



**HUGHES  
SERVICE INFORMATION  
LETTER**

LETTER NO. L-6.1  
DATE November 23, 1966  
PAGE 1 OF 3

(Supersedes Service Information  
Letter No. L-6 dated August 22,  
1966)

TO—All owners and operators of Hughes Helicopters

SUBJECT: BENDIX FUEL INJECTION SYSTEM, RSA SERIES,  
TROUBLE SHOOTING TECHNIQUE FOR IDENTIFYING  
FUEL TO AIR SEAL LEAK, WHICH COULD AFFECT  
ENGINE IDLE

MODELS AFFECTED: All 269A (TH55A), 269A-1 and 269B Helicopters Equipped  
with the Bendix Fuel Injection System

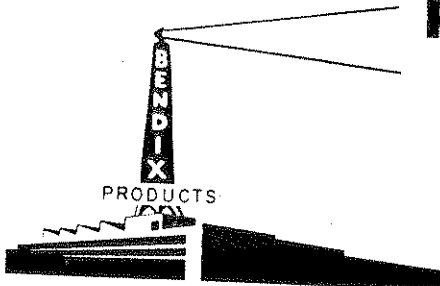
Reference

The Bendix Corporation, RS Fuel Injection Service Bulletin  
No. 20, Revision 1 dated September 1, 1966

The above referenced bulletin provides instructions for checking the fuel injector  
for internal fuel leakage.

The Hughes Tool Company urges the owners and operators to comply with the  
manufacturer's instructions.





# RS FUEL INJECTION SERVICE BULLETIN

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THE *Bendix* CORPORATION  
BENDIX PRODUCTS AEROSPACE DIVISION  
SOUTH BEND 20, INDIANA

No. 20  
Revision No. 1  
Page 1  
Total Pages 2

1 September 1966

This Revision cancels and supersedes  
RS Service Bulletin No. 20

**SUBJECT:** BENDIX FUEL INJECTION SYSTEM, RSA SERIES, TROUBLE SHOOTING TECHNIQUE FOR IDENTIFYING FUEL TO AIR SEAL LEAK, WHICH COULD AFFECT ENGINE IDLE.

**REFERENCE:** None.

**PUBLICATIONS AFFECTED:**

Bendix Form 15-338B  
1 March 1965

Operation & Service Manual

**REASON FOR BULLETIN:** To provide instructions for checking fuel injector for internal fuel leakage.

**REASON FOR REVISION:**

- A. To add serial number effectivity (up number) of injectors which incorporate the new center seal bushing P/N 2525231.
- B. Time compliance change.

**COMPLIANCE:**

**Operating Activities:** Comply with provisions of this bulletin at each engine inspection. If the engine develops symptoms of overrich idle mixture, this inspection must be performed immediately. Upon installation of P/N 2525231 center body bushing, this inspection may be discontinued at subsequent engine inspections.

**Overhaul Activities:** (1) For information. (2) Can be used as part of flow bench test. (3) Center body bushing P/N 2525231 must be installed at current overhaul.

**DETAILED INSTRUCTIONS:** If it is necessary to periodically reset the idle adjustment leaner and the idle cutoff characteristics are undesirable, there is a possibility that the seal between the fuel and air chamber is leaking. To confirm if the seal is leaking proceed as follows:

1. Remove the four (4) cap screws holding the air inlet duct to the injector.
2. Disconnect the outlet fuel line from the injector to the flow divider at the injector.
3. Cap the injector outlet fitting at the injector.
4. Place the throttle in the wide open position.
5. Place the mixture control lever in Full Rich.
6. Turn on boost pump for a period of three (3) minutes.
7. Observe the air inlet to the injector at the venturi and impact tubes for the presence of fuel.
8. If no fuel is present in the venturi at the end of three (3) minutes, shut off boost pump, return throttle and mixture control to the off position, remove cap from injector outlet fitting and reconnect flow divider line. Replace the four (4) inlet duct cap screws and wire.
9. If fuel leakage appears in the venturi section, the injector must be removed for repair in accordance with RS Bulletin No. 18, Revision 4, before further flight.

**IDENTIFICATION:**

- A. Log book entry required upon completion of injector leak inspection (mechanics signature).

SUBJECT: BENDIX FUEL INJECTION SYSTEM, RSA SERIES, TROUBLE SHOOTING TECHNIQUE FOR IDENTIFYING FUEL TO AIR SEAL LEAK, WHICH COULD AFFECT ENGINE IDLE.

IDENTIFICATION: (Cont.)

- B. Permanently stamp letter "R" on regulator adjustment cover plug after incorporation of P/N 2525231 center body bushing (Overhaul Activity).
- C. Listed below are first serial numbers of applicable parts and controls which incorporate the new P/N 2525231 center body bushing. Any injector assembly bearing a serial number lower than the applicable number listed which does not have a letter "R" stamped on the regulator adjustment cover plug does not have the new P/N 2525231 center body bushing incorporated.

<u>Parts List Number</u>	<u>Serial Number/Suffix No.</u>	<u>Parts List Number</u>	<u>Serial Number/Suffix No.</u>
2524054-2	14041/41	2524213-2	14941/15
2524145-3	14736/34	2524216-2	11803/18
2524147-3	15435/24	2524242-1	13954/13
2524171-2	10638/19	2524243-1	14896/13
2524189-2	10589/19	2524254-1	14390/6
2524199-2	12939/19	2524262-1	14734/5

PARTS REQUIRED: None.

PARTS REMOVED: None.

MAN-HOURS REQUIRED: Undetermined.

WEIGHT & BALANCE: No effect.