

MODEL C6SC OIL FILTER ADAPTER

Model C6SC oil filter adapters are approved for the following
Continental engines:

GO-300 Series
IO-360 Series
TSIO-360 Series



RECORD OF REVISIONS

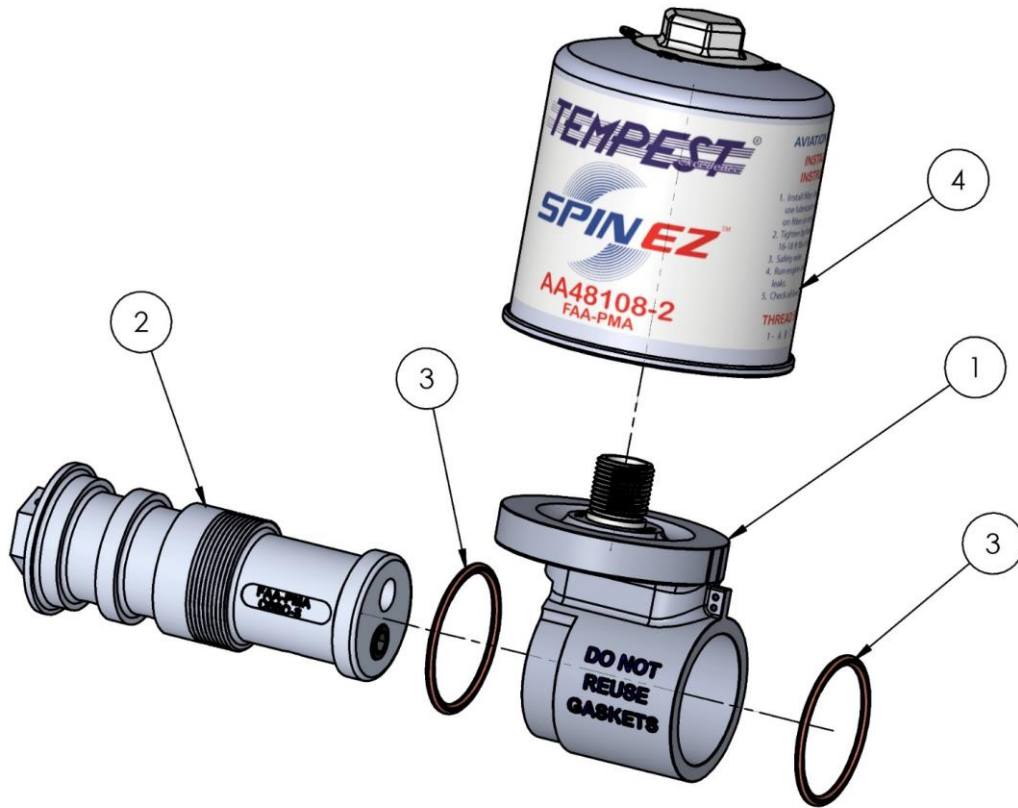
Revision	Revision Date	Description of Revision
---	04/06/2017	Initial Release
1	02/21/2020	Copper Gaskets

MODEL C6SC INSTALLATION INSTRUCTIONS

1. Verify that the following parts are included in the filter adapter kit.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PART NUMBER</u>	<u>QUANTITY</u>
1	Sleeve	C6SC-2	1
2	Spool	C6SC-3	1
3	Copper Gaskets	AN900-28	2
4	TEMPEST® Oil Filter	AA48108-2*	1
5	STC	SE8409SW	1

*Standard with kit. See page 8 for other acceptable filters.



Note: Illustrations (Figures) incorporated into this document are for the purpose of clarifying the written text instructions and are not intended to depict any specific aircraft or engine installation.

2. If applicable, remove the oil temperature probe and oil screen in accordance with the engine and/or airframe manufacturers' instructions. Clean the threads inside the oil screen housing. Apply clean engine oil to the oil screen housing threads.

Note: It may be necessary to remove the alternator or generator in order to install the oil filter adapter on some aircraft such as the Cessna 336, 337, and 0-2 (Skymasters). If so, remove and reinstall the alternator, generator and any other parts removed to facilitate the installation of the oil filter adapter in accordance with the engine and/or airframe manufacturers' maintenance instructions.

3. Install a copper gasket on the spool with the split side away from the spool's flange, see Figure 1. Slide the spool through the sleeve and install another copper gasket on the spool with the split side away from the sleeve, see Figure 2.
4. Thread the spool into the oil screen housing two to three turns by hand, see Figure 3.



Figure 1



Figure 2



Figure 3

5. In general (see paragraph 6 for exceptions), using a socket as shown in Figure 4, tighten the spool snugly. Temporarily install an oil filter onto the filter mount flange. Position the filter so that at least 3/8-inch of clearance exists between the oil filter and other items in the engine compartment. At this stage, the spool should be tightened only enough to keep the filter in the proper location with respect to other adjacent items in the engine compartment.

6. For Cessna 336, 337 and 0-2 (Skymasters), the filter must be mounted horizontally. Orient the adapter sleeve so that the oil filter is positioned horizontally. Tighten the spool sufficiently to keep the sleeve and filter in their correct position.
7. Make a match-mark on the sleeve and oil screen housing, see Figure 5. Remove the filter, taking care not to move the adapter sleeve. Check the match-mark. If the marks are not aligned, move the sleeve so that the marks are aligned. If necessary, tighten the spool slightly, just enough to hold the sleeve in place with the match-marks aligned.

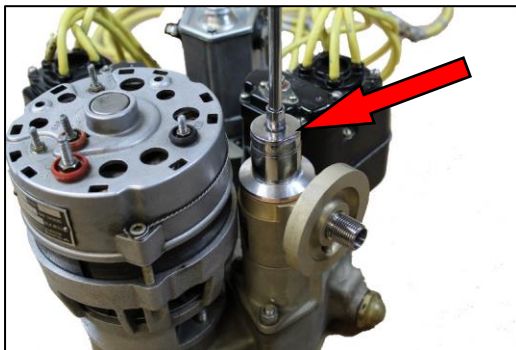


Figure 4

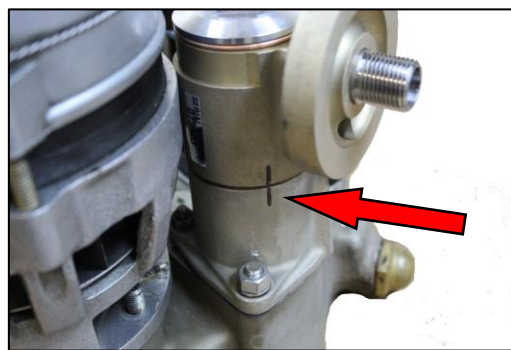


Figure 5

8. To prevent the sleeve from rotating when the spool is tightened, fabricate a suitable wooden block to insert between the filter adapter and a suitable point of resistance on the engine or airframe. Because installations differ, the block may not look exactly like the block shown in Figures 6 and 7. However, it should fit snugly between the sleeve and an adjacent structurally sound part of the engine or airframe that is able to resist the turning forces encountered without being damaged when the spool is tightened.

As an alternative to using a block to prevent sleeve rotation, place $\frac{3}{4}$ inch I.D. washers on the threaded stud along with a $\frac{3}{4}$ -16 nut. Use enough washers so that the nut completely covers the stud's threads when tightened as shown in Figure 8. Tighten the nut securely. Insert a close-fitting suitable steel rod such as an Allen wrench into the nut and stud. Use the rod to resist the sleeve from turning when it is final tightened. **Warning: Do not use this method unless a nut and washers are installed as described and tightened securely on the stud. Without the washers and nut installed and tightened, the stud may be damaged.**

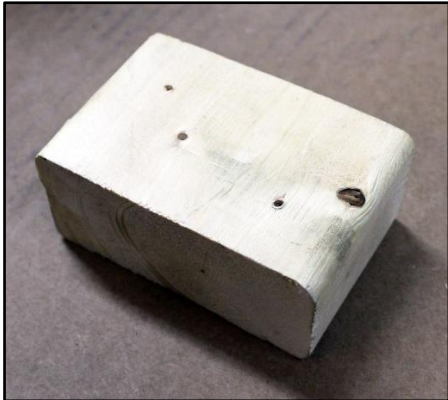


Figure 6

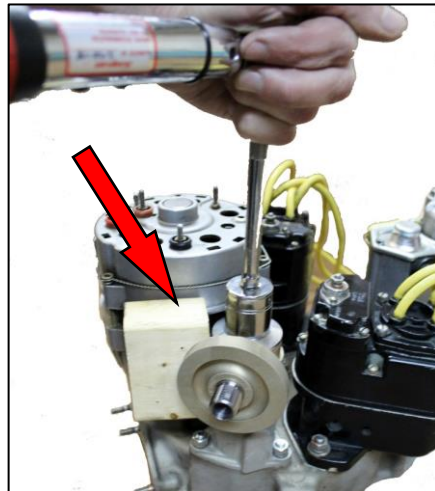


Figure 7



Figure 8

9. **Use of a torque wrench is mandatory per the ICA.** While preventing the sleeve from turning, use a torque wrench to tighten the spool to 65-foot pounds of torque.
10. Check the match-marks. If the marks are displaced more than 1/32 inch, remove the adapter and reinstall it using two new copper gaskets in accordance with paragraphs 3 thru 9.
11. When the spool is tightened to 65 foot-pounds of torque and the match marks are aligned within limits, apply Tamper Seal across the joint between the sleeve and the oil screen housing. Then:
 - a. Safety-wire the spool to a suitable location on the engine. Wrap the safety-wire around the spool/sleeve in such a manner that the spool cannot turn counterclockwise (loosening), see Figure 9, and;
 - b. Safety-wire the sleeve to a suitable location on the engine. Wrap the safety-wire around the sleeve below the filter mount flange and secure the wire to the engine in such a manner that the sleeve cannot rotate counterclockwise (loosening), see Figure 10.

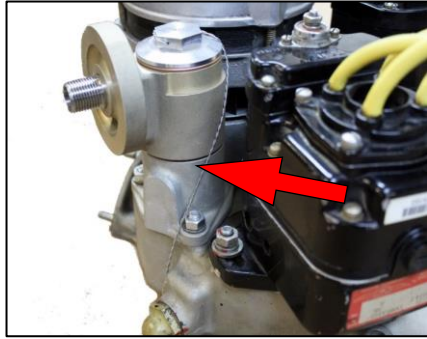


Figure 9

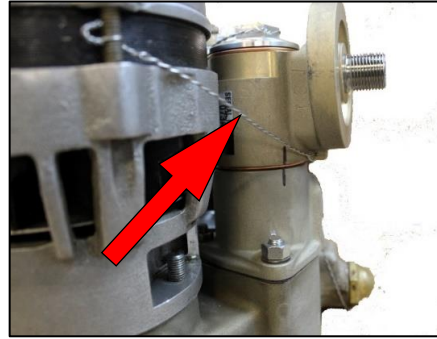


Figure 10

12. Install the oil filter in accordance with the filter manufacturer's instructions. Check that at least 3/8-inch of clearance exists between the oil filter and other parts in the engine compartment. Safety-wire the filter to a hole in the safety wire tab below the filter mount pad on the adapter, see Figure 11.
13. Apply Tamper Seal across the joint of the sleeve and oil pump housing as shown in Figure 12.

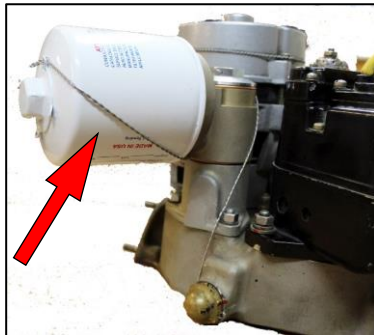


Figure 11

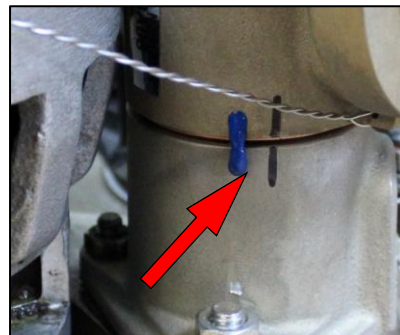


Figure 12

14. If applicable, reinstall the oil temperature probe and any other engine and/or airframe parts removed to facilitate the installation of the oil filter adapter in accordance with the engine and/or airframe manufacturers' maintenance instructions.
15. Check the engine oil level and replenish it if required. Start the engine and check for leaks around the oil filter and oil filter adapter. Run the engine for at least five minutes and operating temperature is achieved. Stop the engine. (The filter holds about a quart of oil. Thus, the engine oil level may be lower after the filter fills.) Check and adjust the engine oil level as necessary.

16. Make a detailed log-book entry referencing these installation instructions to memorialize the oil filter adapter installation and any other work accomplished contemporaneously with the oil filter adapter installation process.

In addition to the description of work you provide in Section 8 on Form 337, you must include the following statement:

“A minimum of 3/8-inch clearance must be maintained between the oil filter and adjacent components. Make sure that adequate clearance exists on all sides of the filter to allow for the engine’s movement in its mounts so that that no interference occurs with controls, cables, wires, or other items. If the oil filter adapter is loosened or removed from the engine for any reason, it must be re-installed using new gaskets, tightened in accordance with these installation instructions, and properly safety-wired”.

Spin-on oil filters approved for use on the applicable engine and air frame are approved for use with the Stratus oil filter adapters.

Oil Filter Adapter C6SC is typically used on the following aircraft:

**Cessna 172 Hawk XP, 175, 336 & 337
Maule
Mooney M20-K**

**Piper Seneca II
Piper Turbo Arrow III & IV**

For additional information, please call 800-822-3200 or visit

www.tempestplus.com

Stratus Tools Technologies, LLC
2208 Air Park Drive
Burlington, NC 27215

REFERENCE STC SE8409SW

Limited Warranty

STRATUS warrants that this oil filter adapter is free from defects in material or workmanship for a period of 90 days from the date of the original purchase by the consumer when it is installed in compliance with the manufacturer’s installation instructions and it is used for its intended purpose. In case of defects in material or workmanship, STRATUS’s obligation is to repair or replace the product at STRATUS’s sole discretion. STRATUS assumes no responsibility for incidental or consequential damages or damage due to improper installation, misuse of this product, or from failure to follow the engine manufacturer’s recommendations regarding the care and operation of the engine.