



Putting a fuel boost pump into place on an OH-58 or UH-1 can stretch your patience to the limit and leave you shaking like a leaf.

You work on your back under the bird; the workspace is limited; and it's hard to see what you're doing.

If a buddy helps you, things get even more crowded.

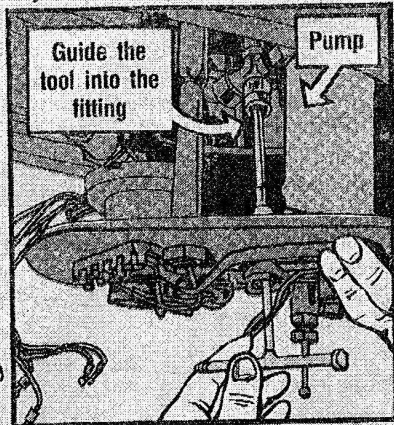
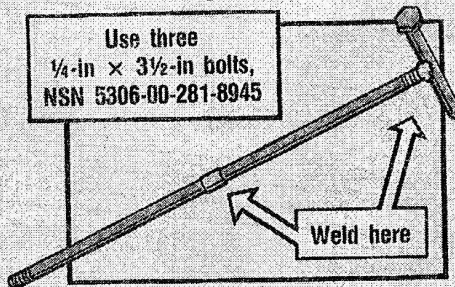
A slip-up can cause anything from bruised knuckles to a busted pump.

Your big problem is getting the 3-in bolt thru the sump plate and into the fitting. Bolt, plate and fitting are all moving, usually in different directions.

TM 55-1520-210-23-2, Para 10-99, says to put a ¼-in × 5-in guide bolt thru the sump plate into the fitting. It's still a tricky maneuver. TM 55-1520-228-23-2 says even less.

There's a better way.

Latch onto three ¼-in × 3½-in bolts, NSN 5306-00-281-8945. Cut the heads off 2 of them. Have your support people weld those 2 together where the heads were, then weld the third bolt to one end, making a "T." You now have a 7-in tool to get that pump in place.



Put the gasket onto the pump.

Then guide the threaded end of the tool thru the sump plate and screw it into the fitting.

# Put that Pump in Pronto!

Secure the pump to the plate with 12 bolts and washers.

Pull the fitting thru the sump plate hole.

Gently unscrew the tool so the fitting stays put.

Install, from the top down, packing, cap, packing, washer and bolt.

## Huey

Lockwire the cap to the bolt. Then connect the electrical wiring or air pump hose. Torque all bolts to 65-75 lb-in. The job's done.

## Kiowa

Align the pump and sump plate and put in 12 bolts and washers. Torque them to 65-75 lb-in. Then install the sump retainer and connect the wire.