

INSTALLATION INSTRUCTIONS

P/N BI 6003

AIR/OIL SEPARATOR
KING AIR 200, B200 SERIES

KIT P/N BI 6001-1

02/16/18
REV: J



IMPORTANT NOTICE

THE RAISBECK ENGINEERING AIR/OIL SEPARATOR INSTALLATION HAS BEEN APPROVED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) UNDER SUPPLEMENT TYPE CERTIFICATE (STC)

THIS INSTALLATION MUST CONFORM TO THE FAA APPROVED RAISBECK ENGINEERING INSTALLATION DRAWINGS AND THE INSTRUCTIONS CONTAINED IN THIS DOCUMENT.

CONFORMITY VERIFICATION OF THE INSTALLED SYSTEM TO THE RAISBECK ENGINEERING INSTALLATION DRAWINGS AND INSTRUCTIONS IS THE RESPONSIBILITY OF THE INSTALLATION FACILITY.

DEVIATIONS TO THE FAA APPROVED RAISBECK ENGINEERING INSTALLATION DRAWINGS AND INSTRUCTIONS MUST BE APPROVED BY BOTH THE FAA AND RAISBECK ENGINEERING. THE INSTALLATION FACILITY IS RESPONSIBLE FOR BOTH COORDINATING AND OBTAINING THAT APPROVAL.

DRAWN			RAISBECK ENGINEERING.
W. Butterfield	11/18/97		
CHECKED			
J. Whitcomb	11/21/97		
ENGINEER			INSTALLATION INSTRUCTIONS
J. Whitcomb	11/21/97		
STRESS			AIR/OIL SEPARATOR
APPROVED			MODEL 200 SERIES AIRCRAFT
W. Butterfield	11/29/97		

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REVISIONS

LTR	DESCRIPTION	APPROVALS
A	<p>REVISED TO INSTALL RUBBER AFTER DRILLING AND CHANGING RUBBER TO SELF-ADHESIVE.</p> <p>REASON: TO ELIMINATE ACCUMULATION OF SHAVINGS UNDER RUBBER STRIP.</p> <p>PRODUCTION INFO: NO KITS DELIVERED. ALL KITS WILL HAVE NEW RUBBER</p>	<p>DRAWN: B. WHITCOMB 02/15/1998</p> <p>CHECKED: J. WHITCOMB 02/15/1998</p> <p>APPROVED: W. BUTTERFIELD 02/15/1998</p>
B	<p>REVISION TO ADD BEEHCRAFT MODEL 300 & B300 TO APPLICATION BLOCK</p> <p>REASON: TC# IS THE SAME, STRUCTURE IS THE SAME. SAME SEPARATOR CAN BE INSTALLED WITH SAME INSTRUCTIONS UNDER RUBBER STRIP.</p> <p>PRODUCTION INFO: NEW KIT NUMBER FOR NEW KIT.</p>	<p>DRAWN: B. WHITCOMB 10/22/1998</p> <p>CHECKED J. WHITCOMB 10/22/1998</p> <p>APPROVED: W. BUTTERFIELD 10/27/1998</p>
C	<p>REVISED TO CHANGE THE HOSE THAT CONDUCTS THE AIR THROUGH THE SYSTEM, AND TO CHANGE THE CLAMP THAT IS USED ON THE DRAIN LINES.</p> <p>HOSE = CHANGED FROM FLX200108057600 TP SCDEET 4-480 CLAMP = CHANGED FROM MS35842-10 TO MAS1922-0075-1</p> <p>REASON: HOSE = TO USE THE SAME TYPE OF HOSE BEEHCRAFT USES. CLAMP = CLAMP WILL TIGHTEN AT MID RANGE INSTEAD OF NEAR MINIMUM.</p> <p>PRODUCTION INFO: EXISTING INSTALLATIONS SATISFACTORY</p>	<p>DRAWN: B. WHITCOMB 04/15/1999</p> <p>CHECKED J. WHITCOMB 04/20/1999</p> <p>APPROVED: W. BUTTERFIELD 04/25/1999</p>

REVISIONS

LTR	DESCRIPTION	APPROVALS
D	<p>REVISION TO CHANGE THE INSTALLATION DRAWING, DRAWING NUMBER.</p> <p>REASON: INSTALLATION DRAWING NUMBERS AND KIT NUMBERS SHOULD MATCH.</p> <p>PRODUCTION INFO: EXISTING INSTALLATIONS SATISFACTORY.</p>	<p>DRAWN: B. WHITCOMB 09/15/2001</p> <p>CHECKED: J. WHITCOMB 09/15/2001</p> <p>APPROVED: W. BUTTERFIELD 09/22/2001</p>
E	<p>REVISION TO ADD A200 SERIES OF AIRCRAFT TO LIST OF APPLICABLE AIRCRAFT FOR THIS KIT.</p> <p>REASON: ADDITIONAL KIT APPLICABILITY</p> <p>PRODUCTION INFO: EXISTING INSTALLATIONS SATISFACTORY.</p>	<p>CHECKED: J. WHITCOMB 01/25/2004</p> <p>APPROVED: W. BUTTERFIELD 01/27/2004</p>
F	<p>REVISION TO CHANGE MOUNTING HARDWARE OF THE AIR/OIL SEPARATOR.</p> <p>REASON: TO ALIGN THE INSTALLATION PROCEDURES WITH THAT OF OTHER KING AIR MODEL INSTALLATIONS.</p> <p>PRODUCTION INFO: EXISTING INSTALLATIONS SATISFACTORY.</p>	<p>DRAWN: B. WHITCOMB 10/06/04</p> <p>CHECKED: J. WHITCOMB 10/06/04</p> <p>APPROVED: W. BUTTERFIELD 10/08/04</p>

REVISIONS

G

REVISION TO CHANGE SEPARATOR ASSY CONSTRUCTION MATERIAL.

REASON: TO ALIGN CONSTRUCTION MATERIALS WITH OTHER KING AIR MODEL INSTALLATIONS

PRODUCTION INFO: EXISTING INSTALLATIONS
SATISFACTORY

DRAWN:

B. WHITCOMB
01/02/06

CHECKED:

J. WHITCOMB
01/02/06

APPROVED:

W. BUTTERFIELD
01/06/06

H

REVISION TO ADD B200GT/B200CGT SERIES OF AIRCRAFT TO LIST OF APPLICABLE AIRCRAFT FOR THIS KIT

REASON: ADDITIONAL KIT APPLICABILTY

PRODUCTION INFO: EXISTING INSTALLATIONS
SATISFACTORY

APPROVED:

W. BUTTERFIELD
11/12/07

J

REVISION TO UPDATE INSTALLATION DASH NUMERS, SEE DCN J FOR DETAILS.

APPROVED



2/16/18

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1.0 INTRODUCTION

THIS DOCUMENT IS INTENDED TO PROVIDE DETAILED INSTRUCTIONS FOR THE INSTALLATION OF THE RAISBECK ENGINEERING 'AIR/OIL SEPARATOR SYSTEM' ON THE KING AIR 200 AND B200 FAMILY OF AIRCRAFT.

2.0 REQUIRED DOCUMENTATION

IN ADDITION TO THIS INSTRUCTION MANUAL, THE FOLLOWING DOCUMENTS WILL BE REQUIRED TO INSTALL THE AIR/OIL SEPARATOR SYSTEM.

2.1 RAISBECK SUPPLIED DOCUMENTS

THE FOLLOWING DRAWINGS OF THE CORRECT REVISION ARE SUPPLIED AS PART OF THIS DOCUMENTATION.

BI-6001 SHEET 1 THRU 3, SEPARATOR INSTALLATION

BI 6004 DRAWING LIST

2.2 CUSTOMER SUPPLIED DOCUMENTS

THE FOLLOWING DOCUMENTS, OF THE LATEST REVISION IN EFFECT AT THE TIME OF THE KIT INSTALLATION, SHALL BE SUPPLIED BY THE CUSTOMER OR THE INSTALLATION FACILITY:

101-590010-19 BEEHCRAFT KING AIR 200
MAINTENANCE MANUAL

FAA-AC 43.13-1A ACCEPTED METHODS, TECHNIQUES AND
PRACTICES FOR AIRCRAFT ALTERATION,
INSPECTION AND REPAIR.

3.0 GENERAL

THE AIR/OIL SEPARATOR SYSTEM, KIT NUMBER BI-6001-1, IS ELIGIBLE FOR INSTALLATION ON BEECHCRAFT KING AIR 200 AND B200 FAMILY OF AIRCRAFT UNDER AUTHORIZATION OF THESE INSTRUCTIONS AND STC # SA00829CH.

SERIAL NUMBER OF AUTHORIZED AIRCRAFT ARE AS FOLLOWS

BB-2 AND AFTER	MODEL 200 AND B200
BL-1 AND AFTER	MODEL 200C AND B200C
BT-1 AND AFTER	MODEL 200T AND B200T
BN-1 AND AFTER	MODEL 200CT AND B200CT
BC-1 AND AFTER	MODEL A200
BD-1 AND AFTER	MODEL A200
BJ-1 AND AFTER	MODEL A200C
BP-1 AND AFTER	MODEL A200CT
BT-1 AND AFTER	MODEL A200CT
BY-1 AND AFTER	MODEL B200GT
BZ-1 AND AFTER	MODEL B200CGT

3.1 KIT DESCRIPTION

INSTALLATION OF THE RAISBECK ENGINEERING AIR/OIL SEPARATOR SYSTEM EXTRACTS OIL FROM THE BREATHER LINE AND COLLECTS RESIDUE OIL FROM ENGINE ACCESSORY SECTION GARLOCK SEALS. THIS ELIMINATES THE OIL RESIDUE THAT COLLECTS ALONG THE FLAP TRAILING EDGE AS WELL AS THE BOTTOM OF THE NACELLE.

MODIFICATION REQUIRES INSTALLATION OF THE SEPARATOR TO THE FIREWALL. IT ALSO REQUIRES THE INSTALLATION OF AN OIL RESIDUE TANK TO HOLD THE OIL COLLECTED. IT REQUIRES THE INSTALLATION OF HOSES FROM THE ENGINE TO THE SEPARATOR AND FROM THE SEPARATOR TO THE NORMAL EXIT ON THE FIREWALL. IT ALSO REQUIRES INSTALLATION OF A DRAIN HOSE TO THE RESIDUE TANK.

NOTE: INSTALLATION OF THE SYSTEM REQUIRES INSTALLATION OF THE **RAISBECK ‘OIL RESDUE COLLECTION SYSTEM’** STC SA4362NM. THIS PROVIDES A CONTAINER FOR THE OIL TO BE COLLECTED IN.

3.2 KIT CONTENTS

THE CONTENTS OF THE BI-6001-1 KIT ARE AS SPECIFIED IN THE LIST OF MATERIALS ON SHEET 1 OF THE DRAWING LISTED IN PARAGRAPH 2.1. ADDITIONALLY, THE KIT CONTAINS A DATA PACKAGE CONTAINING:

- 1) BI 6003 - “INSTALLATION INSTRUCTIONS “
- 2) DRAWINGS LISTED IN PARAGRAPH 2.1
- 3) ONE COPY OF THE STC
- 4) BI 6023 (ICA) INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

RAISBECK ENGINEERING SHOULD BE NOTIFIED IMMEDIATELY OF ANY SHORTAGES OR OTHER DISCREPANCIES.

3.3 SPECIALIZED TOOLING REQUIRED

IN ADDITION TO STANDARD AIRCRAFT TECHNICIAN’S TOOLS, THE FOLLOWING TOOLING WILL BE REQUIRED:

3.3.1 CUSTOMER SUPPLIED TOOLS

NONE

3.3.2 RAISBECK ENGINEERING SUPPLIED TOOLS

NONE

4.0 AIRPLANE PREPARATION

NO SPECIAL AIRPLANE PREPARATION IS REQUIRED PRIOR TO INITIATING INSTALLATION OF THE AIR/OIL SEPARATOR KIT.

5.0 REMOVALS

THE OPERATION DEFINED HERE ARE THOSE NECESSARY TO REMOVE AND ALTER COMPONENTS FROM THE LEFT AND RIGHT HAND NACELLE. THE EVENTS ARE PRESENTED IN A RECOMMENDED SEQUENCE. HOWEVER, THAT SEQUENCE MAY BE ALTERED TO SUIT THE CUSTOMER OR THE INSTALLATION FACILITY.

REF. DRAWING BI-6001 SHEET 1

REF. BEECHCRAFT SUPER KING AIR 200 MAINTENANCE
SUBJECT 71-00-00

- 1) OPEN BOTH SIDE COWLINGS.
- 2) IF THE OIL RESIDUE COLLECTION SYSTEM HAS NOT BEEN INSTALLED, YOU MAY WISH TO REMOVE THE AFT LOWER COWLING TO GAIN ACCESS TO THE LOWER FIREWALL.
- 3) REMOVE STARTER GENERATOR COOLING DUCT FOR ACCESS.
- 4) REMOVE CLAMPS ON BREATHER LINES AT THE ENGINE AND AT THE FIREWALL EXIT FIXTURE.
- 5) REMOVE BREATHER LINES AND DISCARD:
L/H P/N SCDEETS4-168-5
R/H P/N SCDEETS4-116-5

ON SOME INSTALLATIONS, THERE IS AN ADEL CLAMP INSTALLED TO SECURE THE ABOVE LISTED BREATHER LINE TO THE FIREWALL.

6.0 KIT INSTALLATION

6.1 SEPARATOR INSTALLATION

REF: DRAWING BI-6001 SHEET 2 & 3

- 5 INSTALLATION IS FOR LEFT HAND NACELLE
- 7 INSTALLATION IS FOR RIGHT HAND NACELLE

THE INSTALLATION OF THE SEPARATOR UNIT ITSELF IS COMMON TO BOTH SIDES AND WILL BE DESCRIBED FIRST.

HOSE INSTALLATION WILL BE OUTLINED IN SECTION 6.2.

- 1) LOCATE THE REFERENCE POINT ON DRAWING BI-6001 SHEET 2 OR SHEET 3. IT SHOULD BE ON THE FOURTH ROW OF RIVETS DOWN. THEN COUNT FOUR RIVETS TO THE RIGHT FROM THE VERTICAL LINE ON THE LEFT SIDE OF THE FIREWALL. (ABOUT 7 INCHES) (FACING THE FIREWALL) THE POINT YOU ARE LOOKING FOR IS HALFWAY BETWEEN THAT RIVET AND THE RIVET TO THE RIGHT. MARK THAT POINT. HOLD THE SEPARATOR TO THE FIREWALL USING THE LOWER-LEFT MOUNT HOLE TO THIS SPOT. INSURE IT MATCHES APPROPRIATE DRAWINGS.

NOTE: THE ACTUAL LOCATION OF THE SEPARATOR CAN VARY IN THIS AREA DUE TO LOCATION OF OTHER COMPONENTS MOUNTED ON THE FIREWALL.

- 2) HOLD BOTTOM EDGE OF MOUNT PLATE HORIZONTAL, USING EXISTING HOLE AT BOTTOM RIGHT CORNER OF MOUNT, FIND SECOND SPOT TO MARK.

NOTE: DUE TO CHANGE IN MOUNTING HARDWARE, THE TWO TOP HOLES IN THE SEPARATOR MOUNT HAVE NOT BEEN DRILLED.

- 3) WHILE HOLDING THE SEPARATOR ON THE FIRST TWO MARKS, DETERMINE WHERE TO INSTALL THE TWO STUDS ON THE NEXT LINE OF RIVETS UP. THEY SHOULD ALIGN ON EITHER SIDE OF A RIVET.

TRANSFER HOLE PATTERN TO THE MOUNT AND DRILL A .250 HOLE TO CORRESPOND WITH STUD LOCATION. USING THE DIRECTION WITH THE STUDS (CS125-1032-8CR), MOUNT THE FOUR STUDS AT THE DESIRED LOCATIONS.

ALTHOUGH IT TAKES 24 HOURS FOR THE STUD EPOXY TO CURE, IN A COUPLE OF HOURS IT WILL BE HARD ENOUGH TO MOUNT THE SEPARATOR SO THAT HOSE LENGTH CAN BE DETERMINED. BE CAREFUL NOT TO PULL TOO HARD ON THE STUDS DURING THIS TIME.

NOTE: FOR THOSE AIRCRAFT WITH INSULATION BLANKET THAT HAD TO BE LOOSENED OR REMOVED, REINSTALL MAKING HOLES AT LOCATION OF STUDS. INSTALL NUTS AND WASHERS.

6.2 HOSE INSTALLATION

REF: DRAWING BI-6001 SHEET 2 & 3

-5 (L/H) INSTALLATION

USING THE 12' HOSE P/N HTFL15-120, CUT A LENGTH SUITABLE TO CONNECT THE ENGINE TO THE INLET (LH) END OF THE SEPARATOR. SECURE ENDS WITH MS35842-11 CLAMPS. REINSTALL ANY OTHER DEVICES USED TO SECURE ORIGINAL HOSE.

CUT A SUITABLE LENGTH OF BREATHER HOSE TO CONNECT THE EXIT ON THE SEPARATOR (TOP) AND THE BREATHER EXIT FIXTURE ON THE FIREWALL. SECURE WITH MS35842-11 HOSE CLAMPS.

IF THE OIL RESIDUE COLLECTION SYSTEM TANK HAS NOT BEEN INSTALLED BEFORE NOW, YOU MUST DO SO TO CONTINUE.

ON THE TANK THERE WILL BE ONE 3/8" HOSE NIPPLE EMPTY. YOU WILL CUT A SUITABLE LENGTH PIECE OF F4040A TUBING AND CONNECT THIS EMPTY NIPPLE WITH THE OIL RESIDUE EXIT ON THE SEPARATOR. SECURE BOTH ENDS OF THIS LINE WITH A BREEZE 6604 CLAMP.

-7 (R/H) INSTALLATION

CUT A LENGTH OF BREATHER LINE TO BE CONNECTED TO THE ENGINE AND THE SEPARATOR. THIS LENGTH OF HOSE WILL BE THE SAME LENGTH AS THE FIRST PIECE YOU CUT. INSTALL USING MS35842-11 CLAMPS.

THE EXIT LINE WILL BE CONSIDERABLY LONGER AND WILL BE IN TWO PIECES. THIS IS BECAUSE THE FIREWALL EXIT IS HIGHER THAN THE EXIT FROM THE SEPARATOR. SEE ON DRAWING BI-6001 SHEET 3, YOU WILL HAVE TO INSTALL A BI-6102-1 TEE IN THE LINE TO DRAIN ANY MOISTURE THAT MAY ACCUMULATE IN THE LINE. CUT ENOUGH BREATHER LINE TO MAKE THE ENTIRE LOOP FROM THE SEPARATOR TO THE EXIT ON THE FIREWALL. DETERMINE THE LOW POINT OF YOUR LOOP AND CUT THE HOSE. INSTALL BI-6102-1 TEE IN LINE WITH 3/8" NIPPLE POINTING DOWN. SECURE ALL FOUR ENDS OF BREATHER LINE WITH MS35842-11 CLAMPS. CUT A SUITABLE LENGTH OF F4040A TUBING AND SECURE TO NIPPLE OF BI-6102-1 TEE WITH A BREEZE 6604 CLAMP.

THE SUITABLE LENGTH OF THE PREVIOUS TUBE WILL BE DETERMINED BY WHERE YOU WANT TO INSTALL THE 3/8" 'Y' FIXTURE.

ONCE YOU HAVE DETERMINED THIS, INSTALL THE BI-6102-3 'Y' FIXTURE ON THE END OF THE PREVIOUS TUBE AND SECURE WITH A BREEZE 6604 CLAMP. CUT A LENGTH OF F4040A TUBING TO CONNECT THE OPEN UPPER END OF THE BI-6102-3 'Y' FIXTURE WITH THE DRAIN FITTING ON THE SEPARATOR. NOW CUT A SUITABLE LENGTH OF F4040A TUBING TO CONNECT THE BI-6102-3 'Y' FIXTURE WITH THE OPEN 3/8" NIPPLE ON THE RESIDUE OIL TANK. SECURE BOTH ENDS WITH BREEZE 6604 CLAMPS.

6.3 FINAL INSTALLATION

CHECK TO SEE IF NEW BREATHER LINE OR F4040A TUBING NEEDS SECURING TO PREVENT CHAFFING ON OTHER LINES. WHATEVER DEVICE IS USED, INSURE THE TUBE IS NOT DEFORMED AS TO RESTRICT THE FLOW OF AIR OR FOR FLUID DRAINAGE.

REINSTALL STARTER-GENERATOR COOLING DUCT ALONG WITH ANY OTHER ITEMS REMOVED TO FACILITATE INSTALLATION OF THIS KIT.

REINSTALL COWLINGS, IF REMOVED TO INSTALL THE RESIDUE TANK.

6.4 INSPECTION

THERE IS NO INSPECTION CRITERIA FOR THE SEPARATOR. IT IS NOT A COLLECTION POINT NOR IS IT SUBJECT TO ACCUMULATION OF ANY FOREIGN MATERIAL. CHECK BI 6023 (ICA) INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR REQUIRED PERIODIC MAINTENANCE.

7.0 RETURN AIRPLANE TO SERVICE

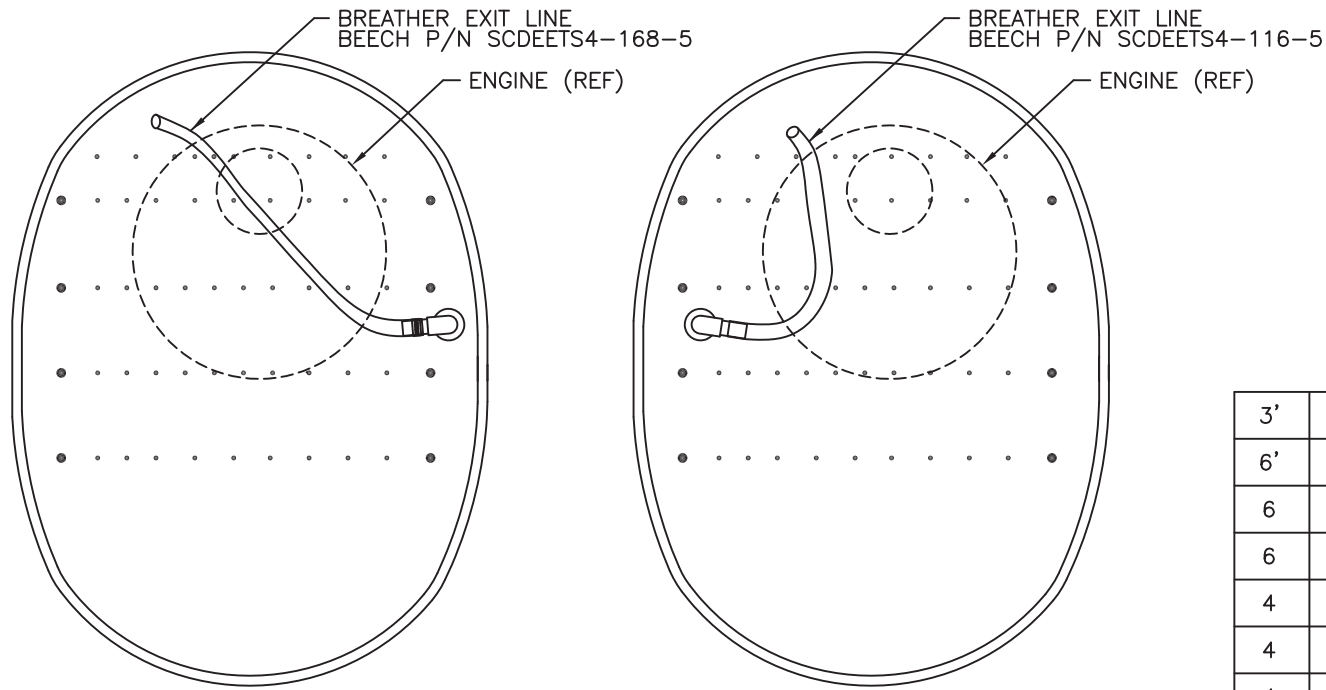
- 1) COMPLETE AN APPROPRIATE ENTRY IN THE AIRPLANE LOGBOOK

EXAMPLE: INSTALLED RAISBECK ENGINEERING
AIR/OIL SEPARATOR SYSTEM PART
NUMBER BI-6001-1 AS PER STC SA00829CH.

- 2) COMPLETE THREE COPIES OF FAA FORM 337. INSERT ORIGINAL IN AIRPLANE FLIGHT MANUAL. MAIL ONE COPY TO LOCAL FAA-FSDO AND RETAIN ONE COPY FOR THE INSTALLER
- 3) NO WEIGHT AND BALANCE CHANGE

1 BI-3450-19 AIR/OIL SEPARATOR OPTIONAL TO BI-6101-1 AIR/OIL SEPARATOR

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
A	ADD -101 PAD TO L/M.	02-15-98	W. B.
B	ADDED MODEL 300/B300 TO APPLICATION BLOCK	10-27-98	W. B.
C	REVISED HOSE AND CLAMP P/N. EXISTING INSTALLATIONS SATISFACTORY.	04-25-99	W. B.
D	CHANGED DRAWING NUMBER WAS BI-6002	09-22-01	W. B.
E	REVISED INSTALLATION HARDWARE	11-06-04	W. B.
F	ADDED OPTIONAL AIR/OIL SEPARATOR BI-3450-19	07-22-05	W. B.
G	HTFL15-120 WAS SCDEET4-480 & BREEZE 6604 WAS NAS1922-0075-1	08-13-17	W. B.
H	REVISED P/N BI-6102-1/-3 WAS BI-6002-1/-3 SEE DCN H FOR DETAILS	2/16/18	<i>[Signature]</i>



-5 INSTL

L/H ENGINE
VIEW LOOKING AFT AT FIREWALL

-7 INSTL

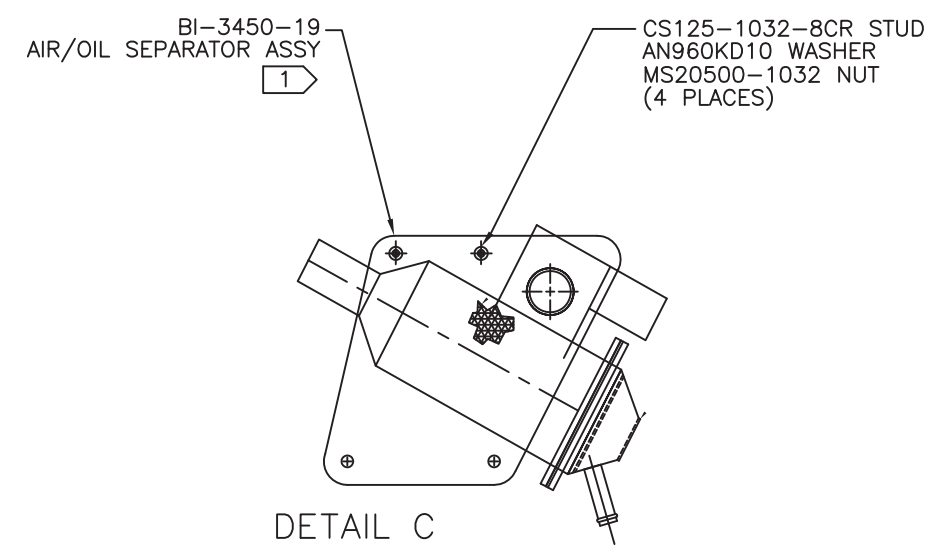
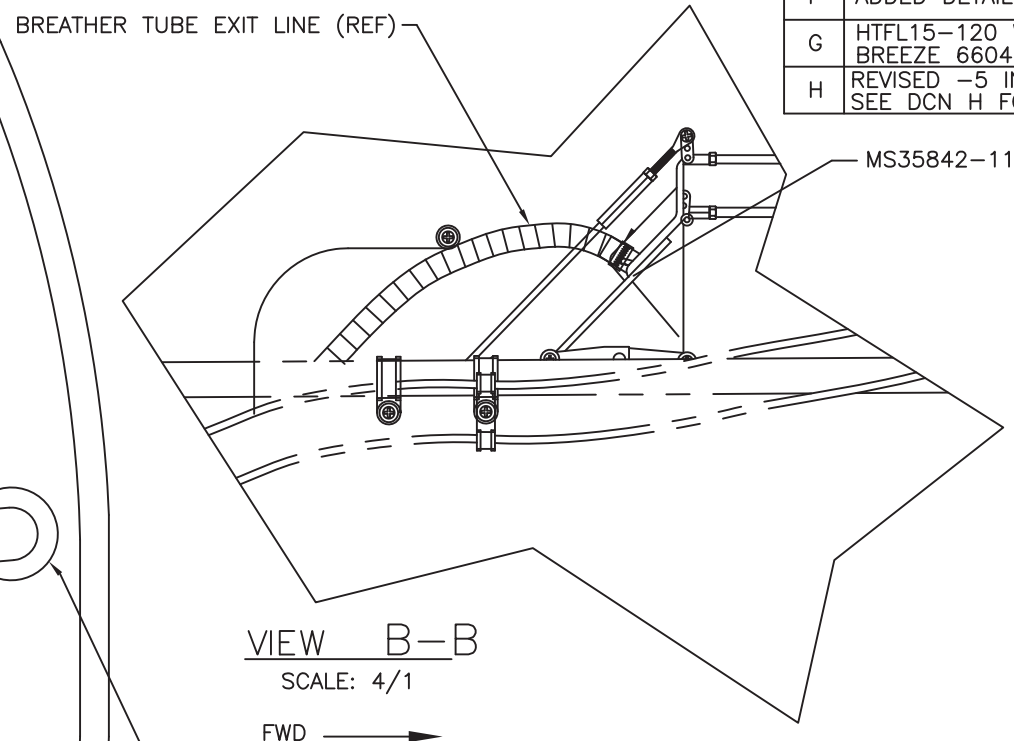
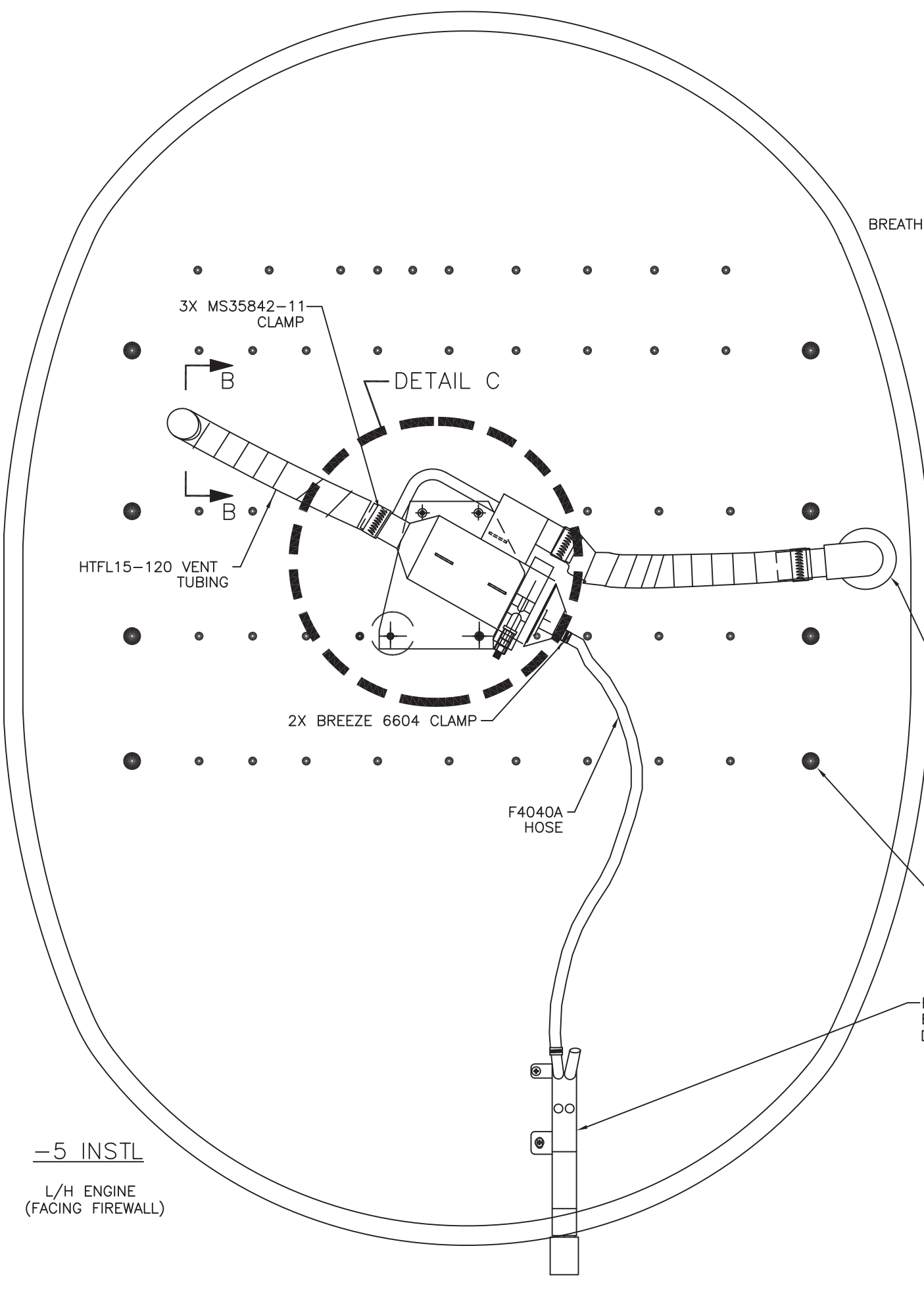
R/H ENGINE
VIEW LOOKING AFT AT FIREWALL

REMOVALS

QTY	REQ'D	ITEM NO.	PART NUMBER	DESCRIPTION	MATERIAL/SPECIFICATION	FINISH	PT MK	ZONE	REV LTR
3'	2'		F4040A	HOSE	3/8" I.D. X 1/2 O.D. TYGON TUBING UNIVERSAL PLASTIC. PORTLAND, OR.				
6'	4'		HTFL15-120	VENT TUBING	1.0" I.D. X 10' LONG				
6	4		MS35842-11	CLAMP	1.0"				
6	2		BREEZE 6604	CLAMP	3/8"				
4	4		CS125-1032-8CR	STUD KIT					
4	4		AN960KD10	WASHER					
4	4		MS20500-1032	NUT					
1	1		BI-3450-19	AIR/OIL SEPARATOR ASSY	BUTTERFIELD INDUSTRIES ROCHESTER, MN.				1
1			BI-6102-3	"Y" ASSY	BUTTERFIELD INDUSTRIES ROCHESTER, MN.				
1			BI-6102-1	TEE ASSY	BUTTERFIELD INDUSTRIES ROCHESTER, MN.				
-		1	-7	INSTL R.H.					
	-	1	-5	INSTL L.H.					
		-	-3	INSTL KIT					
			-1	INSTL KIT					

QTY REQ'D				LIST OF MATERIAL												
-3	-----	300/B300		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES --TOLERANCES-- .X ± .01 .XX ± .03 .XXX ± .010 ANGULAR ± 2'				DRAWN	B. W.	10/10/97	BUTTERFIELD INDUSTRIES. ROCHESTER, MINNESOTA.					
-3	-----	200/B200		PROPRIETARY NOTICE BUTTERFIELD INDUSTRIES, INC. PROPRIETARY RIGHTS ARE INCLUDED IN THE INFORMATION DISCLOSED HEREIN. NEITHER THIS DOCUMENT NOR THE INFORMATION DISCLOSED HEREIN SHALL BE REPRODUCED, USED OR PERMITTED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF BUTTERFIELD INDUSTRIES, INC. THE FOREGOING DOES NOT APPLY TO VENDOR DATA.				CHECKED	J.W.	11-21-97	AIR/OIL SEPARATOR INSTL					
-1	-----	300/B300		PART DASH NO.				ENGR	J.W.	11-21-97					SIZE	DWG NO.
-1	-----	200/B200		APPLICATION				STRESS			APPVD	W.B.	11-29-97	D	BI-6001	H
								SCALE		NONE	RLSE DATE		SHEET 1 OF 3			

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
A	ZONE D3, ADD NOTE "SEE DETAIL C"	02-15-98	W. B.
B	ADDED BI-4002-1 DRAIN SUMP ASSY (REF)	10-27-98	W. B.
C	REVISED HOSE AND CLAMP P/N. EXISTING INSTALLATIONS SATISFACTORY.	04-25-99	W. B.
D	CHANGED DRAWING NUMBER WAS BI-6002	09-22-01	W. B.
E	REVISED INSTALLATION HARDWARE	11-06-04	W. B.
F	ADDED DETAIL C	07-22-05	W. B.
G	HTFL15-120 WAS SCDEET4-480 & BREEZE 6604 WAS NAS1922-0075-1	08-13-17	W. B.
H	REVISED -5 INSTL WAS -3 SEE DCN H FOR DETAILS	2/16/18	<i>[Signature]</i>



-5 INSTL
L/H ENGINE
(FACING FIREWALL)

SEE SHEET 1 FOR LIST OF MATERIALS, NOTES & APPLICATION DATA.

PART DASH NO.	NEXT ASSY	USED ON	APPLICATION

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES
-TOLERANCES-
.X ± .01
.XX ± .03
.XXX ± .010
ANGULAR ± 2'
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DRAWN	B. W.	10-10-97
CHECKED	J.W.	11-21-97
ENGR	J.W.	11-21-97
STRESS		
APPRD	W.B.	11-29-97

BUTTERFIELD INDUSTRIES. ROCHESTER, MINNESOTA.		
AIR/OIL SEPARATOR INSTL		
SIZE	DWG NO.	REV LTR
D	BI-6001	H
SCALE	NONE	RLSE DATE
		SHEET 2 OF 3

4

3

2

1

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
A	ADD DETAIL C	02-15-98	W. B.
B	ADDED BI-4002-1 DRAIN SUMP ASSEMBLY (REF)	10-27-98	W. B.
C	REVISED HOSE AND CLAMP P/N. EXISTING INSTALLATIONS SATISFACTORY.	04-25-99	W. B.
D	CHANGED DRAWING NUMBER WAS BI-6002	09-22-01	W. B.
E	REVISED INSTALLATION HARDWARE	11-06-04	W. B.
F	ADDED DETAIL D	07-22-05	W. B.
G	HTFL15-120 WAS SCDEET4-480 & BREEZE 6604 WAS NAS1922-0075-1	08-13-17	W. B.
H	REVISED -7 INSTL WAS -5 SEE DCN H FOR DETAILS	2/16/18	<i>[Signature]</i>

D

C

B

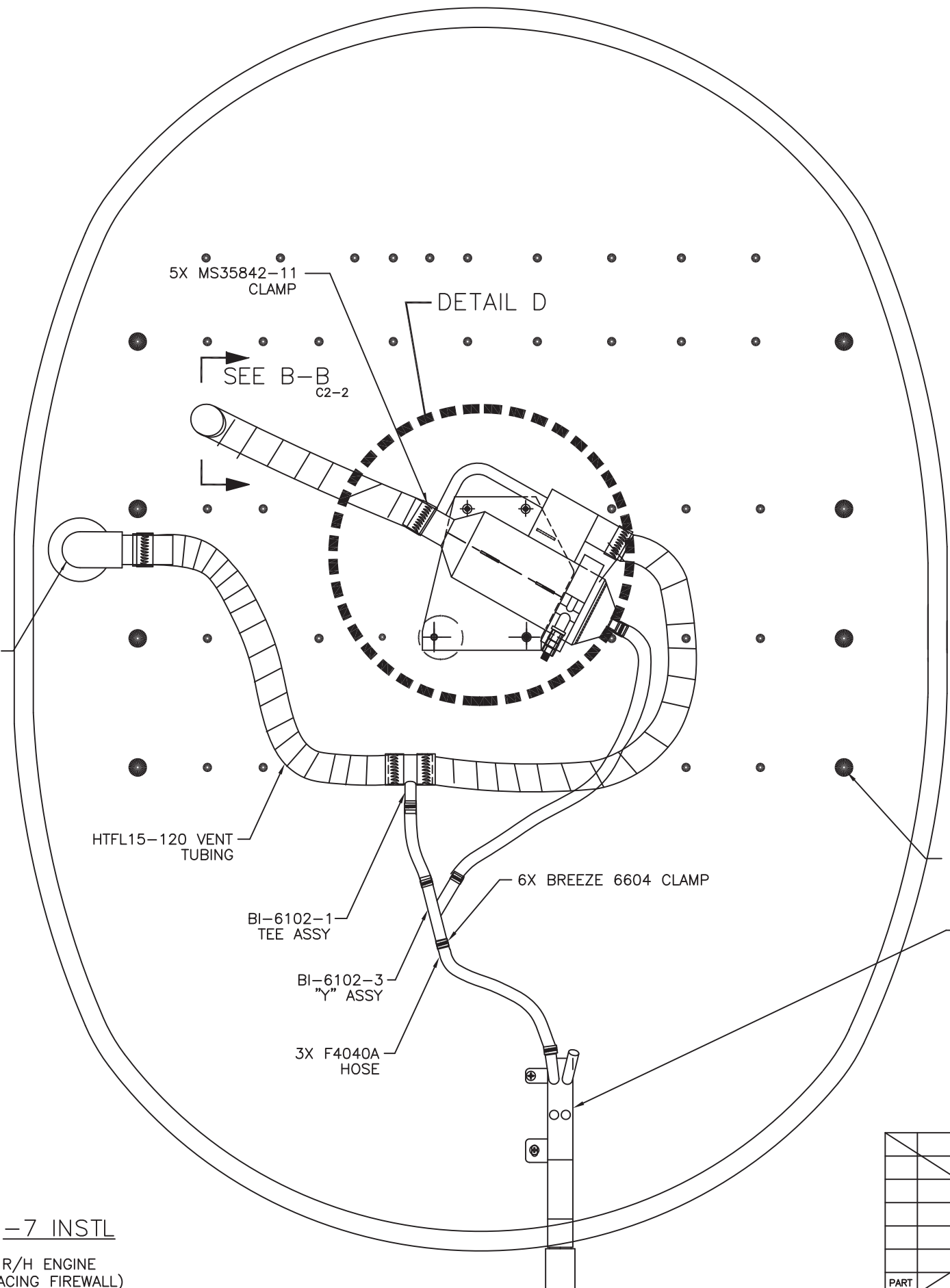
A

D

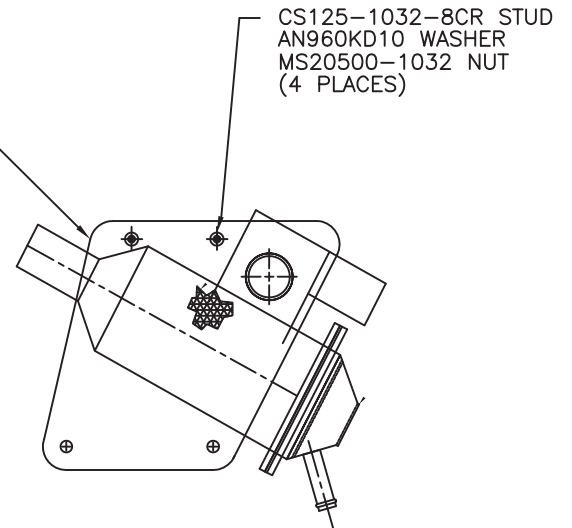
C

B

A



BI-3450-19 AIR/OIL SEPARATOR ASSY



DETAIL D

SEE SHEET 1 FOR LIST OF MATERIALS, NOTES & APPLICATION DATA.

-7 INSTL
R/H ENGINE
(FACING FIREWALL)

PART DASH NO.	NEXT ASSY	USED ON
	APPLICATION	

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES
 -TOLERANCES-
 .X ± .01
 .XX ± .03
 .XXX ± .010
 ANGULAR ± 2'
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DRAWN	B. W.	10-10-97
CHECKED	J.W.	11-21-97
ENGR	J.W.	11-21-97
STRESS		
APPVD	W.B.	11-29-97

BUTTERFIELD INDUSTRIES. ROCHESTER, MINNESOTA.	
AIR/OIL SEPARATOR INSTL	
SIZE	DWG NO.
D	BI-6001
SCALE	NONE
RLSE DATE	
SHEET	3 OF 3
REV LTR	H

4

3

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