SERVICE BULLETIN

DATE: 26 APRIL 1976

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INSPECTION AND REPAIR – ADJUSTABLE UPPER ENGINE MOUNT ASSEMBLIES, PN 369H8016–1 AND – 2

1. PLANNING INFORMATION:

A. Models Affected:

All Model 369H Series Helicopters equipped with subject adjustable upper engine mount assemblies, with EXCEPTION of the following:

Model 369HS Helicopter Serial No. 07065; 07385 thru 07405; 0742S; 07435; 07455; 07475; 07525; 07535; 07555 thru 07575; 07595; 07605; 07635 and subsequent.

Model 369HM Helicopter Serial No. 0259M; 0272M; 0273M; 0276M; 0277M; 0282M and subsequent

All subject adjustable upper engine mount assemblies in Spares Inventory at date of this Notice.

B. Time of Compliance:

Shall be accomplished within next 300 hours of helicopter operation, or at next removal o£ engine, whichever is sooner.

Shall be accomplished prior to installation on helicopter, for engine mount assemblies in Spares Inventory.

C. Preface:

The information given in this Service Information Notice lists a procedure for a one–time inspection of the subject adjustable upper engine mount assemblies, to check for evidence of internal corrosion of the mount tubes Instructions are also provided for application of a corrosion preventive coating of the mount tubes.

Removal, inspection and rework shall be accomplished on ONE upper engine mount assembly AT A TIME, to avoid disturbing the security of the engine installation.

D. Weight and Balance:

Weight and balance not affected.

E. Reference Publications:

500 Series – Basic HMI, Issued I October 1972; Revision No. 5, 15 June 1975

500 Series – HMI Appendix D. Issued 1 October 1973

FORM 9578 (REV 1/94)

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	**Part No.**	**Qty.**	**Source**
Nut	NAS679C4	4	Commercial
Lockwire	MS20995–N32	A/R	Commercial

SERVICE BULLETIN

TOOLS AND EQUIPMENT	
Nomenclature	**Source**
Brush, wire (5/16 in. diameter)	Commercial
Trammel or equivalent	Commercial
Web belt or equivalent	Commercial
Dial indicator	Commercial

MATERIAL	
Nomenclature	**Source**
Alcohol, isopropyl	Commercial
Primer, zinc chromate	Commercial
Corrosion preventative compound, Braycoat (MIL–C–16173 or equivalent)	Bray Oil Co.

2. PROCEDURE

(1). Remove main transmission drive shaft, per Basic HMI; index location of both shaft couplings before removing shaft, to facilitate reinstallation and check retention of engine to transmission alignment.

CAUTION Remove, inspect and rework ONE upper engine mount assembly AT A TIME, to avoid disturbing security of engine installation.

Before removing either upper engine mount assembly, use hoist to raise engine sufficiently only to relieve tension on engine mounts. Also, secure web belt or equivalent to engine hoist fitting; route belt under and around engine and secure to left hand side of helicopter structure, to prevent engine movement when one upper mount is removed.

(2). Remove left upper engine mount, per Basic HMI.

CAUTION Before disassembling mount tube and fittings, use trammel or equivalent to measure distance (~0.010 inch) between end of mount tube and end fitting as installed on screw fitting (see Figure 1). This will aid in reassembly and adjustment of mount tubes and fittings after rework.

(3). Remove lockwire from fittings and mount tubes (see Figure 1).

(4). Loosen jam nut and remove mount tube from each screw fitting; loosen jam nut and remove end fitting from each screw fitting.

(5). Degrease, or thoroughly swab with alcohol, the inside diameter of the mount tubes, the internal threads of the end fittings, and the safetywire holes in the mount tubes and end fittings.

SERVICE BULLETIN

MANDATORY MANDATORY MANDATORY

(6). Using mirror and flashlight, visually inspect inside diameter of mount tubes, threads of end fittings. and safetywire holes for evidence of rust or corrosion.

NOTE: If light corrosion exists, clean out using a 5/16–inch diameter wire brush.

If corrosion pitting exists, scrap the part.

(7). Using swab, thoroughly coat inside diameter of each mount tube and end fitting with wet zinc chromate primer; air dry. Use 5/16–inch diameter wire brush to remove primer from internal threads of mount tubes and end fittings. Coat internal threads of mount tubes and end fittings with Braycote corrosion preventive compound.

(8). Reassemble mount tubes and end fittings on screw fittings, at dimensions (~0.010 inch) noted prior to disassembly in step 3. Tighten jam nuts and secure fittings and mount tubes with lockwire. Paint new slippage marks, both mount tubes.

(9). Reinstall left upper engine mount assembly on helicopter, per Basic HMI. Use new NAS67904 nuts to attach mount fittings to helicopter.

(10). Repeat steps 2 thru 9 for right upper mount assembly.

(11). Remove web belt support and engine hoist.

(12). Reinstall main transmission drive shaft, per Basic HMI; note index marks on shaft couplings; check that engine to transmission alignment has been maintained. (Refer to HMI Appendix D.)

(13). Inspect upper engine mount installations for discrepancies.

(14). Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.