

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 separation is provided by baffles attached on 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®



Following in the success of the Slime Fighter® series of air separators, Aircraft Spruce now offers the Super Slime Fighter with the same ease of installation for large Lycoming engines found in aircraft such as the RV-10, Glassair III and the F1 Rocket. Installs in 20 minutes with no additional drain line required. Instructions, clamps and hoses included.

RV-10 kit includes custom hose shape. Not FAA approved.

Standard Experimental..... P/N 08-06151.....
RV-10 Experimental..... P/N 08-06152.....

HOMEBUILDER'S OIL BREATHER/SEPARATOR



These 4 inch diameter reservoirs have beaded outlets for 5/8" I.D. hoses and a mounting flange for easy firewall attachment. These units are of 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: 4" dia. x 3-3/8" h.

P/N 10570.....

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 for 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 construction. When clamped in place around the filler neck, the adapter provides a return port for separated oil and an integral seal, which prevents leakage. Installation & maintenance guidelines are included.

Description	Part No.	Price
Oil Separator for Lycoming (3/4" inlet/outlet)	08-00571	.
Oil Separator for Cont. (5/8" inlet/outlet)	08-00572	.
Adapter for Lycomings	08-00577	.
Adapter for Continentals	08-00578	.

HOMEBUILDER'S ENGINE CRANK CASE OIL BREATHER



This is a 3-1/4" dia. can reservoir with a 3/4 od hose barb outlet, 1/8npt curtis drain valve on bottom of can, and a fire wall mounting bracket. Item also available with a 5/8 od hose barb outlet, please call or email for price & availability.

It keeps oil in can and off belly of airplane then can be drained later with petcock. Helps to keep crank case condensation to a minimum. Recommended for experimental aircraft use only not STC'd for certified aircraft. P/N 08-00765.....

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 damaging wear particles recirculating 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).

P/N 08-01088.....
AeroMag for 3" Dia. Filters (Rotax)..... P/N 08-01235.....

M-20 AIR-OIL SEPARATOR



Model 300



Model 400

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 read full 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. They are also applicable to all homebuilts 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 pressure and use only gravity for returning the oil.

The -A and -B suffix varies only in the direction of the oil return tube. On the -A models the direction is away from the inlet, on the -B towards the inlet. The -A's generally favor Lycoming, Franklin and radials, the -B's favor Continentals. Either may be mounted in-line; the -B may also be firewall mounted since it has a blank side.

Typical Airplane Models	Part No.	Price
Model 300-A, 45 to 315 hp	08-00182	.
Model 300-B, 45 to 315 hp	08-00409	.
High Horsepower Airplane Models	Part No.	Price
Model 400XL-A, 315 to 950 hp	08-00413	.
Model 400XL-B, 315 to 950 hp	08-00861	.
Helicopter Models	Part No.	Price
Model 300H-A, 45 to 315 hp	08-00411	.

MODEL 605Y "Y" FITTING

The oil returns of both the M-20 Breather separator and the Wet Pump Separator may be combined using the Model 605Y. This "Y" fitting has a venturi for scavenging the drop-by-drop return oil from the breather separator by the stream of oil from the wet pump separator.

P/N 08-00862.....



RAVEN AIR/OIL SEPERATOR

This oil/air separator, used in non aerobatic applications uses female threaded inserts so you can use any size of straight or angled fittings to custom fit your application. P/N 08-00798.....

ENGINE 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 engine make and model. Plus 14V or 28V. Available for installation in the oil filter or oil sump.

Single Engine Lyc. (Oil Filter)..... P/N 08-06762.....
Single Engine Lyc. (Oil Sump)..... P/N 08-06766.....
Single Engine Cont. (Oil Filter)..... P/N 08-06763.....
Single Engine Cont. (Oil Sump)..... P/N 08-06765.....

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 CS850 has some unique features that make it the best

on the market.

* Upper outlet can rotate through 360° allowing easy installation. * The unit can be dismantled for inspection/cleaning. * Vortex swirl separation. O-Ring seals. * Light weight: 6.4 oz. * 4 off 10-32 mounting lugs on the base of the separator for easy fire wall mounting.

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 condensing during a cold night. Overnight this 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.....