



SERVICE DIRECTIVE BULLETIN

SERVICE NOTE NO. 0006

DATE: October 23, 1969

SUBJECT: Lower Jack Strut Bearing 0-Ring MS9021-042

MODELS AFFECTED: F-28A - All Serial Numbers

REASON: To Insure Proper Installation of the Bearing Retainer 0-Ring

TIME OF COMPLIANCE: At Next 100-Hour Inspection or Immediately if there is Evidence of Loss of Lubricant at Retainer

To insure the proper installation of the bearing retainer 0-ring MS9021-042 the following inspection is required:

Remove the 28-13216-903 Jack Strut Assembly from the aircraft. (Ref: Enstrom F-28A Maintenance Manual, Section, Page 9.) Remove bolts to allow bearing retainer to move away from lower pulley surface. Exercise care so as not to damage shim and 0-ring.

Remove grease from lower pulley and bearing retainer mating surface. Inspect condition of 0-ring with the aid of a small mirror and light. If 0-ring shows evidence of cuts, distortion or not being properly seated on the shoulder of the bearing retainer, replace 0-ring. Inspect and replace shim as required.

When reassembling bearing retainer and 0-ring to lower pulley surface, apply a thin coat of Permatex Form-A-Gasket 3-H liquid to both mating surfaces. Exercise caution to insure 0-ring remains on bearing retainer shoulder when bolts are installed.

Reassemble Jack Strut Assembly to aircraft. (Ref: Enstrom F-28A Maintenance Manual, Section , Page 10.)

NOTE: When lubricating the lower strut bearing (ref. Enstrom Helicopter Lubrication Check Sheet Form F-171), remove purge fitting 306590. Purge bearing and reinstall fitting.