

Oil control ring solvent flush

In a clean 5 gallon pail, add:

1.5 gallons Varsol (mineral spirits 140°F FP)

2 quarts Xylene (paint store)

2 quarts Aeroshell W100

CAUTION:

Wear eye protection such as safety glasses with side shields

Wear chemical resistant gloves such as nitrile or neoprene

- 1) Drain oil and do not replace drain plug.
- 2) Place clean 5 gallon bucket to catch solvent out of oil drain. A drain hose connected to the sump makes this procedure much easier.
- 3) Remove top spark plugs
- 4) Choose first cylinder and turn prop until piston is past Bottom Dead Center (BDC) and coming up onto the compression stroke.
- 5) Pour 1 pint of flush into top spark hole of first cylinder.
- 6) Replace top plug in first cylinder and lightly tighten.
- 7) Rotate prop in the normal direction until feeling hydraulic lock.
- 8) Slowly continue turning prop (steady large force) to force liquid past piston rings and thru piston ring groove holes.
- 9) **IF** you can hear liquid squirting into the crankcase the oil control ring and piston holes are clear. If prop is difficult to turn and you do not hear squirting sound repeat steps 4-8 with additional solvent. You may need to do this 3-4 times.
YOU WILL BE ABLE TO HEAR AND FEEL WHEN THE Oil CONTROL RING IS CLEAR

10) **IF** the ring is clear and you will not run any more solvent thru this cylinder, stop turning the prop at with the piston at approximately TDC.

11) Remove both plugs and pack head area with rags to catch remaining flush in first cylinder.

12) Blow air into bottom spark plug hole and catch solvent spraying out of the top spark plug hole. This will clear the cylinder and prevent solvent from entering the intake and exhaust systems.

13) Repeat steps 4-12 to flush remaining cylinders.

14) Remove (open) inlets and outlets of turbo(s) to ensure removal of all solvent.

15) Spray 1-2 ounces of oil onto the cylinder walls thru the sparkplug holes.

16) Replace all plugs, replace oil drain plug, change filter and refill with oil and 5% Camguard.

17) Change oil at 10 hours after performing flush.

NOTES:

The solvent mixture will not adversely affect any o-rings, gaskets or seals in the engine. The compounds in the flush are chemically equivalent to that of used aircraft engine oil.

If there is any sign of solvent in the exhaust, system, such as liquid seeping from pipe joints, disassemble exhaust to drain any solvent.

Mix the used solvent with used motor oil for disposal. No other disposal precautions are necessary.