



When a Huey crew does a rapid refueling job, the JP-4 can flow so fast that it spurts thru the fuel cell's rollover air vent valve.

That will give the bird a bellyful of JP-4—a fire hazard for sure, as well as a tricky clean-up job.

A new deflector assembly, NSN 1680-01-115-3668, prevents that spurt-ing.

The deflector—or baffle—goes onto the closed circuit refueling receiver (CCRR) in accordance with MWO 55-1520-210-30-58, like so:

Disconnect the battery like Para 9-36 of TM 55-1520-210-23-2 says.

You don't have to defuel the bird. Just keep the fuel level below the CCRR. Do the work in a well-ventilated area, and make sure the aircraft is properly grounded.

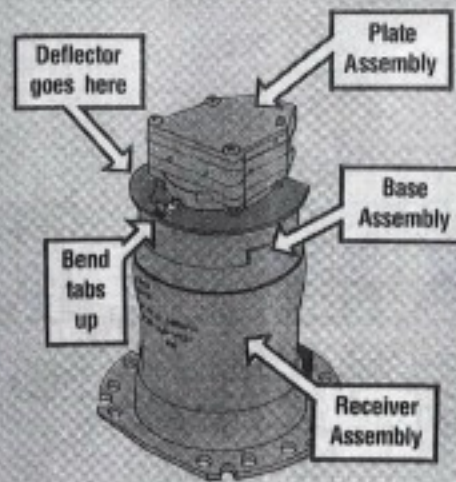


Remove the cap, receiver assembly and packing from the aircraft.

Place the cap and receiver assembly on a clean surface with the filler face down. The "UP" mark on the assembly's top should face you.

Hold the deflector open, with the rivet toward you and rivet head facing down. Place the deflector around the 4 screws between the plate assembly, PN 750006-3, and the base assembly, PN 750004-3.

Hot Refueling?



HERE'S HOW IT GOES!

Close the deflector and bend the locking tabs up 30° to 40° to lock it in place. It should move freely up and down.

Put the CCRR back into the bird. Next time your aircraft undergoes hot refueling, there'll be no fuss, no fuel spills, no fire hazard.