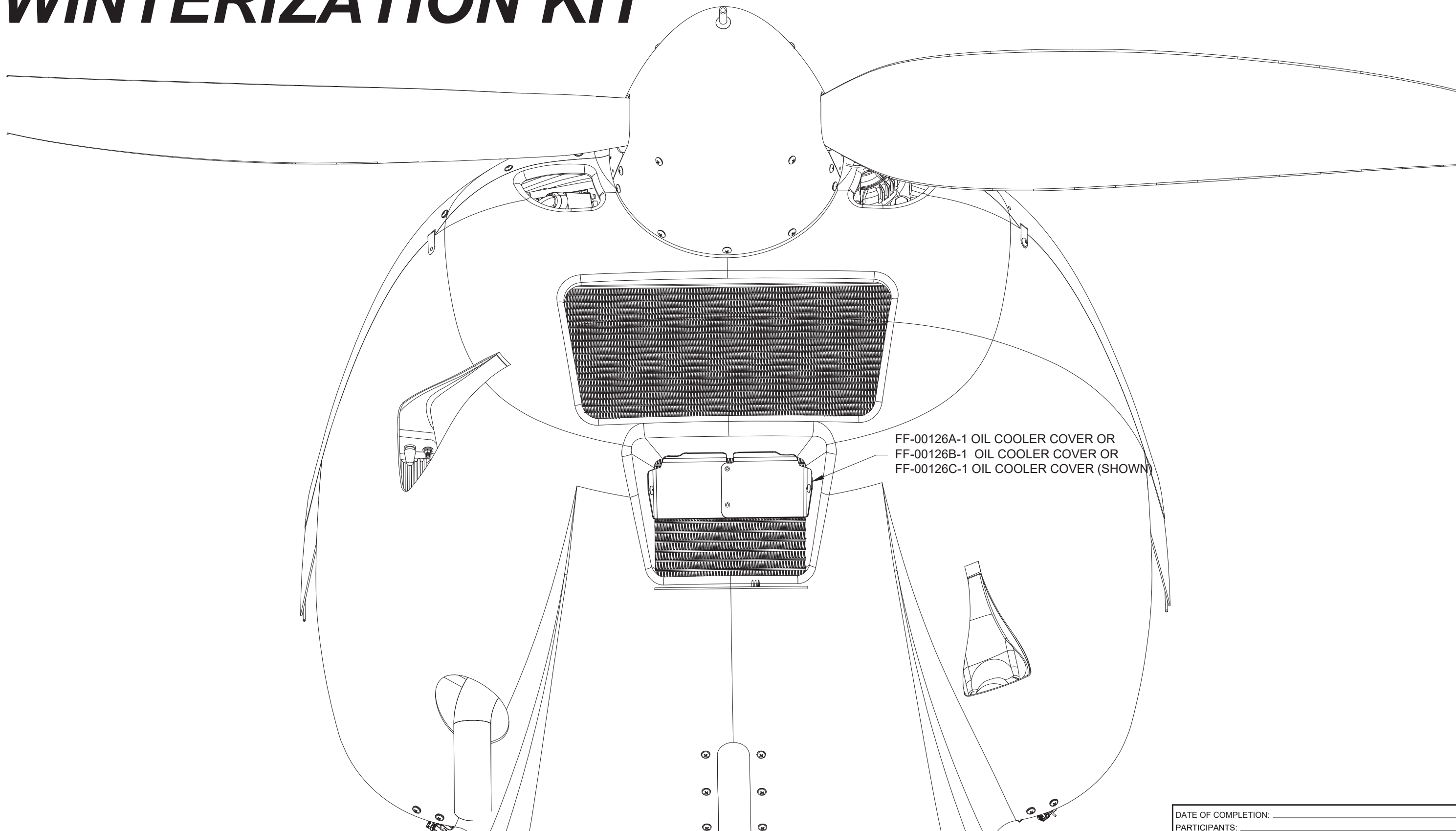


SECTION 55iS/U: WINTERIZATION KIT



NOTE: Installation of the Winterization Kit should not be performed before completion of the ground engine runs as described in the Production Acceptance Procedures and verification of adequate clearance between the cowl and oil cooler as described in KAI Section 37iS/U.

NOTE: Refer to Notification N 19-09-03 for information on when to install the Oil Cooler Covers and determining which cover to use.

Step 1: Separate and deburr the FF-00126A-1-L & -R, F-00126B-1-L & -R, and F-00126C-1-L & -R Oil Cooler Covers. See Figure 1.

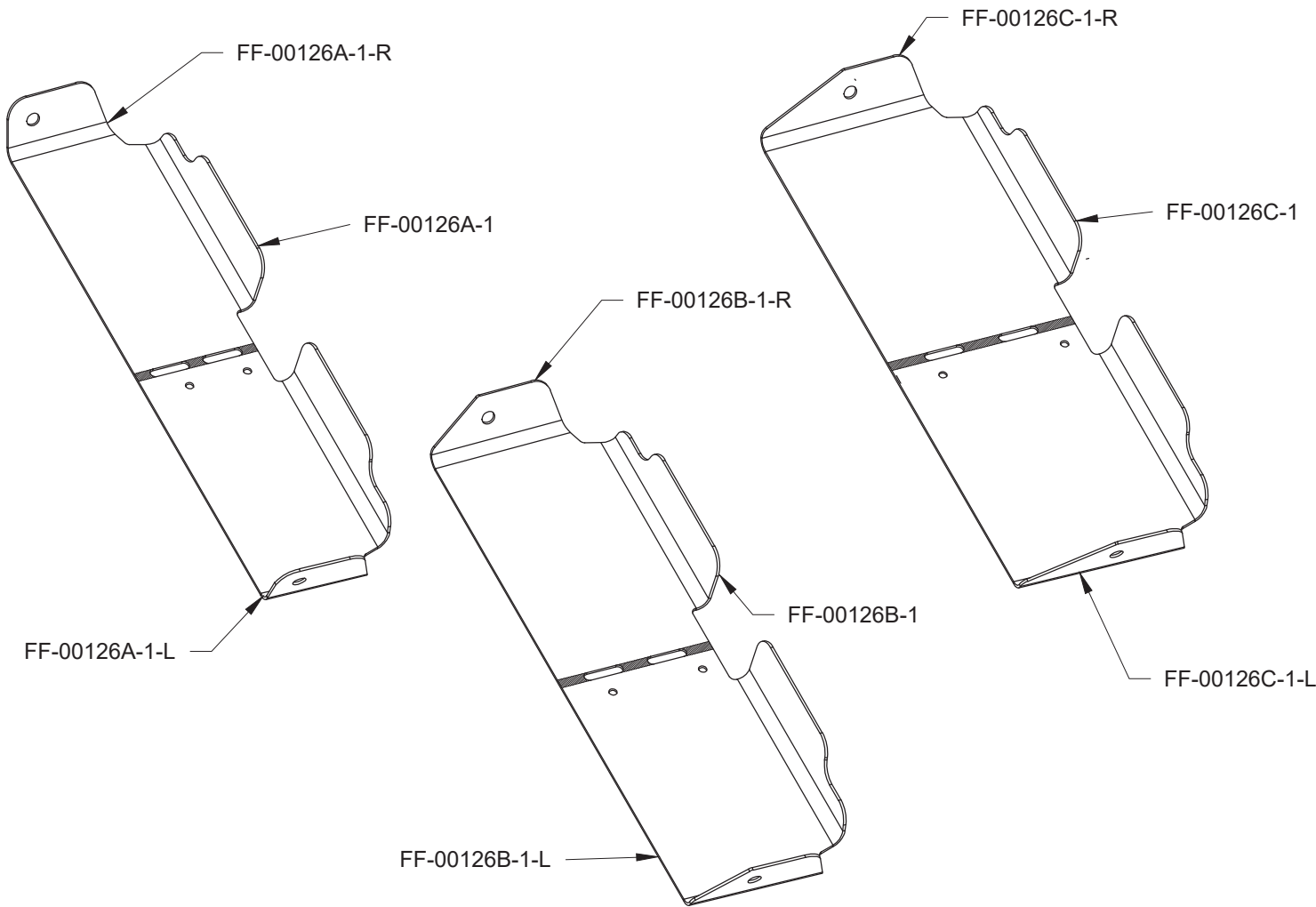


FIGURE 1: SEPARATING THE COVERS

Step 2: Remove the bottom cowl (see KAI Section 37iS/U) and place it upside down on a work bench.

Step 3: Tape/temporarily secure a flat piece of wood on the inside of the cowl, covering the oil cooler opening. See Figure 2.

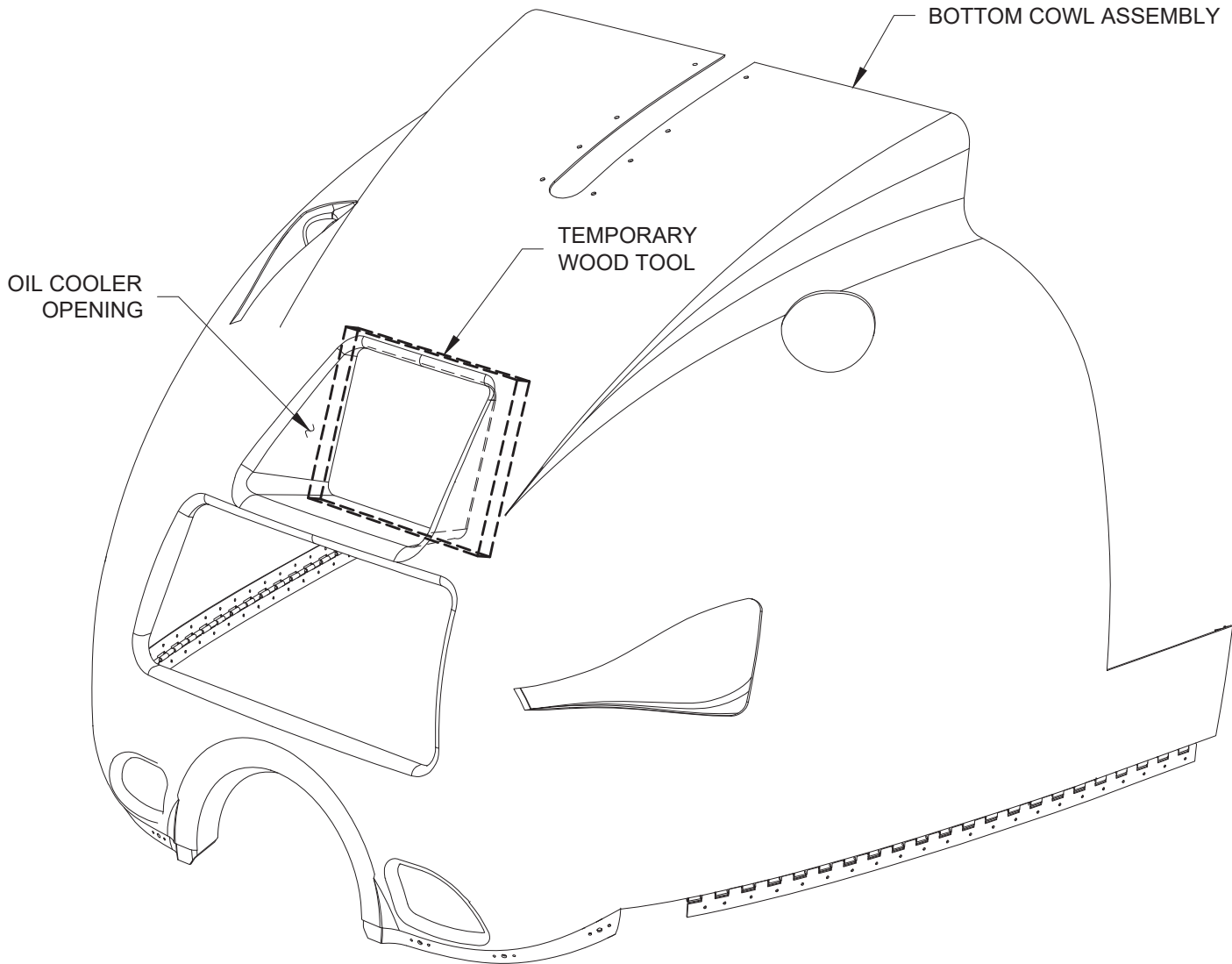
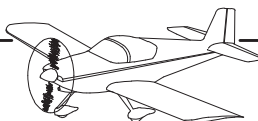


FIGURE 2: INSTALLING THE TEMPORARY WOOD TOOL



Step 1: Locate/secure the FF-00126A-1-L & -R against the wood and sides of the oil cooler duct as shown in Figure 1.

Step 2: Match-Drill #40 the holes from the FF-00126A-1-L into the FF-00126A-1-R.

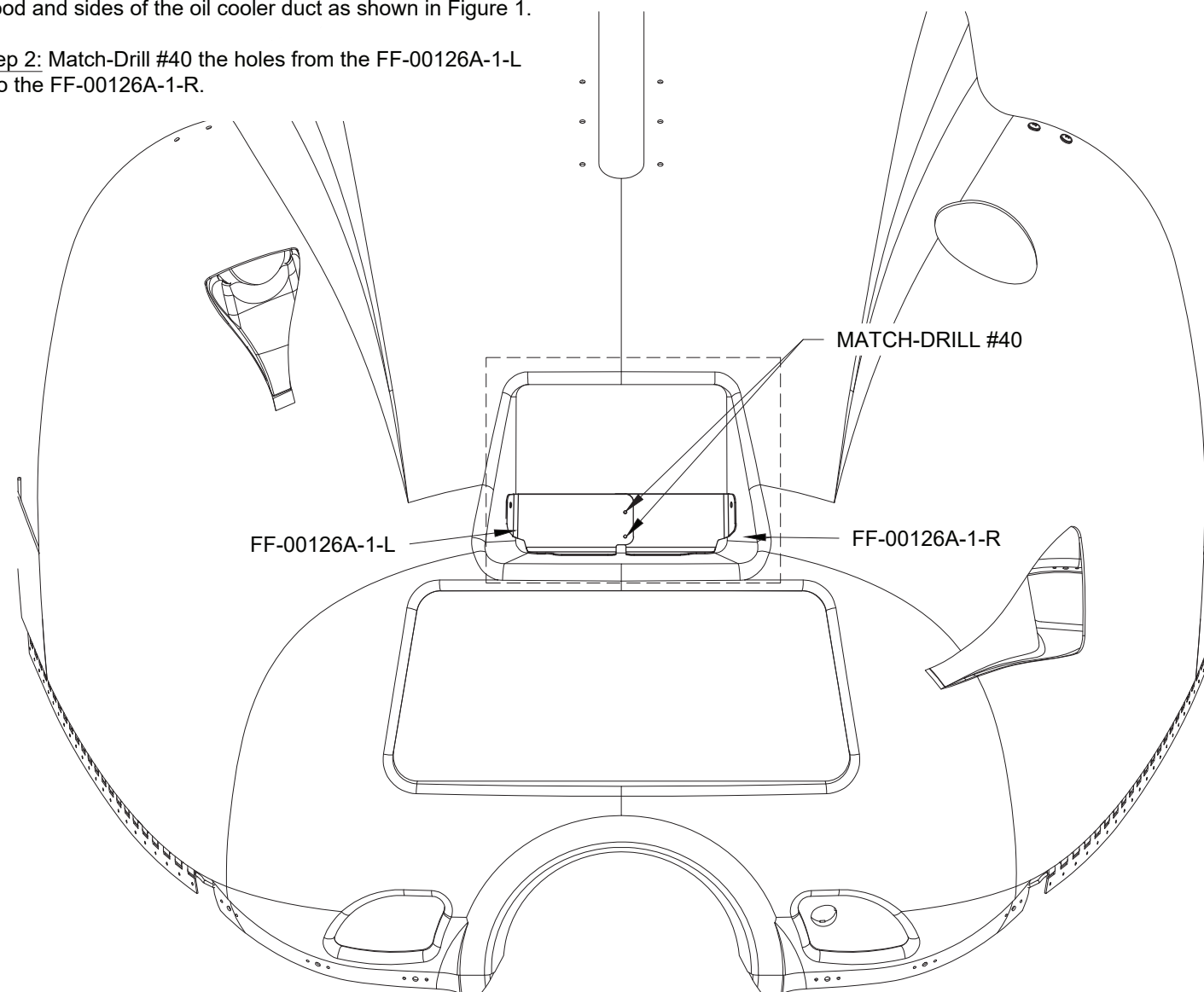


FIGURE 1: MATCH-DRILLING THE FF-00126C-1-L & -R

Step 3: Deburr, then rivet the FF-00126A-1-L & -R to create the FF-00126A-1 Assembly as shown in Figure 2.

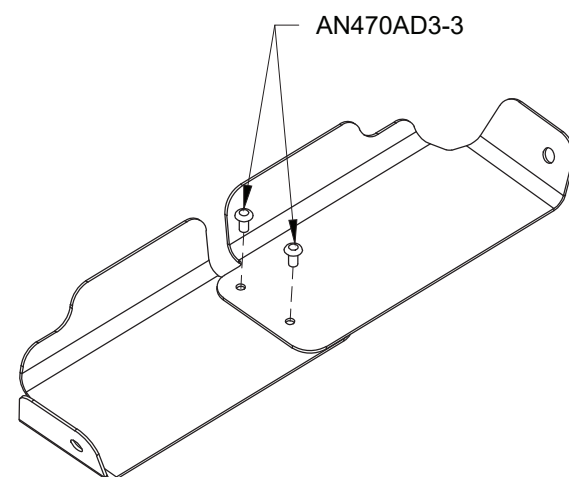


FIGURE 2: RIVETING THE FF-00126A-1 ASSEMBLY

Step 4: Position the FF-00126A-1 Assembly in the oil cooler inlet.

Step 5: Match-Drill #19 the mounting holes into the bottom cowl as shown in Figure 3.

Step 6: Remove the piece of wood.

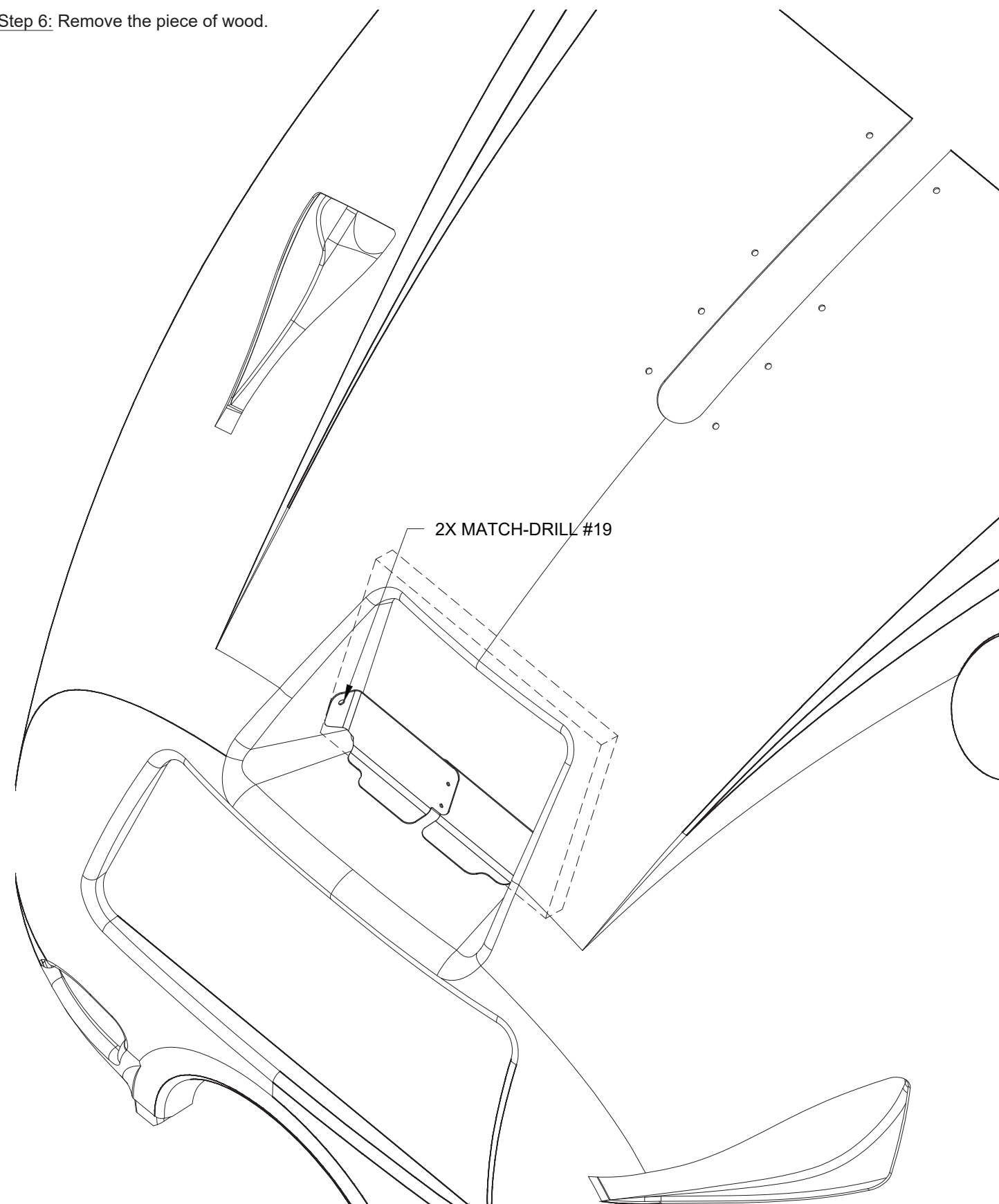
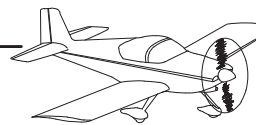


FIGURE 3: MATCH-DRILLING THE COWL



NOTE: Machine countersinks into fiberglass that are up to .005 too shallow are acceptable, even preferable, to countersinks which are too deep. Rivets should be slightly under set where installed in fiberglass parts.

Step 1: Use AN526C832R6 screws through the #19 holes to locate the nutplates. See Figure 1.

Step 2: For each nutplate, match-drill #40 one of the nutplate rivet holes into the cowl. Cleco that hole, then match-drill #40 the remaining nutplate rivet hole.

Step 3: Machine countersink the nutplate rivet holes in the cowl as shown in Figure 1.

Step 4: Rivet the nutplates to the bottom cowl using the rivets called out in Figure 1.

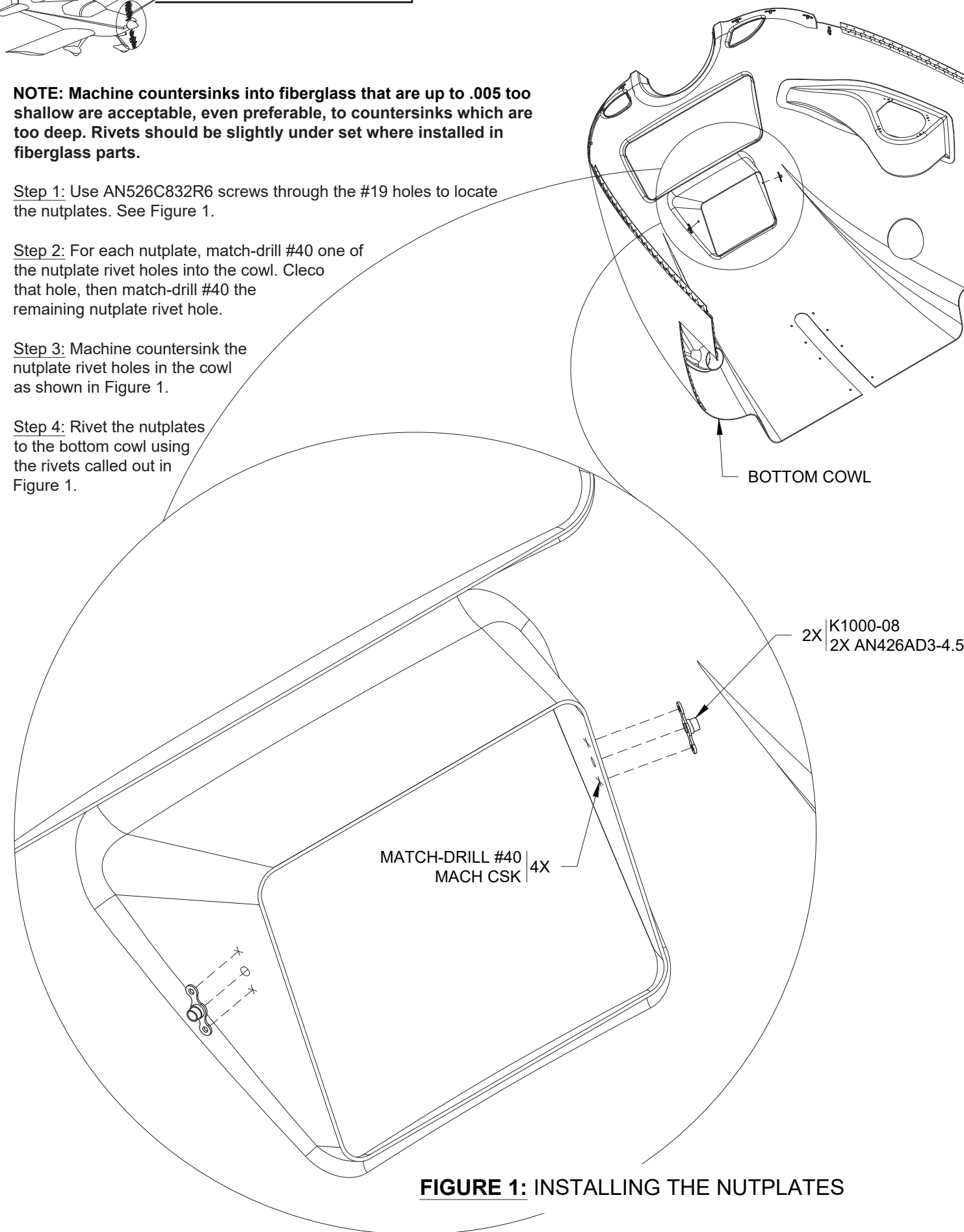


FIGURE 1: INSTALLING THE NUTPLATES

Step 5: Screw the FF-00126B-1-L & -R to the bottom cowl using AN526C832R6 screws. Match-Drill the #40 holes as before. Remove, deburr, and rivet the FF-00126B-1-L & -R to create the FF-00126B-1 Assembly.

Repeat the above step for the FF-00126C-1-L & -R.

Step 6: Reinstall the bottom cowl. See KAI Section 37iS/U.

NOTE: Now is a good time to prime and paint the assemblies if desired. If you are painting, leave an unpainted strip as shown in Figure 2.

Step 7: Scuff with Scotchbrite, then clean with denatured alcohol, an area on the FF-00126A-1 Assembly as shown in Figure 2. Attach a 6 in. [15.2 cm] long piece of SEAL-00001 as shown in Figure 2 to create the FF-00126A-1 Oil Cooler Cover.

Repeat the above step for the FF-00126B-1 and FF-00126C-1 Assemblies.

Step 8: When necessary as described in Notification N 19-09-03, install an Oil Cooler Cover using AN526C832R6 screws.

Step 9: Place a placard on the instrument panel above the Ignition Module indicating "Winterization covers installed, monitor oil temperatures".

Step 10: Remove oil cooler cover when operating your aircraft in ambient temperatures exceeding 50°F (10°C) or whenever oil temperatures approach the Caution Range (Yellow Arc) during normal cruise flight, as necessary.

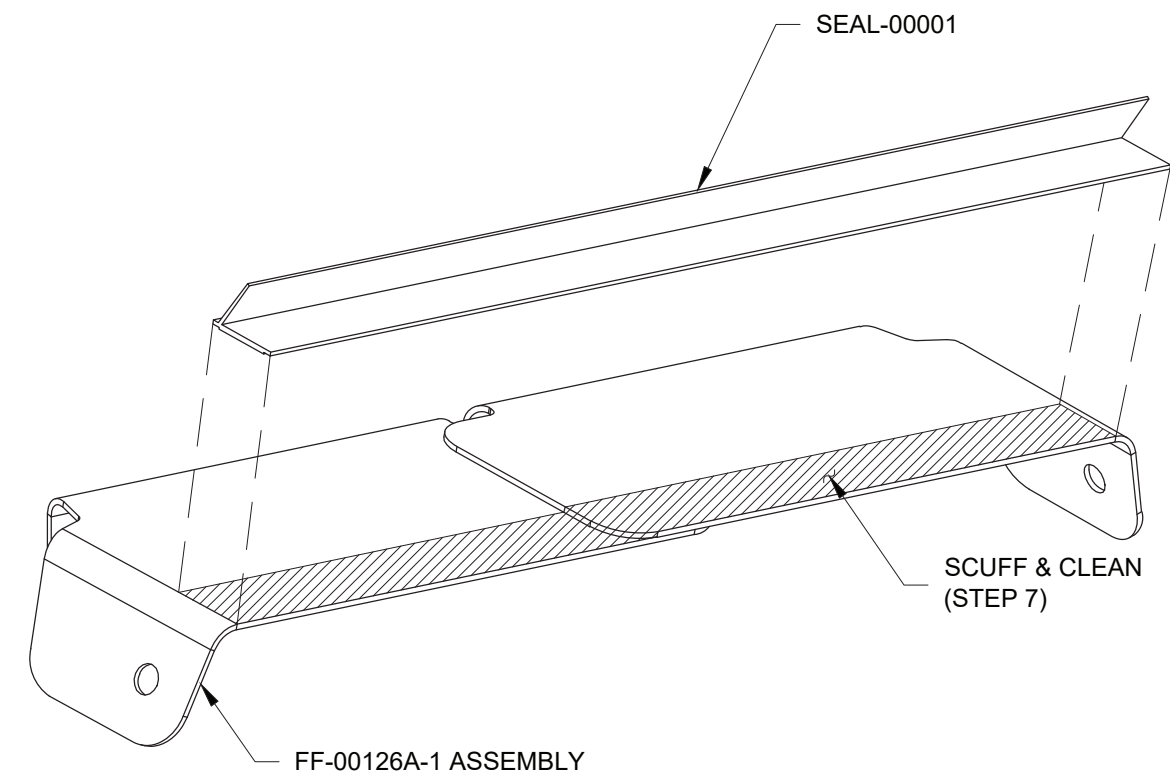


FIGURE 2: INSTALLING THE SEAL