CONTINENTAL CYLINDER KITS

CMI Through Hardened Steel Barrel Cylinder Kits.
The genuine, through-hardened steel barrel cylinders offer you peace-of-mind with OEM quality and product support at an aftermarket price. Most kits do not include piston pins, rocker arms, valve covers, and attaching hardware.

Model No.	Engines	Part No.	Price
658552A2	TSIO520	07-20388	---
658552A3	IO550 A, B, C	07-20389	---
658552A4	IO520 - all	07-20390	---
658603A4	TSIO550 A, B, C, E	07-20399	---
658603A8	TSIO520BE	07-20402	---

COMBUSTION TECH PISTONS FOR LYCOMING

All pistons manufactured by Combustion Technologies are made in the USA from high quality aluminum forgings. Their pistons are not made from castings and are designed to utilize Lycoming ring sets and piston pins so you do not need any special rings or pins.

Model Number	Description	Part No.	Price
ASC15357-P10	Combustion Technology Piston (Not FAA-Approved)	07-21498	---
ASC1021-FL-P10	Combustion Technology Piston (Not FAA-Approved)	07-21500	---
ASC653009 P15	Combustion Technology Piston (Not FAA-Approved)	07-24490	---

REIFF HOTSTRIP OIL SUMP HEATERS

HotStrip is thin and lightweight like a silicone pad, but made of aluminum for maximum durability. Works either as a stand-alone sump heater or integrated with the Hot Band Cylinder Heating Systems in the Standard, Turbo, and Turbo XP Systems. Bonds to the bottom or side of oil sump and electrically heats the oil. Features dual heating elements for redundancy. System includes two 100W elements thermostat, and power cord.

FAA Approved for:
Lycoming 0-235; All 290, 320, 360 series; All 435, 480, 540, 541 series; **Continental** IO-346; All 300, 600 series; E-165, E-185, E-225, All 470, 520, 550 series.
HotStrip Oil Sump Heater System: All engines above (Except Continental A-65, A-75, A-80, C-85, C-90, O-200, IO-240. These engines with oval oil sump use HotPad flexible silicone heating elements) Franklin 165, 220 .....P/N 08-00688 .....

REIFF PREHEATER FOR ROTAX 912/914

The Reiff preheat system for Rotax 912 and Rotax 914 aircraft engines is an engine-mounted electric preheat system designed for easier cold-weather starts. The preheat system consists of a 100-watt metal "hot strip" element, which is epoxied to the bottom of the crankcase, and a 50-watt band heater that is clamped to the oil tank. The Reiff is FAA approved, and includes a thermostat to keep the oil from exceeding 150° F.

Description	Part No.	Price
150 Watts 110V	08-06219	---
250 Watts 110V	08-07620	---
250 Watts 220V	08-07620-1	---
350 Watts 110V	08-07621	---

E-Z HEAT AIRCRAFT ENGINE PREHEATERS

Preheating engines for winter operations is at best a miserable chore and at worst can be a disaster for the plane, the pilot & flight operations - until the development of the E-Z Heat Aircraft Engine Heater. The E-Z Heat was designed to provide very efficient engine heating for virtually all propeller driven aircraft. The heaters consist of a flexible synthetic pad that easily conforms to the contours of the oil pan. This pad will heat 12 qts of oil from -40° to +60°F in an hour while using approximately 300 watts of electricity. The heater is 1/32" thick. which enables the immediate heat transfer from heater to engine.
The heaters are thermostatically controlled, so leaving them plugged in overnight means the plane will be ready to go in the morning. Normally, complete pre-heating takes only 3-5 hours for the entire engine to be nice and warm. With this new lighted plug, the owner simply needs to look out the window or peek in the hangar to see if they remembered to plug in their E-Z Heat engine pre-heater. Molded into the male plug end is a newly designed light emitting diode (LED). This LED allows the operator to visually recognize if there is electrical power to the preheat system even from a distance. FAA approved for certificated aircraft.
End your cold weather starting problems and reduce premature engine wear with the installation of our proven
Specifications:
Power Consumption: 300 watts or less / Thermostatically Controlled
Power Requirement: 110/120 volts (models 441 and 540 are available in 220 volts).
Installation: The adhesive is already on the pad. All you need to do is peel and stick it on! (excluding model 470)
Preheat Time: 3 to 5 hours on cold soaked engine, although, since unit is thermostatically controlled, it may be left on overnight, or all the time. Cowl covers and prop covers are recommended for extreme cold weather, they also reduce preheat time.
Lite Brite Plug: With this new lighted plug, the owner simply has to look out the window or peek in the hangar to see if they remembered to plug in their E-Z Heat engine pre-heater! (excluding model 470)
Weight: Only 9 ounces!
Heat Transfer: Convection/conduction, the safest way of heat transfer available. No flames or glowing elements are potential fire hazards.


07-00756


07-05315


07-05345


07-05210

Application	Heater #	Part No.	Price
Continental A-65 to O-200 (round). Use on round kidney shaped oil sumps	360	07-00756	---
Continental A-65 to O-200 (rectangle) Use on flat oil sump surface	270	07-05315	---
Continental C-125 to O-300, E-165 to E-225, IO-360 to TIO-360 Lycoming O-235, O-290, O-320*	440	07-05100	---
Continental 0-470, IO-470, O-520, IO-520 Lycoming O-320*, O-360, IO-360, O-540, IO-540C, D, TIO-540C	441	07-05200	---
Continental O-470, IO-470, O-520, IO-520	470	07-01320	---
Lycoming IO-360A & C Series	442	07-05210	---
Continental O-470, IO-470, O-520, IO-520, IO-550 Lycoming O-540, TIO-540 (except C), IO-720	411, 440 or 540	07-05345	---
	220V	07-05345-2	---
Model 441 - 220 Volt	441-2	07-05200-2	---

*** Except H and Rear Carbs**

E-Z HEAT 912 ENGINE PREHEATER

The E-Z Heat Engine Preheater system fits the Rotax motors and many other light sport aircraft on the market today. The system consists of two heater pads connected with a common "Light Bright" power cord. Installation is easy by peeling and sticking a pad on both the sump and on the oil tank to assure the engine gets the proper amount of heat.
P/N 07-01860 ..... ---

EP