

OIL COOLERS

AERO CLASSIC CONTINENTAL OIL COOLERS



8000545 10" Non-congealing Universal 7th Stud

Aero-Classic's engine mounted oil coolers for Continental powered aircraft offer high quality features such as a CNC machined base for reliable, leak-proof mounting. Aero's line of Continental front mounted oil coolers feature a hassle free design that accommodates both 7th stud and non-7th stud engine cases - eliminating the chance of getting the "wrong" oil cooler. The oil coolers on Continental engines often mount directly to the engine and

do not require hoses. All FAA-PMA approved with supporting FAA 8130-3 documentation, and full two year warranty.

Model No.	TCM PN	Description	Spruce Part No.	Price
8000545	639171	10" Non-congealing Universal 7th Stud Front Mount	08-04961	\$784.00
8000319	639151	11" Non-congealing Universal 7th Stud Front Mount	08-04963	\$786.00
8000531	639152	11.5" Non-congealing Universal 7th Stud Front Mount	08-04965	\$800.00
8000683	626189	12 Bolt Congealing Non 7th Stud Front Mount	08-04967	\$759.00
8000687	652671	12 Bolt Congealing 7th Stud Front Mount	08-04968	\$757.00
8000925	627392	8 Bolt Front Mount	08-07418	\$720.00
8000440	654580	Rear Mount	08-07419	\$955.00
8000464	646685	Rear Mount	08-07420	\$953.00
8000934	646880	8 Bolt Rear Mount	08-07421	\$721.00
8000953	654585	Rear Mount	08-07422	\$1,868.00
8000960	654572	Rear Mount	08-07423	\$929.00
8001213	655090	Rear Mount	08-07424	\$1,883.00

Note: Some part numbers have been superseded
8000677 (our part # 08-04962) superseded by **8000545** (our part # 08-04961)
8000307 (our part # 08-04964) superseded by **8000319** (our part # 08-04963)
8000127 (our part # 08-04966) superseded by **8000531** (our part # 08-04965)

NDM OIL COOLERS



NDM is one of the world's largest volume manufacturers of FAA approved oil coolers. An approved supplier to both Lycoming and Continental, as well as many airframe manufacturers, NDM holds FAA/PMA's for most of these oil coolers. NDM oil coolers are manufactured utilizing the vacuum oven brazing process rather than the less costly Controlled Atmosphere

Brazing (CAB) method used by others to save costs. Utilizing the vacuum oven process guarantees a high quality product and lower warranty returns. If you are not sure which NDM oil cooler is FAA Approved for your aircraft, please provide the aircraft model & serial number and we will determine the correct oil cooler for your application.

Part No.	NDM P/N	Stew.t Warner P/N	Price
08-00740	20002A	8406R	\$343.00
08-00741	20003A	N/A	\$398.00
08-00742	20004A	10599R	\$427.00
08-00743	20005A	N/A	\$515.00
08-00744	20006A	10611R	\$495.00
08-00746	20008A	10614R	\$542.00



AIRWOLF OIL CHILLER

The new Airwolf Oil Chiller is 20 aircraft quality aluminum fins that are precisely bent to mold around the outside of any standard oil filter. These fins total a whopping 600 sq/in of cooling area to suck the heat from your oil filter, thereby cooling your engine oil. The fins are gold anodized and quickly secured to the oil filter with two hose clamps. Easy on..easy off. Everything you need is in the kit. Lower your oil temperatures today with our "Poor Mans" oil cooler.....P/N 08-07394**\$149.95**



OIL THERMOSTAT SYSTEM

Designed to regulate the oil temperature on engines like the Rotax and Jabiru. If you are flying time and time again and the engine temperature is only getting to say 85°C the water will remain in your oil as a contaminant and can go on to destroy your engine with corrosion problems. Additionally, warmup is achieved very quickly on even the coldest of days because the thermostat diverts the oil flow from the oil cooler. Made in the USA these special oil thermostat units are designed to quickly allow your engine to reach and maintain its optimum operating temperature even on the coldest of days. CNC machined from 6061-T6 the unit is anodized with the type 2 surface finish to protect the thermostat long-term against corrosion. There are a number of benefits in using an oil thermostat in your aircraft which include fuel savings resulting from quick warmup times and engine operation at optimum oil temperature which also increases engine life because the engine is being operated at the correct oil temperature. Does not include Hardware. P/N 08-07212**\$146.95**



ROTAX 912 12.5MM OIL COOLER HOSE

912 Oil Cooler Hose 12.5mm high heat hose for 912-914 oil coolers. Sold by the foot.P/N 15-06907**\$10.50**

OIL COOLER DUCT SYSTEM



This economical duct system provides the aircraft builder with a simple way to route cooling air to Stewart Warner style oil coolers. Manufactured from .040 aluminum, this kit was designed for use on RV series aircraft but is ideal for virtually any homebuilt using a firewall mounted oil cooler. Kit includes baffle duct, oil cooler duct, hardware, & installation instructions.....P/N 08-05000**\$54.95 ea**

ALUMINUM SIDE LOUVERS

These side louvers let hot air out of your engine compartment - or, if they are installed with the louvered openings facing forward, to bring cool air into the engine compartment, enhancing performance and service life of the engine and under-hood components. Helicopter owners often mount these over their oil cooler to let cool air in and help reduce operating temperatures. Complete with do-it-yourself instructions and hardware. Rest a set on your plane, hood or fender- see just how good they look! (2) 2-11/16" x 12-1/4" Semi-Gloss BlackP/N 05-04969**\$99.00**
 Aluminum.....P/N 09-04968**\$89.00**

ALUMINUM COOLING LOUVERS

These aluminum cooling louvers are custom made and designed to improve the cooling of your engine compartment on your experimental aircraft. They are simple to install, and will dramatically lower your CHT temps, as well as your oil temperature. The standard size of the aluminum plate is 12" long and 5" wide, and the outside flange can be trimmed to fit your application. There are a total of 9 louver slots which aid in cooling.....P/N 08-07625**\$17.85**



OIL DOOR HINGE

The hidden hinge has a uniquely shaped arm that allows the hinge to be mounted completely out of view to the underside of the cowling. The center hinge eye is removed for the custom made spring that loads the hinge to be full open when unlatched. If your oil door unlatched it will be full open, eliminating accidentally taking off with the oil door unlatched. The hinge is aircraft quality extruded MS20001-4 hinge with a 3/32" steel hinge pin. One end of the hinge pin is flattened. When installed and closed the hinge pin is gripped tightly by the force of the spring. Oil Door HingeP/N 12-04708**\$37.90**
 Replacement SpringP/N 12-04709**\$2.95**

