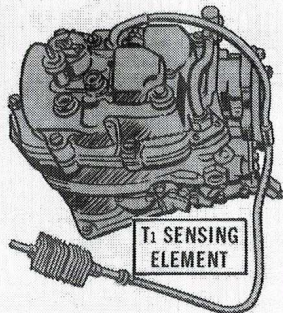
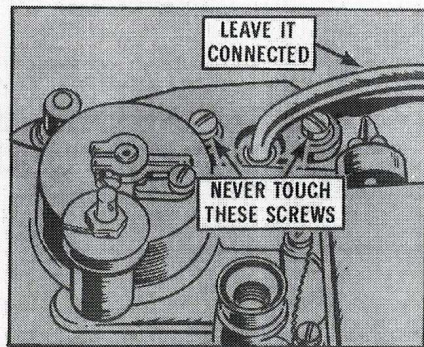


A complete T53 engine fuel control unit includes the T₁ temperature sensing element.



So-o-o-o, 67-November types, never—like N-E-V-E-R—take the sensing element tube loose from the fuel control regulator. That's strictly a job for depot dudes.



Each fuel control unit is calibrated with its temperature sensor. Hooking an old sensor to a new fuel control causes power surges, high EGT, hot starts, engine damage.

And a sudden drop in power during lift-off, or a sudden power surge on touchdown can hurt a pilot's pride—not to mention the bird's hide!

Change the fuel control by disconnecting the T₁ sensor at the engine inlet. You'll find the easy-does-it bit in chapter 5 of the engine tech manuals—TM 55-2840-229-24 (Apr 71) and TM 55-2840-233-24 (Jul 71). It'll save money, downtime, and frazzled nerves.

The fuel control has its own special shipping box. Use it when you ship the old control, and its sensor, to depot. You'll find packing poop in the engine TM.

