



# SERVICE BULLETIN

DATE: 23 OCTOBER 1972

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## INSPECTION – LANDING GEAR DAMPER (POPPET TYPE) ASSEMBLY PN 369H6340 AND PN 369H92131

### 1. PLANNING INFORMATION

#### A. MODELS AFFECTED:

369HS Helicopter Serial No. 0101S thru 0398S and 0400S  
369HE Helicopter Serial No. 0101E and subsequent  
369HM Helicopter Serial No. 0201M thru 0221M

#### B. PREFACE:

The information given in this Service Information Notice lists a procedure for a one-time inspection of the subject landing gear damper assemblies installed on the helicopter and in spares inventory. The purpose of the inspection is to ensure that no lubricant or grease exists on the inner threads of the damper upper cap, or on the upper threads of the damper piston rod. Instructions also include a requirement for torquing the damper upper cap to the piston rod to provide positive retention.

It is noted that PN 369H6340 damper assembly is color-coded BLUE on lower cap and barrel: the PN 369H92131 damper assembly in color-coded ORANGE on lower cap and barrel.

#### C. TIME OF COMPLIANCE:

Shall be accomplished within next 100 hours of helicopter operation for installed damper; or prior to installation on helicopter for subject damper in spares inventory at date of this Notice.

Compliance not required for subject damper identified with torque stripe.

#### D. WEIGHT AND BALANCE:

Weight and balance not affected

#### E. REFERENCE:

500 Series – Basic HMI, Issued 1 Dec 1971; Revision No. 1, 15 May 1972  
500 Series – HMI Appendix C, Issued 1 Sep 1971; Revision No. 1, 1 Aug 1972

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## F. MATERIALS:

MATERIALS	
Nomenclature	Source
Solvent, Naptha or equivalent	Commercial
Paint – Acrylic laquer, white	Commercial
Lubricant – White petroleum jelly (Vaseline)	Commercial

## G. TOOLS AND EQUIPMENT:

TOOLS AND EQUIPMENT Nut	
Nomenclature	Source
Wrench, torque – 0 to 1000 inch–pounds	Commercial
Blocks, cylinder holding – locally fabricated	Commercial
Adapter, cap wrench – 369A6300–80906 or locally fabricated	Commercial
Wrench, piston – locally fabricated	Commercial

## 2. INSPECTION PROCEDURE

### WARNING

A charged damper is under high gas pressure and it must be treated cautiously, or bodily injury may occur. Read the inspection procedure thoroughly in its entirety before proceeding. Also refer to Section 6 of the Basic HMI, and Section 7 of HMI Appendix C.

- Remove installed landing gear damper from helicopter, per Basic HMI; or remove spares damper from sealed transparent container.
- Remove damper plastic cover by removing plastic tape or rubber sleeve and tie strap used to compress cover tangs, and carefully but firmly pull cover toward top end to disengage tangs from upper bearing cap groove.
- Place damper in fabricated holding blocks (see figure 1), then place blocks in vise with damper in vertical position and upper bearing cap at top ( see figure 2).

### WARNING

Safety glasses should be worn when removing upper bearing cap in following step d. It is possible for pressurized gas to escape if the piston plug seal has been damaged. After removing upper cap, do NOT disturb or remove plug installed in upper end of piston rod.

Replace damper if gas Leakage is noted.

- Engage piston wrench on flats of piston rod; place cap wrench adapter on upper cap lug and slowly unscrew and remove upper cap.

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e. Using solvent, thoroughly clean threads of upper cap and threads of upper end of piston rod of all traces of lubricant or grease. All threads must be completely clean and dry.

**NOTE:** Also clean MS28775-118 O-ring installed below piston rod threads. Replace O-ring if worn or damaged; lubricate new O-ring with white petroleum jelly to facilitate installation, but be sure to clean and wipe all lubricant from O-ring and from threads on upper end of piston rod before installing upper cap. Threads must be completely clean and dry.

f. Install upper cap on piston rod; torque cap to 500 to 600 inch-pounds plus drag torque, using cap wrench adapter and piston wrench. Align upper and lower caps by turning piston with wrench engaged in wrenching flats.

g. Paint or stencil a torque stripe on damper upper and lower caps as shown in Figure 2.

h. Install plastic cover on damper; compress tangs in cap groove and secure cover with plastic tape or rubber sleeve and tie strap.

**NOTE:**

When reworked damper is installed on helicopter, ensure that torque stripe is visible for inspection.

Steps i, j, and k below are not applicable to spares dampers. Package spares damper in sealed transparent container.

i. Install landing gear damper, per Basic HMI. As required, use wrench on upper bearing cap wrenching flats to help align and mate upper cap attach lug with attach fitting on helicopter.

j. Repeat steps a through i for remaining dampers on helicopter.

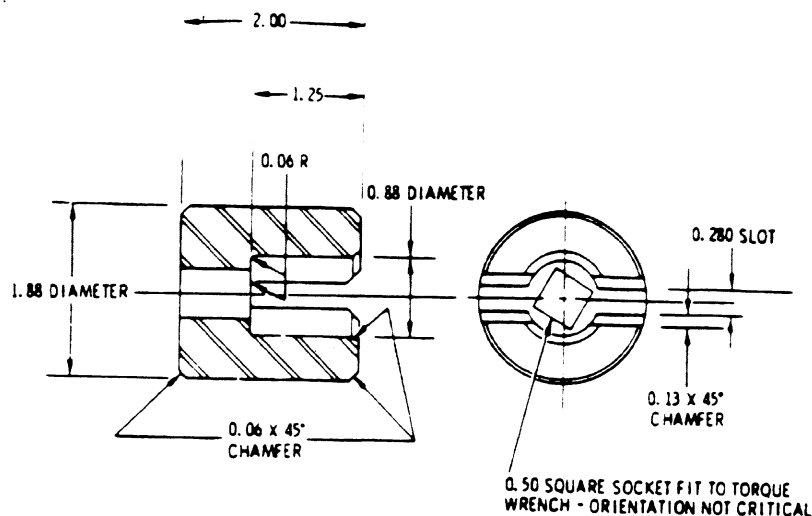
1. Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

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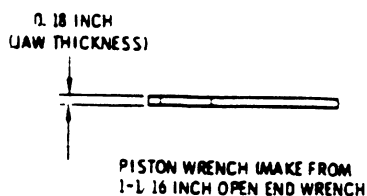
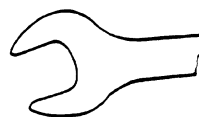
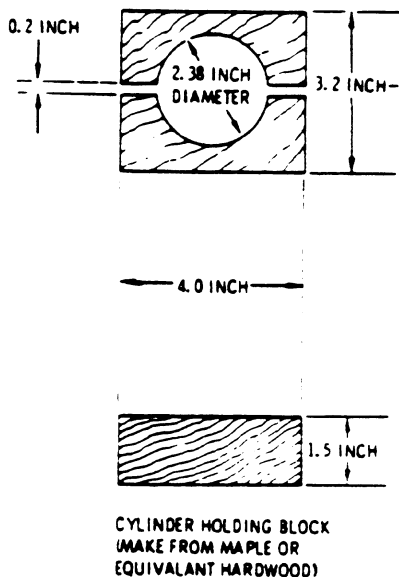
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TORQUE WRENCH ADAPTER-UPPER END CAP  
(MAKE FROM 2.00 DIAMETER X 2.50 II-A-1 TOOL STEEL)



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Figure 1. Special tools fabrication

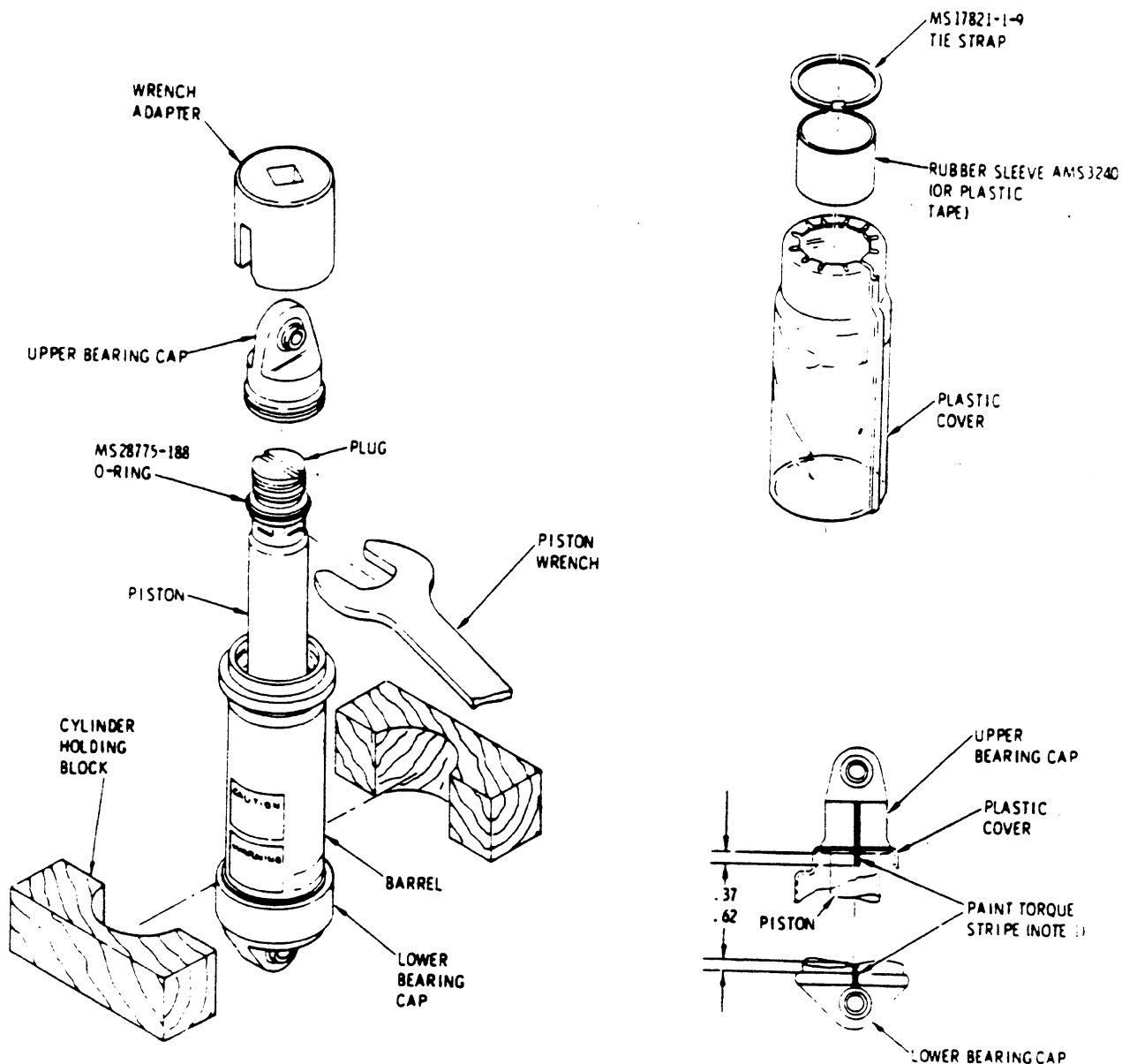
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NOTE:  
1. TORQUE STRIPE MUST EXTEND TO TOP OF CYLINDRICAL SECTION OF UPPER CAP, AND TO BOTTOM OF CYLINDRICAL SECTION OF LOWER CAP. ENSURE THAT TORQUE STRIPE IS VISIBLE FOR INSPECTION, WHEN DAMPER IS INSTALLED ON HELICOPTER.

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Figure 2. Inspection and rework of landing gear damper assembly

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