



For example, you'll find chafing sleeves wrapped around the fuel lines of a Chinook T55-L-7C engine. So, if you change one of those hoses, make sure the spiral wrap goes back again.

TORQUE HOSE CONNECTIONS



To keep fuel, oil and hydraulic fluid flowing always use a torque wrench on the swivel coupling B-nuts. Those slim jobs go thru a lot of vibrating, twisting and turning.

A B-nut that's too tight can distort the connection and give you a leak. A loose nut is guaranteed to give you that drip! drip! drip!

Hold the fitting with a crowfoot socket and handle in one hand and a crowfoot socket and torque wrench in the other hand.

Tighten the B-nuts to the torque values given in the bird organizational maintenance pub.

MAKE THE FEEL TEST

When you eye those slim jobs move your peepers like you were on a 48-hr pass.

Maybe you can spot a damaged hose? Maybe you can't?

So, if you suspect a hose is faulty go one step further by feeling the wire braid for kinks, broken wire and bulging.

Say you spot a hose that has a bulge in it, which means it's been twisted. You probably won't find a broken strand in it.

But the inside has been damaged.

