



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER 0133

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DATE: June 8, 1987

SUBJECT: Installation of Matched Angular Contact Bearings In The Tail Rotor Retention Systems

MODELS: F28A, 280, F-28C, 280C, F-28F, 280F, and 280FX Models

EFFECTIVITY: As Noted In the Following Text

There have been several reported instances from the field of improper installation of the duplex tandem thrust bearings into the tail rotor retention system. The correct installation of thrust bearings is highly critical and any deviation from the approved assembly procedure may result in a catastrophic separation of the tail rotor retention system. Therefore, it is very important that all maintenance people or others who may be responsible for the disassembly or reassembly of tail rotor systems of the models affected be fully aware of these procedures. Reference: F28A, 280 Maintenance Manual, pages 15-3 thru 15-5, "C" Model Supplement, pages 24-3 thru 24-5, and F28F/280F Maintenance Manual, pages 10-2 thru 10-4. In addition to the defined procedures, all maintenance personnel should recognize the correct bearing orientation by inspection.

Bearing identification of angular contact thrust bearing assemblies is defined as follows:

- A. Duplex tandem (DT) bearings are always supplied in sets of two or more. The bearing sets are packed together in their relative position to each other and are held there by tape or wire.
- B. The bearing packs can further be identified by a scribed "V" on the side of the outer races as indicated in Figure 1. The point of the "V" on all Enstrom installations always points inboard or toward the hub of the tail rotor assembly.
- C. The DT bearing pack orientation is sometimes further defined by the word "thrust" embossed on the face of the inner race (see Figure 1). This side of the bearing is also the open-faced side, consequently it has a wider gap or opening between the inner and outer race. This side of the pack always faces outboard.

- D. The DT bearing pack is always defined by the word “thrust” embossed on the face of the outer race (see Figure 1). This side of the bearing is the closed face side, consequently it has a narrower gap or opening between the outer and inner race. The side always faces inboard.
- E. Part number identification of angular contact thrust bearings is very important! Only bearings with approved part numbers are to be utilized; the part numbers must be complete with no substitutions allowed.

PRE-INSTALLATION INSPECTION:

Maintenance personnel should thoroughly inspect each set of bearings prior to installation. They should check tag number, orientation, and proper positioning of the scribed “V” on the set. If there are any discrepancies or deviations to the identification of the bearings, call your nearest Enstrom Service Center or the customer service department at the factory for proper verification prior to installation.

The following figures identify the tail rotor retention system bearing configurations for the Enstrom models affected.

