

REPLACEMENT PARTS LIST - CONTRACT W535-AC-0131

<u>Part No.</u>	<u>Part Name and Description</u>	<u>No. of Units</u>	<u>Unit Price</u>	<u>Total</u>
500607	Gear - accessory drive shaft rear In order to change the blower ratio from 6.45:1 to 6.0:1 a new gear having 48 teeth instead of 49 was installed.	1	180.55	180.55
500585	Shaft - supercharger impeller In order to change to the blower ratio of 6.0:1 instead of 6.45:1, a new impeller shaft having 20 teeth in the driven gear instead of 19 was installed.	1	131.43	131.43
503849	Nose - impeller Frequent assembly and dis-assembly had worn the slots in the impeller nose nut and a new part with no change was installed.	1	5.40	5.40
503787	Spark plug A new set of Champion M-11-A spark plugs was installed at this time. They were obtained as samples from the Champion Spark Plug Co.	24	No Charge	
503610 503611	Bearing, connecting rod and cap. The lead bronze has been pounded out near the parting line and over the rest of the bearing area on the outside that forms the bearing for the blade rod. Four pair were previously replaced. (See Spare Parts List 12-15-36 Page 1) It was now necessary to replace the bearings on the other two rods, that is number 4 and 6. It has been established by photomicrographs that this trouble is caused from poor lead distribution. A new set of bearings has been ordered from Allison Engineering Co. and will replace the present ones manufactured by Bohn Aluminum Company as soon as they are available. Replaced bearings on rods #4 and 6.	2 pair	33.16	66.32
503785	Pin - piston ring Pins in the top and second groove of piston 1L and 1R and in the second groove of 3L were loosened. Replaced with new part fitting tight in the piston.	5	1.14	5.70
500630	Bearing - reduction gear pinion This new bearing installed with the vibration damper was slightly scored. It was replaced with a new type having only one circumferential oil groove and no spreader grooves. New bearing bored in place.	1	37.55	37.55

REPLACEMENT PARTS LIST - CONTRACT W535-AC-8131

4-30-37

<u>Part No.</u>	<u>Part Name and Description</u>	<u>No.of Units</u>	<u>Unit Price</u>	<u>Total</u>
503604	Bearing - propeller shaft outer Bearing had a bright spot on one side and was replaced with a new one having one circumferential oil groove and no cross grooving. New bearing bored in place.	1	42.40	42.40
503603	Bearing - propeller shaft inner Bearing had turned in shaft and was slightly scored on the front end. This may have been caused by the restricting of the oil flow with the addition of the vibration damper bolt assembly. This restriction was removed by the addition of two bleeder holes and a new bearing of the same design installed. New bearing bored in place.	1	<u>49.27</u>	<u>49.27</u>
Total of Replacement Parts List dated 4-30-37				\$518.62

RECAPITULATION

Replacement parts previously reported \$9,401.85
 Total of Replacement Parts List dated 4-30-37 518.62
 Total Replacement Parts listed to date 4-30-37 \$9,920.47

Spare Parts Contract W535-AC-8131
 P.O. 37-1091 Invoiced 9-16-36\$3,372.11

Spare Parts Contract W535-AC-9573
 P.O. 37-3057 Invoiced 1-9-37 2,457.13

Spare Parts Contract W535-AC-9785
 P.O. 37-4358 Invoiced 4-8-37 2,776.95

Total Replacement Parts invoiced to date 4-30-37\$8,606.19

Total Government liability to date 4-30-37, over and above the amount specified in article 17, as provided for in paragraph #3d, Item 3 of article 15, subject contract\$1,314.28

AIR CORPS INSPECTOR'S CERTIFICATE

I certify that the articles listed on pages one and two of this report dated 4-30-37 were inspected and accepted by me in the quantities stated, and that they conform to the contract requirements for articles and parts used in the subject engine, and that the above replacement articles and parts were necessary for the continued operation of the subject engine.



 Inspector's Signature

Procurement Inspector
 U. S. Army Air Corps

 Title and Rank

5-10-37

 Date