

AEROSPACE
MATERIAL
SPECIFICATION

AMS 3070D

Issued 11-1-67
Revised 4-1-85

OIL, CARBURETOR FLUSHING

This specification has been declared "NONCURRENT" by the Aerospace Materials Division, SAE, as of 4-21-83. It is recommended that this specification not be specified for new designs.

This cover sheet should be attached to the "D" revision of the subject specification.

This specification is under the jurisdiction of AMS Committee "B".

SAE Technical Board Rules provide that: "This report is published by SAE to advance the state of technical and engineering sciences. The use of this report is entirely voluntary, and its applicability and suitability for any particular use, including any patent infringement arising therefrom, is the sole responsibility of the user."

AMS documents are protected under United States and international copyright laws. Reproduction of these documents by any means is strictly prohibited without the written consent of the publisher.



AEROSPACE MATERIAL SPECIFICATIONS

SOCIETY OF AUTOMOTIVE ENGINEERS, Inc.

485 Lexington Ave., New York, N. Y. 10017

AMS 3070D

Superseding AMS 3070C

Issued 3-1-42

Revised 11-1-67

OIL, CARBURETOR FLUSHING

1. **ACKNOWLEDGMENT:** A vendor shall mention this specification number and its revision letter in all quotations and when acknowledging purchase orders.
2. **TYPE:** Refined petroleum base lubricating oil without additive compounds not naturally occurring in petroleum.
3. **APPLICATION:** Primarily for preservation of the interior of carburetors, particularly the diaphragms, during shipment and/or storage.
4. **TECHNICAL REQUIREMENTS:**
 - 4.1 **Properties:** Oil shall conform to the following requirements; tests shall be performed in accordance with the issue of specified ASTM methods listed in the latest issue of AMS 2350.

Viscosity, Saybolt Universal at 210 F (98.9 C), sec	62 - 68	ASTM D88 or D445
Flash Point, min	420 F (215.6 C)	ASTM D92
Pour Point, max	0 F (-17.8 C)	ASTM D97
Sulfur, %, max	0.5	ASTM D129
Aniline Point, min	230 F (110 C)	ASTM D611
Saponification Number, max	0.5	4.1.1
Reaction	Neutral	4.1.2
Corrosion, Copper Strip	No brown or black discoloration or pitting.	4.1.3

 - 4.1.1 **Saponification Number:** Shall be determined in accordance with ASTM D94, using a 20 g sample, except that 0.1N alcoholic potassium hydroxide solution shall be used instead of 0.5N solution.
 - 4.1.2 **Reaction:** Fifty ml of oil and 15 ml of distilled water shall be placed in a 150 ml flask. The flask and contents shall be warmed to 150 F (65.6 C), shaken thoroughly, and allowed to cool to room temperature. Five ml of the aqueous layer shall be pipetted into each of two test tubes. One drop of 0.1% solution of methyl orange shall be added to one tube and one drop of 1% solution of phenolphthalein added to the other. No red or pink color shall result in either case.
 - 4.1.3 **Corrosion:** This test shall be performed in accordance with ASTM D130, except that the medium shall be oil instead of gasoline and the temperature shall be 212 F \pm 2 (100 C \pm 1.1) instead of 122 F (50 C).
 5. **REPORTS:** Unless otherwise specified, the vendor of the product shall furnish with each shipment three copies of a report of the quantitative results of tests made on the batch of oil from which the order was filled, to determine conformance to the requirements of this specification. This report shall include the purchase order number, material specification number, vendor's identification, batch number, quantity, and date of shipment.
 6. **IDENTIFICATION:** Each container shall be plainly marked to show the material specification number, purchase order number, quantity, batch number, and vendor's identification.
 7. **PACKAGING:** Unless otherwise specified, oil shall be supplied in either 5 gal cans or 55 gal drums, as ordered.

SAE Technical Board rules provide that: "All technical reports, including standards, approved practices, and practices recommended, are advisory only. Their use by anyone engaged in industry or trade is entirely voluntary. There is no agreement to adhere to any SAE standard or recommended practice, and no commitment to conform to or be guided by any technical report. In formulating and approving technical reports, the Board and its committees will not investigate or consider patents which may apply to the subject matter. Prospective users of the report are responsible for protecting themselves against liability for infringement of patents."