

SERVICE BULLETIN SR22-4-14-001
4/14/2016 Revision IR

SR22 SUPERCHARGER
OIL DRAIN

Background:

Lubricating oil enters the supercharger gearcase through a nozzle on the upper side of the case. The nozzle has a .032 opening that sprays oil on the rotating assembly.

Oil exits the supercharger via a ½ inch AN fitting at the bottom of the gearcase and ½ inch MIL-H-6000 hose and re-enters the crankcase at the starter shaft cover. The oil drain is a gravity system.

Some operators have chosen to change the AN fitting at the bottom of the supercharger and installed a longer one. Some operators have chosen to install a longer oil drain hose. Some operators have chosen to do both.

These changes result in low spots in the drain system and prevent oil from draining properly. The supercharger gearcase then fills with oil and operates in a solid oil bath under pressure from the engine oil pump and eventually destroys the seals and bearings.

Compliance: Mandatory.

Materials: None

Estimated inspection time: None

Procedure: The oil drain system is designed to have a constant downhill run for oil draining from the supercharger. Any procedure which modifies the STC configuration of the oil drain system will void the warranty.

Contact FAT for assistance.

End