CHAMPION
AVIATION PRODUCTS

Aviation Technical Bulletin

Route to:	
SERVICE MANAGER	
SALES MANAGER	
BULLETIN BOARD	

Bringing Power to Flight

April 1993

93-4
Supersedes 87-7

DO NOT OVERTORQUE OIL FILTERS

SOME INSTALLERS HAVE INADVERTENTLY OVERTORQUED SPIN-ON AVIATION OIL FILTERS, POSSIBLY THINKING THE EXTRA TURN WILL PROVIDE A MORE SECURE INSTALLATION. OVERTORQUEING CAN CAUSE EXCESSIVE GASKET COMPRESSION, LEADING TO CUTS IN THE GASKET MATERIAL. ADDITIONALLY, AN OVERTORQUED FILTER CAN SEIZE ON THE ADAPTER, MAKING REMOVAL EXTREMELY DIFFICULT.

WE SUGGEST THESE INSTALLATION PROCEDURES BE FOLLOWED TO PREVENT GASKET DAMAGE AND MAKE FILTER REMOVAL EASIER:

1. LUBRICATE GASKET WITH DOW CORNING® 4 (DC-4) COMPOUND OR EQUIVALENT. IF UNAVAILABLE, USE ENGINE OIL.

* 2. TORQUE FILTER TO 16-18 FT. LBS., OR A **MINIMUM** 3/4 OF A FULL TURN AFTER GASKET CONTACT. (INDEXING FILTER WITH A FELT MARKER WILL HELP)

3. RUN ENGINE AND CHECK FOR LEAKS.

4. CHECK OIL LEVEL.

5. SAFETY WIRE.

* REVISED