

# Sealing 480 Avionics Bay to Prevent Water Damage to Avionics

1. To prevent water damage to avionics that are installed in the baggage area, it is necessary for technicians to take care to seal the air duct area aft of the upper pulley after maintenance has been performed.

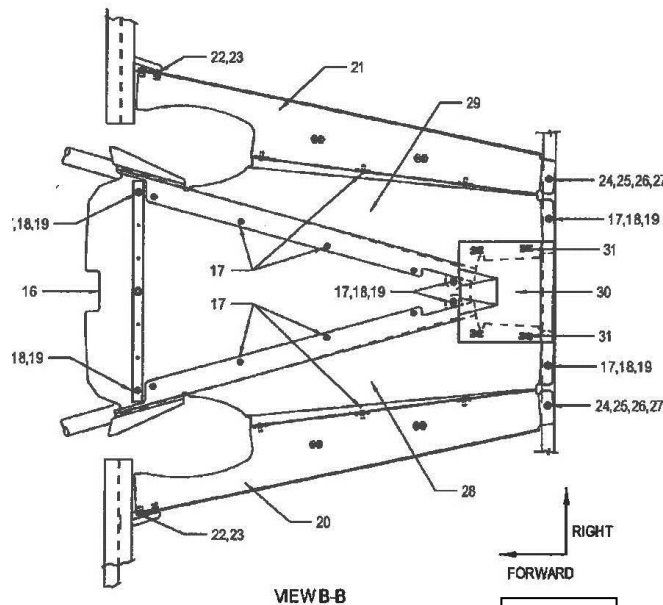


Fig 1

2. Specifically, the components that make up the air duct and the joints where the duct attach to the tail cone must be sealed with 732 RTV or equivalent sealer.
  - 2.1. The following joints need to be sealed to prevent water from entering the radio bay.
    - 2.1.1. Lap joint where the 4119315 duct assemblies (28 & 29) overlap the 4119316-903 exit duct cone (10), on both sides. (Fig 2)

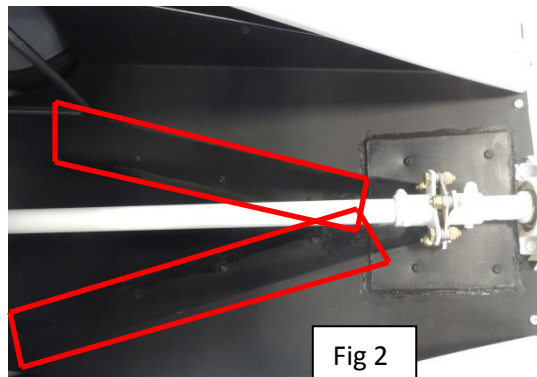
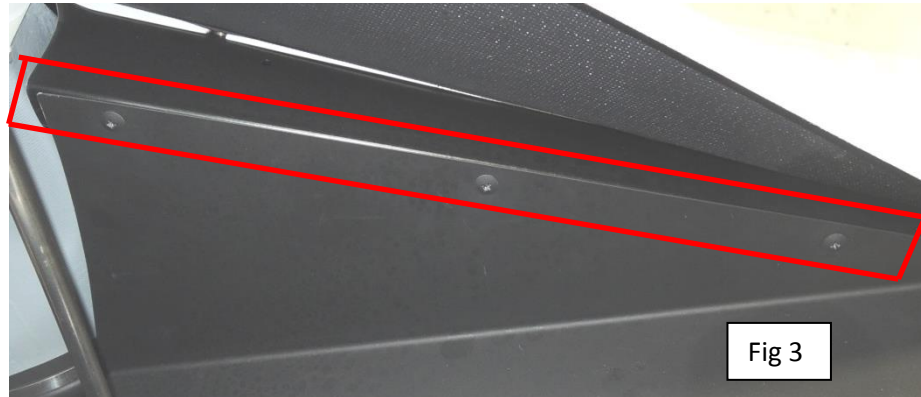
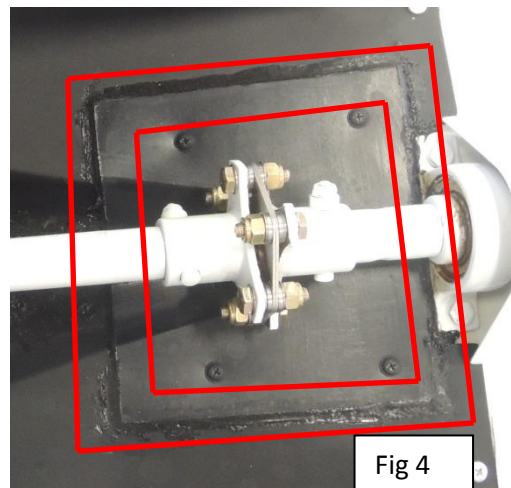


Fig 2

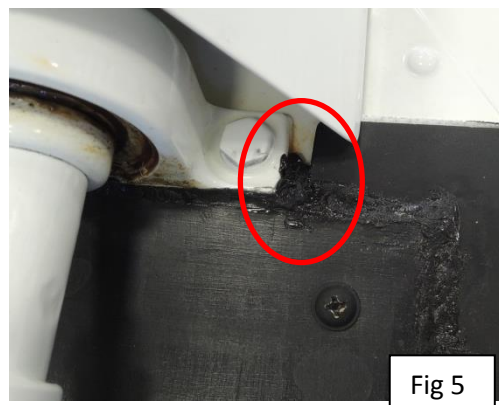
2.1.2. Lap joint where the 4119315 duct assemblies overlap the 4119316-5 & 6 (20 & 21) on both sides. (fig 3)



2.1.3. Edges of the 4119361-13 closeout (30). (Fig 4)



2.1.4. The aft edge of the 4119361-13 where it fits around the tail rotor drive shaft hanger bearing. (fig 5)



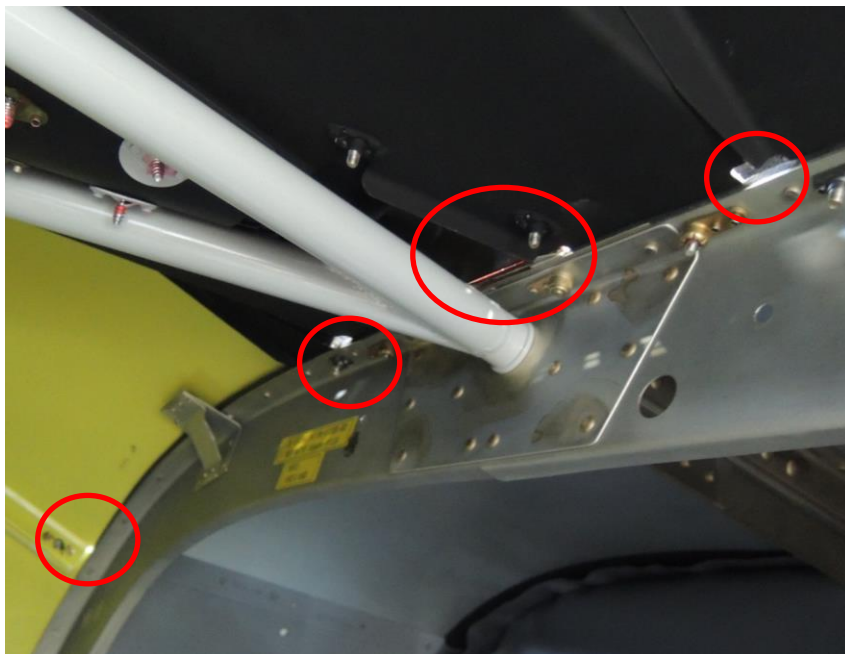
2.1.5. It is important that the foam seal that is installed on the top of the tail cone is in good condition and is sealing the cowl and duct edges to the tail cone.



3. After the cowlings and duct parts have been installed and sealed in accordance with the above procedures, look in through the baggage compartment door at the top aft edge of the baggage compartment for daylight showing through the joint areas.

3.1. This step requires that the helicopter be in an area with outside daylight or ceiling lights.

3.1.1. Any places where daylight shows through must be sealed from the outside with 732 RTV or an equivalent sealer.



3.1.2. Inspecting the outside of the helicopter may reveal additional areas that require sealing.

