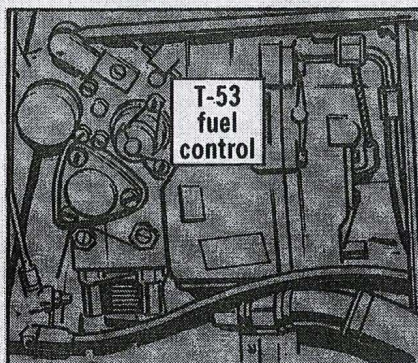


Pick up a couple of union fittings and from all appearances they look (even measure) exactly the same.

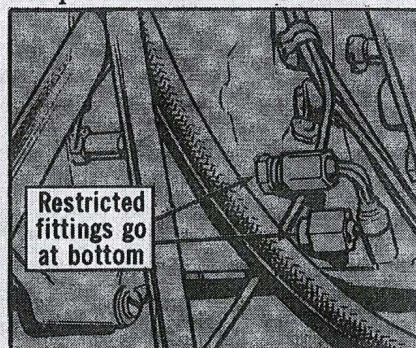
Does that mean the fittings are identical? Not necessarily! Even experienced mechs have to look inside a fitting to see if there is a restriction built into it.

Take a fuel control change on a T-53 or T-55 engine, for example.



Install a restricted fitting in the P3 port and you'll get premature closure of the bleed band at about 25 percent N1. The bleed band may stay closed,

giving you an engine surge: 'Course the 2 restricted fittings do go to the fuel pressure transmitter lines.



Another place where restricted fittings will really louse up the works is the 3rd and 4th oil scavenge ports on the gear box of a T-53 engine. A restricted fitting will give you a bearing failure in a matter of minutes.

To be absolutely sure you're using all those little dudes in the right place, eyeball 'em—for real!