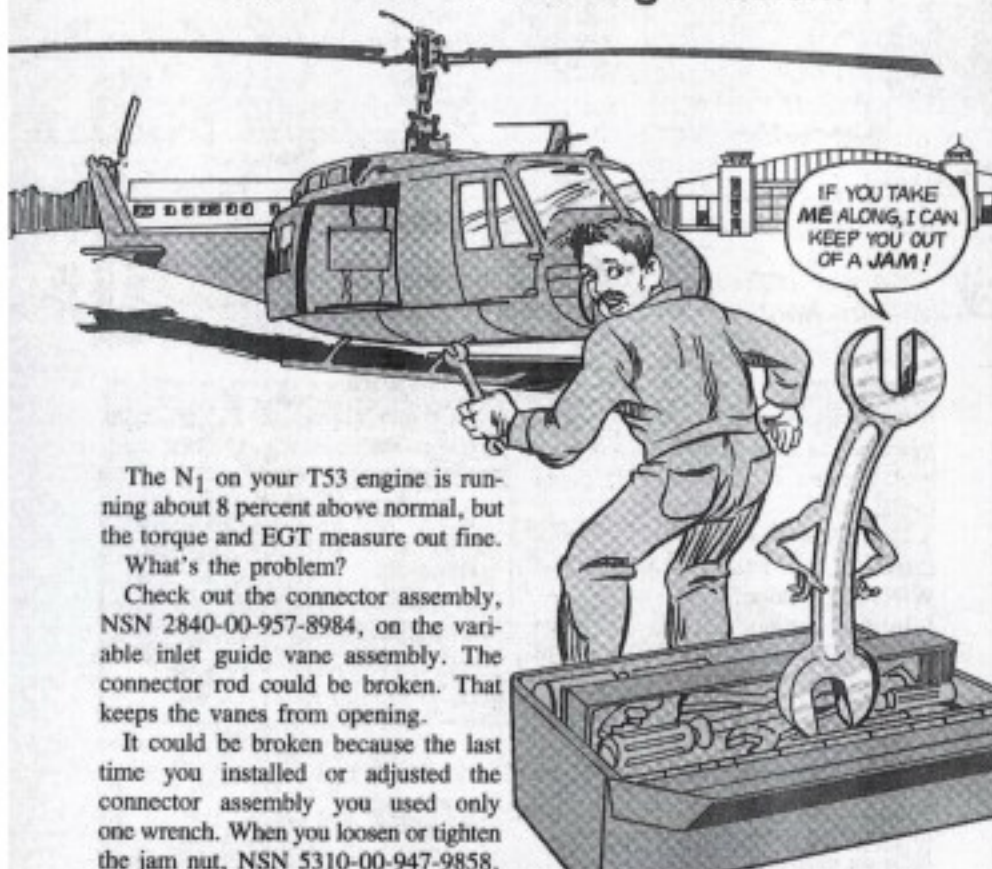


UH-1 and AH-1 Engines...

Solve This Wrenching Problem



The N_1 on your T53 engine is running about 8 percent above normal, but the torque and EGT measure out fine.

What's the problem?

Check out the connector assembly, NSN 2840-00-957-8984, on the variable inlet guide vane assembly. The connector rod could be broken. That keeps the vanes from opening.

It could be broken because the last time you installed or adjusted the connector assembly you used only one wrench. When you loosen or tighten the jam nut, NSN 5310-00-947-9858,



use another wrench to keep a backup force on the self-aligning bearing, NSN 2840-00-904-2475.

Otherwise, the force you put on the jam nut will twist and weaken the connector rod. If it doesn't break right away, it will eventually... maybe during a flight. That can cause the engine to lose power—an emergency for sure!

So grab two wrenches, next time you adjust the connector assembly.