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3rd May 2010

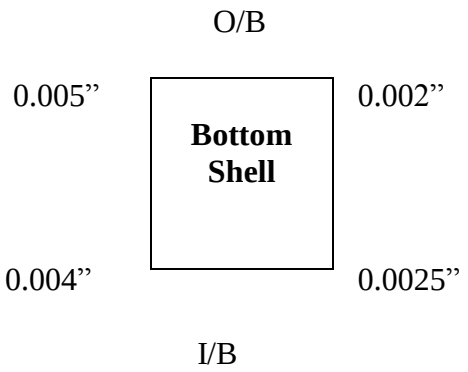
Att: XXXXXXXXXX

#1 ID Fan

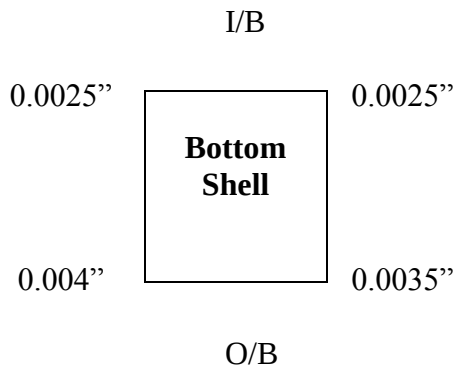
Babbitt Bearing Installation

Bearing Horn Clearances – as found

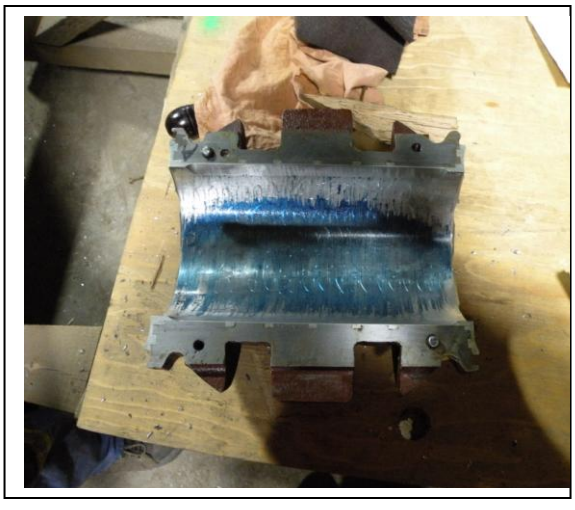
Inboard Bearing (North)



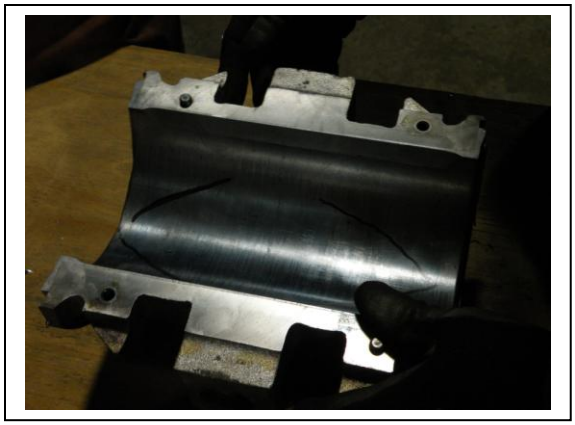
Outboard Bearing (South)



The horn measurements are taken with the bottom shells in the pedestals, Persian blue was applied to the shaft and the shaft rotated 360°. The bearing was found to have insufficient side clearance and had to be scraped.



Through experience I have found that along with the minimum 75% bottom contact, if the ends are scraped so that a “lemon shaped” pattern is achieved the oil drains quicker and the bearing runs cooler.



When the correct “fit” is achieved the bottom bearing shells are scored (frothed), this helps to create the oil wedge quickly.

Bearing Horn Clearances – as left

Inboard Bearing (North)

O/B

0.0045” 0.005”

Bottom Shell

0.005” 0.004”

I/B

Outboard Bearing (South)

I/B

0.004” 0.004”

Bottom Shell

0.005” 0.0035”

O/B

With the bottom shells installed into the pedestals the top shell internal clearance is measured either with lead or plasti-gauge:

Inboard (North) bearing top clearance: 0.008”
Outboard (South) bearing top clearance: 0.007”

I trust that the above is in line with your requirements but if you have any further questions, please do not hesitate to contact me.

Regards: Rob
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