

## WET TORQUE INDICATING SYSTEM - TROUBLESHOOTING

### 1. General

- A. A troubleshooting chart has been included to aid the maintenance technician in system troubleshooting. Refer to Figure 101.
- B. Trouble shooting and repair of malfunctions which occur due to leaks in the pressure portion of the system can be difficult. Maintenance actions involving component replacement may seem to offer a cure but this is only temporary if leaks are not isolated and repaired. The following guidelines should be observed in troubleshooting this type of problem. Detection of extremely small leaks by normal procedures involving looking for a pressure loss can be difficult. If a leak is suspected, particularly in cases where repeated rebleeding results in periods of normal operation followed by a malfunction, it may be necessary to gain access to all portions of the pressure line to check for leakage. This may be done first by pressurizing a filled system at the engine input fitting and checking for signs of wetness at all connections including the connections at the torque indicator, and second, by pressurizing a dry system with air or nitrogen and checking all connections with a bubble-type leak detector. It is important to trace the pressure line from one end to the other to make sure the correct line is being checked.

Figure 101 : Sheet 1 : Wet Torque Indicating System Troubleshooting Chart

A17428

INDICATOR READS  
LOW DURING OR  
FOLLOWING CLIMB

FLUID OR ICE IN  
REFERENCE LINE.  
PURGE REFERENCE  
LINE IN A WARM  
LOCATION.

INDICATOR FILLS  
WITH OIL

DEFECTIVE INDICATOR.  
REPLACE INDICATOR.

INDICATOR STOPS  
BEFORE REACHING  
REQUIRED READING

LEAK IN SYSTEM.  
ISOLATE AND  
REPAIR LEAKS

Figure 101 : Sheet 2 : Wet Torque Indicating System Troubleshooting Chart

A17434

