

RANS

4600 Highway 183 Alternate
Hays, KS 67601
(785) 625-6346
Fax (785) 625-2795

Airworthiness Directive: 122

March 16, 2001

Subject: 912/912S Oil Pressure Sender and Oil Pressure Switch

Compliance: Mandatory

Models Effected: All Models using 912 and 912S Engines

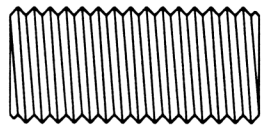
\$10.00

NOTICE: Inspect before your next flight for type of fitting retaining the oil pressure switch and oil pressure sender. If fitting is brass, please replace with new fitting, part number ADAPT1/8-10MM, as per this AD.

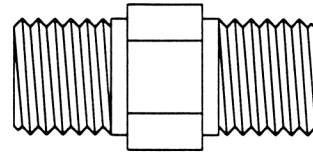
Steel fitting **does not** need to be replaced and can be identified by the hex shape between threads, see the attached figure drawings.

1. Remove nipple, brass tee and switch, and sender units.
2. Re-install sender with "pipe dope" or teflon tape.
3. Remove the large flat head screw. **NOTE:** Save gasket under screw head
4. Slip gasket over new fitting and screw on with teflon tape or "pipe dope". Torque to **125 in lbs.**
5. Install oil switch, reconnect wires to both units

Thank you for your attention to this matter. Hopefully we have not inconvenienced you to any great degree. Fly safe!

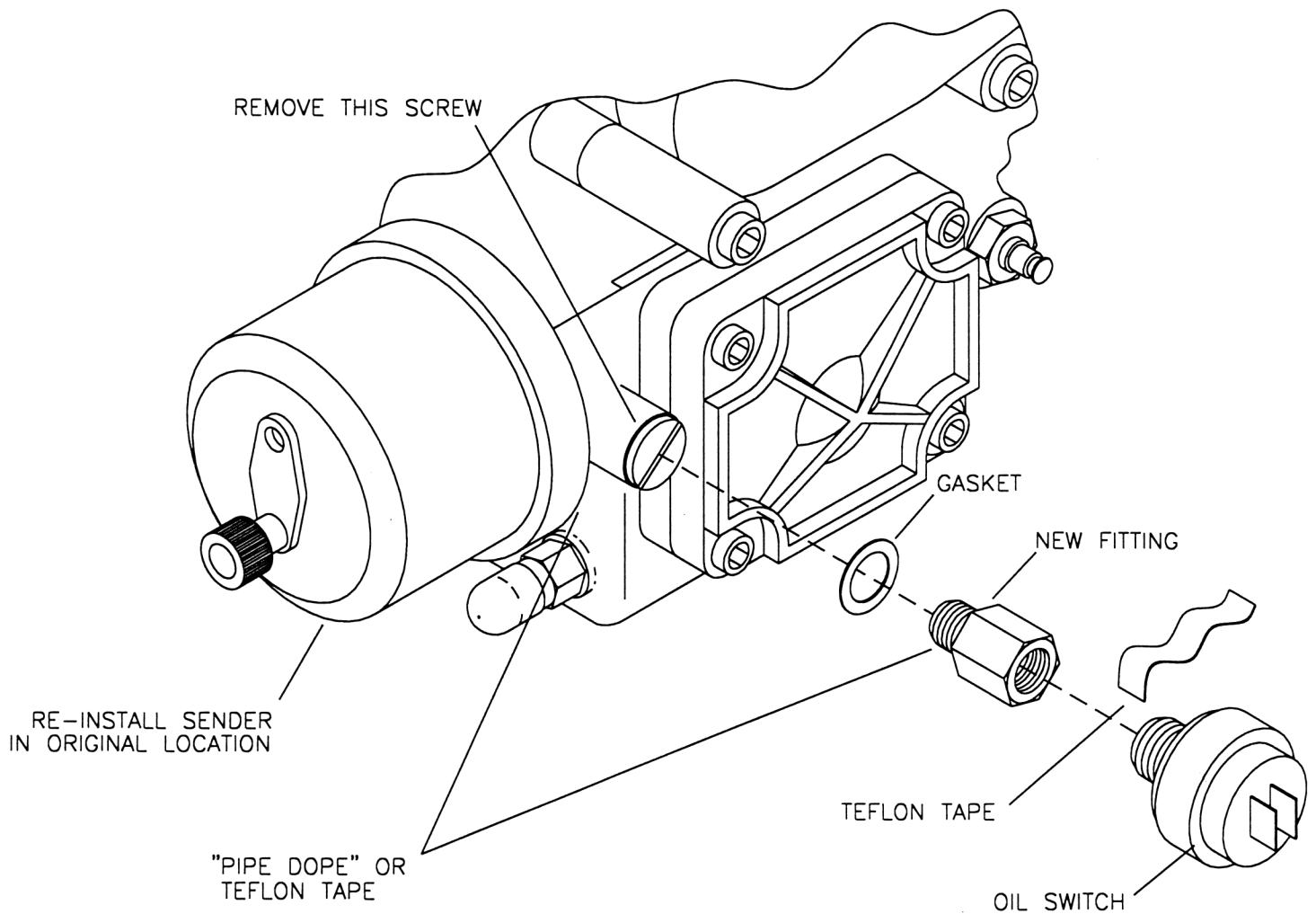


"CLOSED NIPPLE"
BRASS, REPLACE



NIPPLE-STEEL, NO
NEED TO REPLACE

MD4061



MD4061