



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0051

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Date: January 27, 1977

Subject: Improved Teetering Bearing

Models: F-28A, 280, and "C" Models

Effectivity: Not Applicable

Compliance: At Owner's Convenience or at Time of Installation

To improve the tail rotor teetering bearing life and allow the installation of a new improved bearing, the following modification can be made to the tail rotor hub, P/N 28-15206. With this modification, the new KRP8A-C is completely interchangeable with the standard KP-8A bearing.

The tail rotor hub, P/N 28-15206, is to be drilled and tapped for a No. 8 Nylok self-locking screw (MS21262-6) to allow the installation of P/N 28-14120-11 retaining washer which prevents the inner bearing race from rotating. This procedure is illustrated on page 2.

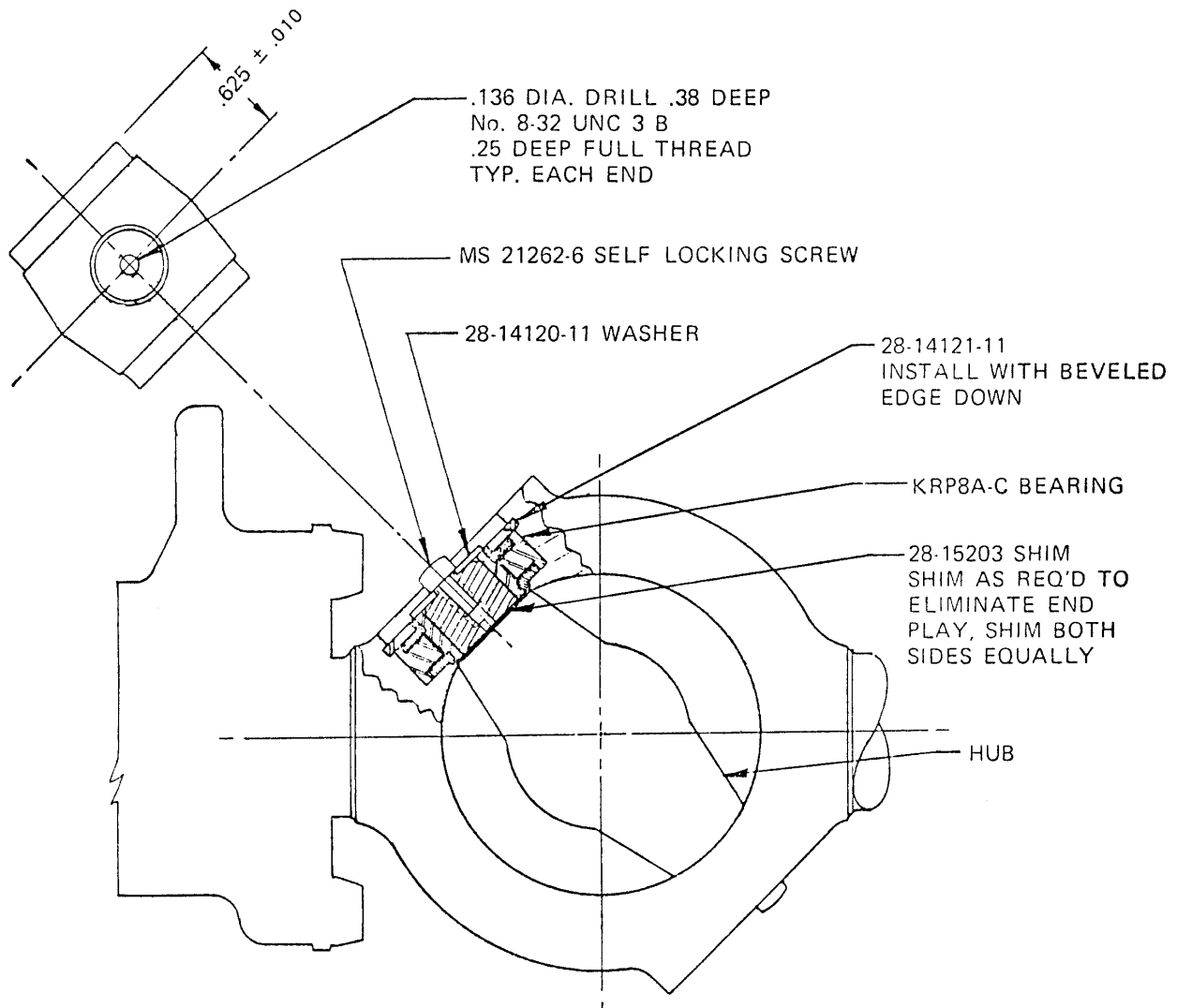
The above hub modification is required on tail rotor assemblies that have the new KRP8A-C teetering bearings field installed. The KRP8A-C bearing has a synthetic liner and requires no lubrication after installation. Care should be taken on assembly to center the hub using shims (P/N 28-14121-11) and allowing a slight preload. It should be noted that tail rotor hub assemblies using this bearing in service may emit a slight clicking sound on run-down due to minor radial clearance which is not detrimental and is only present when centrifugal force is reduced.

This modification will also enhance the life of the standard KP-8A bearing and reduce the possibility of the bearing inner race rotating on the hub journal, causing excessive wear. The KP-8A bearings should be repacked with Aeroshell 14 grease at 100-hour inspections or shorter intervals if the aircraft is flown in heavy rain or is not hangared.

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INSTALLATION OF KRP8A-C BEARING