

## CHANGE THE GROMMETS



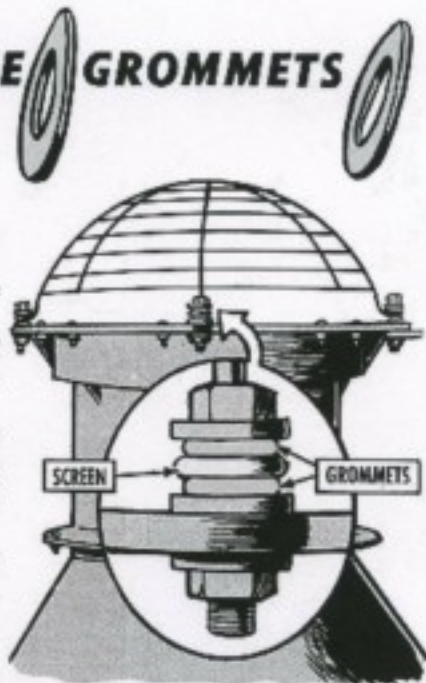
You get more bounce-to-the-ounce with new rubber.

Which is just what you want out of the rubber grommets on the Huey (UH-1D/H) oil cooler screen.

When the grommets harden, blower vibrations will not be dampened out and the screen is sure to crack at one or two of the mounting points.

So, if screen repair or replacement is getting a mite out of hand in your unit, better latch onto some new grommets, FSN 5325-263-6632.

When you put in the new grommets be sure you have the stack-up shown in the parts pub, otherwise even fresh material won't hack it.



Tighten the screen retaining bolt nut snug, plus one-half turn of the wrench. That'll stop screen cracking.

## NUTS ON THE FUEL CONTROL

Dear Windy,

A discussion has come up on the Huey T53-L-13 and T53-L-15 engines about the safety on the actuating rod on the inlet guide vane actuator to fuel control.

Do the rod bolts require a castellated nut and cotter pin or a self-locking nut?

SFC C. N. T.

Fort Eustis, Va.



Dear Sergeant C. N. T.,

Would you believe one model gets a nut and the other one doesn't? It's true!

The T53-L-15 bolt is put through an unthreaded lever arm and is held by a castellated nut (P/N AN150432) and cotter pin.

The T53-L-13 rod is held at the fuel control end with a bolt put through a threaded lever arm and secured with a cotter pin — no nut needed.

'Course, the rods for both engines on the actuator end need a washer, self-locking nut (P/N MS21042-3) and a cotter pin to hold the bolt.

Windy