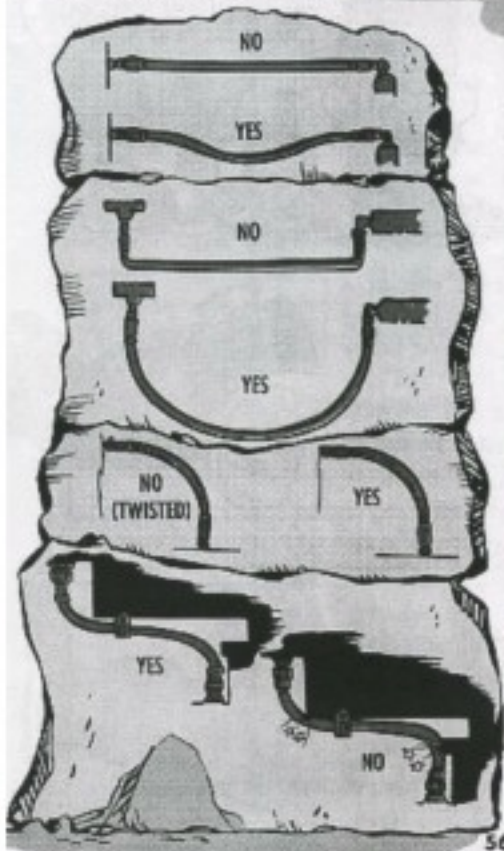
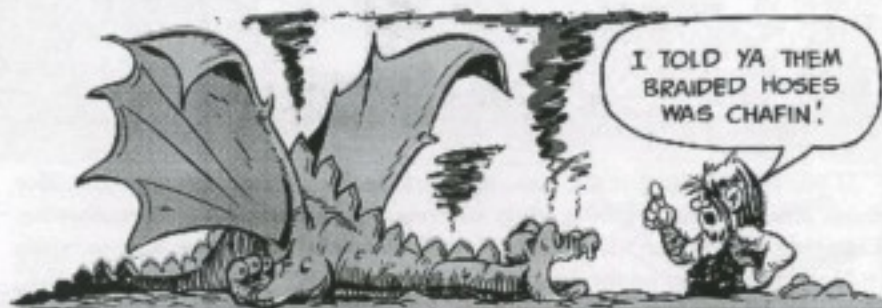


Hoses have to be supported or they'll chafe against other hoses, accessories or the airframe. In short order the braid breaks and the hose lets go.

'Tis mighty embarrassing when a crew chief has to face the music when transmission oil pressure drops to zero and the bird settles in a cloud of smoke. A blown oil line spraying oil on a hot engine will do it every time!!



Hoses need some slack between clamps for the normal expansion and contraction you get when the line is pressurized. Slack is needed to keep a bend radius as large as possible to prevent kinks. Also, the hose should not be twisted.

If all the clamps are in place and you still have a chafing problem maybe you don't have the right hose length. A hose that's too short or too long won't hack it!

Eye the parts pub for the right part number of the hose. If supply is fresh out, run the shot hose over to support and they'll make one just like it if it's the kind that can be made in the field.

Make sure your hose routing is right. Use an extra support clamp, of the proper size, to cure a chafing problem.

As tough as hose material is, you still may find teflon spiral wrap around some hoses for added protection against chafing.