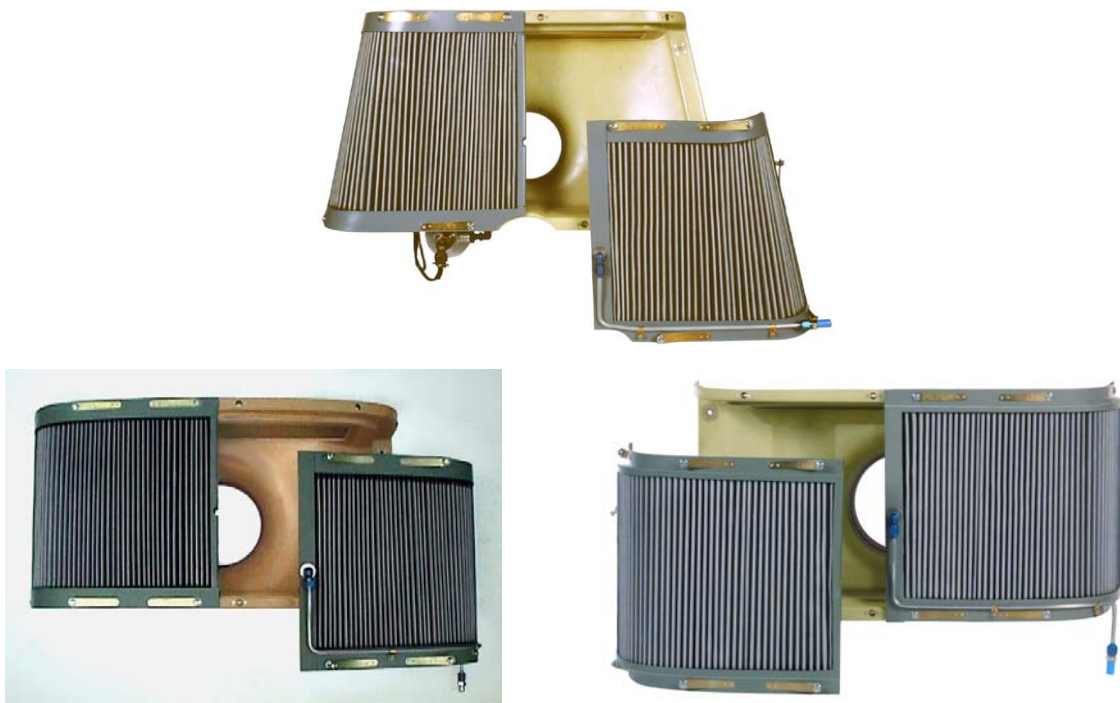




# INSTRUCTIONS FOR CONTINUED AIRWORTHINESS STC SR00180SE 1206-SERIES-ICA-1



## ENGINE INLET AIR FILTER SYSTEM

### BELL 206, 206L, AND 407 SERIES HELICOPTERS

This supplement must be attached to the applicable Bell 206A, B, B-1; Arrow Falcon OH58A, A+, C; Garlick OH-58A, A+, C Jet Ranger; Bell 206L-1, L-3, or L-4 Long Ranger, Bell 407, FAA Approved Maintenance Manual when the Engine Filtration System, P/N 1206IN1-600/-1600/-1601, 1206IN2-2600 or 1407IN1-4600 is installed in accordance with Supplemental Type Certificate (STC) SR00180SE. The information in this manual supplements or supersedes the basic manual only in those areas listed.

THE SERVICE INFORMATION CONTAINED IN THIS DOCUMENT SUPERCEDES THE SERVICE INFORMATION SECTION CONTAINED IN DOCUMENT NO. 1206-EFS/SRV.

REVISION: D 06/27/11

**RECORD OF REVISIONS**

<b>REV</b>	<b>DATE</b>	<b>DESCRIPTION</b>	<b>BY</b>
IR	11/20/99	Initial Release	AG/NP
A	10/25/02	<ul style="list-style-type: none"><li>• Added Filter System Kit 1206IN1-1600 and 1206IN1-1601 to Title Page.</li><li>• Minor revisions to filter element servicing procedures.</li></ul>	JW
B	05/12/03	<ul style="list-style-type: none"><li>• Added Filter System Kit 1407IN1-600 for Bell 407 series helicopters.</li><li>• Added Life Limit of filter element to Section 2</li></ul>	JW
C	10/10/08	<ul style="list-style-type: none"><li>• Updated format.</li><li>• Added Section 1.3.</li><li>• Section 2.0, added Life Limit of filter for Static Port Relocation Kit P/N 1206K1-1.</li><li>• Added <i>FDC/aerofilter</i> name to text.</li><li>• Minor text corrections and p/n corrections.</li></ul>	RL
D	06/27/11	<ul style="list-style-type: none"><li>• §1.3: Note 3: Deleted 250-C28P engine.</li><li>• §1.5: Revised Abbreviations</li><li>• §1.6: Deleted registration. Updated contact information.</li><li>• §2: Removed Filter Element Life Limitations.</li><li>• §3: Revised Service Intervals.</li><li>• §4: Extensively revised servicing and inspection instructions.</li></ul>	DN

**LIST OF EFFECTIVE PAGES**

<b>PAGE</b>	<b>REV</b>	<b>PAGE</b>	<b>REV</b>	<b>PAGE</b>	<b>REV</b>
1	D	11	D	21	D
2	D	12	D		
3	D	13	D		
4	D	14	D		
5	D	15	D		
6	D	16	D		
7	D	17	D		
8	D	18	D		
9	D	19	D		
10	D	20	D		

## Table of Contents

1.0	Introduction.....	5
1.1	General Product Information.....	5
1.2	Scope of ICA.....	5
1.3	Applicability.....	6
1.4	Precautions.....	6
1.5	Definitions, Abbreviations, Acronyms, and Symbols .....	7
1.6	Distribution.....	7
2.0	Airworthiness Limitations.....	8
3.0	Inspection/Test Requirements.....	9
3.1	General.....	9
3.2	Service Intervals .....	9
4.0	Filter Element Servicing .....	11
4.1	General.....	11
4.2	Removal and Reinstallation of Elements.....	11
4.3	Filter Element Cleaning .....	11
4.3.1	Filter Element Cleaning - General .....	11
4.3.2	Filter Element Cleaning – Severe Conditions.....	12
4.3.3	Filter Element Cleaning – Normal Conditions.....	12
4.3.4	Rinsing and Drying the Filter Elements .....	13
4.3.5	Oiling the Filter Elements .....	13
4.4	Inspection Procedures .....	14
4.4.1	Visual / Preflight Inspection (Prior to first flight of the day).....	14
4.4.2	Filter Element Inspection – Severe Conditions.....	14
4.4.3	Filter Element Inspection – Normal Conditions .....	15
4.4.4	Filter Element Pleat Deformation.....	16
4.4.5	Holes or Gaps in Filter Element Media.....	17
4.5	Filter Element Servicing – Repair & Rework.....	17
4.5.1	General Information.....	17
4.5.2	Filter Element Pleat Straightening .....	17
4.5.3	Repairing Holes or Gaps in Filter Element Media .....	18
4.6	Static Port Relocation Filter .....	19
4.6.1	General.....	19
4.6.2	Static Port Filter Cleaning.....	19
4.7	Test and Functional Check Procedures.....	20
4.7.1	Differential Pressure Testing Equipment .....	20
4.7.2	Functional Check of Differential Pressure Switch / Annunciator System ..	20

## **1.0 Introduction**

### **1.1 General Product Information**

The engine filter system is designed to protect the turbine engine from foreign object damage and micro erosion when operating in normal and severe environmental conditions. The P/N 1206IN1-600, 1206IN1-1600, 1206IN1-1601, 1206IN2-2600, and 1407IN1-4600 Engine Filter Systems consist of a duct assembly, left & right filter elements, low inlet pressure annunciator system, and a pilot actuated alternate air system.

The filter elements are comprised of a specially formulated polymerized oil suspended by a pleated wire cloth and fabric matrix for the purpose of attracting and holding airborne dust particles. These filter elements are serviced by cleaning and re-oiling at regular intervals, or as required, based on engine performance loss or by visual inspection.

The pilot actuated alternate air system is provided to bypass the filter elements in the event that engine performance is degraded due to filter blockage. The alternate air system should be inspected at regular intervals or prior to flight into environmental conditions that may require its use.

### **1.2 Scope of ICA**

This manual describes the airworthiness limitations, service instructions, inspection procedures and testing of the engine filter systems and its individual components. Strict adherence to the information given herein will assure maximum filtration benefit and increased component life.

**1.3 Applicability**

Eligible models for the installation of the Filter System:

Helicopter Make	Helicopter Model	Filter System P/N
Bell	206A, 206B, 206B-1 (See Note 1)	1206IN1-600/-1600/-1601 (See Note 2)
Arrow Falcon	OH-58A, OH-58A+, OH-58C	1206IN1-600/-1600/-1601 (See Note 2)
Garlick	OH-58A, OH-58A+, OH-58C	1206IN1-600/-1600/-1601 (See Note 2)
Bell	206L-1 (See Note 3)	1206IN2-2600
Bell	206L-3, L-4 (See Note 4)	1206IN2-2600
Bell	407	1407IN1-4600

Note 1: Bell Helicopter Particle Separator Engine Air Induction System, Bell Kit No. 206-706-200-5 or 206-706-201-11 must be installed.

Note 2: For new Filter Systems procurement after January 2003, only P/N 1206IN1-1601 is available.

Note 3: 206L-1 models with Allison 250-C30P engine per STC No. SH5695SW, STC No. SH296NM, or BHT-206-SI-2050 only.

Note 4: 206L-3, L-4 models with Allison 250-C30P engine (Factory Installation).

**1.4 Precautions**

The following precautions are used throughout this manual and are defined as follows:

**WARNING:** Maintenance procedure, practice, condition, etc. which if ignored could result in personal injury or loss of life.

**CAUTION:** Maintenance procedure, practice, condition, etc. which if ignored could result in damage or destruction of equipment.

**NOTE:** Maintenance procedure, practice, condition, etc. or a statement which needs to be highlighted.

## 1.5 Definitions, Abbreviations, Acronyms, and Symbols

The following are used throughout the manual.

AC	Advisory Circular
$\Delta P$	Differential Pressure
US fl. oz.	United States Fluid Ounce
FOD	Foreign Object Damage
ICA	Instructions for Continued Airworthiness
in-H <sub>2</sub> O	Inches of Water (Pressure)
STC	Supplemental Type Certificate

## 1.6 Distribution

From time to time it may be necessary to revise or update information contained in this ICA. Although best efforts will be made to distribute revisions and updates to the registered owner of the product, it is ultimately the responsibility of the current user to ensure he or she is using the most current information available. When revised pages are received, insertions should be logged on the *Record of Revisions* page and the *List of Effective Pages* log should be updated.

Additional copies of this and other related documents, as well as revisions and updates may be obtained by contacting the following:

### **FDC/aerofilter**

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El Dorado Hills, CA 95762  
Tel: 415-884-0555  
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Toll Free (US & Canada): 800-350-6674

**24/7 Technical Support Line: 415-328-3725**

<http://www.fdcaerofilter.com>

## 2.0 Airworthiness Limitations

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §43.16 and §91.403 of the Federal Aviation Regulations unless an alternate program has been approved.

*There are no airworthiness limitations associated with this Supplemental Type Certificate.*

## 3.0 Inspection/Test Requirements

### 3.1 General

This section covers the basic maintenance and service requirements necessary for safe operation and continued airworthiness of the P/N 1206IN1-600, 1206IN1-1600, 1206IN1-1601, 1206IN2-2600, and 1407IN1-4600 Engine Filter Systems. The service and inspection intervals designated herein are the maximum recommended and should not be exceeded.

### 3.2 Service Intervals

***When severe or unusual environmental conditions exist or as flight requirements dictate, it is the responsibility of the operator to increase the frequency and scope of inspections necessary to ensure safe operation.***

Due to the operational nature of a "barrier" type filter, an important criteria for safe and successful operation is an unobstructed inlet/filter system. This can be accomplished by visual inspection of the filter through the inlet fairing prior to each flight. Where as small suspended particles on the outside of the filter element do not cause an appreciable airflow restriction, large, obvious debris such as leaves, brush, litter, etc., should be removed prior to flight. Good judgment and practice will ensure safe operation as well as long filter life.

Inspections, scheduled and conditional, shall be performed by qualified personnel and in accordance with standard aircraft practice. Compliance with all applicable Service Bulletins and Airworthiness Directives is mandatory.

**Refer to Section 4.4 for post cleaning inspections.**

## Recommended Service Intervals

ITEM		PRE- FLIGHT	100 HOURS	300 HOUR S	12 MONTHS <sup>(2)</sup>
<b>a</b>	Visual inspection of filter element (installed).	•			
<b>b</b>	Inspect, clean, and re-oil filter element. <sup>(1)</sup>			•	•
<b>c</b>	Inspect and cycle alternate air door.		•		•
<b>d</b>	Inspect differential pressure switch/ warning annunciator components		•		•
<b>e</b>	Inspect electrical connectors.		•		•
<b>f</b>	Inspect attachment hardware, mounting brackets, and inlet ring.			•	•
<b>g</b>	Inspect filter housing structure and associated hardware for cracks and general security.			•	•
<b>h</b>	Leak and pressure test differential pressure switch/annunciator system.				•
<b>i</b>	Inspect and clean Static Port Filter if equipped with Static Port Relocation Kit used with Bell Snow Deflector Kits. <sup>(1)</sup>			•	•

(1) As required (failed inspection or “LOW INLET PRESSURE” annunciation), 300 hours, or 12 months, **whichever occurs first.**

(2) Hours of operation or 12 months, **whichever occurs first.**

## 4.0 Filter Element Servicing

### 4.1 General

To ensure proper function and maintain a high level of filtration efficiency great care should be taken when handling the element. The element is most likely to be damaged during servicing than in operation. Special care should be taken when removing and reinstalling the inlet cowling, as well as when removing and replacing the element from the duct. The pleated material's fragile wire mesh is easily damaged or deformed when allowed to scrape against other objects. Careful attention to the following section will ensure full service from the filter element.

When operating in the most severe conditions it is highly recommended that an additional, serviceable and oiled element is available. This will allow continued service while the previously installed element is being cleaned, inspected and re-oiled.

### 4.2 Removal and Reinstallation of Elements

**CAUTION:**

Removal of Filter Elements can introduce FOD to the intake plenum.  
Always inspect for FOD during Filter Elements removal or reinstallation.  
Always cover engine inlet when Filter Elements are removed to prevent  
FOD.

- a) Remove the inlet cowl per Bell instruction. **DO NOT SCRAPE INLET FAIRING ON FILTER MEDIA.**
- b) Loosen the ¼-turn fasteners holding the elements in place (5 per element on the 1206IN1-600/-1600/-1601 and 8 per element on 1206IN2-2600 and 1407IN1-4600) and carefully remove them from the duct.
  - Inspect ¼-turn fasteners on the element for security and damaged pins. If any damaged or missing pins are found, inspect inlet plenum and surrounding areas for FOD.
- c) Re-installation is reverse of above.

### 4.3 Filter Element Cleaning

#### 4.3.1 Filter Element Cleaning - General

Hold the element clean side up and gently tap the element edges to dislodge any large embedded debris and dirt.

**NOTE:**

Use only FDC/aerofilter cleaner (P/N 40-15) to clean the filter element.

**DO NOT use any other solvents or materials to clean filter element, no other substitutes are authorized.**

**DO NOT use Pressure or Steam Cleaners**

**DO NOT use High Pressure Hose Nozzles**

**CAUTION:**

Failure to service the element correctly will harm the filter media by reducing its filtration efficiency, restricting airflow, and/or a reduction in service life.

**4.3.2 Filter Element Cleaning – Severe Conditions**

Severe Conditions are operating environments with high levels of contaminants (dust, sand, pollutants) which may result in higher amounts of filter debris than normal. In this case, the following additional cleaning steps may be required.

- a) Soak each element dirty side down in a pan of FDC/aerofilter filter cleaner to a depth to allow complete coverage of filter element.
- b) Allow cleaner to permeate for 20 to 60 minutes, depending on condition. Use caution to ensure that dirt is not transferred to the clean side of the element.
- c) Remove element and shake thoroughly to remove dirty cleaner.
- d) Resoak for five minutes in clean FDC/aerofilter filter cleaner.

**4.3.3 Filter Element Cleaning – Normal Conditions**

Normal Conditions are operating environments with lower to moderate levels of contaminants (dust, sand, pollutants) trapped in the filter media. Normal cleaning procedures may be used when the Filter Element contains less debris.

- a) Lay element on a flat, clean surface, dirty side down.
- b) Spray FDC/aerofilter filter cleaner liberally onto the entire element and allow cleaner to permeate for ten minutes. Do not use any powered device to spray the filter element.
- c) Alternatively, soak element clean side up in a shallow pan of filter cleaner and allow cleaner to permeate for ten minutes.

#### 4.3.4 Rinsing and Drying the Filter Elements

- a) Rinse the elements with low pressure water from a garden hose. Always flush from the clean side to the dirty side to avoid driving particles further into the filter media.
- b) After rinsing, gently shake off the excess water and set elements aside. Allow the elements to dry naturally. It is permissible to set the Filter Element in direct sunlight to aid drying.

**DO NOT use Compressed Air**  
**DO NOT use Open Flame**  
**DO NOT use Hair Dryers or Heat Guns**

**CAUTION:**

Excess heat will cause the filter media to shrink and high pressure air will open small holes that allow dirt to pass through.

- c) Inspect element per **Filter Element Inspection – Normal Conditions** or **Filter Element Inspection – Severe Conditions** as appropriate before oiling.

#### 4.3.5 Oiling the Filter Elements

**NOTE:**

The Filter Element must be **completely dry** before oiling. Oil will not be absorbed by Element media where excess moisture is present, and therefore will not achieve maximum protection it was designed to provide.

**CAUTION:**

Use only FDC/aerofilter Oil, P/N 40-10 or P/N 40-10CW, no other substitute is authorized.

FDC/aerofilter Oil is a compounded mineral-based blend, formulated with special polymers to form the tack barrier. A blue dye has been added to show where the oil has been applied. Eventually the blue color will fade but the oil will remain.

**CAUTION:**

Never use the filter element without FDC/aerofilter Oil.

- a) Fill sprayer with recommended quantity of FDC/aerofilter Oil for both Left and Right Filter Elements combined.

SYSTEM P/N	OIL QUANTITY (US fl. oz)
1206IN1-600/-1600/-1601	8 (240 mL)
1206IN2-2600	10 (300 mL)
1407IN1-4600	14 (420 mL)

- b) Charge sprayer with compressed air.
- c) Apply oil to the Filter Elements with smooth, complete passes parallel to pleats.
- d) Continue to apply oil with smooth, complete passes 90 degrees to pleats.
- e) Repeat (c) and (d) until all of the measured quantity of oil recommended in (a) is applied to the Filter Elements.
- f) Wait 30 minutes for proper wicking and lightly re-oil any light areas with additional oil if necessary.

**NOTE:**

Do **NOT** over-oil the elements.

Proper absorption is achieved when the filter media is completely wicked and any surplus oil has been allowed to drip from the elements. This process may take 12 - 24 hours.

**4.4 Inspection Procedures**

**4.4.1 Visual / Preflight Inspection (Prior to first flight of the day)**

- a) Inspect Filter Elements for large obstructions and damage.
- b) Inspect for security of all ¼-turn fasteners (5 per element on the 1206IN1-600/-1600/-1601 and 8 per element on 1206IN2-2600 and 1407IN1-4600).

**4.4.2 Filter Element Inspection – Severe Conditions**

In these conditions, it may be necessary to clean and inspect the Filter Elements more frequently than what is described in **Recommended Service Intervals**. Elements used in such conditions should be replaced if the Element media or fine mesh screen is severely degraded. Regardless of the actual time in service, the physical condition of the Elements, when exposed to these harsh conditions, must remain the most important factor used to determine the serviceability of the Elements.

#### 4.4.3 Filter Element Inspection – Normal Conditions

At each cleaning, carefully inspect the Filter Elements as follow:

- a) Inspect the fine mesh on the upstream & downstream surface of the element pleats. Complete erosion of more than .50" (12 mm) is cause for element rejection.
- b) Inspect the coarse mesh on the downstream surface of the elements. Any evidence of mesh wire wear or general signs of mesh breakage or deterioration are cause for element rejection.
- c) Inspect the pleats containing the filter media. Excessive deformation of pleats can reduce smooth and consistent airflow into the engine and is cause for element rejection (see **Filter Element Pleat Deformation**).
- d) After cleaning and before re-oiling, hold each element up to a light and check for holes in the element material greater than .030" (0.75 mm). It is normal to observe pinholes in the filter media particularly at the pleat folds. These pinholes will not allow the passage of dirt once the element is oiled. Close holes if present (see **Repairing Holes or Gaps in Filter Element Media**). Numerous holes in the media greater than .030" (0.75 mm) may be cause for element rejection (see **Holes or Gaps in Filter Element Media**).
- e) Check the condition of the Filter Elements and it's mating surface on the Housing Assembly:
  - Element frame for chafing, cracks, and fretting (smoking rivets).
    - Chafing or surface finish damage may be repaired per AC 43.13.
    - Cracks on the frame are causes for element rejection.
    - Fretting (smoking rivets) or loose rivets are causes for element rejection.
    - Gouges and scratches less than .005" may be repaired per AC 43.13. Consult FDC/aerofilter Technical Support for deeper gouges and scratches.
  - Element media potting compound for chips, cracks, and/or de-bonding. Contact FDC/aerofilter Technical Support if any chips, cracks, and/or de-bonding of the potting compound are found.
  - Seal strips on the element for deterioration and evidence of gaps between mating surfaces. Seal strips must be replaced if any deterioration is found.
  - ¼-turn fasteners on the element for security, loose rivets, or damaged pins.

- ¼-turn fastener receptacles on the Housing Assembly for security and loose rivets.

Defects found are to be rectified. Consult FDC/aerofilter Technical Support in the event any repair cannot be performed using standard practices.

**NOTE:**

Filter Elements with frames made from aluminum shall be removed from service after 4500 hours of operation.

Filter Elements with frames made from fiberglass or thermoplastic shall be removed from service after 1500 hours of operation.

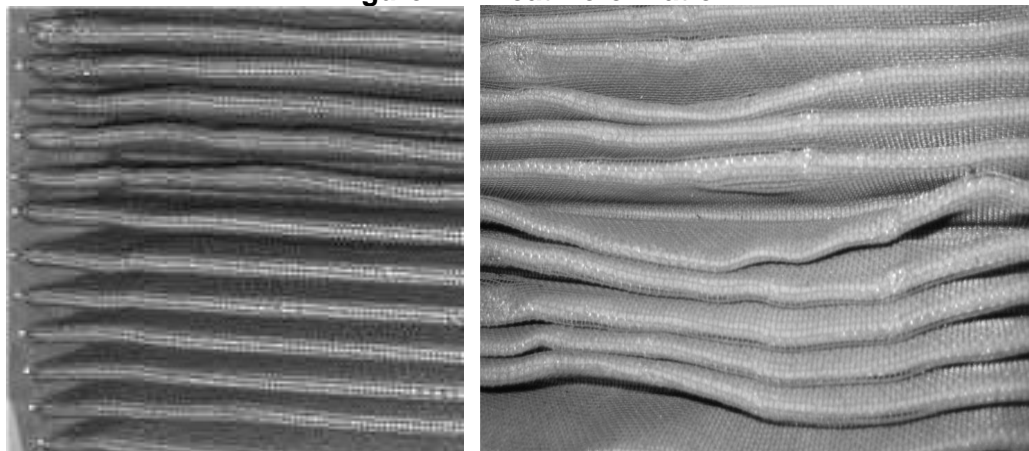
When operating in the most severe conditions it is highly recommended that an additional serviceable, pre-oiled element set is available. This will allow continued service while the dirty elements are being cleaned, inspected, and re-oiled.

**4.4.4 Filter Element Pleat Deformation**

The Filter Element pleat shape should be maintained as close to the original manufactured state as possible to ensure optimum airflow. As manufactured, an even spacing between crests of the pleats together with a clearly visible bend at the bottom of the inside pleat trough helps ensure optimum airflow.

Filter Element performance is not appreciably affected by a few warped pleats. However, it is advisable to repair warped pleats to prevent cumulative deformation. Use the examples in **Figure 1** to determine if Filter Element pleats are repairable. In general, if the bottoms of the inside troughs of the pleats cannot be seen when sighting the length of each pleat from above, or into the depth of the pleat, then straightening is needed. Refer to Filter Element Pleat Straightening for straightening procedure.

**Figure 1 – Pleat Deformation**



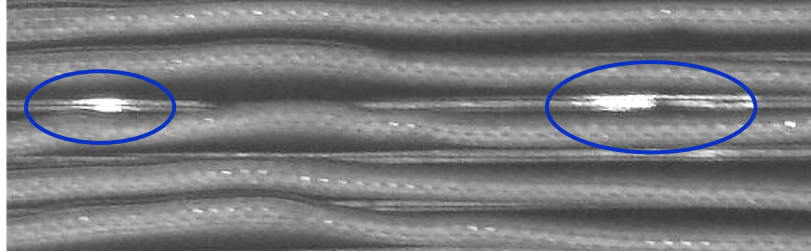
**Repairable**

**Not Repairable, Element to be Rejected**

#### 4.4.5 Holes or Gaps in Filter Element Media

Large gaps in Filter Element media may occur if the Filter Element has been subject to PROHIBITED actions such as the use of compressed air or pressure washers during servicing. Numerous holes in the media greater than .030" (0.75 mm) will reduce the filtration efficiency and may lead to engine performance degradation (Refer to **Figure 2**). Refer to **Repairing Holes or Gaps in Filter Element Media** for repair procedure.

**Figure 2 – Non-Repairable Gaps, Element to be Rejected**



#### 4.5 Filter Element Servicing – Repair & Rework

##### 4.5.1 General Information

While a Filter Element in general cannot be repaired or reworked, minor pleat deformation and small holes in media that can arise from aggressive handling, cleaning, or drying can be rectified. See **Filter Element Inspection – Normal Conditions** for inspection criteria. Take careful note of the following procedures to avoid damaging the Filter Element.

##### 4.5.2 Filter Element Pleat Straightening

Filter Element should be cleaned and completely dry before straightening deformed pleats. Do not apply Filter Oil before straightening pleats. **Figure 3** shows examples of tools that may be used to straighten pleats. It is strongly recommended to place duct tape, electrical tape, or similar cushioning material on the jaws of the hand seamers or equivalent tools to prevent damage to Filter Element fine mesh when working the Element pleats.

Figure 3 – Klein Hand Seamer Tools



**Klein 86552**  
**Offset Hand Seamer**



**Klein 86553**  
**Straight Hand Seamer**

- a) For pleats bowed or expanded: **GENTLY** crimp the pleat using a hand seamer or equivalent tool. Do not over-crimp, crease, or crush the pleat in the jaws of the seamer. Maintain the original radius at the crest and bottom trough of the pleat as much as possible when crimping.
- b) For pleats to be straightened: **GENTLY** grip the pleat with the hand seamer and rotate the seamer to restore the pleat to its correct position. Multiple adjustments may be required for each few inches of the pleat until the final result is straight.
- c) When working with the pleats, do not push the hand seamer into the pleats to their maximum depth – ensure the radius at the bottom of each pleat remains when finished.

#### 4.5.3 Repairing Holes or Gaps in Filter Element Media

In normal practice, small pinholes will occur in Filter Elements, particularly at the pleat folds. These pinholes will not allow dirt through the Element once oiled. Holes less than .030" (0.75mm) can be closed as follows:

- a) Insert the end of a clean, fine pick into the epoxy-coated mesh, penetrating the filter media. **GENTLY** reposition the filter media a small amount at a time to close the hole. Manipulate the pick carefully to avoid damaging the fine mesh covering the media.
- b) Repeat (a) from each direction around the hole to avoid creating new holes.

## 4.6 Static Port Relocation Filter

### 4.6.1 General

The P/N 1206K1-1 Static Port Relocation Kit is installed on the filter system if the Bell Snow Deflector Kits are to be used. The relocation kit can remain in place when the snow deflector is not used. The Static Port Filter (P/N A590-1) serves to baffle the low pressure static port along with protecting the DPS from Foreign Object Damage (FOD). The Static Port Filter can become clogged with oils and debris or damaged during maintenance activities.

### 4.6.2 Static Port Filter Cleaning

- a) Remove the inlet cowl per Bell instruction. DO NOT SCRAPE INLET FAIRING ON FILTER MEDIA.
- b) Remove lock wire from Static Port Filter (located above closeout panel and forward of the filter element on the right hand side.)
- c) Remove Static Port Filter with 5/8" wrench.

**NOTE:**  
Porous element and adapter fitting comprise an integral unit.  
Do NOT disassemble fitting and element.

- d) Inspect Filter for security. Replace Filter if porous element is damaged.

**NOTE:**  
The Static Port Filter shall be removed from service after  
4500 hours of operation.

- e) Place Filter, porous side down, into a container of solvent (commercially available, residue free, cleaner/degreaser) to loosen trapped debris. Alternately, solvent can be sprayed inside the filter to loosen and expel any debris.
- f) It is permissible to use compressed air to dry the Filter. Compressed air should be introduced from the inside to expel any loosen debris from the inside out.
- g) Re-install Static Port Filter onto bulkhead fitting. It is recommended that it be installed with anti-seize compound per MIL-PRF-83483.

**NOTE:**  
Do NOT block port or porous element..

- h) Torque Static Port Filter to 100-140 in-lbs. Secure Static Port Filter to closeout panel with lockwire.
- i) Re-install inlet cowl per Bell instruction.

#### **4.7 Test and Functional Check Procedures**

##### **4.7.1 Differential Pressure Testing Equipment**

For certain tests and checks of the Differential Pressure Switch, it is helpful to have the following:

- A manometer, either U-tube or digital (preferred Example: Dwyer 47x series),
- Tygon or similar tubing,
- A low-pressure vacuum source:
  - Small volume syringe (0.5 cc – 1.0 cc),
  - Brake bleeder with reservoir,
  - Deadweight tester.

Note that the vacuum to be pulled to test the DPS is very small – *less than 1.0 PSI total range*. If no compatible reservoir is available for the tools above, a sufficient length of tubing (6 – 9 ft. / 2 – 3m) may be used as a reservoir. Choose the tool that gives the most control over the amount of vacuum to be pulled, and ensure that the total vacuum is no greater than 25 in-H<sub>2</sub>O.

##### **4.7.2 Functional Check of Differential Pressure Switch / Annunciator System**

**CAUTION:**

Do not apply over 25 in-H<sub>2</sub>O  $\Delta$ P to the Differential Pressure Switch (DPS) or apply any pressure to the ambient port.  
Damage to DPS could result.

- a) Energize aircraft power.
- b) Gain access to the Differential Pressure Switch (DPS) mounted on the lower surface of the filter system housing assembly..
- c) Disconnect the Low Pressure Tube or Hose from the DPS low pressure port (marked "VAC" on DPS).
- d) Attach flexible tubing to the DPS low pressure port (refer to **Figure 4**).

- e) Connect the other end of the hose to a manometer and a low pressure vacuum source. If a syringe or brake bleeder is used as a low pressure vacuum source, ensure a vacuum reservoir is used between the syringe and the DPS / manometer.
- f) Carefully apply LIGHT suction to the DPS while noting manometer readings. At  $9.0 \pm 1.0$  in-H<sub>2</sub>O, the “LOW INLET PRESSURE” annunciator should illuminate.
- g) Remove suction from DPS – “LOW INLET PRESSURE” annunciation should extinguish.
- h) Remove test equipment and reattach the Low Pressure Tube or Hose to the DPS port marked “VAC”.
- i) De-energize aircraft power.

**NOTE:**  
Contact FDC/aerofilter Technical Support if the system is out of adjustment.

**Figure 4 – Manometer Test Setup**

