



# AeroConversions

A Product Line of Sonex Aircraft LLC

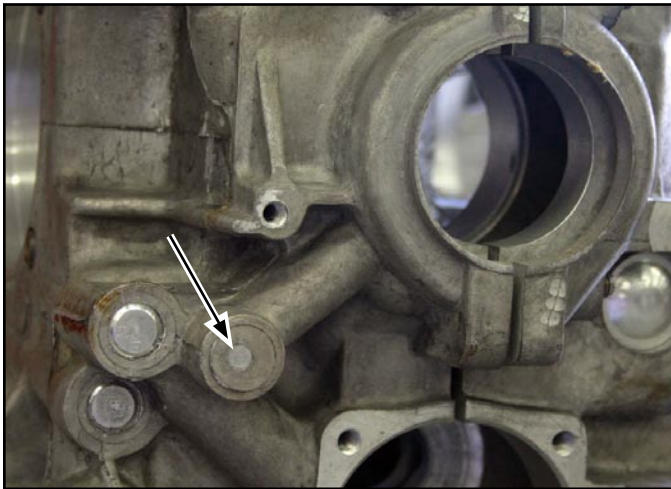
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## Restrictor Plug Replacement

(Rev N/C 081109)

These instructions detail the removal of a restrictor plug installed in the oil galley near the #1 (front) bearing, and its replacement with a threaded plug. AeroConversions has never found evidence that the solid plug restricts oil flow, but offers these instructions for those who feel the oil flow to the #1 bearing may be impeded.

Note: If your oil pressure drops below the published operating limits after performing this operation you may need to install an oil pressure adjuster in the rear oil pressure relief port.



*On an unpainted case the restrictor plug is quickly identified as the small plug below and to the left of the crank shaft hole.*

### Recommended Tools and Parts

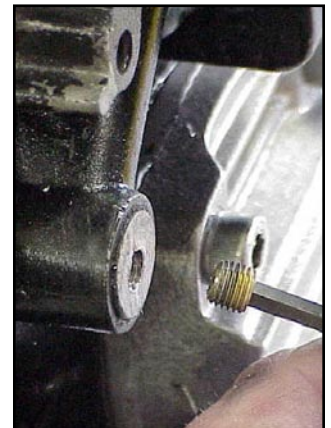
Review these instructions to determine specifically what additional parts and supplies you may need. Part numbers are subject to change without notice.

- Variable Speed Electric Drill
- 15/64" Drill Bit (for 1/16-27 NPTF Tap)
- 7/64" Drill Bit (for #2 Screw Extractor)
- #2 Screw Extractor  
McMaster-Carr p/n 2563A12
- 5/32 Hex Wrench
- 1/16-27 NPTF Tap and Tap Handle
- Aluminum Cutting Fluid
- 1/16-27 NPTF x 1/4" Long Pipe Plug  
McMaster-Carr p/n 50785K267

### Replacing the Restrictor

We have successfully modified engines on aircraft and returned the aircraft to service. Take care to keep the debris from entering the engine. **It may be necessary to remove the engine and split the case to clean debris from the engine.**

1. If the case is painted, sand the paint off the restrictor plug so you can accurately drill into it.
2. Drill 3/8" deep into the restrictor with a 7/64" diameter drill bit lubricated with cutting fluid.
3. Remove the restrictor with the screw extractor.



*Left photo: The restrictor plug has been removed with a screw extractor. Right photo: The brass plug is installed after the hole has been properly drilled and tapped.*

4. Enlarge the hole with the 15/64" drill bit and cutting fluid.
5. Tap the hole with a 1/16-27 NPTF tap lubricated with cutting fluid.
6. Thoroughly clean debris from the hole.
7. Install the 1/16-27 NPTF x 1/4" long pipe plug.

**Important: If you suspect debris has entered your engine it is critically important to the life of your engine to split the case and thoroughly clean the case halves and engine components.**

8. Change the oil and clean the oil screen.
9. Operate the engine and observe for proper oil pressure.

If your oil pressure drops below the published operating limits after performing this operation you may need to install an oil pressure adjuster in the rear oil pressure relief port.