*FAA-PMA Approved

EP