



# SERVICE INFORMATION LETTER

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DATE: October 18, 1989

SUBJECT: Applicability of Lubrication Engineering Greases, Almagard 3751 and Almaplex 1275

MODELS: All Enstrom Models

A recent field report and a laboratory analysis indicate that Lubrication Engineering (L.E.) Almagard 3751 and Almaplex 1275 lubricants have poorer performance characteristics in extreme cold weather operations than other lubricants. As a result, it is prudent that these particular greases not be used in our helicopters.

At the next lubrication cycle or prior to the onset of cold weather which ever comes first, conduct the following inspection and lubrication procedure.

Purge all grease fittings with an approved lubricant per the Maintenance Manual. Do not use Almagard 3751 or Almaplex 1275.

NOTE: If the aircraft had been previously lubricated with Almagard 3751 and/or Almaplex 1275 the purged grease will be red in color.

On all fittings other than the main rotor feathering bearings, it is suitable to purge the grease until a relatively consistent color of the new grease appears.

NOTE: The temperature of the grease and aircraft must be above 50E F to accomplish a satisfactory purge cycle.

If the main rotor spindle feathering bearings were previously lubricated with Almagard 3751 or Almaplex 1275 grease, it will be necessary to remove the grips and respective bearings and clean with solvent until all old L.E. grease has been removed, relubricate with Aeroshell 14 and/or equivalent and reinstall.

NOTE: Check all mating surfaces for signs of fretting and/or gauling and inspect the 28-14261-1 bearing spacer for signs of deformation.

Make a log book entry indicating that the subject lubrication purge has been accomplished.

NOTE: This Service Information Letter supercedes any references to the use of L.E. Almagard 3751 and Almaplex 1275 lubricants previously published in Service Information Letter 120 dated December 2, 1981 and in the "F" model Maintenance Manual originally published in June of 1985.