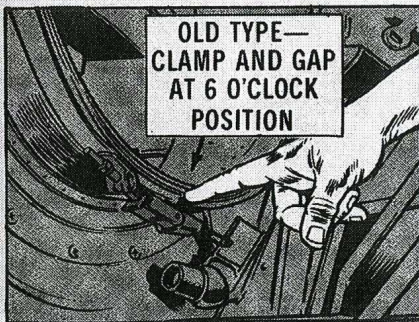
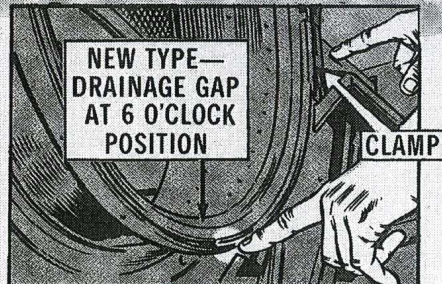




Whenever you Huey and Cobra mechs install the particle separator on your T-53 engine, always place the V-band coupling in the proper position.

Otherwise, you'll trap moisture that can corrode the magnesium flange on the engine inlet housing. Flange replacement runs up the overhaul tab



somechin' fierce.

So, if you have the new type V-band, put the 3.25-in drainage cut-out at the 6 o'clock position. The locking clamp will be elsewhere.

If you use the old type V-band, which gives you a small gap at the locking clamp, put the clamp at the 6 o'clock position.

Keep the water draining!