

HERE'S HOW TO SHAKE VIBRATION PROBLEMS OUT OF YOUR SENSITIVE EQUIPMENT!



# KEEP OUT THE BAD VIBES



HOW ABOUT SOME PM?

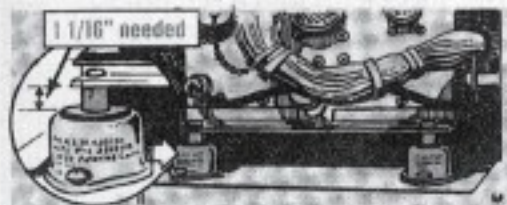


There's nothin' else quite like the good vibrations a pilot gets from his bird as he's belting thru the blue. But even normal operating vibes can give mounted avionics equipment a hard time.

That's why it's mounted on vibration isolators. Worn isolators won't do their job. And mismatched isolators carrying a load that's too big won't stand up. Use the isolator part number listed in your parts manual.

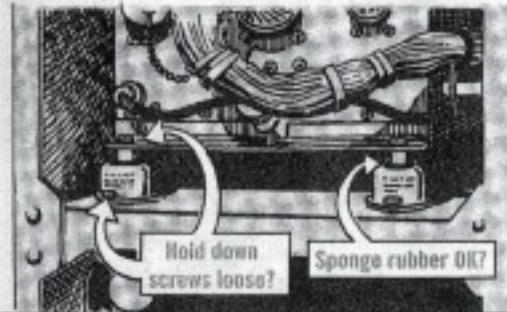
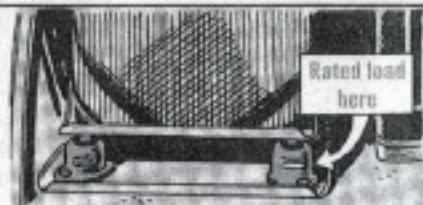
So, crew chiefs, eyeball your bird's isolators around the 100-hr interval, like it says in para 3-189 of TM 55-1500-204-25/1 (Apr 70).

Check out vibration isolators



Be sure the isolator's matched to its load. The rated weight for the isolator is usually printed on the casing. If not, let that clearance check be your guide.

The clearance between each isolator and the supported item or isolated load has to be at least 1/16 inch. If it's not, change the isolator.



Check for sagging or loose retaining rivets or hold-down screws. To do it, move the equipment or mounted panel to extreme positions in every direction.

While you're moving it, peek at the sponge rubber or metal mesh pads or rubber for deterioration or separation of rubber-to-metal bonding. If you see any, replace the isolator.

And your favorite pilot can keep on groovin' on the bird's good vibes.