

HEAT BOXES – EXHAUST COMPONENTS

DELUXE HOMEBUILDER'S CABIN HEAT BOX



P/N DL-002 - This cabin box is our first modification to our standard heat box. The only difference between this and the standard is that the deluxe cabin heat box has one inlet and two outlets; the second outlet must be used to dump and route, via 2" scat tube, the warm air away from the low plenum area when heat is not being used in the cabin. (It is very important not to run the dump tube to another box on the other side of the firewall, because a constant flow of air is necessary to ensure that the heat muff does not overheat.) The weight on this unit is 5.5 ounces.
P/N 08-04005.....\$128.75

2-1/2" OD INLET AND 2-1/2" OD OUTLET HOMEBUILDERS CABIN HEAT BOX



P/N DL-005 - This box is identical to the deluxe stainless steel cabin heat box, except that the inlet and outlet are 2 1/2" OD so that this box can be used when the builder wants to use 2 1/2" scat tubing throughout the project. (This box was used on the Cirrus SR20 certified aircraft. The SR20 now uses the DL-008 box listed below.) Weight is 6.3 ounces.P/N 08-04015.....\$163.85

DELUXE HOMEBUILDERS CABIN HEAT BOX, ALL STAINLESS STEEL



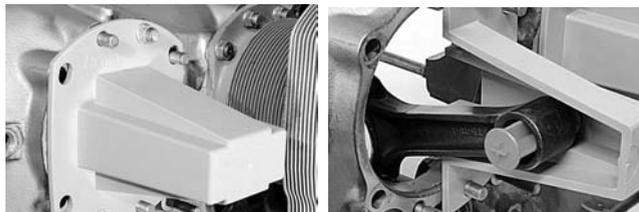
P/N DL-006 - This box was recently developed in response to customer requests. With the exception of brass shaft bushings, this box is constructed entirely of stainless steel, including all SS blind rivets. Like the deluxe boxes, this unit has a 2" inlet and 2" outlets. For the added durability of all stainless steel, the box still only weighs 10 ounces.
P/N 08-04025\$145.75 ea.

STANDARD HOMEBUILDERS CABIN HEAT BOX



P/N DL-001 - This cabin heat box has been engineered to be the smoothest, most efficient and lightest heat box built. Fabricated from aircraft-grade aluminum with stainless steel shaft, arm and flapper. Originally designed for use on the popular RV-4 homebuilt, but is applicable to most other designs. Total weight is only 5.2 ounces. Furnished with a gasket flange for the forward side of the firewall for leak-free ducting of warm air to anywhere the builder wants it. Inlet and outlet are 2 inch OD 6061-T4 seamless alum. The body of the box is constructed of 5052-032 alum. The outlet tube extends through the firewall so that scat tubing can be attached to route the warm air. Superior craftsmanship and quality. Over 4,000 sold to date. P/N 08-04000\$115.75 ea.

TOPCAP ENGINE PROTECTOR



Install TopCap in place of a removed cylinder to protect th engine from dirt, debris, and stray parts. Made from fuel and solvent resistant polymer, TopCap allows for full crankshaft rotation. One size fits Lycoming wide deck 320, 360, 540, 720 and Continental 470, 520, and 550.
P/N 08-00373..... \$23.75 /pr.

TUBING CONNECTORS



2" ALUMINUM FLANGE
Accepts 2" scat tube. Flange allows riveting to firewall, baffles, etc. Wt: 0.2 oz.
P/N 08-04135..... \$13.55



CARB HEAT CONNECTOR
Mounts on FAB airbox or similar airbox. Flange accepts 2" scat tube from muff. Standoff design allows hot air to escape when carb heat is not selected. Weight: 0.9 oz.
P/N 08-04145..... \$23.50



FLANGED DUCT

Accepts 2" ducting on both ends. Helps route ducting through bulkheads, firewalls, etc. Especially useful for getting heat to the back seat of the aircraft. 3" square plate with 2" tubing projecting 1" from each side. Wt:0.7 oz.
P/N 08-04140..... \$18.90



CABIN HEAT BOX

Custom built aluminum box mounts to firewall. Lever on butterfly may be attached to push-pull control for close adjustment of cabin air flow. Two 2" intake ports, one 2" outlet. Wt. 1 lb. 7-1/2" long. Fine quality construction.
P/N 08-01500..... \$159.75



HOMEBUILDERS CABIN HEAT SHUTTLE KIT

Easily assembled and designed so that it can be modified for custom applications. Kit includes construction plans and directions along with installation hints for the popular Vans RV series of homebuilt aircraft. Controlled by ratchet type control cable such as ACS model A740 (P/N 05-12500). Order control cable separately.
P/N 08-04460\$68.75

TURBO HEAT CABIN HEAT MUFF



The Turbo Heat is an improved version of the standard Experimental Cabin Heat Muff. Each canister is made from industrial grade .063 aluminum tubes with .125 6061T-6 aluminum end caps laser cut, welded and then machined to exact tolerance for ease of installation and a vibration free fit. Internally, each canister is fitted with 10 aluminum rods surrounded by copper windings for superior heat transfer. Dimensions: The standard model is 8 in. in length with 2 in. intake and exhaust tubes. The end caps are machined specifically for the diameter of your engine's exhaust manifold. Please select your port exhaust diameter at checkout of 1.5 in, 1.75 in, or 2.0 in.
P/N 05-15249..... \$180.00

ENGINE SAVER



Every aircraft owner knows that his engine is subject to moisture build up and internal rust formation when not flown regularly. Oil companies spend millions developing special additives to minimize rust. Now there is a better way to fight this rust! The Engine saver produces a continuous supply of very low humidity air that is introduced into the engine through the breather. Low humidity air prevents water formation in the engine. The slight pressure built up keeps the moist outside air from entering, allowing the dry air to flow past the piston rings into the upper cylinder area protecting it as well. The Engine Saver is 110vac powered, requires no installation or FAA approval, and works with all piston engines. Pilots are flying less and the Engine Saver will save them money by reducing maintenance costs.
P/N 08-00724 \$325.00

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