

20 November 1944

AIRCRAFT AND MAINTENANCE PARTS

**NORTH AMERICAN—REWORK OF COOLANT LINES—P-51B, P-51C,  
AND P-51D**

**NOTE** As prescribed in T. O. No. 00-20A, appropriate reference to this Technical Order will be entered on AAF Forms 60-A for the aircraft affected. The work directed herein will be accomplished as soon as practicable by service activities with the aid of base maintenance facilities, if necessary, and by manufacturing and modification establishments when directed by the Procurement Division, ATSC, in accordance with ATSC Regulation 151-1. Spare filter sections of the carburetor air scoop will be reworked prior to issue in accordance with the instructions contained in paragraph 2.

1. To prevent coolant lines from chafing at the fire wall and the aft edge of carburetor air scoop filter, all airplanes listed will be inspected to determine if rework is required. Airplanes requiring rework will be modified in accordance with the instructions contained in paragraph 2.

MODEL	AF SERIAL NOS.
P-51B	42-106429 to 42-106538 inclusive 42-106541 to 42-106978 inclusive 43-24752 to 43-24901 inclusive
P-51C	42-102979 to 42-103978 inclusive 43-24902 to 43-25251 inclusive 44-10753 to 44-11152 inclusive

MODEL	AF SERIAL NOS.
P-51B	43-12093 to 43-12492 inclusive 43-6313 to 43-7202 inclusive

2. The instructions for accomplishing this modification as contained in North American Service Bulletin SB/P-51-197, dated 25 September 1944, are as follows:

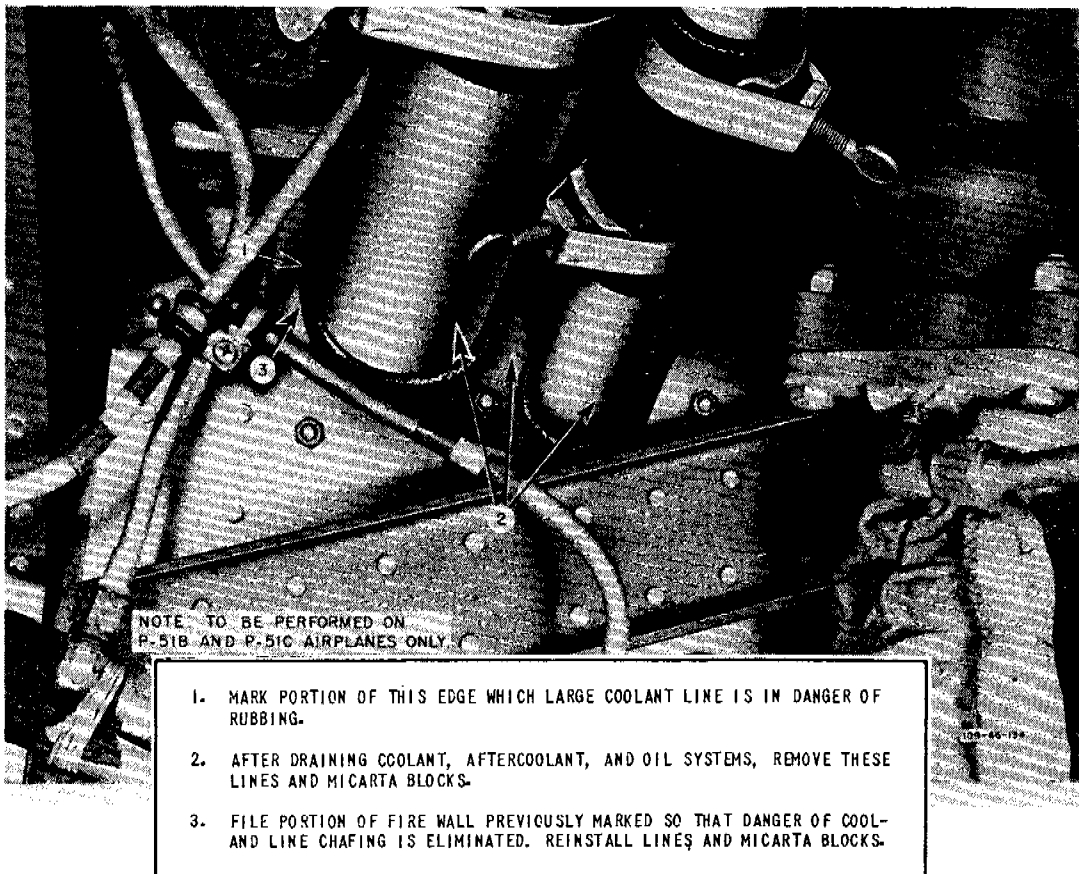


Figure 1 - View Looking Forward at Fire Wall From Left Wheel Well

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RESTRICTED  
T. O. No. 01-60J-36

a. Remove the necessary engine cowling to gain access to the coolant lines at the fire wall section.

b. Drain the oil, coolant and aftercooler systems at the lowest drain point of each respective system.

c. Locate the area on the fire wall which is in danger of chafing the large coolant line, part No. 102-46814, and mark this area with a pencil. (See figure 1.)

d. Remove the three sections of coolant line and micarta retainer.

e. Using a half-round file, cut away that portion of the fire wall previously marked to insure that sufficient clearance exists between fire wall and coolant line.

f. Reinstall the three sections of coolant line and micarta retainer.

g. Locate the area on the fire wall which is in danger of chafing the large coolant line, part No. 102-46816, and mark this area with a pencil. (See figure 2.)

h. Remove the three sections of coolant line and micarta retainer.

i. File the section of fire wall previously marked as directed in paragraph 2.e.

j. Reinstall the three sections of line and micarta retainer.

k. Refill the oil, coolant and aftercooler systems and reinstall engine cowling.

l. Remove the necessary engine lower cowling to gain access to the filter section of the carburetor air scoop.

m. If a felt pad is installed on the filter section, remove the rear section from the carburetor air scoop from the lower portion of engine section.

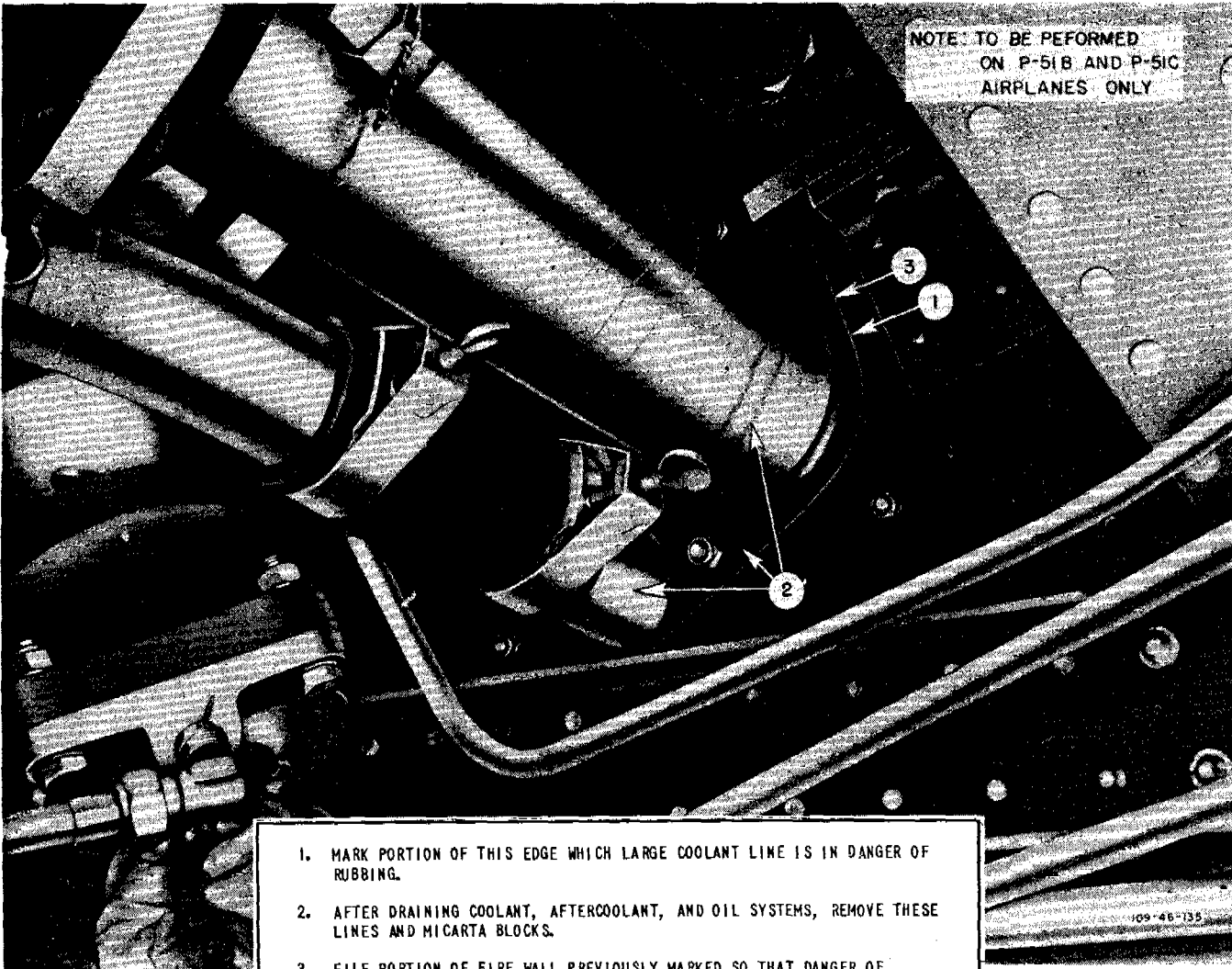


Figure 2 - View Looking Forward at Fire Wall From Right Wheel Well

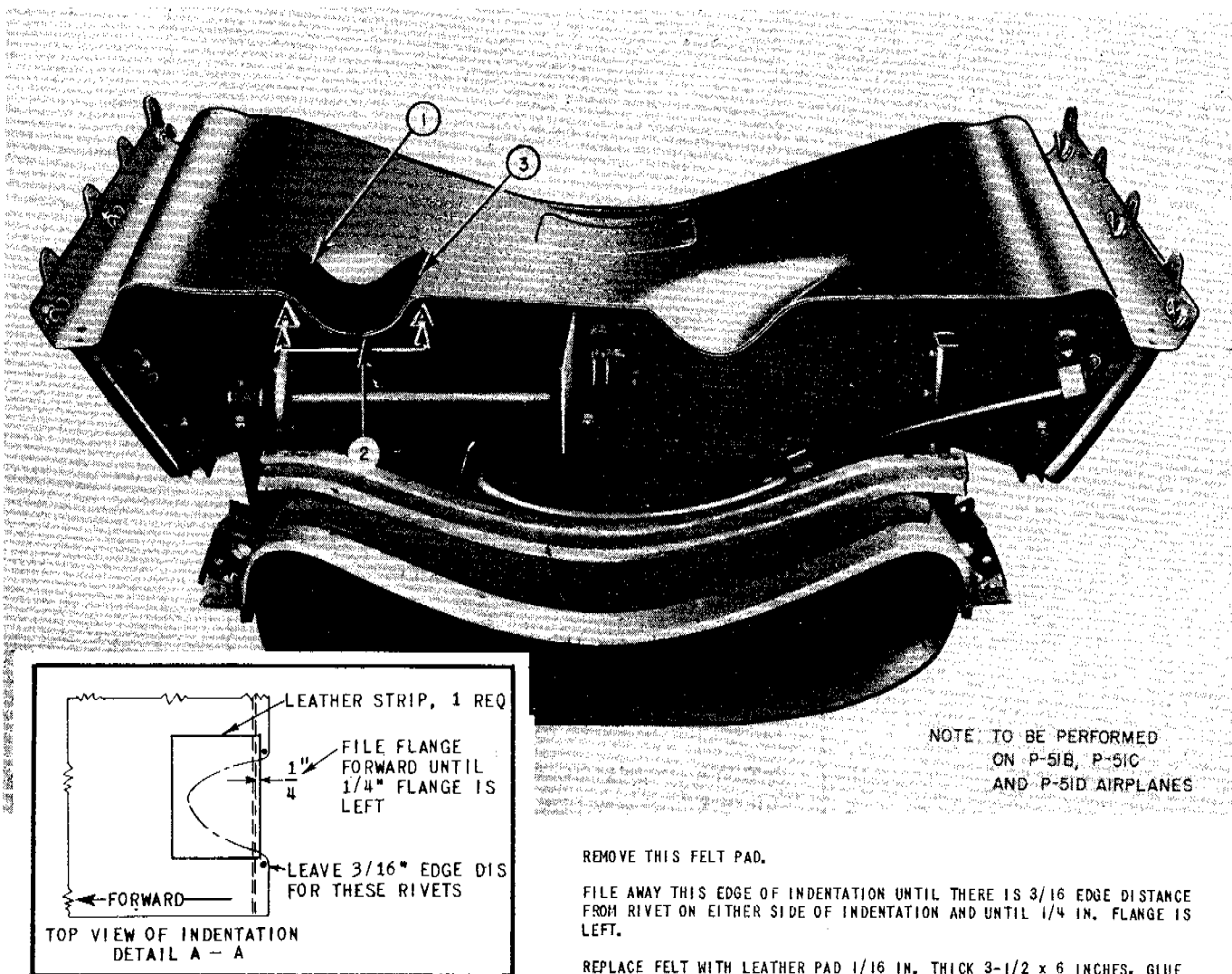


Figure 3 - Rework of Coolant Line Indentation on Filter Section of Carburetor Air Scoop - Looking Forward

n. Remove the intermediate section of scoop with filter attached.

o. After locating the indentation for the coolant line on the left rear portion of the carburetor air scoop filter, remove the felt pad and file the edge of the indentation forward until there is 3/16-inch clearance for the existing rivets and a minimum 1/4-inch flange remains. (See figure 3.)

p. Replace the felt pad with a similar piece of leather 1/16-inch thickness and glue in place.

g. Reinstall the two sections of carburetor air scoop and engine lower cowling.

3. The following part is required per airplane to accomplish this change:

QTY	STOCK NO.	NOMENCLATURE	CLASS	SOURCE
1	7100-526185	Pad - Leather cattle hide chrome tanned 1/16 x 3-1/2 x 6 inches	21	AF Stock

By Command of General ARNOLD:

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