

Be-Your-Own-Inspector . . .

EXHAUST INFRA-RED SUPPRESSOR

New, special-purpose Armybird equipment needs a generous dose of TLC—tender lovin' care—to keep it mission ready.

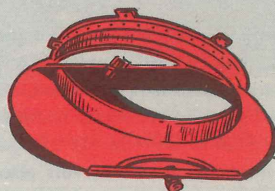
So-o-o-o, here're some PM tips on the components for the AH-1G and UH-1H model Hueys in your flock that've been MWO'd with the exhaust infra-red suppressor.

THESE AIR
INLET SCOOPS
ARE FOR THE
AH-1G ONLY!

Eye-ball these items daily and following any mission where your bird has battle damage. Any crack or hole gets repaired **SOONEST**—like right now.

FORWARD EXHAUST DUCT

Ejector



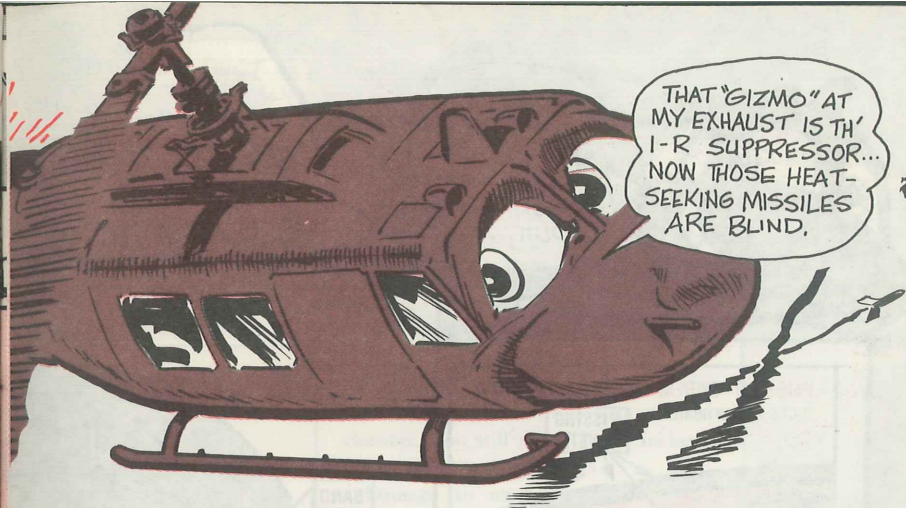
NUTS, BOLTS, LOCKPINS—Loose, broken, stripped threads, missing.

AIR INLET SCOOPS—These air scoops keep your 'Cobra cool man, like real cool! Never fly an IR MWO'd Cobra without 'em.



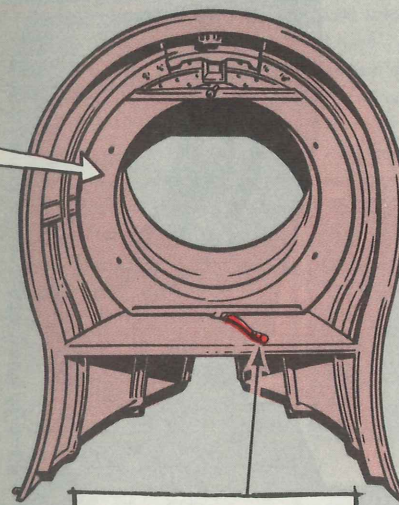
Damage limits are the same as for the forward exhaust duct.

THAT "GIZMO" AT
MY EXHAUST IS TH'
I-R SUPPRESSOR...
NOW THOSE HEAT-
SEEKING MISSILES
ARE BLIND.



ATTACHING SCREWS—Loose, broken, missing.

DUCT (Ejector)—Cracked, dented, overheated.



DRAIN HOSE—Missing, loose.

Cracks 'n' holes shouldn't be over 3 inches in diameter after you get it ready for repairs. And you need a minimum of 2 inches of the original bird skin between patches. Never patch over another patch.

Discolored metal is OK. Just be sure you're not about to get a burn-through.

Dents are OK as long as the surface is not broken. Sharp creases or protrusions into the exhaust stream are not allowed.

Use your own judgment about repairing the mounting frame. Replacing it is not practical.



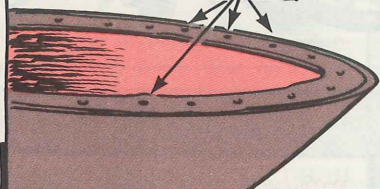
HERE'S A
SHOT OF MY
AFT EXHAUST
DUCT...
CHECK 'ER
OUT...



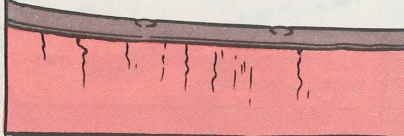
AFT EXHAUST

INTERIOR SURFACE—Cracked, dented, nicked, overheated.

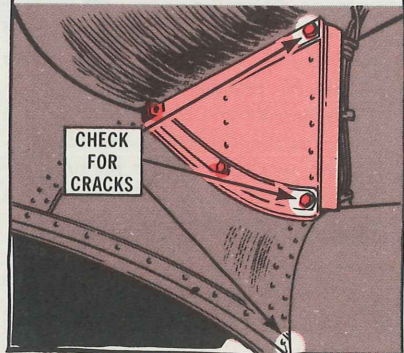
MISSING RIVETS



EXTERIOR SURFACE—Cracked, dented, overheated.



DUCT AND SUPPORTING FAIRING—Loose mounting. Loose or missing bolts, rivets.



CHECK FOR CRACKS

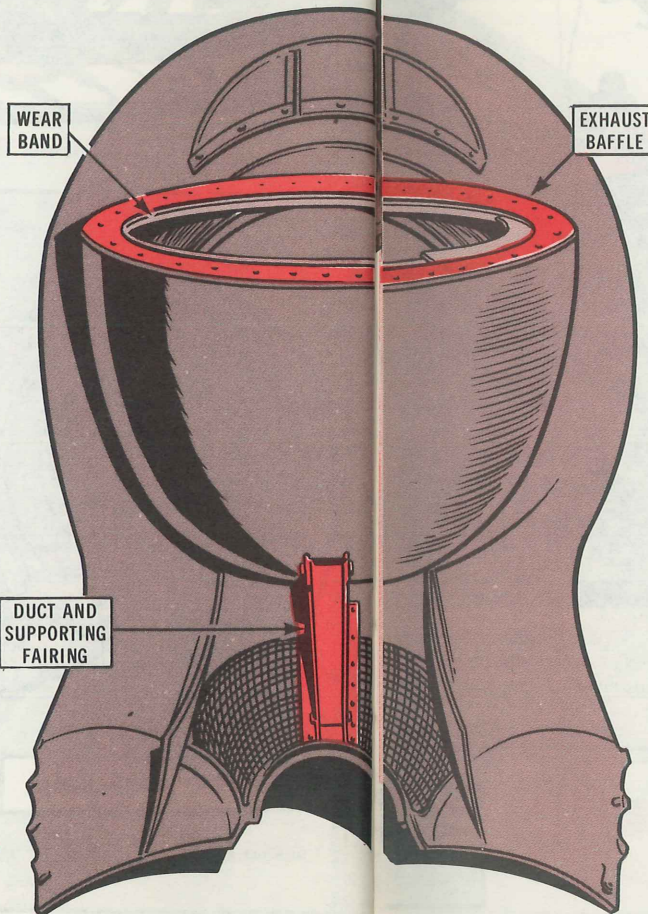
THIS DUCT
SECTION REALLY
TAKES A BEATING.
HEAT PRESSURE,
BLAST... EYE-
BALL IT
CAREFULLY.



ANY CRACKS
AND HOLES
GOTTA BE CHECKED
OUT! NO IFS, ANDS
OR BUTS.

DUCT

WEAR BAND



**EXHAUST
BAFFLE**

**DUCT AND
SUPPORTING
FAIRING**

Same damage limits to interior surface as for the Forward Exhaust Duct.

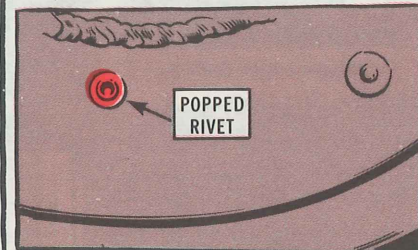
Cracks 'n' holes in the exterior surface can't be over 4 inches in diameter after cleanup. You still gotta have 2 inches of parent metal 'tween patches.

Damage to temp-mat insulation between interior and exterior surfaces can't be more'n 4 inches in diameter after clean-up.

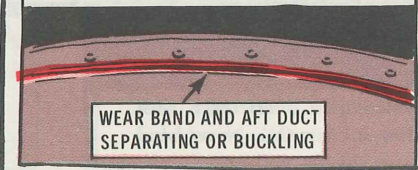
Interior and exterior surface dents are OK as long as their surfaces aren't broken. Sharp protrusions into the exhaust stream are not allowed.

Damage to the exhaust baffle and wear band of the duct is a be-your-own-judge deal for repair or replacement. Replace any missing or loose rivet.

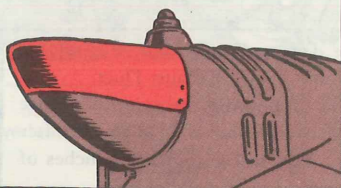
**POPPED
RIVET**



**WEAR BAND AND AFT DUCT
SEPARATING OR BUCKLING**



AFT DUCT COVER—When your bird's a-roosting, use the cover that came with the kit. It'll protect the aft duct, sure 'nuff. 'Course you have to wait until the tailpipe cools before tying it on.



HERE'S THE CLOSE-UP OF THE AFT SECTION... DIG ALL THIS INFO CAREFULLY...



LATCH ON TO THESE SPECIAL ITEMS.

You'll need these special items for repairs: Kit, FSN 1560-103-3459, P/N 205-706-083-1, which contains:

UNIT	FSN/P/N	NOMENCLATURE
1	205-706-083-3	Patch
1	205-706-083-5	Patch
1	205-706-083-7	Patch
1	8040-105-0254	Adhesive (16-oz kit)

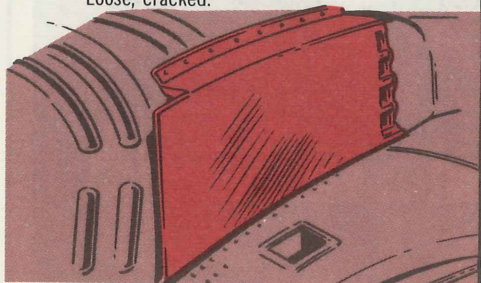
Items you'll need that don't come with the kit:

UNIT	FSN	NOMENCLATURE
1	8040-664-2912	Adhesive (50-gm kit)
Gal	6810-281-2785	Solvent (MEK)
5-lb	5320-639-2697	Rivet

There you have it, Birdkeepers. Now bone up on your sheet metal work with TM 55-408 (Jun 65), TM 55-1500-204-25/1 (Apr 70), and the Dash 20's for the 'Cobra and Hotel model birds.

Hang onto the instructions you get with the MWO. "What you sees is all you gets," until the bird pubs are up-dated with the inspection and repair poop.

SIDE SHIELDS (Upper engine cowlings)—Loose, cracked.



NOTE: Side shield interference with engine cowlings latch is OK. Never bend or trim the side shields, podner!

OIL COOLER SHIELD (Engine and transmission oil cooler)—Loose attaching bolts. Cracked welds on supporting braces (On UH-1H only).

