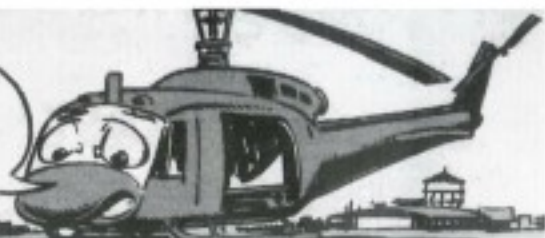


NO O-RING, PLEASE!

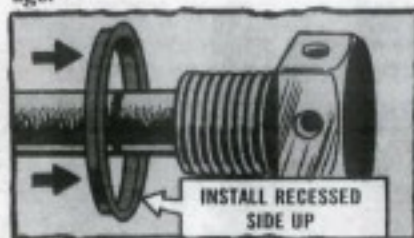


Getting oil leakage around the oil strainer on the rear-bearing housing of that T53 Huey engine?

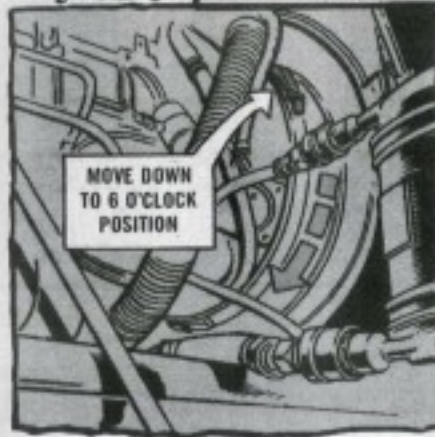


Forget about adding an O-ring. Take a look at the strainer gasket. If it's in wrong, with the recessed side down, get a new gasket. Put it in the right way, recessed side up. That'll stop the leak.

If you find the gasket wrong-side-up on top of an O-ring, put in a new gasket and leave out the O-ring. An inverted gasket can give against the strainer and cause leakage.



Fact is, an inverted gasket and O-ring can lead to a No. 2 bearing oil passage clogged with O-ring particles—which can cause engine failure.



First chance you get, Huey and Cobra mechs, eyeball the V-band coupling that secures the particle separator (Bell Mouth Assembly) to the T-53 engine housing.

The coupling gap has to be at the 6 o'clock position for water drainage.

Any other position and trapped water will corrode the magnesium flange on the engine inlet housing.

That means flange replacement, and much bread, at overhaul. You better believe it!