



SERVICE INFORMATION LETTER

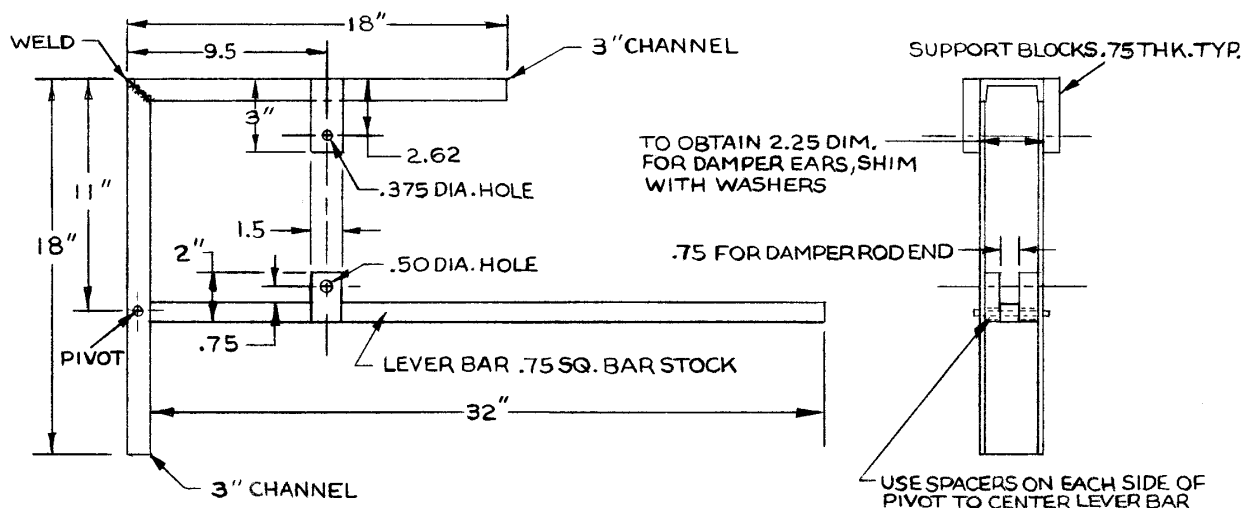
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DATE: July 25, 1973
MODEL: F-28A & 280
REASON: Blade Damper Bleeding Procedure
EFFECTIVITY: All

It has been noted, from in field service and examination of defective damper assemblies returned to Customer Service, that the major problem found is air entrapment within the unit. In most cases these units function normally after bleeding or purging all the entrapped air from within the damper unit.

In order to alleviate this problem in the field, a damper bleeding procedure has been prepared to assist maintenance personnel in the field. This procedure if performed as indicated should remove all air trapped within the assembly.

In order to simplify the procedure and assist the maintenance personnel to cycle the damper, a simple cycling fixture can be fabricated. Instructions and a drawing are included for a workable fixture.



DAMPER CYCLING FIXTURE

DAMPER BLEEDING PROCEDURE

1. Damper must be removed from aircraft.
2. Place damper in vise in vertical position with reservoir up.
3. Remove safety wire and reservoir cap.
4. Replace fluid to top of reservoir.

Note: Use Silicone Oil L-45-20 only.

5. Replace cap.
6. Place damper in horizontal position in fixture.
7. Cycle damper from end to end very slowly, being careful not to bottom damper piston too hard at end of stroke. After doing this for at least four times, remove damper and place in vise in vertical position.
8. Remove cap and go through steps 3 to 7 as many times as necessary to remove air from reservoir.

Note: When replenishing fluid, move piston in with cap off just enough to remove air bubble in upper passage. Resecure cap.

9. Resafety wire and install.

Note: Silicone Oil L-45-20 may be purchased from Enstrorn.