

R44

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SERVICE BULLETIN SB-50

DATE: 11 September 2003

TO: All R44 Owners, Operators, and Service Centers

SUBJECT: R44 II Oil Line Clamp

ROTORCRAFT AFFECTED: R44 II Helicopters S/N 10001 thru 10157 except S/N 10033, 10092, 10140, 10143, 10147, 10150, 10151, 10152, 10154, 10155, and 10156.

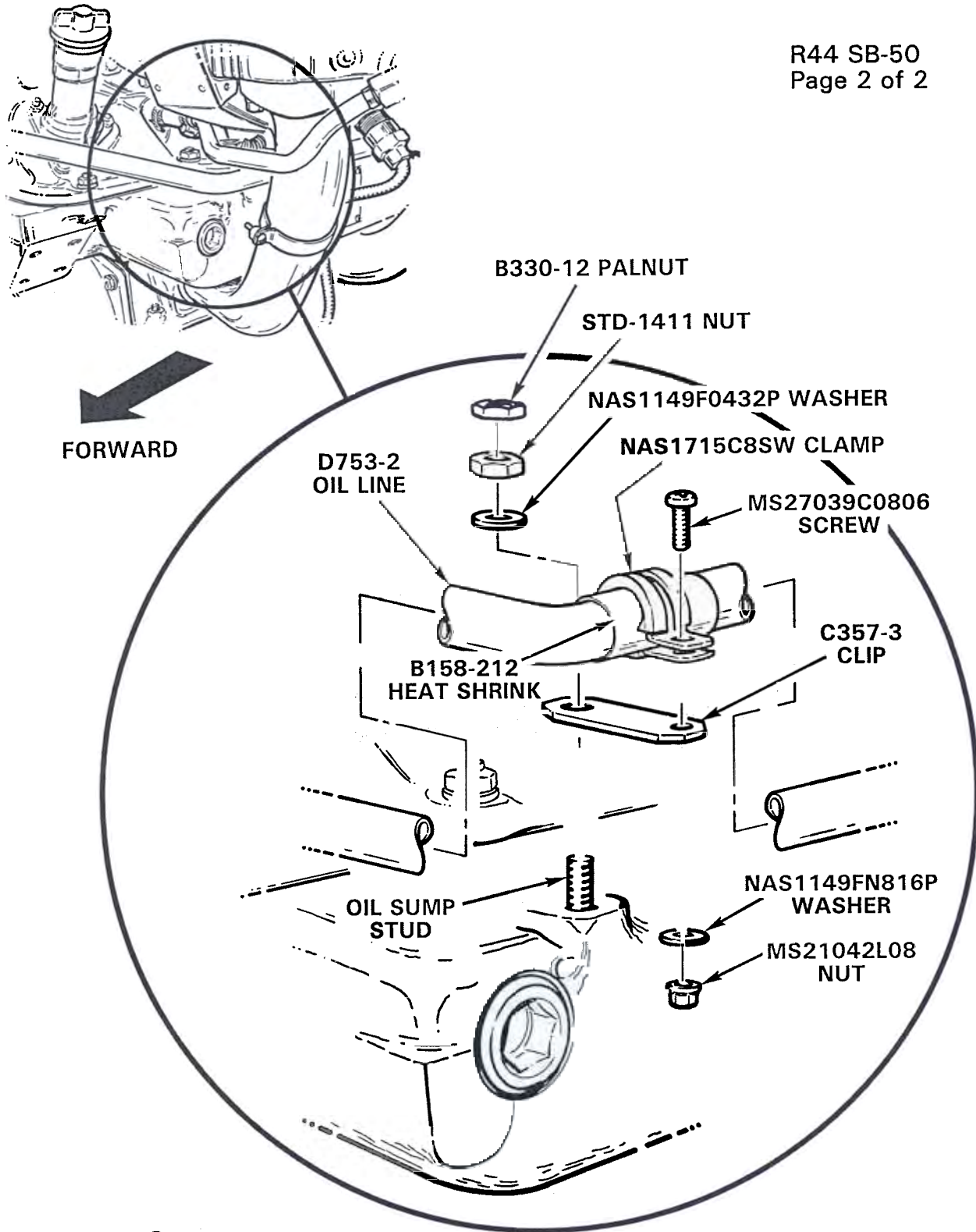
TIME OF COMPLIANCE: Within next 100 flight hours or by 30 January 2004, whichever occurs first.

BACKGROUND: Excessive vibration has been observed on the auxiliary oil cooler supply line on some engines. The vibration is eliminated by adding a second clamp to the oil line.

COMPLIANCE PROCEDURE:

NOTE: A KI-173 kit with required parts is included with service bulletins mailed to affected owners. Additional kits may be obtained from RHC Customer Service.

- 1 Remove left-hand engine cowling. Refer to figure on page 2
2. Disconnect D753-2 oil line's forward nut, slide nut aft, and clean oil line in area where clamp is to be installed.
3. Slide B158-212 heat shrink over forward end of oil line, exercising care to prevent oil contamination. Center heat shrink at oil sump stud and activate with heat gun.
4. Reconnect oil line nut. Torque to 450-500 in-lb and torque stripe.
5. Install C357-3 clip as shown in figure and secure with NAS1149F0432P washer and STD-1411 nut torqued to 96 in-lb. Install B330-12 palnut and torque to 11-25 in-lb.
6. Install NAS1715C8SW clamp on oil line and secure to C357-3 clip using MS27039C0806 screw, NAS1149FN816P washer, and MS21042L08 nut as shown in figure.
7. Ground run helicopter and verify no oil leaks.
- 8 Install engine cowling.
9. Make appropriate maintenance record entries



Approximate Cost:

Parts: No charge

Labor: 1.0 man-hour.

THE DESIGN ENGINEERING ASPECTS OF THIS BULLETIN HAVE BEEN SHOWN TO COMPLY WITH APPLICABLE FEDERAL AVIATION REGULATIONS AND ARE FAA APPROVED.