

Oil Hose Deterioration

Engine installation kits for classic Europas and early XS Europas included two types of oil hose – one, supplied with the engine, has the marking 'CONTI' on it; the other supplied in the engine installation kit, is either plain or marked with red stripes. This extra hose was subsequently found to be surplus to requirements as the hose supplied by Rotax is sufficiently long.

Experience has shown that the 'CONTI' hose is superior to the other hoses in its ability to withstand the temperatures generated in the engine compartment.

The hose most likely to be affected by temperature is the one connecting the engine sump outlet to the oil tank.

The best routing for this hose, to avoid the exhaust system/turbo charger, is to run from the banjo fitting (which should be pointing to the right and about 30° forwards) curving immediately aft and up to go over the rear cylinder's coolant hose, under the starter motor and inside the ring mounting before looping up to the oil tank.

We recommend that you check this hose – if it is not made from the 'CONTI' hose material it may well show signs of overheating and should be changed to the 'CONTI' hose.

If you have discarded or cannot find the original 'CONTI' hose which came with the engine (which is specially formulated and has a much higher temperature rating than most other rubber hoses), supplies are available from the factory. length of 65cm will be required, at a price of £8.32 plus VAT, postage and packing.

Engine Mounting Spacers – Correction

In the last newsletter the dimension quoted for the length of the longer engine mounting spacers was incorrect. The correct length is 46mm (1.8") and not 49mm (1.925") as quoted. Sorry for any confusion.

Air Filters in Plenum Chamber

The air filter which fits into the top of the plenum chamber of Europas fitted with the 912/912S engines (Classics without the cold air plenum chamber mod are not affected) is intended to be a good fit such that it shouldn't be able to come out without being pulled out deliberately. If you find that the filter in your plenum chamber is less than a tight fit, some form of retention should be added.

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