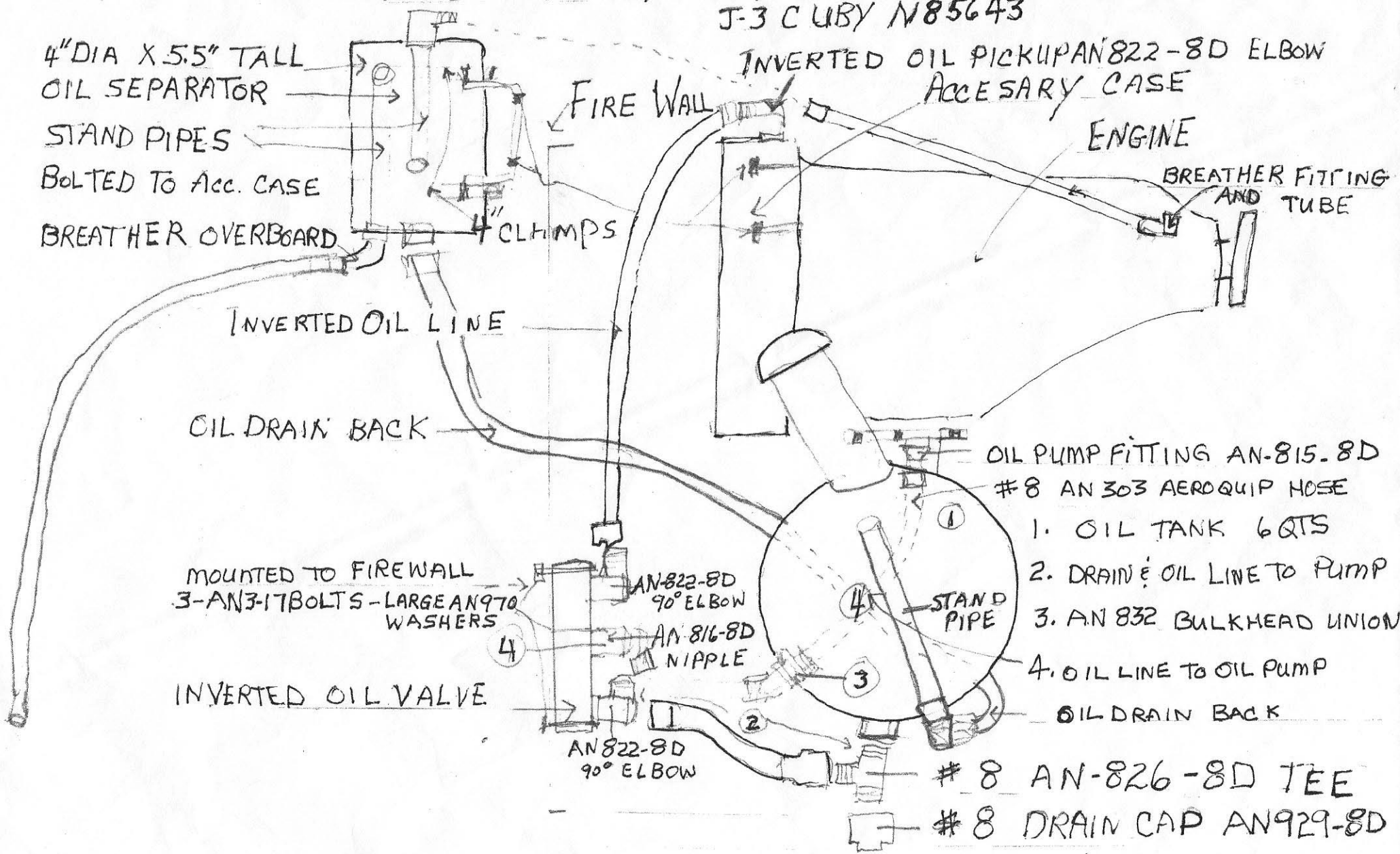


# INVERTED OIL SYSTEM FOR CONTINENTAL O-200 J-3 CUBBY N85643



4" DIA X 5.5" TALL  
OIL SEPARATOR  
STAND PIPES  
BOLTED TO Acc. CASE  
BREATHER OVERBOARD

FIRE WALL

INVERTED OIL PICKUP AN 822-8D ELBOW  
ACCESSARY CASE

ENGINE

BREATHER FITTING  
AND TUBE

INVERTED OIL LINE

OIL DRAIN BACK

MOUNTED TO FIREWALL  
3-AN3-17 BOLTS - LARGE AN970  
WASHERS

INVERTED OIL VALVE

AN 822-8D  
90° ELBOW

AN 816-8D  
NIPPLE

AN 822-8D  
90° ELBOW

OIL PUMP FITTING AN-815-8D  
#8 AN 303 AEROQUIP NOSE

- 1. OIL TANK 6 QTS
  - 2. DRAIN OIL LINE TO PUMP
  - 3. AN 832 BULKHEAD UNION
  - 4. OIL LINE TO OIL PUMP
- OIL DRAIN BACK

# 8 AN-826-8D TEE

# 8 DRAIN CAP AN929-8D

DATE 10-10	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-10-10	95.0		352.5	<p>Installed Inverted Fuel + Oil system I/AW attached drawings. used existing 2.3 gal header tank. installed Flops tube for inverted fuel pickup - installed 12V electric pump "Posi-Flo" 3-5 PSI before firewall to an "Ellison" EFS-3A Throttle Body Carb. - Ray Williams AIP 1884327IA no weight + balance change - Ray Williams "</p>
2-21-10	95.0		357.5	<p>This aircraft has been inspected IAW the scope + detail of Appendix 'D' of part 43 and determined to be in a condition for a safe operation Ray Williams AIP 1884327IA</p>