

Cirrus SR2x Guide for Oil Changes and Associated Service Items

NOTE: This guide conveys Savvy's requests for oil brand, grade, additive, and oil analysis. The service items in this guide are intended to replace the 50-hour items in Section 5-20 of the Cirrus SR2x AMM. Nothing in this guide should be construed to replace the regulatory requirements of 14 CFR Part 43.

1. Oil change

- 1.1. Savvy requests that a hot, mid-drain oil sample be obtained at every oil change and sent to Blackstone Laboratories in Indiana (<https://www.blackstone-labs.com>), and that the resulting oil reports be attached to the client's Savvy ticket. Please do not use any laboratory other than Blackstone. If you do not have a Blackstone Test Kit in stock, you may order free kits online from <https://www.blackstone-labs.com/free-test-kits.php>. In a pinch, you may capture several ounces of oil in any clean container.
- 1.2. Savvy will specify the requested oil brand and grade. As a general rule, Savvy will ask for Aeroshell W100 monograde oil for aircraft based in temperate climates, and for Phillips X/C 20W-50 multigrade oil for aircraft based in cold climates and subject to unpreheated cold starts. (Please do not use Aeroshell 15W-50.)
- 1.3. Please service the sump with 7 quarts of oil (which should result in 6 quarts on the dipstick after the leak-check runup). Do not fill above 6 quarts on the dipstick.
- 1.4. Savvy requests that one pint of ASL CamGuard anti-scuff/anti-corrosion additive be added at each oil change, unless the aircraft owner has indicated the intention to do that himself. <https://www.aslcamguard.com>.
- 1.5. Cut open the old oil filter and inspect it for visible metal. If significant metal is found, please take high-resolution digital photos of the filter media and attach to the client's Savvy ticket, then quarantine the media in a Ziploc bag for possible laboratory analysis. When such analysis is indicated, we will instruct you to send the media to Aviation Laboratories in Louisiana (<https://www.avlab.com>).

2. Service items

- 2.1. For all aircraft:
 - 2.1.1. Visually inspect engine compartment for evidence of fuel leaks, oil leaks, exhaust leaks, and chafing of flexible hoses, rigid fluid lines, and wire bundles.

- 2.1.2. Check brake hydraulic reservoir fluid level.
 - 2.1.3. Check tire wear and tire pressures.
 - 2.1.4. Check brake caliper stickers for evidence of overheating.
 - 2.1.5. Check brake pads with flashlight and mirror for adequate thickness.
 - 2.1.6. Check operation of all external lighting.
- 2.2. For applicable aircraft:
- 2.2.1. For aircraft equipped with flooded-cell battery #1, check electrolyte level.
 - 2.2.2. For normally-aspirated SR22, give special attention to the #5 exhaust riser looking for cracks where the flange is welded to the riser.
 - 2.2.3. For SR20 aircraft s/n 1005-1815, comply with AD 2008-11-18 (heat exchanger inspection) every 100 hours.
 - 2.2.4. For aircraft equipped with MCU 100, 110 or 120, check to ensure MCU cover is properly sealed.
 - 2.2.5. For aircraft equipped with air conditioning, check for worn or missing grommets and for excessive free play in the drive pulley.
 - 2.2.6. For aircraft with TKS anti-ice, check spinner feed tubes for chafing and proper clearance from prop spinner.
 - 2.2.7. With approval, clean/gap/rotate spark plugs each 100 hours. (Please obtain written approval from Savvy first.)
- 2.3. For SR22 aircraft equipped with the Tornado Alley Turbo turbonormalizer STC:
- 2.3.1. Perform Cirrus SA09-08 (TAT SI08-01 rev. A) to remove build-up of exhaust deposits in the crankcase breather where it joins the tailpipe.
 - 2.3.2. Perform Cirrus SA09-07 (TAT SB09-01) to inspect half-stamped exhaust manifold (if applicable).
 - 2.3.3. Perform Cirrus SI10-01 to inspect oil return check valve for chafing and proper position.
 - 2.3.4. Check forward induction assembly for proper clearance from crankcase.
 - 2.3.5. Check security of all induction clamps, and ensure that any removed hoses and ducts have been reconnected.

2.3.6. Check Airworthiness Limitations regarding V-band clamps, which must be replaced at whichever comes first: (1) clamp removal after 350 hours TIS; (2) annual inspection after 350 hours TIS; (3) 450 hours TIS.

3. Final steps

- 3.1. When re-cowling engine, please double-check that front screws are installed and snug.
- 3.2. Perform operational check on landing light to ensure it has been properly reconnected.
- 3.3. Perform engine run-up and check for leaks.
- 3.4. Post invoice and logbook entries to client's Savvy ticket prior to aircraft pickup. Savvy must review and approve the invoice before the customer is authorized to pay it. Logbook entries should be posted to the ticket in digital form, and also provided to the customer on self-adhesive stickers.

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