



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0108

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Date: March 17, 1981

Subject: Improved Lower Jack Strut

Models: F28A, 280, F28C and 280C Manufactured Prior to January, 1981

Effectivity: At Owner's Discretion

Due to past difficulties in maintaining proper lubrication of the lower jack strut bearing; a new seal design is incorporated in current production helicopters and is available for retrofit into all "C" model aircraft. Installation of the new seal (P/N 28-13319-1) offers improved grease retention and reduces engine compartment contamination due to lubricant leakage.

The 28-13319-1 seal replaces the existing 8361 LPD seal and 28-13211 spacer (Ref. Fig. 1 and 1A) and can be disassembled by normal maintenance procedures as outlined in Section 8 of the Maintenance Manual, page 8-9 and 8-10.

NOTE: The 28-13211 spacer and seal land must be removed very carefully using extreme care not to damage the 28-13227-5 strut assembly. On reassembly the female half of the 28-13319 seal should be pressed into the 28-13305 retainer, as noted in Fig. 1, with the conical area facing forward. The retainer assembly is then slipped over the jack strut shaft and the male half of the 28-13319 seal is assembled on the shaft with the conical portion facing aft. The 22209 VAE bearing can then be pressed into position followed by normal Maintenance Manual assembly instructions.

Operators wishing to update the maintainability of their aircraft by installing this seal can order it from their nearest Enstrom Service Center or Enstrom Customer Service.

