



AIR MOBILITY

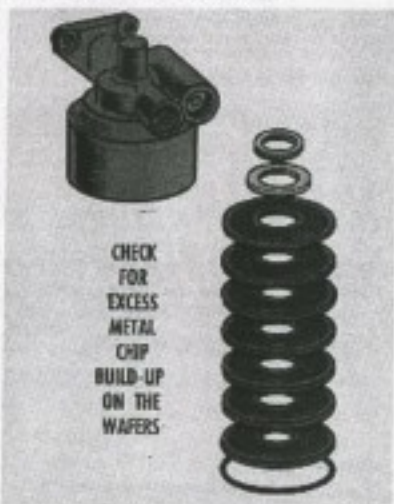
A new or overhauled Hueybird engine changes the starting line-up of the ole PM ball game. You don't follow bush league play like kick-the-tire, light-the-fire, and pull pitch. Un-uh!! It's by-the-rule book PM that wins.

For instance, the engine oil filter gets a PM check after the first ground run-up . . . para 5-310 0-level TM rule book.

FILTER CHECK

Remove the oil filter assembly. If any part is nicked, burred, scratched, cracked, distorted, or has damaged threads—repair or replace it.

An over-dosage of metal chips on the wafer filters and you'll have a first inning strikeout. Find and eliminate the cause of the crud build-up.



CHECK FOR EXCESS METAL CHIP BUILD-UP ON THE WAFERS

HUEY ENGINE BALL



GREASE BALLS AND DIRTY FILTERS ARE OUT!

FILTER ASSEMBLY

If you find nothing amiss, re-assemble the filter. Hold one, Slugger-mec. How much power did you use to tighten the through bolt that holds the assembly in its housing?

Grand slam? Bunt? 'Bout THAT much? Until it was snug?

Oh, my aching back!! That bolt gets 20-35 in-lbs of torque and NO more,

GAME...

OIL FILTER FOUL!

THIS CRUDDY, FILTHY FILTER CURVE'LL STRIKE 'IM OUT!



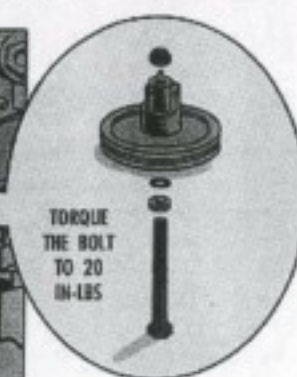
according to the TM rule book. Use a torque wrench, please. No mocky-nicky, home run or bunt deal goes.

Use the right size torque wrench and stop twisting when you see 29 in-lbs on the scale—a drag bunt, so to speak. Stopping on the low side won't mash those filters, and they'll give you All-Star performance. Finally, you do the safety wire hit to keep the filter bolt doin' its job.

Too much power, and the wafer filters get squashed—oil by-passes filters . . . the engine runs a high temperature and gets a bad case of oil pressure surgitis.

Too little torque and the packing doesn't seal right . . . the engine'll die of oil starvation.

Pulling major league by-the-rule-book PM will put you and your bird on a pennant winner, every time.



TORQUE THE BOLT TO 20 IN-LBS