AIR OIL SEPARATORS

SLIME FIGHTER AIR-OIL SEPARATOR
Universal air-oil separator ideal for virtually any experimental aircraft. They are machined from aluminum stock and welded by a certified welder. Oil separator is produced by baffles attached to the inside. This is a one pipe system with no extra drain lines or hoses required.

Oil drains back immediately to the engine and warm air without oil goes out. No back pressure. The unit is the size of a salt shaker and weighs only ounces. Installation instructions and fittings included. Easy to install. Currently in use on over 100 RV aircraft.

P/N 08-00661
Super Slime Fighter®

HOMEOWNER’S OIL BREATHER/SEPARATOR

These 4 inch diameter reservoirs have beaded outlets for 5/8” I.D. hose and a mounting flange for easy firewall attachment. These units use a new, improved design and the reservoir body is now a spun aluminum bowl for optimum performance. The oil separators minimize oil loss and allow free breathing of the engine. They are recommended for experimental aircraft use only and are not STC’d for any certificated aircraft. Size: 2” dia.x 3-3/4"h.

P/N 010570...

RMJ-AERO OIL SEPARATOR
Designed to remove oil from the engine crankcase breather line providing the builder with a cleaner plane, less oil consumption, and prolonged engine life from maximum cooking, cleaning, & lubrication. Fashioned after Tony Bingelis’s proven design, these separators incorporate several enhancements, including O-ring seals for the lid. Fabricated from aircraft quality materials, TIG welded, and alodined for corrosion control. They can be firewall or cooling baffle mounted with the cushion clamp provided. The design allows easy installation in the breather line by the use of hose clamps. Oil from the separator is returned thru tubing to a port in your engine’s housing. Should your engine not have an available oil return port, RMJ-Aero can provide a Self Sealing Clamp-On Adapter utilizing your engine’s oil filler neck. Installation of this adapter is easy for both flying and aircraft under installation in the breather line by the use of hose clamps. Oil from the separator is returned thru tubing to a port in your engine’s housing. Should your engine not have an available oil return port, RMJ-Aero can provide a Self Sealing Clamp-On Adapter utilizing your engine’s oil filler neck. Installation of this adapter is easy for both flying and aircraft under

P/N 08-00571...

AEROMAG
AeroMag is a powerful high-tech magnet assembly that fits around your oil filter to trap and hold steel particles against the inner wall of the filter canister. These are the particles that are missed by the standard aircraft filter. This results in fewer filter damage, wear particles recirulating in your oil, and prolonged engine life. Install is simple, and there are no moving parts. AeroMag fits all Lycoming & Continental engine filters. For experimental aircraft only (FAA approval pending).

AeroMag for 3” Dia. Filters (Rotax)........... P/N 08-01235...

M-20 AIR-OIL SEPARATOR

The M-20 Air-Oil Separators for crankcase breathers have set the performance standards for aviation. A simple performance test for any separator is to fill the engine oil to the full mark and take a 2 hour flight. Only with the M-20 will the oil still settle with none blown out on the belly. This difference makes them preferred over all others. Only the M-20 Separators carry FAA approval for all 1600 makes and models of certified piston aircraft from 45 hp to 950 hp. To instructions also applicable to all homebuilt and foreign made aircraft with similar power.

No vacuum pump connection is used, since the addition of as little as 1/16 PSI will make a new engine perform like it is run-out. M-20's vent the crankcase oil produces no more gravity oil for the engine. The -A and -B suffix varies only in the direction of the oil return tube. On the M-20 the directions is away from the inlet, on the -B towards the inlet. The A’s generally favor Lycoming, Franklin and radials, the B’s favor Continentials. Either may be mounted in-line; the -B also may be firewall mounted since it has a blanket side.

P/N 08-00411...

ENGIE OIL CHIP DETECTION SYSTEM

The Chip Detector gives advance warning of possible excessive engine wear, which could prevent an impending failure. This early warning can also greatly reduce the cost of engine overhaul. Inexpensive and easy to install, it simply replaces the drain plug, and includes a warning light on the instrument panel which illuminates when metal chips bridge the gap in the magnetic probe, or when the press to test switch is activated. FAA approved (STC’s) for all opposed Continental and Lycoming aircraft engines. Specify aircraft and make and model. Plus 14V or 28V. Available for installation in the oil filter or oil sump.

P/N 08-00798...

ANDAIR OIL/AIR SEPARATOR

Manufactured from aircraft grade materials and anodized for corrosion protection, this unit is extremely light weight and rugged. The OS8850 has been designed to remove the oil from the crankcase breather on Lycoming and Continental Engines. This gives reduced oil consumption, cleaner aircraft, and environment. The OS8850 has some unique features that make it the best on the market.


P/N 08-01034...

ANDAIR CONDENSATION TRAP

This new device is a small and very light weight condensation trap. It is used to extract the water from the oil when used in conjunction with the Andair Oil / Air Separator. Water can build up in the engine due to water in the air conditioning during a cold night.

Overnight, the water sinks to the bottom of the sump settling at the lowest point. This is generally where the oil pump pick up is. Therefore there is a real potential that if one of these devices is not used water can build up in the engine. Flight test have shown that the worst possible condition for water in the oil is on humid days, cold nights and where short flights are undertaken.

P/N 08-01035...