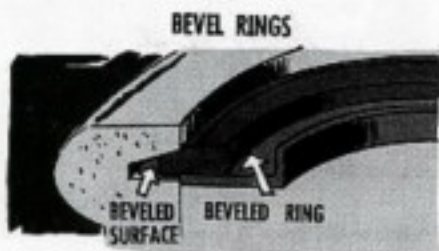




Some snap rings are designed so they can only be installed one way. When you're dealing with one of these you've got to first check that it's lined up right in order to be completely seated in the groove.



The bevel shaped ring has two jobs. It holds the part in the assembly and also acts as a self-adjusting wedge between the groove and the part it's holding. It controls end play by keeping a constant wedging pressure against the part being held in place while compensating for parts wear. If you run up against any of these, be sure the bevel side of the ring bears against the bevel surface of the retaining groove, or you won't get a proper seat.

#### INSTALLATION AND REMOVAL

No self-respecting ring will accept boarders sharing its retaining groove. So, before installation, check for groove obstructions with your finger or the plier tips. If it's a hard-to-get-at location, hunt up a soft, blunt probe that won't scratch the groove innards.



When it comes to handling the pliers, mate the tips to the lug holes in the ring or the ring may slip off before it even reaches the groove. On internal rings, overcompressing until the lugs overlap is a good way to pop the ring off the pliers and a very good way to damage the ring . . . same with over-expanding external rings. That's why you've got adjustable stops on those pliers.



Once installed, you don't know the ring's well seated in the groove until you check it by poking a plier tip into one of the lug holes and rotating the ring in the groove. It should not bind.



Now the rules we've just gone over are so simple that some types might figure it's a waste to bother talking about 'em. Well that's just the attitude that allows a sloppy installation to pop a ring. And when internal parts start floating around in flight you get all sorts of interesting things happening to your aircraft.

That's all she wrote!