21/12/25 - Oil filler and inspection neck - 2h30

Category: 6.7 Oil System
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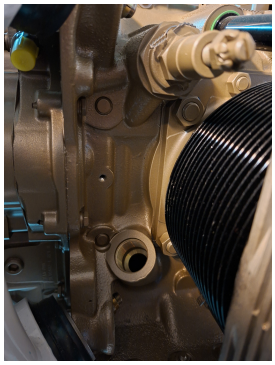
The next step on the cowling is working on the oil inspection door.
I noticed that the oil probe tube was not yet installed on the engine by PMM Wingservice.
So I needed to screw the oil tube into the hole in the engine block.

The probe comes with a gasket that needs to be placed on the threaded side and will seal the oil from leaking out.

The gasket number is 72059. (Superior Lycoming Oil Dipstick Gasket 72059)

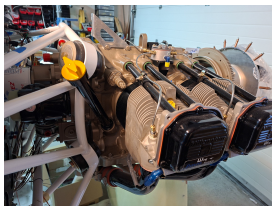
Below is a picture of the opening in the engine case.



I screwed it in and soon found out that I'm running into another problem.
The probe only has hex sides for a wrench at the bottom. So I will need a crowfoot wrench to be able to get a torque wrench on.

The engine maintenance manual shows the torque value on Table 72-00-11.3, (Torque Limits in maintenance manual engine (SVOHM01.pdf))

The torque value is 300 inch/lbs and is found in the table as "oil gauge tube into engine case"



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I bought some crowfoots in imperial units from a local supplier. it costed about 60€ just for this and I only needed one size but I couldn't find any other option.

I tried it right away and ran into the next problem. the crowfoot was way to large. I could turn the tube a quarter turn and then the side got stuck on the engine case while I couldn't move to the next hex as the cylinder is in the way. It would have been soo much easier if they would have put an additional ring of hex sides near the top of the filler neck.
In the end I managed to make it work by grinding away more than half of the crowfoot key as you see in the image above.

Applied anti seize paste, Torqued it to 300 inch/lbs and installed the 0.041 safety wire hold the tube and prevent it from loosening as you open and close the oil probe.

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