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SMALL CONTINENTAL OVAL OIL SUMP HEATER INSTALLATION INSTRUCTIONS

Failure to follow these instructions may result in product failure.
If any of these instructions are unclear, please call for clarification before beginning.

- 1)** CAUTION: DO NOT CUT THE PAD OR PLUG IT IN BEFORE IT IS INSTALLED. Doing so may ruin it, but you should test it before installation by plugging it in for 2 or 3 seconds until it begins to feel warm.
- 2)** On small Continentals with kidney tanks, mount the pad horizontally on the front or rear. Do not install over dents or weld seams. Proper surface preparation is CRITICAL to the quality of the adhesive bond and the life of the heater pad. The paint MUST be removed and the surface must be clean and dry. Clean the installation area and the heater using a residue-free solvent such as isopropyl alcohol, heptane, lacquer thinner, acetone, or M.E.K. (no gasoline, kerosene, paint thinner, mineral spirits, etc.).
- 3)** Lay the aluminum tape sticky side up. Lay the heater on the tape with the printed side down (Fig A). Apply a bead of epoxy adhesive provided along the entire length of the heater. Position the heater on the tank as shown in Fig B and use the tape to hold it down. Using a roller or hand, firmly press the heater onto the tank surface. If a thermostat (P/N HSTS) came with your system, bond it to the tank using the same procedure.



Fig A

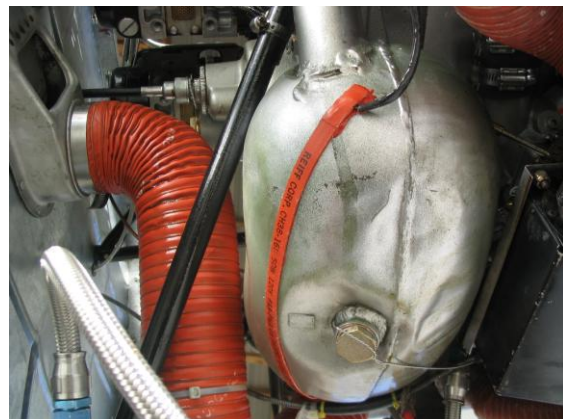


Fig B

- 4)** The adhesive will need to be kept at 75° F for 48 hrs. to properly cure. Temps lower than that will inhibit curing. Use a heat lamp or other means to do this if necessary. Do not plug the heater in until curing is complete. Remove the tape after curing is complete.

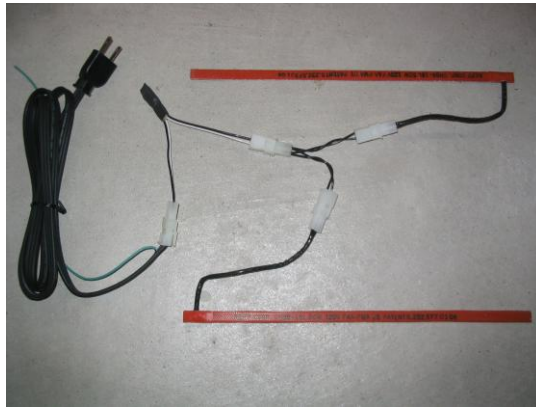


Fig C

- 5) Plug in the heating elements, Y splitter (P/N Y), thermostat (P/N HSTS), and power cord (P/N HSPC) as shown in Fig C. Using good aircraft practice, route the power cord so that the plug will be easily accessible, such as through the oil check door. Follow the routing of existing lines or wiring if possible. Secure the cord using cable ties or clamps. Avoid interference with any moving parts such as throttle linkage and heat sources such as exhaust pipes. After securing the cord, have someone get in the cockpit and move all controls while you watch to see if there is any interference with the heater or power cord.
- 6) Attach the green ground wire to the engine, and test the connection by checking for continuity between the engine and the ground pin on the plug.
- 7) In accordance with FAR 21.303C(4), Reiff Corp. obtained a design approval for this product. Installation of this heater is a minor alteration and does not require a Form 337 or STC, in accordance with FAR Part 43 Appendix B. It does not require an A&P to install it, but the installation must be inspected and documented in the engine logbook by an A&P if the aircraft is certificated.
- 8) Update the aircraft's weight & balance. The system weighs = .53 lb.

OPERATING INSTRUCTIONS

To use the heater, just plug it in! The recommended procedure is to place a blanket over the engine cowling and prop blades, and foam rubber plugs in the front air inlets to minimize heat loss, and plug the heater in several hours before engine start, overnight for maximum heating. Without covering, just the oil will be heated and very little heat will transfer to the rest of the engine, just like if you try to bake something with the oven door open. The thermostat will limit the engine oil temperature to 150° F. The heater is built for continuous use, but leaving it on continuously may create condensation inside the engine which may cause internal corrosion. You may use a timer, thermostat, or remote telephone or beeper activated switch to turn it on in your absence. These items are available from Reiff Preheat Systems or others. In remote areas without electricity a DC/AC inverter can power the heater from a car or truck, or a portable generator can be used. Some generators are small and light enough to be carried in most aircraft. Always use a grounded outlet for safety. For the best protection against shock, use a ground fault type outlet or extension cord. During each annual or 100 hr. inspection the heater system should be checked to make sure it is secure, undamaged, and functioning.

With the engine compartment sealed, typical maximum under cowl temperatures will be about 35° - 45° above ambient (no wind), depending on the heater's wattage. For faster and warmer preheats, the Reiff **HotBand Cylinder Heater System** may be added to your engine at any time. When this system is used along with the oil heater, under cowl temperatures will be about 70° to 90° above ambient, and the preheat time will be significantly reduced. It also heats the engine more uniformly, reducing the risk of condensation.

No Fault Warranty

The Best Warranty In The Business.

Install it, try it, and if you are unsatisfied for any reason, send it back within 30 days of purchase.

Up to 5 years after purchase we will replace or repair any part that fails for any reason.