



Installing the outside air temperature (OAT) gage on your bird is not a goof-proof deal.

Some mechanics, for example, use a wrench to seal the gage. This pulls the OAT dial face against the pointer, pinching it against the back of the case. The pilot gets an erratic temperature reading—or none at all.



Windshields have been cracked because mechanics used wrenches on the OAT gage. Hand-tight is tight enough!

Never use a damaged rubber case washer. Always use 2 good washers... and put 'em on right.

Each washer has a shoulder. Place one washer on the OAT thermometer probe with the flat side against the case (shoulder facing outside). Have a buddy push the probe thru the mounting hole

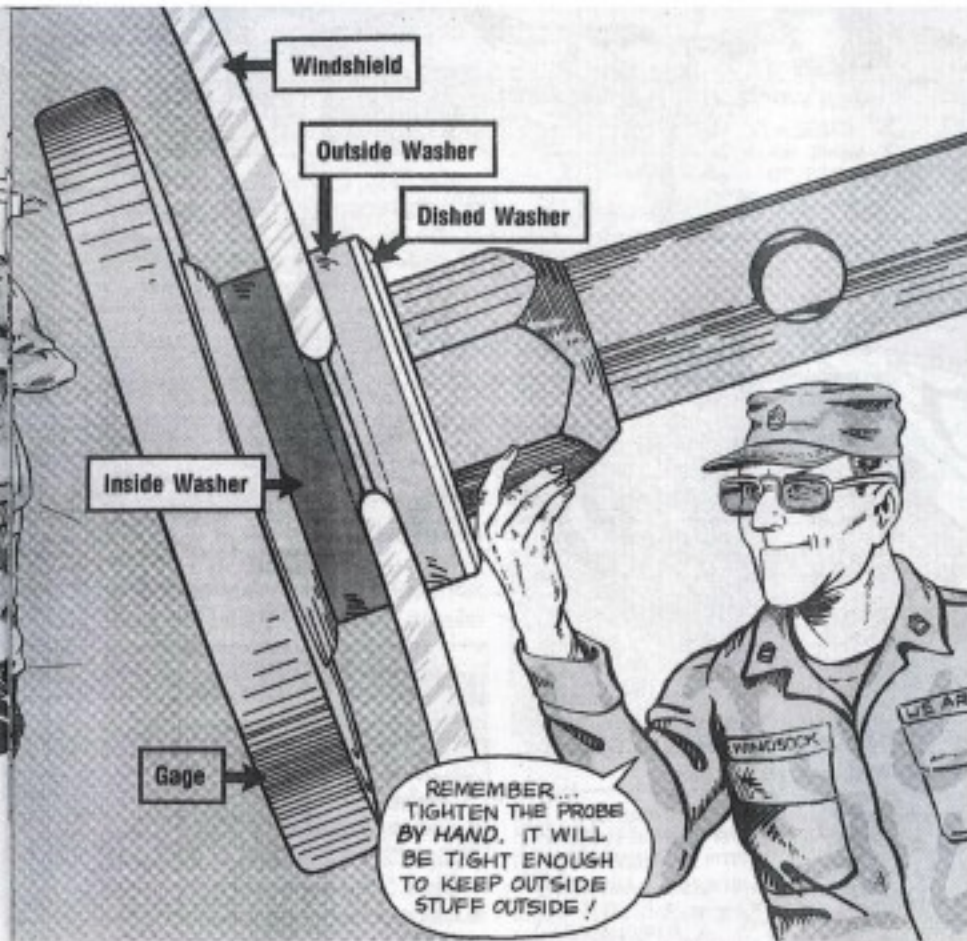
from the inside...and hold it there.

Place the other rubber case washer with the flat side facing out (shoulder facing inside) on the thermometer probe outside the windshield.

Seat the washer shoulders in the windshield mounting hole.

Add the dished washer with the outside edge curving toward the windshield. Hand-tighten.

It's not necessary to seal the OAT gage. Globbs of sealant mess up the windshield (OH-58) or window frame (UH-1). When you try to clean it off with a scraper or harsh abrasive cleaning compound, you'll likely damage something.



Mohawk Note

Be sure to turn in the gearbox, Item 88, Fig 113, TM 55-1510-204-23P-1, when you send in an OV/RV-1 engine for analytical teardown because of metal contamination. The gearbox is usually the cause of metal contamination... not the engine.

Turn in gearbox

