



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0120

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Date: December 2, 1981

Subject: Teeter Bearing Lubrication and Inspection

Models: All F-28F, 280F, and "C" Models manufactured in 1981 or having Updated "F" Model Teeter Bearings Installed

Effectivity: As Noted In Text

Several instances of premature tail rotor teeter bearing deterioration have been reported by Enstrom's Service Department. A preliminary examination indicated that a probable cause for the early deterioration may be attributed to lack of lubrication and/or water ingestion. To help deter this premature condition from occurring, Enstrom Is requesting the following maintenance and inspection be accomplished.

At the next preflight inspection or at the operator's earliest convenience, the tail rotor teeter bearings should be lubricated and thoroughly purged by grease gun with Shell 14 or LE 3752 lubricant (use tool T-0014). The tail rotor teeter bearings should then be purged at 25-hour intervals or after any exposure or operation In the rain.

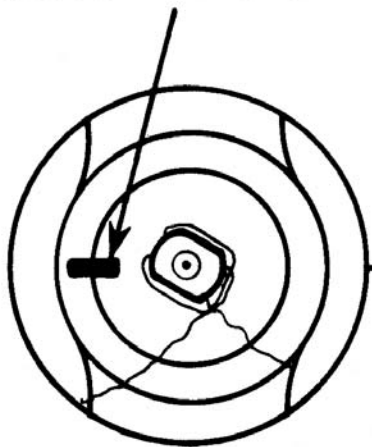
After the initial requested purging of the teeter bearings, the assembly should be teetered back and forth to the limit stops, by hand, in order to check for roughness or binding. If the bearings are found rough or notchy they should be replaced. Check the bearing retainer caps by hand for any evidence of looseness. If the retainer caps are found loose they should be torqued evenly.

After bearing replacement or torquing of the retainer caps, the assembly should be statically balanced and the retainer cap safety wired and marked with a torque paint stripe (Ref. Fig. 1).

Note: The torque paint stripe is a painted line applied across a portion of the retainer cap and continued onto the adjacent surface of the spindle to provide a visual check for loss of torque on the retainer cap. Use "Torque Seal" by Organic Products Company of Irving, Texas, or equivalent to apply the stripe.

Dynamic balancing of the tail rotor assembly, utilizing a Chadwick balancer, should be accomplished at the owner's earliest convenience.

TORQUE PAINT STRIPE



TYPICAL VIEW OF
RETAINER CAP

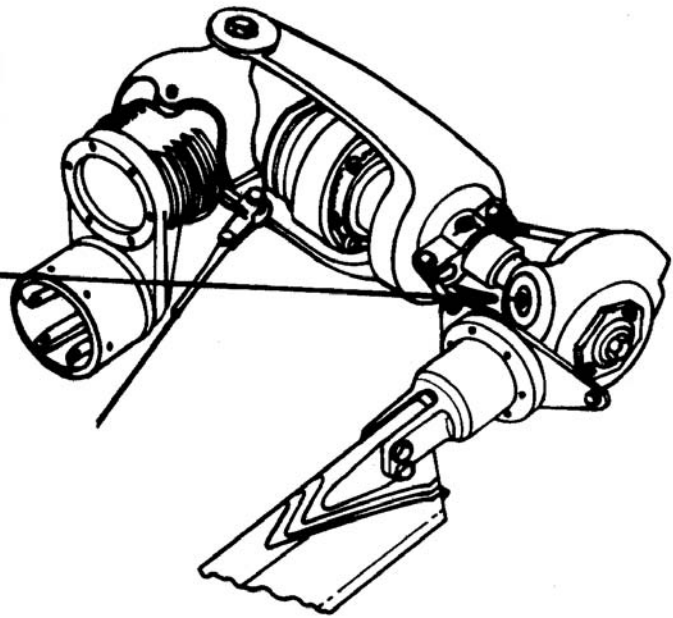


FIG. 1