



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

SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0063

Date: May 27, 1977

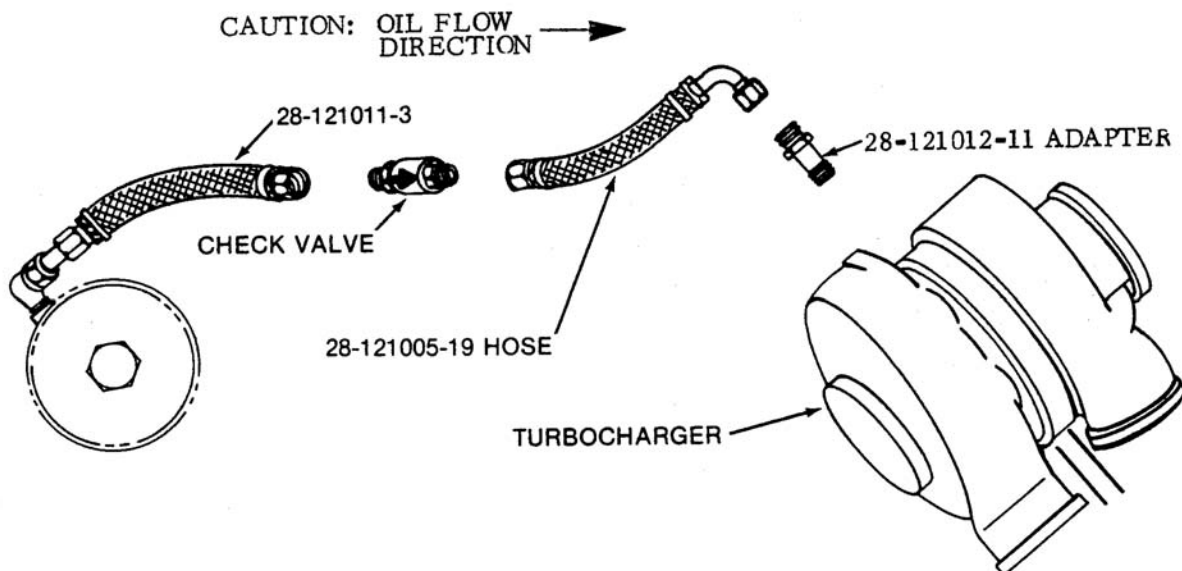
Subject: Improved Turbocharger Oil Inlet Adapter

Model: F-28C, 280C

Effectivity: F-28C - S/N 16, 105, 304, 331 thru 363, 365, 366, 370, 375
280C - S/N 1007, 1020 thru 1059 except 1021, 1022 and 1024,
1066, 1067

There have been field reports of oil seepage at the turbocharger oil inlet. The oil inlet 90° nipple must be torqued and aligned to the inlet hose when the turbocharger is still hot.

A redesign has been implemented to correct the potential of having a problem and is available for retrofit on the above noted helicopters from Enstrom Customer Service.



Field Conversion Kit Requirements: One 28-121011-3 Hose Assembly
One 28-121012-11 Oil Inlet Nipple

Installation

The existing oil inlet hose installation contains two hoses and one check valve.

1. Remove the hose assembly (28-121005-19) which is connected to the engine with the check valve.
2. Remove the check valve from this hose and reverse its direction.
3. Install the new 28-121011-3 hose to the other side of the check valve.
4. Remove the hose which is connected to the turbocharger and discard.
5. Remove the 28-125013 90° oil inlet fitting from the turbocharger and discard.
6. Install the 28-121012-11 oil inlet adapter on the turbocharger.
7. Install the new hose assembly with the 28-121011-3 hose to the engine outlet and the 28-121005-19 to the turbocharger inlet nipple. Torque all fittings. Check all fittings for leaks during the first ground run.

Caution:

These installation instructions allow the mechanic to switch the location of the 28-121005-19 hose from the engine oil outlet to the turbocharger oil inlet. Be sure the check valve (arrow and/or yellow hex) points toward the turbocharger for proper oil flow. See installation on page one. The turbocharger will burn up on the first ground run without oil lubrication.