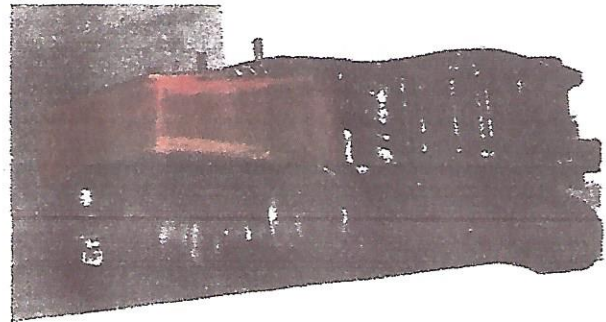
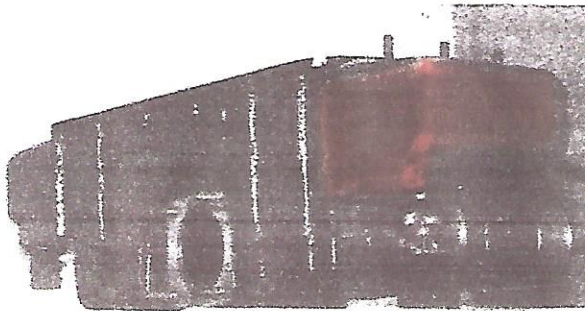


IO-360 with 442

Instructions for Installing the Model 442 Engine Heater:

1. Remove the engine cowling from the Aircraft.
2. Locate the sides of the engine oil sump that extend beyond the side of the induction air box that lies beneath the oil sump. The heater wraps around the side of the oil sump (see photographs) that is opposite the engine I.D. tag.



3. Clean the vertical surfaces (3) of the oil sump to bare metal so there is NO paint, grease or oil residue remaining where the heater is to be bonded into place. MEK, lacquer thinner or carb cleaner and sandpaper (about 60-80 grit) works well.
4. Radius the 2 corners with sandpaper to eliminate any sharp edges to allow the heater to bond tightly to the corners. NOTE: It is very important that no air be trapped between the heater and the oil sump as this could damage the heater.
5. If the pressure sensitive adhesive is to bond properly, the oil sump surface where the heater is to be placed needs to be at 75 degrees F or higher. It may be necessary to use a heat source such as a hot air gun (hair dryer) or recowl the engine and run it up to operating temperature to accomplish this.
6. Locate the heater on the oil sump with the protective paper in place and bend the heater around both corners so the position will be known when the paper is removed. NOTE: Make sure the oil sump is at 75 degrees F.
7. Remove the paper backing from the heater and begin the installation of the heater with the thermostat end and working around the sump removing all trapped air, air bubbles, etc. as you go. Squeeze the air from between the heating pad and the oil sump with the squeegee provided in the kit.
8. After all the trapped air has been removed and the heater has been firmly pressed into place, take the silicone RTV adhesive provided in the kit and place a sealing bead all the way around the perimeter of the heater and thermostat. Be sure to cover the edge of the entire heater.
9. Run the power cord to a cowling opening, usually the oil check door, so it is a simple matter to plug the heater in when in use. Be sure to route the power cord so that there is no restriction of moving linkages or cables, there is no possibility of chafing or abrasion of the power cord on sharp edges, and there is no possibility of the power cord resting against any hot exhaust piping. Tie wraps are provided in the kit for this purpose.
10. Recowl the engine and allow at least 24 hours for the adhesive to cure before operating the heater. The Aircraft can be used in 4 to 5 hours.