



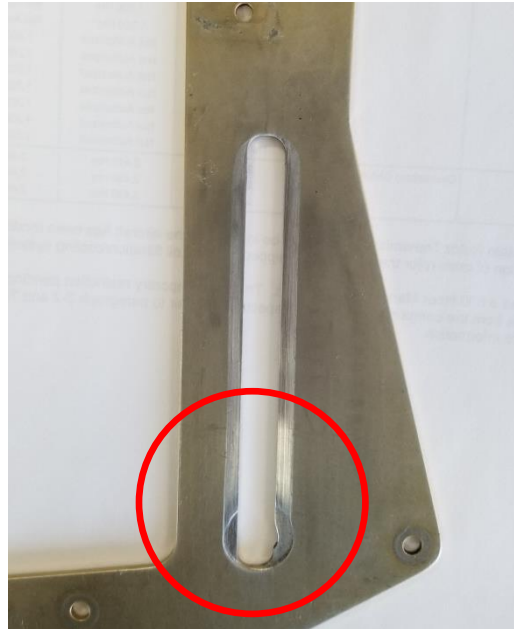
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Aircraft Series: Enstrom Piston Helicopters
Effectivity: All A, C and F series

BACKGROUND: Wear of the Belt Clutch Capsule Support Brackets

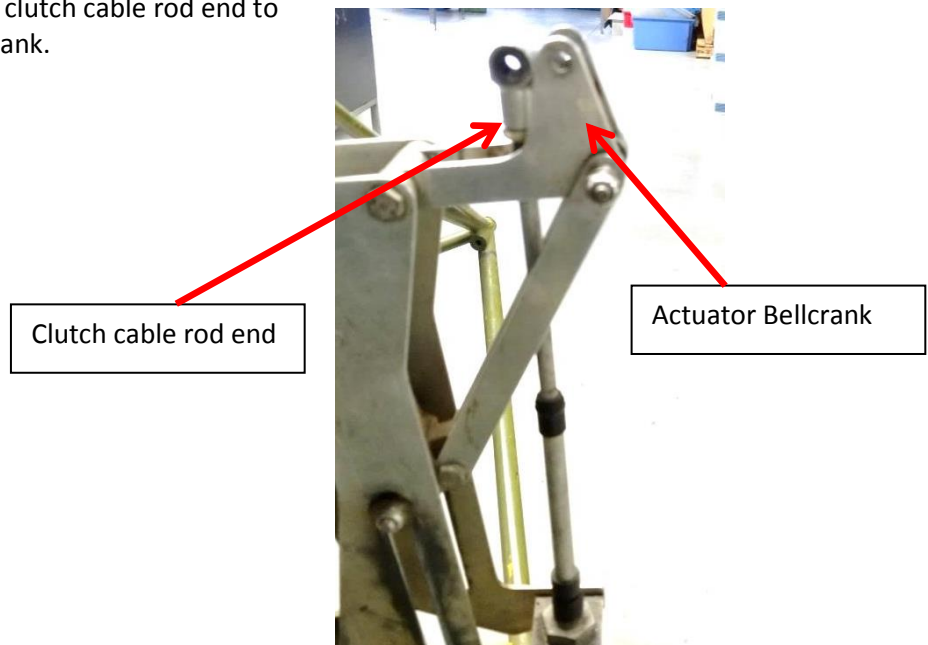
It is normal for the clutch side plates to wear where the slider bushings are located during helicopter operation with the belt clutch engaged.

The F series Maintenance Manual Belt Tension Assembly Inspection limit for the depth of the notch is .050. The MM says to polish blend the area around the notch to remove the deep radius on the edges of the notch.



PROCEDURE: This procedure outlines the method to tension the slider bushings to dampen the vibration and minimize the wear on the slider grooves.

1. Remove the bolt securing the clutch cable rod end to the clutch capsule actuator bellcrank.



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2. Pull clutch handle up a few inches to move the cable rod end out of the way at the clutch capsule.



Clutch cable rod end displaced away from bellcrank

3. Loosen the 2 nuts that secure the capsule assembly into the guide brackets so that the slide bushings are loose.

Loosen the two lower capsule securing nuts





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4. Push the bellcrank inboard and then connect a fish scale to the clutch capsule bellcrank assembly and measure the force required to start the bellcrank moving outboard.



5. Incrementally re-tighten the capsule securing nuts until the force required to start the bellcrank moving is the original scale reading plus 3 lbs.