

**R22 SERVICE LETTER SL-73**

**R44 SERVICE LETTER SL-59**

**DATE:** 6 June 2017

**TO:** R22-series & R44-series Owners, Operators, and Maintenance Personnel

**SUBJECT:** High CHT Indication

**BACKGROUND:** RHC has found that tolerances in the cylinder head temperature (CHT) measuring circuit can cause high CHT indications. A kit is available which allows calibration of the CHT circuit to ensure accurate indication.

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**COMPLIANCE PROCEDURE:**

1. For any helicopter indicating unusually high CHTs, verify:
  - a. Proper fuel grade.
  - b. Cooling scroll inlet metal lips-to-fanwheel clearance is within MM specification.
  - c. Mixture control at carburetor, or fuel injection servo, is at full-rich position when mixture knob is fully in.
  - d. Integrity of engine baffles and cooling panels.
  - e. Cooling hoses are properly routed, secured, and in good condition.
  - f. Correct spark plugs (Lycoming Service Instruction 1042 refers).
  - g. Magnetos are properly timed.
  - h. No excessive leakage from exhaust riser-to-cylinder head gaskets.
  - i. On R44-series: Exhaust manifold riser bead clamp flange is not oriented at CHT probe.
  - j. On R44 IIs: Fuel injection nozzles are unobstructed.

**NOTE**

Cylinder head temperatures may be higher during engine break-in until oil change and switch from mineral to ashless dispersant oil.

2. If preceding steps and corrective actions do not improve CHT indications, the CHT gage may be indicating erroneously high. To correct, install KI-249 per kit instructions.

**APPROXIMATE COST:**

Parts: \$37.00 for one KI-249 CHT Gage Calibration Kit. (No charge to helicopters covered under two-year warranty.)