

TEMPESTTM excellence

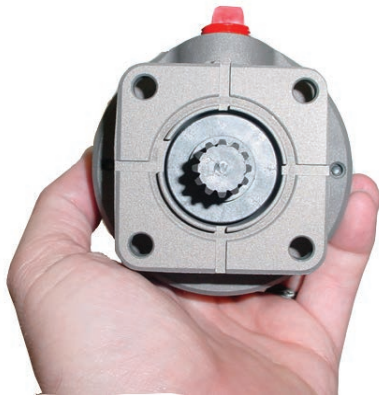
SERVICE LETTER

Service Letter Number: **SL-002**

Subject: **LRT & Mounting Gasket Installation**

Applicability: **3000 & 400 Series Dry Air Pumps**

Aero Accessories, Inc. dry air pumps with our patented 'channel cut' in the mounting flange face, utilized with the patented 'LRT diverter' are designed to channel oil away from the mechanical workings of the pump if the drive pad's seal leaks. The Closed Front End is designed to eliminate oil and oil residues from entering the pump's drive mechanism.



Most dry air pumps are installed with the inlet and outlet ports in the 12:00, 3:00, 6:00, or 9:00 positions.

Tornado pumps have four (4) exit channels in the mounting flange face. When a pump is installed on an aircraft, the three (3) uppermost channels **MUST** be plugged by the LRT diverter. The bottom channel is left open to allow oil to drain away from the pump's mechanical workings. In other words, the unplugged channel should be pointing towards the ground.

The photographs below illustrate proper installation of the LRT diverter insert when the pump parts are at different positions.

Ports at 12:00 Position



Ports at 9:00 Position
(from Pilots view)



Ports at 6:00 Position



Ports at 3:00 Position
(from Pilots view)



LRT DIVERTER INSTALLED

For proper drainage if oil seal leak should occur, install pump onto engine with lower channel open and pointed towards ground.

82-50130-B Mounting Gasket installs over the LRT Diverter



It is very important that the LRT diverter is firmly inserted into the upper (3) channels in the mounting flange and that it is flush with the flange mounting surface before installing the mounting gasket.

NOTE:
The LRT is not a mounting gasket. The 82-50130-B mounting gasket and LRT diverter **MUST** be used together.

NOTE:

On Cessna 150 / Continental O-200 and some other engines the dry air pump mounts with the drive shaft vertical. Pumps designed for vertical installations such as the AA3215CC-9, AA215CC-9, or AA211CC-9 are normally required. When installing a pump that has been modified for vertical mounting the open channel should face aft towards the firewall and away from sources of oil contamination. On Cessna 172's having two pumps on the engine, the lower pump mounts with the ports slightly rotated (about 20 degrees). The channel pointing closest to the ground should be left open.

ISSUED			REVISED			 Aero Accessories, Inc. 1240 Springwood Avenue Gibsonville, N.C. USA	PAGE No.	REVISION
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