

Gaskets, O-Rings... ONCE is

ENOUGH

STANDARD OPERATING PROCEDURE

Installing a new gasket or packing is SOP. That's why the pubs rarely say to use a "new" gasket in each maintenance operation.

When you latch onto new gaskets and O-rings, eyeball them for obvious cuts, nicks and flaws. Throw out any faulty ones.

Why do you need new parts each time?

Well, a used gasket has been compressed and won't give you a good seal. Leaks are guaranteed with a reused gasket.

O-rings also take a permanent set that can't be duplicated a second time. Only a new O-ring will fit properly in a recess to give you a good seal.

Mounting a gasket rarely presents a problem. Not so with O-rings. 'Course, you need the right size because you want uniform pressure on the entire O-ring.

For easier installation, wet the O-ring going into a hydraulic system with hydraulic fluid. Work the O-ring carefully into place to keep it from being cut or scratched on threads or sharp corners. No pinching or twisting of the O-ring, either.

Yessir-e-e-e, those inexpensive gaskets and packings will keep the fluid flowing in your bird. But you have to use new ones every time.

/GAK!
LOSING MY
TRANSMISSION
FLUID...
/GAK!
/GAK!
I'M
GOIN'
DOWN...

BUDDY...
CAN YOU SPARE
A DIME?...

FOR A
GASKET...
ANY TIME!

/GAK!
...DONE IN BY
ONE REUSED
GASKET...
/GAK!

The gasket, NSN 5330-00-107-5393, does not come in any of the standard gasket kits listed in the bulk materials section of the Huey parts pub. Which means you have to ask for—Gasket, Item 19, Fig 145 of TM 55-1520-210-20P. It only costs a dime.

Gaskets and O-ring packings in your hydraulic, oil and fuel systems are a one-shot deal, knucklebusters. If you reuse them, you're flirting with emergency landings and beaucoup bird downtime.

Take the Huey transmission primary oil filter, for example.

TM 55-1520-210-20 says to install a new gasket when you put that baby back after a cleaning—for good reason. More than one forced landing has resulted when a reused gasket blew, emptying the transmission.



GASKET TO O-RING

If one of the new AH-1S Models is headed your way, the transmission primary oil filter takes an O-ring packing instead of a gasket. So, ask for packing, NSN 5330-01-018-6498.

The filter in your Cobra can be Murphyed. Remember that the bypass valve is located at the 12 o'clock position. On the S Model locate the



filter with one of the bypass valves at the 12 o'clock position, or you'll lose the bypass feature on your S Model Cobra.

