

TECHNICAL BULLETIN
Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

No. 212-01-186

Date 04-16-01

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DATE
REV

MODEL AFFECTED: 212

SUBJECT: ENGINE POWER TURBINE GOVERNOR LEVER
RE-INDEXING, INTRODUCTION OF.

HELICOPTERS AFFECTED: Model 212 helicopters serial number 30501 thru 30999, 31101 thru 31311, 32101 thru 32142, 32201 thru 32262, and 35001 thru 35103

[Model 212 helicopters serial number 35104 and subsequent will have the intent of this bulletin accomplished prior to delivery]

COMPLIANCE: At Customer's Option

DESCRIPTION:

Bell Helicopter has become aware that when droop actuator P/N 204-060-762-103 is installed, there is a possibility of fouling between the aft firewall and the actuator. This condition can happen when collective is full "UP" and the actuator beep switch is full "INCREASE". The fouling condition is caused by the difference in body size between actuator P/N 204-060-762-005 and -103. The following technical bulletin introduces a change to the lever installation on the governor to eliminate the fouling condition.

APPROVAL:

The engineering design aspects of this bulletin are FAA/DER approved.

MANPOWER:

Approximately 1.0 man-hours are required to complete this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

MATERIALS:

Consumable Material:

The following material is required to accomplish this bulletin, however this material is considered consumable (bench stock) material and may not require ordering depending on the operators consumable material stock levels. This material may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>	<u>Reference</u>
MIL-C-16173,GR2 60Z	Corrosion Preventive Compound	A/R	C-104

SPECIAL TOOLS:

Not required

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT 212 Maintenance Manual, Chapter 76

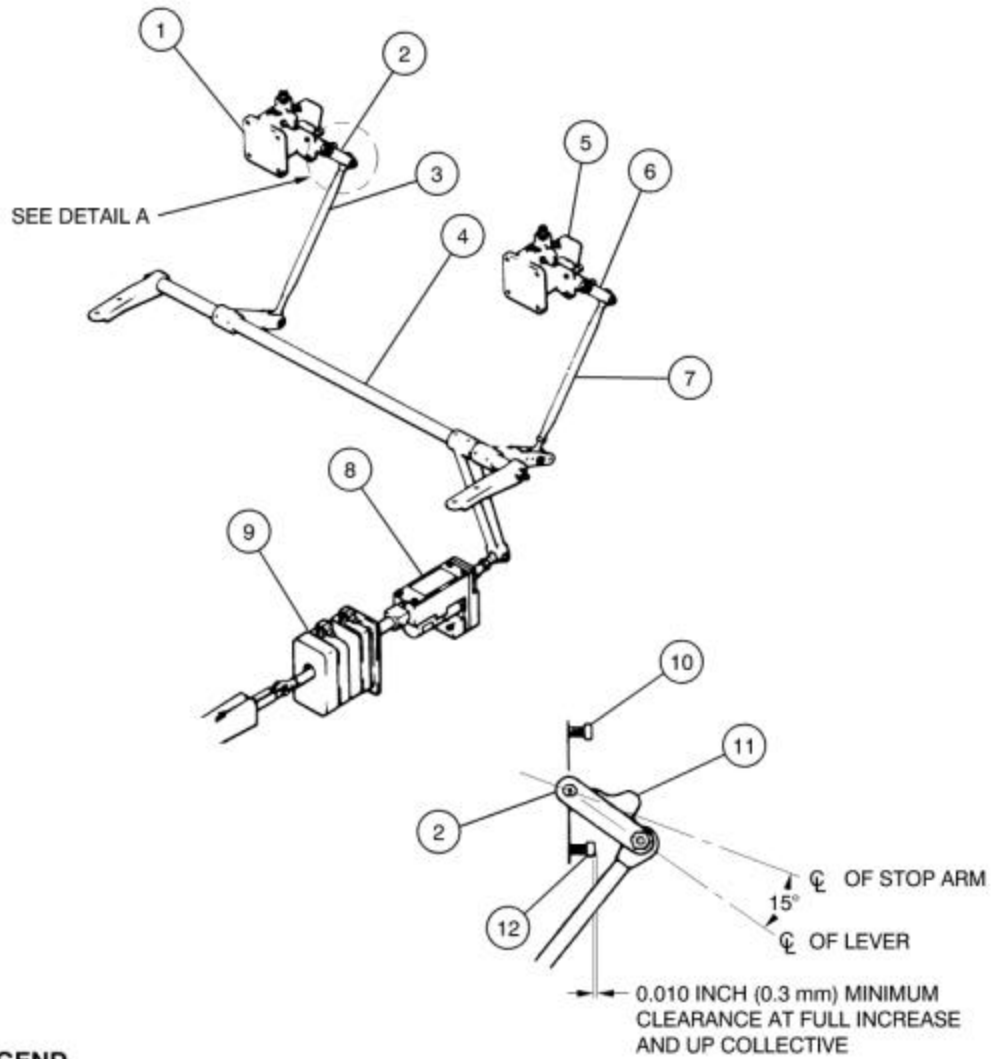
PUBLICATIONS AFFECTED:

BHT 212 Maintenance Manual, Chapter 76

ACCOMPLISHMENT INSTRUCTIONS:

1. Gain access power turbine governors (1 and 5, figure 1)
2. Disconnect control tube (3 and 7) from power turbine governors (1 and 5).

3. Re-index levers (2 and 6) on control shafts of power turbine governors (1 and 5). Centerline of lever (2 and 6) shall be approximately 15 degrees relative to the centerline of the governor stop arm (11) viewed from left (detail A, figure 1).
4. Install control tube (3 and 7) to power turbine governors.
5. Refer to the BHT-212- MM, chapter 76, Droop Compensator Controls for the rigging procedure for ground run and test flight.
6. Make an entry in the helicopter historical records indicating compliance with this Technical Bulletin.



LEGEND

- 1. Nf (N2) power turbine governor (right power section)
- 2. Lever
- 3. Fixed control tube
- 4. Droop compensator jackshaft assembly
- 5. Nf (N2) power turbine governor (left power section)
- 6. Lever
- 7. Adjustable control tube
- 8. Linear actuator
- 9. Boot
- 10. Minimum power stop screw
- 11. Stop arm
- 12. Maximum power stop screw

DETAIL A
 GOVERNOR LEVER

Figure 1