

# CUSTOM KIT



P.O. Box 3149 Albany, GA 31706-3149  
Phone: (229) 883-1440  
Fax: (229) 439-9790

## CUSTOM KIT No. CK-AG-36

### FIELD CONVERSION OF S2RHG-T34 AIRCRAFT TO S2RHG-T65

**MODELS AFFECTED:** S2RHG-T34, S/N T34HG-103 and subsequent.

**REASON FOR PUBLICATION:** To allow owners to upgrade powerplant to the Pratt & Whitney PT6A-45A, -45B, -45R, -60AG, -65AG, -65B, or -65R for improved aircraft performance.

**COMPLIANCE:** At owner's discretion.

**BY WHOM WORK WILL BE ACCOMPLISHED:** Inspection accomplished by FAA manufacturing DAR inspector or equivalent.  
Installation by an A&P Mechanic or equivalent.

**Approval:** FAA approved.

**Estimated Man-hours:** 150

**PARTS DATA:** The parts required to comply with this custom kit may be obtained from your nearest Thrush dealer. A parts list is attached to this publication.

### ACCOMPLISHMENT INSTRUCTIONS

1. Remove engine cowling panels.
2. Place fuel shutoff valve into the OFF position.
3. Assure all electrical power to the aircraft is disconnected and remove batteries.
4. Disconnect all engine flexible control cables, rod-ends, and secure.

**\*Note\***

Tag and identify all tube, hose, electrical leads, and electrical connector plugs. Upon disassembly, cap all openings, tubing, hoses, drive pads, fittings, plugs, and connectors to prevent contamination and/or damage.

5. Disconnect fuel feed line to the inlet side of engine driven fuel boost pump.
6. Disconnect airframe fuel filter drain line from L/H chin skin.

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7. Disconnect oil pressure line from oil pressure port.
8. Disconnect fuel pressure line from fuel pressure port.
9. Disconnect engine torque pressure line from torque pressure port.
10. Disconnect engine overboard breather line.
11. Disconnect fwd. and aft. engine combustor drain lines.
12. Disconnect F.C.U. fuel return line.
13. Drain engine oil and remove line to engine quick oil drain fitting.
14. At forward side of firewall, disconnect the following lines:
  - a. Oil pressure.
  - b. TQ pressure.
  - c. Fuel pressure.
  - d. Fuel Return.
  - e. Smoker oil feed.
15. Disconnect battery vent lines.
16. Disconnect seal drain vent lines at the following locations.
  - a. Engine driven fuel boost pump.
  - b. High-pressure fuel pump/fuel control unit.
  - c. Propeller shaft.
  - d. Starter/Generator.
17. Disconnect Air Filter  $\Delta$ p lines.
18. Disconnect compressor wash feed lines.
19. Disconnect E.P.A. residue fuel reservoir lines from flow divider/dump valve.
20. Disconnect engine electrical harness cannon plug from firewall connector.
21. Disconnect all ground wires from firewall terminal ground strip.
22. Disconnect air-condition power wire at air conditioner current limiter.
23. Disconnect power wire at landing light circuit breaker.
24. Disconnect engine-wiring harness from engine and engine mount. Be sure to flag all cannon plugs and terminal ends as this harness will be installed on new larger engine installation. Disconnect the following and secure to prevent damage.
  - a. Overspeed governor prop test solenoid.
  - b. Prop beta micro switch.

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- c. RGB chip detector.
  - d. Np tachometer generator.
  - e. Ng tachometer generator.
  - f. Oil temperature sending unit.
  - g. Starter/Generator terminal block.
  - h. Fuel flow transducer.
  - i. Engine ground cable from rear of engine driven boost pump.
  - j. P3 heat terminal.
  - k. Ignition exciter box.
25. Disconnect ITT harness at the T5 terminal block.
26. Using appropriate equipment and following local state regulations, discharge and capture Freon from Air Conditioner and disconnect lines going to firewall and secure.
27. Disconnect L/H and R/H skin skin at firewall.
28. Disconnect upper center cowl support channel at firewall.
29. Using a suitable hoist and sling. Hoist engine and mount assembly at proper C.G. to take weight off of engine mount to fuselage attach bolts. (Note: Assure that engine is not pitched beyond 45° above or below horizontal).
30. Remove 4 each engine mount to fuselage attach bolts and hoist engine and mount assembly clear of aircraft.
31. Remove the following systems/items from removed engine/mount assembly, to be used on large engine assembly:
- a. Air Conditioner unit and mount.
  - b. Battery plate assembly.
  - c.  $\Delta p$  system.
  - d. Engine compressor wash system.
  - e. Engine driven boost pump.
  - f. Starter/generator and associated Q.A.D. mount.
  - g. Breather fitting.
  - h. E.P.A. residue fuel reservoir system.
  - i. A.P.U. system.
  - j. Oil cooler system.
  - k. Engine air filter basket assy.

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- I. Drain ballast ring (ballast tank) of former ballast (lead birdshot), then remove ballast tank/cowl ring assy.**
- 32. Pickle (preserve) and store old engine in accordance with Pratt & Whitney manual for maximum anticipated storage time.**
- 33. Using steps in reverse order of removal, install the following existing systems to the new engine mount P/N 9000-149:**
  - a. Air Conditioner mount and unit.**
  - b. Battery plate assembly.**
  - c. Ballast tank/cowl ring assembly.**
- 34. For the following steps, refer to Top Drawing number 94380 for the part number or model number of all new parts that are referenced, and for installation information.**

**\*NOTE\***

**Torque all hardware in accordance with TORQUE CHART (figure 2-7) in S2RHG-T65 Airplane Maintenance Manual, Pratt & Whitney Canada Maintenance Manual for engine related components, and Thrush Aircraft, Inc. drawings.**

**Using sound judgment, prep, prime, and paint component pieces as necessary for corrosion control.**

- a. Install new engine mount with to fuselage. Assure ground wires 29043-141 and 29043-153 are installed on the L/H lower and R/H lower bolts prospectively upon installation of washer and castellated nut.**
- b. Install new engine isolator mounts to approved airworthy engine.**
- c. Using a suitable hoist and sling, carefully position engine in the engine mount and align the bolt holes of the engine vibration mounts with those of the engine mounts. Install attaching hardware.**
- d. Install new forward engine mount basket assembly.**
- e. Install and service new propeller according to instructions outlined in Harzell Propeller Inc. Owner's manual and logbook No. 139. Use Aeroshell 6 grease only.**
- f. Install existing nose bowl upper and lower. Fit new lower nose bowl if original installation had a pitot inlet system.**
- g. Install new forward fireseals (ref. Dwg. 94380).**
- h. Install existing air filter basket assembly (ref. Dwg. 95315).**
- i. Install new aft fire seals and cuffs (ref. Dwg 19878 &19879).**

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- j. Seal all mating joints with RTV sealant to assure proper sealing of cannular inlet and filter area.
  - k. Fit new cannular inlet removable inspection skins P/Ns 21023-9,10,-15. Use salvaged camlocs from old skins.
  - l. Install existing oil cooler system. (Note: If original installation has a horizontal mounted oil cooler, convert to an improved vertical mounted oil cooler system by using components listed under additional parts).
  - m. Install new exhaust stacks. Install existing smoke oil discharge nozzle in R/H stack using high temperature anti-seize on threads.
  - n. Install existing upper center cowl support channel at firewall and cowl support ring, do not tighten hardware.
  - o. Install existing shin skins, L/H & R/H, do not tighten hardware.
  - p. Install existing rear top and side cowling panels to help locate existing cowling support installation properly. Tighten hardware that secures shin skins and upper support channel.
  - q. Fit new aft bottom skin, forward L/H skin, forward R/H skin, forward top skin, forward bottom skin using salvaged camloc fastener components from old cowling skins. (Note: If converting horizontal oil cooler system to vertical, fit new aft, L/H side skin, P/N 94343-1).
  - r. After properly fitting the new cowling skins, remove, prep, prime and paint to match aircraft's base color. Set skins aside for later installation.
35. Install the following serviceable engine components from existing PT6A-34AG engine onto new engine using new "O"rings, gaskets, and seals as necessary: (Note: If installing a new or freshly over hauled engine, new gaskets will come with engine. If installing a serviceable previously used engine, obtain necessary consumables listed under Additional Parts).
- a. Overspeed governor.
  - b. Np tachometer/generator.
  - c. Ng tachometer/generator.
  - d. Engine driven fuel boost pump.
  - e. Engine breather fitting.
  - f. Starter/Generator Q.A.D. mount.
  - g. Starter/Generator.
  - h. F.C.U. cambox input lever.
  - i. Oil temperature sending unit.
  - j. Oil pressure snubber fitting.

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- k. Fuel pressure snubber fitting.
- l.  $\Delta p$  system.
- m. Oil tank quick drain fitting.

**36. Connect the following existing tube and hose assemblies at the locations noted:  
Assure that all hoses and lines are free of anomalies and debris.**

**\*\*CAUTION \*\***

**If the old engine is being removed because of oil contamination or of the possibility of oil contamination, scrap the following items: (a) oil cooler and (b) all oil carrying lines and hoses.**

**If the old engine has oil contamination, the following items must be sent to an appropriate maintenance facility for disassembly and flushing to remove all contaminants or they must be replaced: (a) over speed-governor, (b) any oil wettable components. Failure to comply with the above will prove to be false economy, as the new engine will be contaminated by old impurities.**

- a. Connect  $\Delta p$  system lines.
- b. Connect seal drain vent lines at the following locations.
  - 1. Engine driven fuel boost pump.
  - 2. High-pressure fuel pump/fuel control unit.
  - 3. Propeller shaft.
  - 4. Starter/Generator.
- c. Connect battery vent lines.
- d. Connect smoker oil system lines.
- e. Connect high pressure fuel pump purge/return system lines.
- f. Connect torque system lines.
- g. Connect Oil pressure system lines.
- h. Connect Oil quick drain system lines.
- i. Connect fwd. and aft. engine combustor drain lines.

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- j. Connect airframe fuel filter drain line to L/H shin skin.
  - k. Connect fuel system lines (ref. Dwg 95100 fuel system installation firewall fwd). There are some differences between the existing system and new. Note: all necessary new parts are furnished with this kit.
  - l. Connect compressor wash ring system lines.
  - m. Connect E.P.A. residue fuel reservoir system lines.
  - n. Connect Air Conditioner Freon lines.
37. Connect existing engine-wiring harness to firewall cannon plug and engine mount. Connect the following Cannon plugs and wire terminals by following flags installed in step 24. Properly safety wire all cannon plugs upon reinstallation.
- a. Overspeed governor prop test solenoid.
  - b. Prop beta micro switch.
  - c. RGB chip detector.
  - d. Np tachometer generator.
  - e. Ng tachometer generator.
  - f. Oil temperature sending unit.
  - g. Starter/Generator terminal block
  - h. Fuel flow transducer.
  - i. Engine ground cable to rear of engine driven boost pump.
  - j. Ignition exciter box.
  - k. Ground wires to firewall terminal ground strip.
  - l. Air conditioner power wire to air conditioner current limiter.
  - m. Landing light power wire to landing light circuit breaker.
  - n. ITT harness to engines T5 terminal block. Clean all terminals and terminal hardware with 400 grit Scotch-brite® and contact cleaner immediately before reassembly.
38. Remove P3 heater switch from start control panel, Install P/N NAS 451-12 Plug button in left over hole. Ty-wrap P3 heater wires to start panel wiring harness out of the way of any terminals. Ty-wrap P3 heater cannon plug securely to engine harness. They will not be used on the large engine.
39. Remove fuel condition flexible cable attach angle P/N 9025-26. Install fuel condition flexible cable attach angle P/N 94371-13. (ref. Dwg. # 95223)
40. Connect all engine flexible control cable rod-ends to the appropriate engine control. Rig engine controls by using procedures outlined in chapter 4 of Thrush Aircraft, Inc. S2RHG-T65 Airplane Maintenance Manual. Refer to the appropriate

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**Pratt & Whitney Maintenance Manual for depreservation procedures of the engine oil and fuel systems.**

- 41. Replace the gauges in the cockpit instrument panels with the following:**
  - a. Oil pressure gauge P/N 21483T011.
  - b. Oil temperature gauge P/N 29-1004-10.
  - c. Ng gauge P/N RCA41A-08.
  - d. Np gauge P/N RCA40A-06.
  - e. Torque meter P/N 95070-1 or -3 or -5 (Depending on Engine Model).
  - f. ITT gauge P/N 21601-17 or -21 or -25 or -27 or -29 (Depending on Engine Model).
  - g. Airspeed indicator P/N 20353-10.
- 42. Remove the following placards from the cockpit, instrument panels, and throttle quadrant:**
  - a. "Warning-Regardless of fuel type used, the P-3 heater switch must be turned on for flight and ground operations when the free air temperature is below 40 degrees F."
  - b. "This airplane must be operated as a restricted category airplane in accordance with the operating limitations stated in the form of placards and the airplane flight manual. No acrobatic maneuvers, including spins approved. Design maneuvering speed-162mph. Max. flap-down speed-144 mph. Max. crosswind velocity, landing-15mph. Usable tank capacity 114 gallons each side."
  - c. "The operation of this airplane is limited to day and night VFR conditions. Flight into known icing conditions is prohibited."
  - d. "Maximum torque is 58.7 psi at 2200 rpm or 64.5 psi at 2000 rpm with straight line variation between these points."
  - e. "gnd. idle/ flt. Idle, cutoff, fuel lever" on throttle quadrant.
- 43. Install the following kit placards on the instrument panels and throttle quadrant as noted:**
  - a. P/N 21436T227 on R/H lower instrument panel.
  - b. P/N 21436T199 adjacent to the torque meter, (PT6A-60AG only).
  - c. P/N 50175T640 on upper instrument panel.
  - d. P/N 50175T641 on upper instrument panel.
  - e. P/N 9051-49 on throttle quadrant.
- 44. Service engine oil system I/A/W appropriate Pratt & Whitney Maintenance Manual.**



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45. Install fully recharged batteries. Using brass safety wire, safety battery connectors.
46. Vacuum down, then service Air Conditioner system with Freon R-134a.
47. Assure the engine air inlet plenum is free of all foreign objects and install cannular inlet skin panels.
48. Place airframe fuel shutoff valve to ON position. Purge engine fuel system of preservative compound and air as per appropriate Pratt & Whitney Maintenance Manual.
49. Assure engine installation is free of F.O.D. and all hoses, wires, and non-moving components are secured and ready for run-up operational check.
50. Check that the engine start and run-up area is clear of F.O.D.
51. Start engine using start procedures per S2RHG-T65 Airplane Flight Manual or Airplane Maintenance Manual. Have safety crew look for any anomalies. Shut down engine immediately and correct any squawks before continuing run-up.
52. Perform the engine ground test and checks outlined in chapter 4 of Thrush Aircraft, Inc. S2RHG-T65 Airplane Maintenance Manual. Adjust engine and rigging to meet all specifications.
53. Install propeller spinner after beta nut adjustment and propeller balancing.
54. Install cowling and paint to match rest of aircraft.
55. Clean aircraft and perform weight and balance. Add lead ballast in ballast ring (ballast tank) at station -68.00 if necessary.
56. Install additional data plate identifying the aircraft as being converted to an S2RHG-T65. The data plate shall read as follows:

Modified to S2RHG-T65

Date: \_\_\_\_\_

The date on the data plate shall be the date on which the aircraft is returned to service. The data plate shall be made of stainless steel or other equivalent fireproof material with permanent markings. It shall be attached using six each, CR3212-4-2 Cherrymax Rivets adjacent to the existing aircraft data plate.

57. Issue S2RHG-T65 Airplane Flight Manual for this S/N aircraft.
58. Installation is now complete and ready for the applicable 337 and log entry.

**RECORD COMPLIANCE:** Make appropriate entry in airplane maintenance records as follows: FIELD CONVERSION OF S2RHG-T34, SERIAL NUMBER \_\_\_\_\_ TO S2RHG-T65 accomplished by (signature) (date) at airplane total time hours.

Provide a copy of the completed entry to Thrush Aircraft, Inc. so the manufacturer will have a record of the change of status of the aircraft.

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**WEIGHT AND BALANCE:** Aircraft shall be re-weighted and a new S2RHG-T65 weight and balance form shall be inserted into the Airplane Flight Manual. Compute empty weight and CG. Using factory weighting form T0003 6/04 W&B (SC Pratt only). Compute loaded aft CG with full oil and fuel, pilot and hopper load for new 10,500 lb gross weight. Add sufficient lead shot to the airplane ballast tank to keep the loaded CG within the CG limits published in the S2RHG-T65 Airplane Flight Manual. Record the amount of ballast utilized.

**Note:** The datum is the leading edge of the wing.

**PUBLICATIONS AFFECTED:** Replace the original AFM with the new S2RHG-T65 AFM supplied with the kit. Write the aircraft new Model number and serial number on the new Airplane Flight Manual.

Replace the original AMM with the new S2RHG-T65 Airplane Maintenance Manual.

59. After inspection of Aircraft and Records, FAA DAR Inspector will replace the existing Airworthiness Certificate with an Airworthiness Certificate identifying the aircraft as being a model S2RHG-T65. Aircraft shall be re-registered with the FAA Aircraft Registry as a Model S2RHG-T65.

60. You may proceed with flight test at this time.

**KIT PARTS LIST (Parts are available through your area dealer).**

<b>QTY</b>	<b>P/N</b>	<b>DESCRIPTION</b>
1 ea.	94380	Drawing, P&W installation & top dwg-S2RHG-T65
1 ea.	94311	Drawing, Nosebowl, non-pitot inlet
1 ea.	94315	Drawing, Filter basket installation
1 ea.	94375	Drawing, Cowl skin instl-S2RHG-T65
1 ea.	95100	Drawing, fuel system firewall forward
1 ea.	95189	Drawing, Cannular inlet installation
1 ea.	95223	Drawing, Engine control installation
1 ea.	19878	Drawing, Aft. fire seal and cuff installation
1 ea.	19879	Drawing, Aft. fire seal assembly
1 ea.	T65HG-3	S2RHG-T65 Airplane Flight Manual
1 ea.	T65HG-2	S2RHG-T65 Airplane maintenance manual
1 ea.	PT6A-65AG, -65B, -65AR	Engine, gas turbine, Pratt & Whitney

**OR**

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1 ea.	PT6A-60AG	Engine, gas turbine, Pratt & Whitney
OR		
1 ea.	PT6A-45A, -45B, -45R	Engine, gas turbine, Pratt & Whitney
1 ea.	B5P10130S	Propeller, Hartzell HC-B5MP-3C/M10876ANS with D-3434-8P spinner, kit
1 ea.	9000-149	Mount, engine, Pratt & Whitney, 4 lug
4 ea.	93880-08	Vibration isolator, Barry
4 ea.	NAS147-55A	Bolt
4 ea.	MS20002C-7	Washer, countersunk
4 ea.	AN960-716	Washer, plain
4 ea.	AN355-7	Nut, castellated
4 ea.	MS24665-283	Cotter Pin
1 ea.	21011-7	Stack, exhaust L/H
1 ea.	21011-8	Stack, exhaust R/H
1 ea.	19894-1	Upper fwd. fire seal L/H
1 ea.	19894-2	Upper fwd. fire seal R/H
1 ea.	19894-3	Lower fwd. fire seal L/H
1 ea.	19894-4	Lower fwd. fire seal R/H
1 ea.	21483T011	Gauge, Oil pressure, psig
1 ea.	29-1004-10	Gauge, Oil temperature, C°
1 ea.	RCA41A-08	Gauge, Ng, %
1 ea.	RCA40A-06	Gauge, Np, rpm
1 ea.	95070-1	Gauge, Torque meter, (-45A, -45B, -45R, -60AG)
OR		
1 ea.	95070-3	Gauge, Torque meter, (-65AG, -65R)
OR		
1 ea.	95070-5	Gauge, Torque meter, (-65B)
1 ea.	21601-17	Gauge, ITT, C°, (-65AG)
OR		
1 ea.	21601-21	Gauge, ITT, C°, (-60AG)

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OR

1 ea. 21601-25 Gauge, ITT, C°, (-45A, -45B, -45R)

OR

1 ea. 21601-27 Gauge, ITT, C°, (-65AR)

OR

1 ea. 21601-29 Gauge, ITT, C°, (-65B)

1 ea. 20353-10 Gauge, Airspeed indicator, mph

1 ea. 95330-1 Basket, weld assembly (complete)

8 ea. AN4-5A Bolt

8 ea. MS21045C-4 Nut

8 ea. AN960-416 Washer

1 ea. 21436T227 Placard, R/H lower instrument panel

1 ea. 21436T199 Placard, (PT6A-60AG only)

1 ea. 50175T640 Placard, upper instrument panel

1 ea. 50175T641 Placard, upper instrument panel

1 ea. 9051-49 Placard, throttle quadrant, high idle/ low idle

1 ea. NAS451-12 Plug button

1 ea. 94324-1 Skin, forward L/H

1 ea. 94324-2 Skin, forward R/H

1 ea. 94325-1 Skin, forward TOP

1 ea. 94376-1 Skin, forward BOTTOM

1 ea. 94348-1 Skin, Aft., forward BOTTOM

1 ea. 94348-5 Skin, Aft., aft. BOTTOM

1 ea. 94371-13 Angle, cable attach

1 ea. 111F417-4S-0550 Hose assy

1 ea. 111-417-4S-0390 Hose assy

1 ea. 111F504-10D0440 Hose assy

1 ea. 111F417-4S-0620 Hose assy

1 ea. 111F417-4S-0065 Hose assy

1 ea. 111-502-6S-0320 Hose assy

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5 ea.	MS9387-4	“0” ring
2 ea.	AN6227-14	“0” ring
1 ea.	MS775-116	“0” ring
1 ea.	21001-23	Fuel fitting assembly
1 ea.	AN924-4	Nut
1 ea.	AN924-10	Nut
1 ea.	AN837-10	Elbow, bulkhead 45°
1 ea.	MS21919DG-20	Clamp, Adel
4 ea.	MS21919DG-24	Clamp, Adel
27 ea.	AN3-3A	Bolt
8 ea.	AN3-4A	Bolt
5 ea.	AN3-5A	Bolt
11 ea.	AN3-6A	Bolt
8 ea.	AN4-12A	Bolt
47 ea.	MS21044N3	Nut
8 ea.	MS21044N4	Nut
1 ea.	19820-7	Upper bracket assy L/H
1 ea.	19820-8	Upper bracket assy R/H
1 ea.	19820-17	Lower bracket assy L/H
1 ea.	19820-18	Lower bracket assy R/H
1 ea.	19874-1	Cuff shield
1 ea.	19874-2	Cuff shield
1 ea.	19874-3	Cuff shield
1 ea.	19874-4	Cuff shield
1 ea.	19874-5	Cuff shield
1 ea.	19874-6	Cuff shield
1 ea.	19874-7	Cuff shield
1 ea.	19874-8	Cuff shield
8 ea.	QS100M24S	Clamp, hose
2 ea.	19881-3	Aft fire seal doubler

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2 ea.	19881-4	Filler
1 ea.	19879-21	Aft fire seal assy
1 ea.	19880-1	Aft outer fire seal assy (top)
1 ea.	19882-5	Aft fire seal (R/H) assy
1 ea.	19883-17	Aft inner fire seal assy (top)
1 ea.	19881-10	Aft fire seal assy (L/H)
1 ea.	19884-9	Aft fire seal assy (bottom)
1 ea.	19884-13	Aft fire seal (lower bottom)
1 ea.	21018-6	Plate assy closeout R/H
1 ea.	21018-5	Plate assy closeout L/H
10 ea.	19817-9	Clip, aft fire seal
1 ea.	AN6227B-8	"0" ring, oil pressure port
1 ea.	M83248-1-904	"0" ring, prop drain vent
1 ea.	MS28775-114	"0" ring, oil tank drain fitting
1 ea.	AN919-15	Fitting, oil tank drain
1 ea.	M83248/1-113	"0" ring, starter/generator wet spine drive
1 ea.	9041-5	Gasket, engine breather
1 ea.	AN900-7	Gasket, MS28034-3 oil temperature probe
1 ea.	C-3317-230	"0" ring, propeller (alt. P/N PRP-909-8)
1 ea.	T0003 6/04	Form, blank, weight and balance (SC Pratt only)
1 ea.	Field fabricated	Data plate, supplemental S2RHG-T65

## ADDITIONAL PARTS:

For aircraft S/N T34HG-103 to T34HG-106 having a horizontal mounted oil cooler, the following additional parts will be needed to convert to vertical mounted oil cooler.

1 ea.	95146 (sheets 1,3,4)	Drawing, oil system installation
1 ea.	95143-51	Oil cooler mount assy
1 ea.	95143-57	Plate
1 ea.	95143-59	Bracket
1 ea.	95143-61	Bracket
1 ea.	95143-63	Spacer plate
1 ea.	19827-13	Angle

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1 ea.	19827-17	Angle
4 ea.	90046-6	Clamp, Dutchman
1 ea.	111F502-12D0310	Hose
1 ea.	111F503-12D0590	Hose
8 ea.	AN4-23A	Bolt
24 ea.	AN4-5A	Bolt
8 ea.	AN4-6A	Bolt
40 ea.	MS21044N4	Nut
40 ea.	AN960-416	Washer
1 ea.	94343-1	Skin, side, aft., L/H
1 ea.	19761-21	Flap, lower cowl vent

If the aircraft has a pitot inlet, the following additional parts will be needed to replace it.

1 ea.	96261-9	Cover, cutout, pitot inlet
1 ea.	94312-1	Nosebowl assy, lower
1 ea.	94313-9	Frame assy, lower nosebowl

If serviceable (not new) engine is being installed, the following additional parts will be needed:

1 ea.	3010818	Gasket, over-speed governor
1 ea.	ST3277-01	Gasket, starter/generator
3 ea.	ST3276-01	Gasket, Np, Ng, & engine driven boost pump