

RAPTOR SUMP/COLD AIR INSTALL INSTRUCTIONS

Install the sump with the proper gasket making sure the engine side is clean and smooth before bolting it in place. Use a light coating of gasket sealer.

Install the intake tubes using new gaskets and sealer as well, make sure to install the connecting tubes and clamps before hand (leave clamps loose) Tighten the intake tubes properly before final placement of the hose, then tighten the clamps. (Make sure there is equal surface area of the hose on the intake plenum tubes and cylinder tubes, and the clamps are placed correctly for proper sealing).

Install the servo next, again use a small amount of sealer on the gasket surfaces, also make sure to fabricate and install a support brace from the engine to the front of the servo, especially for aerobic installations and where an alternate air box is used.

If the cold air box is removed from the sump for painting or any other reason make sure to use thread sealer on the 2 front bolts when re-installing.

For aerobic engines install the oil supply fitting in the center rear of the sump and use the port to the side for the drain. Install an appropriate hose from this fitting and connect it to the bottom port of the inverted system valve.

Install a standard -10 AN fitting in the oil pump port (The port on the rear flange of the sump) and connect this line to the center port of the inverted system valve.

The return line from the bottom of the air/oil separator connects to the upper port on the left side of the sump near the front, use a standard -10 AN fitting in this port.

If running the aerobic sump without connecting an inverted system you must install a hose from the oil supply fitting in the bottom of the sump to the oil pump port on the flange, as well you will need to plug the upper forward port.

Install a check valve or breather line to the rear port of the intake plenum, run the vent out the bottom of the cowl and face forward just like any other vent line.

You will need to shorten your present dipstick, make sure to shorten it enough so that it is not rubbing on the sump surface when fully seated. You will need to recalibrate the dipstick, recalibrate by making new marks for every quart added, you should start to see oil at approx the 4 quart mark.

If you have any further questions please contact Raven Aircraft at: (604) 576 9871 or email us at: ravenair@uniserve.com

