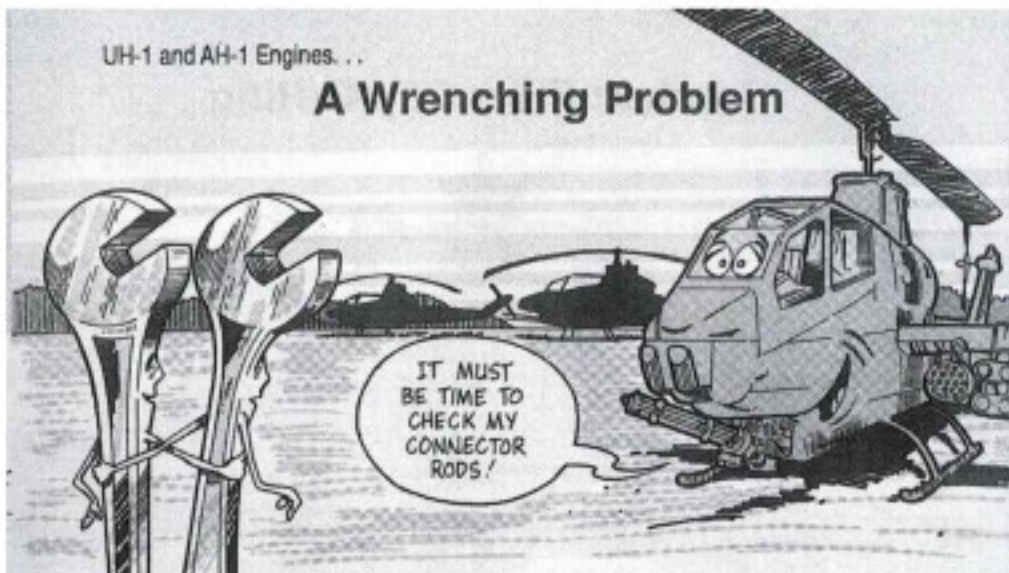


A Wrenching Problem



Notice a loss in engine power?

Could be a broken connector rod. Check the N1 on the T53 engine.

If the N1 is running about 8 percent above normal, and the EGT and torque are OK, the connector rod on the variable inlet guide vane assembly is probably broken.

The vanes won't open and the N1 will run above normal.

Any time you install or adjust the connector rod, use 2 wrenches—one to loosen or tighten the jam nut and the other to keep a backup force on the self-aligning bearing.

If you don't put a backup force on the bearing, the jam nut will twist and weaken the connector rod. Maybe not right away, but it will sooner or later and the rod will break.

So don't take chances. Grab two wrenches next time you install or adjust the connector assembly.

