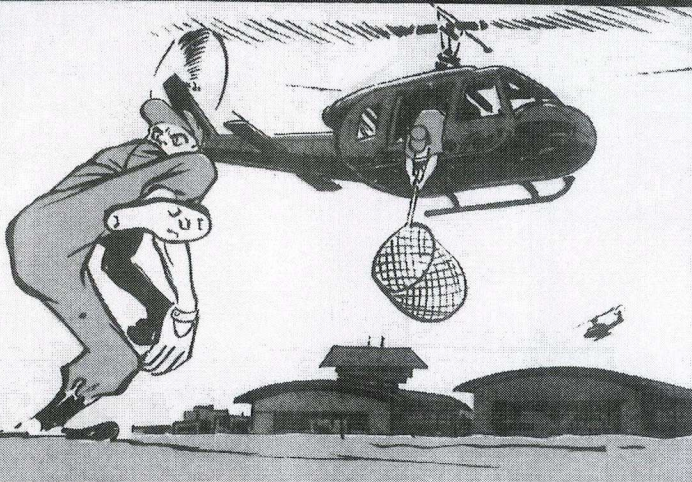
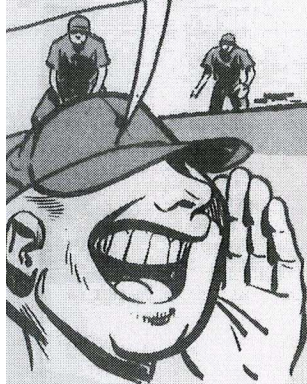


# THE BALL



## EYEBALL THE PLUGS

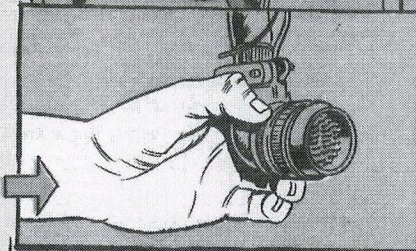
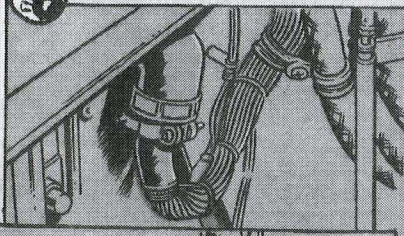
Any regular will clue you there's more to troubleshooting an engine than reading tables for the solution to a problem. That little extra needed is called experience.

Say you're testing a T-53 exhaust gas temperature system and you get a reading below average.

Before correcting the bird resistance spools, have a look at the main cannon plug at the firewall, near the main fuel filter. A small amount of corrosion can build up on the pins to give you the low reading.

Corrosion will even build up on tightened plugs. To remove it, use a pencil eraser on the plug pins and screw the plug off and on a few times.

Fact is, you want to check all your electrical connections before going to work with the EGT tester.



CLEAN PINS WITH ERASER

