



THE ENSTROM HELICOPTER CORPORATION
TWIN COUNTY AIRPORT, P.O. BOX 490, MENOMINEE, MICHIGAN 49858

SERVICE INFORMATION LETTER

SERVICE LETTER No. 0014
REVISION A

Date: May 11, 1973
Subject: Proper Lubrication of Lower Jack Strut Bearing
Model: F-28A & 280
Serial No: SN 46 and Above

This revision to Service Letter No. 0014 is to clarify the lubrication requirements of the lower jack strut bearing on all F-28A Helicopters Serial No. 46 and above. It is also intended to cover F-28A Helicopters below Serial No. 46 that have had the heavy bearing retainer assembly installed. The heavy bearing retainer (P/N 28-13305) is easily identifiable as it is a full circular part with all six pulley retention bolts passing through it. The light bearing retainer (P/N 28-13207) is smaller in diameter and has only three-bolt retention through adjacent ears.

It is recommended that the normal interval of 25 hours, as indicated on the Enstrom lubrication check sheet (Form F-171), be followed on all F-28A Helicopters as noted above. A daily visual inspection of the area is recommended to detect possible excessive lubrication leakage. If leakage is detected, the bearing should be purged with Aeroshell 14 grease immediately and rechecked at 5-hour intervals. If excessive lubrication loss continues, seal should be inspected for damage.

We have noted from in-field observation that some lower bearing strut seals may have been damaged inadvertently by improper lubrication practices. Before purging, the purge plug should be removed. It is located directly opposite the grease fitting in the lower pulley assembly. A small plastic or wood wedge should be inserted under the seal lip to reduce the possibility of forcing the lip of the seal outward by grease pressure. If this is allowed to occur, the garter spring may be dislodged on the inner lip of the seal, making it ineffective in its required function. It is recommended that the aforementioned procedures be used when servicing this assembly.