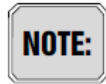


F. The **turbine wheel** assembly is a required replacement part at overhaul, however if any **repair** is being performed, the wheel may be re-used but must **NOT** have the following conditions:



Turbine wheel/shaft assembly balance must be checked per the balance specifications given in Table 2.8.

1. Blades damaged from rubbing on the turbine housing, or wheel shroud, or from foreign objects expelled by the engine and ingested by the turbine.
2. Blade tips feather-edged or torn, or so eroded that any tip is less than 0.025 inch thick.



CAUTION: RESTORATION, REPAIR OR BUILDUP OF METAL IS NOT PERMITTED.

3. Threads which are nicked, worn, stripped, or crossed.



CAUTION: CLEANUP BY THREAD DIE IS NOT PERMITTED.

4. Journal surfaces of the turbine wheel/shaft assembly, with any scoring, with scratches not easily polished out with crocus cloth, or worn beyond service limits. See the appropriate Table (reference List of Tables, page xvii).



CAUTION: WELDING, CHROME PLATING, PLASMA SPRAY OR EQUIVALENT RESTORATION OF SHAFT JOURNALS AND WHEEL HUB SURFACES ARE NOT PERMITTED.

5. Piston ring groove worn beyond service limits, or with any step wear.
6. Wheel hub adjacent to piston ring groove worn beyond service limits. Pitting in or adjacent to the ring groove is not acceptable. If this condition exists, discard the part and replace it with a new or serviceable component.
7. Excessive run out. Use V-blocks to check for shaft straightness. Maximum run out through entire length of shaft between journals and threads to be no more than .001 in., relative to journal diameters.