



SERVICE INFORMATION LETTER

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Date: August 6, 1980

Subject: Turbocharger Gasket Replacement

Models: F-28C, 280C All Serial Numbers

Effectivity: As Noted Below

There is a possibility that the six screws securing the adapter assembly to the turbocharger flange will lose their torque, which may permit the gasket to fail causing induction air loss and eventual permanent damage to the turbo housing. This loss of torque to the screws has been attributed to the compressibility of the cork type gasket that occurs with thermal cycling.

It is recommended that a new asbestos gasket P/N 28-12360 be installed as soon as practical. Refer to the Parts Manual page 16-2, item 15 for gasket location. (also see fig. 1 attached)

REMOVAL - Turbocharger

1. Remove fire wall access panels.
2. Remove four 5/16 inch bolts securing adapter assembly to fuel injector servo.
3. Remove "V" clamp and exhaust stack.
4. Remove "V" clamp attaching exhaust system to turbo unit.
5. Disconnect oil inlet and oil return lines.
6. Loosen clamps and disconnect rubber coupling at turbo air exit port.
7. Remove two 5/16 inch turbo mounting bolts. Note location of spacers. Remove unit from helicopter.

GASKET REPLACEMENT

1. Mark position of adapter assembly in relation to turbo unit for ease of reassembly.
2. Remove six attaching screws AN5O3-IO-8. Discard old cork gasket.
3. Reassemble using new asbestos gasket P/N 28-12360. Torque screws to 20 inch lbs. Safety in pairs with .032 wire.
4. Install unit in helicopter in reverse order of removal.

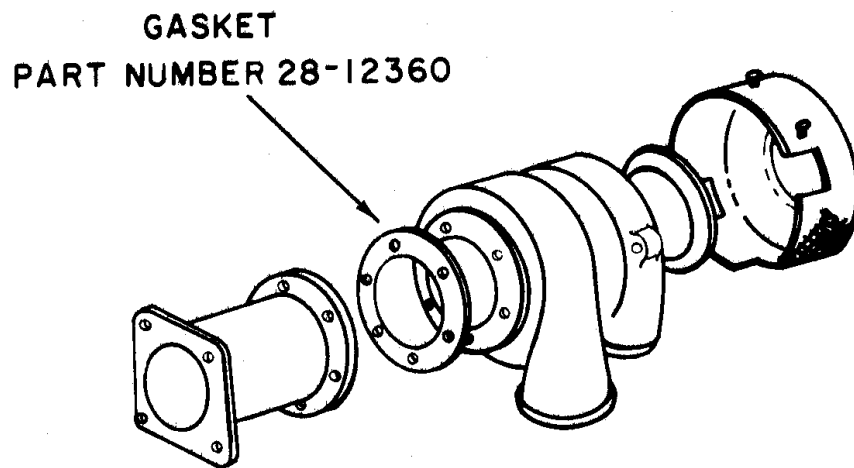


FIGURE 1