

**TECHNICAL MANUAL**

**AVIATION UNIT AND AVIATION  
INTERMEDIATE MAINTENANCE MANUAL**

**CH-47D HELICOPTER**

This manual together with TM 55-1520-240-23-1, TM 55-1520-240-23-2, TM 55-1520-240-23-3, TM 55-1520-240-23-5, TM 55-1520-240-23-6, TM 55-1520-240-23-7, TM 55-1520-240-23-8, TM 55-1520-240-23-9, TM 55-1520-240-23-10, TM 55-1520-240-23-11, supersedes TM 55-1520-240-23-1, TM 55-1520-240-23-2, TM 55-1520-240-23-3, TM 55-1520-240-23-4, TM 55-1520-240-23-5, TM 55-1520-240-23-7, TM 55-1520-240-23-8, TM 55-1520-240-23-9, TM 55-1520-240-23-10, 10 May 1983, and TM 55-1520-240-23-6, 6 May 1983, including all changes.

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**CHANGE  
NO. 2**

**HEADQUARTERS  
DEPARTMENT OF THE ARMY  
WASHINGTON, D.C., 30 SEPTEMBER 2003**

**Aviation Unit and Aviation Intermediate  
Maintenance Manual**

**CH-47D HELICOPTER**

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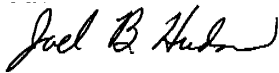
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TM 55-1520-240-23-4  
C2

By Order of the Secretary of the Army:

Official:

**PETER J. SCHOOMAKER**  
General, United States Army  
Chief of Staff



**JOEL B. HUDSON**  
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# URGENT

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C1

CHANGE

NO. 1

HEADQUARTERS  
DEPARTMENT OF THE ARMY  
WASHINGTON, D.C., 4 November 2002

Aviation Unit and Aviation Intermediate  
Maintenance Manual

## CH-47D HELICOPTER

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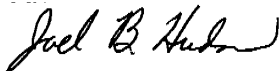
5-697 through 5-704

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*General, United States Army*  
*Chief of Staff*



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## WARNING AND FIRST AID DATA

For artificial respiration and other first aid data, refer to FM 21-11.

Personnel performing instructions involving operations, procedures, and practices which are included or implied in this technical manual shall observe the following instructions. Disregard of these warnings and precautionary information can cause serious injury, illness, death, or an aborted mission.

**WARNING**

An operating procedure, practice, etc., which if not correctly followed, could result in personal injury or loss of life.

**CAUTION**

An operation procedure, practice, etc., which if not strictly observed, could result in damage to or destruction of equipment.

**NOTE**

An operating procedure, condition, etc., which is essential to highlight.

**WARNING**

### Cleaning Solvents

Those areas of skin and clothing that come in contact with cleaning solvents should be thoroughly washed immediately.

Saturated clothing should be removed immediately.

Areas in which cleaning solvents are used should be adequately ventilated to keep vapors to a minimum.

If cleaning solvents contact the eyes, nose, or ears, flush them with generous quantities of water, and then seek medical attention immediately.

**WARNING**

### Electrical and Electronic Equipment Maintenance

Do not wear rings, watches, or metal jewelry when working around electrical equipment. Serious burns can result.

Be careful when working on 150 and 300 vdc circuits and on ac generator 115 and 200 vac outputs. Serious burns can result.

**WARNING**

### **Dangerous Static Charges**

Ground the helicopter during parking, fueling, or defueling. Sparks can cause fuel vapor to ignite.

**WARNING**

### **Dangerous Voltages at Antenna Terminals**

Be careful when working near antenna or antenna terminals. Radio frequency (rf) voltages exist at these points when transmitters are operating. Contact with radiating antennas can cause serious rf burns.

**WARNING**

### **Poisonous Carbon Monoxide Fumes**

Toxic carbon monoxide fumes may be present inside the helicopter whenever engines or APU are operating with cargo ramp open. Ventilate the cockpit.

**WARNING**

### **Corrosive Battery Electrolyte (Potassium Hydroxide)**

The electrolyte used in nickel-cadmium batteries contains potassium hydroxide which is a caustic substance.

Contact with skin or eyes will cause burns.

Use rubber gloves, rubber apron, and protective eye covering or face shield when handling battery.

If personal contact with electrolyte occurs. Flush immediately with large amounts of only clean water. Get medical attention immediately.

**WARNING**

### **Explosive Battery Hazard**

Before removing or installing battery, make sure battery switch is OFF and battery has cooled down if overheated.

Connecting or disconnecting battery connector while battery is under load may cause explosion or electrical arcing resulting in injury to personnel.

**WARNING**

### **Electrolyte Contamination**

Separate nickel-cadmium batteries and lead-acid type batteries as far as possible from each other.

Do not let anything associated with a lead-acid battery, including air, come in contact with a nickel-cadmium battery or its electrolyte. Sulfuric acid fumes from a lead-acid battery could result in damage to a nickel-cadmium battery leading to battery failure and a hazard to personnel.

Do not use same tools or protective clothing for both types of batteries.

If sulfuric acid has been somehow mixed with electrolyte in the battery, the upper areas of the battery cells will appear green in color indicating battery failure or damage and potential danger to personnel unless replaced.

**WARNING**

### **Acids and Alkalines**

Do not add water to acid. A violent action will result. Add acid to water in small quantities.

Rust stripper is an alkaline solution.

Avoid skin contact. Wear protective clothing. Wash thoroughly after using.

**WARNING**

### **Windshield Rain Repellent**

Do not let windshield rain repellent contact open flame. Deadly hydrogen fluoride gas could be generated.

Wash hands with soap and water after handling repellent.

**WARNING**

### **Antiseize Compounds**

Some antiseize compounds are irritants. Avoid inhaling fumes and contact with skin.

Wear protective clothing. Wash thoroughly after using.

**WARNING**

### **Paints, Varnishes, Dopes, Thinners, and Lubricants**

These materials are generally highly flammable and may be irritants. Work in a well-ventilated area away from open flame.

Avoid inhaling fumes and prolonged contact with skin. Wash thoroughly after using.

**WARNING**

### **Epoxy Resins, Cements, and Adhesives**

These materials may contain toxic or irritating substances. They may also be flammable. Work in a well-ventilated area away from open flame.

Wear protective clothing. Avoid contact with skin. Wash thoroughly after using.

**WARNING**

### **Radiation Hazard**

Some instruments contain radioactive material. Do not try to disassemble these instruments. They present no radiation hazard unless seal is broken.

If you think seal is broken, do not remove instrument from helicopter before consulting Base Radioactive Protection Officer (AR 40-15).

Use a beta-gamma radiac meter AN/PDR-27 or equivalent to determine if instrument contains radioactive material (radium).

**WARNING**

### **Fire Extinguishing Agents**

Monobromotrifluoromethane ( $\text{CF}_3\text{Br}$ ) is highly volatile but is not easily detected by smell. It is not toxic, but reduces oxygen available for proper breathing.

If liquid  $\text{CF}_3\text{Br}$  contacts skin, it can cause frostbite or low temperature burns.

If agent touches eyes or skin, immediately flush affected area with running water. Get medical attention.

**WARNING****Noise**

Sound pressure levels in this helicopter during some operating conditions exceed the Surgeon General's hearing conservation criteria (TB MED 251).

Hearing protection devices, such as aviator helmet or ear plugs, shall be worn by all personnel in and around the helicopter during operation.

**WARNING****FOD**

Make sure area is clear of foreign objects before closing access doors, panels, and fairings.

If area is not clear, damage to components or systems could result in personal injury or death.

**WARNING****JP-4/JP-5/JP-8 Fuel MIL-T-5624**

Fuel is flammable. Do not use near welding areas, open flames, or on very hot surfaces.

Use only with adequate ventilation.

Avoid prolonged or repeated contact with skin. Prolonged contact may cause drying and irritation of skin.

Remove saturated clothing immediately.

Do not smoke when handling fuel.

Do not take internally.

Store in approved, metal safety containers.

**WARNING****Lubricating Oils MIL-L-23699 or MIL-L-7808**

If oil is decomposed by heat, toxic gases are released.

Prolonged contact with liquid or mist may cause dermatitis and irritation.

If there is prolonged contact with skin, wash affected area with soap and water. If oil contacts eyes, flush with water immediately. Remove saturated clothing.

If swallowed, do not try to vomit. Seek immediate medical attention.

When handling liquid oil, wear rubber gloves. If prolonged contact with mist is likely, wear approved respirator.

**WARNING**

### **Lifting Components With Hoist**

Lifting or hoisting of components shall only be done by designated personnel.  
The load capacity rating shall be clearly marked on hoist. Do not exceed load rating.  
Inspection and testing for cracks or defects in hoist system shall be performed on a regular basis.  
Before lifting, alert personnel in immediate areas.  
Before lifting, balance the load.  
Do not stand under load while it is being moved from one area to another on a hoist.  
Do not stand under load to do maintenance work.

**WARNING**

### **Hydraulic Pressures**

High pressures used in testing hydraulic components can cause line rupture or component failure.  
Only qualified personnel shall operate, service, and maintain hydraulic test equipment.  
Use heavy plastic shielding at least 5/8 inch thick when applying pressures over 250 psi to prevent injury to personnel.

**WARNING**

### **Hydraulic Fluid**

Hydraulic fluid is toxic. It can irritate skin and eyes and cause burns. When fluid is decomposed by heating, it releases toxic gases.  
Avoid inhaling. Use only with adequate ventilation. If prolonged contact with mist is likely, wear an appropriate respirator.  
Avoid contact with skin, eyes, or clothing. Wear rubber gloves if handling liquid.  
In case of contact with skin, immediately wash skin with soap and water. In case of contact with eyes, flush them immediately with clear water and get medical attention.  
If liquid is swallowed, do not induce vomiting; get immediate medical attention.



**WARNING****Compressed Air**

Do not use more than 30 psi compressed air for cleaning purposes. Debris propelled under pressure can cause injury to eyes.

Use eye protection to prevent injury to personnel.

**WARNING****Flare Dispenser**

Flares can accidentally fire, sometimes from stray voltage. Injury or death can result.

Remove all electrical power from helicopter before installing loaded payload module on dispenser assembly.

Keep hands and face away from end of payload module during installation.

**WARNING****Maintenance Platforms/Workstands**

Use only authorized maintenance platforms/workstands, or other approved locally procured stands and restraint equipment, when working above 10 feet on helicopters in a nontactical environment. Otherwise, personnel injury could result from accidental falls.

**WARNING****Black Light Inspection Eyewear**

Do not wear eyeglasses having light sensitive lenses while performing magnetic particle (black light) or fluorescent penetrant inspections.

Such lenses have a 16 to 45 percent light transmission loss.

Wearing them can result in failure to detect flaws and cracks under ultraviolet light.

**WARNING****Cadmium-Plated Tools**

Use only chrome-plated or unplated steel tools when working on the helicopter.

Cadmium or zinc-plated tools are not permitted, since these platings are prone to chipping and flaking. The chips and flakes could cause corrosion or fluid contamination.

All tools, regardless of plating type, shall be serviceable and free of chipping.



# LIST OF EFFECTIVE PAGES

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NOTE: On a changed page, the portion of the text affected by the latest change is indicated by a vertical line, or other change symbol, in the outer margin of the page. Changes to illustrations are indicated by miniature pointing hands. Changes to wiring diagrams are indicated by shaded areas.

Dates of issue for original and changed pages are:

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 Change 1            1 November 2002  
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**B Change 2**

**AVIATION UNIT AND AVIATION  
INTERMEDIATE MAINTENANCE MANUAL  
CH-47D HELICOPTER**

**REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS**

You can improve this manual. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) located in the back of this manual, directly to: Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA-NP, Redstone Arsenal, AL 35898-5000. A reply will be furnished to you. You may also provide DA Form 2028 information to AMCOM via e-mail, fax, or the World Wide Web. Our fax number is: DSN 788-6546 or Commercial 256-842-6546. Our e-mail address is: 2028@redstone.army.mil. Instructions for sending an electronic 2028 may be found at the back of this manual immediately preceding the hard copy 2028. For the World Wide Web use: <https://amcom2028.redstone.army.mil>.

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\*This manual together with TM 55-1520-240-23-1, TM 55-1520-240-23-2, TM 55-1520-240-23-3, TM 55-1520-240-23-5, TM 55-1520-240-23-6, TM 55-1520-240-23-7, TM 55-1520-240-23-8, TM 55-1520-240-23-9, TM 55-1520-240-23-10, TM 55-1520-240-23-11, supersedes TM 55-1520-240-23-1, TM 55-1520-240-23-2, TM 55-1520-240-23-3, TM 55-1520-240-23-4, TM 55-1520-240-23-5, TM 55-1520-240-23-7, TM 55-1520-240-23-8, TM 55-1520-240-23-9, TM 55-1520-240-23-10, 10 May 1983, and TM 55-1520-240-23-6, 6 May 1983, including all changes.



# **CHAPTER 5**

# **ROTOR SYSTEM**

## **SECTION I**

### **ROTARY-WING HEAD AND CONTROLS DESCRIPTION AND OPERATION**

Lift is produced by a rotor system consisting of two fully articulated rotors. Each rotor has three fiberglass blades. The forward rotor is driven by the forward transmission thru a rotor drive shaft. The aft rotor is driven by the aft transmission thru a vertical drive shaft. The rotor head consists of a hub connected to three pitch-varying shafts by three horizontal hinge pins. These pins permit blade flapping. Stops on the top and the bottom of the hub limit the blade flapping motion. The aft rotor head is equipped with centrifugal droop stops, which provide increased blade flapping angle for ground and flight operation. Covers are installed on the centrifugal droop stops, which provide increased blade flapping angle for ground and flight operation. The covers prevent ice accumulation on the mechanism and ensure proper droop stop operation following flight in icing conditions. Mounted coaxially over the pitch-varying shafts are pitch-varying housings to which the blade leading and lagging. Each pitch-varying shaft is connected to the pitch-varying housing by a laminated tie-bar assembly. The high tensile strength and low torsional stiffness of the tie-bar retains the blade against centrifugal force and allows blade pitch changes about the pitch axis. Blade pitch changes are accomplished by three pitch-varying links connected from the rotating ring of the swashplate to the pitch-varying housing on each rotor blade. Cyclic pitch changes are accomplished by tilting the swashplate. Collective pitch changes

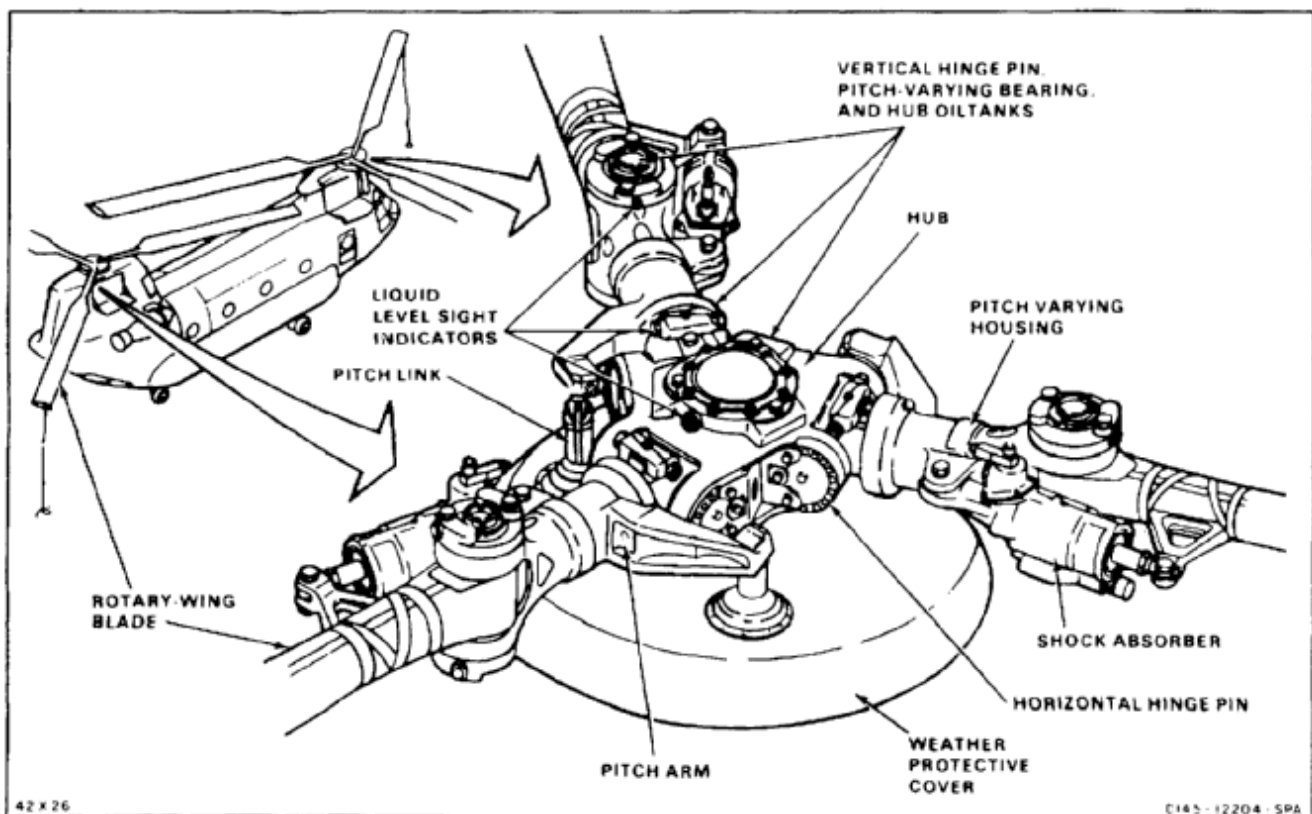
are realized by vertical movement of the swashplate. Collective and cyclic pitch changes result from combined control inputs by the pilot. A direct action shock absorber is attached to the blade and to pitch-varying housing. When the inboard end of the shock absorber is disconnected, the blade can be folded in either direction about the vertical hinge pin.

### ROTOR HUB

The rotor hub contains splines that mate with splines on the transmission rotor shaft. Pitch shafts are connected to the hub through the three horizontal pins. These pins ride in bearings supported by the hub lugs. Caps retaining the pins and bearings are secured by locking beams. The beams connect the leading cap of one pin with the trailing cap of the next pin.

### PITCH-VARYING HOUSINGS

The pitch-varying housings are connected internally to pitch-varying shafts by flexible, laminated steel tie-bars. The laminated tie-bar allows the pitch housing to rotate on the pitch shaft to change blade pitch. The tie-bar is connected to the inboard end of the pitch shaft. The pitch arm on each housing is connected by a pitch link to a lug on the swashplate. The pitch link raises or lowers the pitch arm to rotate the housing on two roller bearings on the shaft. Outboard lugs on the housing contain bearings for the vertical hinge pin.





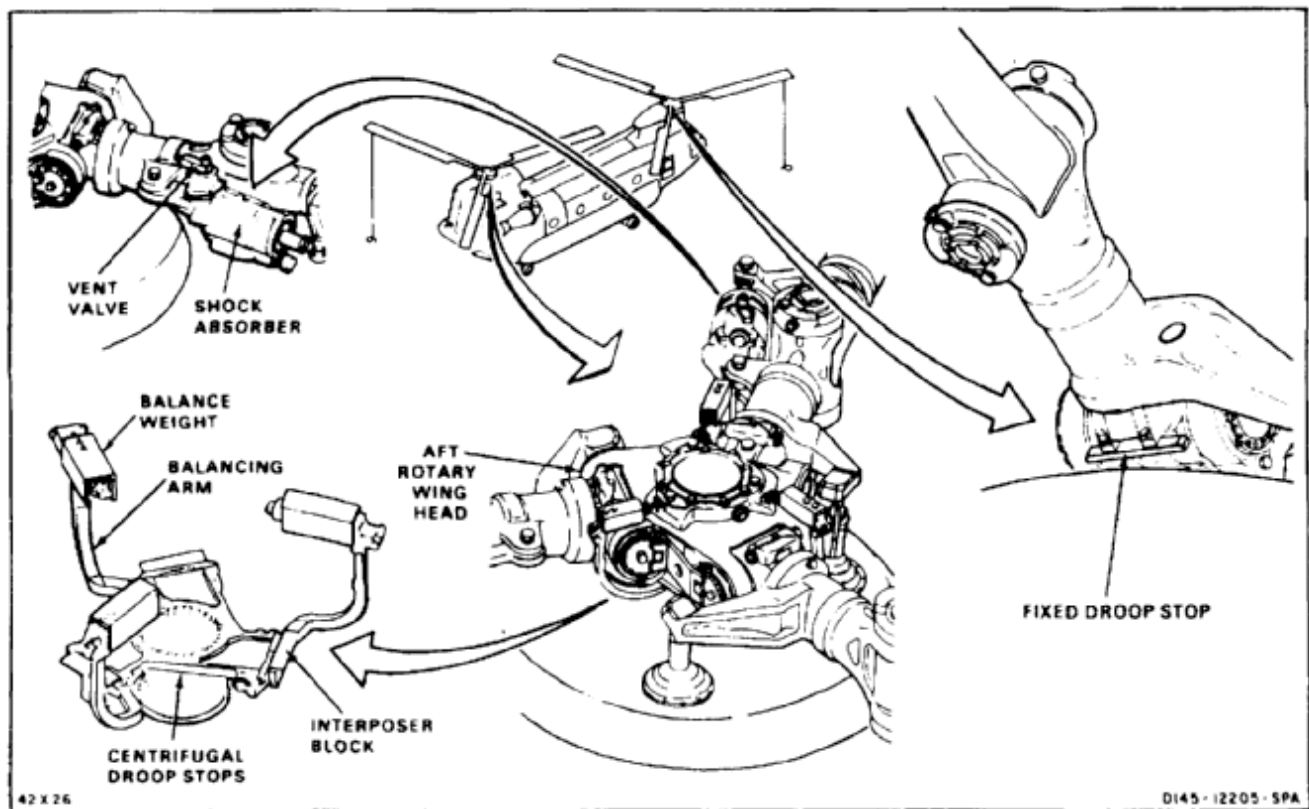
**DROOP STOPS**

The droop stops limit blade droop. Each pitch-varying housing is supported by a droop stop. Forward and aft heads have fixed droop stops. These are installed on the bottom of the pitch shaft to limit droop at zero rotor speed. These fixed droop stops rest directly against the hub. The centrifugal droop stop assembly is mounted on a splined plate under the aft rotor head. The droop stop contains three balancing arms. These are connected by springs to lugs on the hub oil tank. Interposer blocks on the balancing arms are positioned between fixed blocks and the hub. As rotor speed increases, the centrifugal droop stops swing out. This moves interposer blocks clear of the pitch shafts and allows more freedom for

blade droop. As rotor speed decreases, the springs pull the arms in toward the hub. This positions the blocks between the hub and pitch shafts to reduce droop angle.

**SHOCK ABSORBERS**

Each head has three shock absorbers. They are connected between lugs on the pitch-varying housing and brackets on the blades. The shock absorbers limit lead and lag motion of the blades. Each shock absorber has a vent valve. The valve is opened for extreme cold weather operation. Changing the vent valve position allows the shock absorber to be used on forward or aft head.



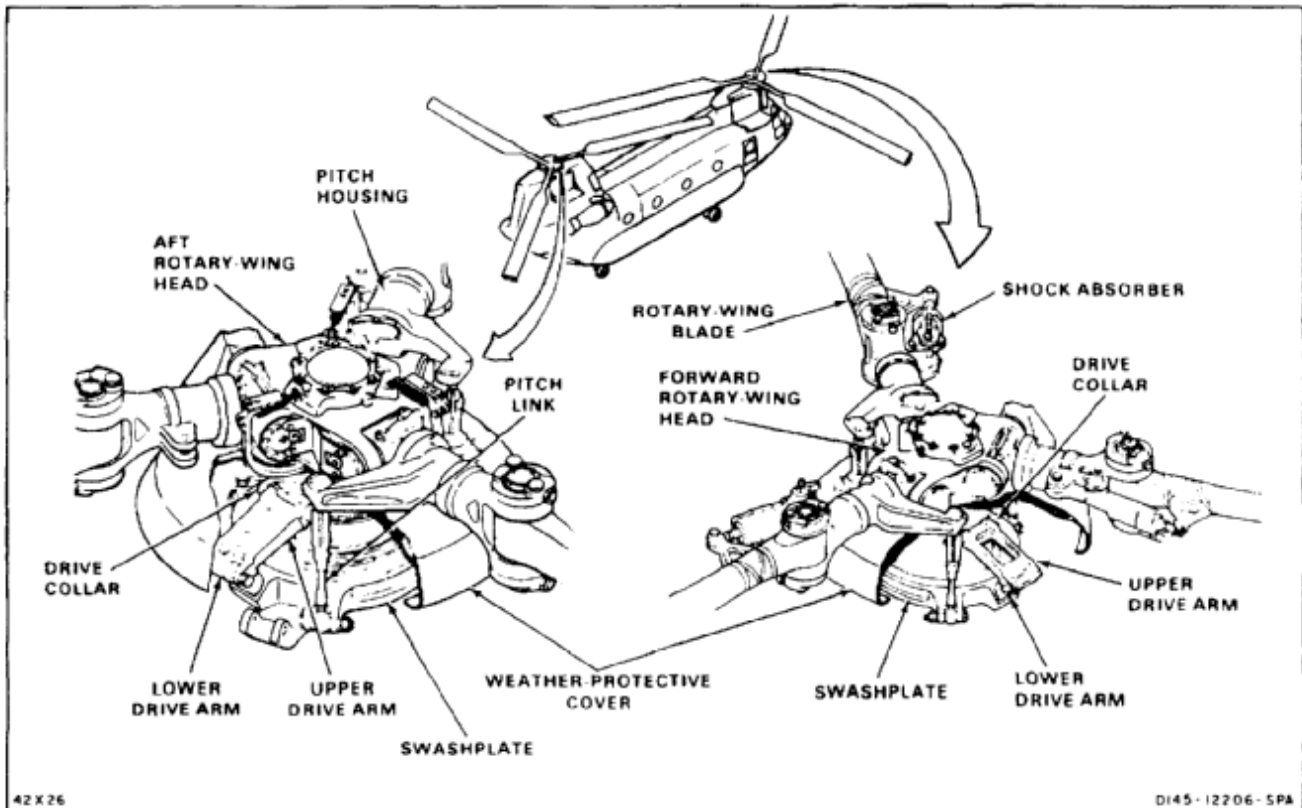
**SWASHPLATES**

The forward and aft swashplates transmit manual or automatic cockpit control movements to the rotary-wing blades. The swashplates can be tilted and moved vertically. This movement is transferred to the blades through the pitch links and pitch-varying housings. Forward and aft swashplates have aluminum rotating rings. The stationary ring on the aft swashplate is steel. On the forward swashplate this ring is aluminum. The stationary ring of each swashplate is mounted on a spherical bearing. This allows the swashplate to tilt in any direction. A ball bearing connects rotating and stationary rings. The swashplate is free to slide up or down on a slider shaft to change blade pitch angle. Lugs are provided on the rotating ring for connecting three pitch links and an upper drive arm. Drive arm lugs are

located in two positions so the rotating ring can be used on forward or aft swashplate. Lugs on the stationary ring provide for connection of two servocylinders, fixed link, and longitudinal cyclic trim actuator. Two single interrupters and a double interrupter on the rotating ring, and a magnetic pickup on the stationary ring, are used for rotor balancing.

**PITCH LINKS**

The six pitch links are connected between the swashplates and pitch-varying housings. Tilting a swashplate up or down moves the pitch link and pitch arm in the same direction. This increases or decreases the blade pitch angle. Raising or lowering the swashplate on the slider shaft changes pitch on all three blades.



Three pitch links are installed on each rotary-wing head. Forward and aft pitch links are similar except for the angle between rod ends. Each pitch link is adjustable to change the pitch of an individual blade. Moving the turnbuckle toward the + mark makes the pitch link longer and increases blade pitch. A turn in the - direction shortens the pitch link and decreases blade pitch.

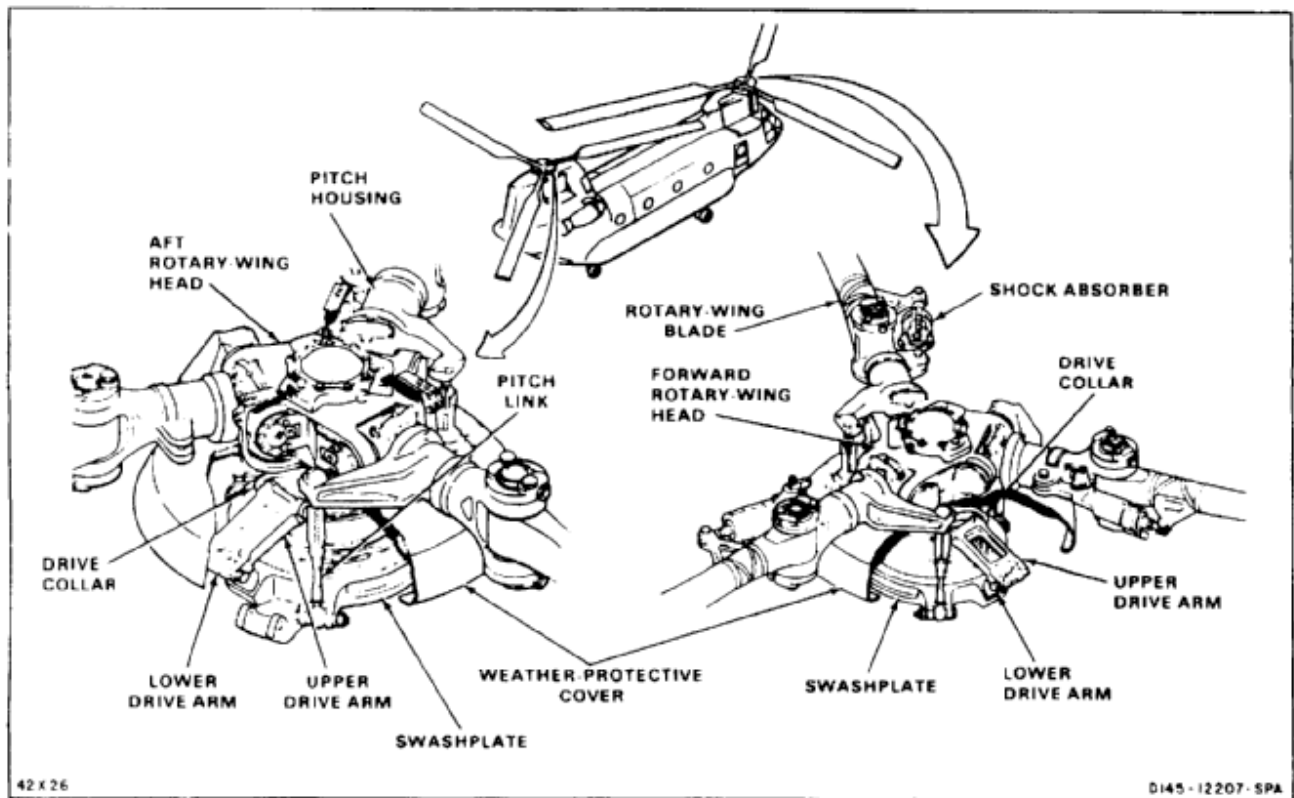
#### **DRIVE COLLAR AND DRIVE ARMS**

The drive collar transmits torque to the swashplate through the upper and lower drive arms. The drive arms are hinged to allow the swashplate to slide up and down on the slider shaft. The splined drive collars mate with splines on the transmission rotor shafts. A

flange is located on the drive collar for installation of the weather-protective cover. Drive collar lugs are provided for connecting the upper drive arm. The upper drive arm is connected at the other end to the lower drive arm. Both connections are hinged. A ball spherical bearing on the lower drive arm is connected to the swashplate. This arrangement allows swashplate to tilt.

#### **WEATHER-PROTECTIVE COVER**

The weather-protective cover is bolted to the drive collar flange and turns with the collar and shaft. The cover provides weather-protection for the upper controls. Flexible boots protect the upper portion of the pitch links where they pass through the cover.

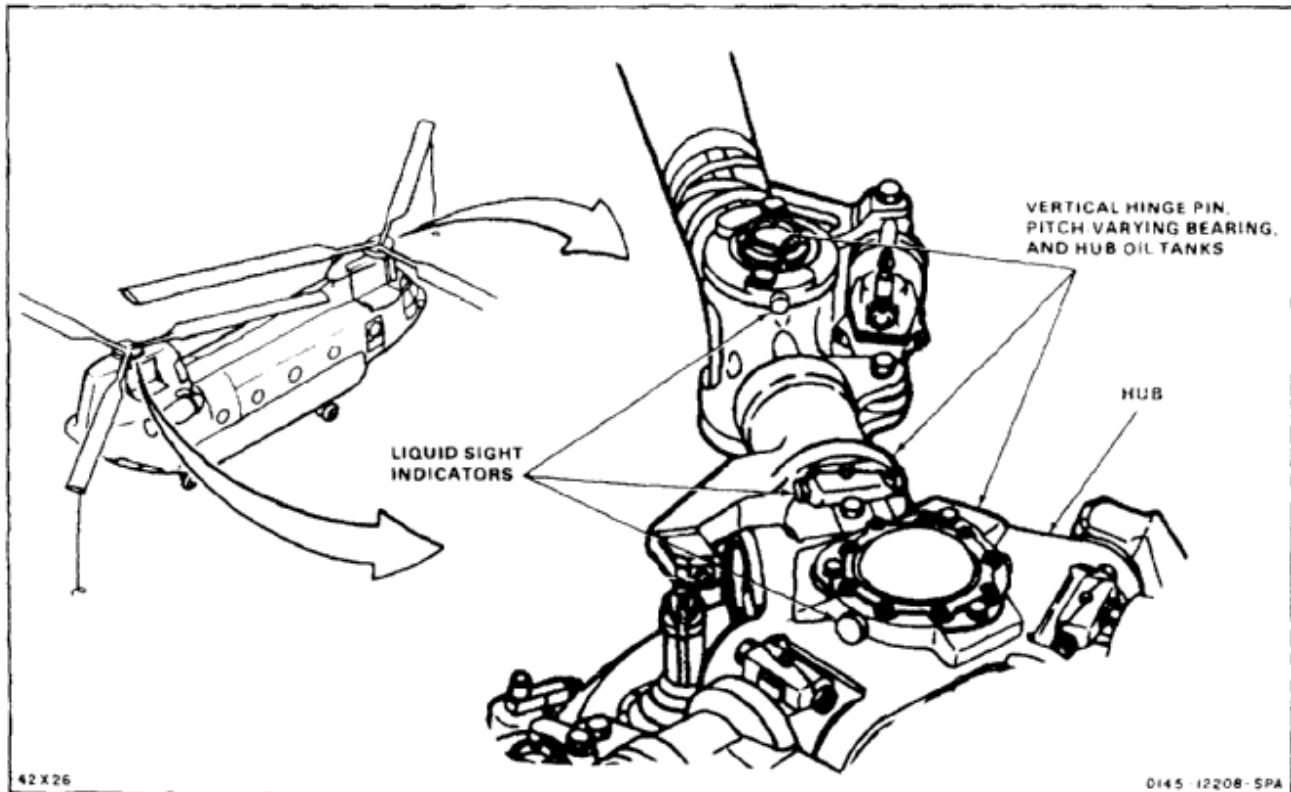


**LUBRICATION SYSTEM**

A single hub oil tank lubricates the horizontal pin bearings. Each pitch-varying housing has a pitch bearing oil tank and two vertical pin bearing oil tanks. The vertical pin tanks are connected to each other by an oil manifold tube. Sight indicators are provided for each tank, to check oil level. The swashplate is lubricated with grease.

**SELF-RETAINING BOLTS**

Bolts connecting upper controls and shock absorbers are the positive-retention or impedance types. These bolts have a pawl or lock ring to keep the bolt in place, even with the nut removed. Bolts are installed with bolt heads facing the direction of rotation (Task 1-14).



END OF TASK

**SECTION II**  
**ROTARY-WING HEAD AND CONTROLS**

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692
- Rotor Head Lifting Device (T30)
- Rotary-Wing Head Shipping Container (T73)
- Hoist
- Low Pressure Air Supply

**Materials:**

- Lubricating Oil (E254)
- Solvent (E162)
- Cloths (E120)
- Corrosion-Preventive Compound (E153)
- Desiccant (E160) (Six 16 Unit Bags)
- Barrier Material (E80)
- Foam (E181)
- Tape (E395)
- Boxes (E82)
- Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

- Rotary-Wing Head Mounted on Handling Adapter (T13) (Task 5-3)
- Vertical Hinge Pin and Nuts Removed from Head (Task 5-64)

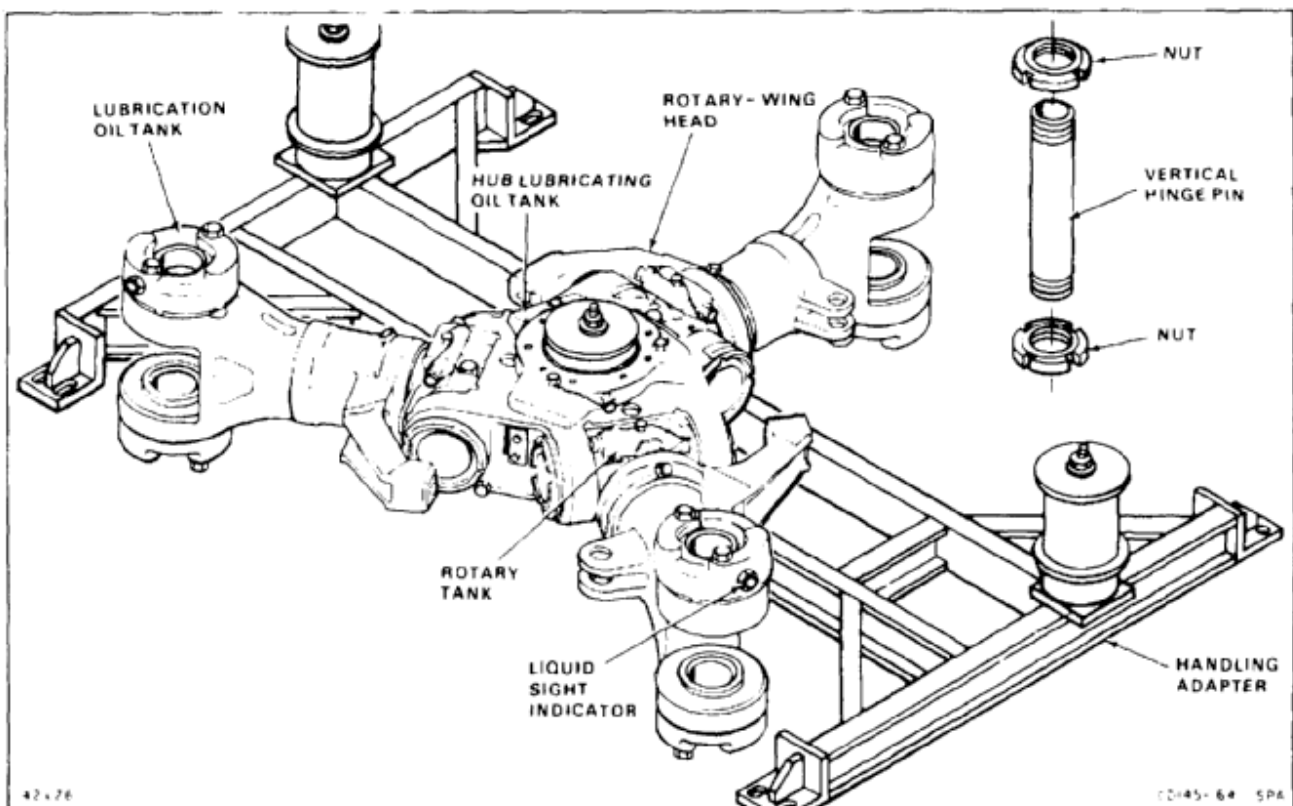
**General Safety Instructions:**

**WARNING**

Solvent (E162) and corrosion-preventive compound (E153) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Be careful when releasing air under pressure; wear goggles. Personal injury can result.

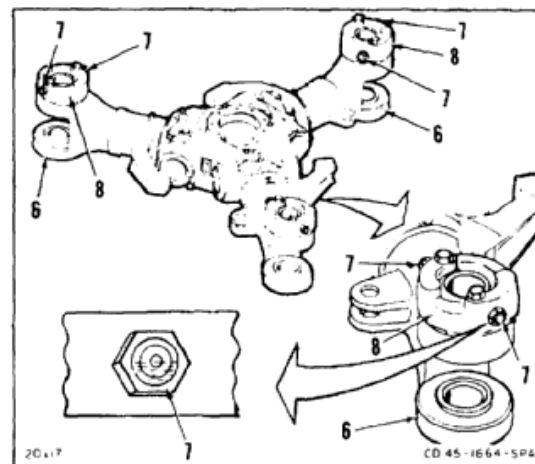
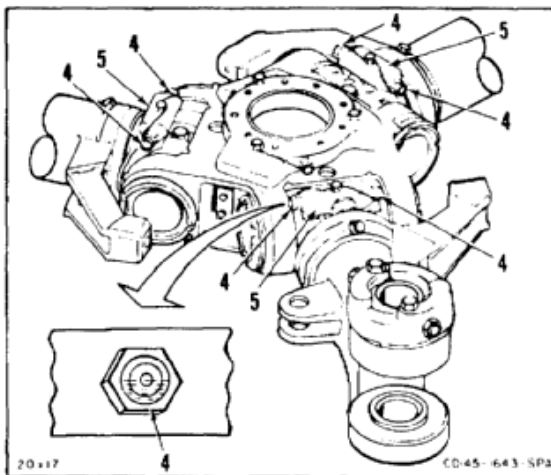
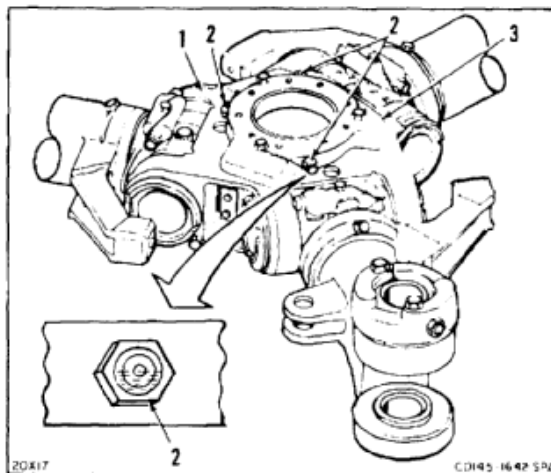


**WARNING**

Oil (E254) is a skin irritant. If oil gets on skin, wash thoroughly. If oil soaks into clothes, change clothes immediately.

Oil (E254) gives off fumes that can cause injury to personnel. Use oil in well-ventilated area.

1. Check that head (1) is level.
2. Check oil level in any of three indicators (2) on tank (3). Oil level shall be up to center of indicator.
  
3. Check oil level in indicators (4) of three tanks (5). Oil level shall be up to center of indicator.
  
4. Check that housings (6) are level.
5. Check oil level in indicators (7) of three tanks (8). Oil level shall be up to center of indicator.

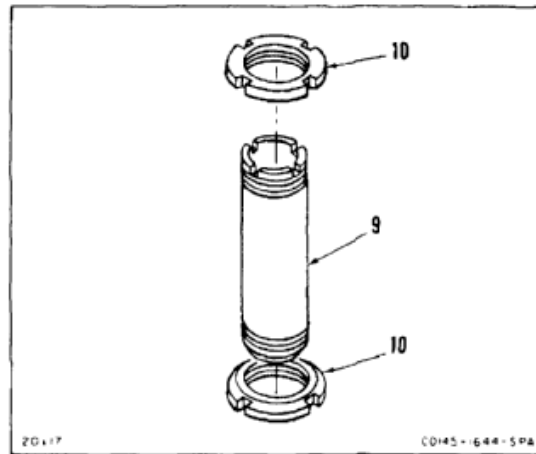


6. Clean three vertical hinge pins (9) and six nuts (10). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
7. Apply thin coat of corrosion-preventive compound (E153) to pins (9) and nuts (10). Wear gloves (E186).

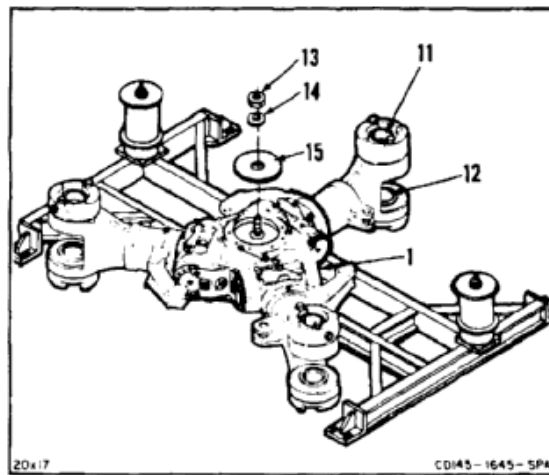


Wrap each pin and each nut separately to prevent scratching of pins.

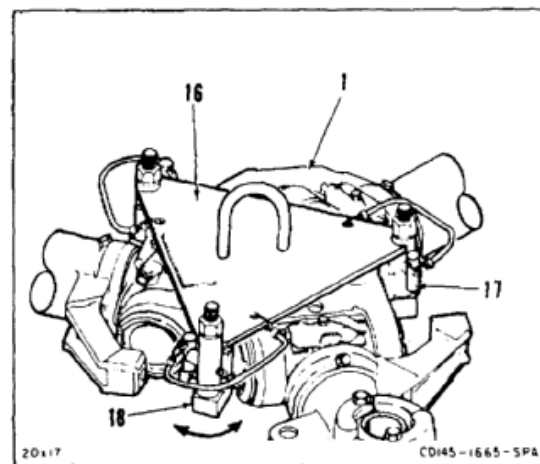
8. Wrap three pins (9) and six nuts (10) in barrier material (E80).



9. Clean outside parts of head (1) and inner bearing races (11 and 12). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
10. Apply coat of corrosion-preventive compound (E162) to races (11 and 12). Wear gloves (E186).
11. Remove nut (13), washer (14), and plate (15).



12. Install lifting device (T30) (16) on head (1) as follows:
  - a. Remove three pins (17) and turn support arms (18) outward.
  - b. Position lifting device (16) on head (1).
  - c. Turn arms (18) inward under head (1). Install pins (17).

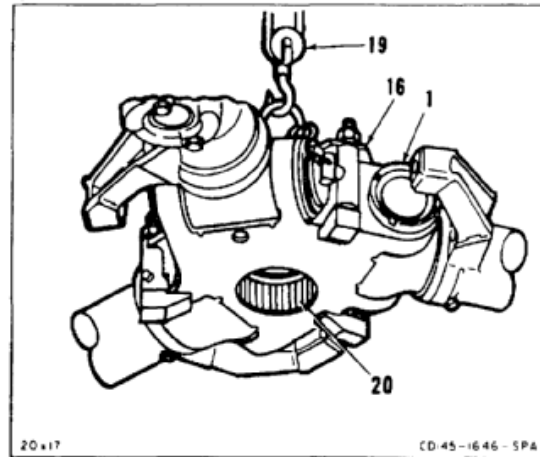




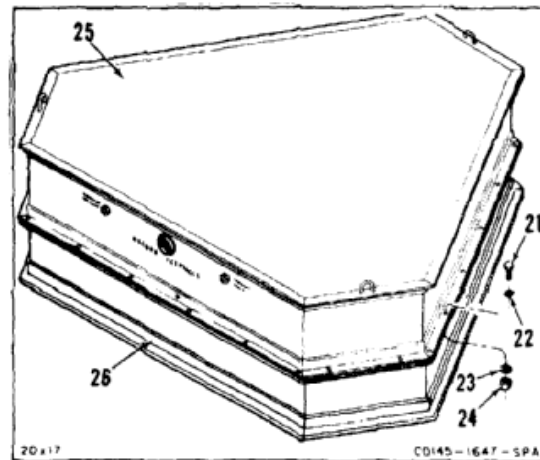
**WARNING**

Head is heavy and can injure personnel if it drops. Head must be supported by hoist and moved carefully to prevent injury to personnel.

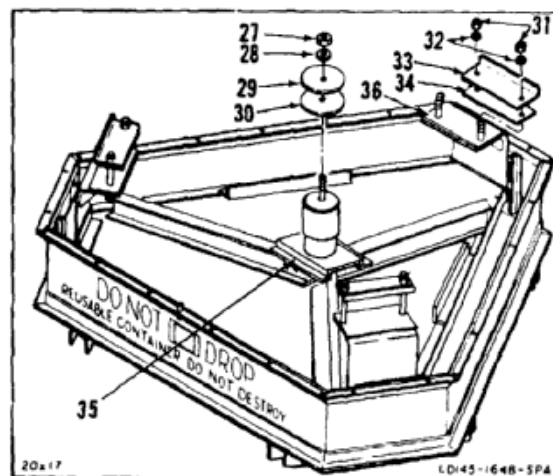
- 13. Lift head (1). Use mobile hoist device (19). Clean splines (20). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
- 14. Coat splines (20) with corrosion-preventive compound (E153).



- 15. Remove 24 bolts (21), washers (22), lockwashers (23), and nuts (24). Remove cover (25).
- 16. Check that container (26) is clean and dry. Remove any dirt or moisture.



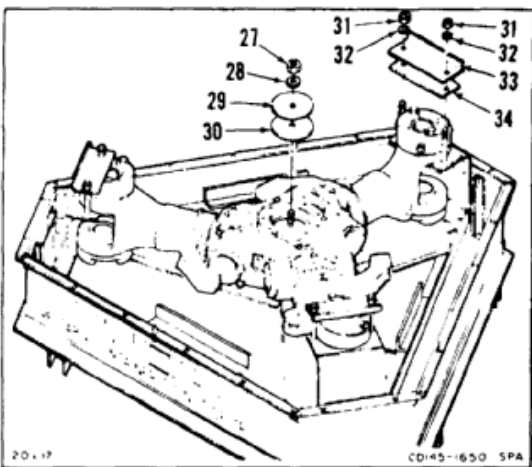
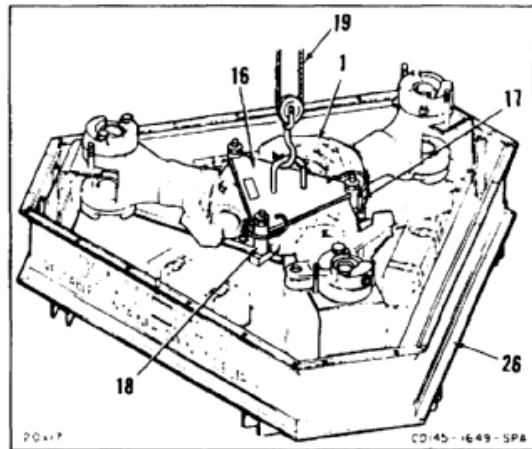
- 17. Remove nut (27), washer (28), clamp plate (29), and upper hub cushion (30).
- 18. Remove six nuts (31) and washers (32) from three clamp angles (33). Remove angles and upper lug cushions (34).
- 19. Check that lower hub cushion (35) and three lug cushions (36) are in place.



**CAUTION**

Head can be easily damaged. Move head slowly and carefully to prevent it from hitting container.

20. Position head (1) in container (T73) (26). Use lifting device (T30) (16) and hoist (19). Have helper guide head.
21. Remove three pins (17). Turn three SUPPORT arms (18) outward. Remove lifting device (16).
22. Install cushion (30), plate (29), washer (28), and nut (27).
23. Install three cushions (34) and clamp angles (33). Secure with six washers (32) and nuts (31). Tighten nuts just enough to compress cushions.

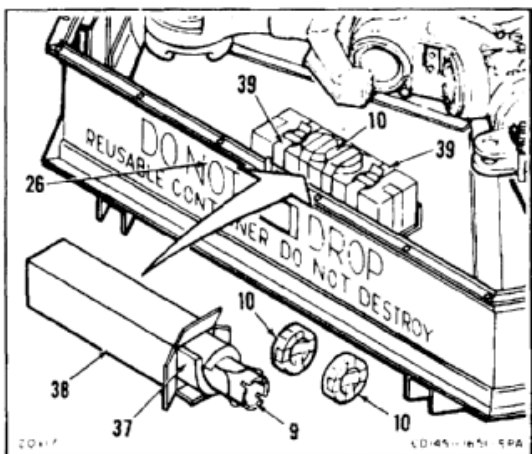


24. Wrap each of three pins (9) with foam (E181) (37).

**NOTE**

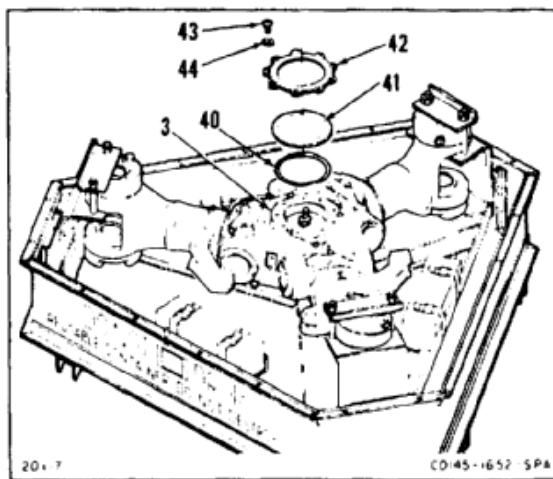
Pack only one pin in each box.

25. Pack three pins (9) in three boxes (E82) (38). Seal boxes with tape. Tape two nuts (10) on top of each box. Use tape (E395).
26. Position three boxes (38) in container (T73) (26). Secure boxes with straps (39).

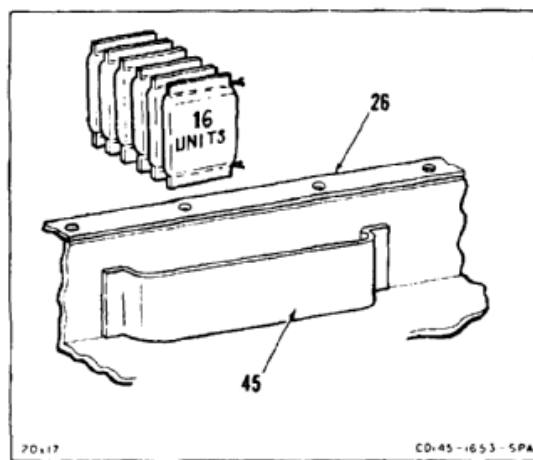


5-2 PREPARE ROTARY-WING HEADS FOR SHIPMENT OR STORAGE (Continued)

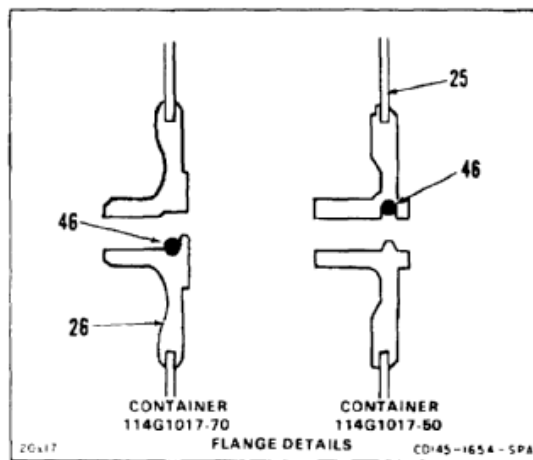
27. Install packing (40), cover (41), and retainer (42) on tank (3). Secure with nine screws (43), and washers (44).



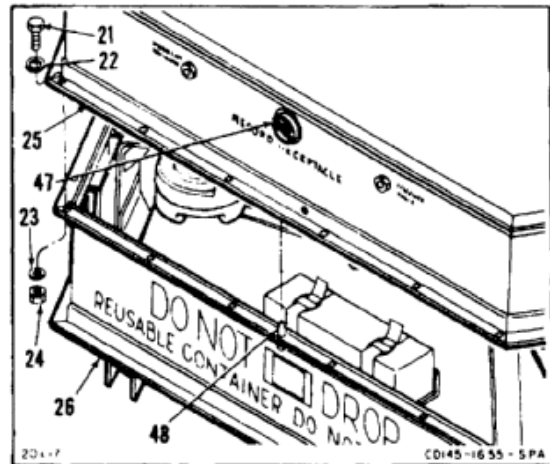
28. Put six **16 unit** bags of desiccant (E160) in basket (45) inside container (26).



29. On container (114G1017-70), check that gasket (46) is seated on flange of container (26). On container (114G1017-50), check that gasket (43) is seated on flange of cover (25). Check gasket for cracks, nicks, or tears.



30. Align record receptacle (47) with locator pin (48). Install cover (25) on container (26). Install 24 bolts (21), washers (22), lockwashers (23), and nuts (24). Tighten every fifth bolt until all are tight.

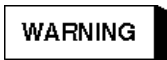


31. Remove plug (49) from cover (25).  
32. Connect air test line (50) to cover (25).



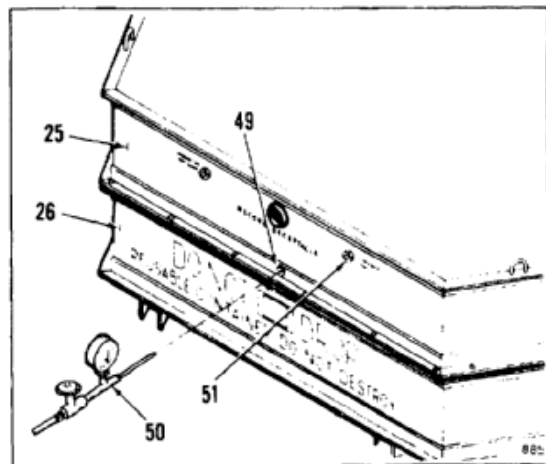
Low pressure air supply must be used. Exceeding test pressure can damage container.

33. Pressurize container (26) to **3 psi** max. Check container for leaks. Container must hold **3 psi** for 1 hour.



Be careful when releasing air under pressure; wear goggles. Personal injury can result.

34. Push pressure relief valve (51) until pressure in container (26) is **0 psi**.  
35. Disconnect air line (50) from cover (25).  
36. Install plug (49) in cover (25).



#### **FOLLOW-ON MAINTENANCE:**

None

END OF TASK

**5-3 REMOVE ROTARY-WING HEAD FROM SHIPPING CONTAINER**

5-3

**INITIAL SETUP**

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotor Head Lifting Device (T30)  
 Handling Adapter (T13)

**Materials:**

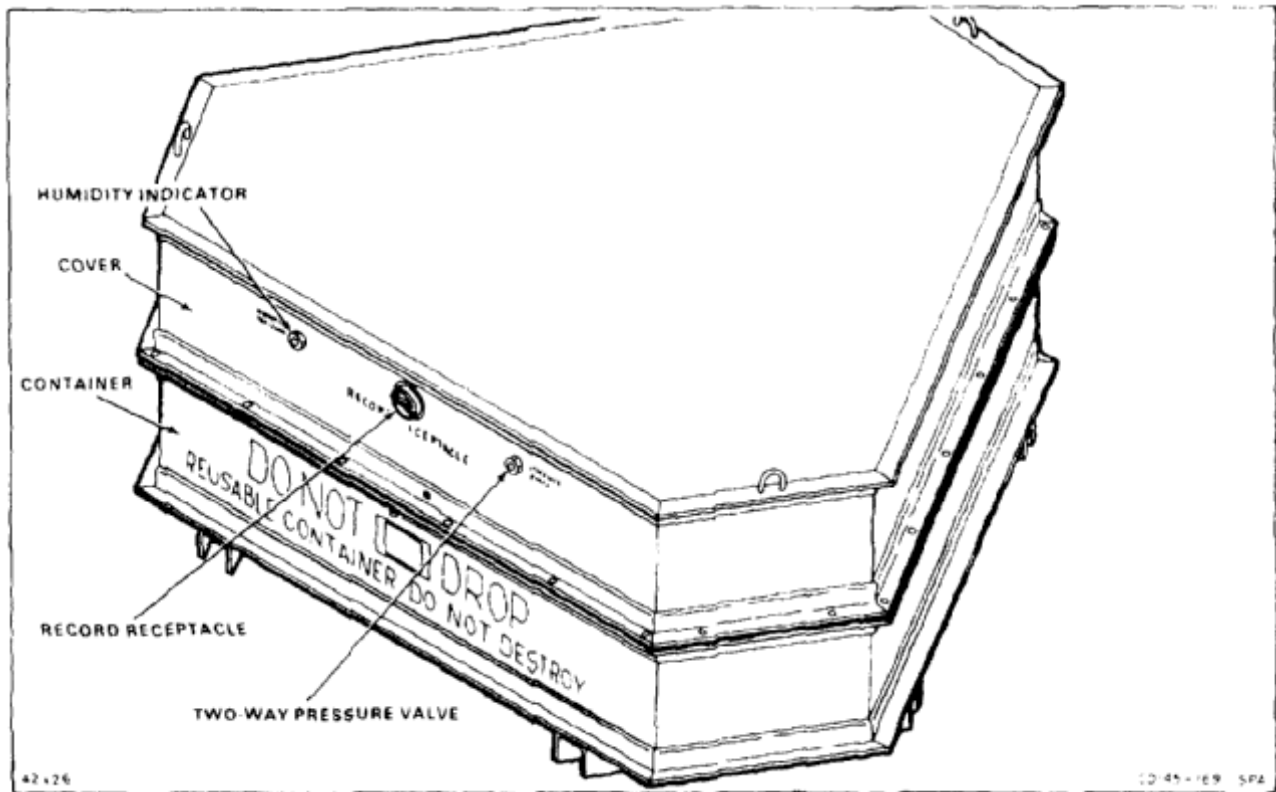
None

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

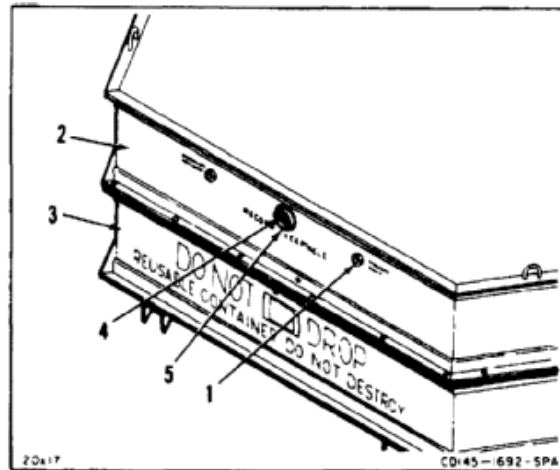
Rotary-Wing Head Installed in Container (T73) (Task 5-2)



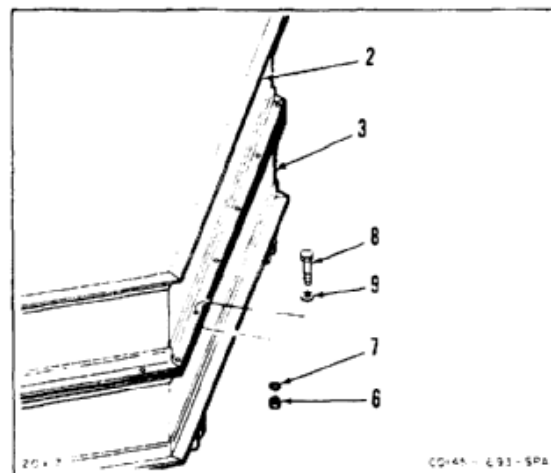
**WARNING**

Be careful when releasing air under pressure; wear goggles. Personal injury can result.

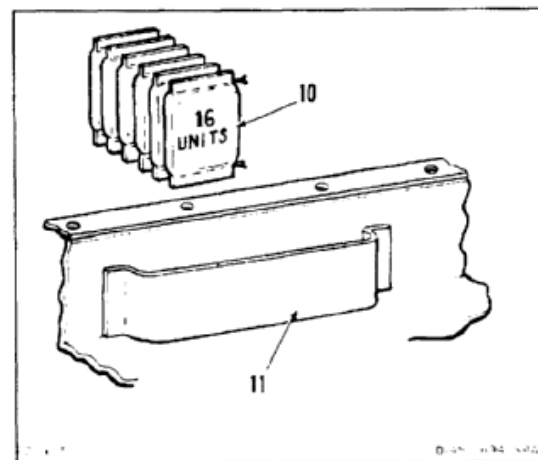
1. Press air valve (1) in cover (2) of container (3).
2. Turn cap (4) counterclockwise. Remove rotary-wing head log from receptacle (5).



3. Remove 24 nuts (6), lockwashers (7), bolts (8), and washers (9) from flanges of container (3). Remove cover (2).



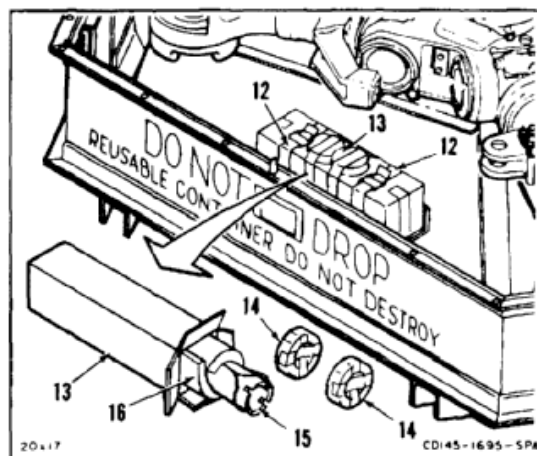
4. Remove desiccant (10) from basket (11).



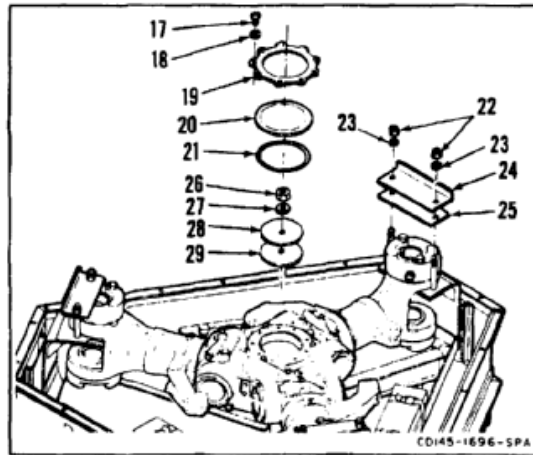
**5-3 REMOVE ROTARY-WING HEAD FROM SHIPPING CONTAINER (Continued)**

5-3

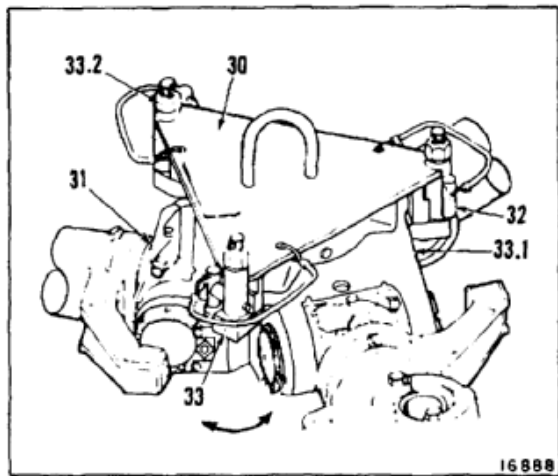
5. Open straps (12). Remove box (13). Remove nuts (14). Open box. Remove pin (15) and foam (16).



6. Remove nine screws (17) and washers (18) from retainer (19). Remove retainer (19), cover (20), and packing (21).
7. Remove six nuts (22) and washers (23) from three clamp angles (24). Remove clamp angles and cushions (25).
8. Remove nut (26) and washer (27) from clamp plate (28). Remove clamp plate and cushion (29).



9. Install lifting device (T30) (30) on rotor head (31) as follows:
  - a. Remove three pins (32). Rotate three arms (33) outward.
  - b. Position lifting device (30) on head (31).
  - c. Turn three arms (33) inward under top flange (33.1) of head (31). Make sure each arm points to the center of device (30) within **20°**. Make sure each arm engages flange at least **1/4 inch**.
  - d. Install three pins (32).



**CAUTION**

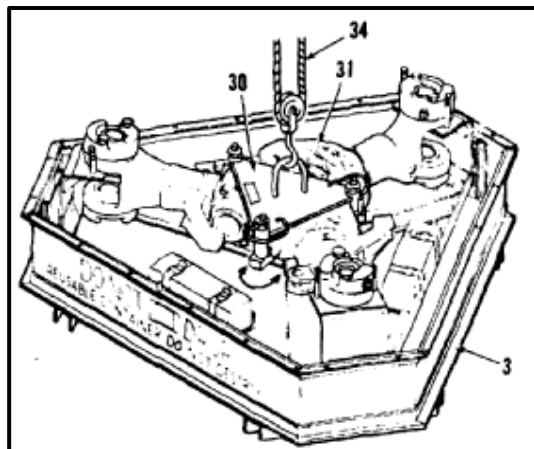
Do not use wrench to tighten nuts. Lifting device (T30) can be damaged.

- e. Hand-tighten three nuts (33.2).

**WARNING**

Head is heavy and can injure personnel if it drops. Head must be supported by hoist and moved carefully to prevent injury to personnel.

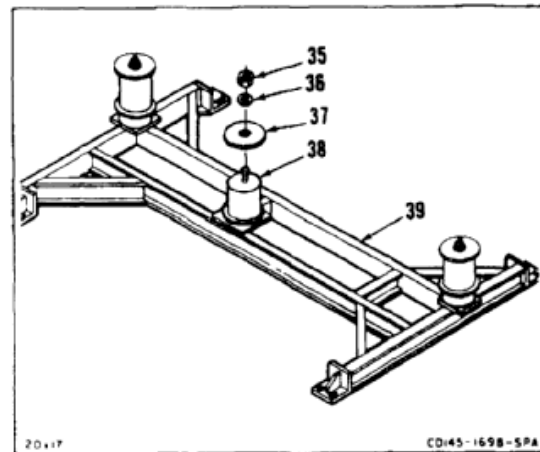
10. Remove head (31) from container (3). Use lifting device (T30) (30) and mobile hoist device (34).





5-3 REMOVE ROTARY-WING HEAD FROM SHIPPING CONTAINER (Continued)

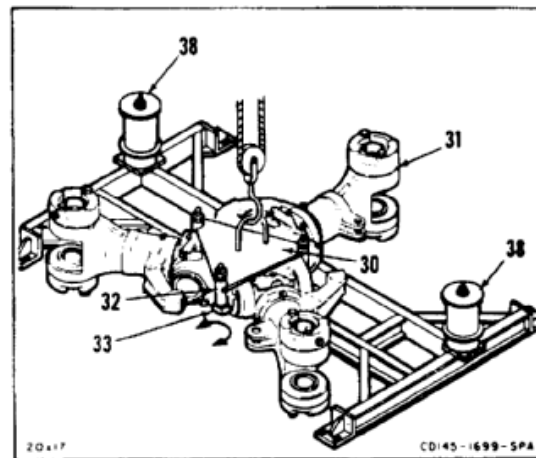
11. Remove nut (35), washer (36), and plate (37) from shaft (38) of handling adapter (T13) (39).



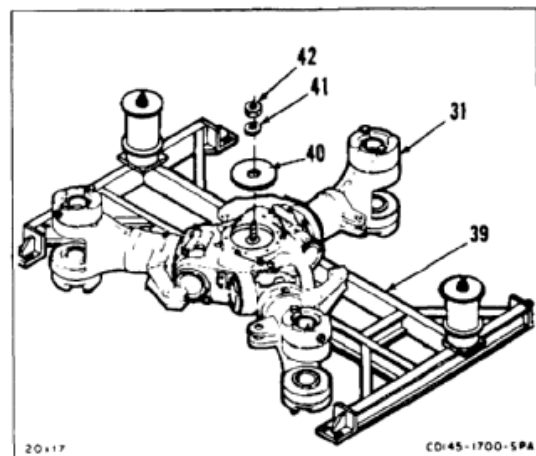
**CAUTION**

Head can be easily damaged. Move head slowly and carefully to prevent it from hitting handling adapter.

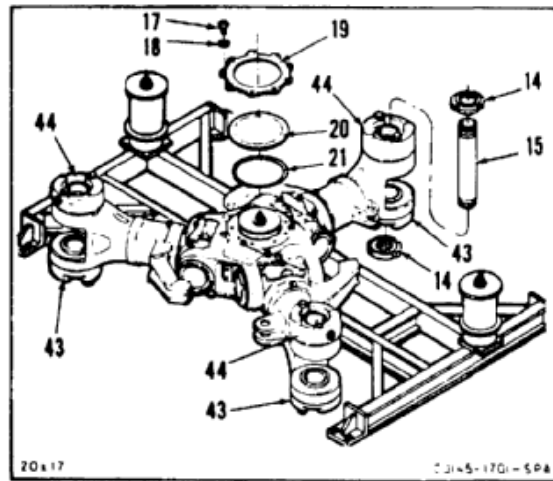
12. Position head (31) on any one of three shafts (38). Have helper guide head.
13. Remove three pins (32). Turn three arms (33) outward. Remove lifting device (30).



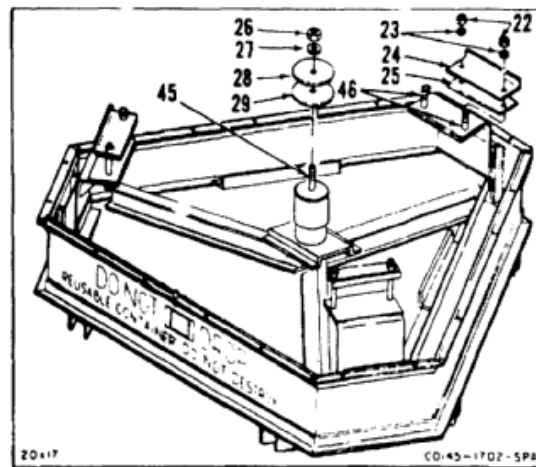
14. Secure head (31) to handling adapter (T13) (39) with plate (40), washer (41), and locknut (42).



- 15. Install three pins (15) in lugs (43 and 44). Install six nuts (14) on pins and hand-tighten.
- 16. Install packing (21), cover (20), and retainer (19).
- 17. Install nine screws (17) and washers (18).



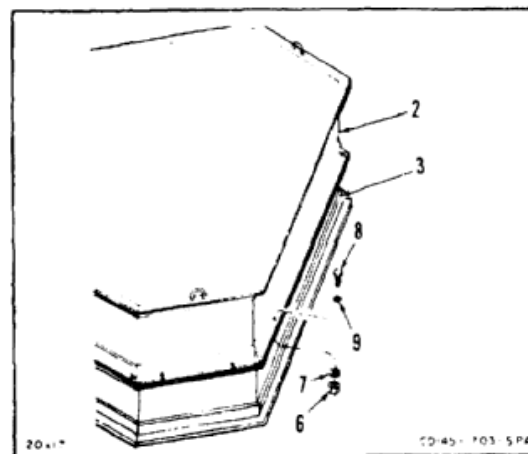
- 18. Install cushion (29), clamp plate (28), washer (27), and nut (26) on stud (45). Hand-tighten nut.
- 19. Install three cushions (25) and clamp angles (24), on studs (46). Install six washers (23) and nuts (22). Hand-tighten nuts.



- 20. Position cover (2) on container (3). Secure with 24 washers (9), bolts (8), lockwashers (7), and nuts (6). Hand-tighten nuts.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotor Head Lifting Device (T30)  
 Hoist  
 Rotary Head Assembly Adapter (T13)

**Materials:**

Dry Cleaning Solvent (E162)  
 Cloths (E120)  
 Lockwire (E231)  
 Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer (2)  
 Inspector

**References:**

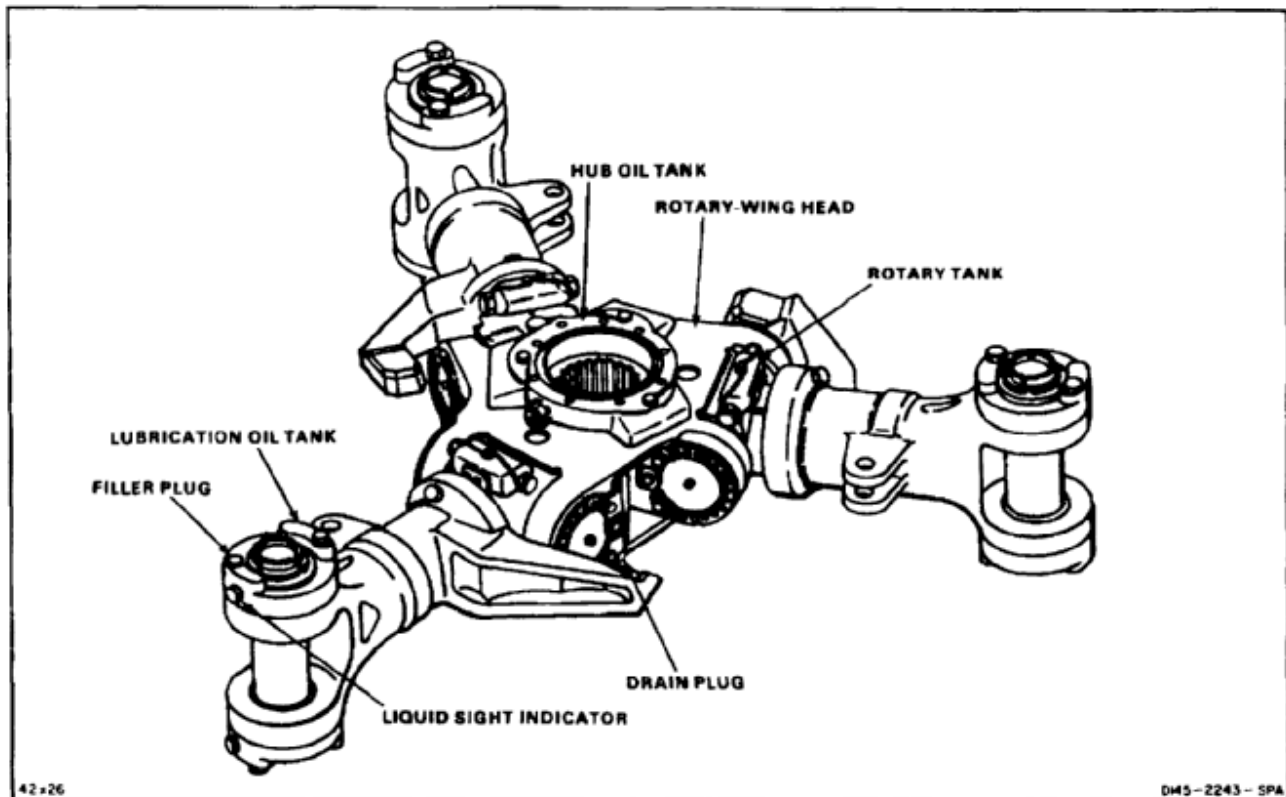
Task 1-55  
 Task 1-56  
 Task 1-57  
 Task 5-9

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**NOTE**

Procedure is same for forward and aft rotor heads.

1. Install lifting device (T30) (1) on rotor head (2) as follows:
  - a. Remove three pins (3). Turn support arms (4) outward.
  - b. Position lifting device (1) on rotor head (2).
  - c. Turn three arms (4) inward under top flange (4.1) of head (2). Make sure each arm points to the center of device (1) within **20°**. Make sure each arm engages flange at least **1/4 inch**.
  - d. Install three pins (3).



Do not use wrench to tighten nuts. Lifting device (T30) can be damaged.

- e. Hand-tighten three nuts (4.2).



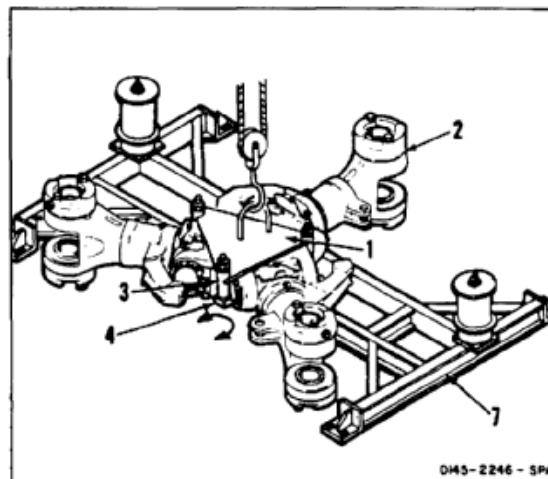
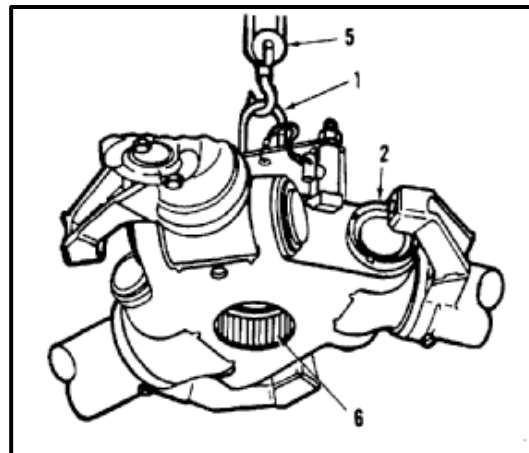
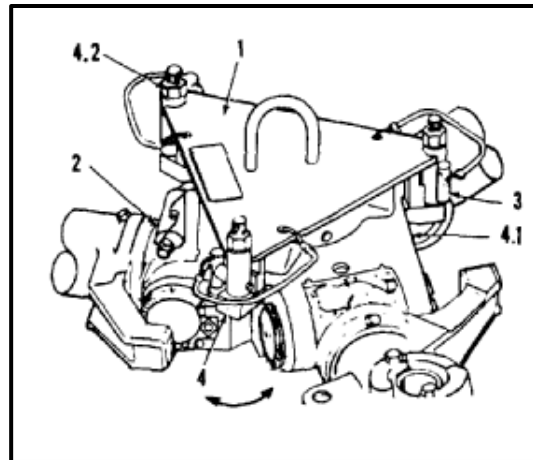
Rotor head is heavy and can injure personnel if it drops. Rotor head must be supported by hoist and moved carefully to prevent injury.

2. Attach work hoist (5) to lifting device (T30) (1). Lift rotor head (2) and clean splines (6). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).



Move rotor head slowly and carefully to prevent damage caused by rotor head hitting handling adapter.

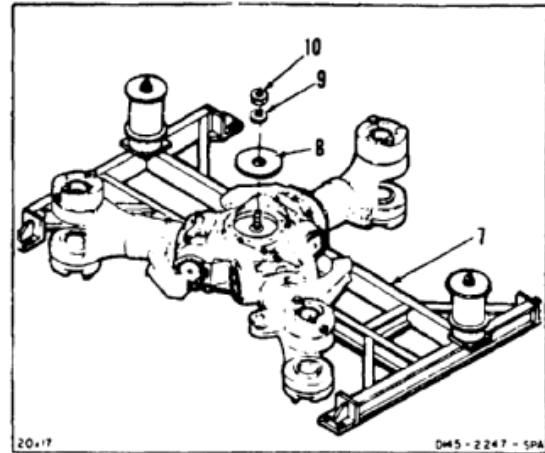
3. Position rotor head assembly (2) on handling adapter (T13) (7). Have helper guide rotor head.
4. Check that rotor head (2) is level.
5. Remove lifting device (T30) (1) as follows:
  - a. Remove three pins (3) and turn arms (4) outward.
  - b. Remove lifting device (T30) (1).



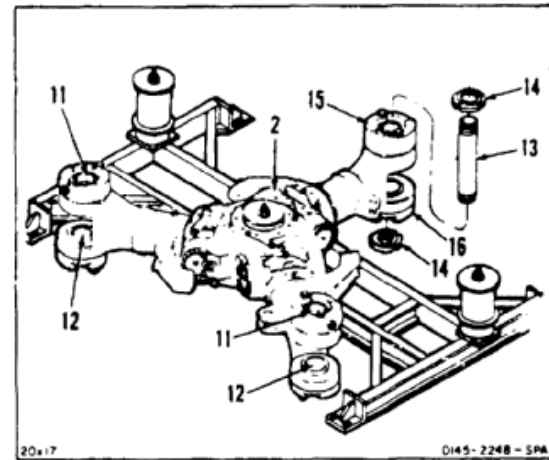
## 5-4 PLACE ROTARY-WING HEAD IN SERVICE (Continued)

5-4

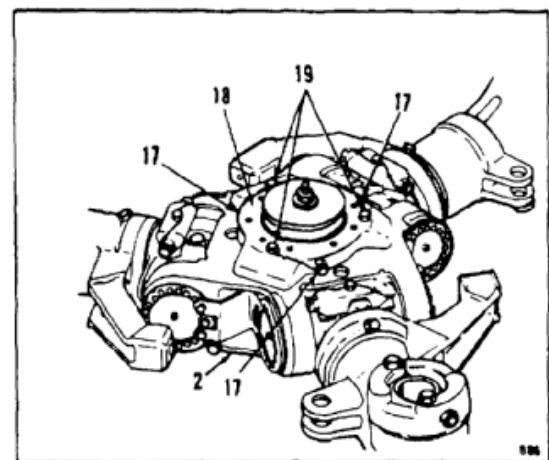
6. Install plate (8), washer (9), and locknut (10) on handling adapter (T13) (7).



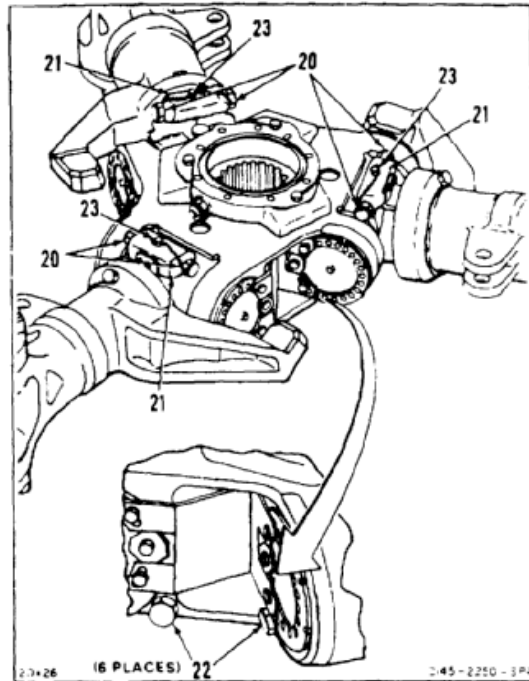
7. Clean outside parts of head (2) and inner bearing races (11 and 12). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
8. Clean three pins (13) and six nuts (14). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
9. Install three pins (13) in lugs (15 and 16). Install six nuts (14) on pins and hand-tighten.



10. Check that head (2) is level.
11. Check oil level in any of three indicators (17) on tank (18). If oil level is not up to center of indicator, service tank (Task 1-55).
12. Check that three plugs (19) and three indicators (17) are lockwired.

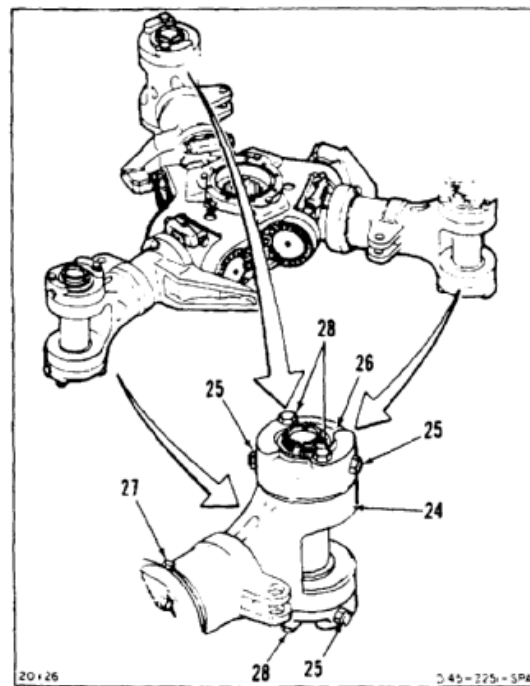


13. Check oil level in indicators (20) on three tanks (21). If oil level is not up to center of indicator, service tank (Task 1-56).
14. Check that six plugs (22), three plugs (23), and six indicators (20) are lockwired.



15. Check that three housings (24) are level.
16. Check oil level in six indicators (25) on three tanks (26). If oil level is not up to center of indicator, service tank (Task 1-57).
17. Check that 12 indicators (25), six plugs (27), and 12 plugs (28) are lockwired.

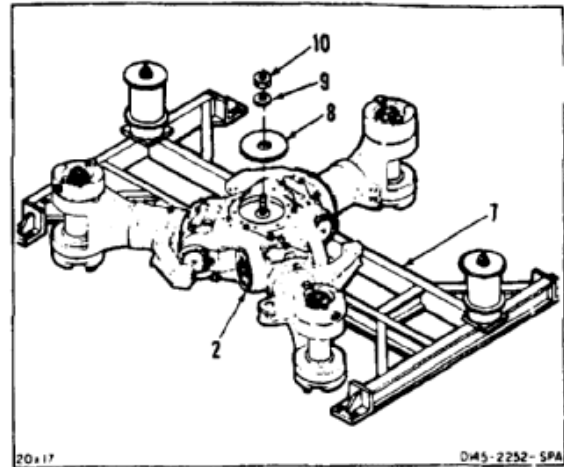
**INSPECT**



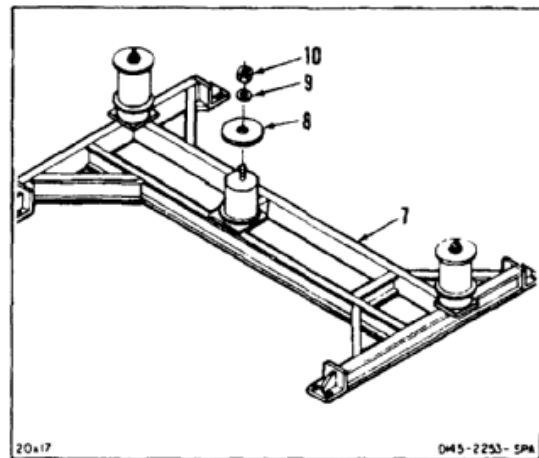
**5-4 PLACE ROTARY-WING HEAD IN SERVICE (Continued)**

5-4

18. Remove nut (10), washer (9), and plate (8) from handling adapter (T13) (7).
19. Install head (2) on helicopter (Task 5-9).



20. Install plate (8), washer (9), and nut (10) on handling adapter (T13) (7).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Pump, Manual Inflating  
Dial Indicating Pressure Gage, 0 to 30 Psi  
Air Hose, 4 Feet Long (APP E-4)  
Stopwatch  
Torque Wrench, 5 to 50 Inch-Pounds  
Torque Wrench, 30 to 150 Inch-Pounds  
Pressurizing Fitting (APP E-4)

**Materials:**

Lockwire (E231)

**Parts:**

Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

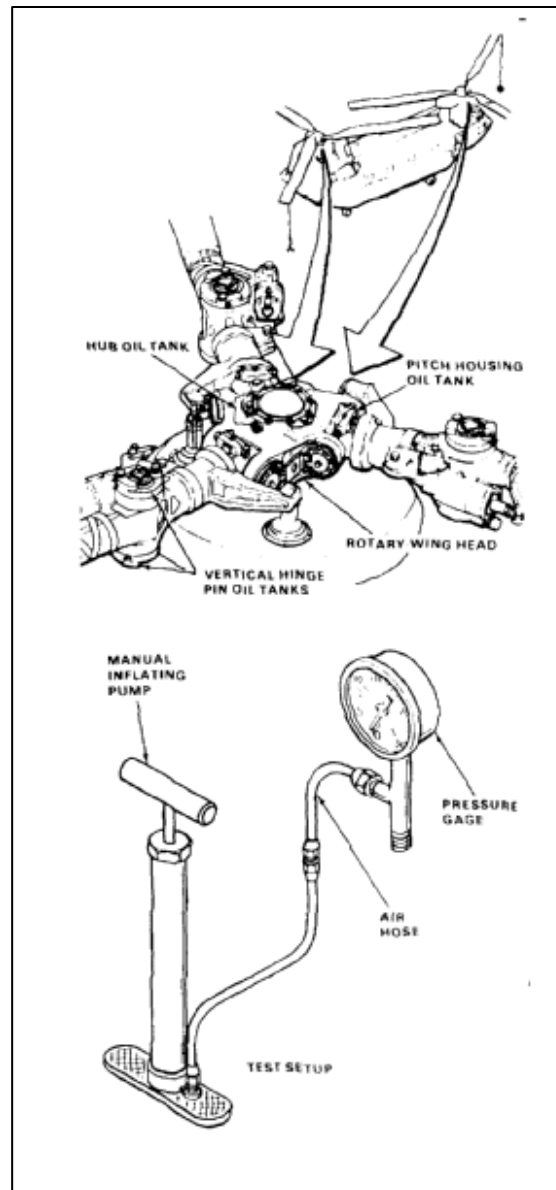
TM 55-1520-240-23P  
Appendix E

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade  
Tied-Down (Task 1-26)  
Work Platform Open (Task 2-2)  
Pressure Test Setup

**General Safety Instructions:****WARNING**

Release pressure at fittings carefully; otherwise, lubricating oil can spray out. Lubricating oil can be harmful to nose, eyes, or mouth.





**NOTE**

Test setup and procedure are same for testing all rotary-wing head seals and packings, except for size of pressurizing fitting and location of test connection.

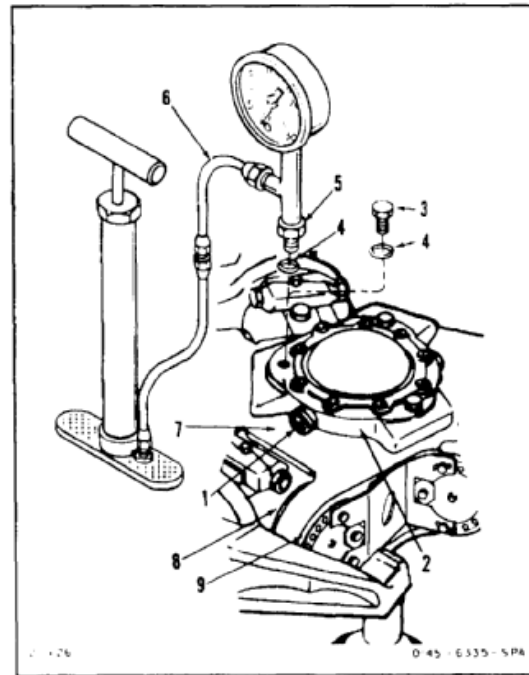
**TEST ROTARY-WING HUB OIL SEALS AND PACKINGS**

1. Check oil level in sight indicator (1). Service oil tank (2) if needed (Task 1-56).
2. Remove one filler plug (3) and packing (4). Install pressurizing fitting (5) and packing in tank (2). Connect test setup (6) to pressurizing fitting.

**CAUTION**

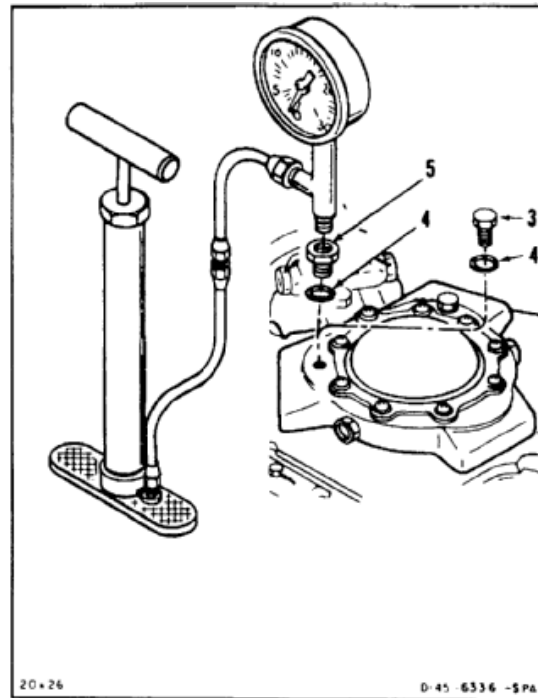
Do not exceed **20 psi** when testing seals. High-pressure air will damage seals.

3. Pressurize tank (2) to **3 to 5 psi**. Maintain pressure for **10 minutes**. Check hub (7) for oil leaks. Check around pitch shaft (8) and end covers (9). There shall be no leaks.
4. Increase pressure in tank (2) to **15 to 20 psi**. Maintain pressure for **5 minutes**. Check hub (7) for oil leaks. Check around pitch shaft (8) and end covers (9). There shall be no oil leaks.



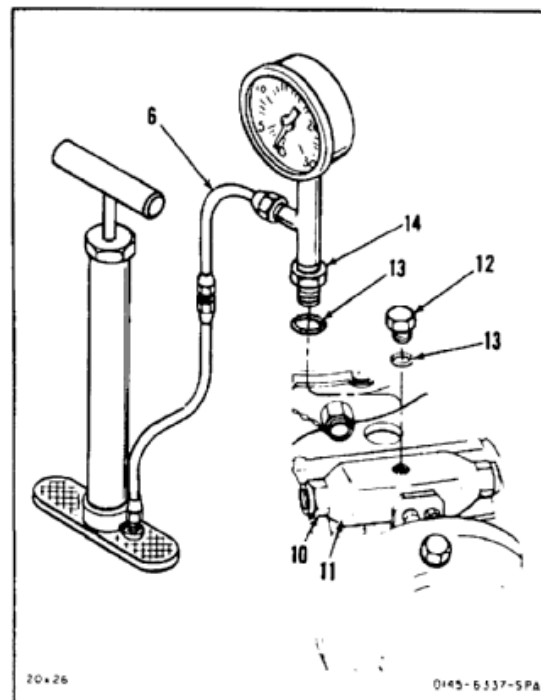
5. Loosen pressurizing fitting (5) just enough to bleed pressure. When gage pressure reads **0 psi**, remove fitting and packing (4).
6. Install packing (4) and plug (3). Torque plug to **85 inch-pounds**. Lockwire plug. Use lockwire (E231).

**INSPECT**



**TEST PITCH-VARYING HOUSING OIL SEALS AND PACKINGS**

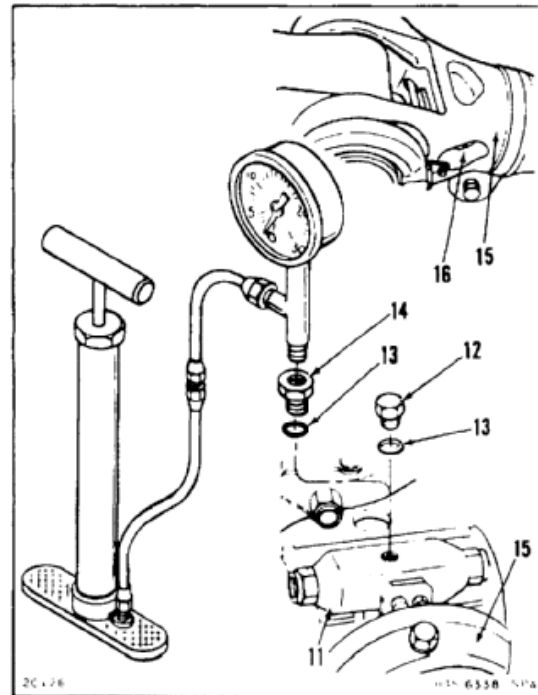
7. Check oil level in sight indicator (10). Service oil tank (11) if needed (Task 1-57).
8. Remove filler plug (12) and packing (13). Install pressurizing fitting (14) and packing in tank (11). Connect test setup (6) to pressurizing fitting.



**CAUTION**

Do not exceed **20 psi** when testing seals. High-pressure air will damage seals.

9. Pressurize tank (11) to **3 to 5 psi**. Maintain pressure for **10 minutes**. Check inboard end of pitch housing (15) for oil leaks. Check oil hole (16) at tie-bar hole area under pitch housing. There shall be no leaks.
10. Increase pressure in tank (11) to **15 to 20 psi**. Maintain pressure for **5 minutes**. Check inboard end of pitch housing (15) for oil leaks. Check oil hole (16) at tie-bar hole area under pitch housing. There shall be no leaks.
11. Loosen pressurizing filling (14) just enough to bleed pressure. When gage pressure is **0 psi**, remove filling and packing (13).
12. Install packing (13) and plug (12). Torque plug to **25 inch-pounds**. Lockwire plug. Use lockwire (E231).

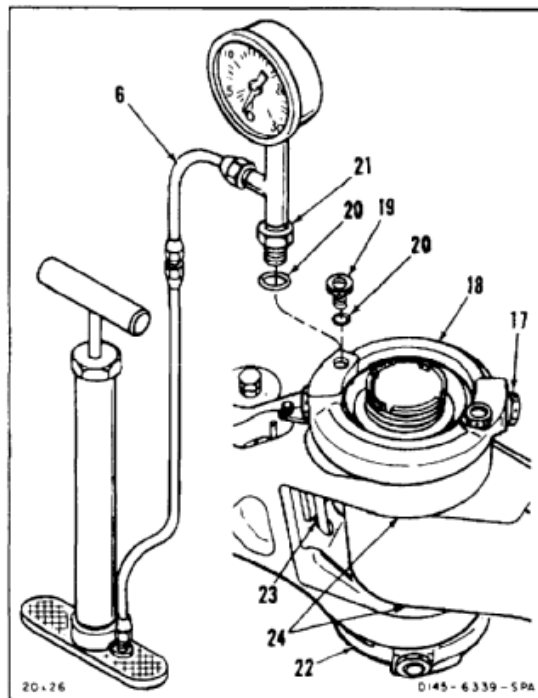
**INSPECT****TEST VERTICAL HINGE PIN OIL TANK SEALS AND PACKINGS**

13. Check oil level in sight indicator (17). Service oil tank (18) if needed (Task 1-59).
14. Remove one filler plug (19) and packing (20). Install pressurizing fitting (21) and packing in tank (18). Connect test setup (6) to pressurizing fitting.

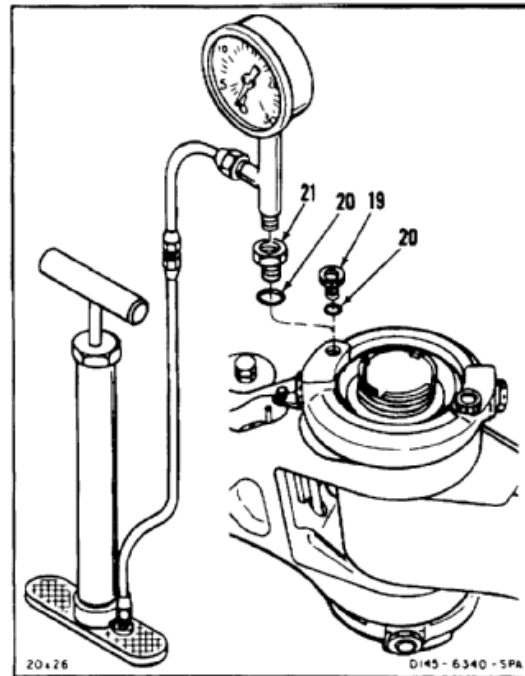
**CAUTION**

Do not exceed **20 psi** when testing seals. High pressure air can damage seals.

15. Pressurize tank (18) to **3 to 5 psi**. Maintain pressure for **10 minutes**. Check tanks (18 and 22), oil manifold (23), and lugs (24), for oil leaks. There shall be no leaks.
16. Increase pressure in tanks (18 and 22) to **15 to 20 psi**. Maintain pressure for **5 minutes**. Check tanks, oil manifold (23), and lugs (24), for oil leaks. There shall be no leaks.



17. Loosen pressurizing filling (21) just enough to bleed pressure. When gage pressure is **0 psi**, remove filling and packing (20).
18. Install packing (20) and plug (19). Torque plug to **85 inch-pounds**. Lockwire plug. Use lockwire (E231).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Personnel Required:**

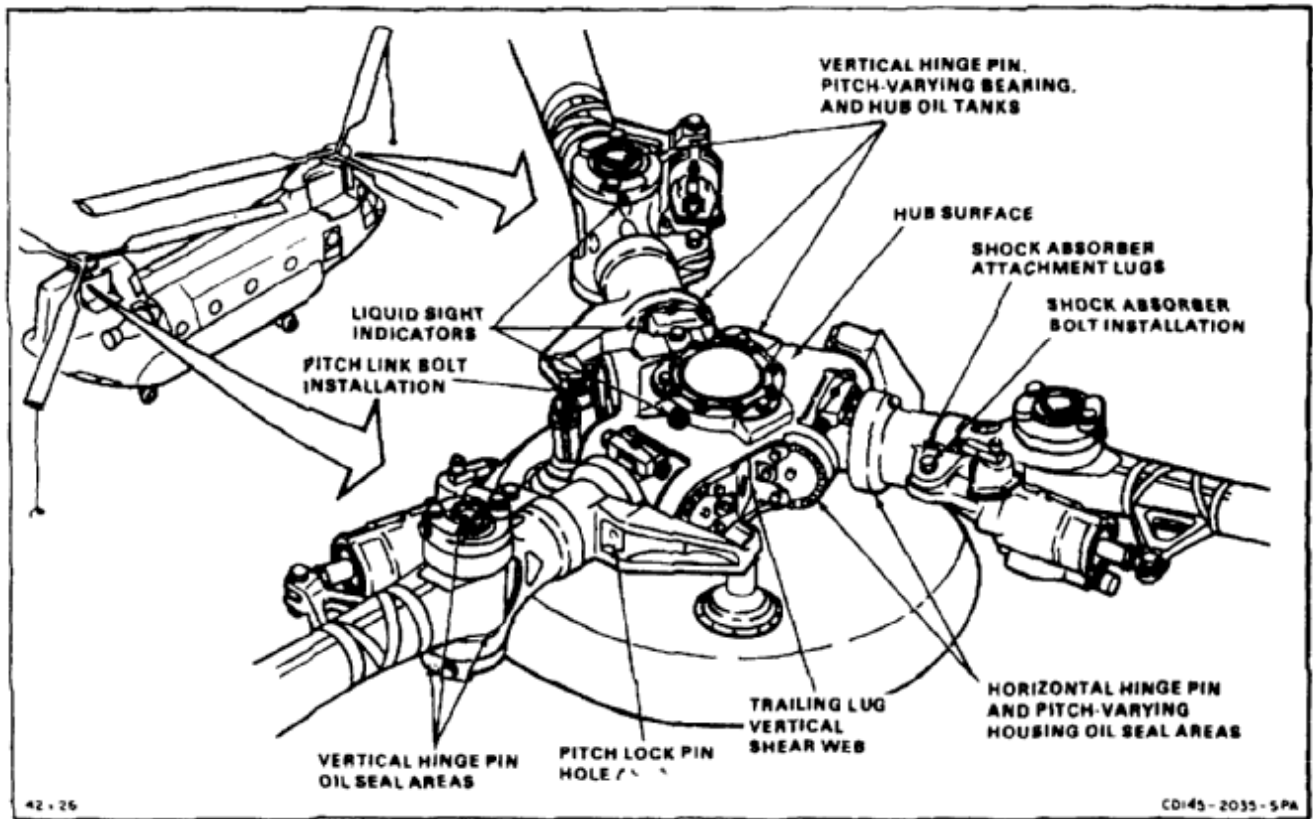
Inspector

**References:**

TM 1-1520-253-23

**Equipment Condition:**

- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Forward or Aft Work Platform Open (Task 2-2)
- Tiedown Line Installed on One Forward and One Aft Blade (Task 1-26)



**CAUTION**

Horizontal hinge pins with serial numbers of UW2407 and prior that do not have a suffix "A" vibro engraved after the serial number and with total time since new of **4800 flight hours** or more must be replaced.

**NOTE**

Paint removal is not required for rotary-wing head inspection. Use flashlight and mirror for hidden areas.

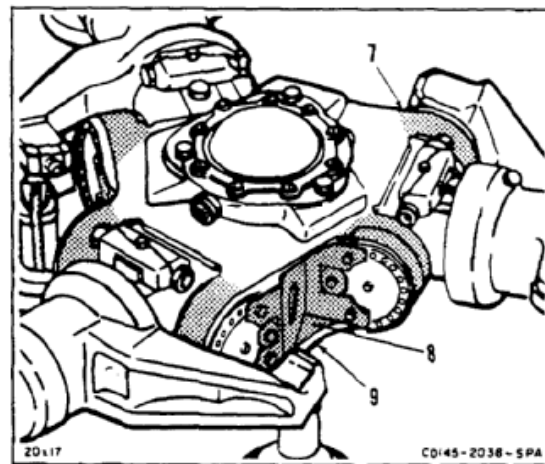
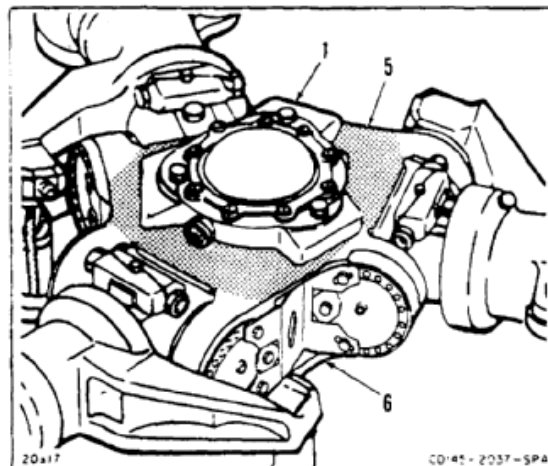
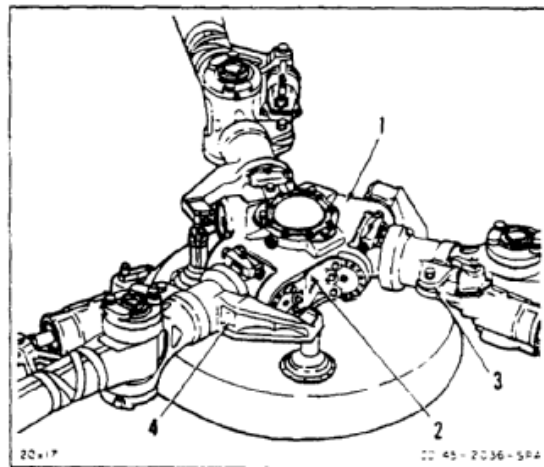
Procedures can be used to inspect forward and aft rotary-wing heads.

1. Check all surfaces of rotary-wing head (1), including webs (2), lugs (3), and holes (4). There shall be no cracks, burns, or pits. If a crack is suspected, refer to TM 1-1520-253-23.

**NOTE**

Burns and pits indicate lightning strikes.

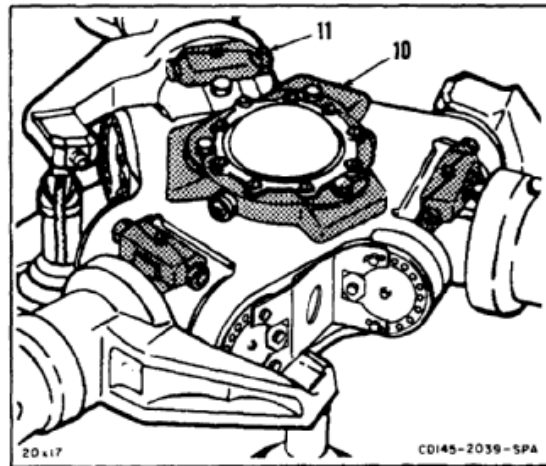
2. Check rotary-wing head (1) for scores, nicks, or gouges that have gone through paint. Check that damage is within rework limits as follows:
  - a. Damage to top hub face (5) and bottom hub face (6) shall not exceed **0.005 inch** in depth by **2.5 inches** in length or **0.010 inch** in depth by **1.0 inch** in length.
  - b. Damage to six lugs (7), webs (8), and side surfaces (9) shall not exceed **0.005 inch** in depth by **0.625 inch** in length.



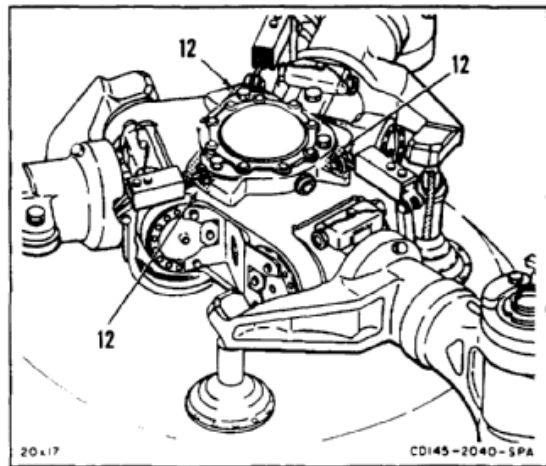
## 5-6 INSPECT ROTARY-WING HEADS (Continued)

5-6

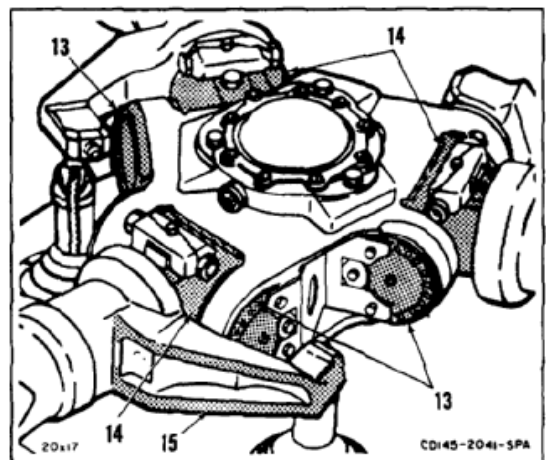
- c. Damage to hub oil tank (10) and three pitch housing oil tanks (11) shall not exceed **0.020 inch** in depth by **2.5 inches** in length.



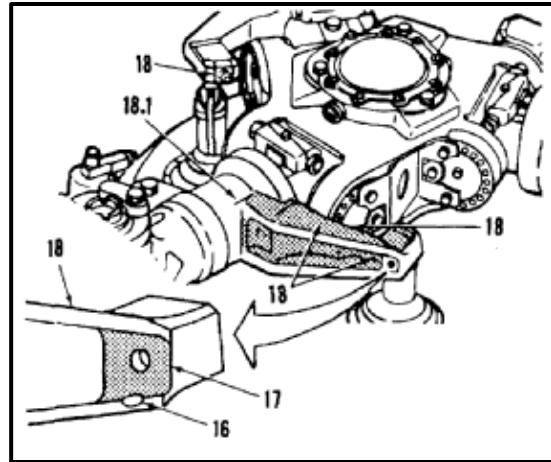
- d. Damage around aft droop stop lugs (12) within **1 inch** of lugs shall not exceed **0.005 inch** in depth by **1.0 inch** in length.



- e. Damage to horizontal pin caps (13) shall not exceed **0.010 inch** in depth by **2.5 inches** in length.
- f. Damage to pitch shafts (14) shall not exceed **0.005 inch** in depth by **2.5 inches** in length.
- g. Damage to edges of three pitch arms (15) shall not exceed **0.050 inch** in depth.



- h. Damage to edge of pitch arm (16) where washer contacts arm when pitch link bolt is installed shall not exceed **0.060 inch** in depth.
- i. Damage to arm faces (17) around bolt hole shall not exceed **0.040 inch** in depth.
- j. Damage to remaining areas (18) of pitch arm (16) shall not exceed **0.050 inch** in depth.
- j.1. Damage to fillet areas (18.1) where pitch arm blends into housing shall not exceed **0.010 inch** in depth.
- k. Damage to six lugs (19), pockets (20), and center housing areas (21) shall not exceed **0.005 inch** in depth.



**NOTE**

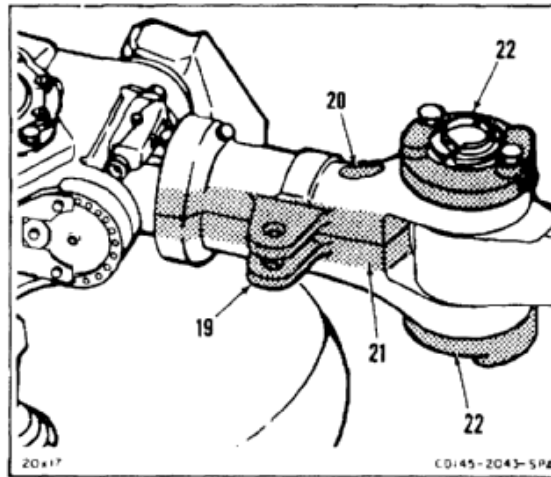
There may be two different five-digit codes marked on the part. The five digit code 81996 is not the manufacturer's CAGE code. If found, the number 81996 identifies the part as having been manufactured IAW government technical data package (TDP). Use the five-digit IAW steps k3, k5 and k6 to determine the manufacturer's CAGE code.

- k.1. Locate the inboard tie-bar pin assemblies, three (3) per rotor head, TM 55-1520-240-23P.
- k.2. Remove the pin for inspection. Refer to Task 5-23.1.
- k.3. Identify the five-digit manufacturer's CAGE code or manufacturer's name on the end of the pin. If the inboard tie-bar pin is marked with one of the following CAGE codes, the pin is serviceable:
  - (A) CAGE code 63259 (Boniface Tool and Die)
  - (B) CAGE code 56811 (Olympic Tool and Machine)
  - (C) CAGE code 77272 (Boeing)

**NOTE**

If the pin contains only one CAGE code (81205) along with the part number, the pin is considered serviceable. If the pin contains two CAGE codes (81205 and 81966) along with the part number, the part is considered unserviceable. The pin with the two CAGE's could reflect an army procurement which has been improperly identified.

- (D) CAGE code 81205 (Boeing Seattle)

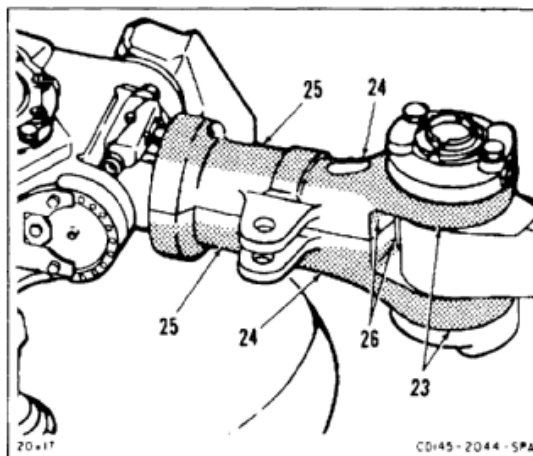


- k.4. If the pin is serviceable, re-install IAW Task 5-23.2.
- k.5. If pin is unserviceable, or if CAGE code or manufacturer's name cannot be identified, replace with serviceable part from the supply system as defined above.
- k.6. Locate the outboard tie-bar pin assemblies, three per rotor head, TM 55-1520-240-23P.
- k.7. Remove the pin for inspection. Refer to Task 5-23.1. Repeat steps k2 thru k5.
- l. Damage to tanks (22) shall not exceed **0.020 inch** in depth by **2.5 inches** in length.

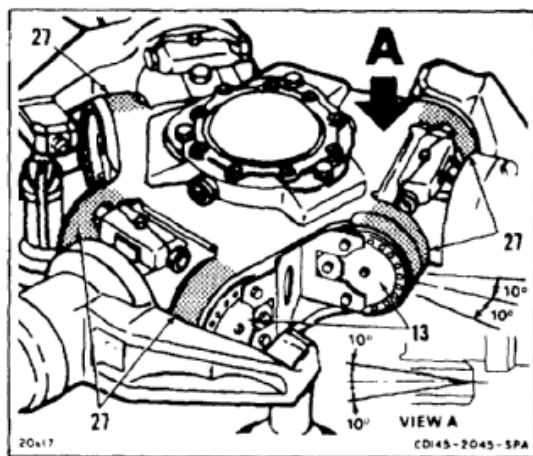


5-6 INSPECT ROTARY-WING HEADS (Continued)

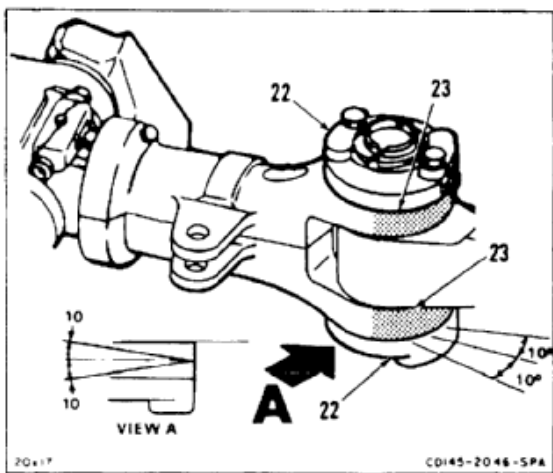
- m. Damage to lugs (23) and outboard housing areas (24) shall not exceed **0.030 inch** in depth. There is no restriction on damage area. Rework within this depth does not require shotpeening.
- n. Damage to housing areas (25 and 26) shall not exceed **0.005 inch** in depth by **2.5 inches** in length.



- 3. Check outboard hub areas (27) for scores. Scores shall not be greater than **0.005 inch by 2.5 inches** or **0.010 inch by 1.0 inch**. Scores in outboard hub areas shall run parallel to caps (13) within **10°**.



- 4. Check outboard side of lugs (23) for scores. Scores shall not exceed **0.005 inch** in depth by **1.0 inch** in length. Scores in outboard side of lugs shall run parallel to tanks (22) within **10°**.



**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer  
Rotary-Wing Aviator (2)

**References:**

- Task 1-39
- Task 1-55
- Task 1-56
- Task 1-57
- Task 5-24
- Task 5-25
- Task 5-32
- Task 5-33
- Task 5-34
- Task 5-35
- Task 5-42
- Task 5-43
- TM 55-1520-240-10

**Equipment Condition:**

- Helicopter Parked on Level Ground (Preferred)
- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Tiedown Line Installed on One Forward Blade (Task 1-26)
- Aft Pylon Work Platforms Open (Task 2-2)
- Forward Transmission Fairing Work Platforms Open (Task 2-2)

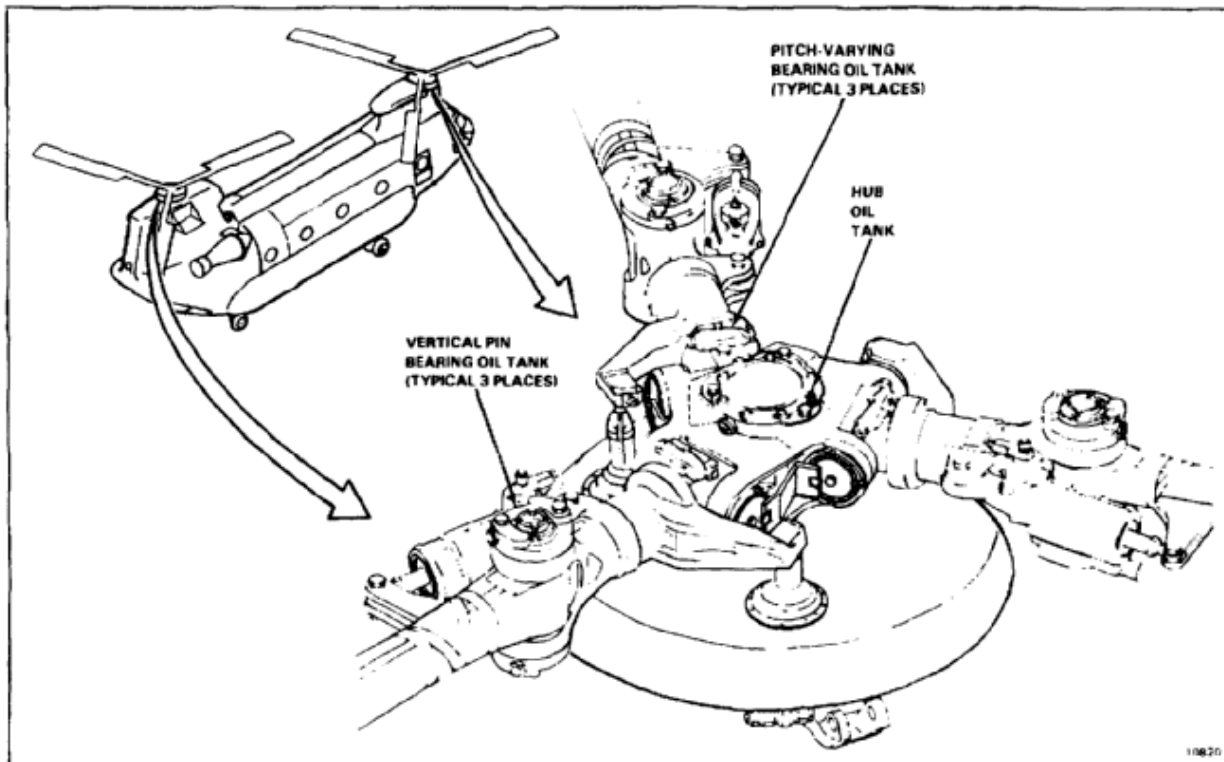
**General Safety Instructions:**

**WARNING**

Prolonged oil leakage can damage finish and create a work hazard by making the fuselage slippery. It can also affect other systems in the helicopter. Therefore, good judgment must be used when determining allowable leakage.

**WARNING**

Rotor blades can seriously injure personnel. Make sure area around helicopter is clear of personnel before moving rotor blades.



## 5-6.1 INSPECT ROTARY-WING HEAD OIL TANKS FOR ALLOWABLE OIL LEAKAGE (Continued)

5-6.1

### NOTE

Due to time required, it is best to perform this inspection during a scheduled flight of at least **two hours**.

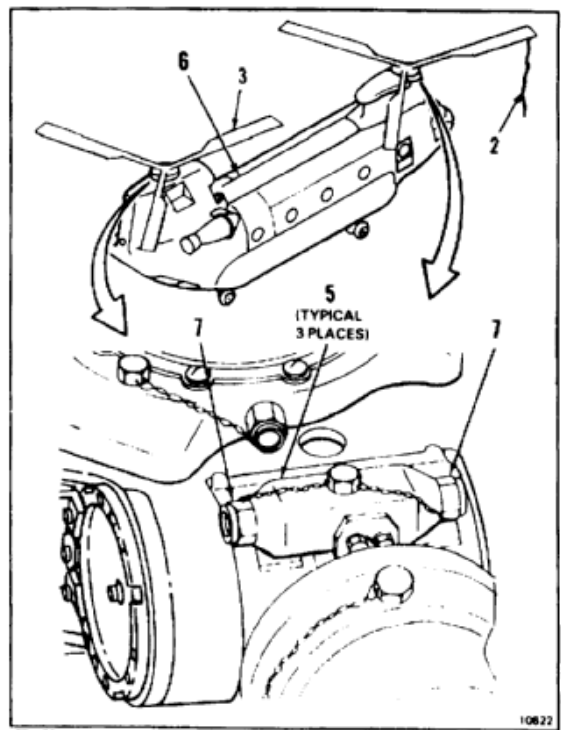
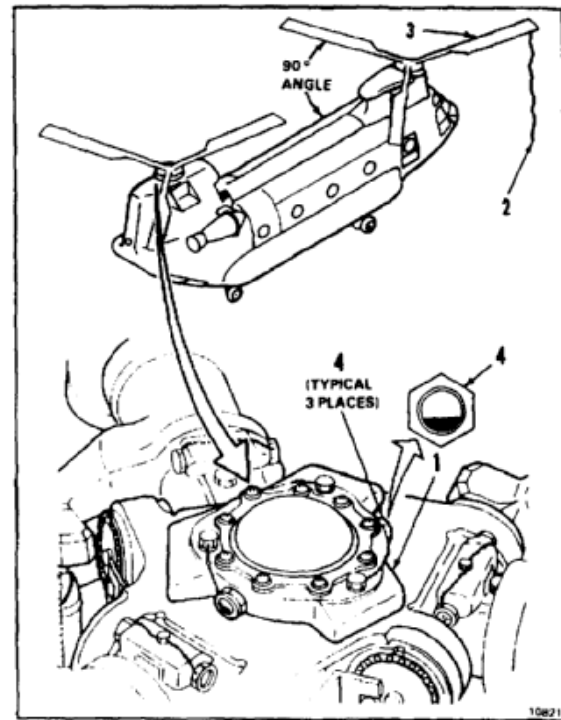
### HUB OIL TANK

1. Service hub oil tank (1) (Task 1-55).
2. Connect battery (Task 1-39).
3. Have pilot perform a **30 minute** ground run (TM 55-1520-240-10).
4. Disconnect battery (Task 1-39).
5. Install tiedown line (2) on one forward blade (3) (Task 1-26).

### NOTE

Blades must be in proper position to get a correct reading of oil level.

6. Using tiedown line (2), turn blades (3) so that one is positioned at a **90°** angle to left or right side of helicopter.
7. Check oil level in sight gage (4) next to blade (3) that is at **90°** angle. If oil is at bottom of gage, leakage is excessive.
8. If leakage is excessive, horizontal hinge pin seals are defective. Replace seals (Tasks 5-42 and 5-43).



### PITCH BEARING OIL TANK

9. Service pitch bearing oil tank (5) (Task 1-56).
10. Connect battery (Task 1-39).
11. Have pilot perform a **30 minute** ground run (TM 55-1520-240-10).
12. Disconnect battery (Task 1-39).
13. Install tiedown line (2) on one forward blade (3) (Task 1-26).

### NOTE

Blades must be in proper position to get a correct reading of oil level.

14. Using tiedown line (2), turn blades (3) so that blade of tank (5) to be checked is over drive shaft tunnel (6).
15. Check oil level in sight gage (7) on each side of oil tank (5) of blade (3) over tunnel (6). If average level at two gages is at bottom of sight gage, leakage is excessive.
16. If leakage is excessive, pitch-varying housing oil seals are defective. Replace seals (Tasks 5-24 and 5-25).

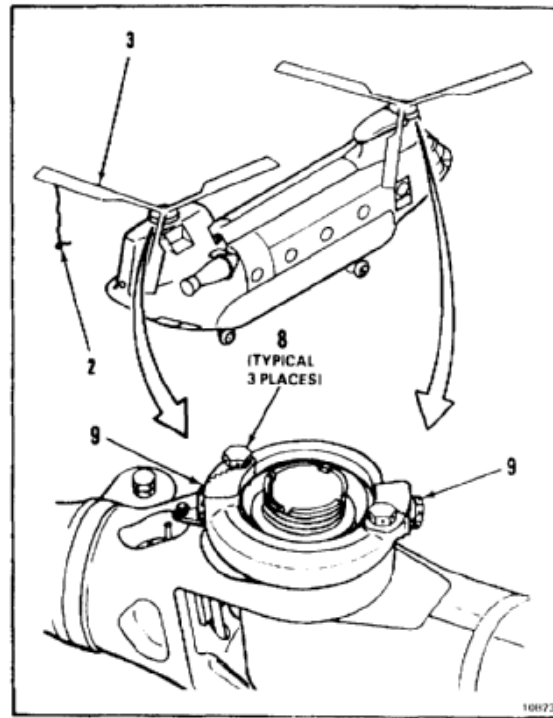
**VERTICAL HINGE PIN OIL TANKS**

17. Service vertical hinge pin oil tanks (8) (Task 1-57).
18. Connect battery (Task 1-39).
19. Have pilot perform a **30 minute** ground run (TM 55-1520-240-10).
20. Disconnect battery (Task 1-39).
21. Install tiedown line (2) on one aft blade (3) (Task 1-26).

**NOTE**

Tank must be horizontal to get a correct reading of oil level.

22. Using tiedown line (3), turn rotor blades (2) so that oil tank (8) to be checked is horizontal.
23. Check oil level in sight gage (9) on each side of oil tank (8). If average level at two gages is at bottom of sight gage, leakage is excessive.
24. If leakage is excessive, vertical hinge pin oil tank seals are defective. Replace seals (Task 5-32 thru Task 5-35).

**FOLLOW-ON MAINTENANCE:**

- Close forward transmission fairing work platforms (Task 2-2).
- Close aft pylon work platforms (Task 2-2).
- Remove tiedown line from blade (Task 1-26).

END OF TASK

**INITIAL SETUP**

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Powertrain Repairer's Tool Kit, NSN  
 5180-00-003-5267  
 Protractor

**Materials:**

Crocus Cloth (E122)

**Personnel Required:**

Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 55-1520-240-23P  
 Task 2-346  
 Task 2-347  
 Task 2-348  
 Task 2-353

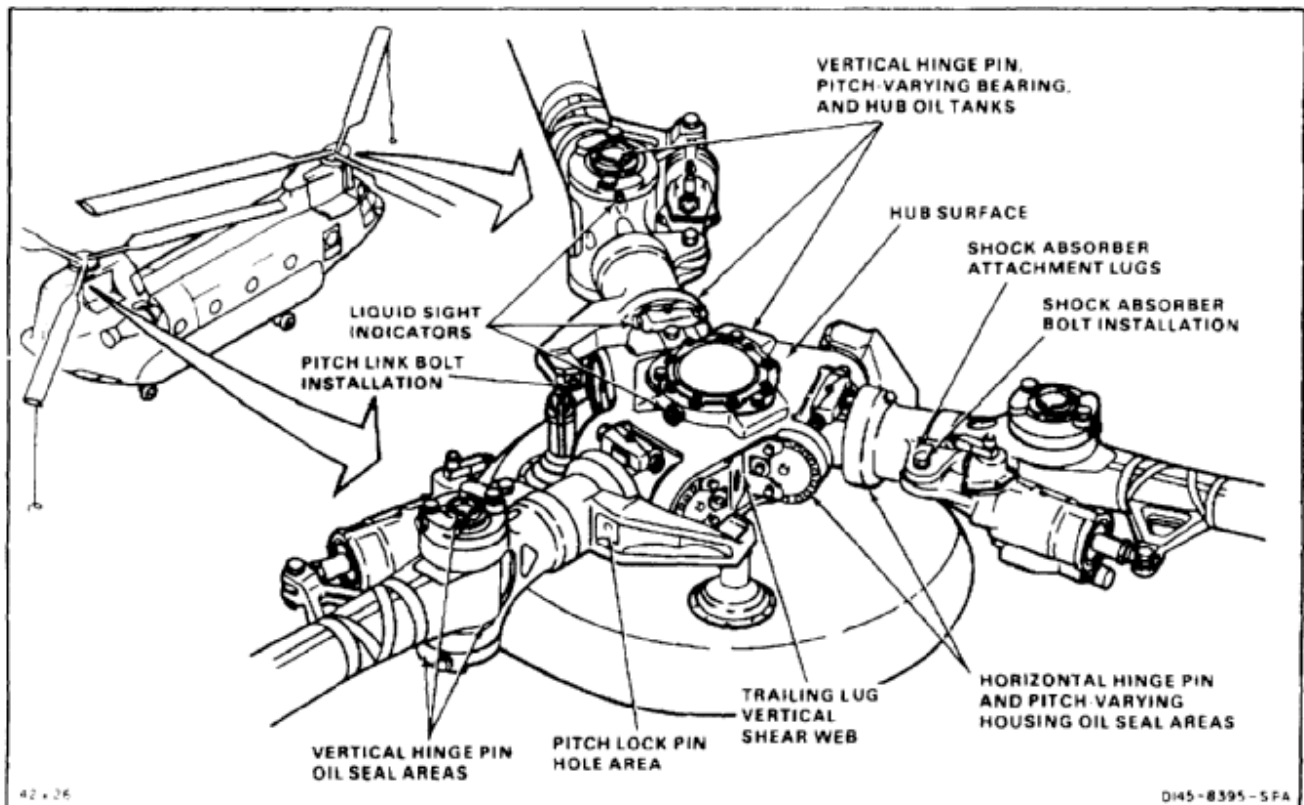
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Forward or Aft Work Platform Open (Task 2-2)  
 Tiedown Line Installed on One Forward and One Aft  
 Blade (Task 1-26)

**General Safety Instructions:**

**WARNING**

Do not repair cracks, burns, or pits in rotary-wing head. Part failure could occur with possible loss of helicopter and loss of personnel.

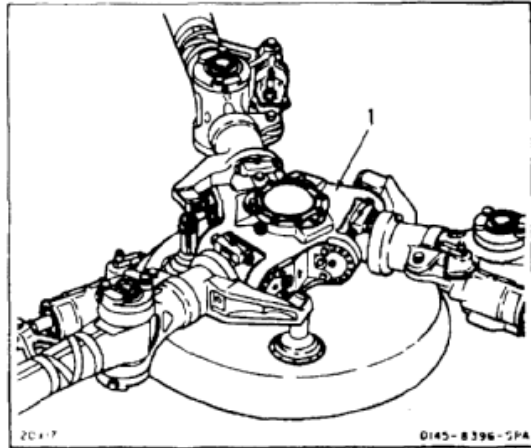


**NOTE**

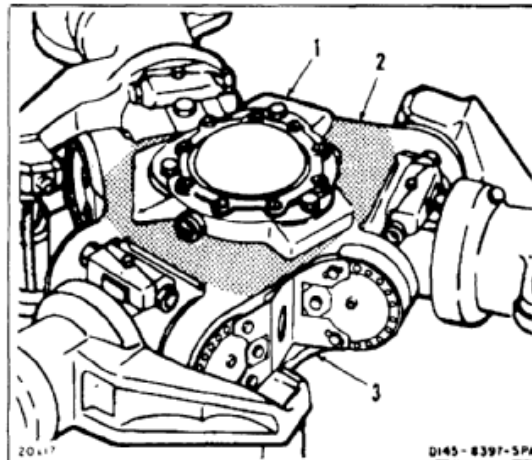
Procedure is similar to repair forward or aft rotary-wing head. Differences are noted in text.

Damage limits and refinishing differ for each area of rotary-wing head.

1. Repair rotary-wing head (1) as follows:
  - a. Blend repair scores, nicks, or gouges so no sign of damage remains. Rework no deeper than damage.
  - b. Use only crocus cloth (E122) applied with finger pressure.
  - c. Blend with smooth radius at least **10 times** as wide as depth of damage.
  - d. Refinish reworked areas as soon as possible.



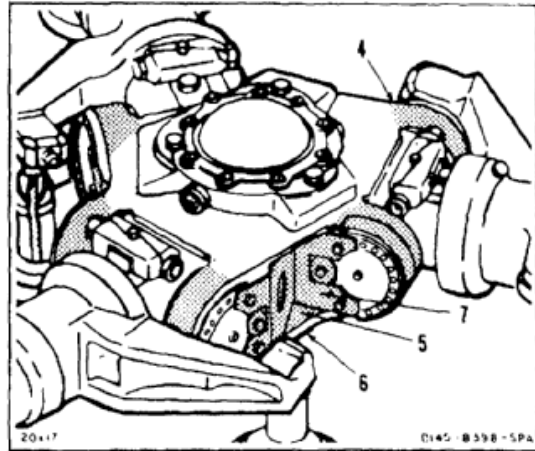
2. Follow damage limits and refinishing procedures for specific areas of rotary-wing head (1) as described:
  - a. Damage to top hub face (2) and bottom hub face (3) shall not exceed **0.005 inch** in depth by **2.5 inches** in length or **0.010 inch** in depth by **1.0 inch** in length. Refinish (Task 2-348).



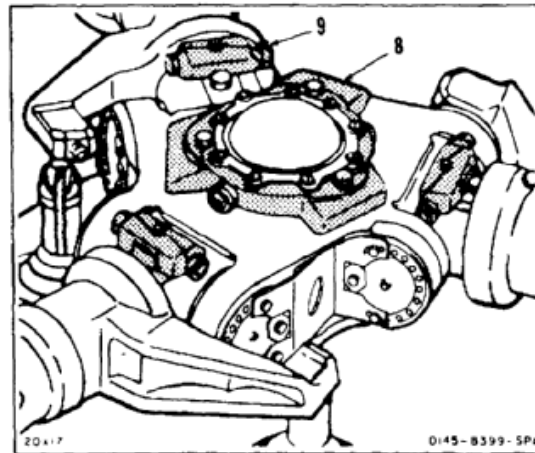
## 5-7 REPAIR ROTARY-WING HEADS (Continued)

5-7

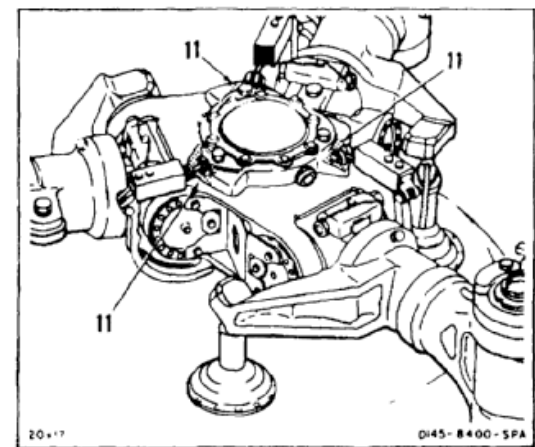
- b. Damage to six lugs (4), webs (5), and side surfaces (6) shall not exceed **0.005 inch** in depth by **0.625 inch** in length. Refinish (Task 2-348).
- c. Damage to locking beam (7) is not limited, but must be refinished (Task 2-346).



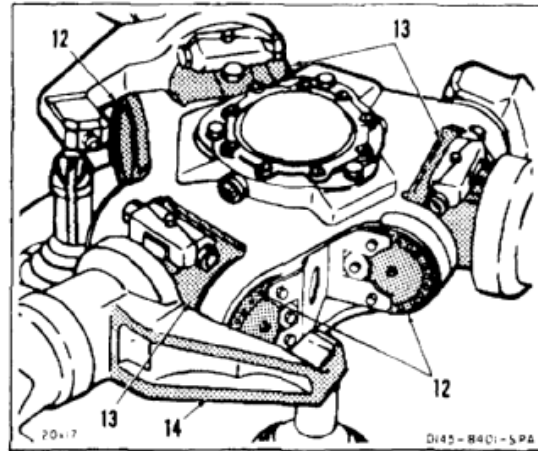
- d. Damage to hub oil tank (8) and three pitch housing oil tanks (9) shall not exceed **0.020 inch** in depth by **2.5 inches** in length. Refinish (Task 2-347).



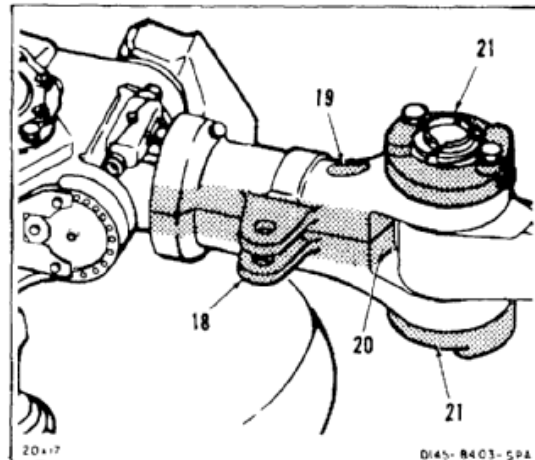
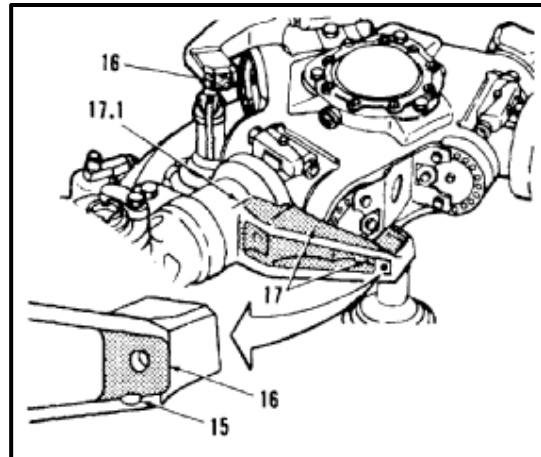
- e. Damage around aft droop stop lugs (11) within **1 inch** of lugs shall not exceed **0.005 inch** in depth by **1.0 inch** in length. Refinish (Task 2-347).



- f. Damage to horizontal pin caps (12) shall not exceed **0.010 inch** in depth by **2.5 inches** in length. Refinish (Task 2-343).
- g. Damage to pitch shafts (13) shall not exceed **0.005 inch** in depth by **2.5 inches** in length. Rework area shall not exceed **1.0 square-inch**. Refinish (Task 2-346).
- h. Damage to edges of three pitch arms (14) shall not exceed **0.050 inch** in depth. Refinish (Task 2-346).

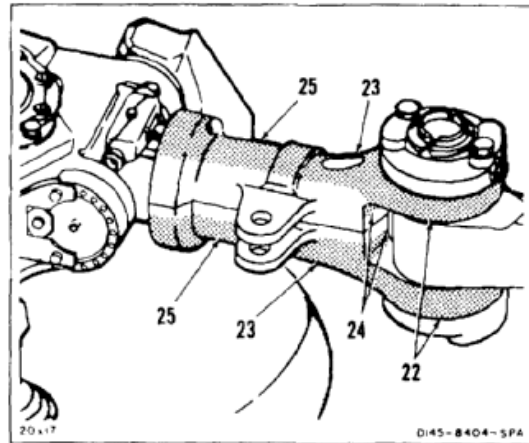


- i. Damage to edge of pitch arm (15) where washer contacts arm when pitch link bolt is installed shall not exceed **0.060 inch** in depth. Refinish (Task 2-346).
- j. Damage to arm faces (16) around bolt hole shall not exceed **0.040 inch** in depth. Refinish (Task 2-346).
- k. Damage to remaining areas (17) of pitch arm (15) shall not exceed **0.050 inch** in depth. Rework area shall not exceed **1.2 square-inches**. Refinish (Task 2-346).
- k.1. Damage to fillet areas (17.1) where pitch arm blends into housing shall not exceed **0.010 inch** in depth. Repairs more than **0.005 inch** deep require shotpeening. Refinish (Task 2-346).
- l. Damage to six lugs (18), pockets (19), and center housing areas (20) shall not exceed **0.003 inch** in depth. Rework area shall not exceed **1.2 square-inches**. Refinish (Task 2-346).
- m. Damage to tanks (21) shall not exceed **0.020 inch** in depth by **2.5 inches** in length. Refinish (Task 2-353).

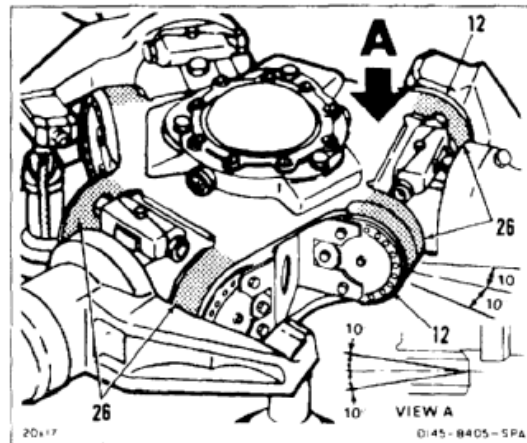




- n. Damage to lugs (22) and outboard housing areas (23) shall not exceed **0.030 inch** in depth. Rework within this depth does not require shotpeening. Refinish (Task 2-346).
- o. Damage to housing areas (24 and 25) shall not exceed **0.005 inch** in depth by **2.5 inches** in length. Rework area shall not exceed **1.2 square-inches**. Refinish (Task 2-346).



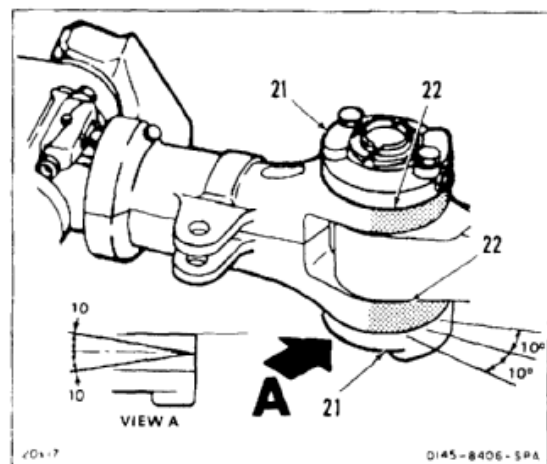
- p. Scores in outboard hub areas (26) shall not be greater than **0.005 inch by 0.625 inch**. Scores in outboard hub areas shall run parallel to end caps (12) within **10°**. Refinish (Task 2-348).



- q. Scores in outboard side of lugs (22) shall not exceed **0.005 inch** in depth by **1.0 inch** in length. Scores in outboard side of lugs shall run parallel to tanks (21) within **10°**. Refinish (Task 2-346).

**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotor Head Lifting Device (T30)  
 Handling Adapter (T13)  
 Torque Applicator (T2)  
 Reaction Adapter (T28)  
 Tee Handle (T161)  
 Socket (T29)  
 Rope Guide Lines  
 Hoist

**Materials:**

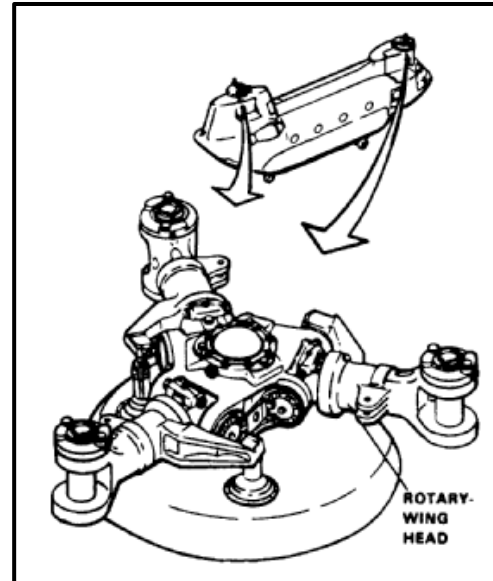
Barrier Material (E80)  
 Tape (E388)  
 Cloth (E120)

**Personnel Required:**

Medium Helicopter Repairer (6)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Rotary-Wing Blades Removed, if Required (Task 5-64)  
 Tiedown Lines Installed On All Three Blades, if Installed, of Applicable Rotary-Wing Head (Task 1-26).  
 Lead-Lag Rigging Tools (T22) Installed On Blades of Applicable Rotary-Wing Head (Task 11-30)  
 Forward or Pylon Work Platform Open (Task 2-2)  
 Pitch Lock Pins (T22) Installed On Applicable Rotary-Wing Head (Task 5-96.1)  
 Droop Stop Shroud Assemblies Removed From Aft Rotary-Wing Head, if Applicable (Task 5-48.1)



**NOTE**

Procedure is similar to remove rotary-wing head with or without blades attached. Removal of rotary-wing head with blades removed is shown.

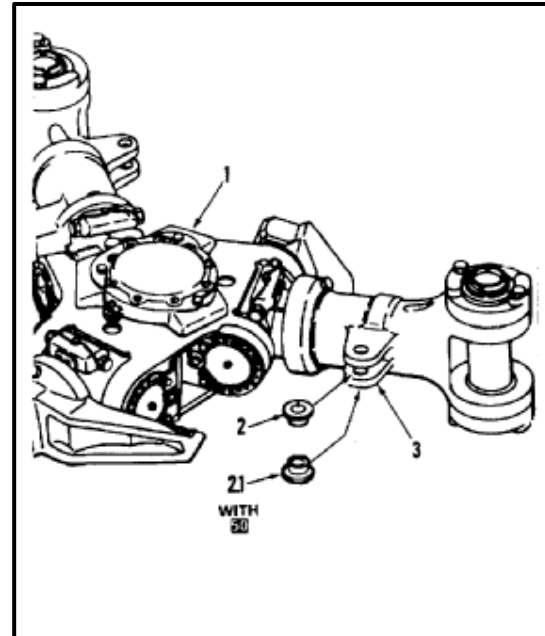
Task is similar for forward and aft rotary-wing heads. Differences are noted in text. With blades off, forward rotary-wing head can be removed with forward transmission package installed in workstand.

**PREPARE HEAD WITHOUT 50**

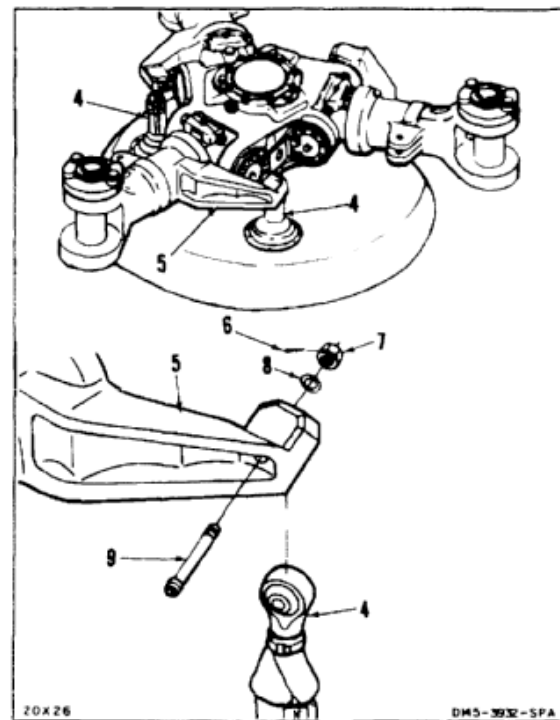
1. If head (1) will be replaced, remove one sliding bushing (2) from each lower lug (3).

**PREPARE HEAD WITH 50**

- 1.1. If head (1) will be replaced, do not remove bushings (2 and 2.1) from each lower lug (3). Bushings are part of rotor head.



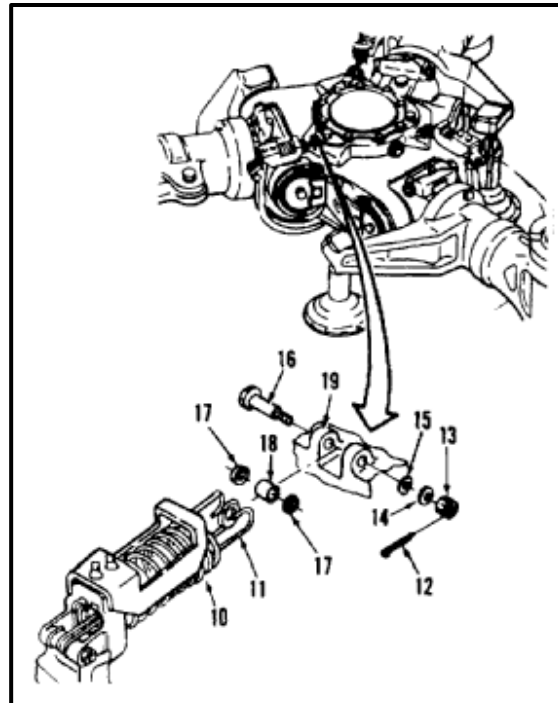
2. Disconnect three pitch links (4) from pitch housings (5) as follows:
  - a. Remove cotter pin (6).
  - b. Remove nut (7), washer (8), and bolt (9).
  - c. Disconnect pitch link (4).
  - d. Install bolt (9), washer (8), and nut (7) in housing (5).



**NOTE**

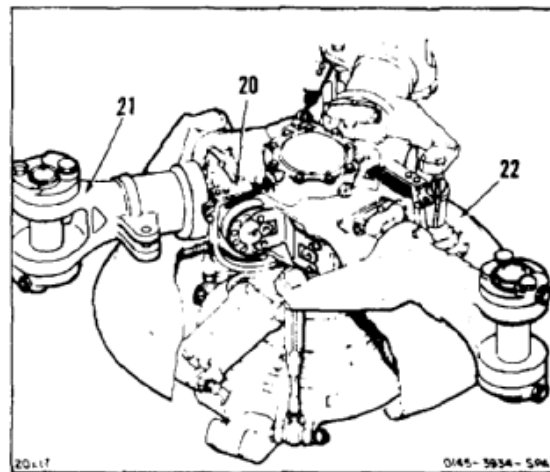
Support spring load before removing bolt. Sudden release of spring will cause small parts to fly out of lugs.

3. On aft head only, disconnect centrifugal droop stop springs (10) and limiter springs (11) as follows:
  - a. Remove cotter pin (12), nut (13), and washers (14 and 15).
  - b. Support spring load and remove bolt (16). Remove spring (10), two washers (17), bearing (18), and inboard limiter spring (11) from lugs (19).
  - c. Assemble bearing (18), two washers (17), spring (10) and limiter spring (11). Use bolt (16), washers (14 and 15), and nut (13).

**CAUTION**

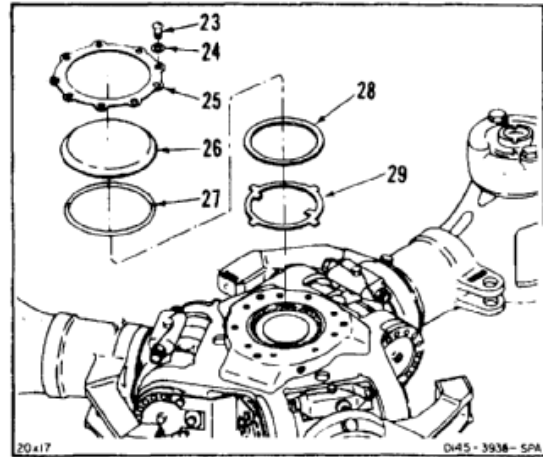
Do not lift pitch housing when removing aft head without supporting balancing arm. Lifting housing will allow arm to fall against other parts when springs and limiters are not connected. Damage to equipment can occur.

4. Lower three balancing arms (20) as follows:
  - a. Hold balancing arm (20) in place.
  - b. Lift housing (21).
  - c. Lower arm (20) slowly until it rests on weather-protective cover (22).



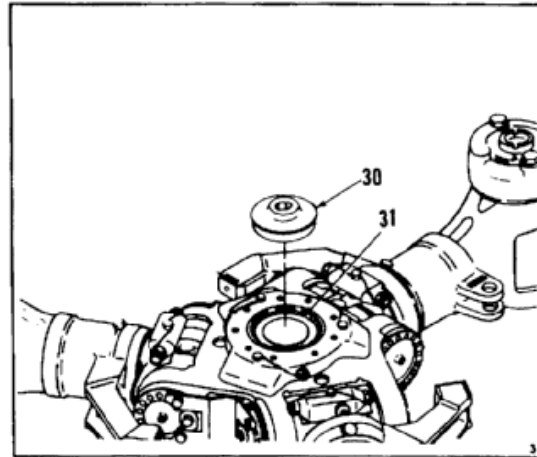
**5-8 REMOVE ROTARY-WING HEAD (Continued)****5-8**

5. Remove nine screws (23) and washers (24).
6. Remove retainer (25), cover (26), and packing (27).
7. Remove retaining ring (28) and tang washer (29).



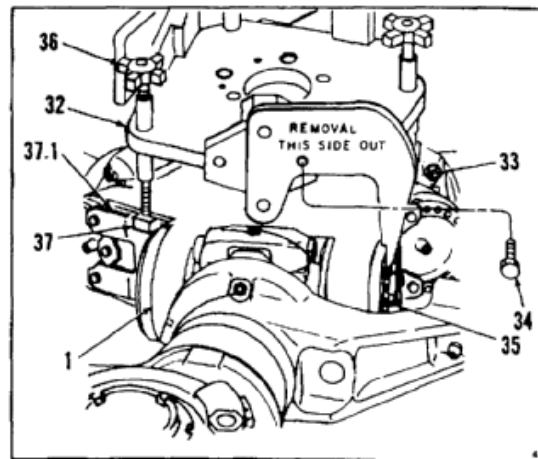
**REMOVE RETAINING NUT**

8. Position socket (T29) (30) on hub retaining nut (31).

**NOTE**

For forward head, install adapter with marking FWD ROTOR THIS SIDE UP on top. For aft head, install adapter with marking AFT ROTOR THIS SIDE UP on top.

9. Install reaction adapter (T28) (32) as follows:
- a. Secure three reaction hooks (33) to adapter (T28) (32), with REMOVAL side out. Use bolts (34).
  - b. Position adapter (T28) (32) on top of head (1) with reaction hooks (33) against caps (35) and with handwheels (36) on top.

**CAUTION**

Do not overtighten handwheels; otherwise, damage to rotor head or adapter can occur.

- c. Position three clamps (37) under top flange (37.1) of head (1). Tighten handwheels (36).

10. Install torque applicator (T2) (38) and tee handle (T161) (39) on reaction adapter (T28) (32). Turn handle, if required, to rotate applicator to engage reaction pins (39.1) in adapter.

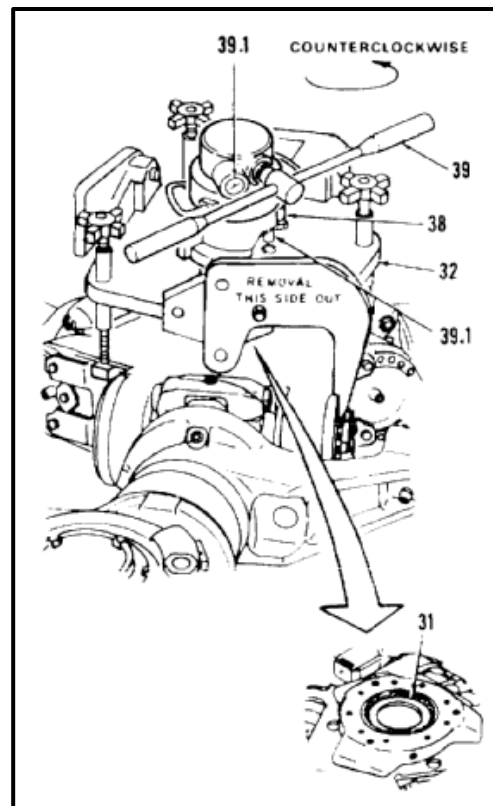


Do not use power tools to turn torque applicator. Applicator could be severely damaged.

#### NOTE

Pins under torque applicator must be fully seated in reaction adapter (T28) to prevent applicator ride-up when torque is first applied.

11. Turn handle (39) counterclockwise until nut (31) is loose.
12. Continue to loosen nut (31) until torque drops to near **0 foot-pounds**. Use speed handle if available.
13. Try to rock applicator (T2) (38). If applicator rocks, go to step 14. If applicator cannot be moved, continue to turn handle (39) until torque forces are relieved. Remove handle.

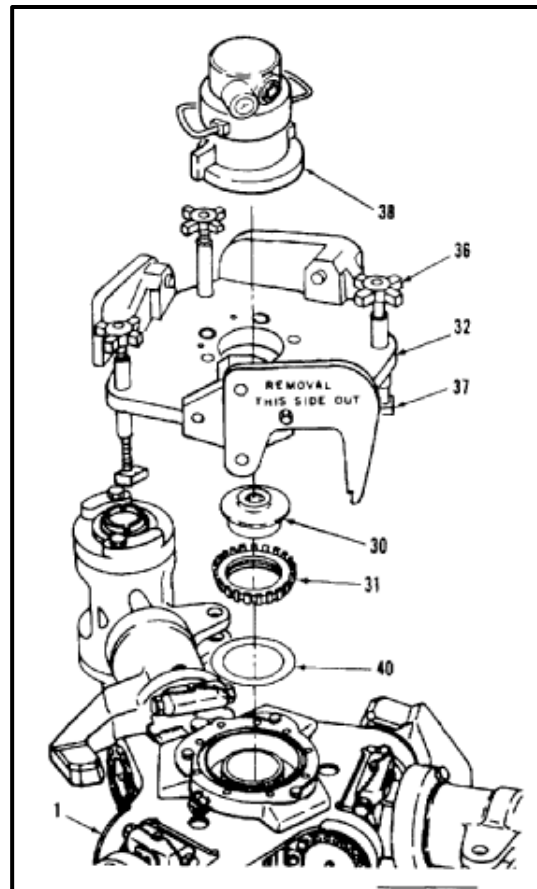


14. Remove torque applicator (T2) (38).
- 14.1. Remove reaction adapter (T28) (32) as follows:
  - a. Loosen three handwheels (36).
  - b. Turn clamps (37) outward.
  - c. Lift reaction adapter (32) from head (1).
- 14.2. Turn socket (30) and nut (31) counterclockwise by hand.

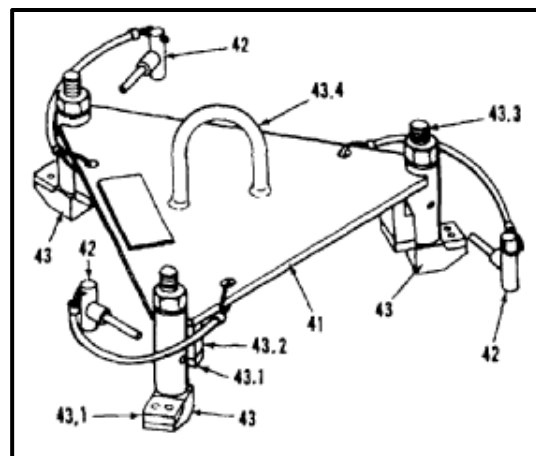
**NOTE**

The socket can be turned using a suitable tool in the drive hole if it cannot be turned by hand.

15. Remove socket (T29) (30).
16. Remove hub retaining nut (31) and washer (40).

**LIFT HEAD**

17. Prepare rotor-head lifting device (T30) (41) as follows:
  - a. Remove three pins (42).
  - b. Turn support arms (43) outward.
  - c. Check that there is a phenolic pad (43.1) on the shoulder of each support arm (43) and on the underside of each block (43.2).
  - d. Check that the distance between centers of the threaded shaft (43.3) of each support arm (43) is not more than **15.25 inches**.
  - e. Check that shoulder and threaded shaft of each support arm (43) is an integral assembly, not welded together.
  - f. Check that handle (43.4) is welded to both surfaces of plate (41).





17.1. Install lifting device (T30) (41) as follows:

- a. Position lifting device (T30) (41) on head (1).
- b. Turn three arms (43) inward under top flange (43.5) of head (1). Make sure each arm points to the center of device (41) within **20°**. Make sure each arm engages flange (43.5) at least **1/4 inch**.
- c. Install three pins (42).



Do not use wrench to tighten nuts. Lifting device (T28) can be damaged.

- d. Hand tighten three nuts (44).

18. Attach two rope guide lines (45) around pitch housing (5). Attach hoist (46) to lifting device (T30) (41).



Head weighs **700 pounds (1,750 pounds)** with blades attached) and can injure personnel if it drops. Head must be supported by hoist and moved carefully to prevent injury.

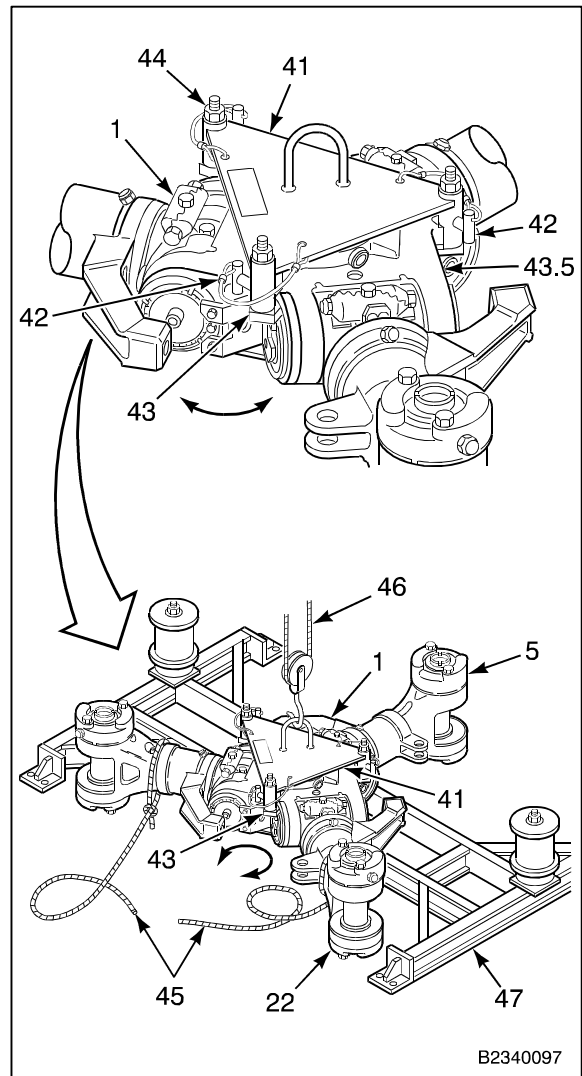


If rotor blades are installed, use special care to prevent blades from uncontrolled swinging. Station personnel at tiedown lines of all blades. Attempting to remove head without securing blades can result in injury to personnel and damage to helicopter.

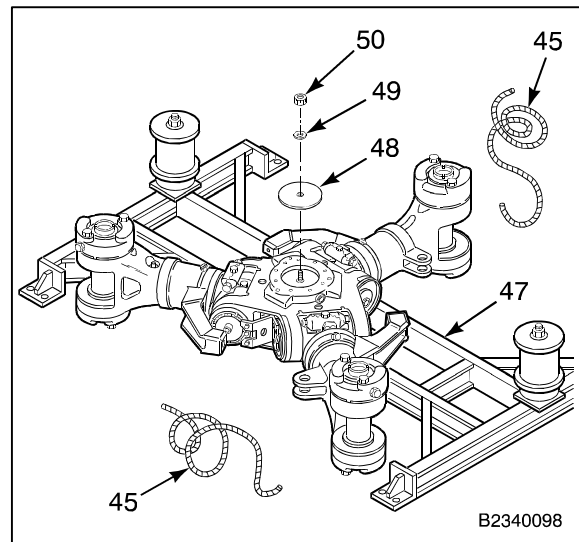


Lift and lower head slowly and carefully to prevent damage to splines, thread, and surfaces.

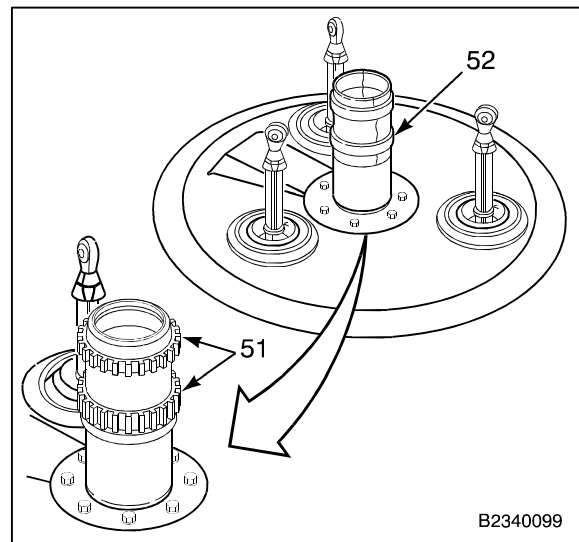
- 19. Lift head (1). Use hoist (46).
- 20. If rotor blades are not installed, position head (1) on handling adapter (T13) (47). Have helper guide head.
- 21. Remove three pins (42). Loosen three nuts (44) and turn three arms (43) outward. Remove lifting device (T30) (41).



22. Remove rope guide lines (45).
23. Install plate (48), washer (49), and locknut (50) on handling adapter (T13) (47).



24. Cover splines (51) of vertical shaft (52). Use barrier material (E80) and tape (E388).



#### **FOLLOW-ON MAINTENANCE:**

- Inspection of installation hardware.
- Inspect retainer (25), cover (26), retaining ring (28), tang washer (29), retaining nut (31) and washer (40) for cracks, distortion, nicks and scratches and for damaged threads on the retaining nut (31).
- Inspect FWD and AFT rotor shaft (Task 6-58).
- Inspect rotor hub surface (Task 5-21.3).

END OF TASK

## 5-8.1 INSPECTION OF OIL LUBE PORTS, ROTOR HEADS

5-8.1

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

Lockwire (E231)  
 Cloth (E120)  
 Lubricating Oil (E254)  
 Torque Wrench

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

Task 1-55  
 TM 55-1520-240-23-1

**General Safety Instructions:****WARNING**

Oil (E254) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

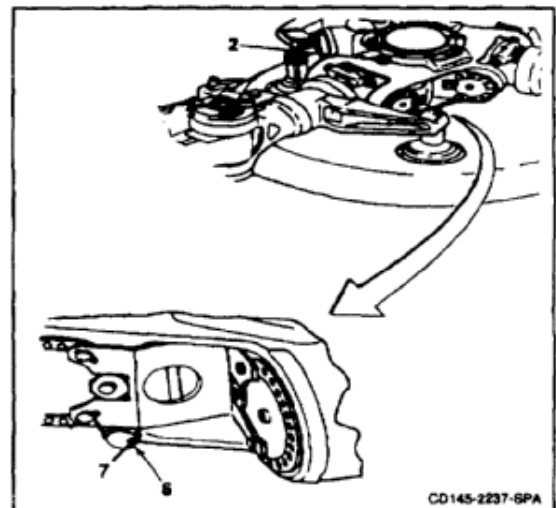
**CAUTION**

A complete or partial restrictions of lubricating oil to the horizontal hinge pin bearings causes premature wear and results in damage to the bearings and related components.

**NOTE**

Six oil lube ports are on the upper surface of the rotor hub. These ports are located on both the forward and aft rotor head.

1. Remove lockwire from drain plug (6) located below each horizontal hinge bearing on the rotor head.
2. Remove lockwire from one of the three filler plugs (4) located on the top of (main) oil tank mounted on the top of the rotor head.
3. Remove filler plugs, one from each tank.
4. Remove plug (6). Observe oil flow. If oil flow is present, **one oz.** minimum, inspection is complete for that drain.
5. If oil flow is not observed, probe the drain hole with a piece of safety wire to free any obstruction.
6. Reinstall drain plug (6) and torque to **16 to 32 inch-pounds**. Lockwire plug (6) to bolt (7). Use lockwire (E231).

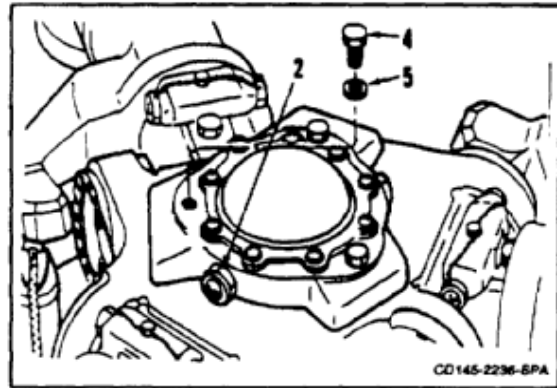


CD145-2237-6PA

7. Repeat inspection of each drain.
8. Fill the tank with lubricating oil (E254). Refer to (Task 1-55).
9. Reinstall filler plugs (4). Torque **60 to 108 inch-pounds**. Lockwire plug (4) to sight indicator (2). Use lockwire (E231).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotor Head Lifting Device (T30)  
 Torque Applicator (T2)  
 Reaction Adapter (T28)  
 Socket (T29)  
 Tee Handle (T161)  
 Torque Wrench, 0-150 Inch-Pounds  
 Hoist  
 Rope Guide Lines  
 Depth Micrometer, 1-12 Inches  
 Rawhide Mallet  
 Brush, 1 Inch

**Materials:**

Grease (E190)  
 Cloth, Cleaning (E120)  
 Dry Cleaning Solvent (E162)  
 Gloves (E186)  
 Pipe Cleaner (E469)  
 Goggles (E473)

**Parts:**

Packing  
 Cotter Pins

**Personnel Required:**

CH-47 Helicopter Repairer (6)  
 Inspector

**Equipment Condition:**

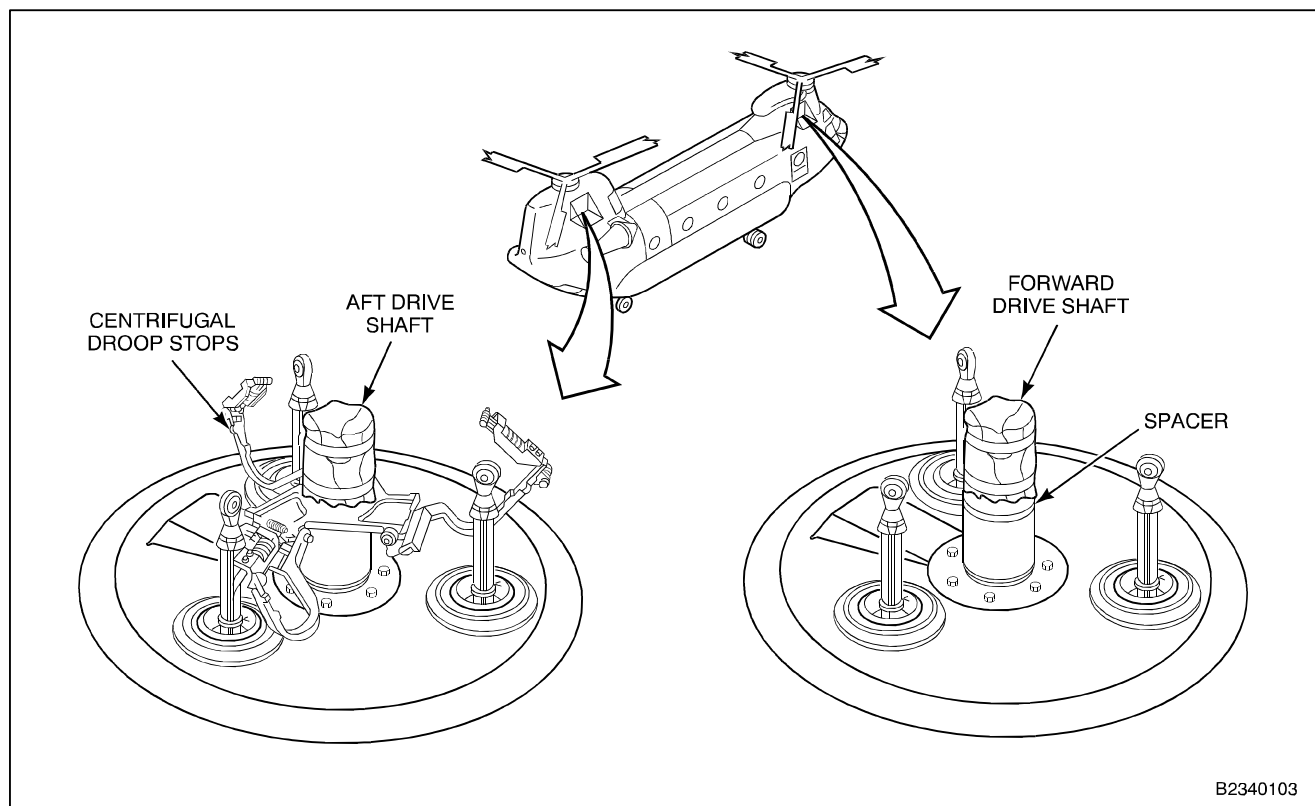
Prior to installation of any rotor head received from the supply system, perform oil flow inspection (Task 5-8.1).

**References:**

Task 5-8  
 Task 5-8.1  
 Task 5-9  
 TM 55-1520-240-23P

**General Safety Instructions:**

Head and splines require a thick brush coat of grease. Seating surfaces of droop stop plate, spacer, and head must be clean and grease free. Dirty seating surfaces can cause decrease in hub nut torque. This could result in damage to head, nut, or rotor shaft.



**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Check rotor hub data plate serial number to ensure that it does not read UW3018. If rotor hub (S/N UW3018) is found, do not install. Immediately contact the technical point of contact in TB 1-1520-240-20-134.



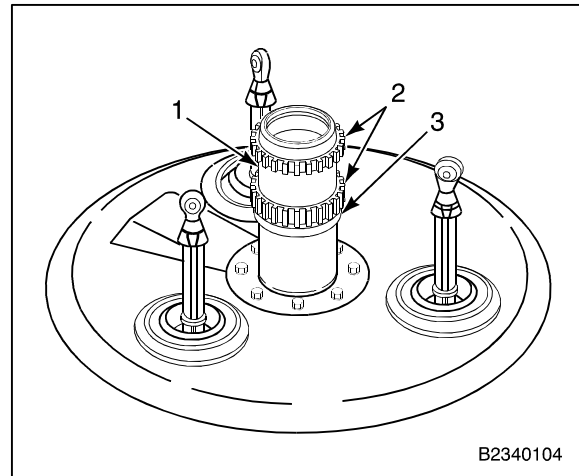
Horizontal hinge pins with serial numbers of UW2407 and prior that do not have a suffix "A" vibro engraved after the serial number and with total time since new of **4800 flight hours** or more must be replaced.

**NOTE**

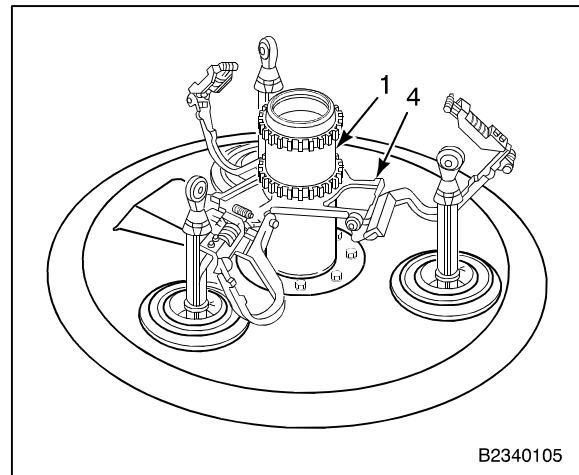
Procedure is similar to install rotary-wing head with or without blades attached. Installation of rotary-wing head with blades removed is shown.

Task is similar for forward and aft rotary-wing heads. Differences are noted in text. Forward rotary-wing head can be installed with forward transmission package in workstand.

1. Remove barrier material from driveshaft (1). Clean splines (2). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186). Wipe splines dry. Use clean cloth (E120). Apply thick coat of grease (E190) evenly to splines. Use brush (E86).
- 1.1. Check weight cavity drain hole in pitch-varying housing to ensure it is clear of debris. Use pipe cleaner (E469).
2. Check that spacer (3) is installed on shaft (1) of forward transmission.
3. Check that centrifugal droop stop (4) is installed on shaft (1) of aft vertical shaft.



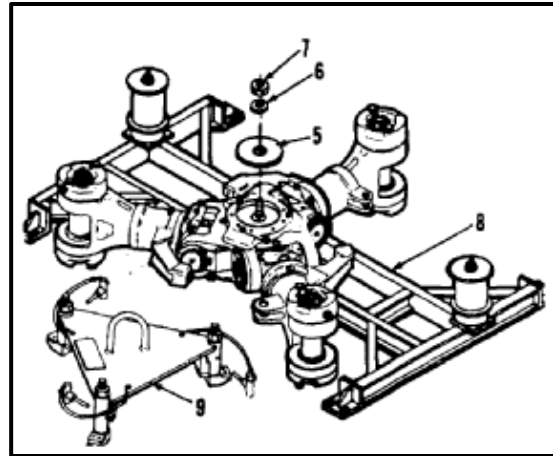
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B2340105

**PREPARE HEAD**

4. Remove plate (5), washer (6), and locknut (7) from handling adapter (T13) (8).
- 4.1. Prepare lifting device (T30) (9) for installation (Task 5-8, step 17).

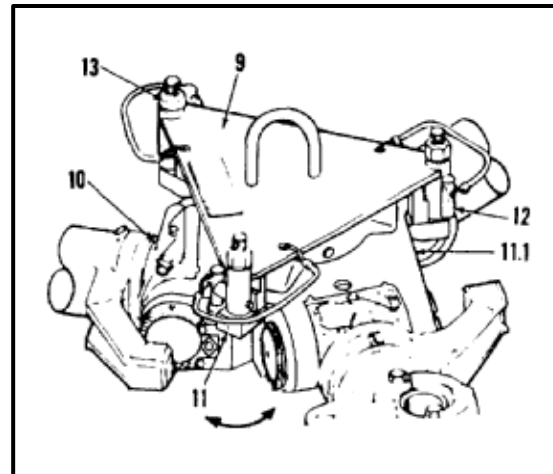


5. Install lifting device (T30) (9) on hub (10) as follows:
  - a. Position lifting device (9) on hub (10).
  - b. Turn three arms (11) inward under top flange (11.1) of hub (10). Make sure each arm points to the center of device (9) within  $20^\circ$ . Make sure each arm engages flange at least **1/4 inch**.
  - c. Install three pins (12).



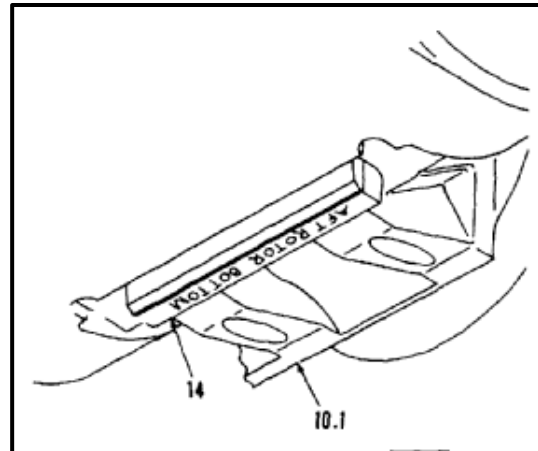
Do not use wrench to tighten nuts.  
Lifting device (T30) can be damaged.

- d. Hand-tighten three nuts (13).

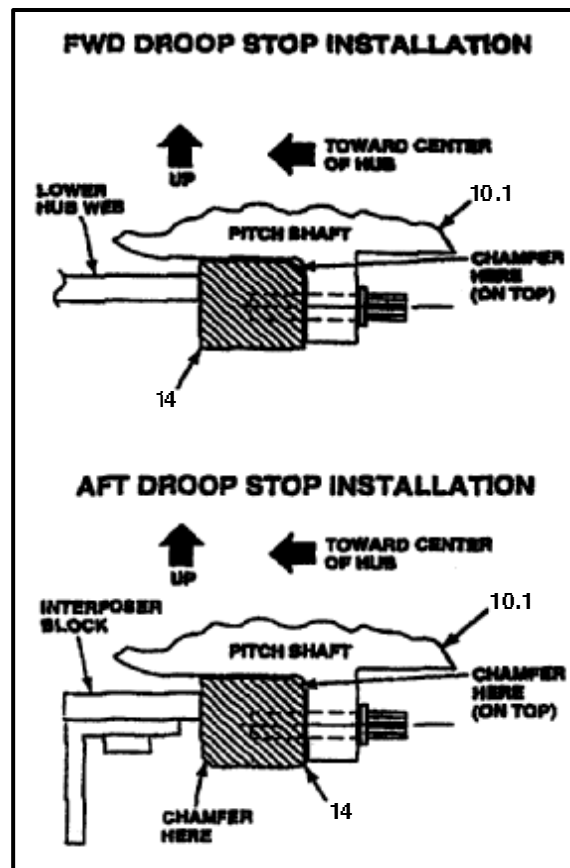


**WARNING**

The droop stops are installed with "BOTTOM" marking down. The marking may or may not be legible. However, correct installation is determined by proper positioning of chamfers.



6. Check that correct fixed droop stops (14) are installed on pitch shaft (10.1) in three places with the chamfer upward in the radius of the pitch shaft droop stop boss.





7. Attach two rope guidelines (15) to rotary-wing head (16). Attach hoist (17) to lifting device (T30) (9).

**WARNING**

Head weighs **700 pounds (1,750 pounds)** with blades attached) and can injure personnel if it drops. Head must be supported by hoist and moved carefully to prevent injury.

**WARNING**

If rotor blades are installed, use special care to prevent blades from uncontrolled swinging. Station personnel at tiedown lines of all blades. Attempting to install head without securing blades can result in injury to personnel and damage to helicopter.

**CAUTION**

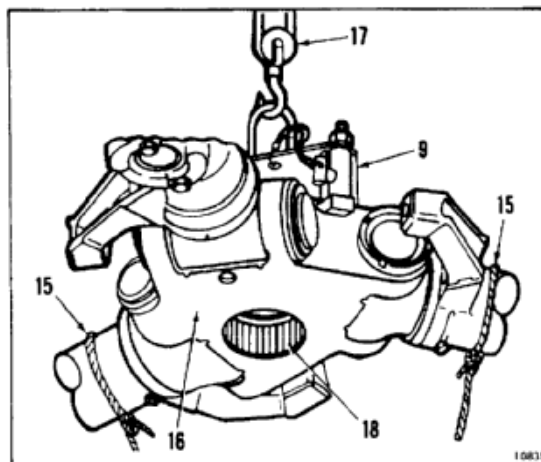
Lift and lower head slowly and carefully to prevent damage to splines, thread, and surfaces.

**NOTE**

Grease on shaft splines will be pushed down by head onto seating surfaces.

**INSTALL HEAD**

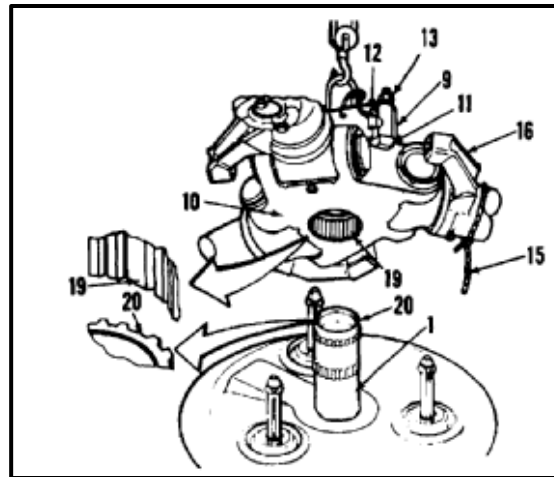
8. Lift head (16). Use hoist (17). Clean splines (18). Use cloth (E120) damp with solvent (E162). Wipe dry. Use clean cloth (E120). Reach under head and apply thick coat of grease (E190) evenly to splines (18). Use a **1 inch** brush. Make sure lower surface of head is free of grease. Wear gloves (E186).



**CAUTION**

Move head slowly when positioning head on shaft. Misalignment can damage head or shaft. Use care to avoid pitch links.

9. Have helper position head (16) over drive shaft (1). Align master spline (19) of head with master spline (20) of shaft.
10. Lower head (16) onto shaft (1) until hub (10) is seated. Remove excess grease from top and bottom of hub. Use cloths (E120).
11. Remove lifting device (T30) (9) as follows:
  - a. Loosen three nuts (13) and remove three pins (12).
  - b. Turn three arms (11) outward.
  - c. Remove lifting device (T30) (9).
- 11.1. Remove ropes (15).



12. Deleted.
13. Deleted.

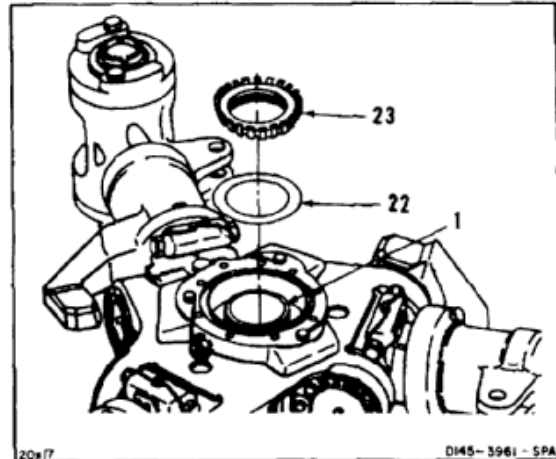
### INSTALL RETAINING NUT

14. Install washer (22) on shaft (1).
15. Check thread of hub nut (23) for damaged thread.
16. Apply thinnest possible coat of grease (E190) evenly to thread of nut (23) and exposed thread of shaft (1). Use a **1 inch** brush. Wipe excess grease from thread. Use cloth and hand pressure.



Use of tools to seat nut may cross threads.

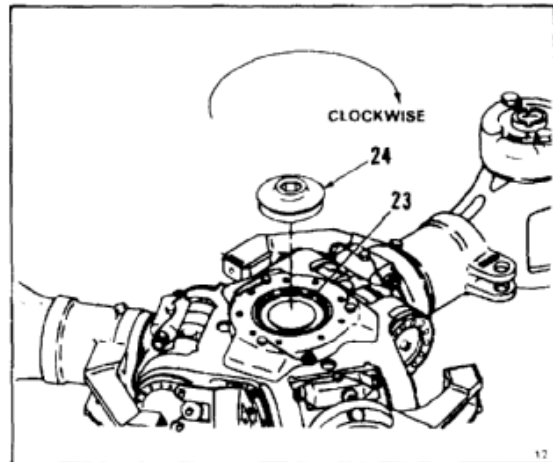
17. Install nut (23) on shaft (1). Use hand pressure only.



18. When nut (23) is fully seated, install socket (T29) (24) on nut (23). Turn nut clockwise hand-tight.

**NOTE**

Speed handle may be used to tighten nut until torque begins to increase.

**NOTE**

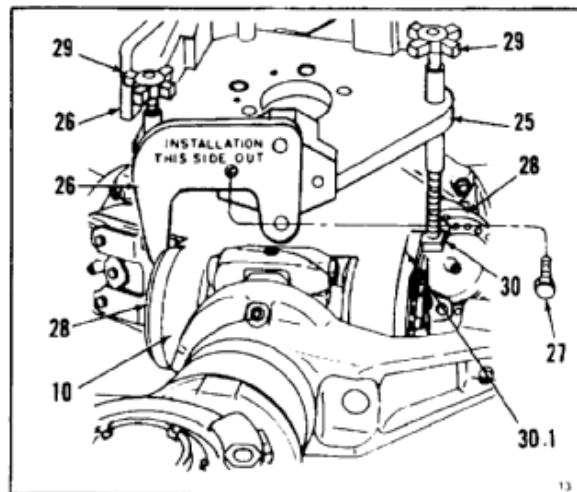
For forward head, install adapter with marking FWD ROTOR THIS SIDE UP on top. For aft head, install adapter with marking AFT ROTOR THIS SIDE UP on top.

19. Install reaction adapter (T28) (25) as follows:
- Secure three reaction hooks (26) to adapter (T28) (25) with INSTALLATION side out. Use bolts (27).
  - Position adapter (T28) (25) on top of hub (10), with reaction hooks (26) against caps (28) and with handwheels (29) on top.



Do not overtighten handwheels; otherwise, damage to rotor hub or adapter can occur.

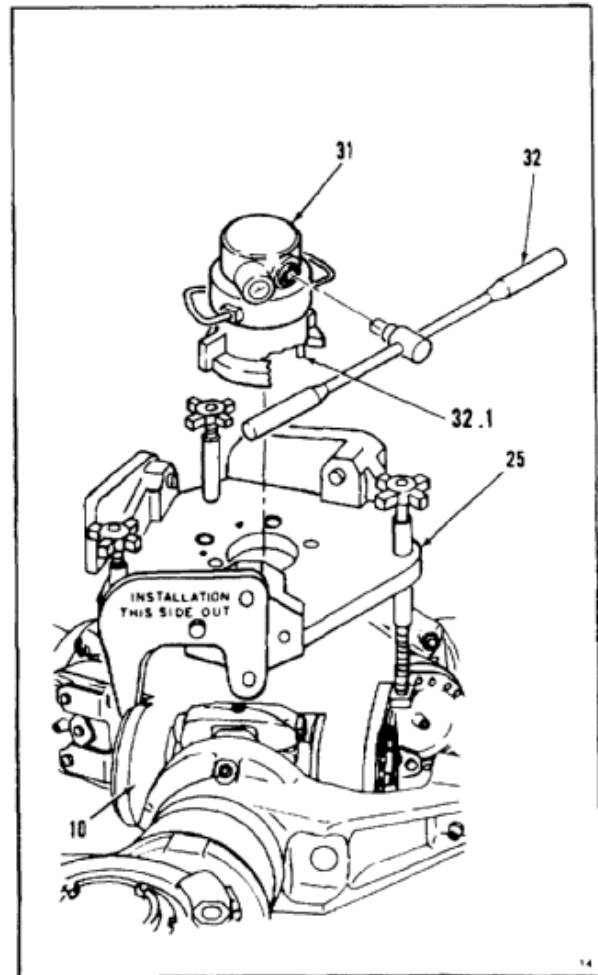
- Position three clamps (30) under top flange (30.1) of hub (10). Tighten handwheels (29).



**NOTE**

Pins under torque applicator must be fully seated in reaction adapter (T28) to prevent applicator ride-up when torque is first applied.

20. Position torque applicator (T2) (31) on reaction adapter (T28) (25). Turn tee handle (T161) (32) to rotate applicator to engage reaction pins (32.1) in adapter.



**WARNING**

Torque must be applied to hub nut as described. Wrong torque can result in loss of helicopter and loss of life.

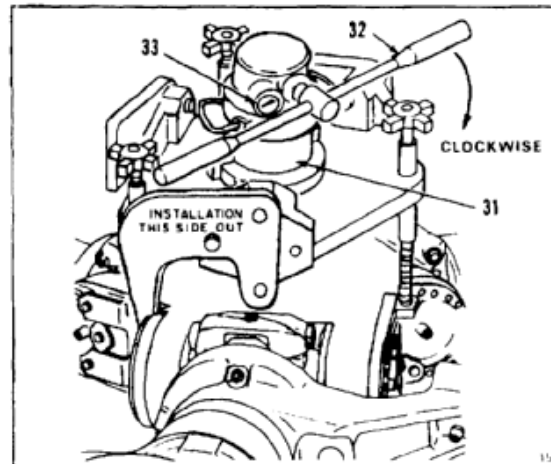
**CAUTION**

Do not use power tools to turn torque applicator. Applicator could be severely damaged.

**NOTE**

Gage on torque applicator (T2) is direct reading and shows actual torque applied to nut. Allowable torque range for tang washer alignment is **5500 to 6000 foot-pounds**. No nut stabilization of any amount of time is required.

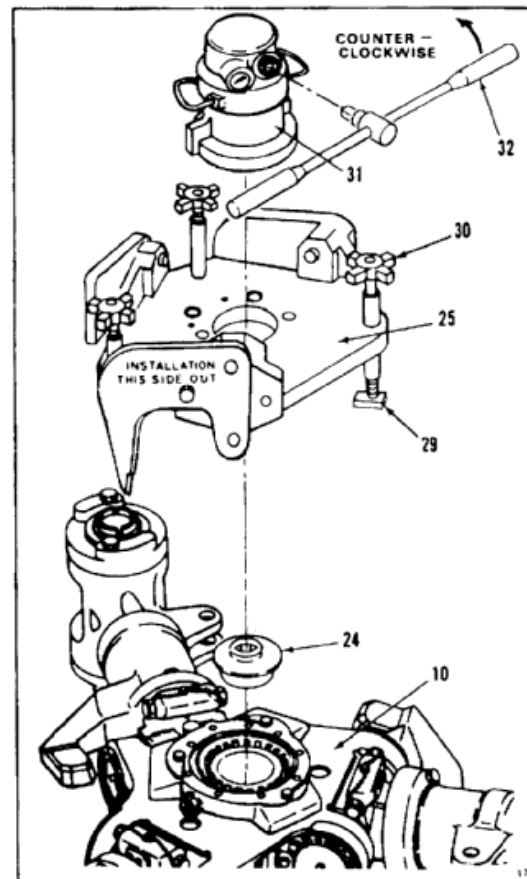
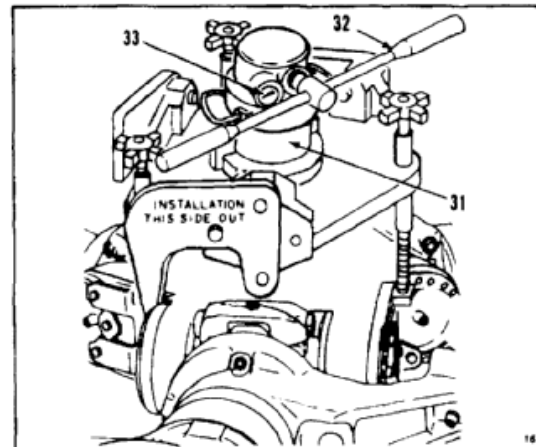
21. Have helper turn handle (T161) (32) clockwise. Observe gage (33) on torque applicator (T2) (31). Turn handle until gage indicates **5500 foot-pounds**. Apply torque slowly as gage reading approaches **5500 foot-pounds**.



**WARNING**

If handle is turned past an indication of **0 foot-pounds**, torque on hub nut may be reduced, loss of helicopter and loss of life may result.

22. Have helper turn handle (T161) (32) counterclockwise until gage (33) on torque applicator (T2) (31) indicates **0 foot-pounds**.
23. Try to rock applicator (T2) (31). If applicator rocks, go to step 24. If applicator cannot be moved, continue to turn handle (32) until torque is relieved.
24. Remove handle (T161) (32) and torque applicator (T2) (31).
25. Remove reaction adapter (T28) (25) as follows:
  - a. Loosen three handwheels (30).
  - b. Turn clamps (29) outward.
  - c. Lift reaction adapter (25) from hub (10).
26. Remove socket (T29) (24).



27. Install tang washer (34) on nut (23).

**WARNING**

Do not file tang washer to make it fit. Filing can cause tangs to break causing loss of helicopter and loss of life.

28. If tang washer (34) cannot be seated in any position, repeat steps 12 thru 27. Increase torque of step 21 to **5750 foot-pounds** to permit washer to be seated.
29. If tang washer (34) cannot be seated in any position, repeat steps 18 thru 27, increasing torque to **6000 foot-pounds**.

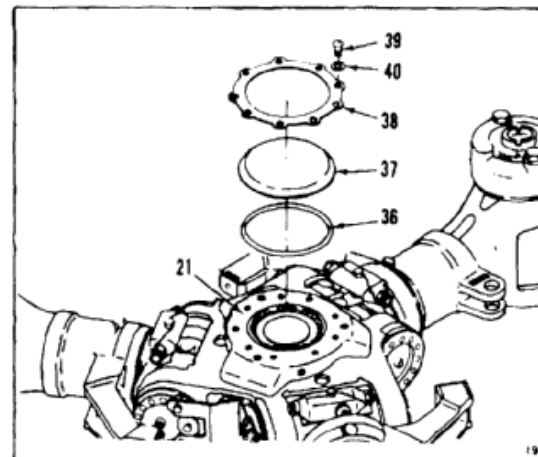
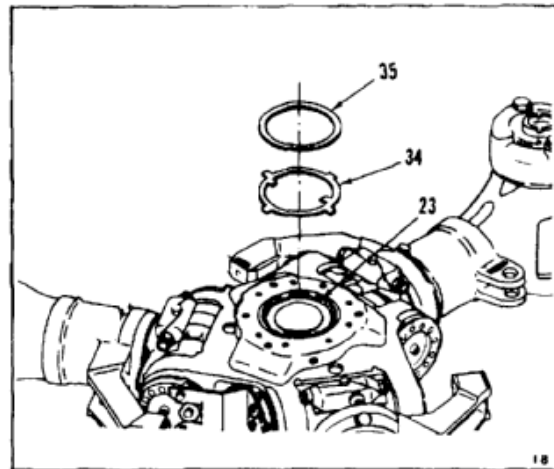
**WARNING**

Before backing off torque, the three reaction hooks must be reversed so that the REMOVAL side faces out, as in Task 5-8; otherwise, injury to personnel and damage to equipment may occur.

30. If tang washer (34) still will not seat, back off nut (23). (Refer to Task 5-8.) Repeat steps 18 thru 27, torquing nut to **5600 foot-pounds** and other in-between torques as needed for washer alignment.
31. Install retaining ring (35) in groove of nut (23).

**INSPECT**

32. Install packing (36) on hub oil tank (21).
33. Position cover (37) on hub oil tank (21).
34. Position retainer (38) on cover (37). Install nine screws (39) and washers (40). Torque screws to **23 inch-pounds**.

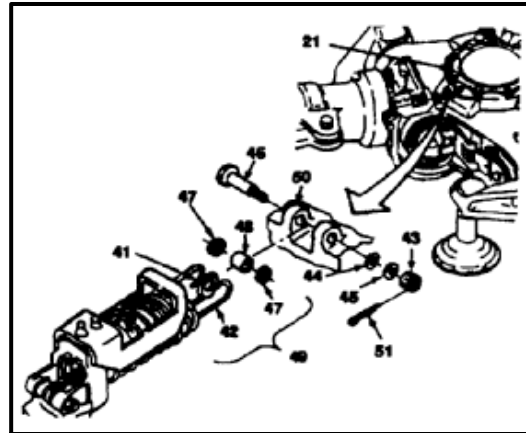




**5-9 INSTALL ROTARY-WING HEAD (Continued)**

5-9

35. On aft hub oil tank (21) only, connect each of three droop stop springs (41) and limiter springs (42) as follows:
- Remove nut (43), washers (44 and 45) and bolt (46).
  - Check that spring (41), limiter spring (42), special washers (47), and bearing (48) are assembled as shown.
  - Install assembly (49) between lugs (50).
  - Install bolt (46), nut (43), and cotter pin (51). Install washers (44 and 45), if required, to align cotter pin.



36. Check that there is no gap between flange of bushing (52) and lower surface of lower lug (53).



Have qualified inspector verify that bushings (52) are installed. Damage to rotor head/pitch-varying housing will result bushings are left out of lower lugs.

**INSTALL HEAD WITHOUT 50**

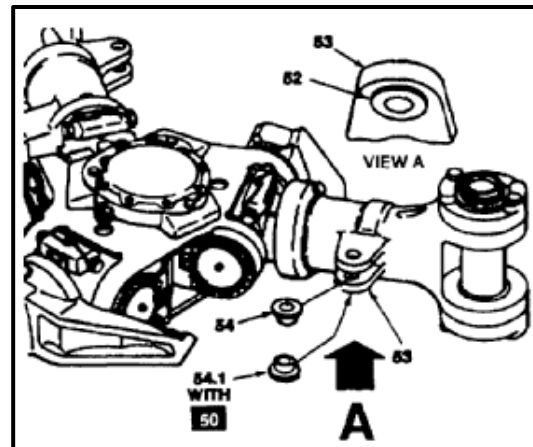
37. Install one sliding bushing (54) in each of the three lower lugs (53).

**INSTALL HEAD WITH 50**

38. Do not install bushings (54 and 54.1) in each of the three lower lugs (53). Bushings are part of rotor head.

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Attach pitch links to pitch housings (Task 5-99).
- Remove pitch lockpins (T22) if blades were attached (Task 5-96.2).
- Check vertical pin angles (Task 11-55).
- Install rotary-wing blades if blades were not attached (Task 5-84).
- Install droop stop shrouds on aft head, if required (Task 5-48.5).
- Inspect centrifugal droop stop springs and balancing arms (Task 5-50).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Applicator (T2)  
Reaction Adapter (T28)  
Socket (T29)  
Tee Handle (T161)  
Torque Wrench, 5 to 50 Inch-Pounds

**Materials:**

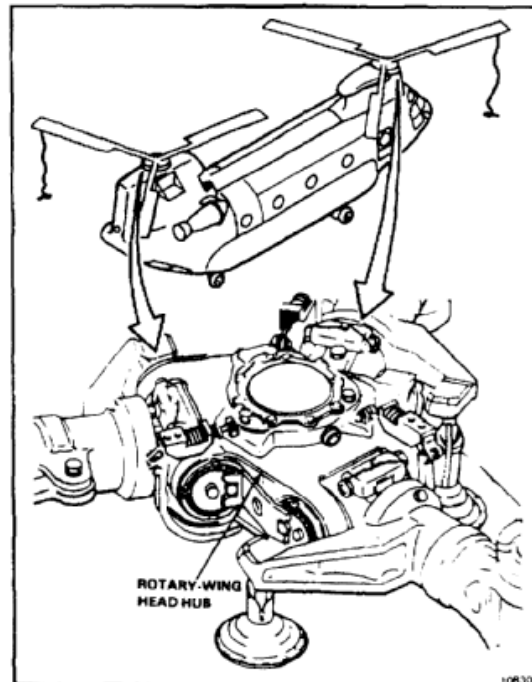
None

**Personnel Required:**

Medium Helicopter Repairer (3)  
Inspector

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward and Aft Work Platforms Open (Task 2-2)  
Tiedown Lines Installed on One Forward and One Aft  
Blade (Task 1-26)



**WARNING**

Rotary-wing blades can seriously injure personnel. Make sure area around helicopter is clear of personnel before moving blades.

**CAUTION**

To prevent dropping and damaging rotor head, use two men when installing reaction adapter.

**NOTE**

The retaining nut torque must be checked following the first flight after rotary-wing head installation.

Procedure is same for forward or aft rotary-wing heads.

1. Check cockpit controls to ensure thrust control is in the ground detent position.
2. Remove nine screws (1) and washers (2).
3. Remove retainer (3), cover (4) and packing (5).
4. Remove retaining ring (6) and tang washer (7).

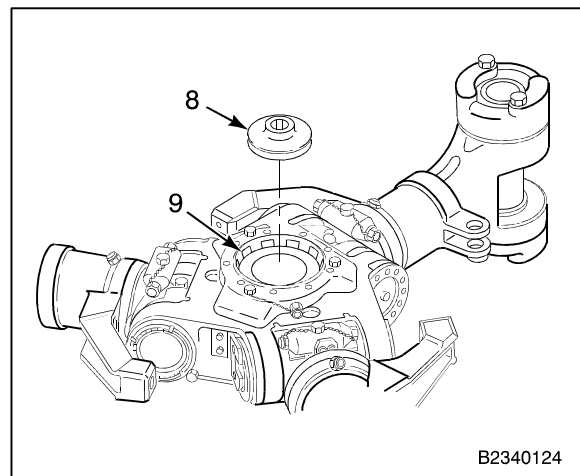
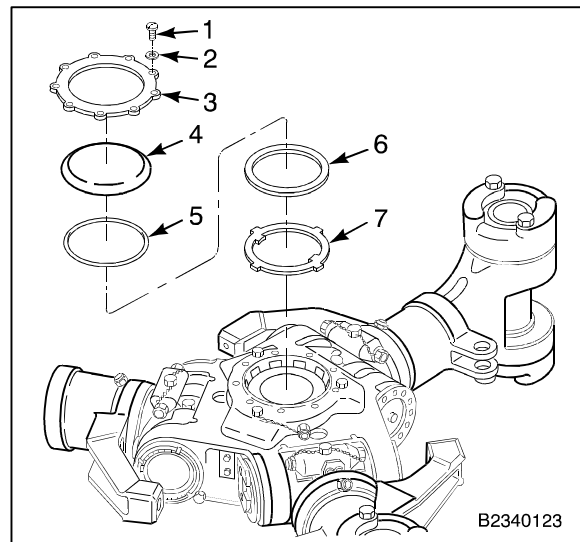
**NOTE**

Use grease pencil to mark a line on nut (9) and socket (8).

5. Position socket (T29) (8) on hub retaining nut (9).

**NOTE**

For forward head, install adapter with marking FWD ROTOR THIS SIDE UP on top. For aft head, install adapter with marking AFT ROTOR THIS SIDE UP on top.

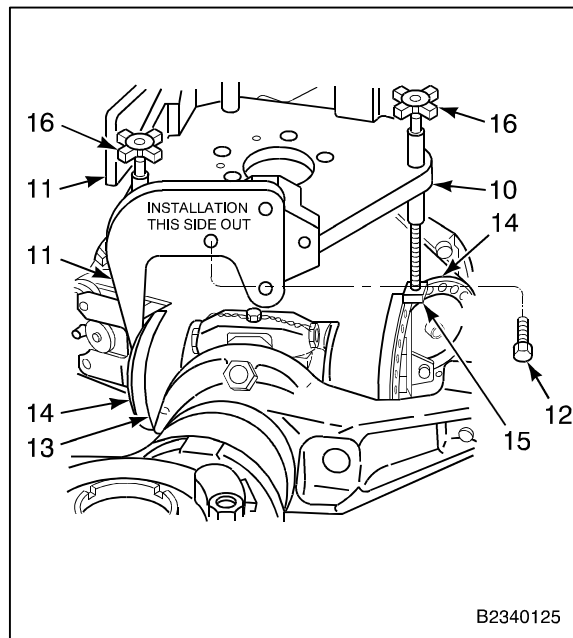


6. Install reaction adapter (128) (10) as follows:
  - a. Secure three reaction hooks (11) to adapter (T28) (10) with INSTALLATION side out. Use bolts (12).
  - b. Position adapter (T28) (10) on top of hub (13), with reaction hooks (11) against caps (14).



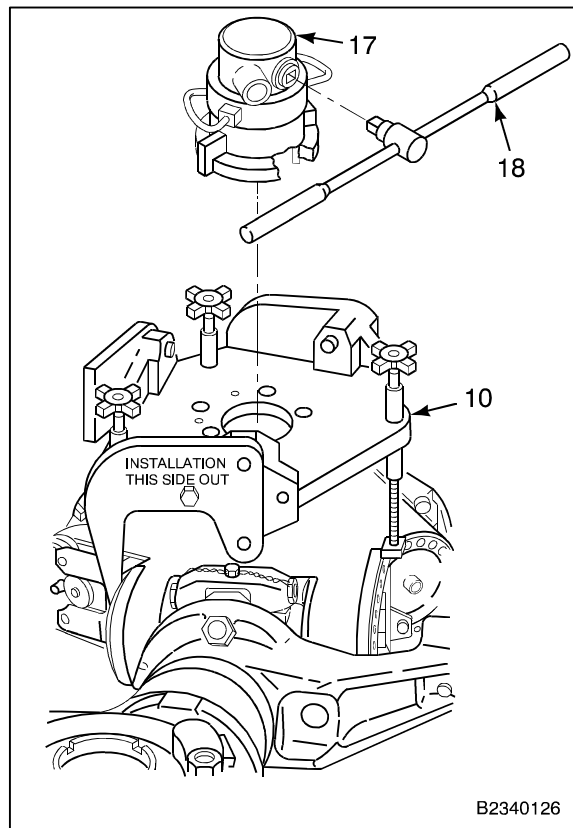
Do not overtighten handwheels; otherwise, damage to component can occur.

- c. Position three clamps (15) under top flange of hub (13). Tighten handwheels (16).



B2340125

7. Position torque applicator (T2) (17) on reaction adapter (T28) (10). Rotate applicator until it is seated against adapter. Turn tee handle (T161) (18) to rotate applicator until it is fully seated.



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## 5-9.1 ROTARY-WING HEAD RETAINING NUT TORQUE CHECK (Continued)

5-9.1

**WARNING**

Torque must be applied to hub nut as described. Wrong torque can result in loss of helicopter and loss of life.

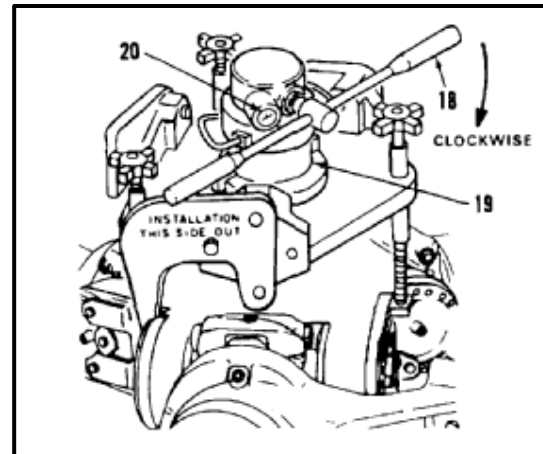
**CAUTION**

Do not use power tools to turn torque applicator. Applicator could be severely damaged.

**NOTE**

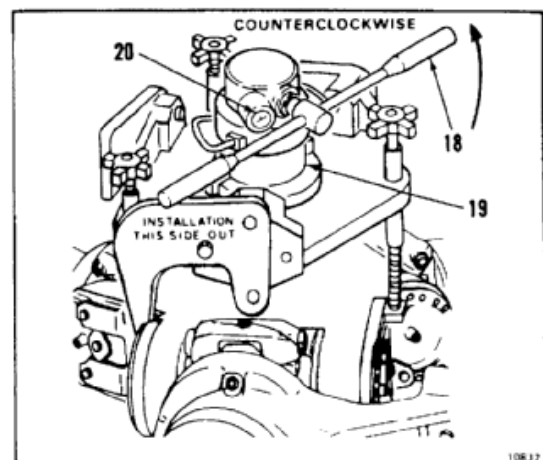
Gage on torque applicator (T2) is direct reading and shows actual torque applied to nut. Allowable torque range for tang washer alignment is **5500 to 6000 foot-pounds**.

8. Have helper turn handle (T161) (18) clockwise. Observe gage (20) on torque applicator (T2) (19). Turn handle until gage indicates **5500 to 6000 foot-pounds**. Apply torque slowly as gage reading approaches **5500 foot-pounds**.

**WARNING**

If handle is turned past indication of **0 foot-pounds**, torque on hub nut may be reduced. Loss of helicopter and loss of life can result.

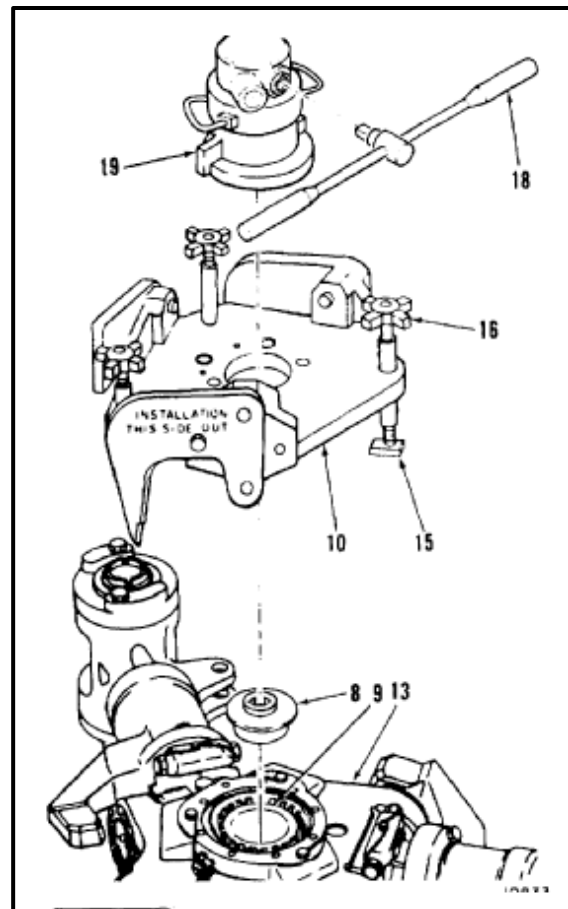
9. Have helper turn handle (18) counterclockwise until gage (20) on torque applicator (T2) (19) indicates **0 foot-pounds**. Do not continue turning handle.
10. Try to rock applicator (T2) (19). If applicator rocks, go to step 11. If applicator cannot be moved, continue to turn handle (T161) (18) until torque forces are relieved.



11. Remove handle (T161) (18) and torque applicator (T2) (19).
12. Remove reaction adapter (T28) (10) as follows:
  - a. Loosen three handwheels (16).
  - b. Turn clamps (15) outward.
  - c. Lift reaction adapter (10) from hub (13).
13. Remove socket (T29) (8).
14. Check nut (9) for movement. If nut did not move during torque check, go to step 15. If nut (9) moved, make an entry in the helicopter log book that nut (9) must be checked following the next flight.

**NOTE**

If at the subsequent recheck, the nut again turns at the minimum torque, remove the rotary-wing head and inspect for contamination, incorrect installation, or defective components.



## 5-9.1 ROTARY-WING HEAD RETAINING NUT TORQUE CHECK (Continued)

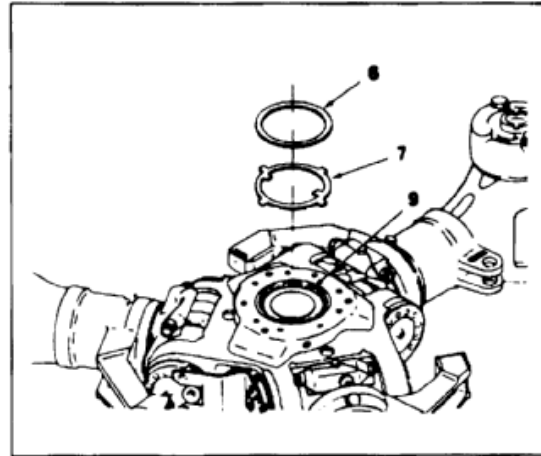
5-9.1

15. Install tang washer (7) on nut (9).

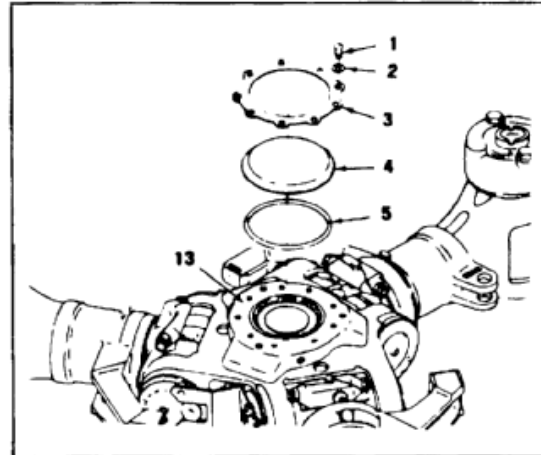
**WARNING**

Do not file tang washer to make it fit. Filing can cause tangs to break causing loss of helicopter and loss of life.

16. If nut (9) moved during torque check and tang washer (7) cannot be seated in any position, repeat steps 6 thru 15. Increase/vary torque upward accordingly, not to exceed **6000 foot-pounds** to seat tang washer (7).
17. Install retaining ring (6) in groove of nut (9).

**INSPECT**

18. Install packing (5) on hub oil tank (13).
19. Position cover (4) on hub oil tank (13).
20. Position retainer (3) on cover (4). Install nine screws (1) and washers (2). Torque screws to **23 inch-pounds**.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Close forward or aft work platforms (Task 2-2).  
Remove tiedown lines from forward and aft blades.

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Container, 2 Quart

**Materials:**

Lockwire (E231)

**Parts:**

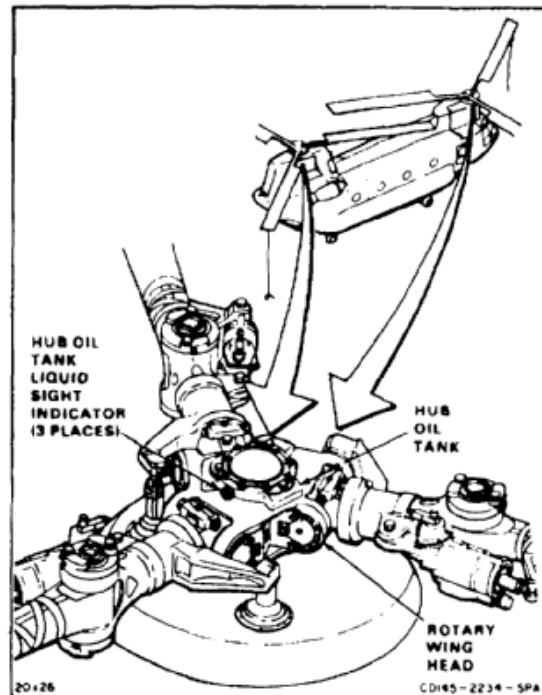
Packing

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Tiedown Line Installed on One Forward and One Aft Blade (Task 1-26)
- Forward or Aft Work Platform Open (Task 2-2)



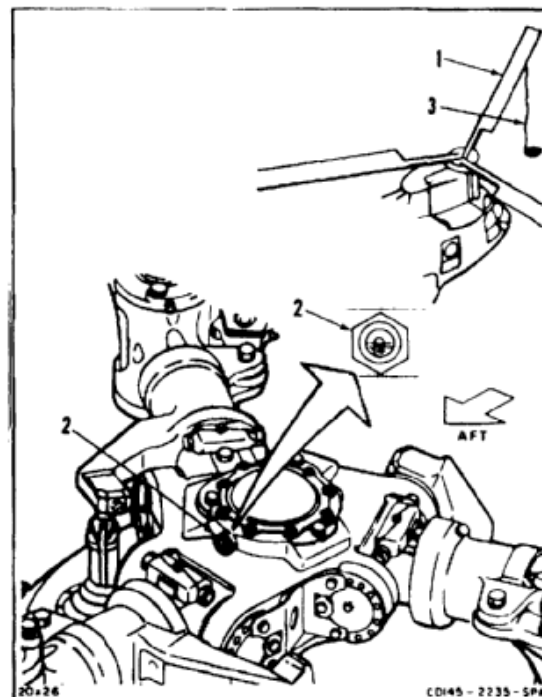
**WARNING**

Rotor blades can seriously injure personnel. Make sure area around helicopter is clear of personnel before moving rotor blades.

**NOTE**

Procedures are same for removing any hub oil tank sight indicator.

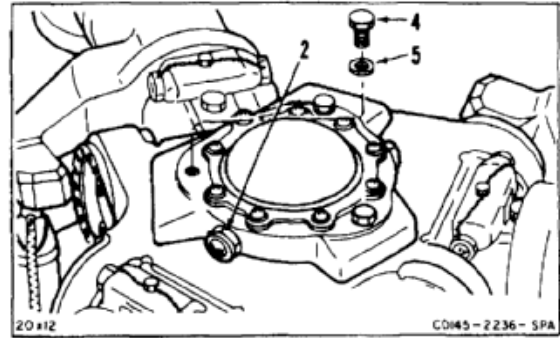
1. Turn rotor blades (1) until sight indicator (2) to be removed faces aft. Use tiedown line (3) to turn blades.



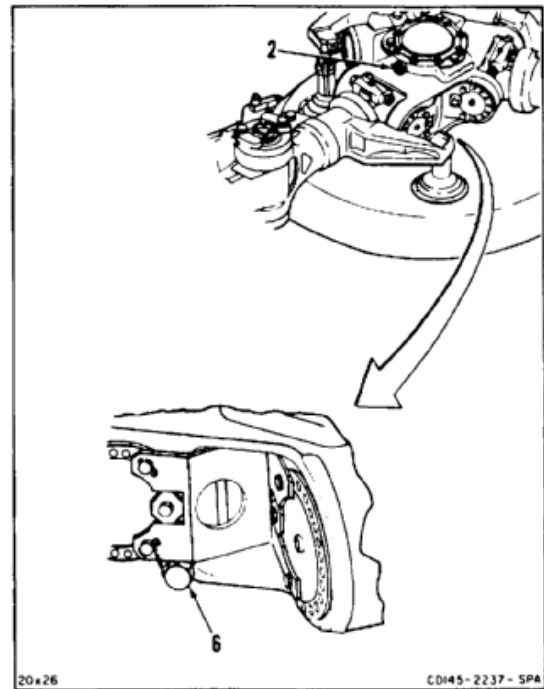


5-10 REMOVE HUB OIL TANK SIGHT INDICATOR (Continued)

2. Remove lockwire between filler plug (4) and sight indicator (2). Remove filler plug and packing (5).



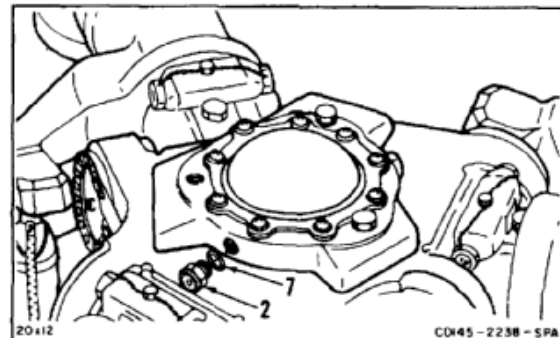
3. Remove lockwire from aft drain plug (6). Loosen plug and drain oil until oil level below sight indicator (2). Use container for oil.
4. Tighten and lockwire drain plug (6). Use lockwire (E231).



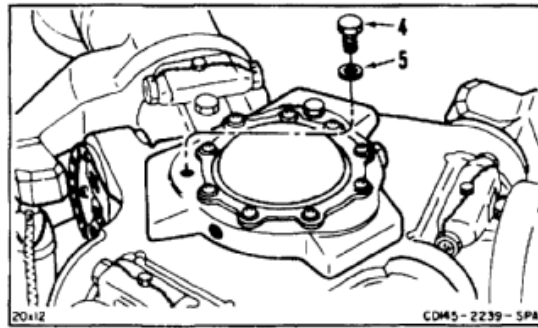
**CAUTION**

Do not turn rotors with sight indicator removed. Turning rotors will cause oil to spill from open port.

5. Remove sight indicator (2) and packing (7).



6. Install filler plug (4) and packing (5). Do not torque plug at this time.



***FOLLOW-ON MAINTENANCE:***

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Lubricating Oil (E254/E254.1)

**Parts:**

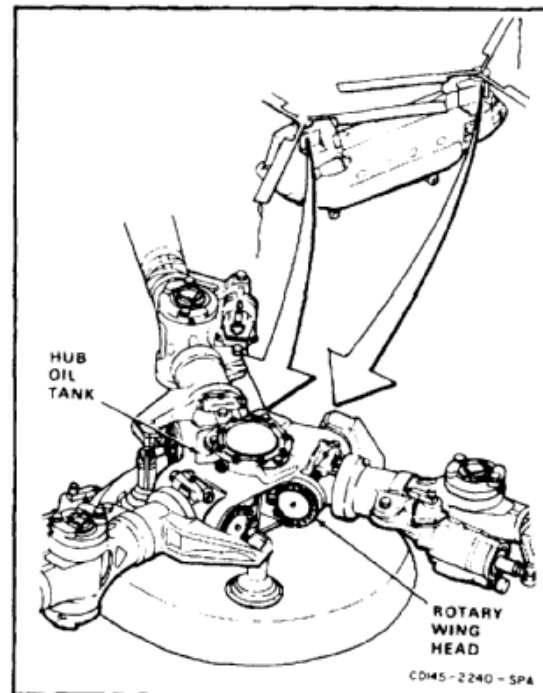
Packing

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

TM 55-1520-240-23P

**WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

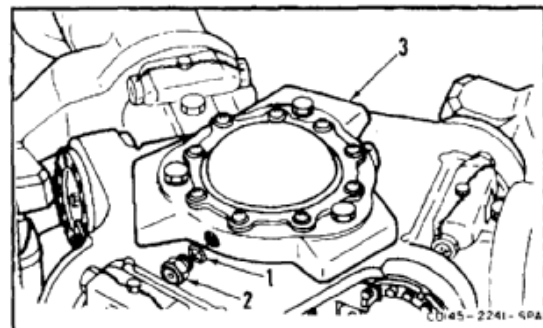
Procedures are same for installing any hub oil tank sight indicator.

1. Lubricate packing (1). Use lubricating oil (E254/E254.1). Install packing (1) on sight indicator (2).
2. Install indicator (2) in hub oil tank (3). Torque indicator to **115 inch-pounds**. Do not lockwire at this time.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Service hub oil tank (Task 1-55).

END OF TASK



INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Container, 2 Quart

**Materials:**

Lockwire (E231)

**Parts:**

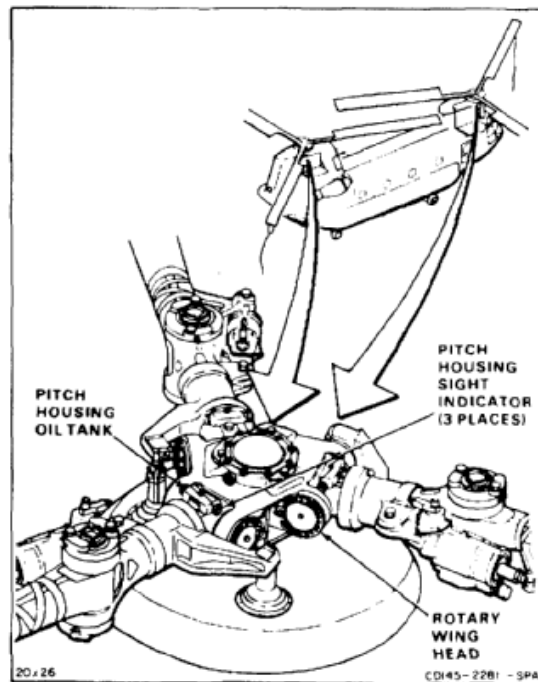
Packing

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line Installed on One Forward and One Aft  
 Blade (Task 1-26)  
 Forward or Aft Work Platform Open (Task 2-2)



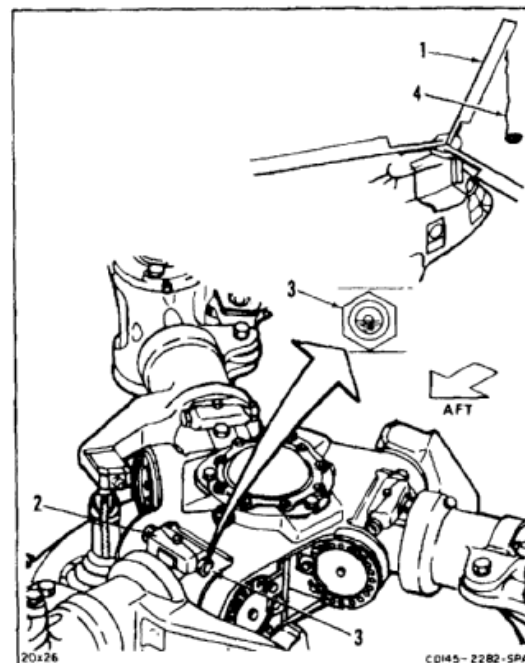
**WARNING**

Rotor blades can seriously injure personnel. Make sure area around helicopter is clear of personnel before moving rotor blades.

**NOTE**

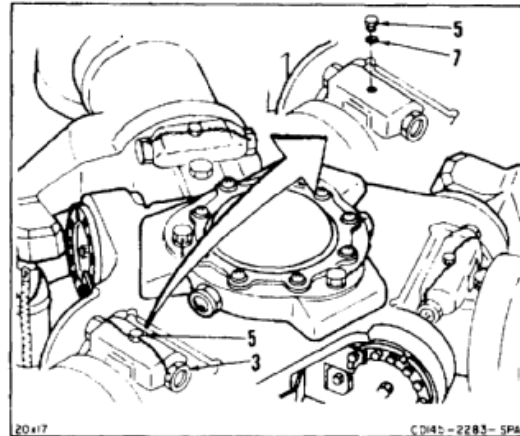
Procedures are same for removing any pitch housing oil tank sight indicator.

1. Turn rotor blades (1) until tank (2) with sight indicator (3) to be removed, is within reach. Use tiedown line (4) to turn blades.

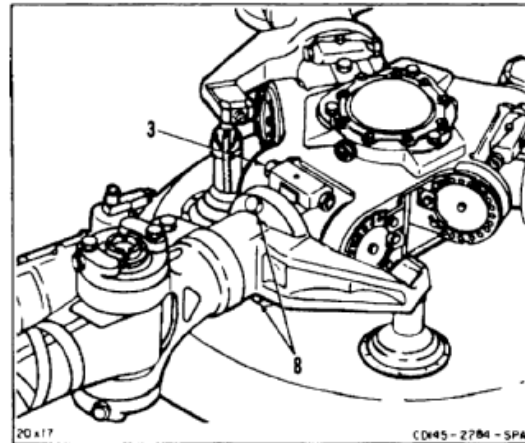


5-12 REMOVE PITCH HOUSING OIL TANK SIGHT INDICATOR (Continued)

2. Remove lockwire between filler plug (5) and sight indicators (3). Remove filler plug and packing (7).



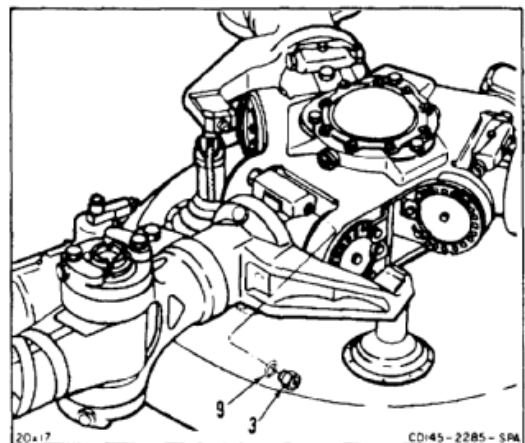
3. Remove lockwire from two plugs (8). Loosen plugs and drain oil until oil level is below sight indicator (3). Tighten plugs. Lockwire plugs together. Use lockwire (E231).



**CAUTION**

Do not turn rotors with sight indicator removed. Turning rotors will cause oil to spill from open port.

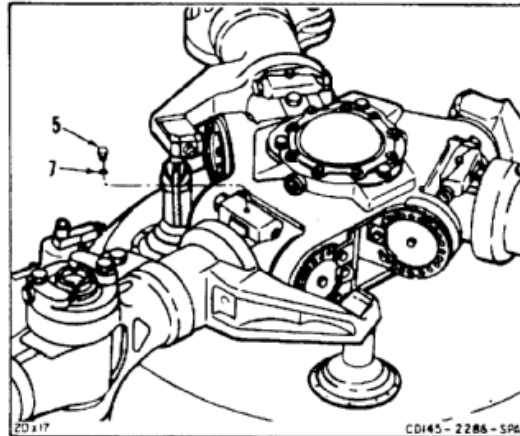
4. Remove sight indicator (3) and packing (9).



5. Install filler plug (5) and packing (7). Do not lockwire plug at this time.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Lubricating Oil (E254/E254.1)

**Parts:**

Packing

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

TM 55-1520-240-23P

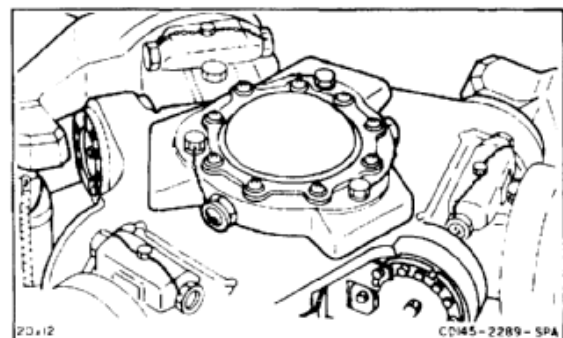
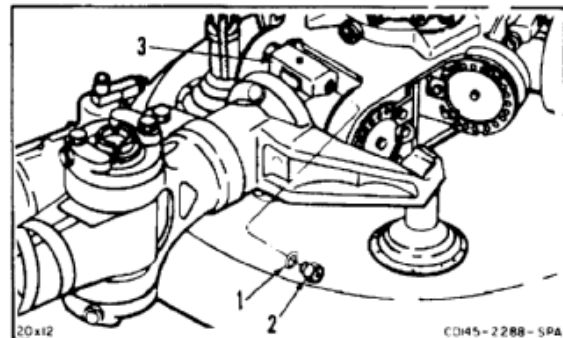
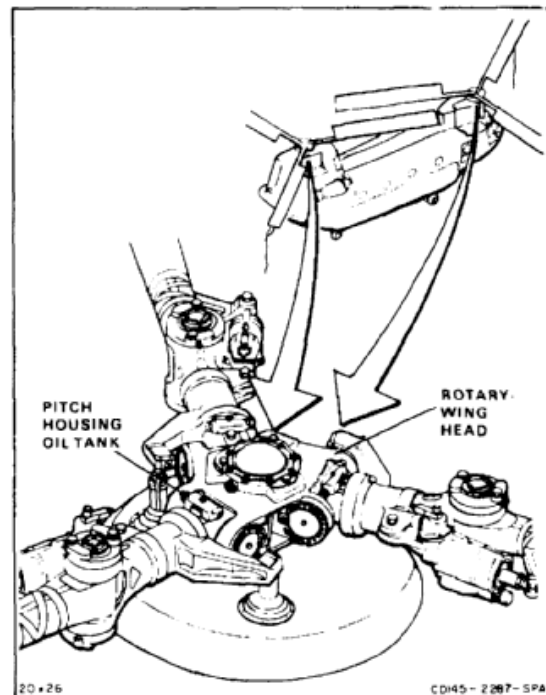
**General Safety Instructions:****WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedures are same for installing any pitch housing oil tank sight indicator.

1. Lubricate packing (1). Use lubricating oil (E254/E254.1). Install packing (1), on sight indicator (2).
2. Install indicator (2) in pitch housing oil tank (3). Torque indicator to **115 inch-pounds**. Do not lockwire at this time.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Service pitch housing oil tank (Task 1-56).

**END OF TASK**

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Container, 2 Quart  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Cloth (E120)  
Lockwire (E231)  
Gloves (E186)

**Parts:**

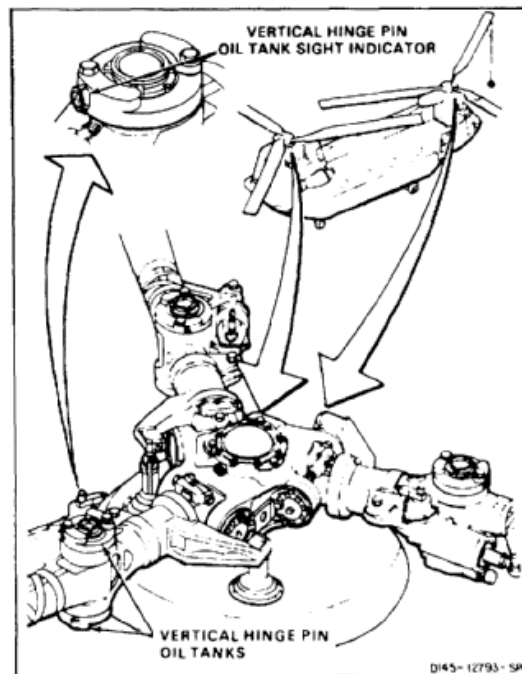
Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward Rotor Blade Tied-Down (Task 1-26)  
Work Platform Open (Task 2-2)

**NOTE**

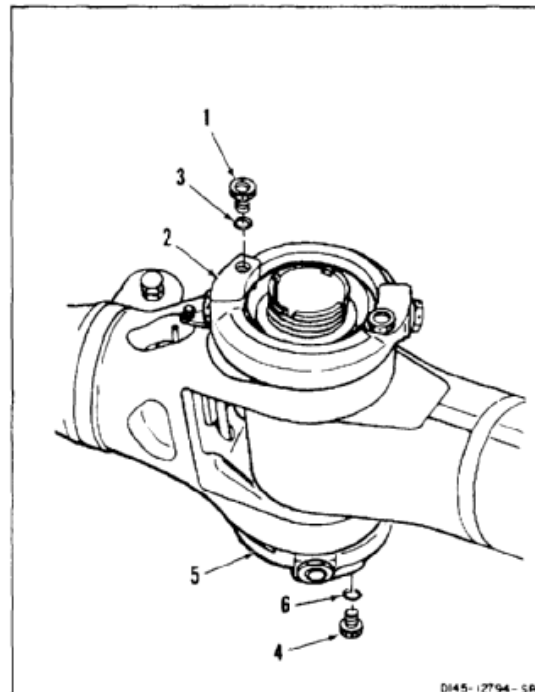
There are 12 vertical hinge pin oil tanks. Two sight indicators are on each oil tank. Procedure is similar to remove any sight indicator. Differences are noted in text.

1. Remove lockwire from one filler/drain plug (1) on upper tank (2). Remove plug and packing (3).

**NOTE**

One cup of oil must be drained when removing upper tank sight indicator. All oil must be drained when removing lower tank sight indicator.

2. Remove lockwire from one filler/drain plug (4) on lower tank (5). Remove plug and packing (6). Drain oil. Use container and cloth (E120) for spilled oil. Wear gloves (E186).

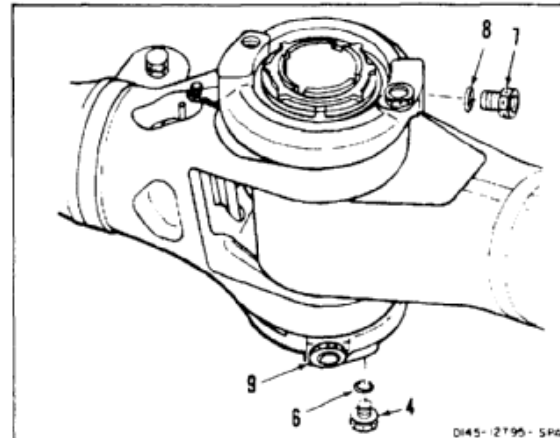




**5-13.1 REMOVE VERTICAL HINGE PIN OIL TANK SIGHT INDICATOR (Continued)**

5-13.1

3. Remove lockwire from sight indicator (7). Remove sight indicator and packing (8).
4. Install lower plug (4) and packing (6). Torque plug to **85 inch-pounds**.
5. Lockwire plug (4) to sight indicator (9). Use lockwire (E231).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Lubricating Oil (E254/E254.1)

**Parts:**

Packings

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

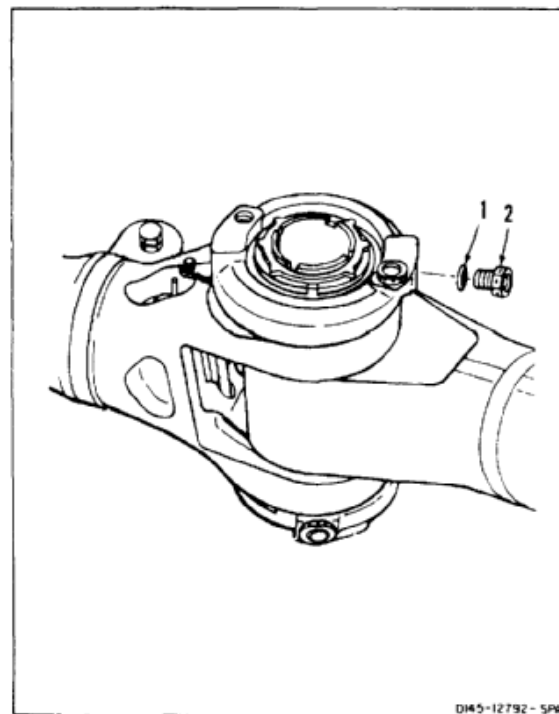
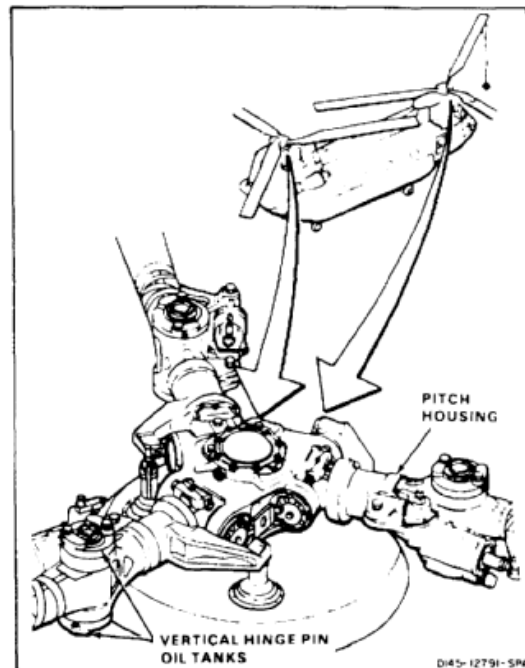
**NOTE**

There are 12 vertical hinge pin oil tanks. Two sight indicators are on each oil tank. Procedure is similar to install any sight indicator.

1. Lightly lubricate packing (1) with lubricating oil (E254/E254.1).
2. Install packing (1) and sight indicator (2). Torque sight indicator to **125 inch-pounds**. Do not lockwire at this time.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Service vertical hinge pin oil tank (Task 1-57).



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

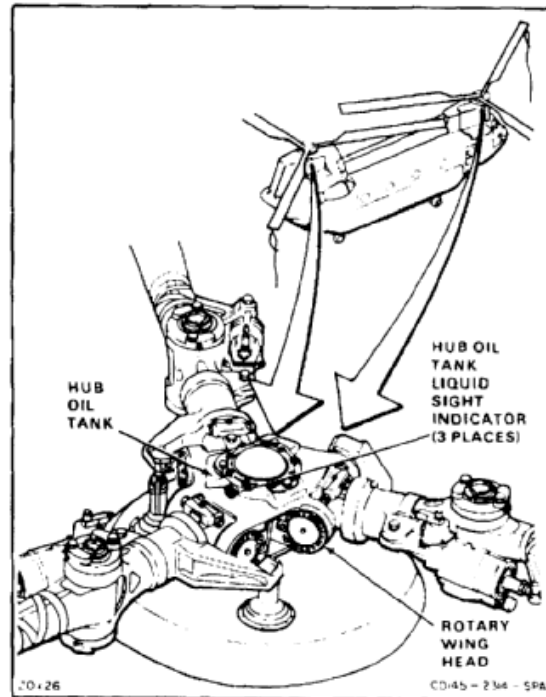
Crocus Cloth (E122)

**Personnel Required:**

Inspector

**Equipment Condition:**

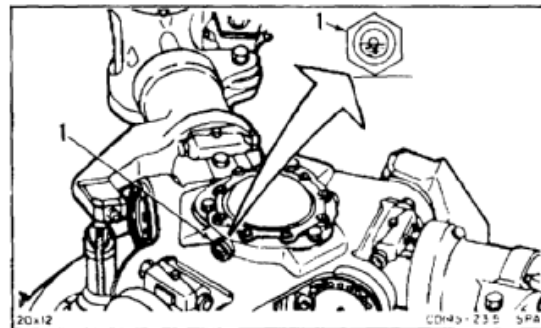
- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Forward or Aft Work Platform Open (Task 2-2)
- Tiedown Line Installed on One Forward and One Aft Blade (Task 1-26)



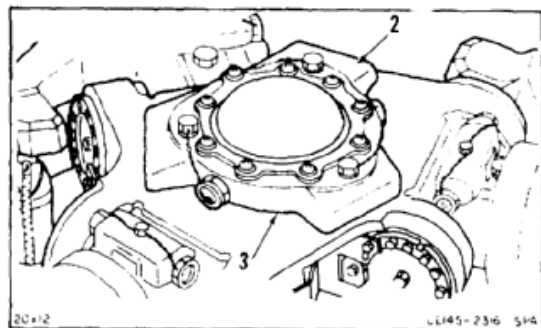
**NOTE**

Procedure is same to inspect forward or aft hub oil tanks.

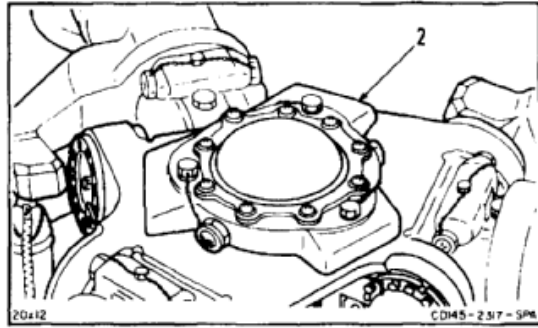
1. Check three liquid sight indicators (1).
  - a. There shall be no leaks or cracks.
  - b. If oil sight glass cannot be seen through, clean or replace sight glass.



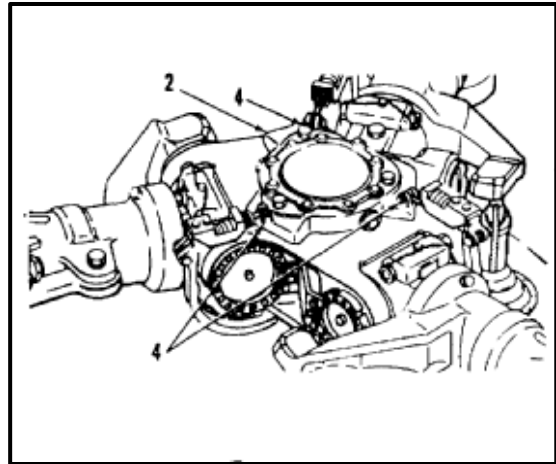
2. Check seating of hub oil tank (2). There shall be no oil leaks at joint of tank and hub (3).
3. Check hub oil tank (2). There shall be no cracks, dents or distortion.



4. Check hub oil tank (2) for scores, nicks, or gouges. Damage shall not exceed **0.020 inch** in depth by **2.5 inches** in length.



5. On oil tank of aft hub only, check machined surfaces of lugs (4) for scores, nicks, or gouges. Blend damage with crocus cloth (E122). Damage shall not exceed **0.005 inch** deep by **1.0 inch** long.



**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).

END OF TASK

**5-15 REMOVE HUB OIL TANK**

5-15

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-323-5267  
Container, 2 Quart

**Materials:**

None

**Personnel Required:**

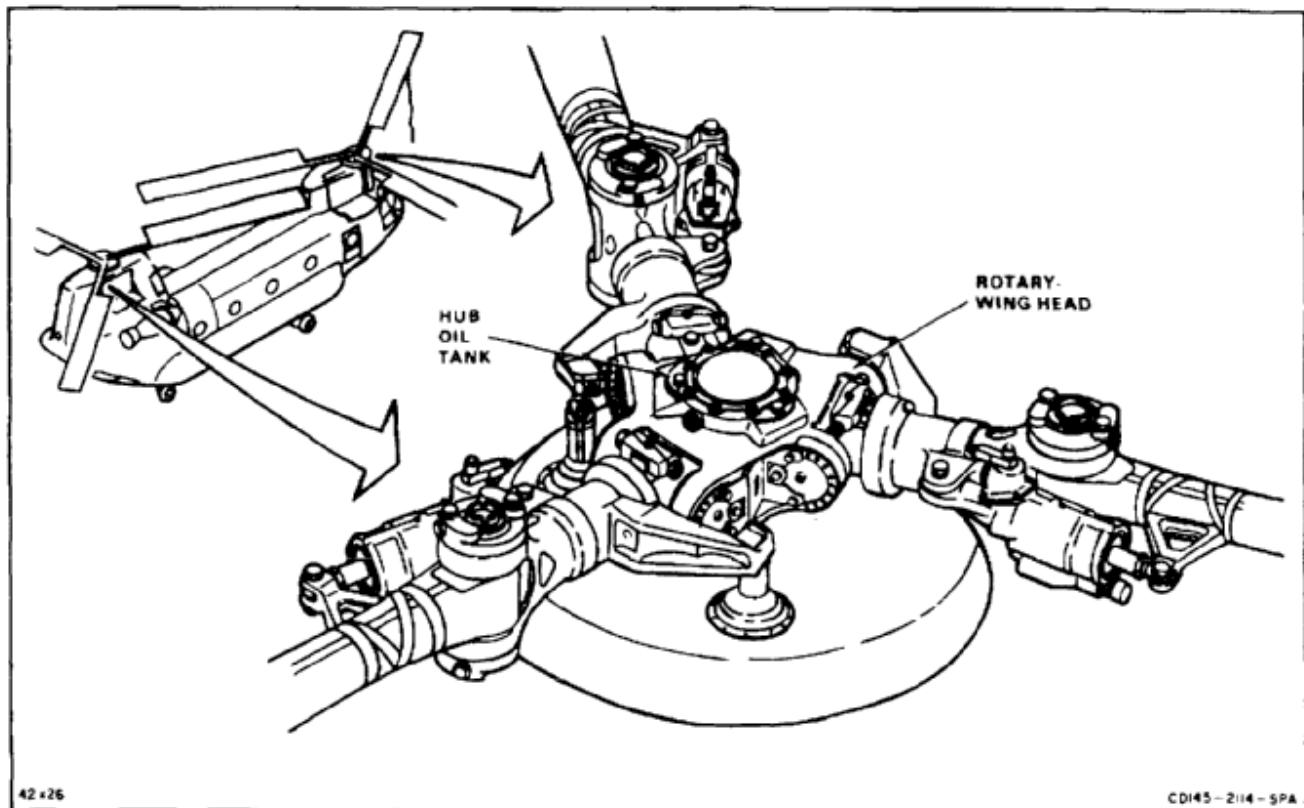
Powertrain Repairer (2)

**References:**

Task 5-10

**Equipment Condition:**

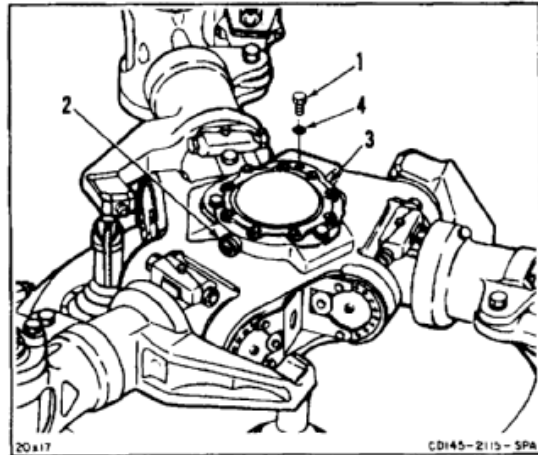
Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward or Aft Work Platform Open (Task 2-2)  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)  
Droop Stop Shrouds Removed (Aft Rotary-Wing  
Head Only) (Task 5-48.3)



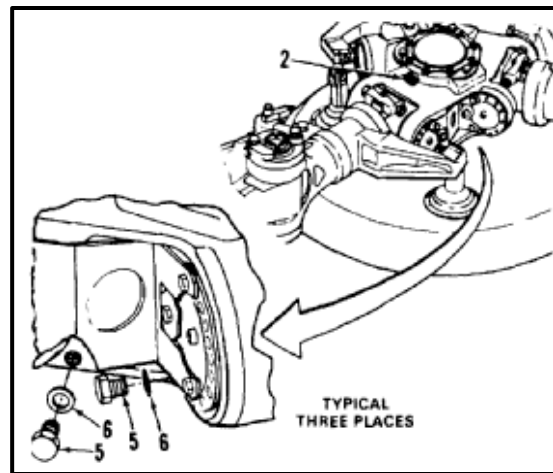
**NOTE**

Procedures to remove forward and aft magnesium and aluminum hub oil tanks are same except for differences noted in text.

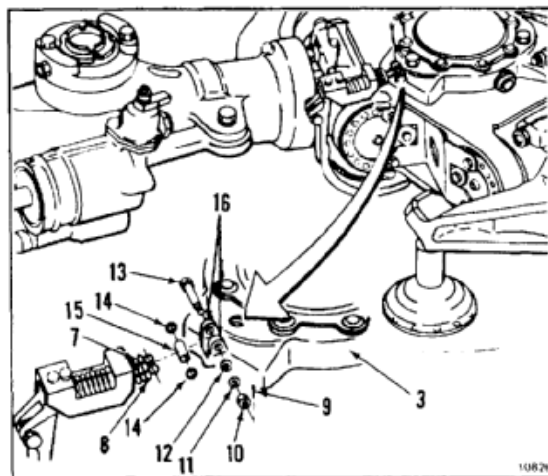
1. Remove lockwire from three filler plugs (1) and sight indicators (2) on oil tank (3). Remove three filler plugs and packings (4).



2. Remove lockwire from two lowest drain plugs (5). Remove two drain plugs and packings (6) at each of three places. Allow oil to drain until oil level is below lowest of sight indicators (2). Use container for oil.



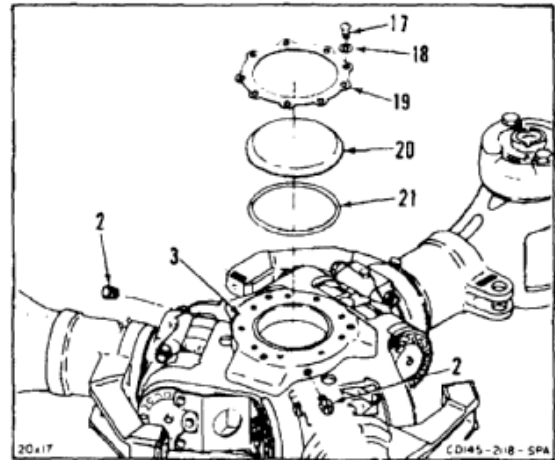
3. On aft hub oil tank (3) only, disconnect each of three droop stop springs (7) and limiter springs (8) as follows:
  - a. Remove cotter pin (9), nut (10), and washers (11 and 12).
  - b. Support load of spring (7) and remove bolt (13).
  - c. Remove spring (7), two washers (14), bearing (15), and inboard limiter spring (8) from lugs (16).
  - d. Assemble bearing (15), two washers (14), spring (7), and limiter spring (8) with bolt (13), washers (11 and 12), and nut (10).



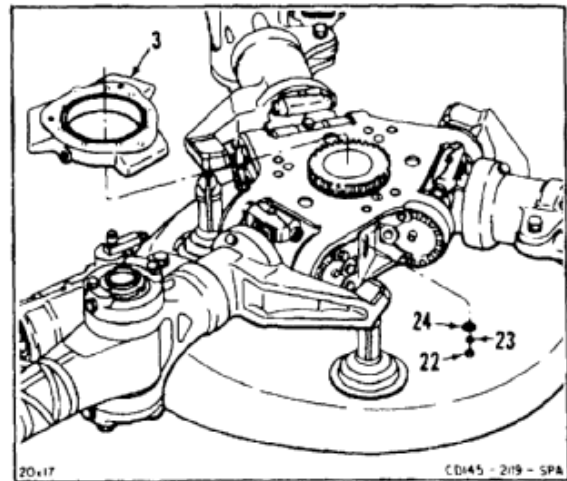
4. If oil tank (3) is being replaced, remove three sight indicators (2) (Task 5-10).
5. Remove six or nine screws (17) and washers (18). Remove retainer (19), cover (20), and packing (21).

**NOTE**

Three screws are removed when balancing arm shroud is removed from aft head.



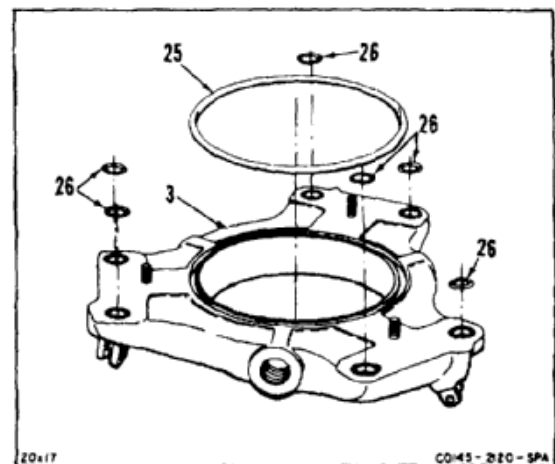
6. Remove three nuts (22), washers (23), and shouldered washers (24). Remove oil tank (3).



7. Remove packing (25) and six packings (26) from oil tank (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
Fluorescent Inspection Method

**Materials:**

Alodine Powder (E65)  
Crocus Cloth (E122)  
Epoxy Primer (E292.1)  
Black Polyurethane Paint (E285.1)  
Masking Tape (E388)  
Gauze Sponges (E184)  
Gloves (E184.1)  
Chromic Acid (E114)  
Naphtha (E245)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

Task 2-350.1  
TM 1-1520-253-23  
TM 1-1500-335-23

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**CAUTION**

Metallic dust and paint chips can block oil passages and damage rotary-wing head. Tank openings must be plugged before reworking or refinishing tank.

**NOTE**

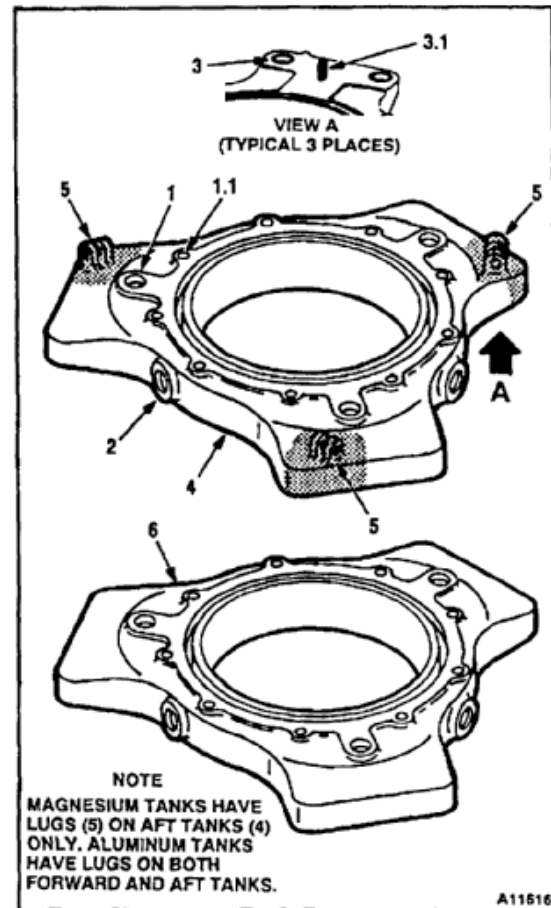
Procedure is same to repair forward and aft hub oil tanks except for differences noted in text.

1. Plug any filler plug hole (1), screw hole (1.1), sight indicator hole (2), or oil hole (3) near rework and refinish area. Cover studs (3.1). Use cap/plugs.
2. On aft hub oil tank (4) only, check machined surfaces of lugs (5) for scores, nicks, or gouges. Blend damage with crocus cloth (E122). Damage shall not exceed **0.005 inch** deep by **1.0 inch** long.
3. Blend damage on all other areas of tanks (4 and 6) with crocus cloth (E122). Damage limit is **0.02 inch** deep by **2.5 inches** long.
4. Fluorescent inspect damage over **0.010 inch** deep before rework (TM 1-1500-335-23). If a crack is suspected, refer to TM 1-1520-253-23.

**WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. Clean area with naphtha (E245) and cloths (E120). Wear gloves (E184.1). Let area air dry.



6. Finish reworked areas of magnesium hub oil tank (4 or 6) as follows:

**WARNING**

Chromic acid (E114) is extremely toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

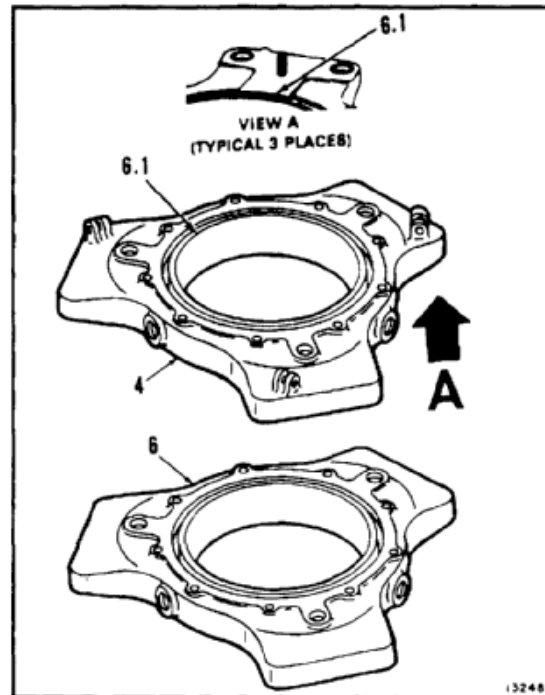
Do not wash surface with hot water.

- a. Prepare a type VI solution of chromic acid (E114).
  - b. Brush solution on blended areas of hub oil tanks (4 or 6). Wear gloves (E184.1).
  - c. Keep surface wet for **1 to 3 minutes**, then wash surface with cold water and dry with hot air.
7. Finish reworked areas of aluminum hub oil tank (4 or 6) as follows:

**WARNING**

Alodine powder (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Mix **three ounces** of alodine powder (E65) with **one-half ounce** of concentrated nitric acid (E22). Add mixture to **one gallon** of water.
  - b. Swab alodine solution on area for **2 to 5 minutes**. Wear gloves (E184.1). Use gauze sponges (E184).
  - c. Rinse surface with cold water and let air dry.
8. Apply one coat of epoxy primer (E292.1). Wear gloves (E184.1). Let air dry for **1 hour**.



9. Cover packing grooves (6.1) in refinish area. Use tape (E388). Apply two more coats of epoxy primer (E292.1). Wear gloves (E184.1). Allow **1 hour** between coats.

**WARNING**

Polyurethane paint (E285.1) is flammable and toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

10. Apply two coats of black polyurethane paint (E285.1) per Task 2-350.1. Wear gloves (E184.1). Allow **one hour** between coats.
11. Remove cap/plugs from hub oil tank (4 or 6). Remove covering from packing groove (6.1).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-323-5267  
Torque Wrench, 30 to 150 Inch-Pounds  
Torque Wrench, 5 to 55 Inch-Pounds

**Materials:**

Lockwire (E231)  
Cloths (E120)  
Dry Cleaning Solvent (E162)  
Gloves (E186)

**Parts:**

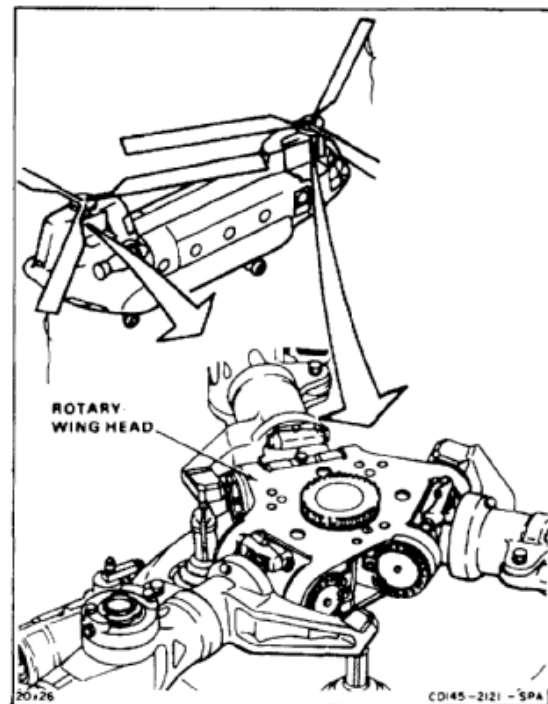
Packings

**Personnel Required:**

Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P  
Task 5-11  
Task 5-57

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

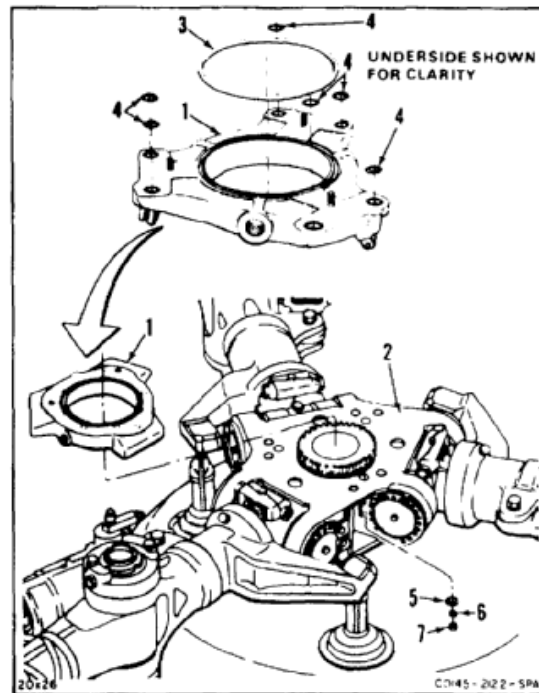
**CAUTION**

Dirty hub and oil tank surfaces can cause oil leaks.

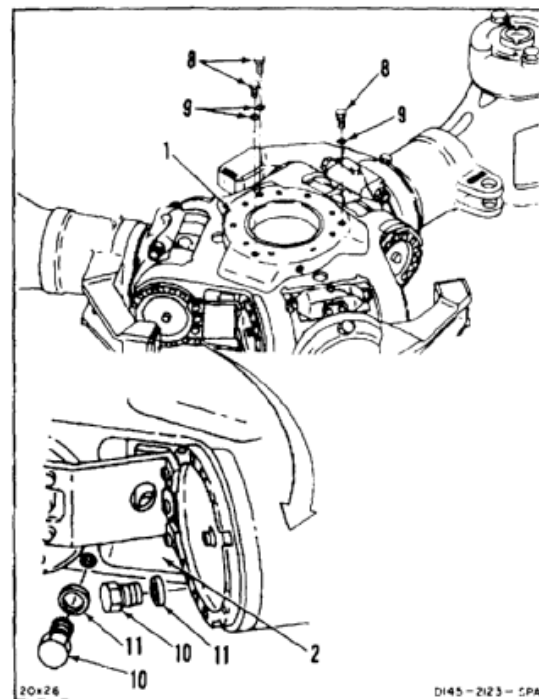
**NOTE**

Procedures to install forward and aft magnesium and aluminum hub oil tanks are same except for differences noted in text.

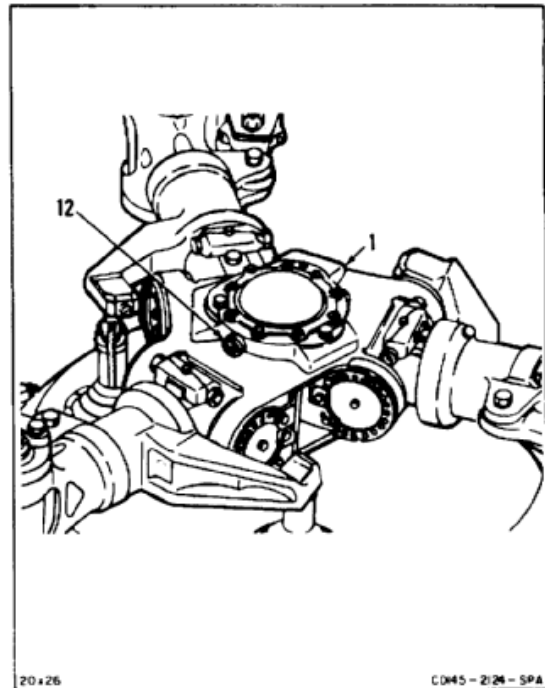
1. Clean mating surfaces of oil tank (1) and hub (2). Use cloths (E120) damp with solvent (E162). Wear gloves (E186).
2. Install packing (3) and six packings (4) in grooves on bottom of oil tank (1).
3. Install tank (1) on hub (2). Install three shouldered washers (5), washers (6), and nuts (7). Torque nuts to **60 inch-pounds**.



4. Install three filler plugs (8) and packings (9) in tank (1). Torque plugs to **85 inch-pounds**. Lockwire plugs with lockwire (E231).
5. Install two drain plugs (10) and packings (11) in hub (2). Torque plugs to **25 inch-pounds**. Lockwire plugs with lockwire (E231).



6. If tank (1) is being replaced, install three sight indicators (12) (Task 5-11).



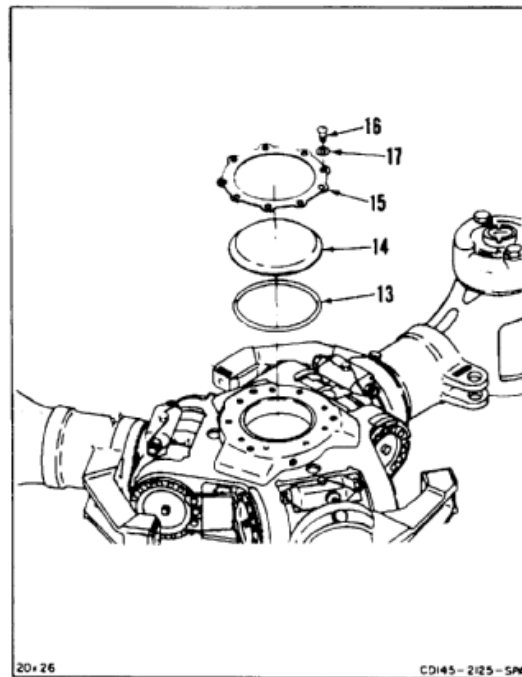
**CAUTION**

Mounting screws are different for magnesium or aluminum tanks. Use correct screws; otherwise, component malfunction can occur.

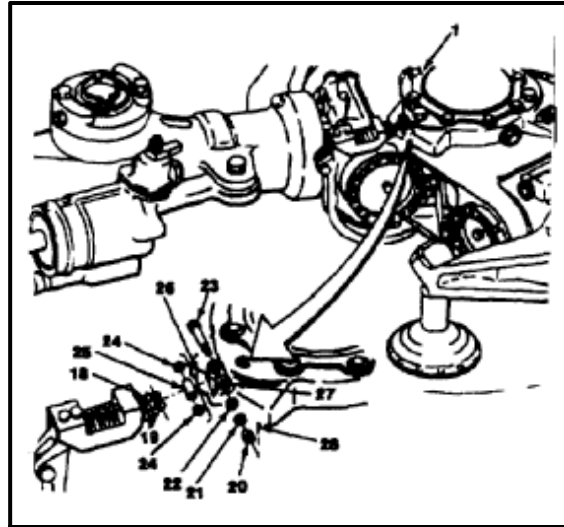
**NOTE**

Only three screws are installed on aft head. Remaining six screws are installed when balancing arm shrouds are installed.

7. Install packing (13), cover (14), and retainer (15). Install three or nine screws (16) and washers (17). Torque screws to **23 inch-pounds**.



8. On aft hub oil tank (1) only, connect each of three droop stop springs (18) and limiter springs (19) as follows:
  - a. Remove nut (20), washers (21 and 22), and bolt (23).
  - b. Check that spring (18), limiter spring (19), two special washers (24), and bearing (25) are assembled as shown (Task 5-57).
  - c. Install assembly (26) between lugs (27).
  - d. Install bolt (23) and nut (20). Torque to **12 to 15 inch-pounds**. Install cotter pin. Install washers (21 and 22) if required, to align cotter pin.

**FOLLOW-ON MAINTENANCE:**

Service hub oil tank (Task 1-55).  
Install droop stop shrouds on aft rotor head (Task 5-48.5).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

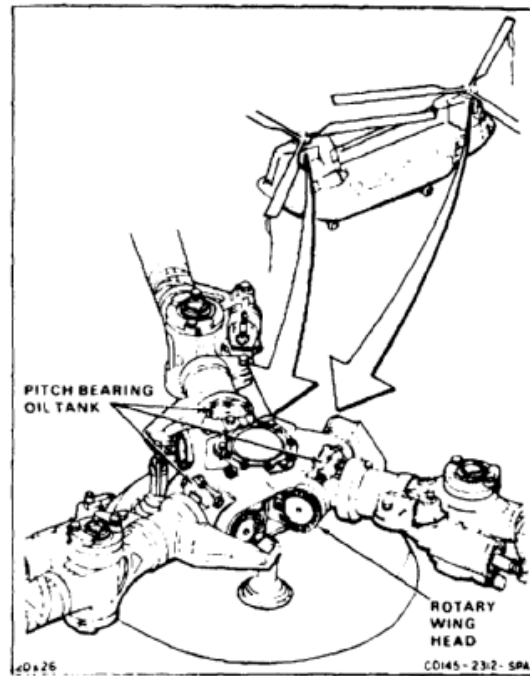
None

**Personnel Required:**

Inspector

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line Installed on One Forward and One Aft  
 Blade (Task 1-26)  
 Forward or Aft Work Platforms Open (Task 2-2)

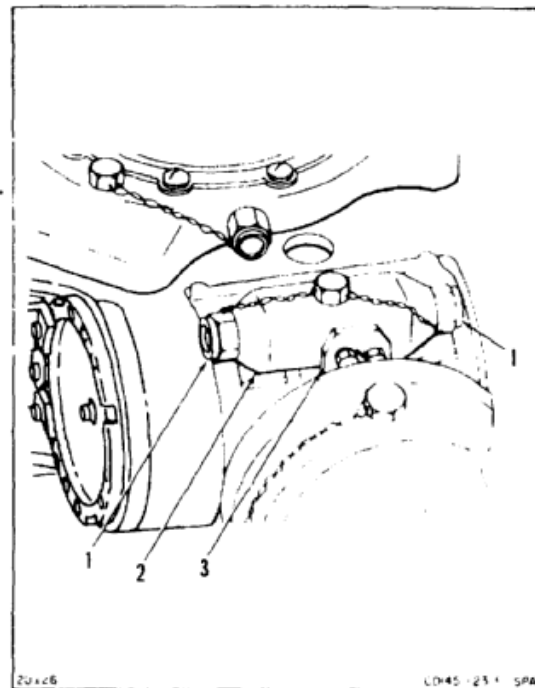
**NOTE**

There are six pitch bearing oil tanks.  
 Procedure is same to install all tanks.

1. Check six sight indicators (1).
  - a. There shall be no leaks or cracks.
  - b. If oil sight glass cannot be seen through, clean or replace sight glass.
2. Check joint between three tanks (2) and pitch shafts (3). There shall be no oil leaks.
3. Check tanks (2) for scores, nicks, or gouges. Damage shall not exceed **0.020 inch** in depth by **2.5 inches** in length.

**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Container, 2 Quart

**Materials:**

Cloth (E120)

**Personnel Required:**

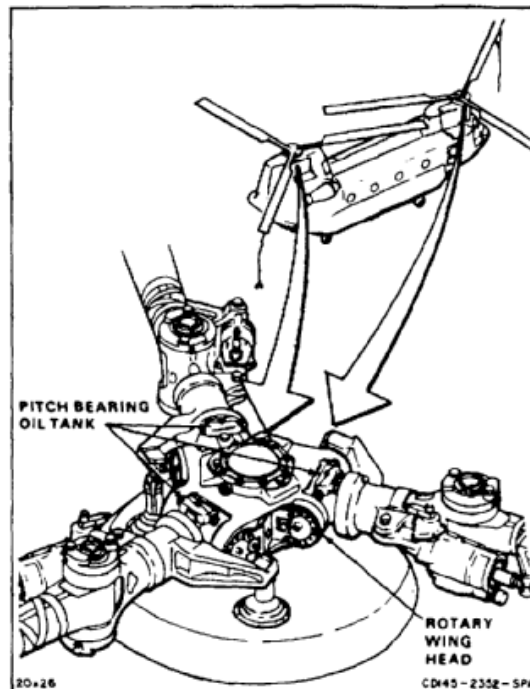
Powertrain Repairer (2)

**References:**

Task 5-22

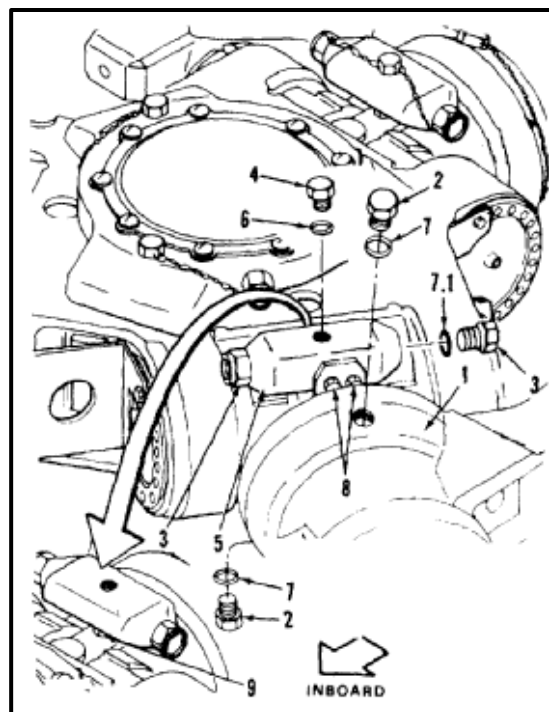
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward or Aft Work Platform Open (Task 2-2)  
Tiedown Line Installed on One Forward and One Aft  
Blade (Task 1-26)

**NOTE**

There are six pitch bearing oil tanks.  
Procedure is same to remove all  
tanks.

1. If magnesium oil tank assembly 114R2179-5 is being replaced with aluminum assembly 145R2179-1, remove pitch-varying housing (1) (Task 5-22).
  - 1.1. If housing (1) was not removed, remove lockwire from two plugs (2). Remove lockwire from two sight indicators (3) and filler plug (4) on pitch bearing oil tank (5).
2. Remove filler plug (4) and packing (6) from tank (5).
3. Remove two plugs (2) and packings (7) from housing (1). Drain oil from tank (5). Use container for oil. Use cloth (E120) for spilled oil.
  - 3.1. If tank (5) will be replaced, remove two sight indicators (3) and packings (7.1).
4. Remove lockwire from two bolts (8) and lug (9) on tank (5).

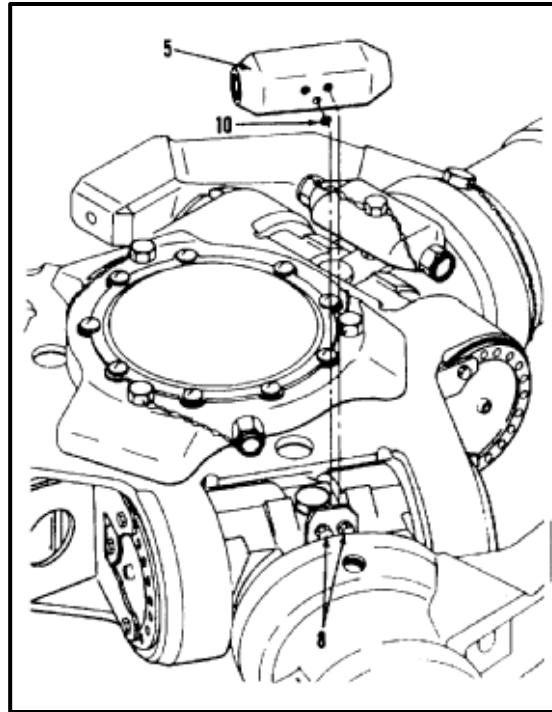




**NOTE**

Tank can be removed when bolts are loosened. Bolts need not be removed.

5. Loosen two bolts (8) until they are free of tank (5). Remove tank and packing (10).

***FOLLOW-ON MAINTENANCE:***

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Scraper, Plastic or Aluminum

**Materials:**

Alodine Powder (E65)  
 Crocus Cloth (E122)  
 Epoxy Primer (E292.1)  
 Black Polyurethane Paint (E285.1)  
 Cloths (E120)  
 Dry Cleaning Solvent (E162)  
 Masking Tape (E388)  
 Gauze Sponges (E184)  
 Gloves (E184.1)  
 Chromic Acid (E114)  
 Nitric Acid (E22)

**Personnel Required:**

Aircraft Powertrain Repairer  
 Inspector

**References:**

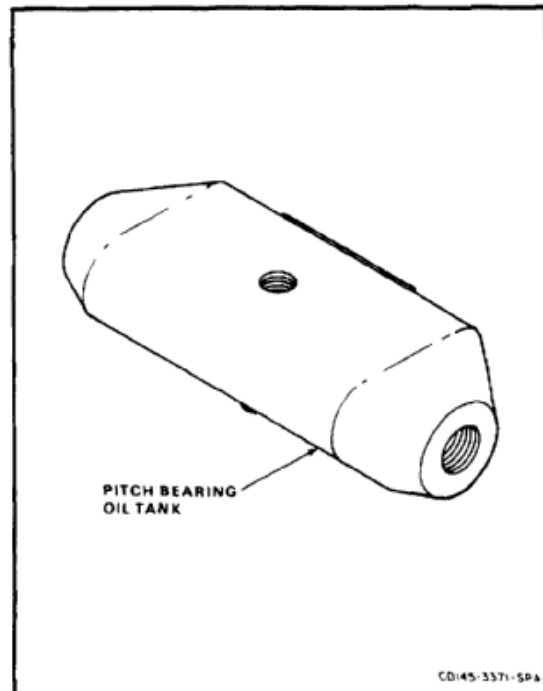
TM 1-1500-335-23  
 Task 2-350.1

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Epoxy primer (E292.1) and black polyurethane paint (E285.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Nitric acid (E22) is extremely toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

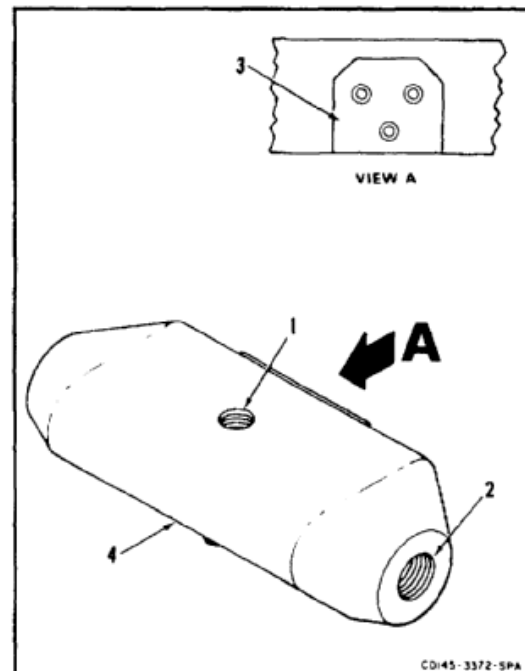
**CAUTION**

Metallic dust and paint chips can block oil passages and damage rotary-wing head. Tank openings must be plugged before reworking or refinishing tank.

**NOTE**

Procedure is same to repair all six pitch bearing oil tanks.

1. Plug filler plug hole (1) and both sight indicator holes (2). Use caps or plugs. Mask mounting surface (3) near rework and refinish area. Use masking tape (E388).
2. Clean mounting surface of tank (4). Use plastic or aluminum scraper and cloths (E120) damp with solvent (E162). Wear gloves (E184.1).
3. Blend scores, nicks, or gouges on tank (4). Damage limit is **0.020 inch** in depth by **2.5 inches** in length. Blend to width at least **10 times** depth of damage. Use crocus cloth (E122).



4. Fluorescent inspect damage that exceeded **0.010 inch** in depth before rework (TM 1-1500-335-23).
5. Finish reworked areas of magnesium pitch bearing oil tank (4) as follows:

**WARNING**

Chromic acid (E114) is extremely toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

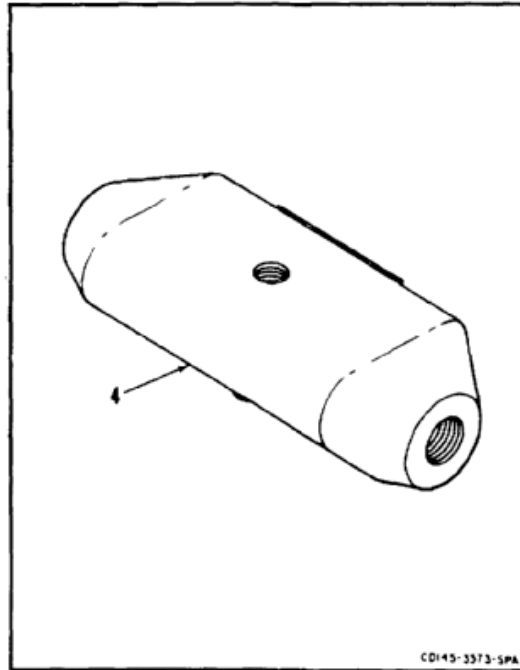
Do not wash surface with hot water.

- a. Prepare a type VI solution of chromic acid (E114).
  - b. Brush solution (E114) on blended areas. Wear gloves (E184.1).
  - c. Keep surface wet for **1 to 3 minutes** then wash surface with cold water and dry with hot air.
6. Finish reworked areas of aluminum pitch bearing oil tank (4) as follows:

**WARNING**

Alodine powder (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Mix **3 ounces** of alodine powder (E65) with **1/2 ounce** of concentrated nitric acid (E22). Add mixture to **1 gallon** of water.



- b. Swab alodine solution on area. Swab for **2 to 5 minutes**. Wear gloves (E184.1). Use gauze sponges (E184).
  - c. Rinse surface with cold water and let air dry.
7. Apply one coat of epoxy primer (E292.1). Wear gloves (E184.1). Let air dry for **1 hour**.
  8. Apply two more coats of epoxy primer (E292.1). Wear gloves (E184.1). Allow **1 hour** between coats.
  9. Apply two coats of black polyurethane paint (E285.1) per Task 2-350.1. Wear gloves (E184.1). Allow **1 hour** between coats.
  10. Remove cap/plugs and masking tape (E388) from pitch bearing oil tank (4).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

**5-21 INSTALL PITCH BEARING OIL TANK**

5-21

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Torque Wrench, 0 to 30 Inch-Pounds  
Torque Wrench, 30 to 150 Inch-Pounds  
Scraper, Plastic or Aluminum

**Materials:**

Adhesive (E63.1)  
Cloth (E120)  
Dry Cleaning Solvent (E162)  
Lockwire (E231)  
Gloves (E186)

**Parts:**

Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

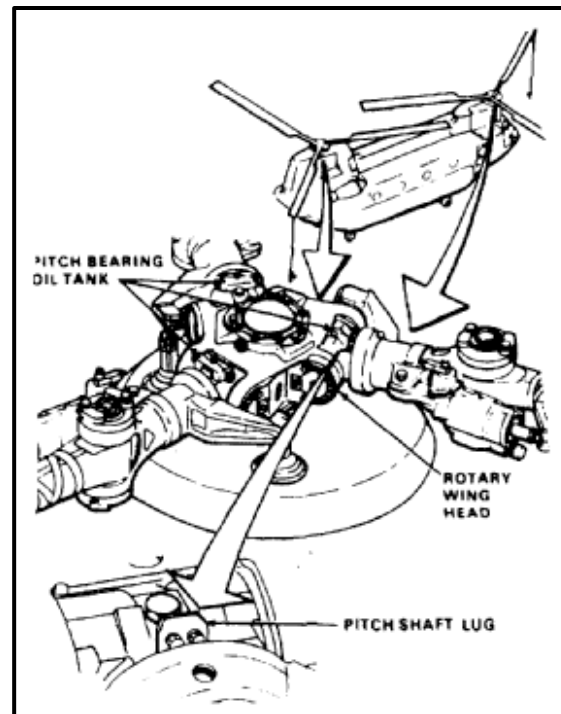
Task 1-56  
Task 5-22  
Task 5-23  
TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E63.1) can form toxic vapors if material burns or if cured product is heated above **288°C (550°F)**. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



1. Clean mounting surfaces of tank (1) and shaft lug (2). Use plastic or aluminum scraper and cloths (E120) damp with solvent (E162). Wear gloves (E186).
2. If replacing a magnesium tank (1) with an aluminum tank, remove pitch-varying housing (3) (Task 5-22).
3. Apply bead of adhesive (E63.1) (3) to edge of tank area which will attach to shaft lug (2). Wear gloves (E186).
4. Install packing (4) in groove on face of tank (1).

**CAUTION**

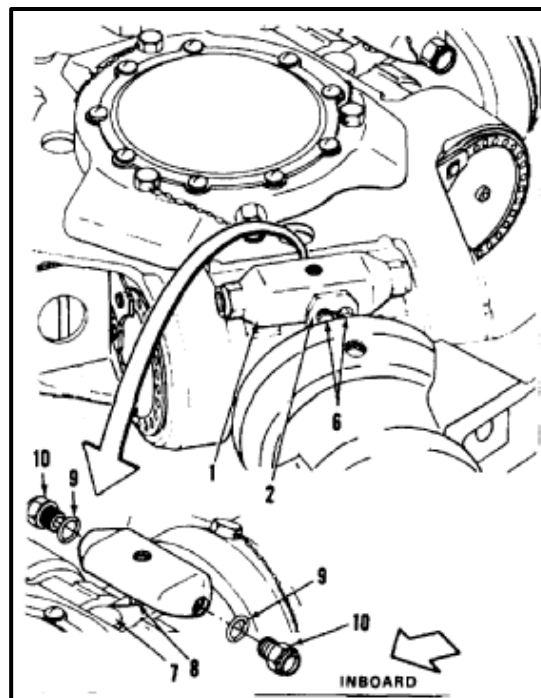
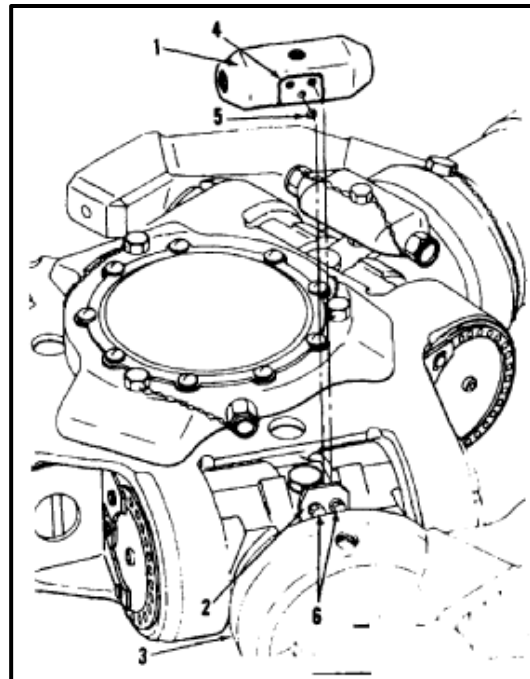
Mounting bolts for aluminum tanks are shorter than those for magnesium tanks. Use correct bolts; otherwise, tank can be damaged.

5. Position tank (1) against shaft lug (2). Screw two bolts (6) into tank.

**CAUTION**

Do not over torque tank mounting bolts. Over torque can damage tank or bolts.

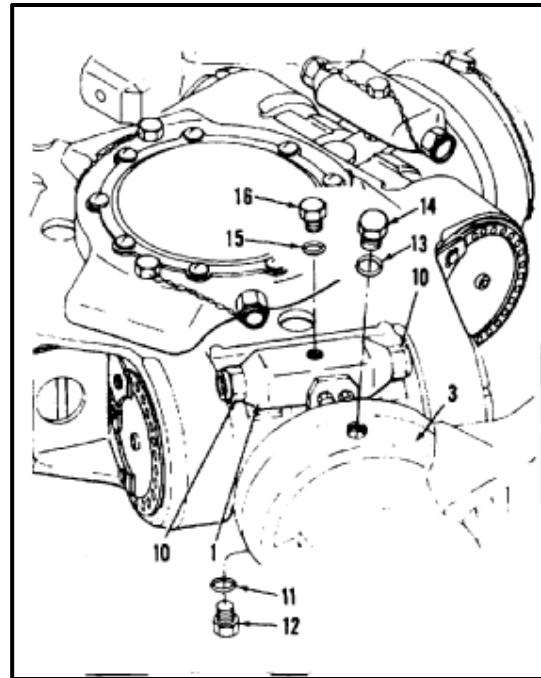
6. Torque bolts (6) to **15 inch-pounds**. Use **3/8 inch** crowfoot and socket extension.
7. Wipe excess adhesive (E63.1) from shaft lug (2). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
8. Lockwire bolts (6) together. Lockwire bolt (7) to lug (8). Use lockwire (E231).
9. If tank (1) is new, install packings (9) and two sight indicators (10). Torque to **115 inch-pounds**.



**5-21 INSTALL PITCH BEARING OIL TANK (Continued)**

5-21

10. Install packing (11) and lower plug (12) on housing (3). Torque plug to **24 inch-pounds**.
11. If required, install pitch-varying housing (3) (Task 5-23).
12. Service pitch bearing oil tank (1) until oil reaches top of housing (3) (Task 1-56).
13. Install packing (13) and upper plug (14). Torque to **24 inch-pounds**. Lockwire plug to lower plug (12). Use lockwire (E231).
14. Continue servicing pitch bearing oil tank (1) until oil reaches center of sight indicators (10) (Task 1-56).
15. Install packing (15) and filler plug (16). Torque to **24 inch-pounds**. Lockwire filler plug to two sight indicators (10).
16. If removed, install pitch housing (3) (Task 5-23).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

None

**Personnel Required:**

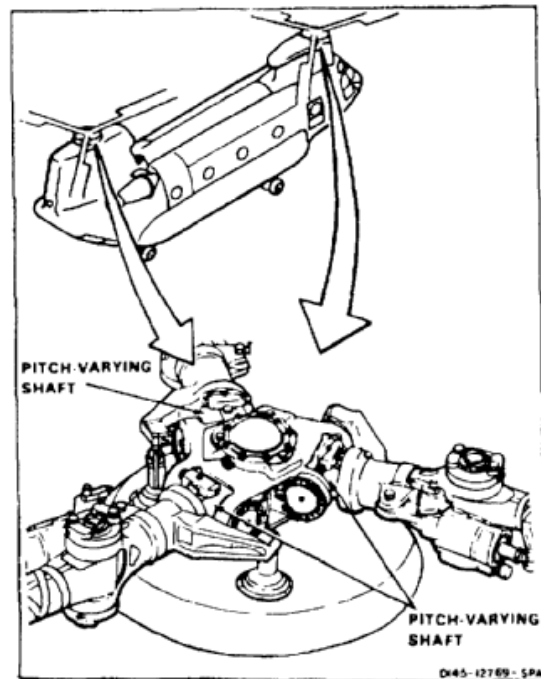
Inspector

**References:**

TM 1-1520-253-23

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Forward or Aft Work Platforms Open (Task 2-2)

**NOTE**

Paint removal is not required for shaft inspection.

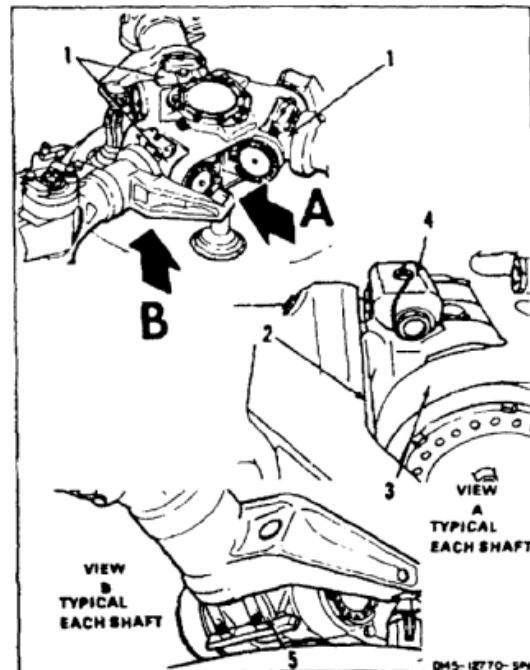
Inspect shafts on forward and aft heads in same manner.

Rotary-wing blades shall be installed during inspection and resting on droop stops.

1. Check entire visible portion of pitch-varying shaft (1) for cracks. Pay special attention to leading edge side of shaft between flange (2) and horizontal hinge pin barrel (3) from oil tank (4) to droop stop mounting boss (5). There shall be no cracks. If a crack is suspected, refer to TM 1-1520-253-23.

**FOLLOW-ON MAINTENANCE:**

Close work platforms (Task 2-2).



END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Fluorescent Penetrant Method

**Materials:**

Cloths (E120)  
 Acetone (E20)  
 Lacquer (E213)  
 Gloves (E186)

**Personnel Required:**

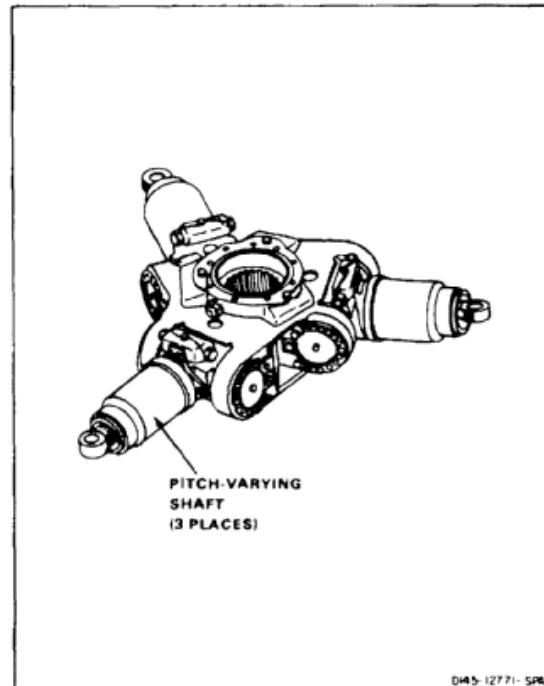
Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 1-1500-335-23  
 TM 1-1520-253-23

**Equipment Condition:**

Off Helicopter Task  
 Pitch-Varying Housing Removed (Task 5-22)

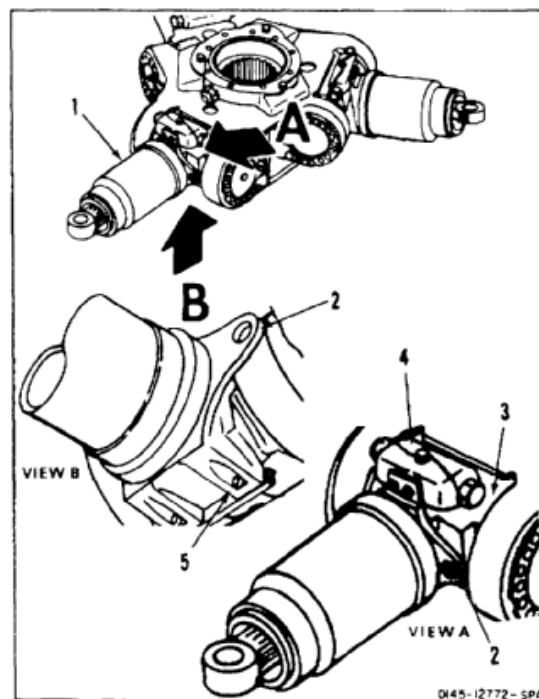
**NOTE**

Procedure is same to inspect any pitch-varying shaft on forward or aft head.

**REMOVE FINISH****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

1. Remove finish from shaft (1) from area between flange (2) and horizontal hinge pin barrel (3) around both sides of shaft from oil tank (4) to droop stop mounting bosses (5). Use acetone (E20) and clean cloths (E120).



**INSPECT SHAFT**

- Fluorescent inspect cleaned area to check for cracks. (Refer to TM 1-1500-335-23.) There shall be no cracks. If a crack is suspected, refer to TM 1-1520-253-23.

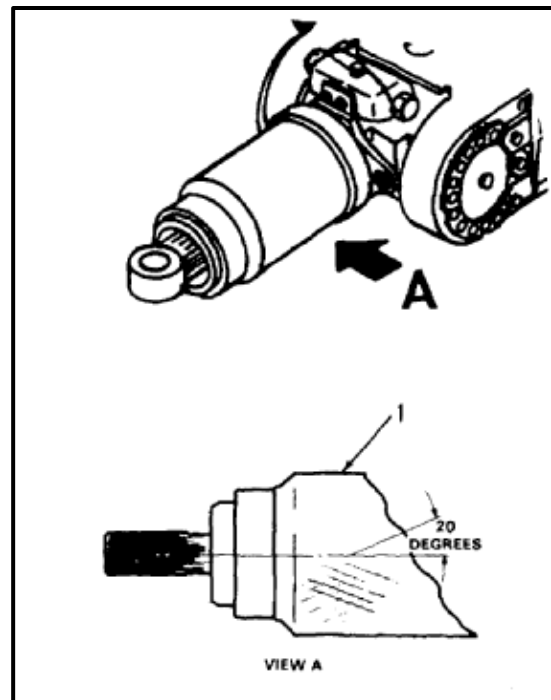
**WARNING**

Lacquer (E213) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- If no cracks are found, remove inspection coating. (Refer to TM 1-1500-335-23.) Apply clear lacquer (E213) to cleaned area.
- Check shaft (1) for scores, nicks, or gouges. Damage shall not be over **0.005 inch** deep or **2.5 inches** long. Direction of scores shall not be more than a **20°** angle from shaft centerline.

**FOLLOW-ON MAINTENANCE:**

Install pitch-varying housing (Task 5-23).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Fluorescent Penetrant Method

**Materials:**

Cloths (E120)  
 Acetone (E20)  
 Abrasive Pad (E2)  
 Gloves (E186)

**Personnel Required:**

Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 1-1520-253-23

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

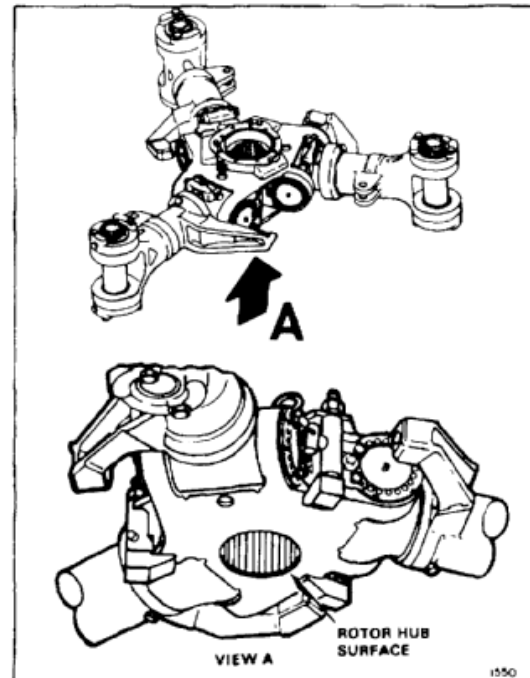
Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Primers (E294 and E302) are flammable and toxic. They can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Power tools shall not be used to remove finish. Damage to head can result.



**NOTE**

Procedure is same for forward and aft heads.

1. Position head (1) so that splines (2) on underside are accessible.
2. Remove lacquer finish from a **1 inch** wide strip (3) around splines (2). Use acetone (E20) and clean cloths (E120).
3. Remove primer coat to bare metal from strip (3). Use abrasive pads (E2) and acetone (E20). Wear gloves (E186).
4. Rinse finish removal area with a clean cloth (E120) soaked in water. Dry area with a clean dry cloth.
5. Perform fluorescent-penetrant inspection of strip (3) around splines (2). (Refer to TM 1-1500-335-23.) There shall be no cracks. If a crack is suspected, refer to TM 1-1520-253-23.
6. If no cracks are found, remove inspection coating. (Refer to TM 1-1500-335-23.)
7. Refinish strip (3) as follows:
  - a. Apply one coat of wash primer (E302). Wear gloves (E186). Let air dry for **1 hour**. Do not let dry more than **4 hours**.
  - b. Apply one coat of fast drying primer (E294). Wear gloves (E186). Let air dry for **1 hour**. Do not let dry more than **2 hours**.

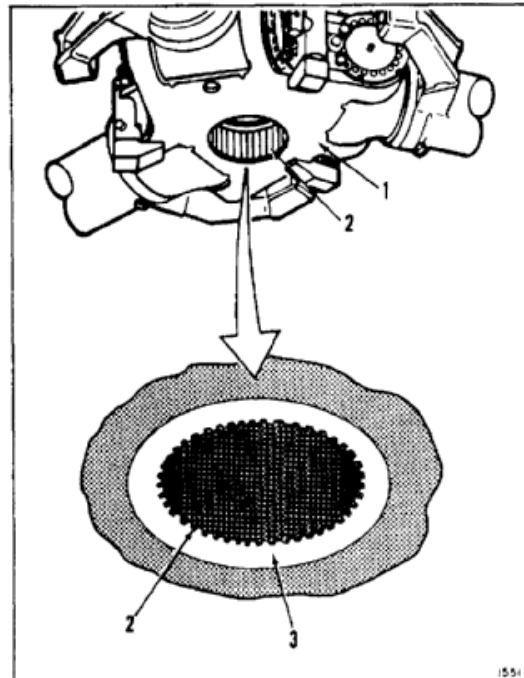
**WARNING**

Lacquer (E213) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- c. Apply two coats of black lacquer (E215). Wear gloves (E186). Let air dry **1 hour** between coats.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**5-22 REMOVE PITCH-VARYING HOUSING**

5-22

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Container, 2 Quart  
Phenolic Drift, 3/4 Inch X 12 Inches  
Crow's Foot, 7/16 Inch

**Materials:**

Cloth (E120)  
Grease (E190)  
Paper Tag (E264)  
Barrier Material (E80)  
Tape (E404 thru E409, As Required)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Work Platform Open (Task 2-2)  
Rotary-Wing Blade Removed (Task 5-64)  
Remove Pitch Link (Task 5-97)

**NOTE**

Remove pitch-varying housing only if the same housing will be installed. Installation of a replacement housing is not permitted at this level.

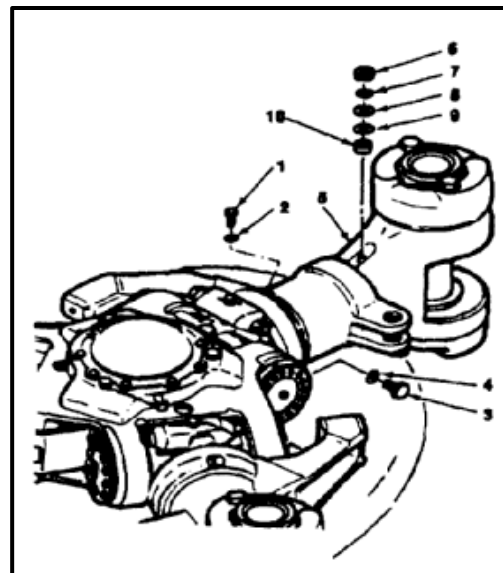
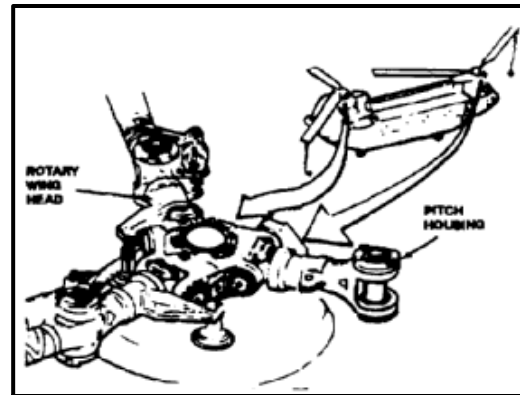
Procedure is same to remove any pitch-varying housing on forward or aft rotary-wing head except as noted. Forward head is shown here. Procedure may be done with head on or off helicopter.

1. Remove lockwire from filler plug (1). Remove plug and packing (2).
2. Remove lockwire from lower plug (3). Remove plug and packing (4).
3. Drain oil. Use container and cloth (E120). Raise pitch housing (5).

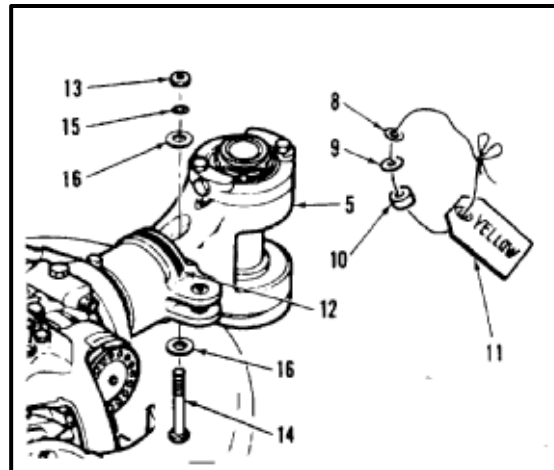
**NOTE**

Balance weights are not installed on red housing.

4. Remove nut (6), washer (7), and balance weights (8, 9, 10) from pitch housing (5).



5. Tie weights (8, 9, and 10) together with tag (E264) (11). Mark tag with color of tape (12) (E404) on housing (5).
6. Remove nut (13), bolt (14), and washer (15).
7. Remove two washers (16). Pry washers loose from sealant.



**CAUTION**

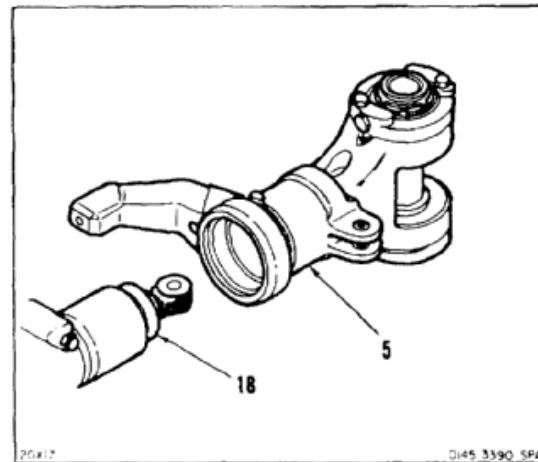
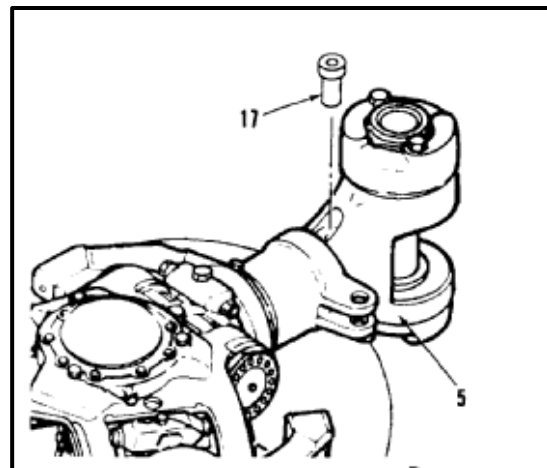
Do not try to tap tie-bar pin out through bottom of housing. Damage to pin and tie-bar will result.

8. Tap tie-bar pin (17) upward out of housing (5). Use phenolic drift.

**CAUTION**

Do not allow dirt or abrasive materials to contact bearing races. Avoid handling pitch-varying shaft. Fingerprints can cause corrosion on bearing surfaces.

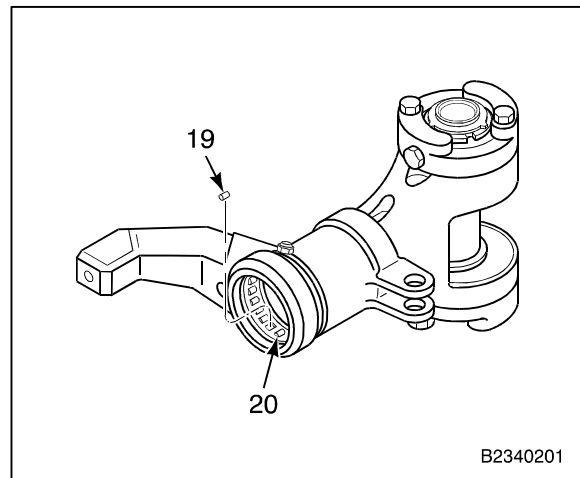
9. Pull housing (5) from shaft (18). Tap housing with soft mallet if needed.



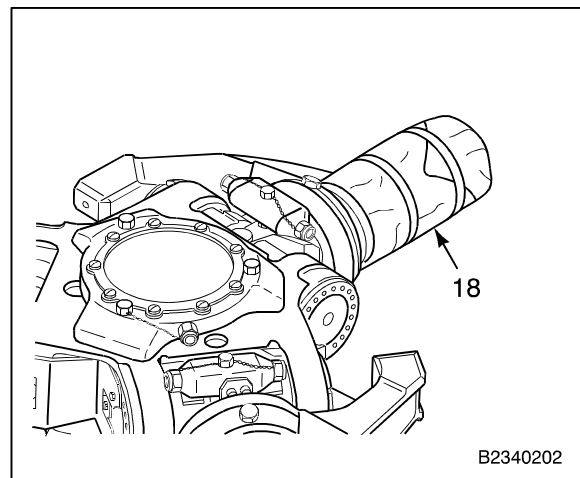
**NOTE**

Worn bearing cage, which permits rollers to be loose or to fall out, is not cause for replacement.

10. If bearing rollers (19) fall from cage (20), clean and place rollers back in cage. Apply thin coat of grease (E190) over rollers to hold them in cage.



11. Cover pitch shaft (18). Use barrier material (E80) and tape (E388).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-01-375-6928  
Torque Wrench, 5-50 Inch-Pounds  
Crowfoot, 7/16 Inch

**Materials:**

Grease (E190)  
Lubricating Oil (E254/E254.1)  
Antiseize Compound (E75)  
Methyl-Ethyl-Ketone (E244)  
Sealant (E336)  
Cloth, Cleaning (E120)  
Dry Cleaning Solvent (E162)  
Lockwire (E231)  
Gloves (E186)  
Pipe Cleaner (E469)  
Goggles (E473)

**Parts:**

Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P  
Task 1-56

**General Safety Instructions:****WARNING**

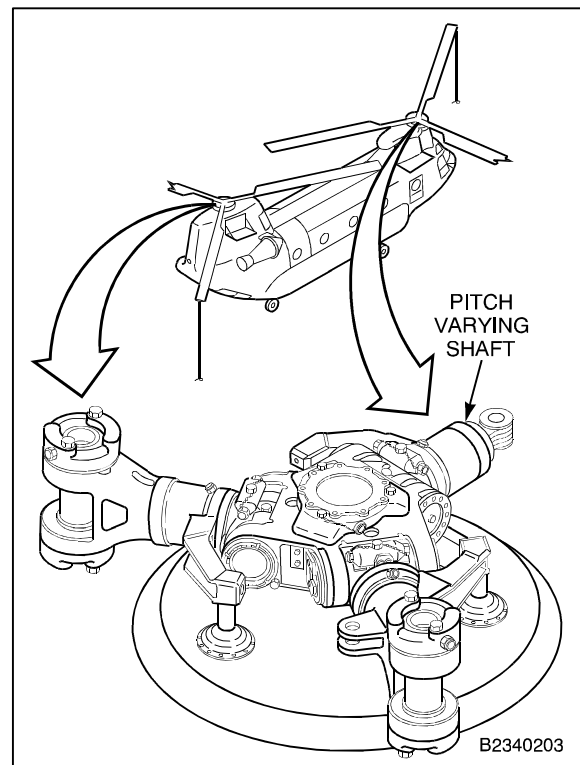
Dry cleaning solvent (E162) and methyl-ethyl-ketone (E244) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.





**NOTE**

Install pitch-varying housing only if it is the same housing that was removed, installation of a replacement housing is not permitted at this level.

Procedure is same to install any pitch-varying housing on forward or aft head. Yellow housing on forward head is shown here.

1. Remove barrier, material, and tape from pitch shaft (1). Clean pitch shaft. Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
2. Check shaft (1) for scores, nicks, or gouges. Damage shall not exceed **0.005 inch** in depth by **2.5 inches** in length. Damage direction in View A shall not exceed **20°** from shaft centerline.



Do not allow dirt or abrasive materials to contact bearing races. Avoid handling pitch-varying shaft. Fingerprints can cause corrosion on bearing surfaces.

3. Check that rollers (2) are in cages (3). Apply thin coat of grease (E190) to hold rollers in place, if needed.
4. Apply light coat of lubricating oil (E254/E254.1) to shaft (1).
5. Clean sealant from two holes (4) in pitch housing (5). Use methyl-ethyl-ketone (E244). Wear gloves (E186).

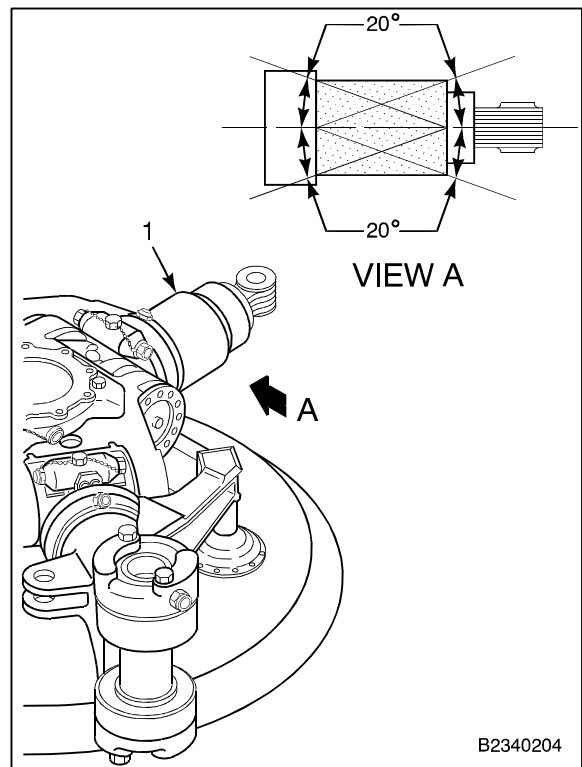


Do not allow seals to contact tie-bar during pitch housing installation. Sharp edges of tie-bar can damage seals.

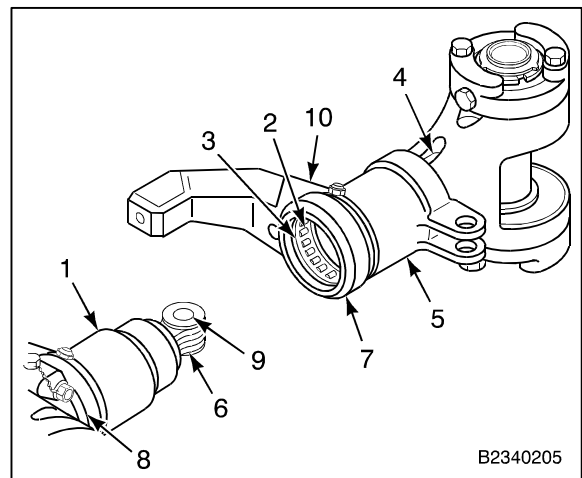


Inspect all inboard and outboard tie-bar pin assemblies IAW Task 5-6, steps 2k1 thru 2k7, for serviceability prior to installation.

6. Install housing (5) over tie-bar (6) and shaft (1).



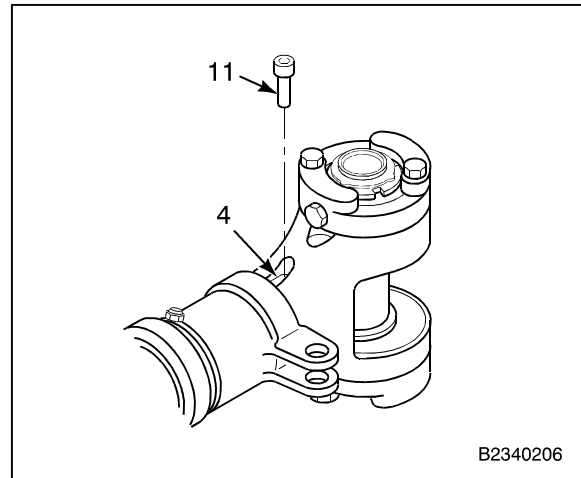
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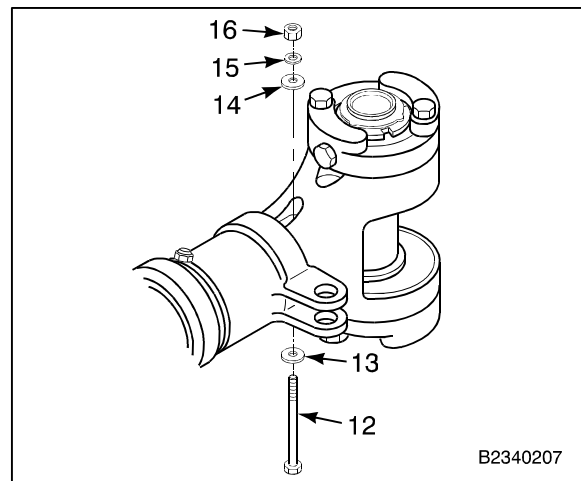
B2340205

7. Guide seal (7) onto wear sleeve (8). Seal shall not be folded.
8. Align hole (9) in tie-bar (6) with hole (4) in housing (5). Use pitch arm (10) to guide housing.

9. Apply light coat of antiseize (E75) to tie-bar pin (11). Wear gloves (E186).
10. Install pin (11) in hole (4). Tap pin to seat it.

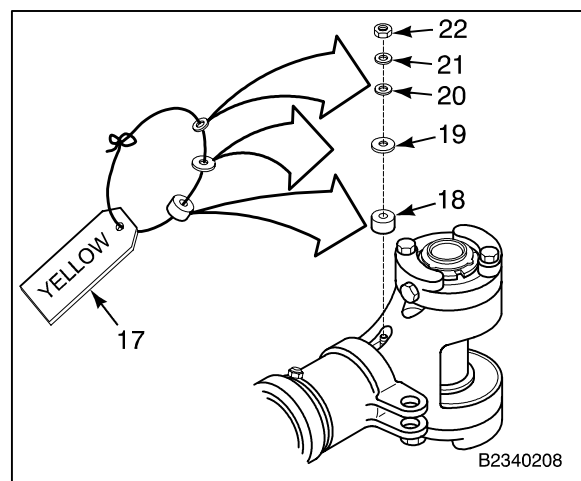


11. Install bolt (12), washers (13, 14, and 15), and nut (16). Torque nut to **35 inch-pounds**.
12. Apply sealant (E336) around washers (13 and 14). Wear gloves (E186).
- 12.1. Check weight cavity drain hole in pitch-varying housing to ensure it is clean of debris. Use pipe cleaner (E469).

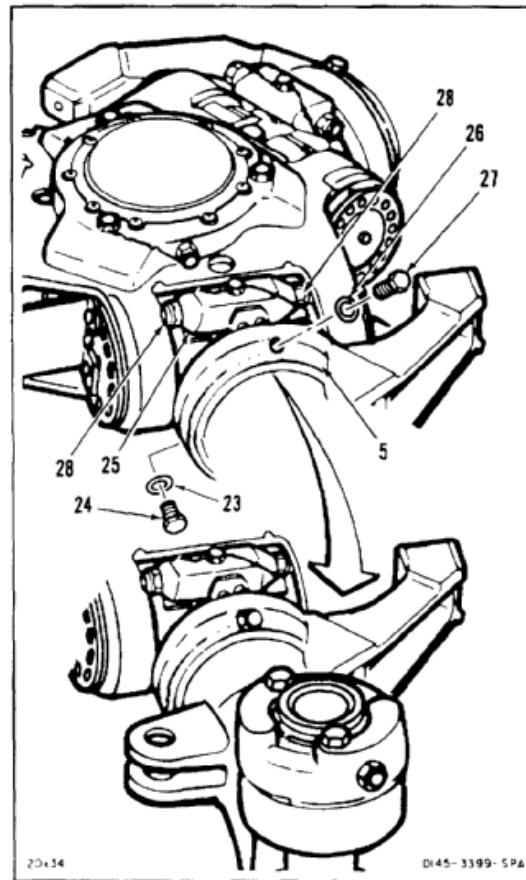


Do not install wrong balance weights on a pitch housing. Use of wrong balance weights will cause head to be unbalanced.

13. Remove tag (17). Install weights (18, 19, and 20), washer (21) and nut (22). Torque nut to **35 inch-pounds**.



14. Install packing (23) and lower plug (24) on housing (5). Torque plug to **24 inch-pounds**.
15. Service pitch bearing oil tank (25) until oil reaches top of housing (5) (Task 1-57).
16. Install packing (26) and upper plug (27). Torque plug to **24 inch-pounds**. Lockwire plug to lower plug (24). Use lockwire (E231).
17. Continue servicing pitch bearing oil tank (25) until oil reaches center of sight indicators (28) (Task 1-56).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Pressure test rotary-wing head (Task 5-5).
- Install rotary-wing blade (Task 5-84).
- Close work platform (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-323-5267  
Container, 2 Quart  
Bolt, 3/8-24 Thread X 5 Inches  
Drift, Phenolic, 3/8 Inch Dia.

**Materials:**

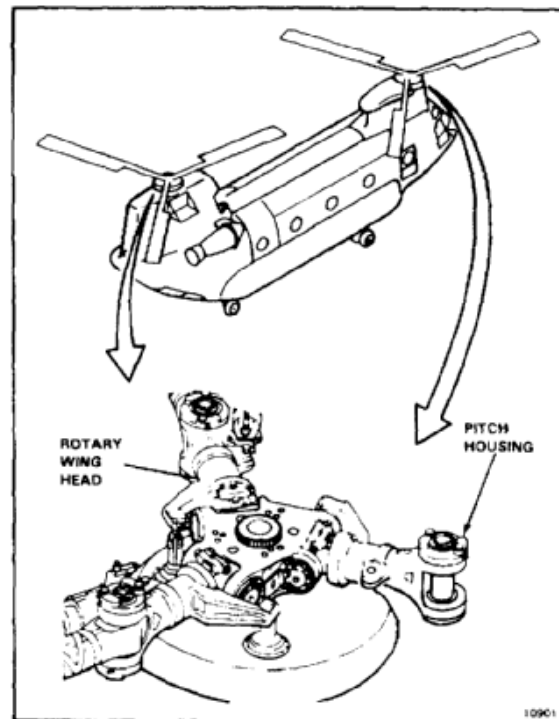
Tags (E264)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Work Platform Open (Task 2-2)  
Rotary-Wing Blade Removed (Task 5-64)  
Hub Oil Tank Removed (Task 5-15)

**NOTE**

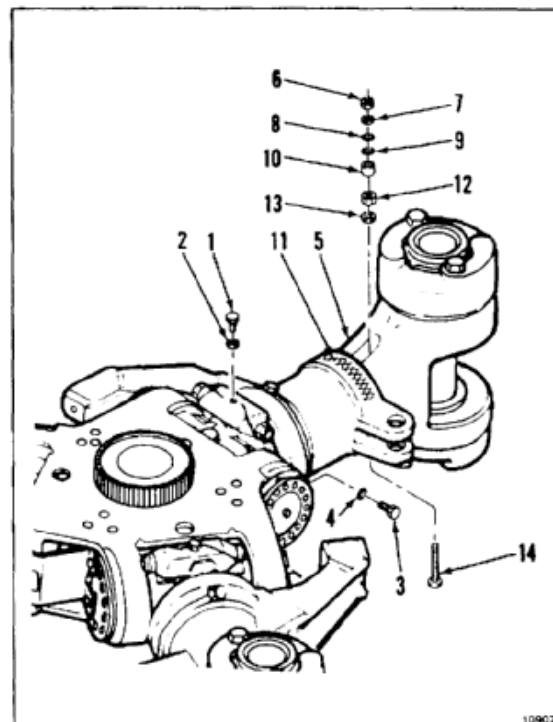
Procedure is same to remove any tie-bar assembly. Removal of tie-bar assembly from forward rotary-wing head is shown here.

1. Remove lockwire from filler plug (1). Remove plug and packing (2).
2. Remove lockwire from lower plug (3). Remove plug and packing (4).
3. Drain oil. Use container and cloth (E120). Raise pitch housing (5).

**NOTE**

Red pitch housing does not have weights.

4. Remove nut (6), washer (7), and balance weights (8, 9, and 10) from pitch housing (5).
5. Tie weights (8, 9, and 10) together and tag (E264). Mark tag with color of tape (11) on housing (5).
6. Remove nut (12), washer (13), and bolt (14) from housing (5). Pry washer loose from sealant.



## 5-23.1 REMOVE ROTARY-WING HEAD TIE-BAR ASSEMBLY (Continued)

5-23.1

**CAUTION**

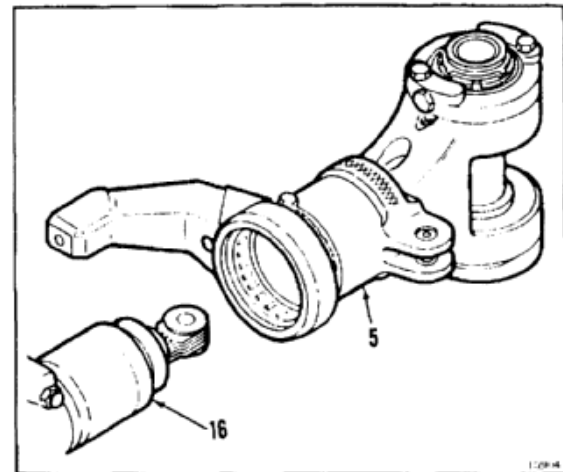
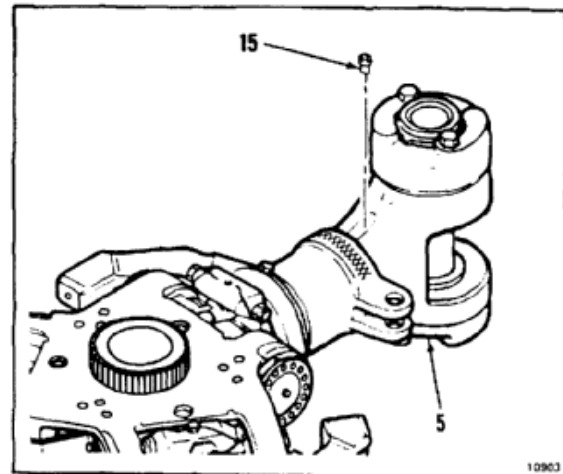
Do not try to tap tie-bar pin out through bottom of housing. Damage to pin and tie-bar will result.

7. Tap tie-bar pin (15) upward out of housing (5). Use phenolic drift.

**CAUTION**

Do not allow dirt or abrasive materials to contact bearing races. Avoid handling pitch-varying shaft. Fingerprints can cause corrosion on bearing surfaces.

8. Pull housing (5) from shaft (16). Tap housing with soft mallet if needed.

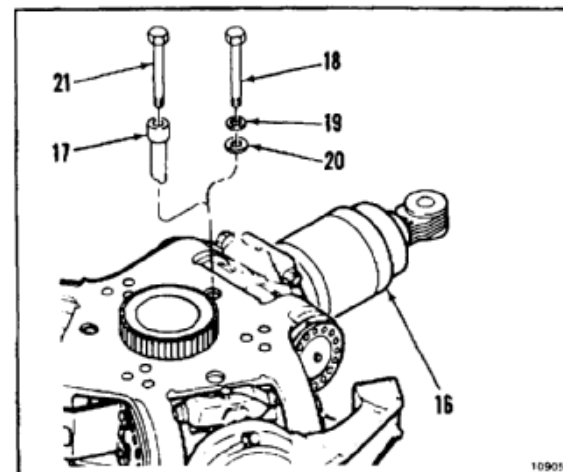


9. Remove lockwire from tie-bar pin (17). Remove bolt (18), washer (19), and retaining washer (20).

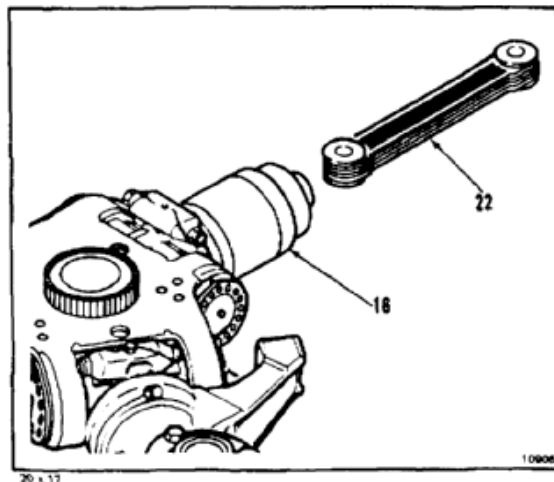
**CAUTION**

Do not tap pin down to remove. Retaining bolt nut plate will be damaged.

10. Install **3/8 inch 24 thread x 5 inch** bolt (21) in pin (17) and pull pin from shaft (16).  
 11. Remove bolt (21) from pin (17).



12. Pull tie-bar (22) from shaft (16).



**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-120

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Maintenance Tool Kit, NSN 5180-00-323-5114

**Materials:**

Solvent (E162)

Cloth, Cleaning (E120)  
Gloves (E186)  
Goggles (E473)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

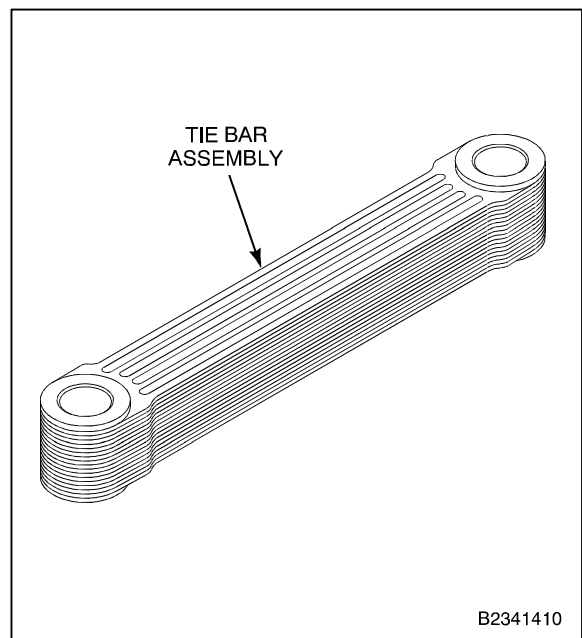
**Equipment Condition:**

Off Helicopter Task

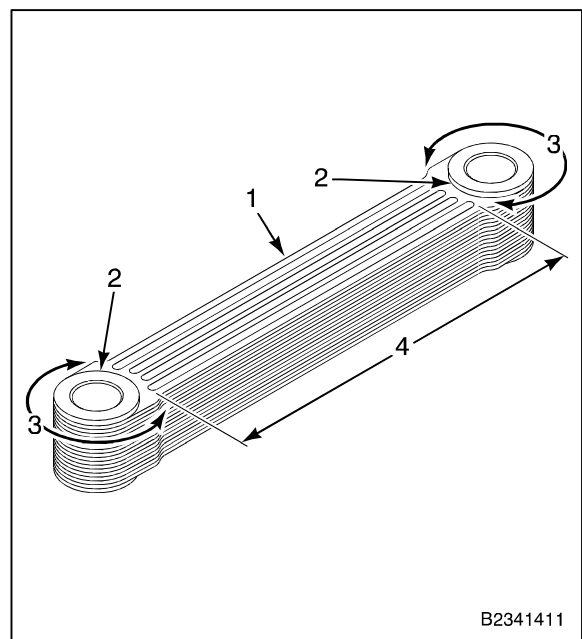
**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

1. Clean tie-bar assembly (1). Use cloths (E120) damp with solvent (E162). Wear gloves (E186) and goggles (E473).
2. Visually inspect the entire assembly:
  - a. Using **10X** magnification, visually inspect tie-bar plates for cracks. No cracks allowed.
  - b. There shall be no scores or scratches in bores (2).
  - c. There shall be no buckling, separation of plates, or scratches across lug areas (3).
  - d. There shall be no more than 15 scratches in plates along span (4). No scratch shall have a depth over **0.001 inch**. No scratch shall extend to the radius at the end of the slots. Transverse scratches allowable to maximum depth of **0.001 inch**.
  - e. Separation of plates along span (4) is permitted.
  - f. There shall be no sharp edges on plates.
  - g. Inspect washers for deformation (dishing) and cracks. A dished washer will have a gap between it and the adjacent plate. The maximum separation between the washer and the adjacent plate is **0.015 inch**. No cracks allowed.

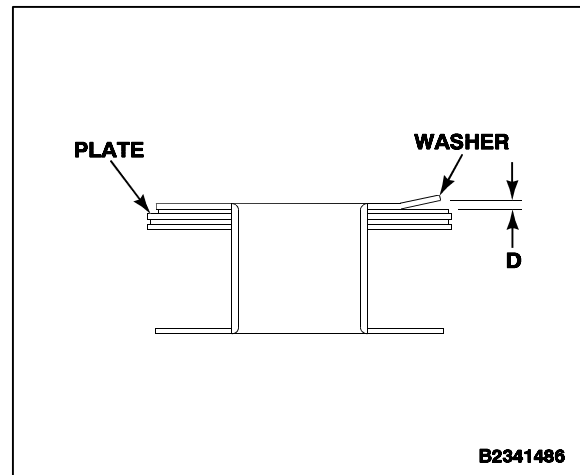


B2341410



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- h. Washer flatness should not exceed a maximum deviation (D) of **0.015 inch**.



3. Visually inspect tie-bar pins for nicks, cracks, scratches, distortion and corrosion. None allowed.
4. Inspect the four slots in the tie-bar assembly as follows:
- a. Using a borescope with a rigid right angle probe, insert the borescope probe in each slot. Examine the slots for cracks along the full depth and span.

**NOTE**

Recommend the probe not exceed **0.110 inch** each diameter.

- b. If a suitable borescope and probe are not available, visually inspect each slot using a light source.
- c. Reject tie-bar assembly if any cracks are detected.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK



**5-23.1.2 INSPECT TIE-BAR ASSEMBLY**

5-23.1.2

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Technical Inspector's Tool Kit, NSN 5180-00-323-5114  
Magnifying Glass, 10X  
Borescope

**Materials:**

Solvent (E162)  
Cloths (E120)  
Gloves (E186)

**Personnel Required:**

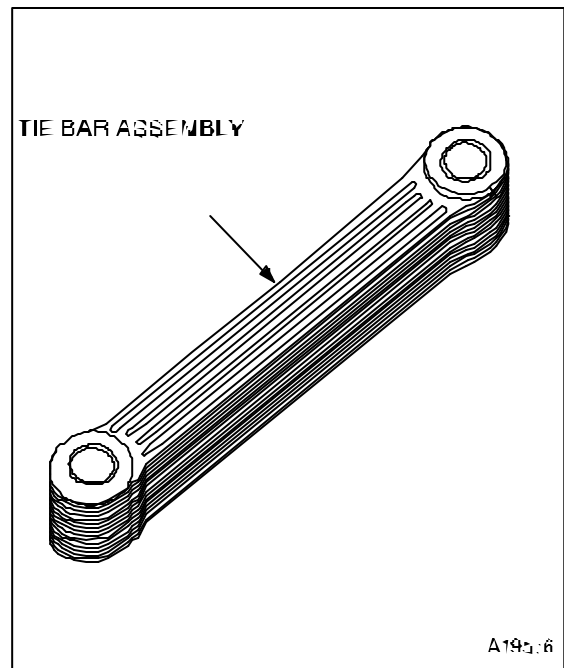
Aircraft Powertrain Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



1. Clean tie-bar assembly (1). Use cloths (E120) damp with solvent (E162). Wear gloves (E186) and goggles.

**NOTE**

Cracks will appear perpendicular to the plate surface and should not be confused with horizontal scratches or tool marks.

2. Visually inspect tie-bar plates (2) for cracks using 10X magnification. No cracks allowed.
3. Inspect four tie-bar slots (3) using a borescope with a rigid right angle probe.

**NOTE**

The borescope probe should not exceed **0.110 inch** diameter.

- a. Insert the borescope probe in each slot (3) and examine plates (2) for cracks along the full depth and span of the slot.
- b. If a suitable borescope and probe are not available, visually inspect each slot (3) using a light source.

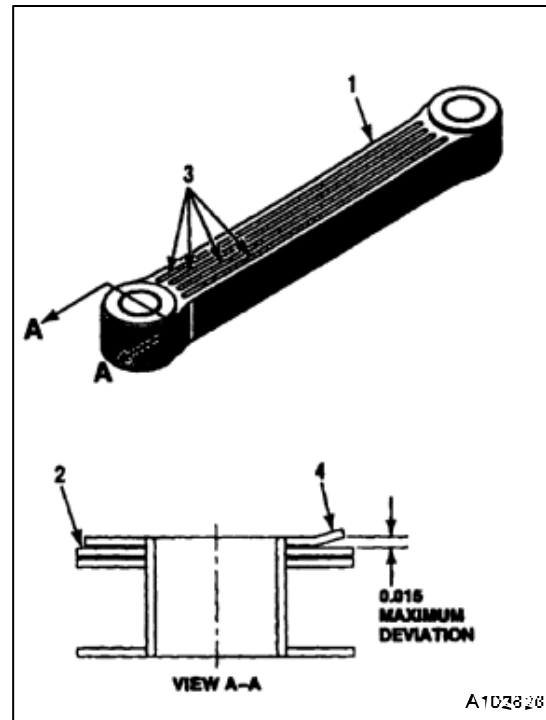
**NOTE**

Washers (4) with a dished condition will have a gap between the washer and adjacent plate (2).

4. Inspect washers (4) for flatness and deformation including dishing and cracks. The maximum deviation (gap) between washer (4) and adjacent plate (2) is **0.015 inch**. No cracks allowed.

**FOLLOW-ON MAINTENANCE:**

Install tie-bar assembly (Task 5-23.2).



END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-01-375-6928  
Torque Wrench, 5-50 Inch-Pounds  
Bolt, 3/8 Inch 24 Thread X 5 Inches  
Drift, Phenolic, 3/8 Inch Diameter

**Materials:**

Cloth, Cleaning (E120)  
Antiseize Compound (E75)  
Lockwire (E231)  
Gloves (E186)  
Adhesive (E63.1)  
Solvent (E244)  
Grease (E190)  
Oil (E254/E254.1)  
Pipe Cleaner (E469)  
Goggles (E473)

**Parts:**

Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**Equipment Condition:**

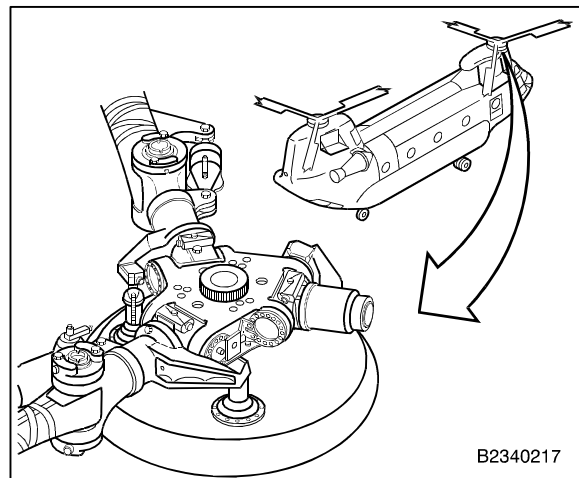
Tie-Bar Inspected IAW Task 5-23.1.2

**References:**

TM 55-1520-240-23P  
Task 1-56

**General Safety Instructions:****WARNING**

Methyl-ethyl-ketone (E244) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



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**WARNING**

Adhesive (E63.1) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

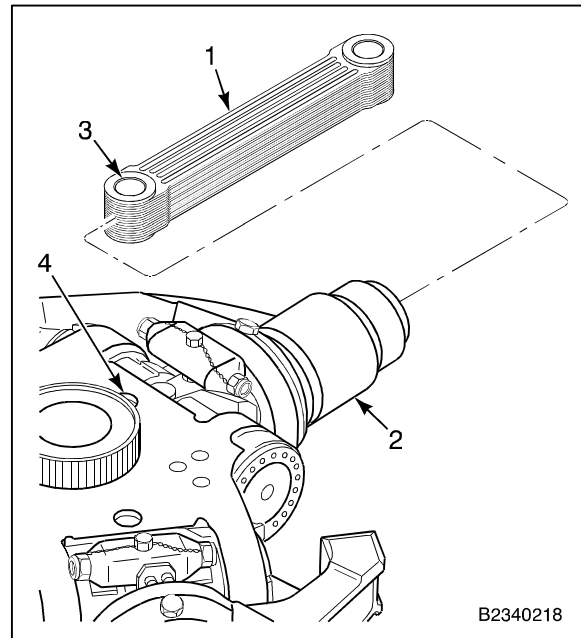
**WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is same to install any tie-bar assembly. Installation of tie-bar assembly in forward rotary-wing head is shown here.

1. Slide tie-bar (1) into shaft (2). Align hole (3) in tie-bar with hole (4) in shaft.



2. Install **3/8 inch 24 thread x 5 inch** bolt (5) in pin (6).
3. Apply light coat of compound (E75) to pin (6). Wear gloves (E186).



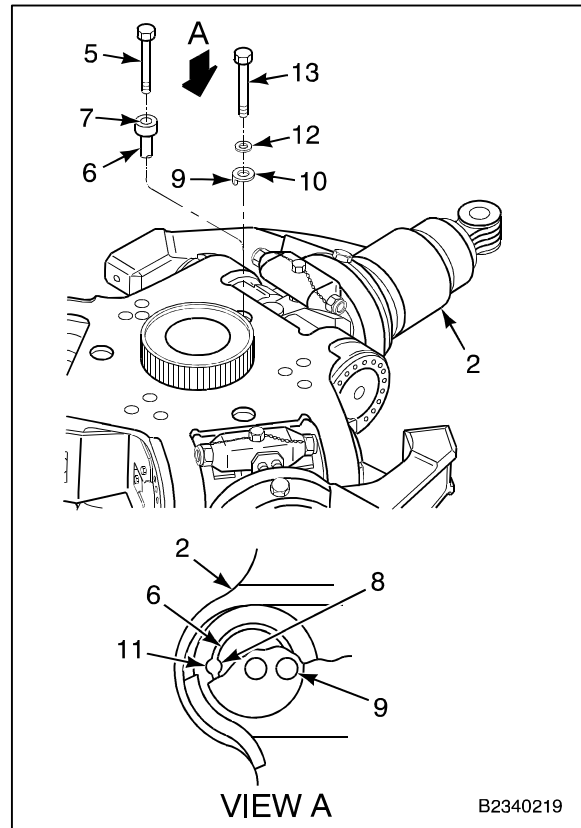
Do not misalign tie-bar pin during installation. Rotary-wing head will be damaged at maximum flap angle. Nut plate at pitch shaft will also be damaged.

4. Position pin (6) with slot (7) in pin aligned with slot (8) in shaft (2). Install pin.
5. Remove bolt (5) from pin (6).
6. Align pins (9) of retaining washer (10) with slots (11) of pin (6). Install washer.



Do not use substitute bolt or washer. Damage to hub can result.

7. Install washer (12) and bolt (13) in shaft (2). Torque bolt to **40 inch-pounds**. Lockwire bolt to washer (10).
8. Apply sealant (E63.1) to washer (10) and shaft (2).



**INSPECT**



Avoid handling pitch-varying shaft.  
Fingerprints can cause corrosion on bearing surfaces.

9. Check rollers (14) are in position in housing (15). Apply thin coat of grease (E190) to hold rollers in place, if needed. Use gloves (E186).
10. Apply light coat of oil (E254 or E254.1) to outer surface of shaft (2). Wear gloves (E186).
11. Clean sealant from two holes (16) of housing (15). Use solvent (E244) and cloths (E120). Wear gloves (E186).

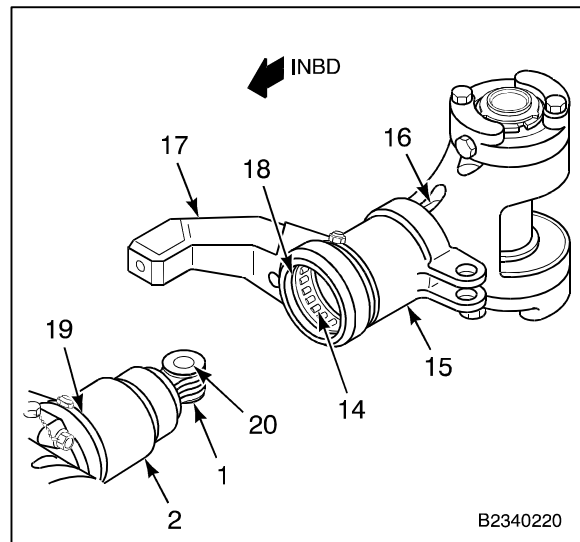


Do not allow seals to contact tie-bar during pitch housing installation. Sharp edges of tie-bar can damage seals.

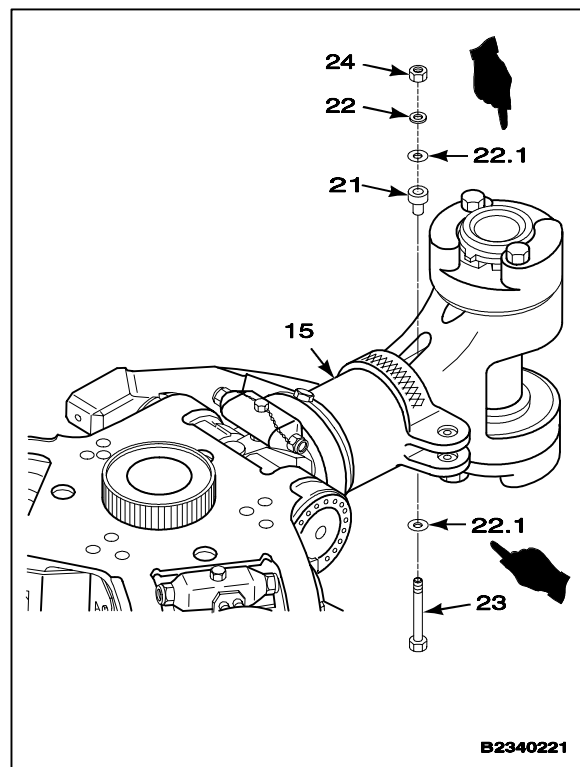
12. Slide housing (15) onto shaft (2) and tie-bar (1), pitch arm (17) to right looking inboard. Guide seal (18) onto wear sleeve (19). Seal shall not be folded.

**INSPECT**

13. Align hole (20) in tie-bar (1) with hole (16) in housing (15).
14. Apply light coat of compound (E75) to pin (21). Wear gloves (E186).
15. Install pin (21) in housing (15). Tap to seat pin. Use phenolic drift.
16. Install washer (22 and 22.1), bolt (23), and nut (24) in housing (15). Torque nut to **35 inch-pounds**.
17. Apply sealant (E336) to washer (22) and housing (15). Wear gloves (E186).
- 17.1. Check weight cavity drain hole in pitch-varying housing to ensure it is clean of debris. Use pipe cleaner (E469).



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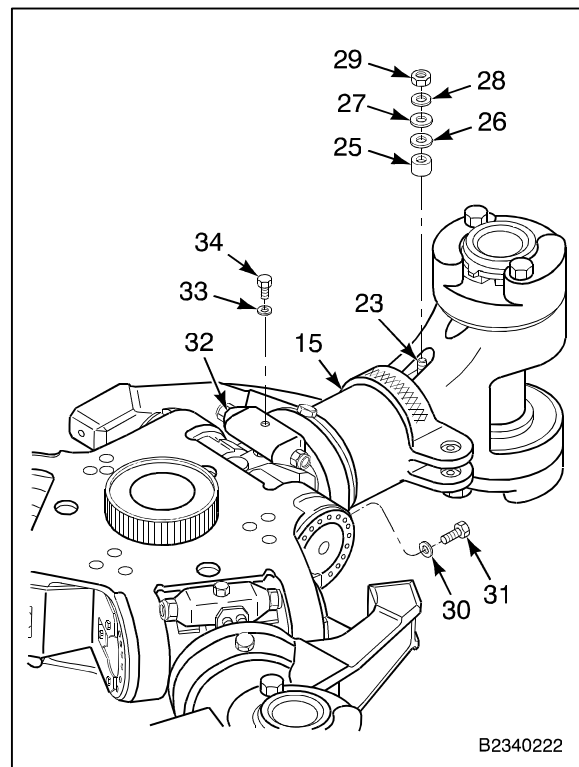
Do not install wrong balance weights on a pitch housing. Use of wrong balance weights will cause head to be unbalanced.

18. Remove tag from three weights (25, 26, and 27). Install weights, washer (28), and nut (29) on bolt (23). Torque nut to **35 inch-pounds**.

#### NOTE

Color of tape on housing must be same as color marked on tag.

19. Install packing (30) on plug (31).  
 20. Install plug (31) in housing (15). Torque plug to **24 inch-pounds**. Lockwire (E231) plug to housing.  
 21. Service pitch bearing oil tank (32) (Task 1-56).  
 22. Install packing (33) on plug (34).  
 23. Install plug (34) in tank (32). Torque plug to **24 inch-pounds**. Lockwire plug to tank. Use lockwire (E231).



#### INSPECT

#### FOLLOW-ON MAINTENANCE:

- Pressure test rotary-wing head (Task 5-5).  
 Install rotary-wing blade (Task 5-84).  
 Close work platform (Task 2-2).  
 Remove tiedown lines from aft and forward blades (Task 1-26).  
 Install hub oil tank (Task 5-17).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Outboard Seal Puller (T8)  
Seal Removal Tool (APP E-2)

**Materials:**

Grease (E190)  
Dry Cleaning Solvent (E162)  
Gloves (E186)  
Cloths (E120)

**Personnel Required:**

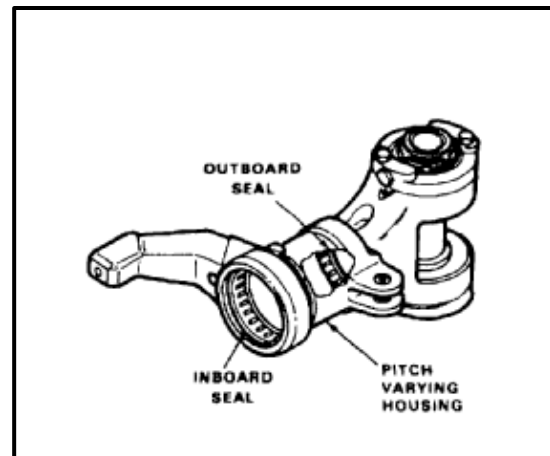
Aircraft Powertrain Repairer (2)

**References:**

Appendix E

**Equipment Condition:**

Off Helicopter Task  
Pitch-Varying Housing Removed From Rotary-Wing  
Head (Task 5-22)

**WARNING**

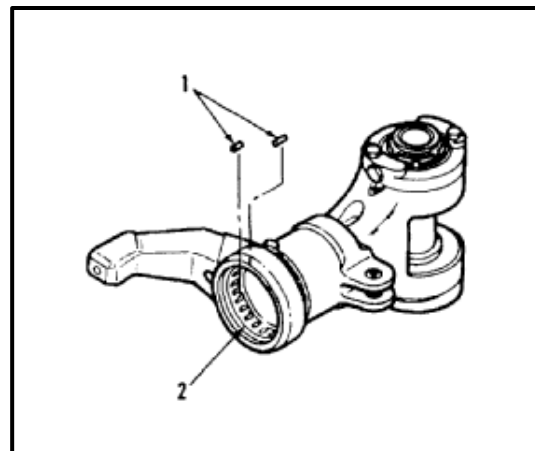
Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is same to remove seals from all six pitch-varying housings.

Bearing cage wear which permits roller bearings to be loose or to fall out, is not cause for cage replacement.

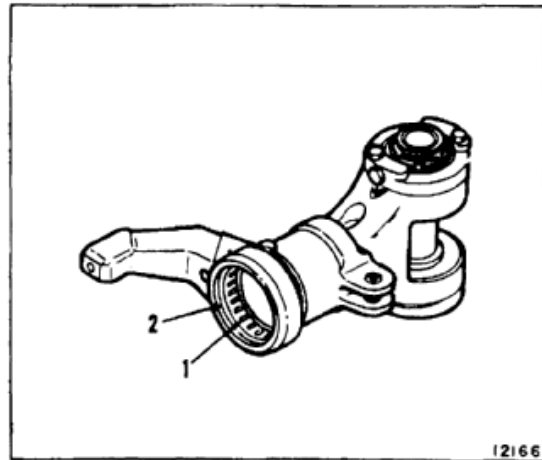
1. Clean roller bearings (1) that fall from cage (2). Use cloth (E120) damp with solvent (E162). Use gloves (E186).



- Apply thin coat of grease (E190) to bearings (1) to hold them in cage (2). Position bearings in cage.

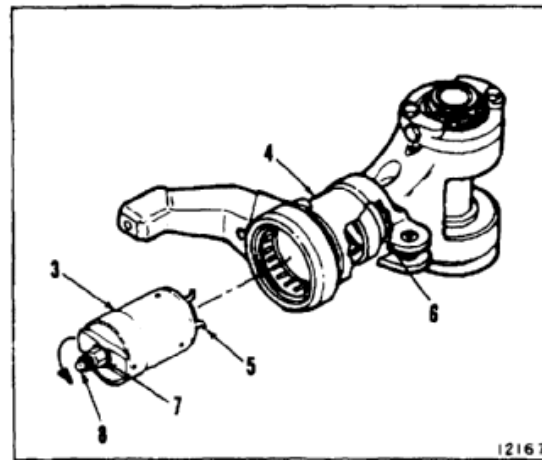


Seal Puller (T8) utilizes a set of fingers/jaws P/N 114E5809-3 for seal removal and a set of finger/jaws P/N 114E5809-15 for bearing removal. Ensure fingers/jaws P/N 114E5809-3 are installed in puller to preclude damaging the outboard bearing.

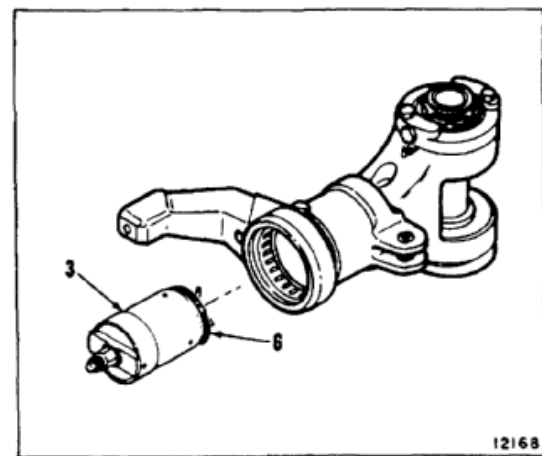


**REMOVE OUTBOARD SEAL**

- Position seal puller (T8) (3) in housing (4) deep enough to allow fingers (5) to grasp seal (6).
- Hold nut (7) and turn shaft (8) counterclockwise until fingers (5) unseat seal (6). Use wrench to prevent nut from turning.



- Remove puller (T8) (3) and seal (6).

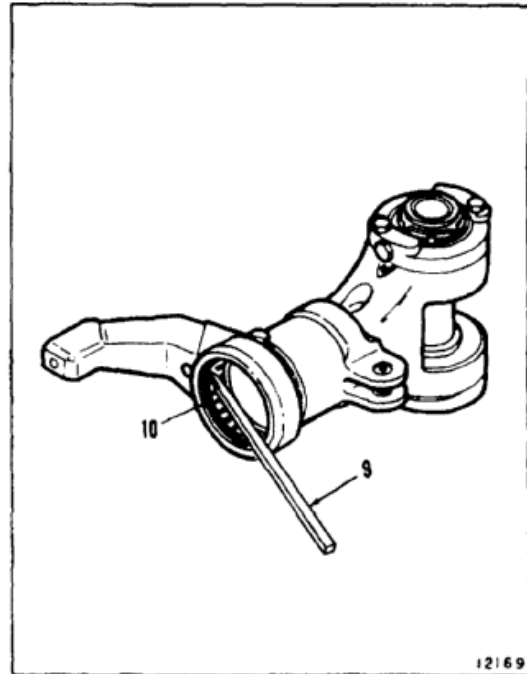




**REMOVE INBOARD SEAL**

Do not pry seal from housing with screwdriver or other hard tool. Damage to housing will result.

6. Hook seal removal tool (9) behind inboard seal (10). Exert steady pressure against end of tool to loosen seal. Remove seal.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

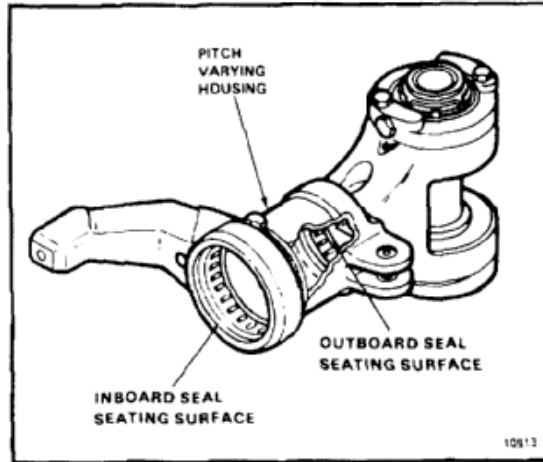
All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

- Alodine (E65)
- Gloves (E184.1)
- Wash Primer (E302)
- Epoxy Primer (E292.1)
- Abrasive Paper (E10)
- Tape (E388)
- Solvent (E162)
- Cloths (E120)



**Personnel Required:**

- Aircraft Powertrain Repairer
- Inspector

**Equipment Condition:**

Off Helicopter Task

1. Inspect pitch-varying housing (1) at seal seating surfaces (2). Nicks, gouges and scratches shall not exceed **0.010 inch** depth.
2. Blend out surface defects as follows:
  - a. Protect surfaces around area to be repaired. Use tape (E388).



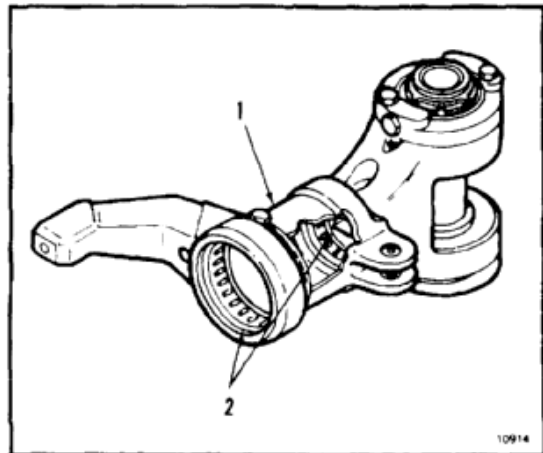
Do not contaminate bearings. Dirt can damage bearing surfaces.

- b. Blend out damage to surface, at least **10 times** as wide as damage. Do not blend deeper than damage. Use abrasive paper (E10).



Solvent (E162) is flammable toxic and can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- c. Clean reworked area. Use cloth (E120) moist with solvent (E162). Wear gloves (E184.1).



**INSPECT**

**WARNING**

Alodine (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- d. Apply alodine (E65) to repaired area. Wear gloves (E184.1).

**WARNING**

Wash primer (E302) and epoxy primer (E292.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- e. Apply one coat of wash primer (E302) to repaired area. Allow primer to dry for **30 minutes**. Wear gloves (E184.1).
- f. Apply one coat of epoxy primer (E292.1) to repaired area. Allow primer to dry for **1 hour**. Wear gloves (E184.1).
- g. Remove tape (E388).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Outboard Seal Installation Drift (T11)  
Inboard Seal Installation Drift (E56)  
Rawhide Mallet

**Materials:**

Dry Cleaning Solvent (E161)  
Dry Cleaning Solvent (E162)  
Gloves (E184.1)  
Cloth (E120)  
Methyl-Ethyl-Ketone (E244)  
Epoxy Primer (E292.1)  
Adhesive (E63.1) or Sealant (E340.3)  
Grease (E190)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

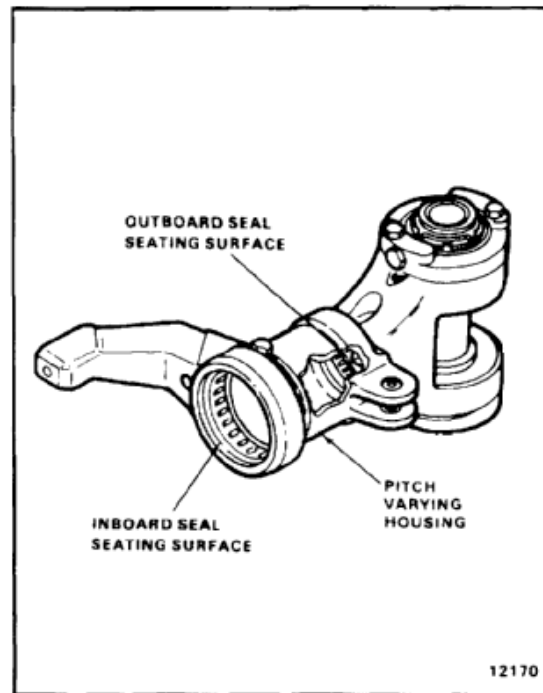
TM 55-1520-240-23P  
Task 5-24.1

**General Safety Instructions:****WARNING**

Methyl-ethyl-ketone (E244), epoxy primer (E292.1), and dry cleaning solvents (E162 and E161) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E63.1) and sealant (E340.3) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**NOTE**

Task is same to install seals in all six pitch-varying housings.

Adhesive (E63.1) or sealant (E340.3) is authorized specifically for the installation of pitch housing seal.

1. Clean inside of housing (1), outboard of seal seat (2). Use cloth (E120) moist with solvent (E161). Wear gloves (E184.1).



Do not contaminate bearings. Dirt can damage bearing surfaces.

2. Clean oil or dirt from seal seats (2 and 3). Use cloth (E120) damp with methyl-ethyl-ketone (E244). Wear gloves (E184.1).



Do not block drain hole. Oil can not drain freely if hole is blocked.

- 2.1. Inspect seats (2 and 3) (Task 5-24.1).
3. Prime inside of housing (1), outboard of seal seat (2). Use epoxy primer (E292.1). Wear gloves (E184.1).

**INSTALL OUTBOARD SEAL**

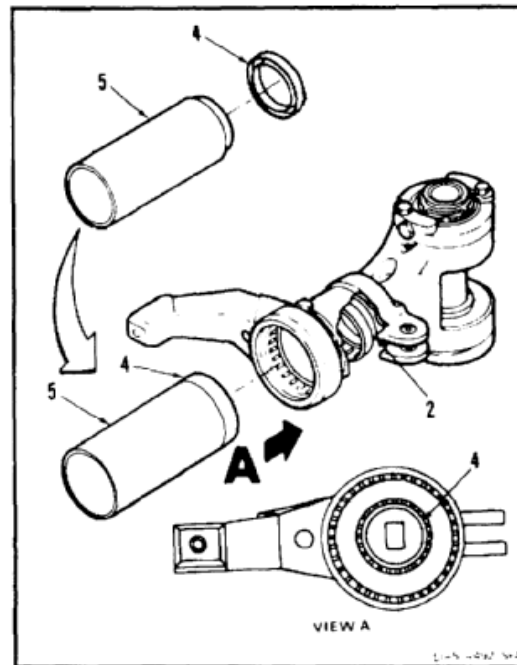
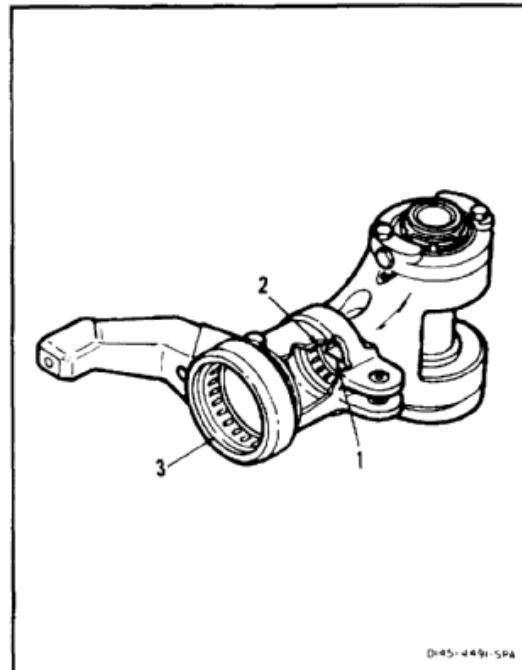


Do not allow adhesive to contact bearing. Adhesive can adhere to bearing.

**NOTE**

All sealants and adhesives have different cure times. When using sealants and adhesives, the directions on the container are to be considered minimum cure time before full operation of the aircraft.

4. Apply adhesive (E63.1) or sealant (E340.3) to outboard seal seat (2).
5. Position outboard seal (4) on drift (T11) (5).
6. Install outboard seal (4) in seal seat (2). Remove drift (T11) (5).
7. Wipe off excess adhesive around outboard seal (4). Use cloth (E120) damp with solvent (E162). Wear gloves (E184.1).



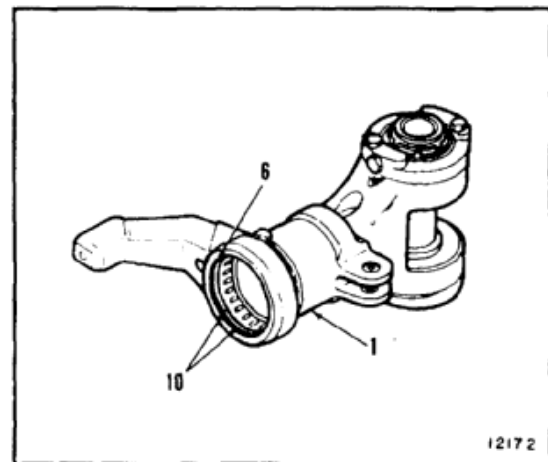
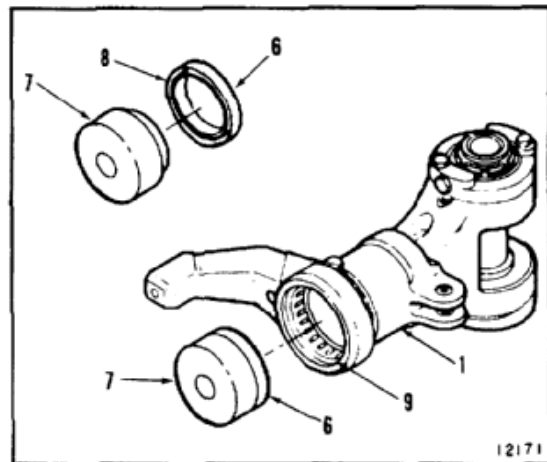
**INSTALL INBOARD SEAL**

8. Position inboard seal (6) on drift (E56) (7) with seal lips (8) toward drift.
9. Apply adhesive (E63.1) or sealant (E340.3) all around seal seat (9). Apply thin coat of adhesive (E63.1) or sealant (E340.3) around outside of inboard seal (6). Wear gloves (E184.1).
10. Press inboard seal (6) into housing (1). Tap lightly with rawhide mallet if necessary. Remove drift (7).
11. Apply bead of adhesive (E63.1) or sealant (E340.3) between inboard seal (6) and housing (1). Wear gloves (E184.1). Allow adhesive to cure for **6 hours**.

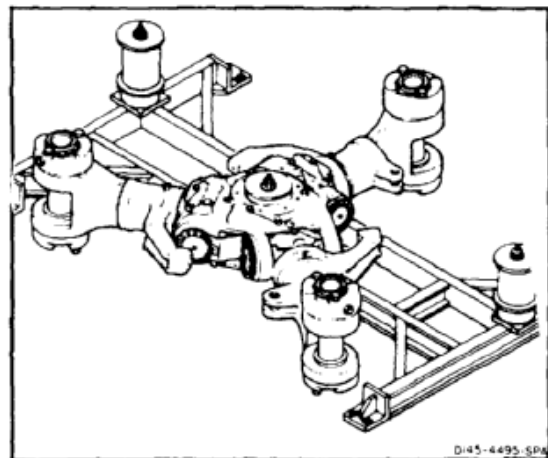


Do not allow excess grease to remain on seals. Grease can plug oil holes and contaminate bearing oil.

12. Apply grease (E190) to seal lips (10). Wipe off excess grease.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Install pitch-varying housing (Task 5-23).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Phenolic Drift

**Materials:**

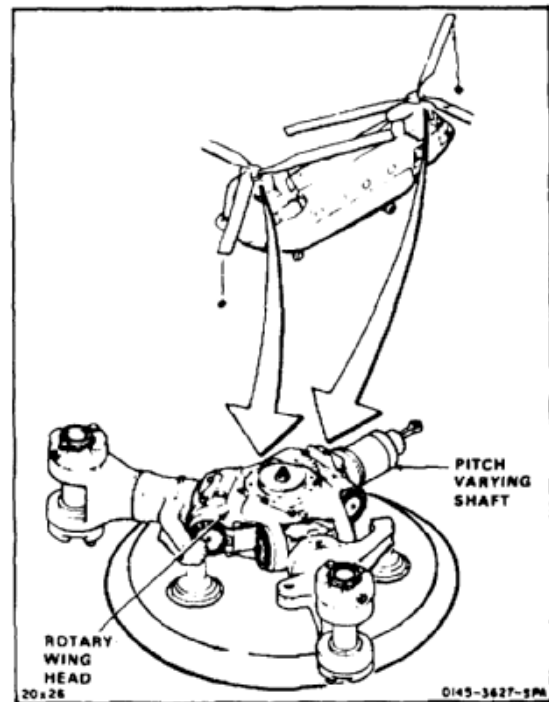
None

**Personnel Required:**

Aircraft Powertrain Repairer (2)

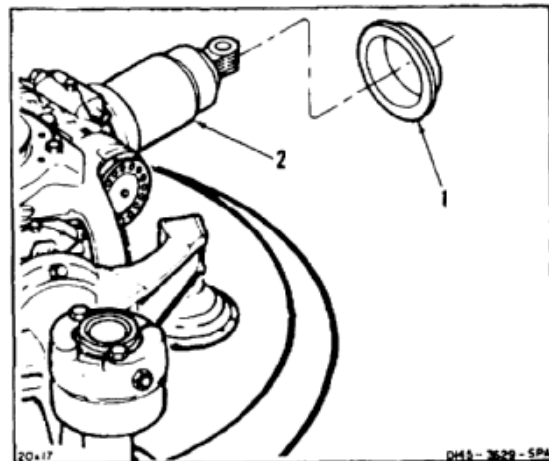
**Equipment Condition:**

Rotary-Wing Blade Removed (Task 5-64)  
Pitch-Varying Housing Removed (Task 5-22)

**NOTE**

Procedure is same to remove wear sleeve from any housing of forward or aft head. Forward head is shown here.

1. Remove wear sleeve (1) from pitch shaft (2).
2. Use phenolic drift.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Electric Heater, Gun Type  
Pyrometer  
Goggles  
Rawhide Mallet

**Materials:**

Methyl-Ethyl-Ketone (E244)  
Sealant (E336)  
Cloths (E120)  
Dry Cleaning Solvent (E162)  
Gloves (E186)  
Kevlar Gloves (E187)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

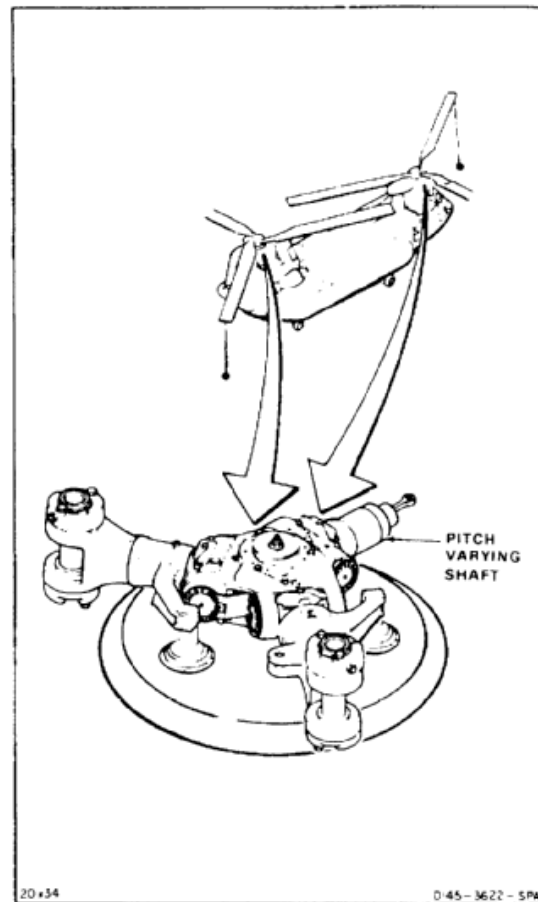
TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) and methyl-ethyl-ketone (E244) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

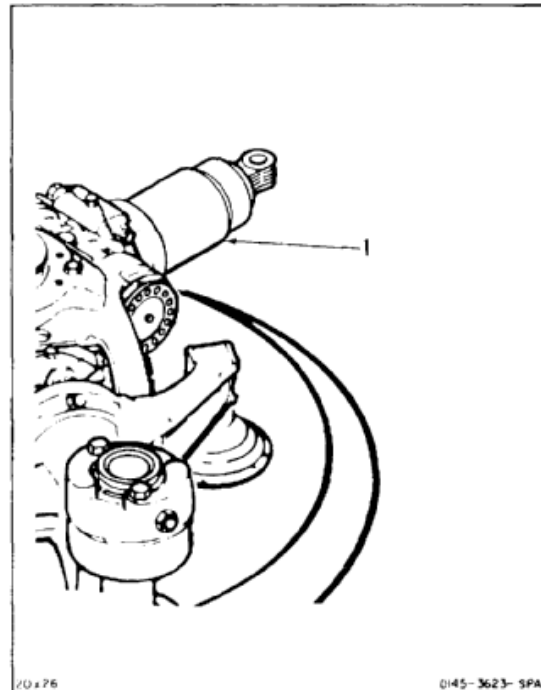




**NOTE**

Procedure is same to install wear sleeve on any housing on forward or aft head. Forward head is shown here.

1. Remove old sealant from pitch shaft (1). Use methyl-ethyl-ketone (E244). Wear gloves (E186).
2. Check shaft (1) for scores, nicks, or gouges. Damage shall not exceed **0.005 inch** in depth by **2.5 inches** in length.

**CAUTION**

Do not block oil hole in pitch shaft. Sealant in oil hole will restrict oil flow to pitch housing.

3. Apply sealant (E336) around pitch shaft shoulder (2). Check oil hole (3). Oil hole shall not be blocked by sealant. Wear gloves (E186).



4. Remove protective coating from wear sleeve (4). Use cloth (E120) damp with dry cleaning solvent (E162). Use goggles for eyes. Wear gloves (E186).

**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

5. Heat wear sleeve (4) to **250°F (121°C)**. Use heat gun and pyrometer.
6. Install sleeve (4) on shaft (1). Sleeve shall be seated all around shaft. Use rawhide mallet if needed.

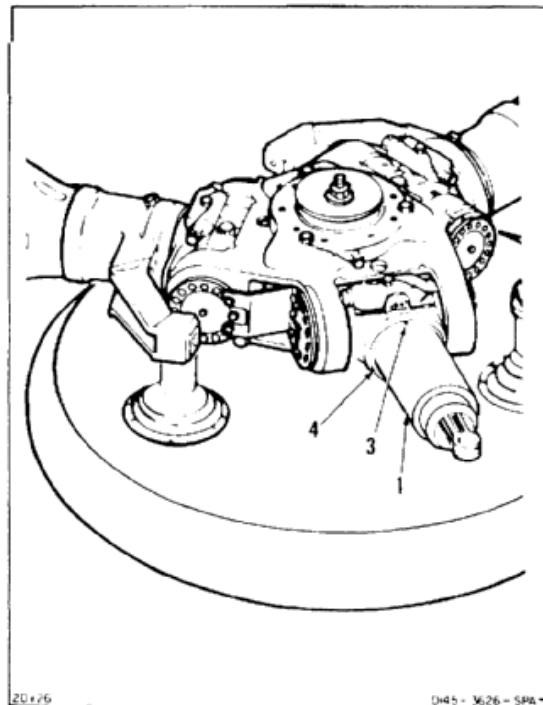


7. Wipe excess sealant from shaft (1) and sleeve (4). Use cloth (E120) damp with solvent (E162). Use goggles for eyes. Make sure oil hole (3) is clear of sealant. Wear gloves (E186).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Install pitch-varying housing (Task 5-23).  
Install rotary-wing blade (Task 5-84).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Container, 2 Quart  
Wood Block, 2 x 3 x 24 Inches

**Materials:**

Cloth (E120)

**Parts:**

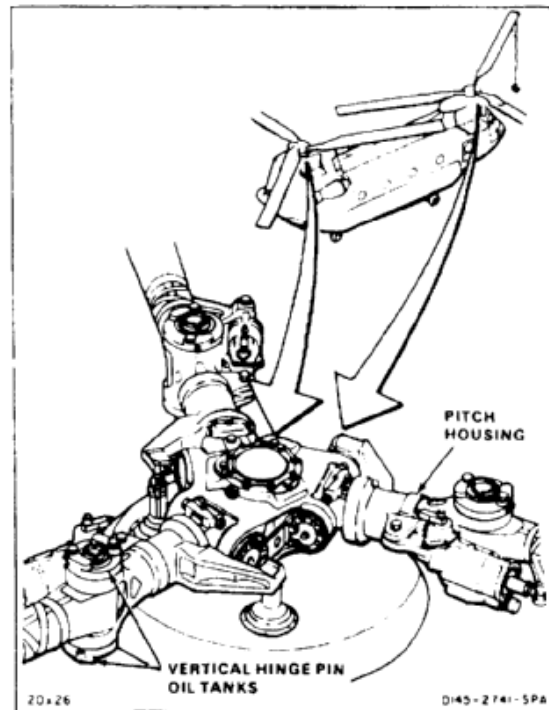
Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward Rotor Blade Tied-Down (Task 1-26)  
Work Platform Open (Task 2-2)  
Vertical Hinge Pin Nuts Removed (Task 5-64)

**NOTE**

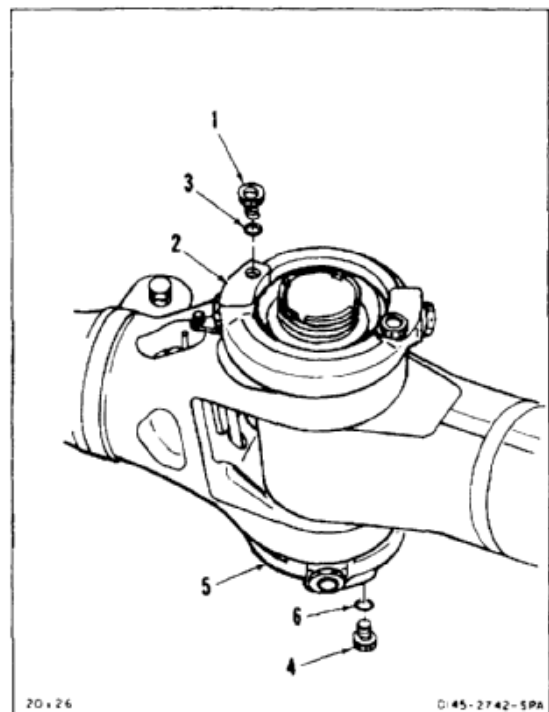
There are 12 vertical hinge pin oil tanks, two on each pitch housing. Procedure is similar to remove any oil tanks. Differences are noted in text.

1. Remove lockwire from one filler/drain plug (1) on upper tank (2). Remove plug and packing (3).

**NOTE**

One cup of oil must be drained when removing upper tank. All oil must be drained when removing lower tank.

2. Remove lockwire from one filter/drain plug (4) on lower tank (5). Remove plug and packing (6). Drain oil. Use container and cloth (E120) for spilled oil.

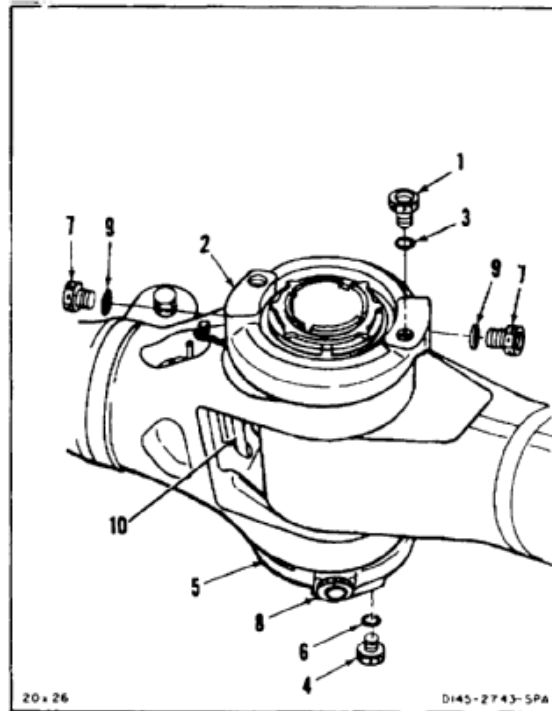


3. If tank (2 or 5) will be replaced, do the following:
  - a. Remove lockwire from remaining plug (1 or 4), and two sight indicators (7 or 8).
  - b. Remove remaining plug (1 or 4), and packing (3 or 6).
  - c. Remove two sight indicators (7 or 8) and two packings (9).
4. If tank will be reinstalled, install plugs (1 and 4) and two packings (3 and 6) in tank (2 or 5).
5. Remove lockwire between tank (2 or 5) and manifold tube (10).

**NOTE**

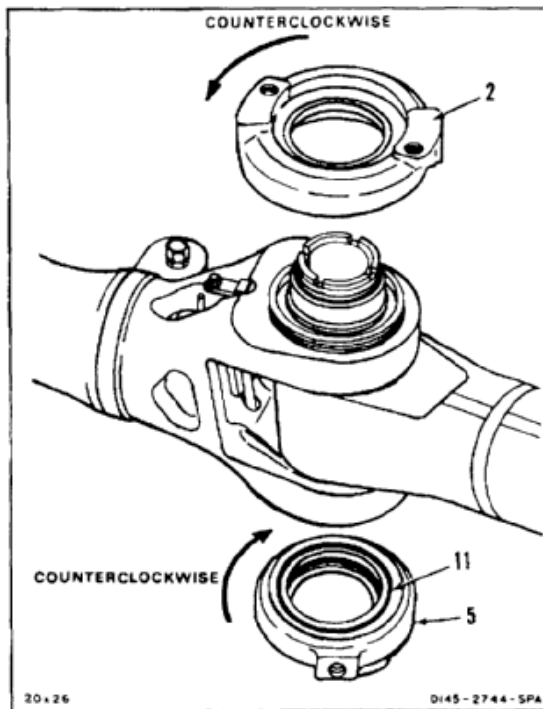
Use care when removing lower oil tank. Bearing inner race may fall from bearing. Support race during tank removal.

6. Turn tank (2 or 5) counterclockwise. Use wood block as lever between filler lugs of tank. Remove tank and packing (11).



**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Guide (T33)  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Lockwire (E231)  
Dry Cleaning Solvent (E162)  
Emery Cloth (E123)  
Grease (E190)  
Cloth (E120)  
Gloves (E186)

**Parts:**

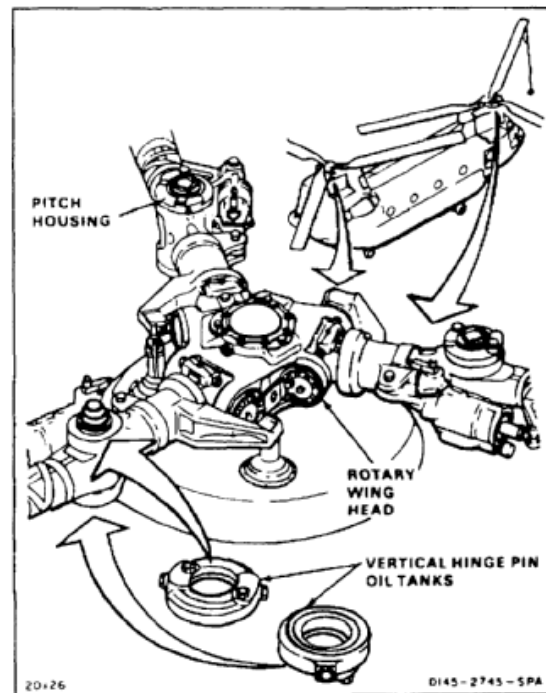
Packings

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

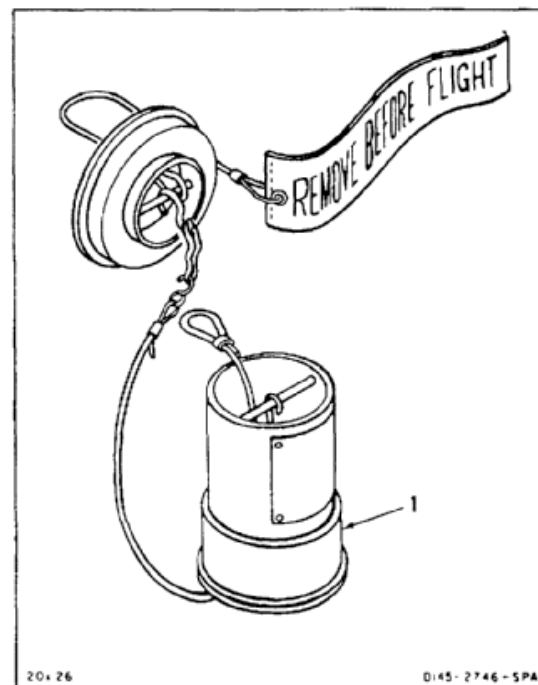
**References:**

TM 55-1520-240-23P  
Task 1-58

**NOTE**

There are 12 vertical hinge pin oil tanks, two on each pitch housing. Procedure is similar to install any oil tank. Differences are noted in text.

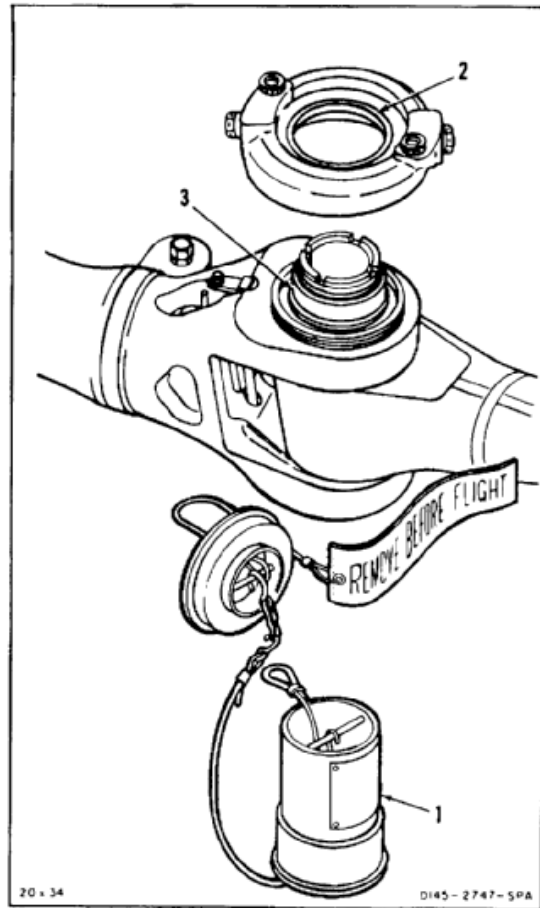
1. Remove any burrs or sharp edges from guide (T33) (1). Use emery cloth (E123).



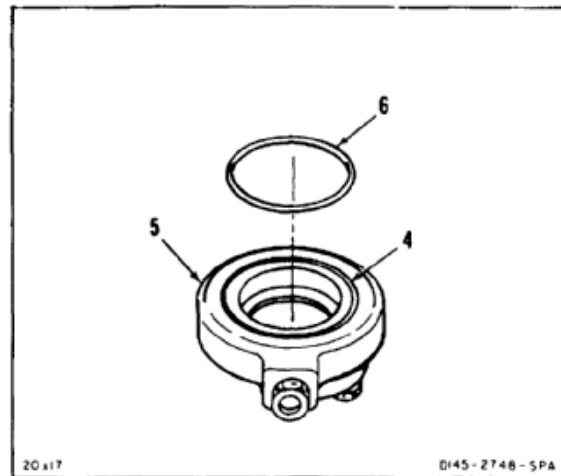
**NOTE**

Do not apply grease to vertical pin thread.

2. Apply grease (E190) to lips of seal (2), and to surfaces of inner bearing race (3) and guide (T33) (1) that will contact seal. Wear gloves (E186).

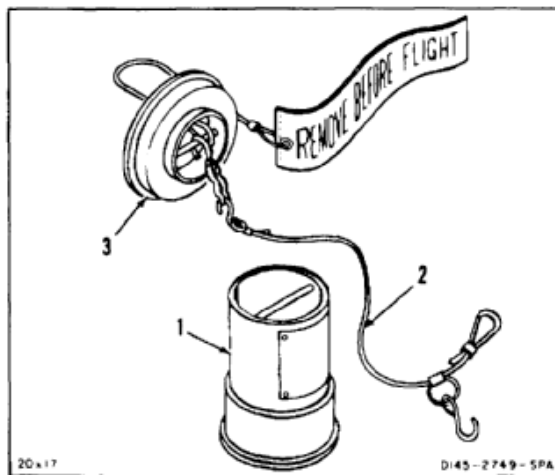


3. Apply grease (E190) to packing groove (4) on joint surface of tank (5). Use just enough grease to hold packing groove. Wear gloves (E186).
4. Install packing (6) in groove (4).

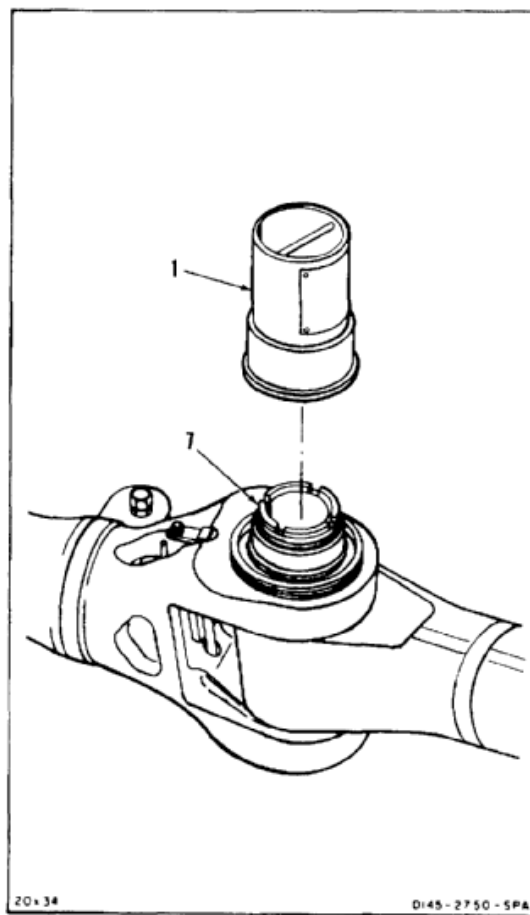


**TO INSTALL UPPER TANK**

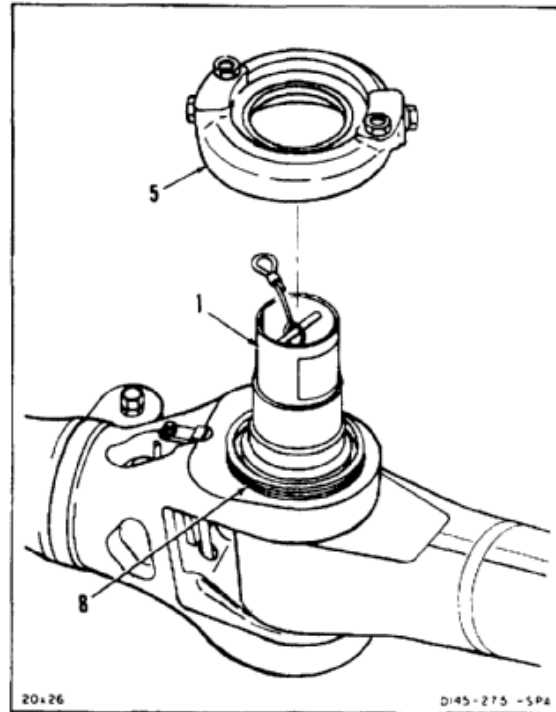
5. Remove cable (2) and cap (3) from guide (1).



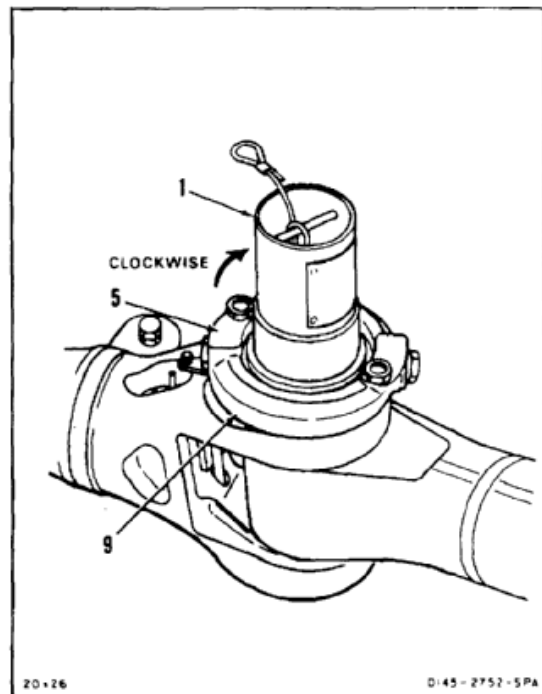
6. Position guide (T33) (1) over vertical pin (7).



7. Install tank (5) over guide (T33) (1) and engage thread of tank with thread of liner (8).



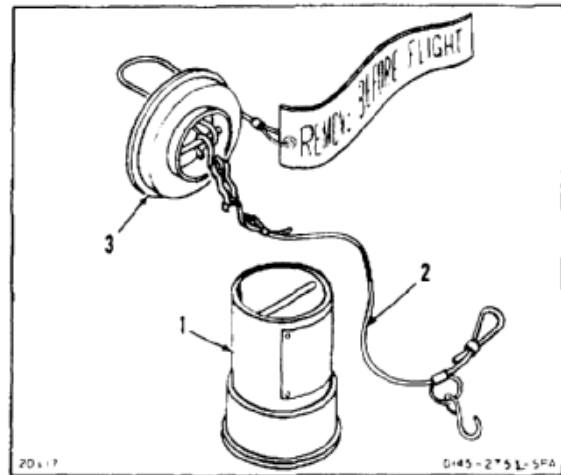
8. Turn tank (5) clockwise by hand until tank contacts lug (9).
9. Remove guide (T33) (1).





**TO INSTALL LOWER TANK**

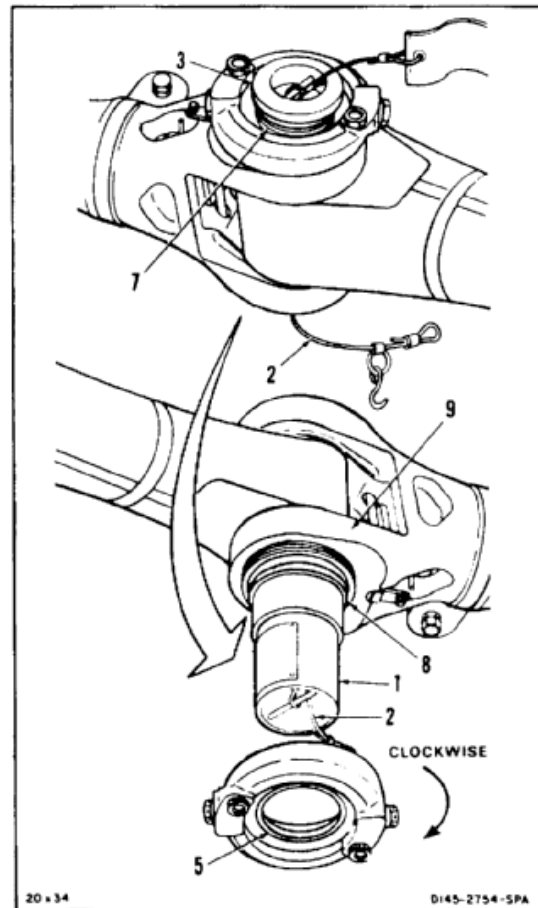
10. Remove cable (2) and cap (3) from guide (1).



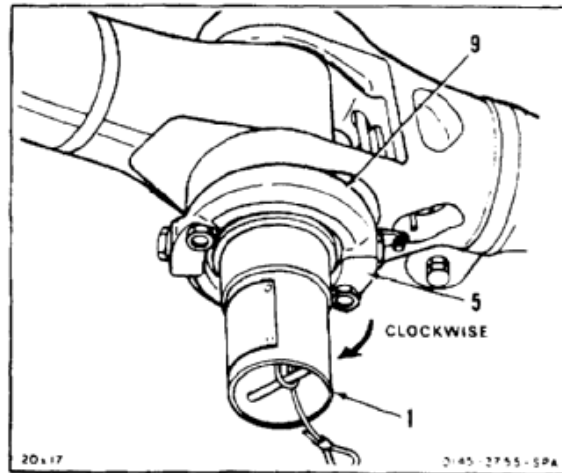
**NOTE**

Insure inner bearing is in place prior to oil tank installation.

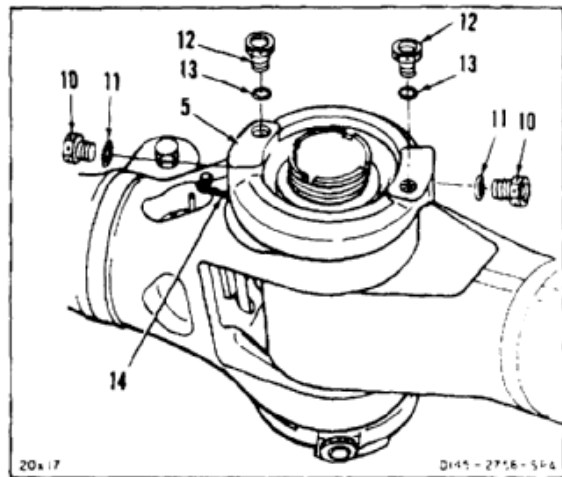
11. Position cap (3) over vertical pin (7). Pass cable (2) through pin.
12. Hold guide (T33) (1) in place under lower lug (9). Grasp loop of cable (2) and pull. Hook cable on guide.
13. Install tank (5) over guide (T33) (1) and mate thread of tank with thread of liner (8).



14. Turn tank (5) clockwise by hand until tank contacts lug (9). Tighten tank handtight.
15. Remove guide (T33) (1).



16. If tank (5) is a replacement, install two sight indicators (10) and packings (11). Torque sight indicators to **125 inch-pounds**.
17. Service oil tank (5) (Task 1-57).
18. Install filler/drain plugs (12) and packings (13). Torque plugs to **85 inch-pounds**.
19. Lockwire plugs (12) to sight indicators (10). Lockwire tank (5) to manifold (14). Use lockwire (E231).



**WARNING**

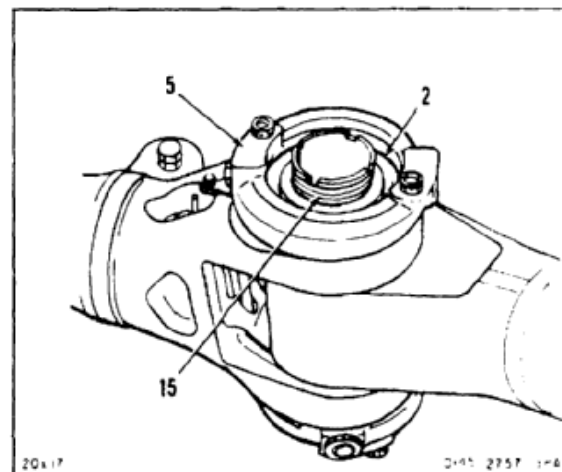
Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

20. Wipe excess grease from tank (5), seal (2), and thread (15). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Install vertical hinge pin nuts (Task 5-84).  
Close work platform (Task 2-2).  
Pressure test (Task 5-5).



END OF TASK

**5-30 REMOVE VERTICAL HINGE PIN OIL MANIFOLD TUBE****5-30****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Rawhide Mallet

**Materials:**

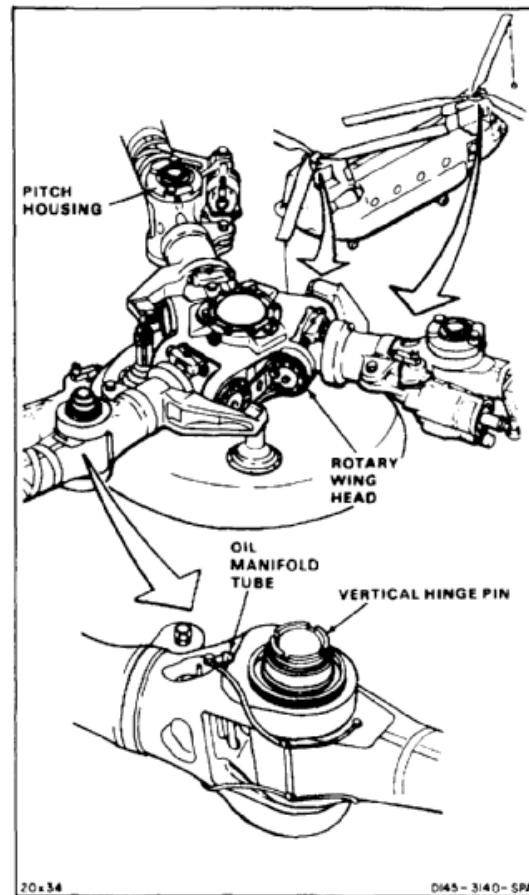
None

**Personnel Required:**

Aircraft Powertrain Repairer (2)

**Equipment Condition:**

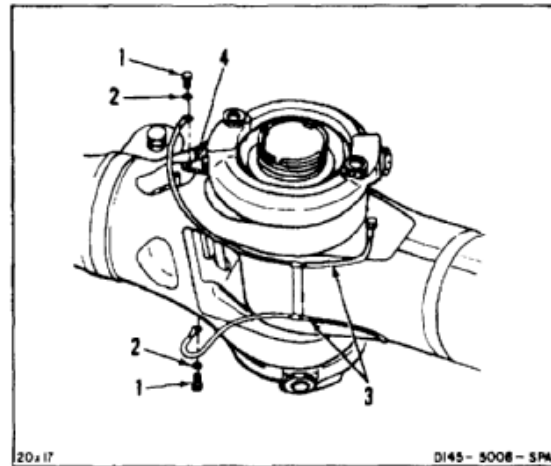
Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Work Platform Open (Task 2-2)  
Upper Vertical Hinge Pin Oil Tank Removed (Task  
5-28)



**NOTE**

Procedure is same to remove any vertical hinge pin oil manifold tube.

1. Remove two bolts (1), washers (2), and lightning protection cables (3) from oil manifold tube (4).

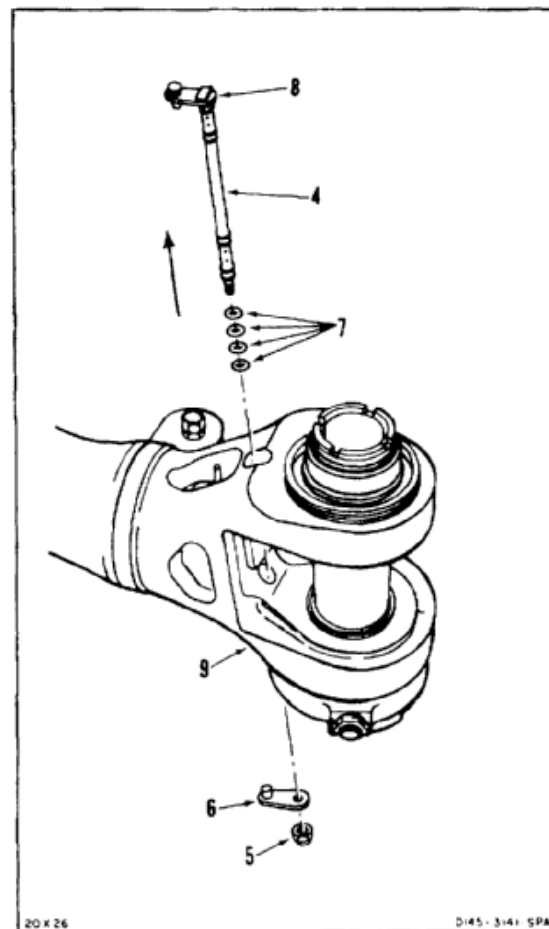


2. Remove lockwire from lower end of oil manifold tube (4). Remove nut (5) and bracket (6).



Do not damage bore of pitch housing when removing oil manifold tube. This can cause damage to packings during tube installation.

3. Remove tube (4) and four packings (7) as follows:
  - a. Push tube (4) straight up until bracket (8) is clear of housing (9). Use rawhide mallet if needed.
  - b. Pull bracket (8) and tube (4) straight up out of housing (9).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Powertrain Repairer's Tool Kit, NSN 5180-00-003-5267
- Torque Wrench, 0 to 150 Inch-Pounds
- Rawhide Mallet

**Materials:**

- Lockwire (E231)
- Lubricating Oil (E254/E254.1)

**Parts:**

Packings

**Personnel Required:**

- Aircraft Powertrain Repairer (2)
- Inspector

**References:**

- TM 55-1520-240-23P
- Task 1-58
- Task 5-29

**General Safety Instructions:**

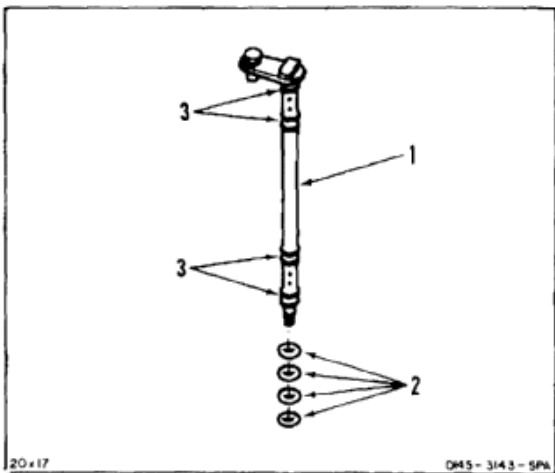
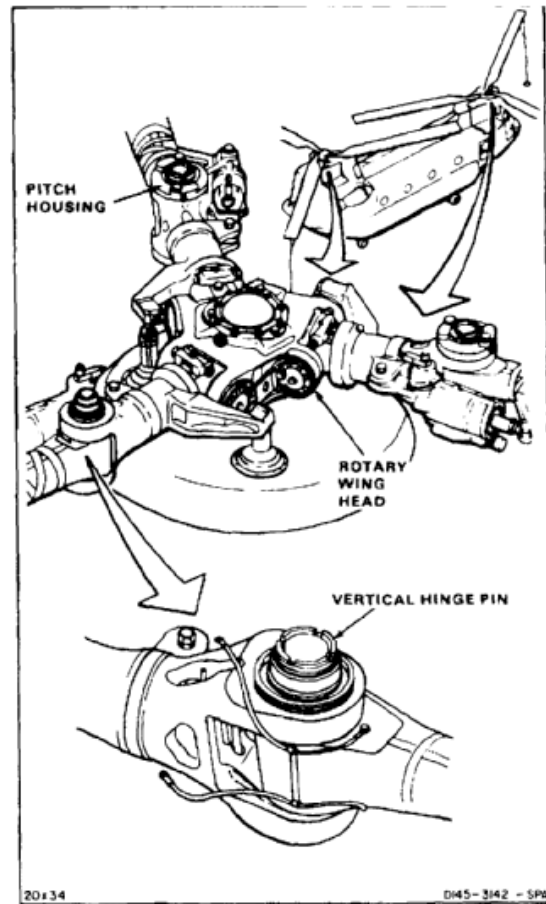
**WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is same to install any vertical hinge pin oil manifold tube.

1. Lubricate oil manifold tube (1) and four packings (2). Use oil (E254/E254.1). Position packings in grooves (3) on tube.



**CAUTION**

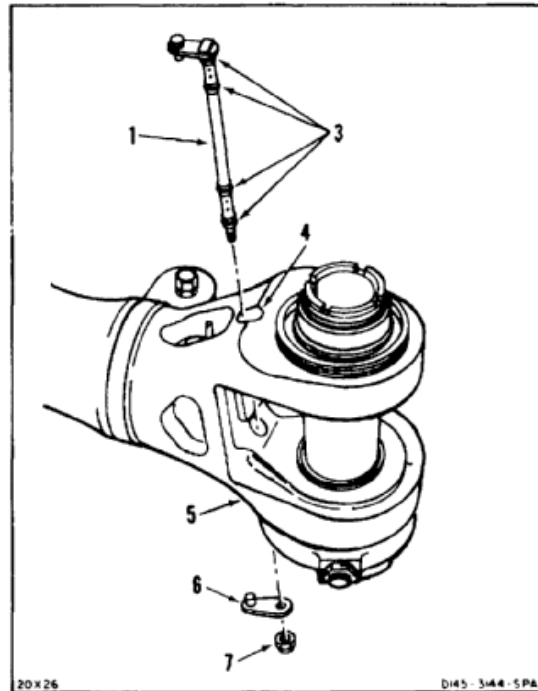
Do not install tube in tube bore if bore is burred or dry. Damage to packings can occur.

2. Check that tube bore (4) in pitch-varying housing (5) is clean and free of any burrs.
3. Lubricate bore (4). Use oil (E254/E254.1).
4. Install tube (1) through bore (4). Be careful not to pinch or cut packings (3). Tap lightly with rawhide mallet if needed.

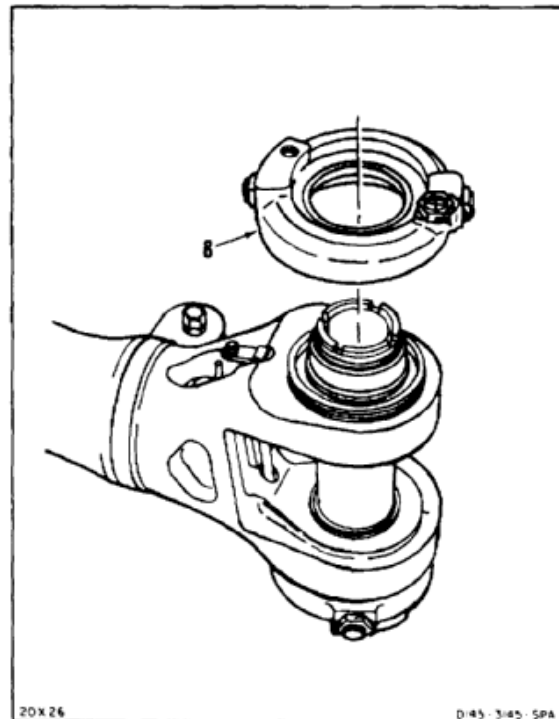
**CAUTION**

Do not over torque retaining nut. Over torque of nut will damage tube.

5. Install bracket (6) and nut (7) on tube (1). Torque nut to **15 inch-pounds**.



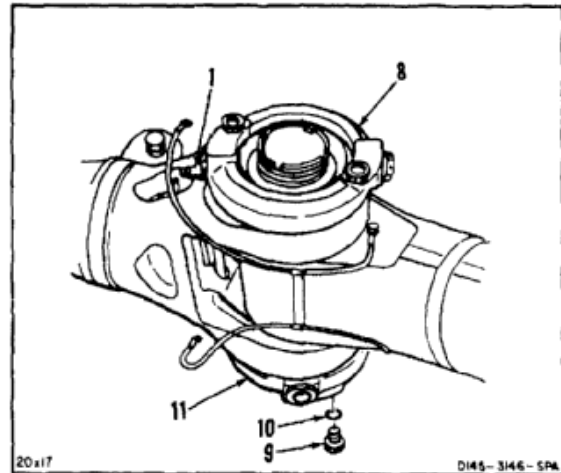
6. Install upper vertical hinge pin oil tank (8) (Task 5-29).



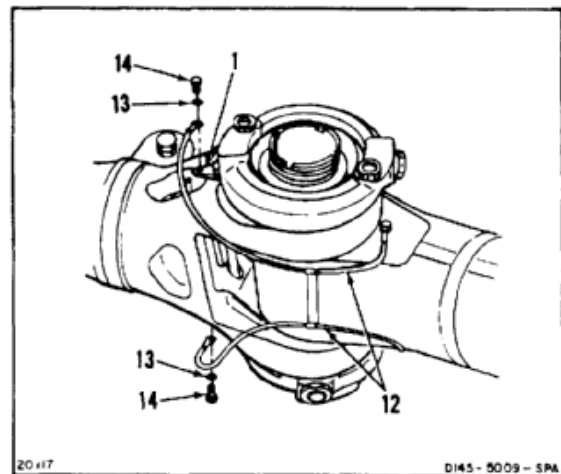
**5-31 INSTALL VERTICAL HINGE PIN OIL MANIFOLD TUBE (Continued)**

5-31

7. Install drain plug (9) and packing (10) in lower oil tank (11). Torque plug to **85 inch-pounds**.
8. Lockwire oil manifold tube (1) to upper and lower oil tanks (8 and 11). Use lockwire (E231).
9. Service vertical hinge pin oil tanks (8 and 11) (Task 1-58). Use oil (E254/E254.1).



10. Install two lightning protection cables (12), washers (13), and bolts (14) on manifold tubes (1). Torque bolts to **35 inch-pounds**.

**FOLLOW-ON MAINTENANCE:**

Pressure test vertical hinge pin oil tanks (Task 5-5).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Drift, Soft Aluminum, 1/2 Inch Diameter

**Materials:**

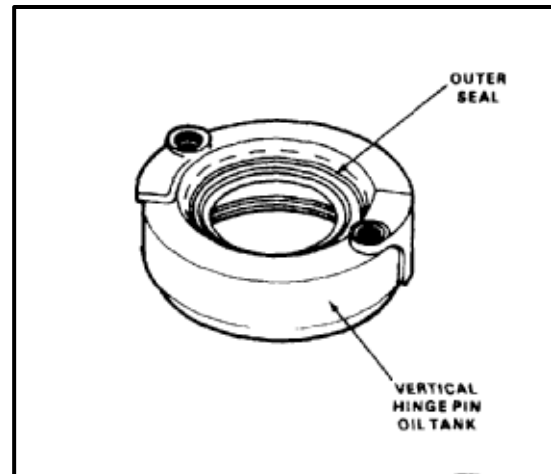
None

**Personnel Required:**

Aircraft Powertrain Repairer (2)

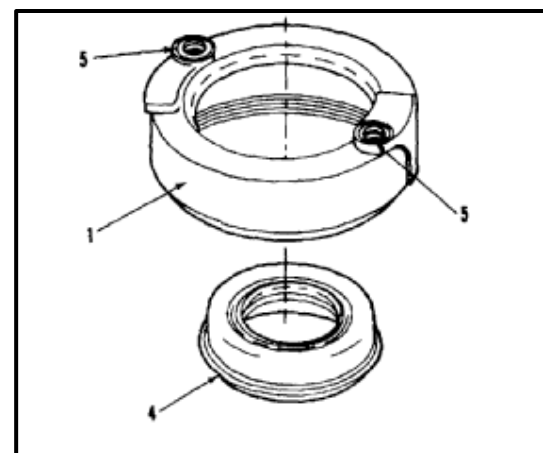
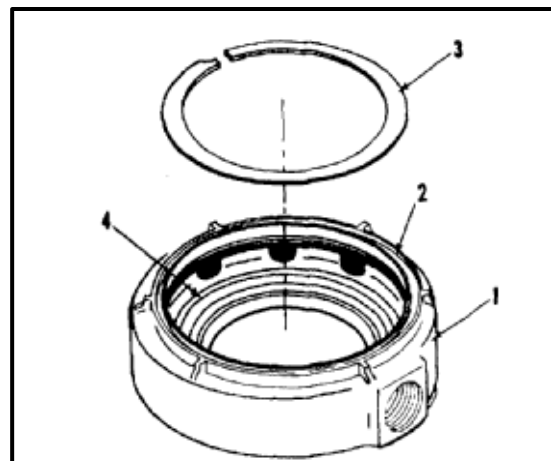
**Equipment Condition:**

Off Helicopter Task  
Vertical Hinge Pin Oil Tank Removed (Task 5-28)

**NOTE**

Procedure is same to remove outer seal from all 12 vertical hinge pin oil tanks.

1. Position tank (1), packing groove (2) up, on flat work surface.
2. Remove retaining ring (3) from seal (4). Use small screwdriver.
3. Position tank (1) with filler ports (5) up.
4. Tap seal (4) out of tank (1). Use hammer and soft aluminum drift.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-154



**5-33 REMOVE VERTICAL HINGE PIN INNER SEAL**

5-33

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Drift, Soft Aluminum, 1/2 Inch X 12 Inches

**Materials:**

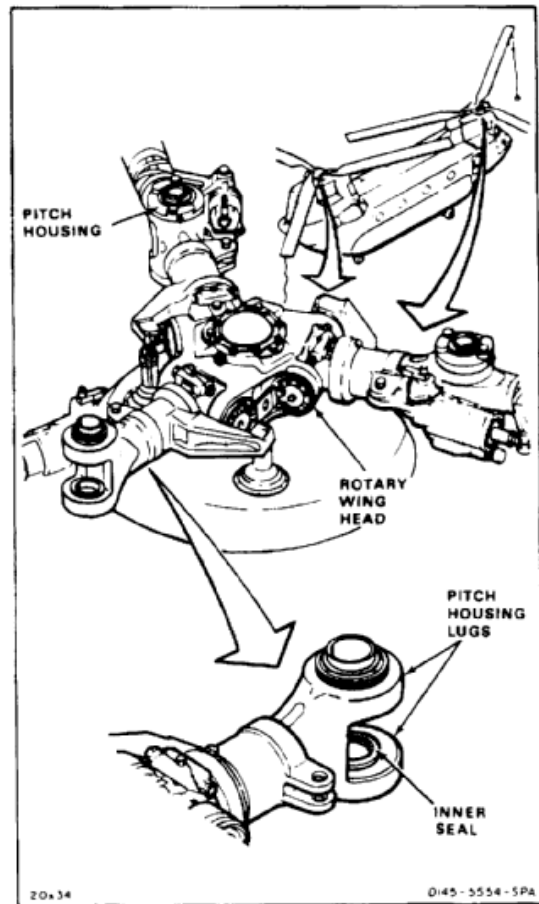
Gloves (E186)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

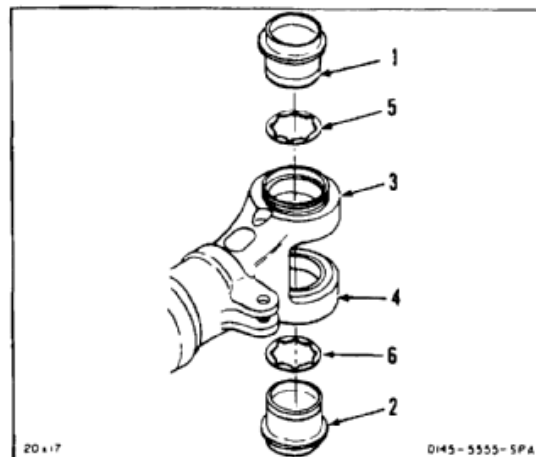
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade  
Tied-Down (Task 1-26)  
Vertical Hinge Pin and Rotary-Wing Blade Removal  
as Required (Task 5-64)  
Vertical Hinge Pin Oil Tank Removed (Task 5-28)  
Pylon Work Platform Open (Task 2-2)

**NOTE**

Procedure is same to remove vertical hinge pin inner seal from any pitch housing lug.

1. Push inner bearing race (1 or 2) out of lug (3 or 4). Use gloves (E186). Remove thrust washer (5 or 6).



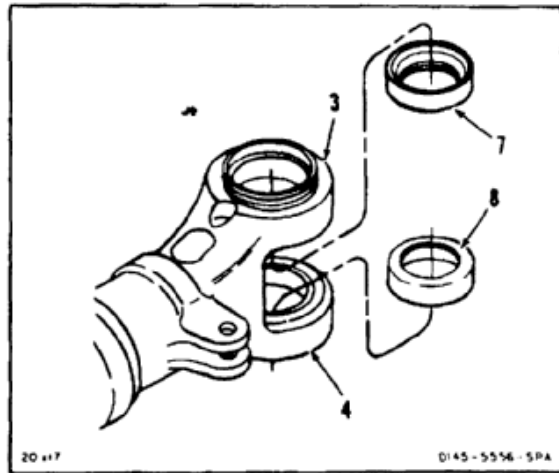
**CAUTION**

Do not use screwdriver or other sharp tool to remove seal. Sharp tools can scratch lugs and cause lug failure. Seal seating surfaces and bearings can also be damaged.

2. Tap inner seal (7 or 8) from lug (3 or 4). Use soft aluminum drift.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Aircraft Inspector's Tool Kit, NSN 5180-00-323-5114  
Wood Block, 5 Inch Diameter x 4 Inches

**Materials:**

Cloths (E120)  
Dry Cleaning Solvent (E162)  
Gloves (E186)  
Adhesive (E63.1) or Sealant (E340.3)  
Methyl-Ethyl-Ketone (E244)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

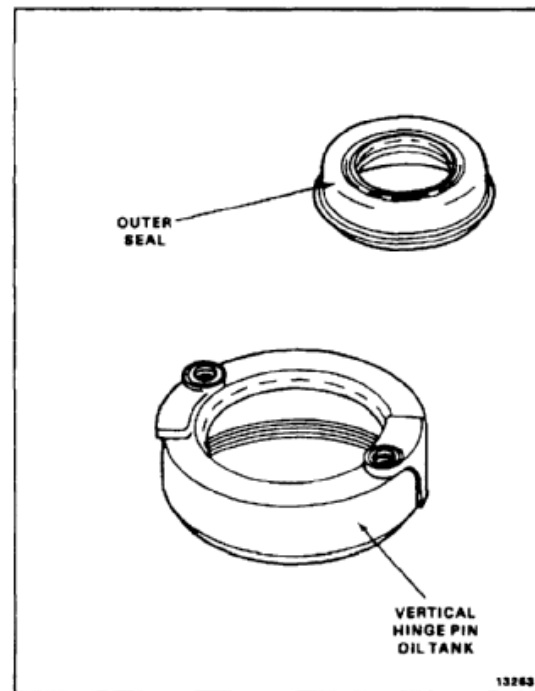
TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Methyl-ethyl-ketone (E244) and dry cleaning solvent (E162) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes. Use gloves (E186).

**WARNING**

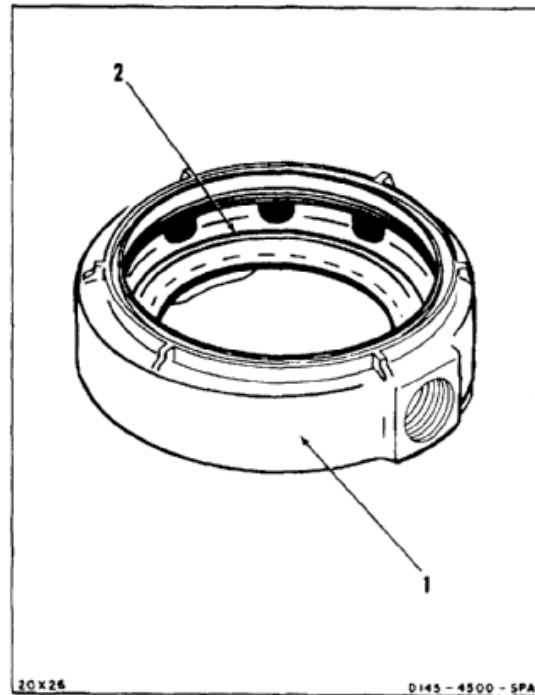
Adhesive (E63.1) and sealant (E340.3) can irritate skin and cause burns. Avoid contact with skin, eyes and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



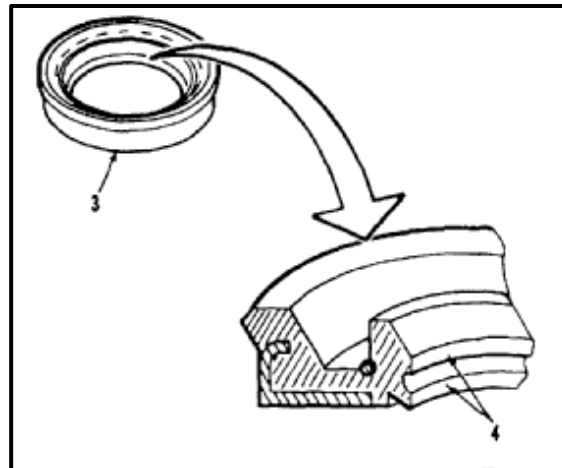
**NOTE**

Procedure is same to install outer seal in all 12 vertical hinge pin oil tanks.

1. Clean tank (1). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
2. Clean sealant from seal recess (2) in tank (1). Use methyl-ethyl-ketone (E244). Wear gloves (E186).
3. Check tank (1) for cracks. There shall be no cracks.



4. Remove protective coating from seal (3). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
5. Check seal lips (4) for nicks or scratches. Use magnifier. There shall be no nicks or scratches.



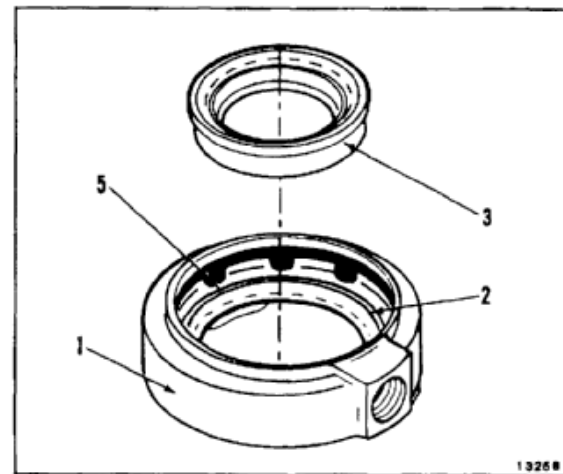
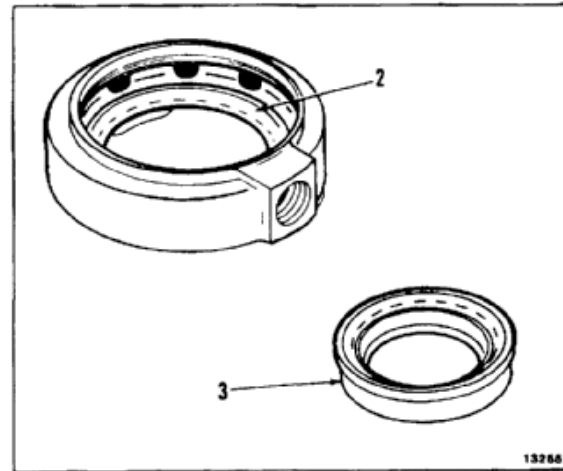
**NOTE**

Adhesive (E63.1) or sealant (E340.3) is authorized specifically for the installation of vertical hinge pin seals.

**NOTE**

All sealants and adhesives have different cure times. When using sealants and adhesives, the directions on the container are to be considered minimum cure time before full operation of the aircraft.

6. Apply light bead of adhesive (E63.1) or sealant (E340.3) to wall of seal recess (2) and outside wall of seal (3). Wear gloves (E186).
7. Position tank (1) with packing groove (5) up.
8. Position seal (3) open side up, over recess (2) in tank (1).
9. Tap seal (3) into recess (2). Use hammer and wood block.



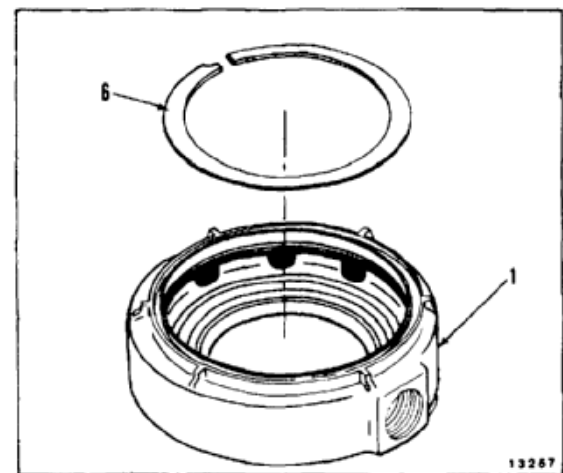
10. Wipe adhesive squeezeout from tank (1). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
11. Install retaining ring.

**NOTE**

Let adhesive cure **1 hour** before installing tank.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Powertrain Repairer's Tool Kit, NSN 5180-00-003-5267
- Seal Puller (T10)
- Guide Plug Set (T12)

**Materials:**

- Dry Cleaning Solvent (E162)
- Adhesive (E63.1)
- Cloth (E120)
- Grease (E190)
- Lubricating Oil (E254/E254.1)
- Gloves (E186)

**Personnel Required:**

- Aircraft Powertrain Repairer (2)
- Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:**

**WARNING**

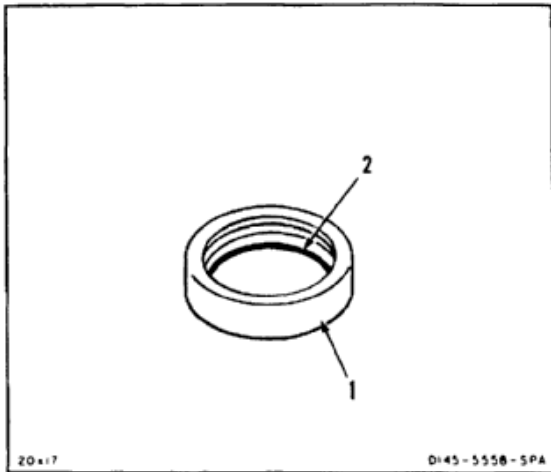
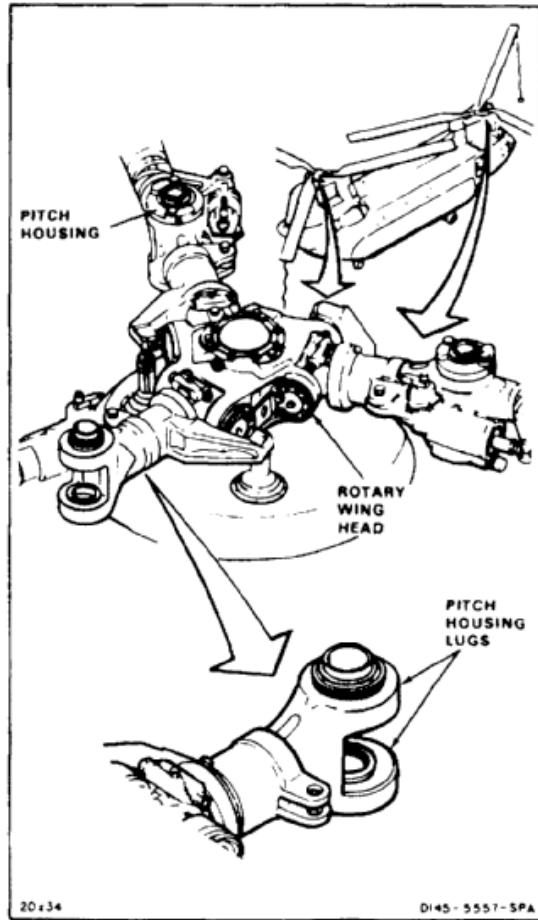
Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only on well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes. Use gloves (E186).

**WARNING**

Oil (E254/E254.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is similar to install vertical hinge pin inner seal in any pitch housing lug.

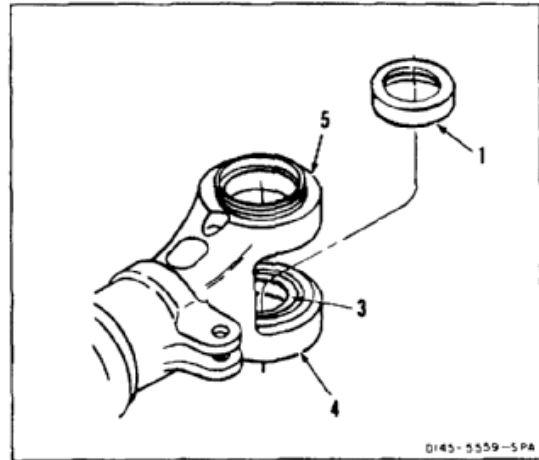


1. Remove preservative from seal (1). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
2. Check seal lips (2) for nicks or scratches. Use magnifier. There shall be no nicks or scratches.

**NOTE**

Adhesive (E63.1) or sealant (E340.3) is authorized specifically for the installation of vertical hinge pin seals.

3. Apply adhesive (E63.1) or sealant (E340.3) to seal recess (3) and outer wall of seal (1). Wear gloves (E186).
4. Position seal (1) on lug (4 or 5), open side toward recess (3).

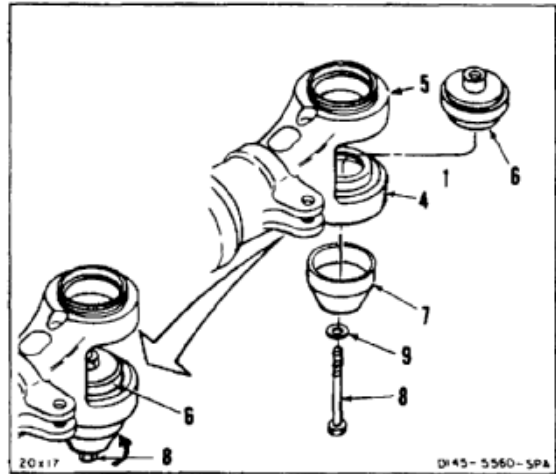


5. Position base of seal puller (T10) (6) on seal (1). Position driver (7) on lug (4 or 5). Install bolt (8) and washer (9) through driver and base.

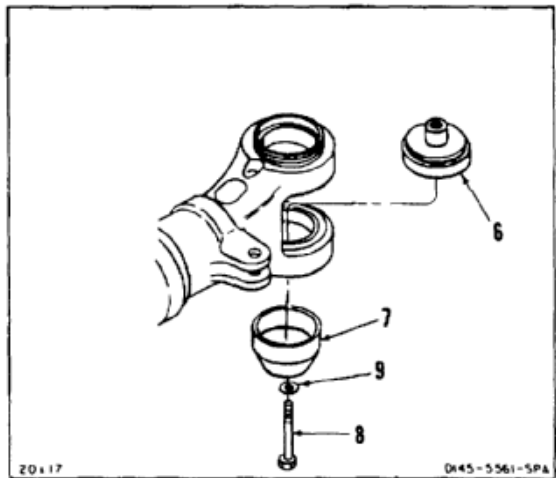
**CAUTION**

Do not press seal past lug surface. Too much pressure can damage seal and cause leaks.

6. Turn bolt (8) clockwise until base of seal puller (T10) (6) pulls seal (1) flush with lug (4 or 5).



7. Turn bolt (8) counterclockwise. Remove bolt, washer (9), driver (7), and base of seal puller (T10) (6).



**NOTE**

All sealants and adhesives have different cure times. When using sealants and adhesives, the directions on the container are to be considered minimum cure time before full operation of the aircraft.

8. Wipe squeezeout from seal (1) and lug (4 or 5). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
9. Cure adhesive on seal for **1 hour**.



Wipe off excess grease. Grease can foul passages and restrict oil flow.

10. Apply grease (E190) between lips (2) of seal (1). Remove excess grease. Wear gloves (E186).

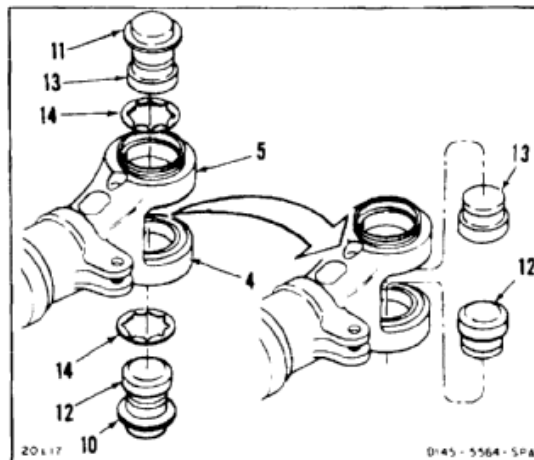
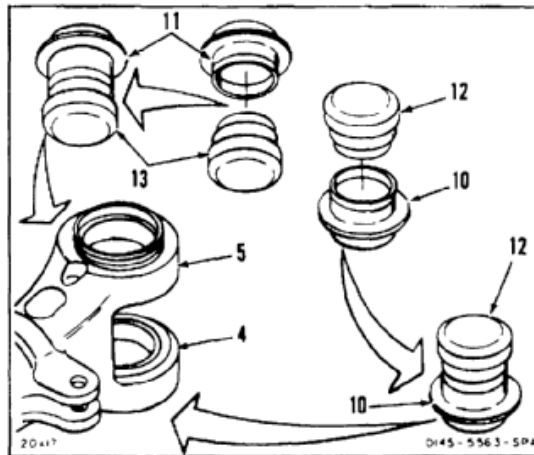
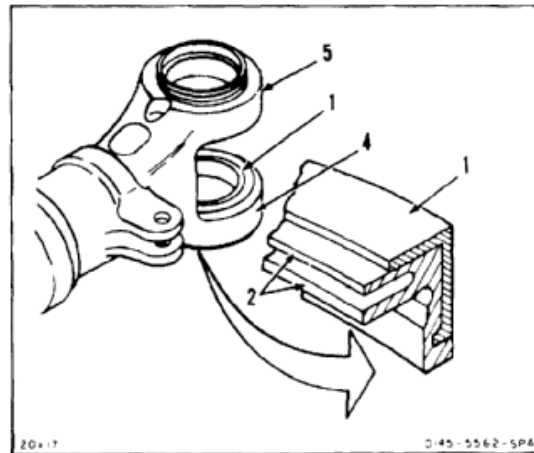
**NOTE**

Lower inner bearing race and guide plug are smaller in diameter than upper race and guide plug. Lower race is also longer than upper race.

11. Select inner race (10 or 11) and guide plug (T12) (12 or 13) for upper lug (5) or lower lug (4). Insert plug in inner race.
12. Apply film of oil (E254/E254.1) to outside of inner race (10 or 11) and guide plug (T12) (12 or 13).
13. Position thrust washer (14) on inner race (10).
14. Push plug (T12) (12) and inner race (10) into lug (4 or 5) until race is seated. Use gloves (E186). Remove plug (T12).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Install vertical hinge pin tank (Task 5-29).  
Install rotary-wing blade (Task 5-84).  
Close work platform (Task 2-2).



END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Bearing Puller (T102)  
Drift, Soft Aluminum, 1/2 X 1/2 X 12 Inches  
Heater Gun

**Materials:**

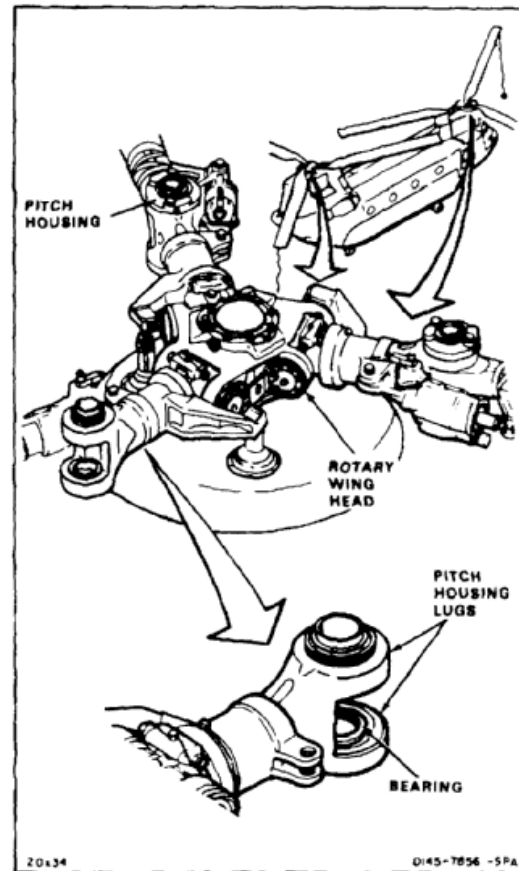
Temperature Indicating Strips (E413)  
Pencil, Marking (E271)  
Paper Tag (E264)  
Gloves (E186)  
Kevlar Gloves (E187)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

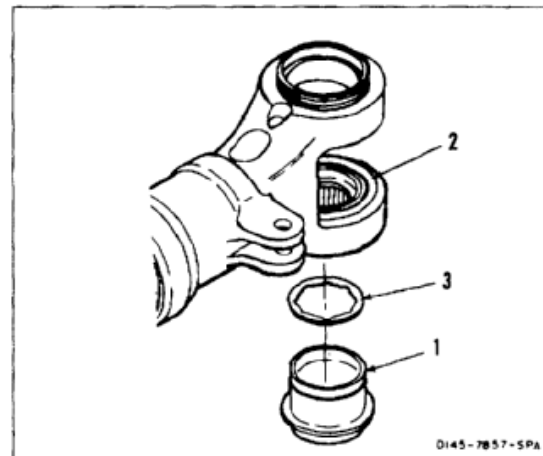
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Pylon or Forward Work Platform Open (Task 2-2)  
Rotary-Wing Blade Removed As Required (Task  
5-64)  
Vertical Hinge Pin Oil Tank Removed As Required  
(Task 5-28)

**NOTE**

Procedure is same to remove vertical hinge pin bearing from any pitch housing lug. Lower lug is shown.

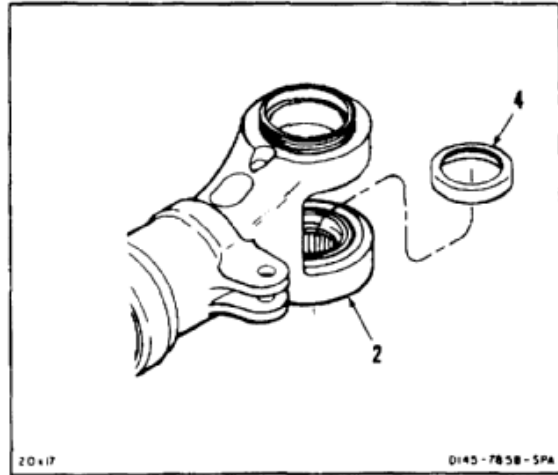
1. Matchmark inner bearing race (1) to lug liner (2). Use marking pencil (E271).
2. Push inner bearing race (1) out of lug liner (2). Use gloves (E186). Remove thrust washer (3).
3. Tag race (1) with rotary-wing head, color of pitch housing, and lug from which race was removed.



**CAUTION**

Do not use screwdriver or other sharp tool to remove seal. Sharp tools can scratch lugs and cause lug failure. Seal seating surfaces and bearings can also be damaged.

4. Tap inner seal (4) from lug (2). Use soft aluminum drift.

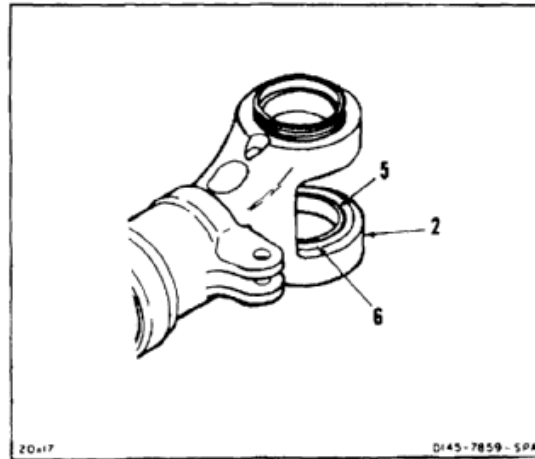


5. Matchmark outer race (5) to lug liner (6). Use marking pencil (E271).

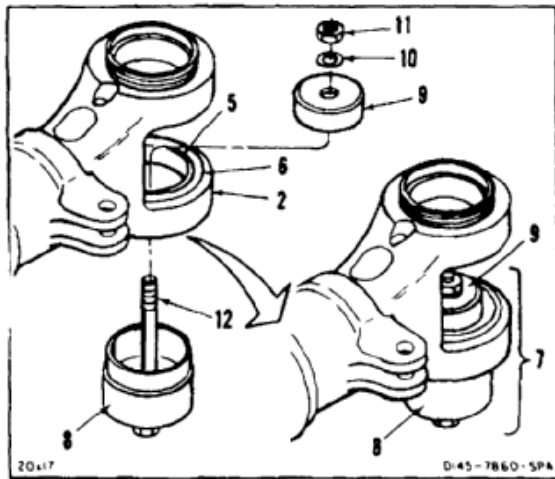
**CAUTION**

Do not exceed **250°F (121°C)** when heating lug. Lug will be damaged.

6. Heat lug (2) to **240°F (116°C)**. Use heater gun. Use temperature indicating strips (E413) to monitor temperature. Wear gloves (E187).



7. Install bearing puller (T102) (7) as follows:
  - a. Position cap (8) on lug liner (6) outside of lug (2).
  - b. Position base (9) against bearing outer race (5) inside of lug (2).
  - c. Install washer (10) and nut (11) on bolt (12).



**5-36 REMOVE VERTICAL HINGE PIN BEARING (Continued)**

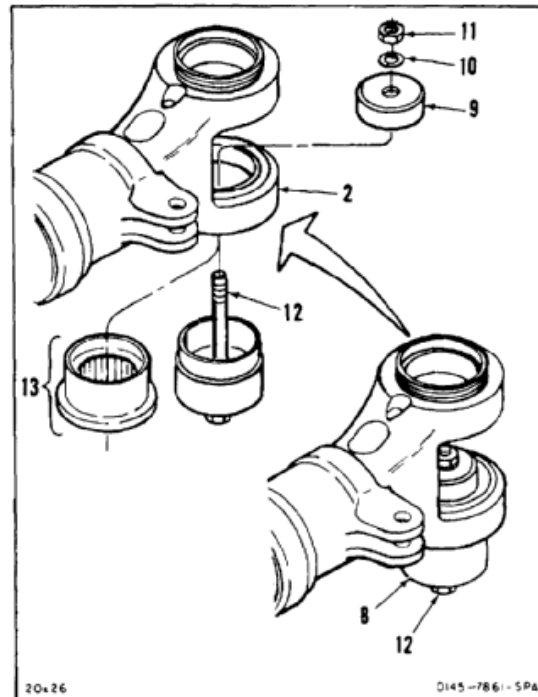
5-36

8. Tighten bolt (12) until bearing (13) is drawn out of lug (2).
9. Remove nut (11), washer (10), base (8), bolt (12), cap (9), and bearing (13).

**CAUTION**

The bearing and the inner race are a matched set and must be kept together as a unit; otherwise, excessive wear will occur.

10. Tag bearing (13) with rotary-wing head, color of pitch housing, and lug from which bearing was removed.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
Drift, Aluminum 0.0625 x 6 Inches

**Materials:**

None

**Personnel Required:**

Inspector

**References:**

TM 1-1520-253-23

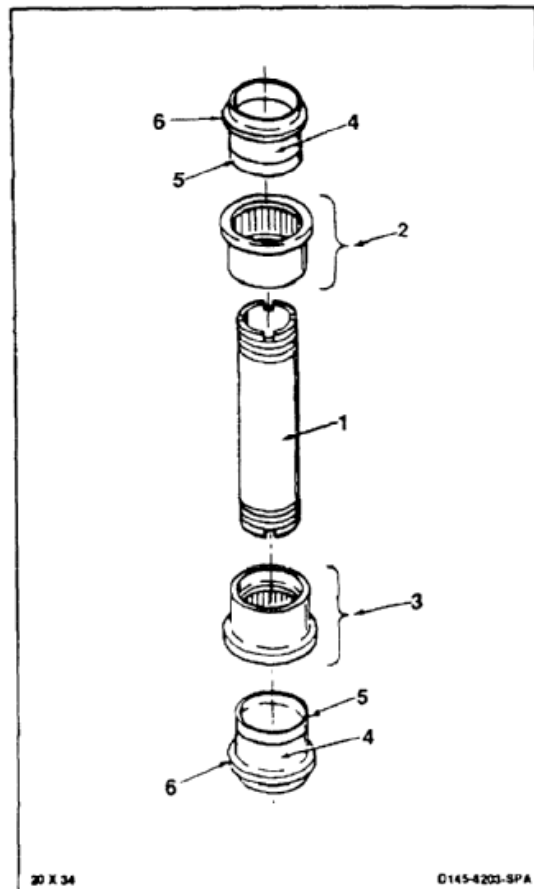
**Equipment Condition:**

Off Helicopter Task

**WARNING**

Vertical hinge pins shall have the letters EC following the serial number.

1. Check the surface of vertical pin (1), upper bearing (2), and lower bearing (3) for damage. Damage can be removed by polishing. Use abrasive paper (E8). It is not necessary to remove the entire score or mark. Vertical scores, circumferential marks, and corrosion pits less than **0.005 inch** depth are acceptable after polishing provided all protruding edges have been removed and the surface is smooth to the touch. Light scratches are acceptable regardless of direction. Definitions of a scratch and a score as applicable to the vertical pin are as follows:
  - a. Scratches are defined as equal to or less than the depth and severity of scratches inflicted by hand rubbing the part with abrasive paper (E5).
  - b. Scratches of greater depth or severity than those described in step a above, are considered scores.
2. Check wear surfaces (4) of inner races (5) for spalling, corrosion, or other damage. There shall be no spalling or corrosion. There shall be no scores or other marks deeper than **0.005 inch**. Scores and circumferential marks not deeper than **0.005 inch** may be blended out. Use abrasive paper (E8). Any scratches not deeper than those caused by abrasive paper (E5) are acceptable without rework.
3. Check upper and lower surfaces of flanges (6) for cracks. There shall be no cracks. If a crack is suspected, refer to TM 1-1520-253-23.



4. Check rollers (7) and outer races (8) of bearings (2 or 3) as follows:

- a. Insert drift through oil hole (9). Push rollers (7) out of cage (10) as necessary to check wear surface (11).

**NOTE**

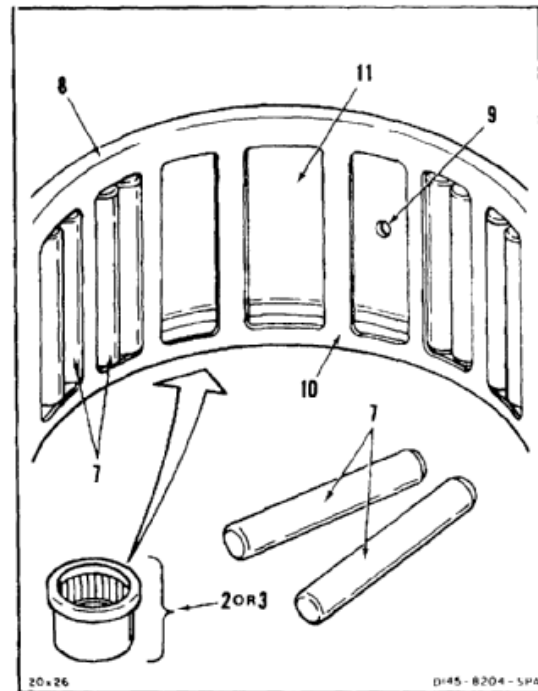
A worn cage that allows rollers to be loose or fall out is not cause for bearing replacement.

- b. Check wear surface (11) and rollers (7) for spalling, corrosion, or other damage. There shall be no damage.

5. Install rollers (7) in cage (10).

**FOLLOW-ON MAINTENANCE:**

None



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267

**Materials:**

Pencil, Marking (E271)  
Paper Tag (E264)

**Personnel Required:**

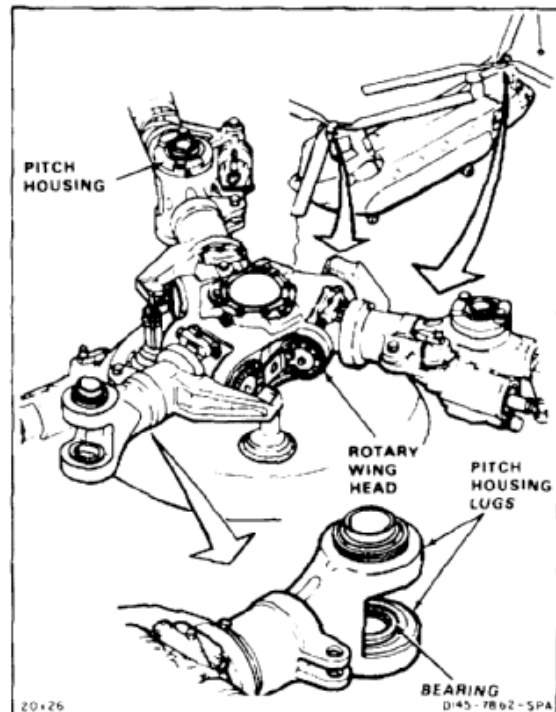
Aircraft Powertrain Repairer (2)

**References:**

Task 5-36  
Task 5-37  
Task 5-39

**Equipment Condition:**

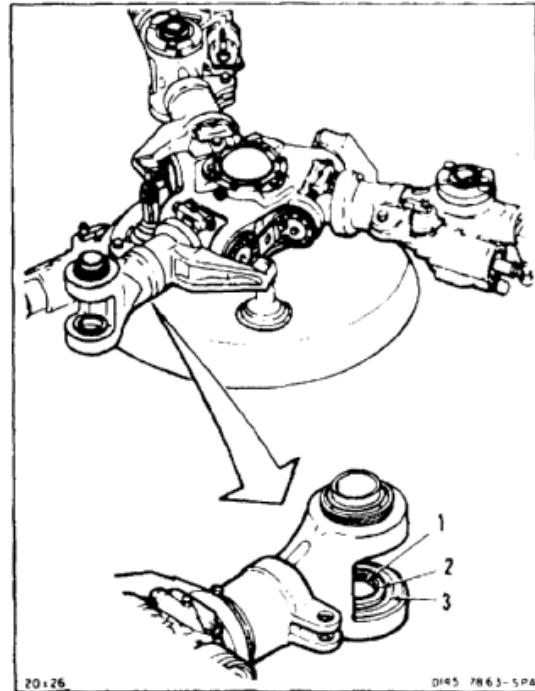
Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Pylon or Forward Work Platform Open (Task 2-2)  
Rotary-Wing Blade Removed As Required (Task  
5-64)  
One Vertical Hinge Pin Oil Tank Removed (Task 5-28)



**NOTE**

Procedure is same to rotate any vertical hinge pin bearing. Lower bearing is shown in task.

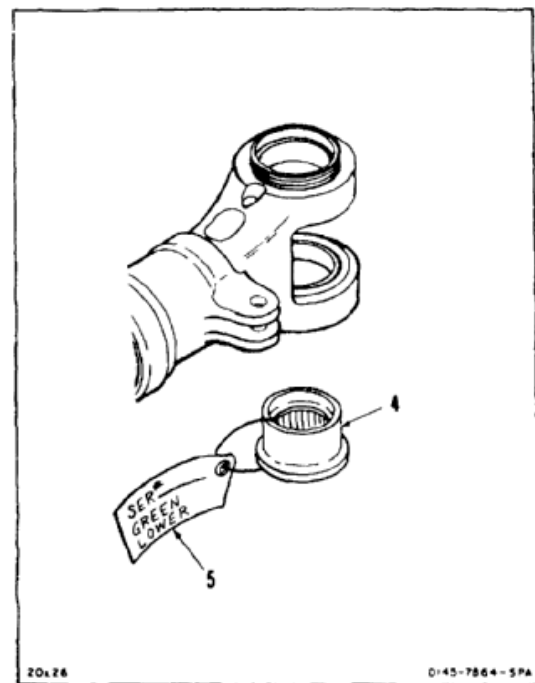
1. Matchmark inner race (1), outer race (2), and lug liner (3). Use marking pencil (E271).



2. Remove bearing (4) (Task 5-36).
3. If more than one bearing (4) is removed, tag bearings. Use paper tag (E264) (5) and marking pencil (E271). Mark as follows:
  - a. Rotary-wing head serial number.
  - b. Pitch housing color.
  - c. Upper or lower bearing.
4. Inspect bearing (4) (Task 5-37).
5. Remove tag (5), and install bearing (4) with matchmarks rotated **180°** from original position (Task 5-39).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Bearing and Seal Puller (T10)  
Heater Gun

**Materials:**

Cloth (E120)  
Dry Cleaning Solvent (E162)  
Gloves (E186)  
Kevlar Gloves (E187)  
Lubricating Oil (E254)  
Temperature Indicating Strips (E413)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Oil (E254) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.



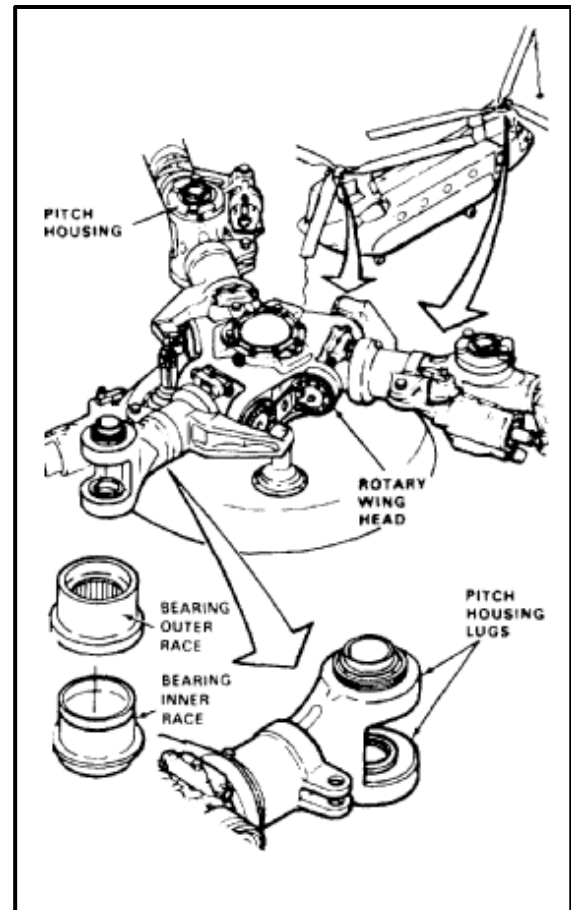
**CAUTION**

The bearing and the inner race are a matched set and must be kept together as a unit; otherwise, excessive wear will occur.

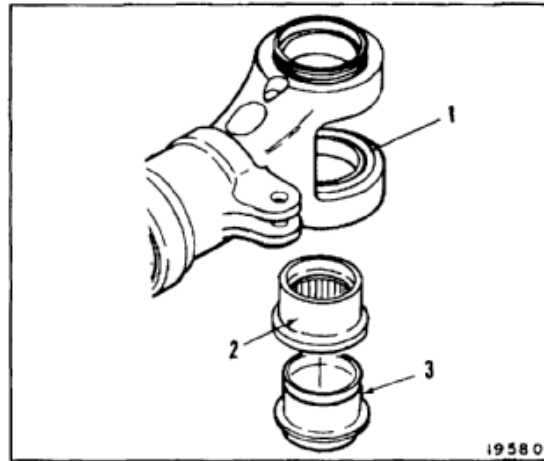
**NOTE**

Procedure is same to install vertical hinge pin bearing in any pitch housing lug. Lower lug is shown in task.

Install bearing in same lug from which removed.



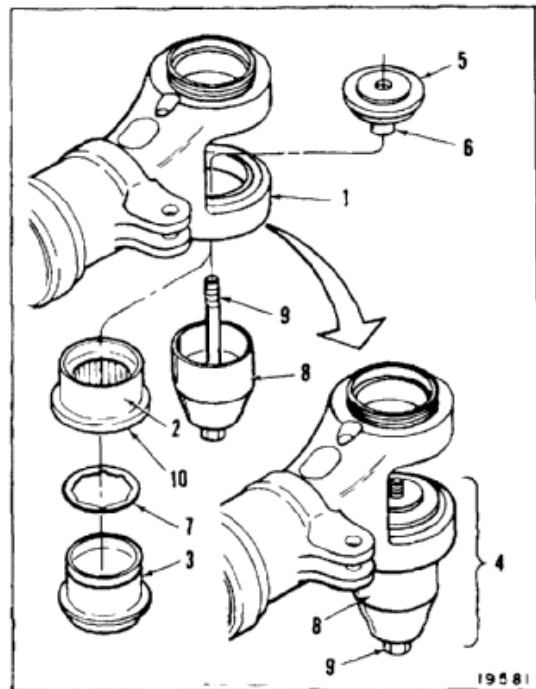
1. Clean lug (1), bearing outer race (2), and bearing inner race (3). Use cloth (E120) damp with solvent (E162). Remove tag, if tied to bearing. Use gloves (E186).



**CAUTION**

Do not exceed **250°F (121°C)** when heating lug. Lug will be damaged.

2. Heat lug (1) to **240°F (116°C)**. Use heater gun. Use temperature indicating strips (E413) to monitor temperature. Wear gloves (E187).
3. Install bearing and seal puller (T10) (4) as follows:
  - a. Position base (5) on lug (1) with boss (6) down.
  - b. Lubricate outside of outer race (2). Use lubricating oil (E254).
  - c. Inspect thrust washer (7) for cracks, distortion, gouges, scoring, nicks and scratches. If cracks, scoring or distortion are found, reject the washer. Gouges, nicks, or scratches less than **0.002 inch** deep may be polished out, provided a minimum thickness of **0.1755 inch** is not exceeded.
  - d. Position thrust washer (7) on inner race (3). Position outer race (2) on inner race. Position bearing assembly on driver (8).
  - e. Position bolt (9) through lug (1). If bearing (3) is not being rotated, align matchmaker on outer race (2) and lug.
  - f. Install bolt (9) through base (5).
4. Install bearing assembly by tightening bolt (9) until shoulder (10) is seated.
5. Remove bolt (9), base (5), and driver (8).



**INSPECT**

***FOLLOW-ON MAINTENANCE:***

Install vertical hinge pin oil tank.  
Install rotary-wing blade (Task 5-84).  
Close work platforms (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Torque Wrench Socket (T5)  
Drive Handle, 3/4 Inch  
Bolt, 3/8-24 UNF, 1-13/16 Inches Long  
Washer, 3/8 Inch ID, 1/16 Inch Thick  
Socket, 2 Inch, 3/4 Inch Drive

**Materials:**

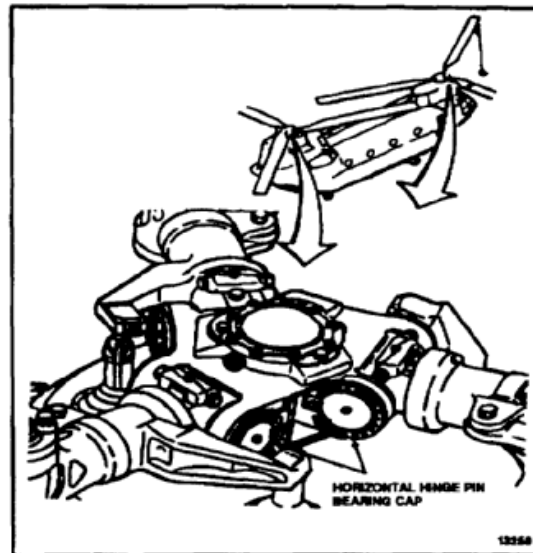
None

**Personnel Required:**

Aircraft Powertrain Repairer

**Equipment Condition:**

Pitch Link Lockpin Installed

**NOTE**

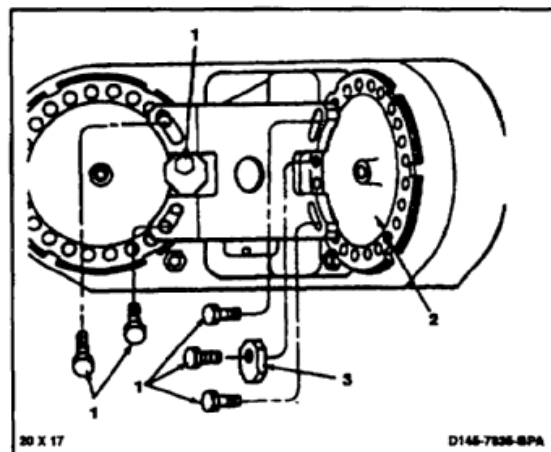
Although removal of rotor blades and rotor head is not a requirement to perform this task, that option rest with the operating unit.

**NOTE**

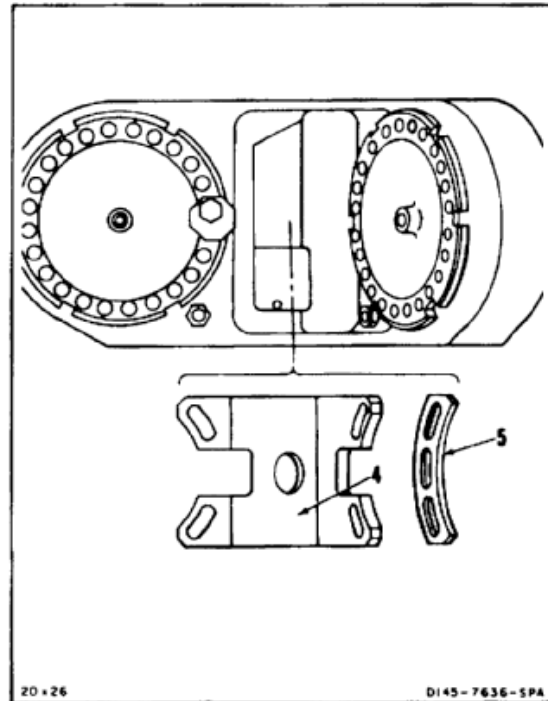
Procedure is same to remove any horizontal hinge pin bearing cap. There are six caps on a rotary-wing head.

Remove key only from cap being moved. Locking beam can be removed with one key installed.

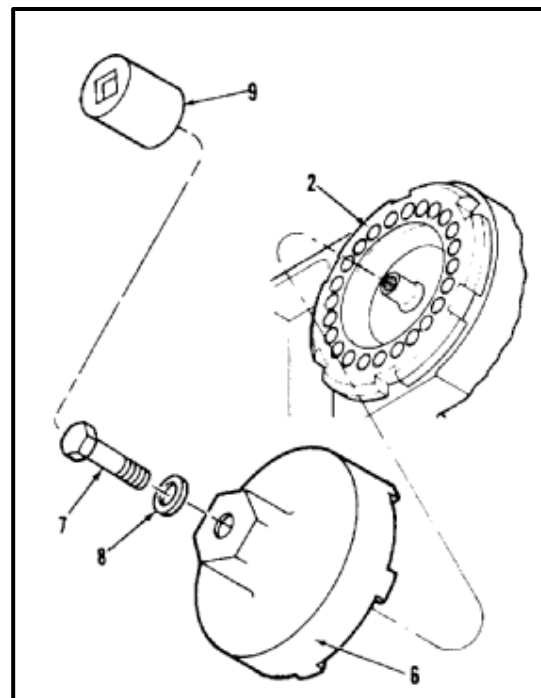
1. Remove lockwire from six bolts (1).
2. Remove five bolts (1) from horizontal hinge pin bearing caps (2). Remove key (3).



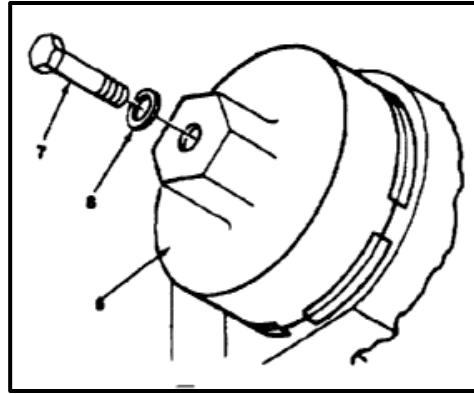
3. Remove locking beam (4) and laminated shim (5), if installed.



4. Install torque wrench socket (T5) (6) on bearing cap (2).
- 4.1. Install bolt (7), with washer (8) in wrench socket (6). Hand-tighten bolt.
- 4.2. Install socket (9) over hex of wrench socket (6).
5. Remove bearing cap (2). Use **3/4 inch** drive handle.



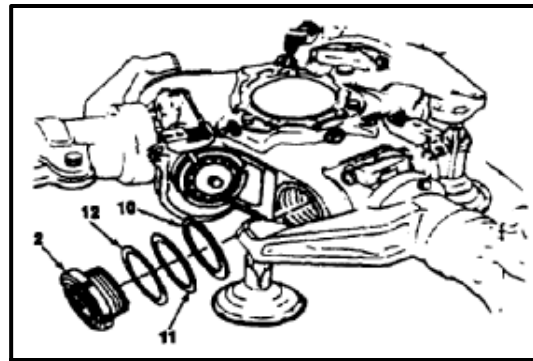
6. Remove bolt (7) and washer (8). Remove torque wrench socket (T5) (6).



**NOTE**

Shim installed on trailing cap only.

7. Remove packing (10), laminated shim (11), and washer (12) from cap (2).



**FOLLOW-ON MAINTENANCE:**

Inspect laminated shims and thrust washers per Task 5-46.

END OF TASK

5-176

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Personnel Required:**

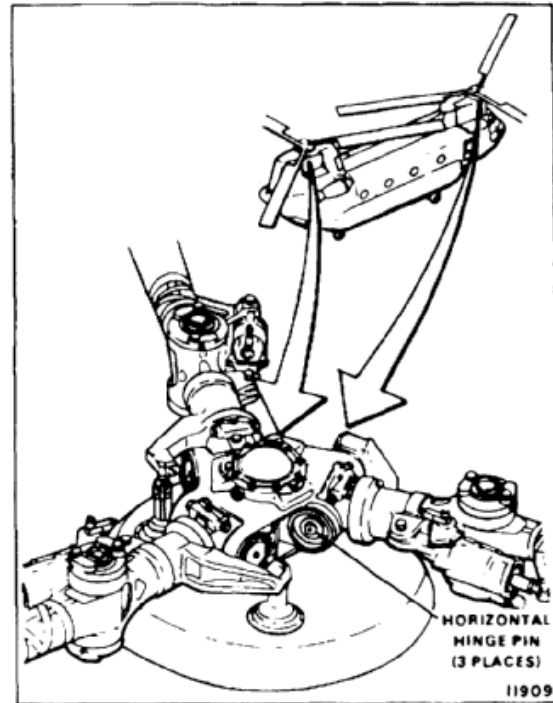
Inspector

**References:**

- TM 55-1520-240-23P
- Task 5-44
- Task 5-45
- Task 5-46

**Equipment Condition:**

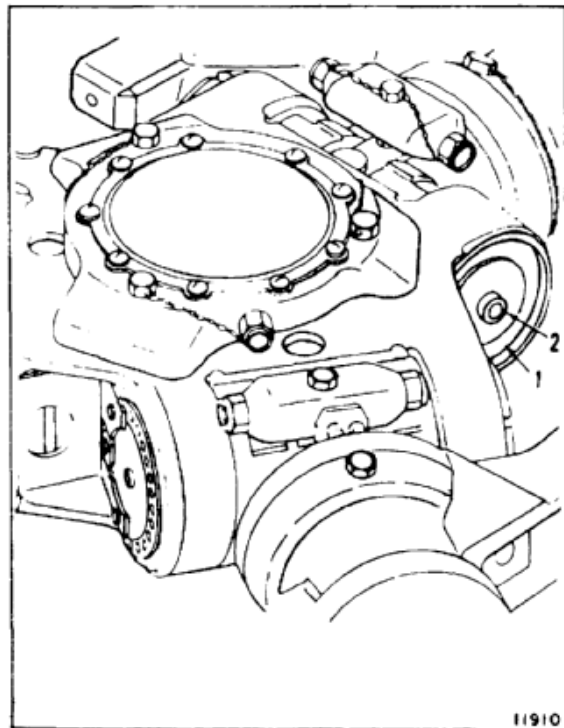
Horizontal Hinge Pin Bearing Cap Removed (Task 5-40)



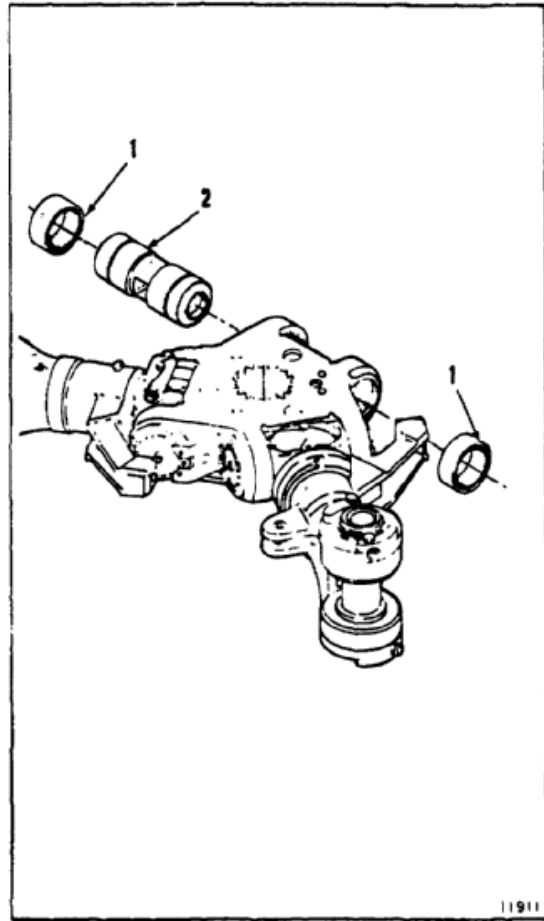
1. Inspect area around lower part of bearing (1) at each end of hinge pin (2). Check for debris, indicating that a bearing has failed.

**NOTE**

Extremely fine copper or steel residue is normal.



2. If bearing debris is found, remove hinge pin (2) and bearings (1) (Task 5-44). Inspect pin and bearings for spalling, corrosion, and other damage (Task 5-45).
3. Replace components that show signs of damage (Task 5-46).

***FOLLOW-ON MAINTENANCE:***

None

END OF TASK

**5-178**



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Powertrain Repairer's Tool Kit, NSN  
 5180-00-003-5267  
 Dial Indicator, 0 to 0.030 Inch  
 Torque Wrench Socket (T5)  
 Torque Wrench, 0-600 Foot-Pounds  
 Torque Wrench, 100-750 Inch-Pounds  
 Bolt, 3/8-24 UNF, 1-13/16 Inches Long  
 Washer, 3/8 Inch ID, 1/16 Inch Thick  
 Socket, 2 Inch, 3/4 Inch Drive  
 Brush

**Materials:**

Lockwire (E231)  
 Antiseize Compound (E75)

**Parts:**

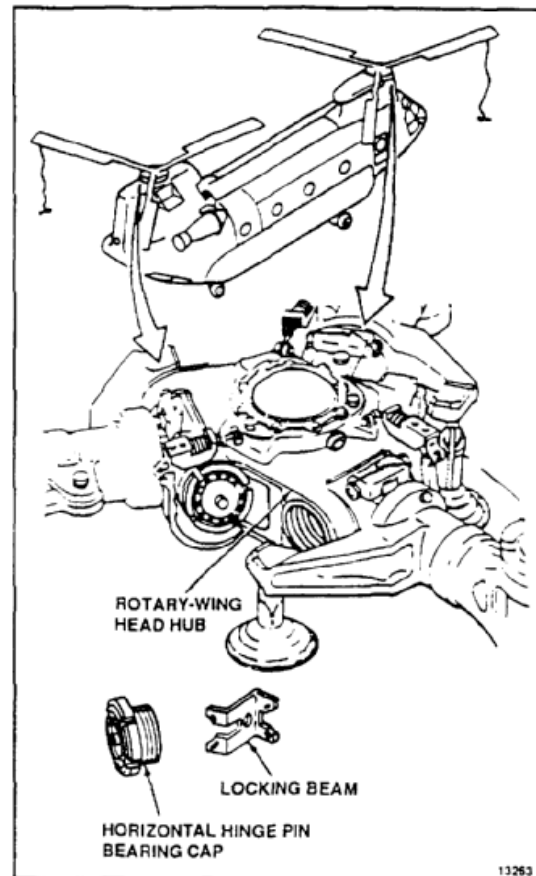
Packing

**Personnel Required:**

Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 55-1520-240-23P

**WARNING**

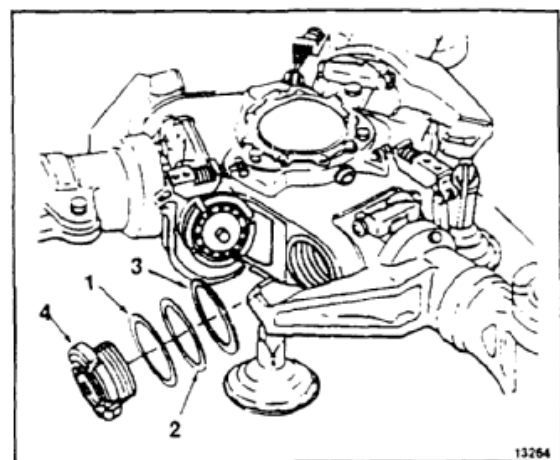
Prior to installing bearing cap, ensure horizontal hinge thrust washers are installed with inside diameter chamfer toward horizontal hinge pin.

**NOTE**

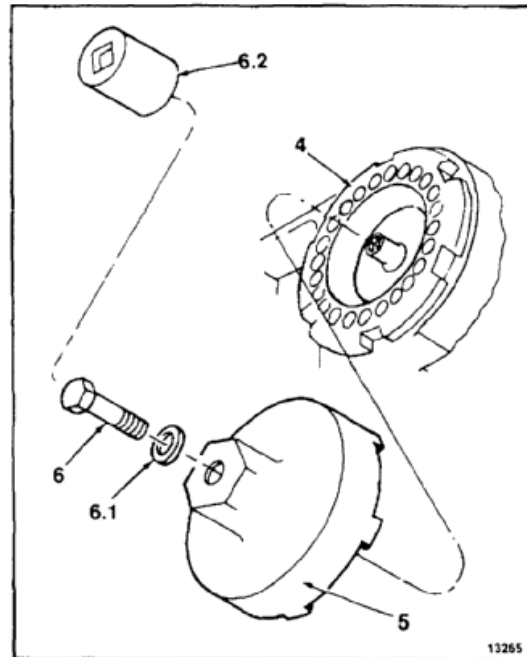
Procedure is same to install any horizontal hinge pin bearing cap

Washer and shim are installed on trailing cap only.

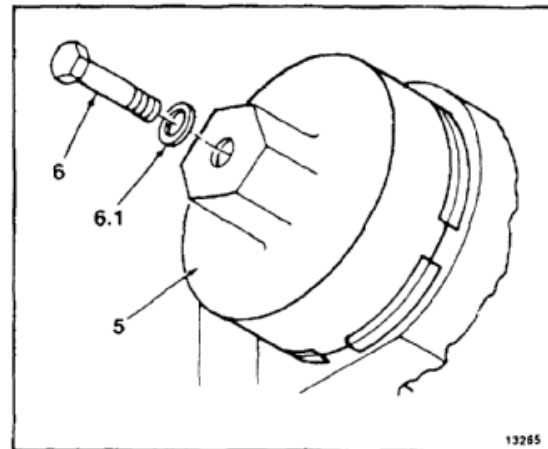
1. Install washer (1), shim (2), and packing (3) on horizontal hinge pin bearing cap (4). Install cap.



2. Install torque wrench socket (T5) (5) on bearing cap (4).
3. Install bolt (6) with washer (6.1) in wrench socket (5). Hand-tighten bolt.
4. Install socket (6.2) over hex of wrench socket (5).
- 4.1. Apply antiseize compound (E75) to horizontal hinge pin bearing cap (4) threads.
- 4.2. Torque bearing cap (4) to **590 foot-pounds**.



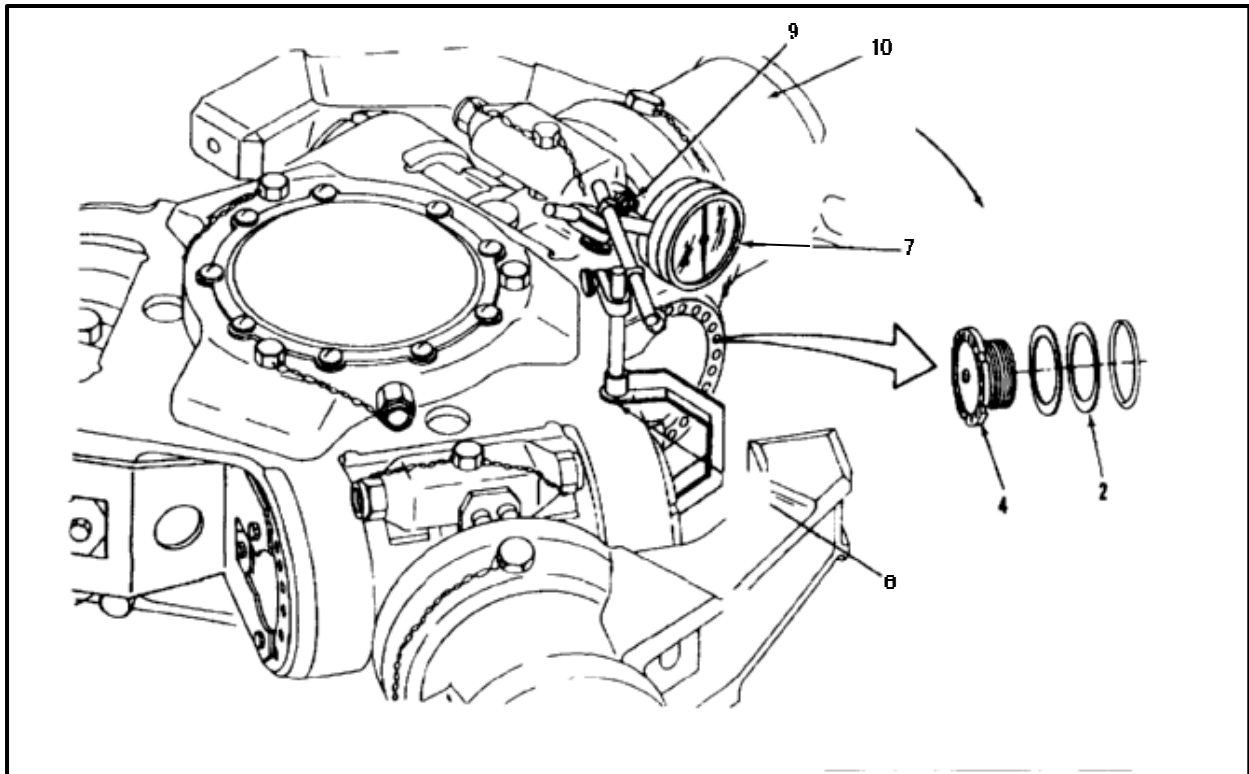
- 4.3. Wipe excess lubricant off, leaving only a thin film. Remove bolt (6) and washer (6.1). Remove torque wrench socket (5).



## 5-41 INSTALL HORIZONTAL HINGE PIN BEARING CAP (Continued)

5-41

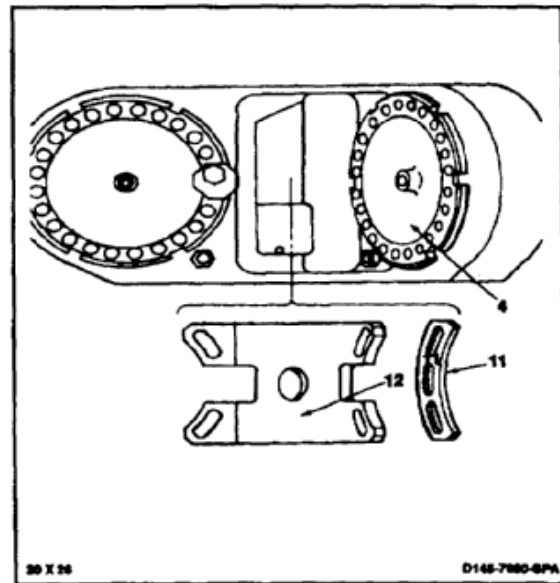
5. With leading and trailing caps (4) installed, check horizontal pin clearance as follows:
  - a. Attach dial indicator (7) to rotor hub (8).
  - b. Position point of indicator (7) against pitch vary oil tank sight indicator (9).
  - c. Push pitch housing (10) away from dial indicator (7) as far as possible.
  - d. Hold housing (10) in position, and set dial indicator (7) to **0**.
  - e. Pull housing (10) toward dial indicator (7) as far as possible.
  - f. Hold housing (10) in position and read dial indicator (7). Remove indicator. If reading is between **0.004 and 0.008 inch**, go to step 6. If reading is not within these limits, remove trailing cap (4) and change thickness of shim (2) as required.
  - g. Replace cap (4). Repeat steps 1 thru 4.



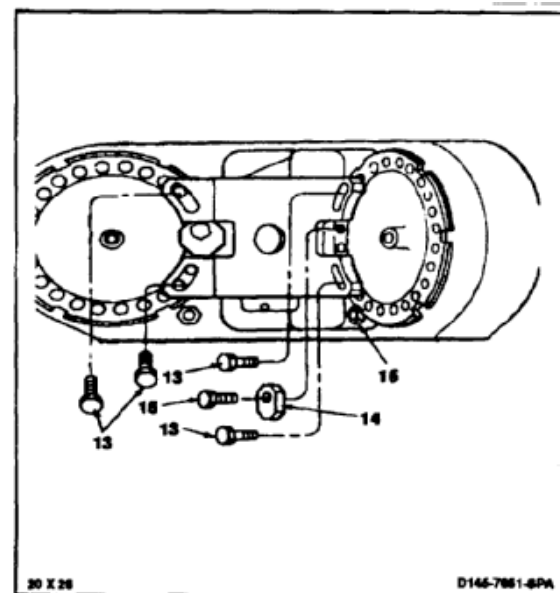
6. On trailing cap (4) only, position laminated shim (11).
7. Position locking beam (12) on bearing cap (4).

**NOTE**

Key on leading cap may have to be removed to align locking beam.



8. Install four bolts (13) and hand-tighten. Position key (14) and install remaining bolt (15). Torque five bolts to **140 inch-pounds**.
9. Lockwire bolts (9 and 11) and filler cap (16). Use lockwire (E231).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Perform inspection to ensure flow of lubrication oil to the horizontal pin bearings (Task 5-8.1).  
Inspect centrifugal droop stop springs and balancing arms (Task 5-50).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Phenolic Drift, 1/2 Inch X 1/2 Inch x 10 Inches

**Materials:**

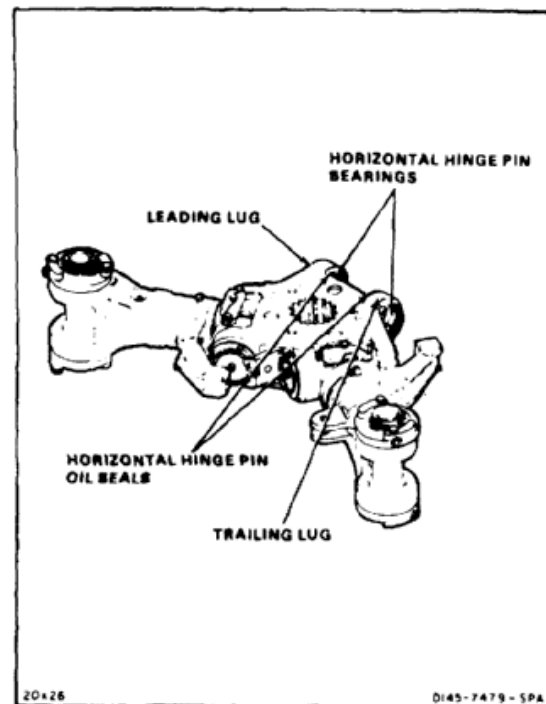
None

**Personnel Required:**

Aircraft Powertrain Repairer

**Equipment Condition:**

Off Helicopter Task  
Pitch-Varying Housing Removed (Task 5-22)  
Horizontal Hinge Pin Bearing Caps Removed (Task  
5-40)  
Horizontal Hinge Pin Removed (Task 5-44)



Do not strike bearings with hard tool.  
Bearings can be damaged.

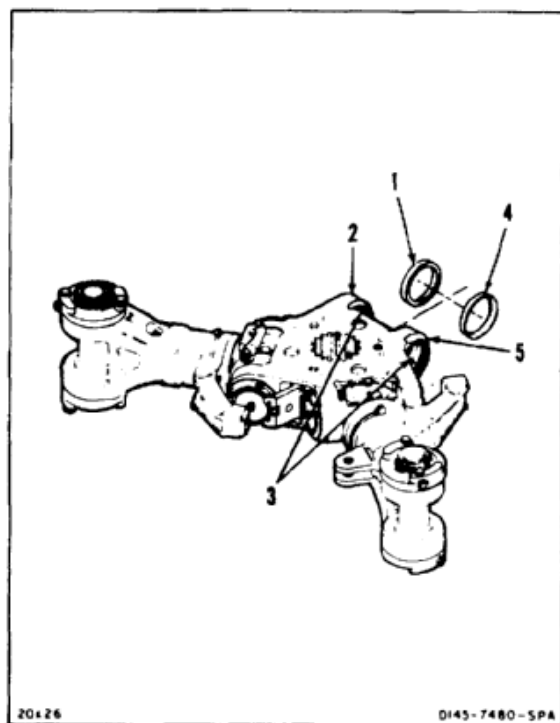
**NOTE**

Procedure is same to remove any horizontal hinge pin, oil seal. There are six horizontal hinge pin oil seals in each rotary-wing head. Forward rotary-wing head is shown here.

1. Tap seal (1) from leading lug (2). Use phenolic drift. Do not strike bearing (3).
2. Tap seal (4) from trailing lug (5). Use phenolic drift. Do not strike bearing (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Bearing and Seal Pusher (T6)

**Materials:**

Dry Cleaning Solvent (E162)  
Cloth (E120)  
Sealant (E340.3)  
Gloves (E186)  
Adhesive (E63.1)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

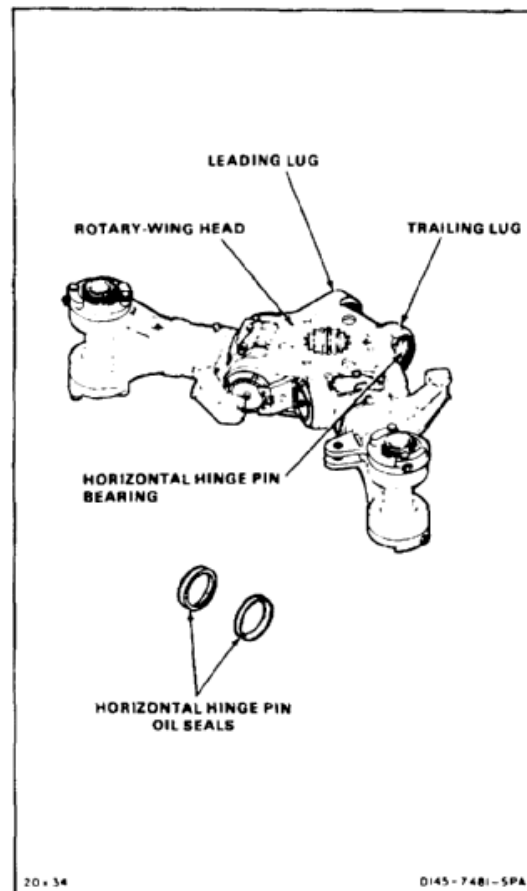
TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes. Use gloves (E186).

**WARNING**

Adhesive (E63.1) and sealant (E340.3) can irritate skin and cause burns. Avoid contact with skin, eyes and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**CAUTION**

Do not contaminate horizontal hinge pin bearings. Bearings can be damaged.

**NOTE**

Procedure is same to install any horizontal hinge pin oil seal. There are six horizontal hinge pin seals on rotary-wing head. Installation of seals on forward head is shown here.

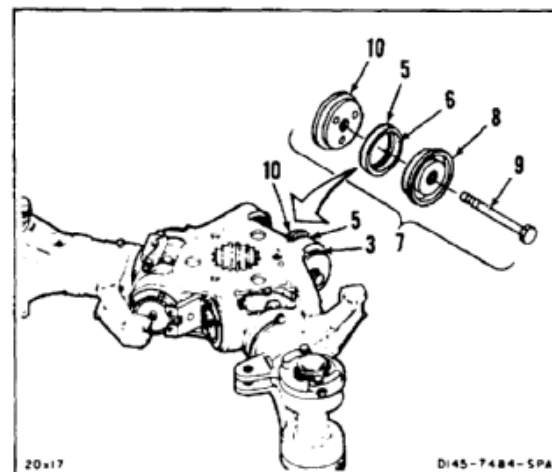
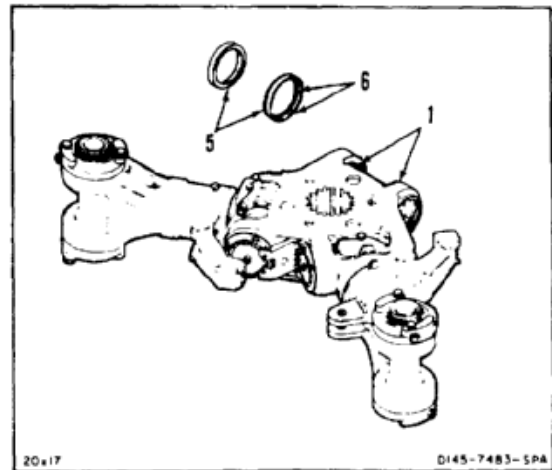
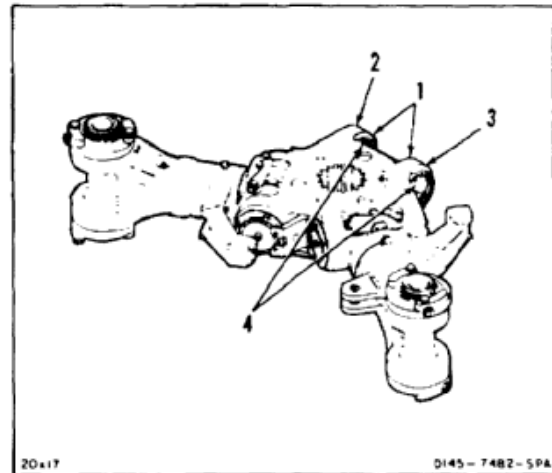
Adhesive (E63.1) or sealant (E340.3) authorized specifically for the installation of the horizontal hinge pin seals.

1. Clean seal seat areas (1) on leading and trailing lugs (2 and 3). Use cloth (E120) damp with dry cleaning solvent (E162). Do not wash contaminants into bearings (4). Wear gloves (E186).
2. Clean seals (5). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
3. Check seal lips (6) for nicks or scratches.

**NOTE**

All sealants and adhesives have different cure times. When using sealants and adhesives, the directions on the container are to be considered minimum cure time before full operation of the aircraft.

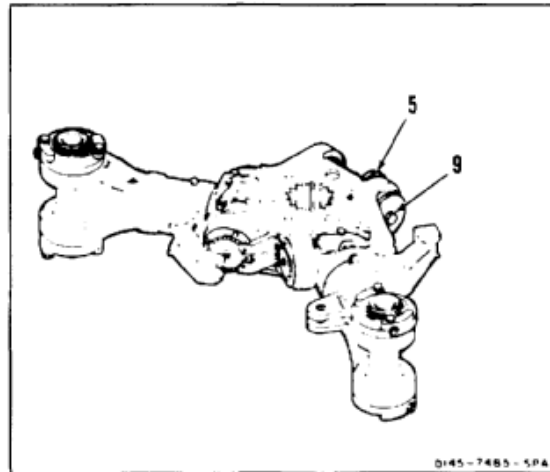
4. Apply thin, even coat of adhesive (E63.1) or sealant (E340.3) to seal seats (1) and metal outside diameter of seals (5). Wear gloves (E186).
5. Install bearing and seal pusher (T6) (7) on trailing lug (3) as follows:
  - a. Install seal pilot (8) on bolt (9).
  - b. Position seal (5) on bearing and seal pilot (10) with seal lips (6) facing away from pilot.
  - c. Position bearing and seal pilot (10) and seal (5), on inboard side of lug (3).
  - d. Install bolt (9) in bearing and seal pilot (10).



**CAUTION**

Do not nick, cut, or twist seal.  
Damaged seals can result in oil leakage.

6. Turn bolt (9) to install seal (5).



7. Remove bolt (9), seal pilot (8), and bearing and seal pilot (10).

**NOTE**

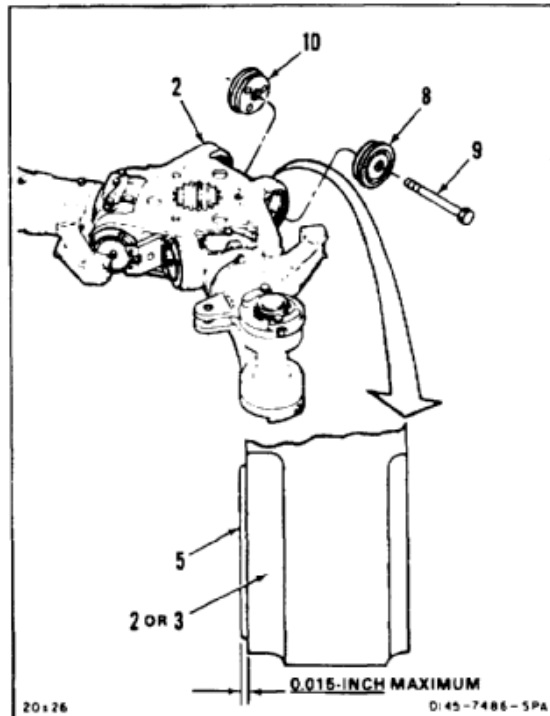
Seal can extend up to **0.015 inch** past lug face if seated all around.

8. Check that seal (5) is flush with lug (3), or extends from lug no more than **0.015 inch**.
9. Repeat steps 5 thru 8 for seal (5) on leading lug (2).
10. Wipe sealant squeezeout from lug (2 or 3). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
11. Allow sealant (E340.3) or adhesive (63.1) to cure for **6 hours at 72°F (22°C)**.

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Install horizontal hinge pin (Task 5-46).  
Install horizontal hinge pin bearing caps (Task 5-41).  
Install pitch-varying housing (Task 5-23).



END OF TASK



**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Horizontal Hinge Pin Pusher (T87)  
Bolt, 3/8-24 Thread X 5 Inches  
Drift (2), Brass, 1/2 Inch Diameter Flattened At One  
End  
Horizontal Hinge Pin Bearing Puller (T9)  
Container, 2 Quart

**Materials:**

Grease (E190)  
Pencil, Marking (E271)  
Gloves (E186)

**Personnel Required:**

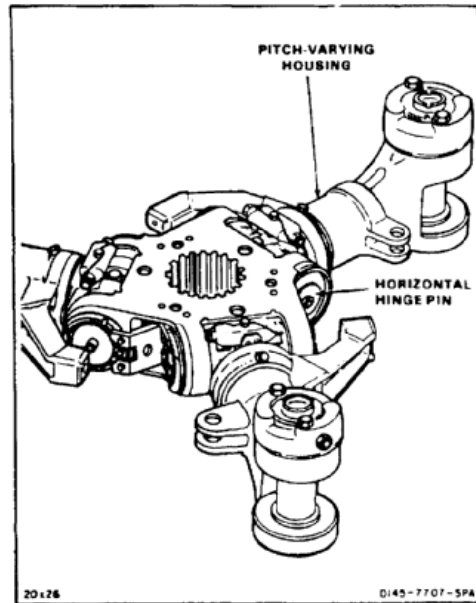
Aircraft Powertrain Repairer (2)

**References:**

Task 5-42

**Equipment Condition:**

Off Helicopter Task  
Horizontal Hinge Pin Bearing Caps Removed (Task  
5-40)  
Hub Oil Tank Removed (Task 5-15)

**NOTE**

Procedure is same to remove any horizontal hinge pin, pitch-varying housing, and pin bearing assembly. There are three horizontal hinge pins, six pin bearings, and three pitch-varying housings on a rotary-wing head. Forward head is shown here.

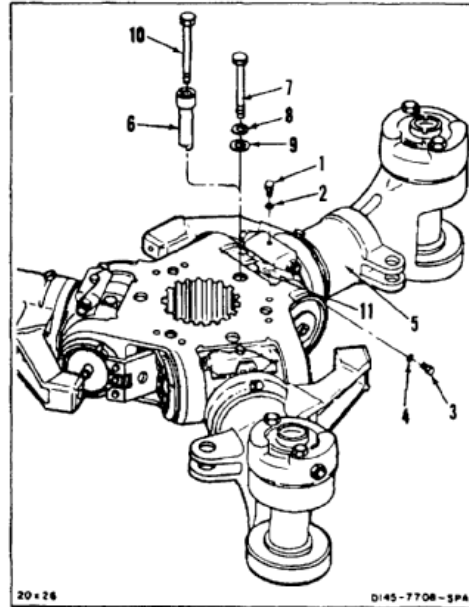
**REMOVE PITCH-VARYING HOUSING**

1. Remove lockwire. Remove plug (1) and packing (2).
2. Remove lockwire. Remove plug (3) and packing (4). Drain oil into container.
3. Remove lockwire from tie-bar pin (6). Remove bolt (7), washers (8), and retaining washer (9).



Do not tap pin down to remove. Retaining bolt nut plate will be damaged.

4. Install **3/8 inch x 24 thread x 5 inch** bolt (10) in pin (6) and pull pin from pitch-varying shaft (11). Remove bolt.



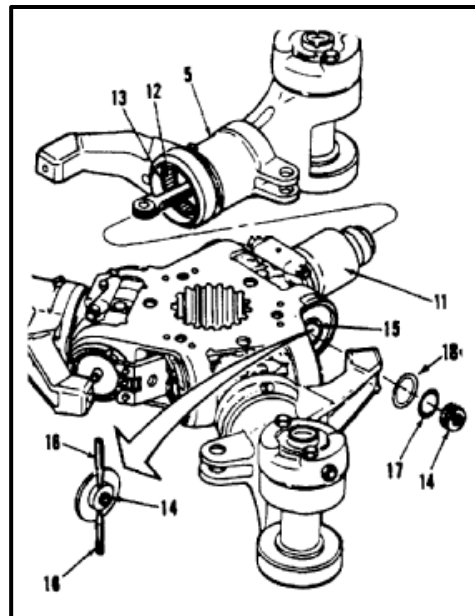
Pitch housing and other parts must be installed in same location. Parts must be tagged.

5. Pull pitch-varying housing (5) from pitch-varying shaft (11).



Solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.

6. Check that rollers (12) are in cage (13). Clean and position rollers if needed. Use cloth (E120) damp with solvent (E162). Apply grease (E190) to prevent rollers from falling.

**REMOVE PITCH-VARYING SHAFT AND HORIZONTAL HINGE PIN**

- 6.1. Remove thrust washer (18) from housing.
7. Pry two end seal plugs (14) from horizontal hinge pin (15). Use two drifts (16). Remove packings (17).

5-44 REMOVE HORIZONTAL HINGE PIN, PITCH-VARYING HOUSING AND PIN BEARINGS (Continued)

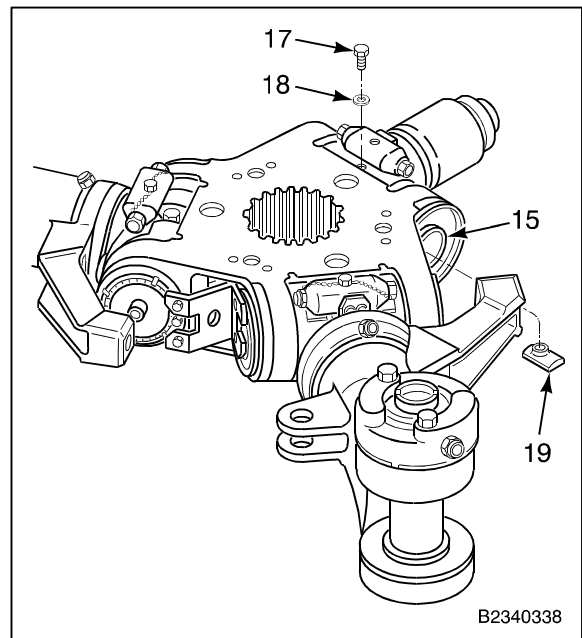


Do not install horizontal hinge pins, thrust washers, or bearings in wrong lugs. Binding or excessive play can occur if parts are not installed as removed. Store parts together with caps, shim, and trailing washers.



Do not vibro engrave matchmarks on horizontal hinge pin or bearing.

8. Matchmark horizontal hinge pin (15) so it can be replaced in original position or rotated 180°. Use marking pencil (E271).
9. Remove lockwire from shoulder bolt (17). Remove bolt, washer (18), and special nut (19).



B2340338



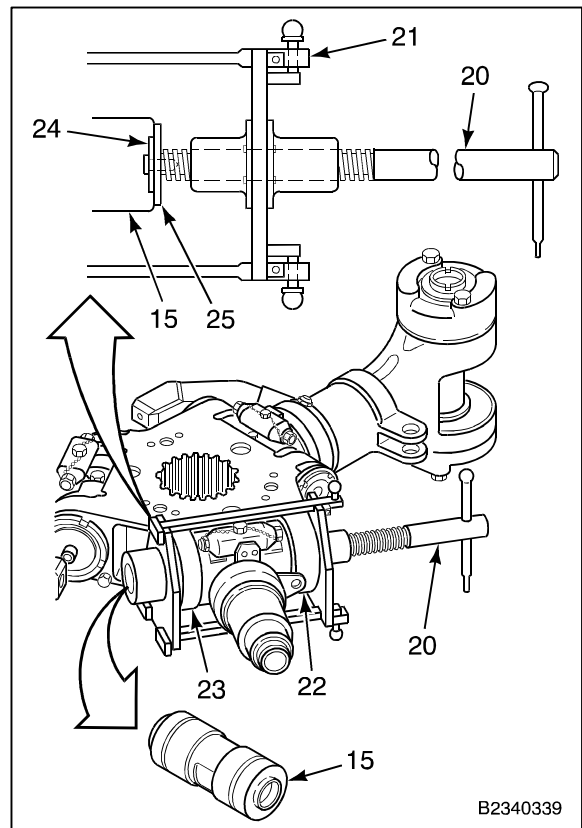
Do not handle horizontal hinge pin. Do not allow dirt or abrasives to contact pin. Dirt or abrasives can contaminate pin. Fingerprints can cause corrosion.

10. Turn jack (20) on horizontal pin pusher (T87) (21) all the way out.
11. Install pin pusher (T87) (21) over lugs (22 and 23) as follows:
  - a. Position pin pusher (T87) (21) on lugs (22 and 23), with jack (20), on side of leading lug (22).

**NOTE**

On aft rotary-wing head, leading lug faces opposite direction.

- b. Turn jack (20) clockwise until washer (24) is positioned in pin (15), and pad (25) is centered on pin.
12. Turn jack (20) to remove pin (15) from lugs (22 and 23).

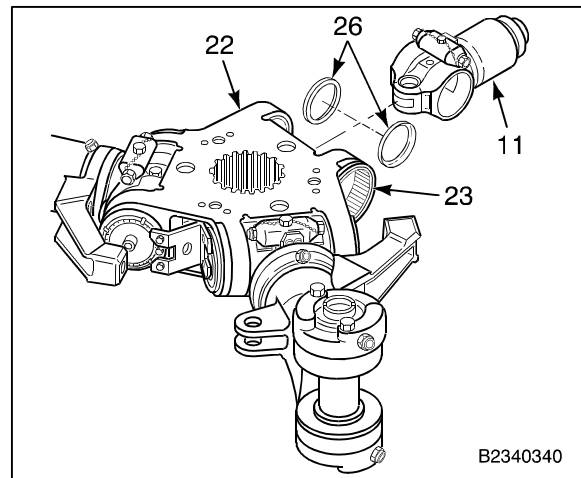


B2340339



Do not handle shaft or bearings without gloves. Fingerprints will cause corrosion.

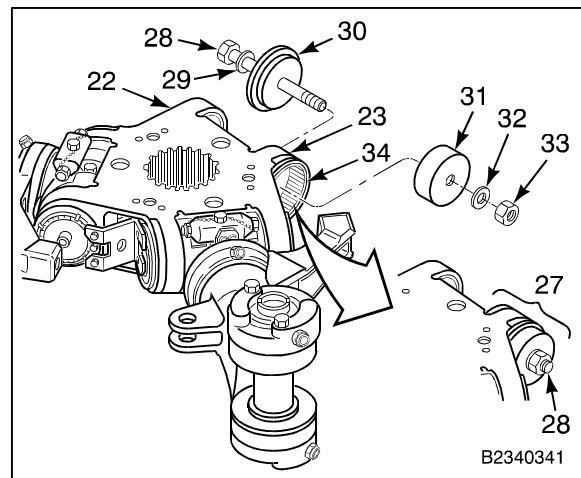
- 13. Remove pitch-varying shaft (11) from lugs (22 and 23). Wear gloves (E186).
- 14. Remove seals (26) from lug (22). Remove seals (26) from lug (23) (Task 5-42).



B2340340

**REMOVE HORIZONTAL HINGE PIN BEARINGS**

- 15. Install horizontal hinge pin bearing puller (T9) (27) as follows:
  - a. Install bolt (28), washer (29), and pitot at inside of lug (22 or 23).
  - b. Install sleeve (31), washer (32), and nut (33).
- 16. Tighten bolt (28) to remove bearing (34) from lug (22 or 23).

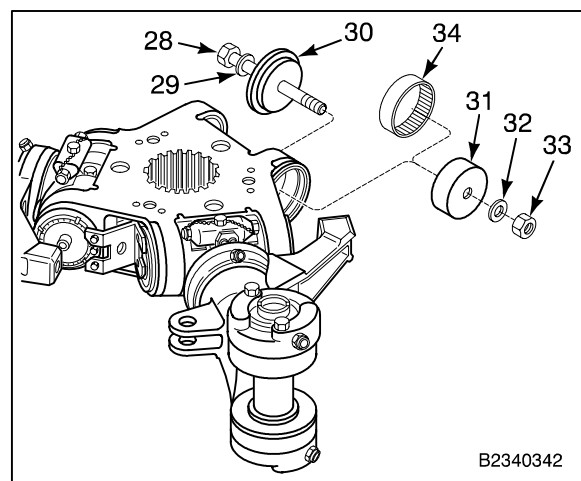


B2340341

- 17. Remove nut (33), washer (32), sleeve (31), bearing (34), bolt (28), washer (29), and pitot (30). Remove bearing from sleeve. Wear gloves (E186).

**FOLLOW-ON MAINTENANCE:**

None



B2340342

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Machinist Scriber, 0.020 Inch Diameter Point  
 Fluorescent Penetrant Method

**Materials:**

Gloves (E186)  
 Crocus Cloth (E122)  
 Abrasive Pads (E2)

**Personnel Required:**

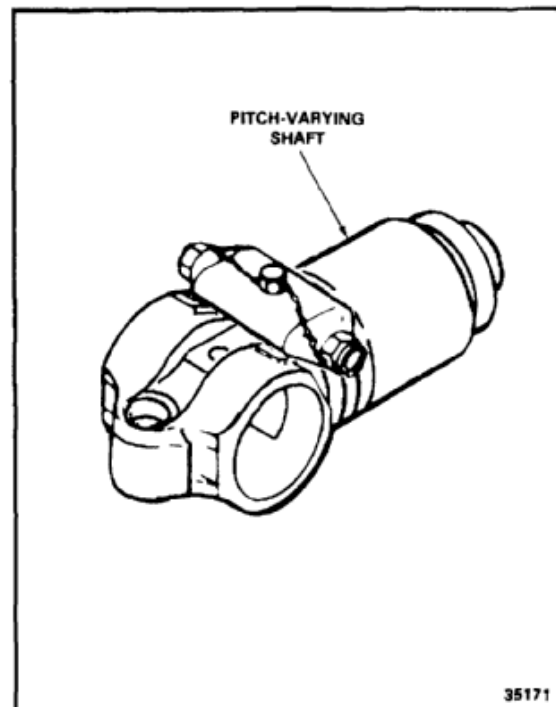
Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 1-1500-335-23  
 TM 1-1520-253-23  
 TM 55-1520-240-23P

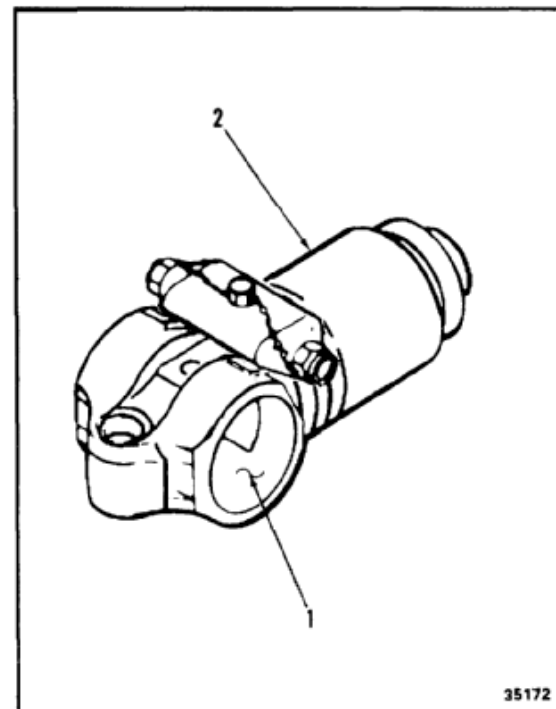
**Equipment Condition:**

Off Helicopter Task



Do not touch parts with bare hands.  
 Wear gloves (E186). Fingerprints can  
 cause corrosion.

1. Inspect bore liner (1) of pitch-varying shaft (2) as follows:
  - a. Check for rust or corrosion. There shall be no rust or corrosion.
  - b. Check for stains. Stains shall be removable using solvent or light polishing.
  - c. Check for pits with a scribe. Pits shall not be felt as the scribe slides over them. Reject a shaft with pits deeper than **0.012 inch**.
2. Repair pits up to **0.012 inch** deep as follows:
  - a. Blend out pit into surrounding area with crocus cloth (E122). Remove minimum material from liner (1). Do not leave any sharp edges.
  - b. Polish reworked area. Use abrasive pads (E2).



- c. Perform a fluorescent-penetrant inspection of liner (1) (TM 1-1500-335-23). If a crack is suspected, refer to TM 1-1520-253-23.

***FOLLOW ON MAINTENANCE:***

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Drift, 1/8 Inch Diameter  
 Machinist's Scribe, 0.020 Inch Diameter Point  
 Fluorescent Inspection Method

**Materials:**

Gloves (E186)  
 Sealant (E336)

**Personnel Required:**

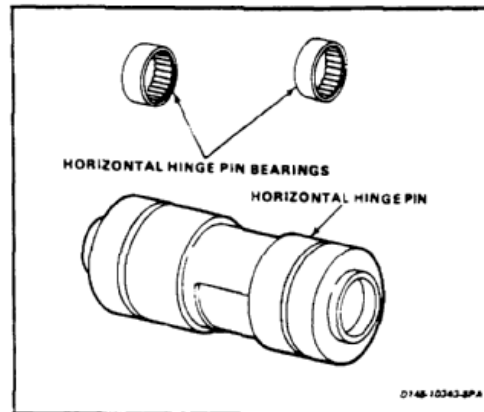
Aircraft Powertrain Repairer  
 Inspector

**References:**

TM 1-1500-335-23  
 TM 1-1520-253-23  
 TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task



Do not touch parts with bare hands.  
 Wear gloves (E186). Fingerprints can  
 cause corrosion.

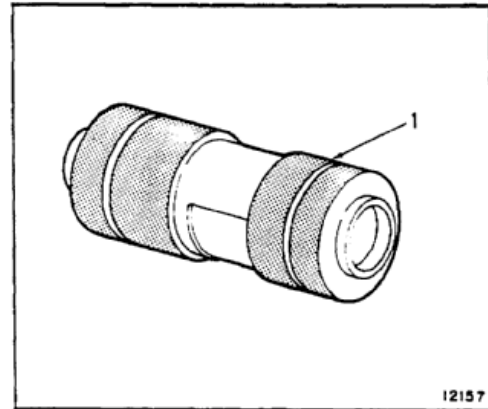


Horizontal hinge pins with serial  
 numbers of UW2407 and prior that do  
 not have a suffix "A" vibro engraved  
 after the serial number and with total  
 time since new of **4800 flight hours**  
 or more must be replaced.

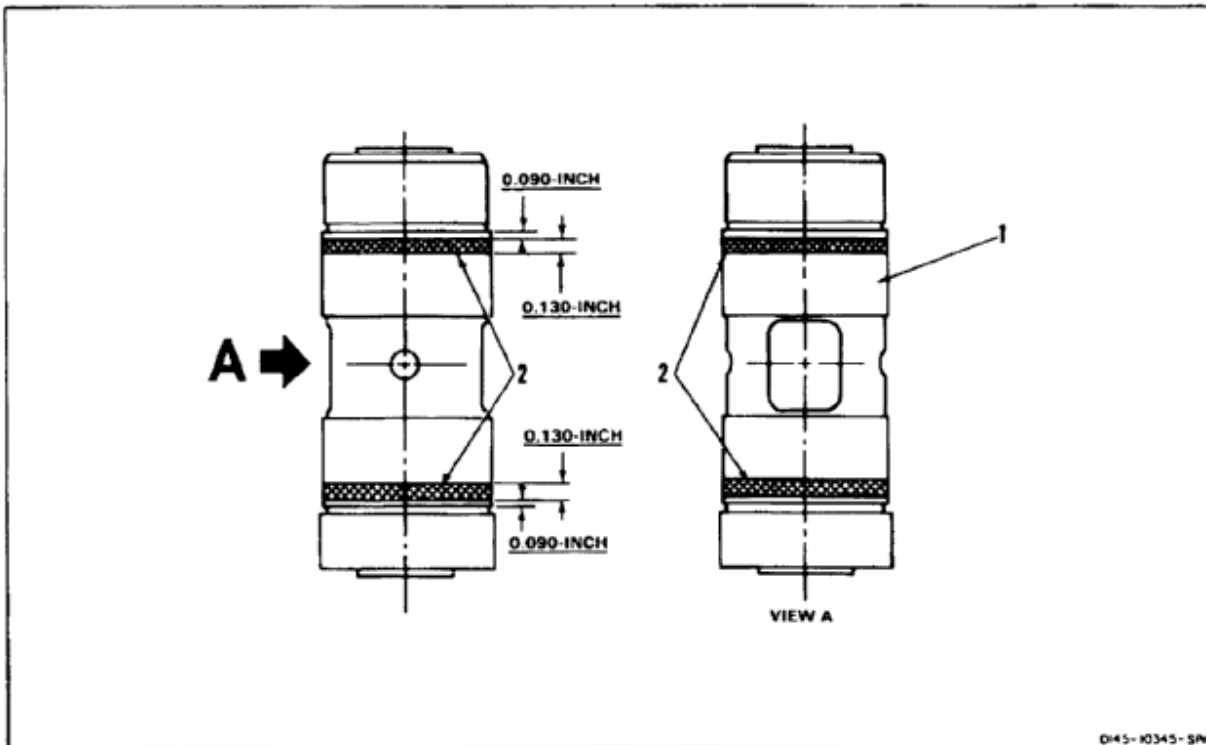
**NOTE**

Only shotpeened hinge pins (with  
**41**) shall be installed. Look for the  
 letters SP following the serial number  
 or for part number 114R2196-6 or  
 114R2197-5 or 114R2197-7.

1. Inspect shaded areas of horizontal hinge pin (1) as follows:
  - a. Check for rust or corrosion. There shall be no rust or corrosion.
  - b. Check for stains. Stains shall be removable using solvent or light polishing.
  - c. Check for grinding, honing, or polishing marks. Use scribe. Marks shall not be felt as scribe slides over them.



2. Check critical chromium-plated areas (2) of horizontal hinge pin (1) for pits, dents, nicks, scratches, scuffs, rust, or corrosion. Critical chromium-plated areas (2) shall have none of these defects.





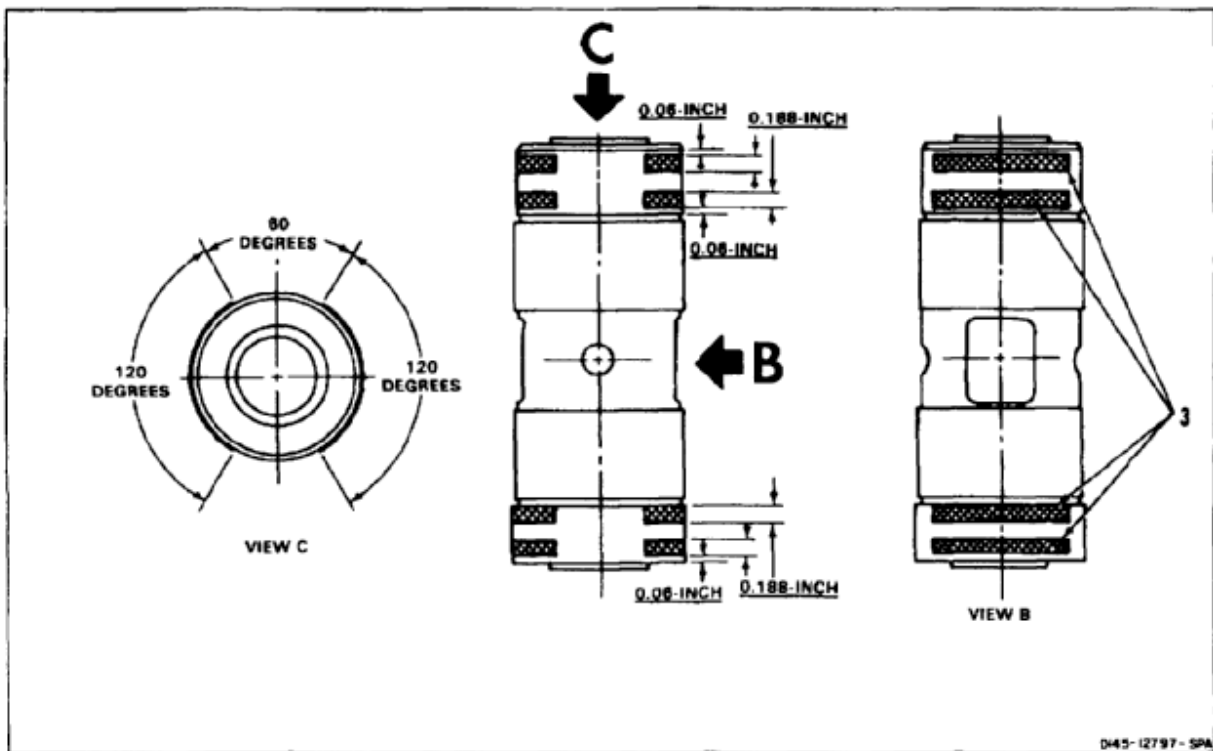
3. Check critical carburized areas (3) of horizontal hinge pin (1) for pits, dents, nicks, scratches, scuffs, rust, or corrosion. Critical carburized areas (3) shall have none of these defects.
4. Fluorescent inspect entire carburized areas of pin (1) (TM 1-1500-335-23). Replace any pin with cracks.

**NOTE**

A gap up to **0.50 inch** between the leading end sleeve (the sleeve with the chamfer) and the leading edge of pin is acceptable. Fill the gap with sealing compound (E336) if sealing compound is missing. Gap is caused by the optional chamfer allowed on leading end of pin during manufacture.

- a. Check for pits. Pits shall not be greater than **0.030 inch** wide, or **0.030 inch** deep. There shall be no more than three pits in a **0.25 inch** circle.
- b. Check for dents or nicks. Dents or nicks shall not be more than **0.060 inch** wide nor **0.010 inch** deep.
- c. Check for scratches or scuffs. Scratches or scuffs in direction around pin (1) shall not be more than **0.50 inch** long. Scratches or scuffs in direction of length of pin shall not be more than **1.0 inch** long. Scratches may not be more than **0.003 inch** deep, nor **0.006 inch** wide. Scratches or scuffs on either face of pin less than **1.0 inch** long and less than **0.10 inch** deep are acceptable.

5. Inspect all areas of pin (1), except critical areas (steps 2 and 3) as follows:



**NOTE**

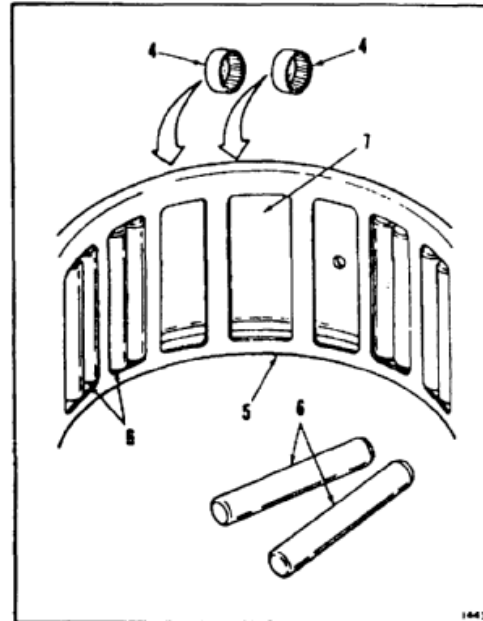
A worn cage which permits rollers to be loose or fall out is not cause for bearing rejection.

6. Inspect bearings (4) as follows:
- a. Check bearings (4). There shall be no cracks, steel debris, spalling, damage or corrosion.

**NOTE**

Nicks, scratches, pitting, and discoloration on non-working surfaces are allowed. Fine copper or steel residue from the thrust washer is considered normal.

- b. Check that bearings (4) turn freely without roughness.
- c. Check for damaged cages (5). These are not permitted.
- d. Tap out several rollers (6). Use drift through oil hole in bearing (4).
- e. Check for smearing, indentations, or corrosion in raceways (7) or an rollers (6). These are not permitted.
- f. Check for flaked or spalled load-carrying surfaces. These are not permitted.
- g. Install rollers (6).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-01-375-6928  
Aircraft Maintenance Tool Kit, NSN 5180-00-323-5114  
Bearing and Seal Pusher (T6)  
Torque Wrench, 5-50 Inch-Pounds  
Torque Wrench, 700-1600 Inch-Pounds  
Bolt, 3/8 Inch x 24 Thread x 5 Inches  
Electric Heat Gun

**Materials:**

Solvent (E162)  
Cloth, Cleaning (E120)  
Lubricating Oil (E254/E254.1)  
Lockwire (E231)  
Grease (E190)  
Antiseize Compound (E75)  
Gloves (E186)  
Temperature Indicating Strips (E413)  
Sealant (E470)  
Kevlar Gloves (E187)  
Goggles (E473)

**Parts:**

Packings

**Personnel Required:**

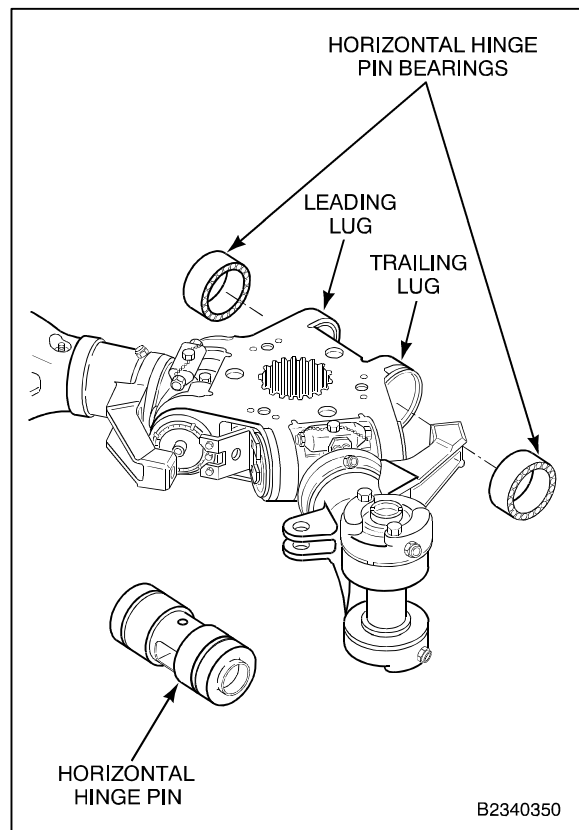
Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Oil (E254/E254.1) is a skin irritant, if oil gets on skin, wash thoroughly. If oil soaks into clothes, change clothes immediately. Oil gives off fumes that can cause injury to personnel. Use in a well-ventilated area.



**WARNING**

These are installation critical flight safety parts. All aspects of their assembly and installation must be ensured.

Ensure that specified installation tools are used to preclude damage to lugs.

Ensure that lugs are heated to specified temperature to ease installation and minimize chances of damaging lugs.

Ensure that the proper bearing is installed in the appropriate lug. Lead lug and lag lug take different bearings.

Ensure that pitch housing to be installed is the same pitch housing that was removed. Installation of replacement pitch housings is not permitted at this level.

Ensure that all rollers are in the cages of the pitch bearings.

Ensure that the tie-bar pins are installed and properly seated and that the correct retention hardware is installed and tightened to the proper torque value.

**NOTE**

Procedure is similar to install any horizontal hinge pin, pitch-varying housing, and bearing assembly. There are three horizontal hinge pins, six pin bearings, and three pitch-varying housings on a rotary-wing head. Forward head is shown here.

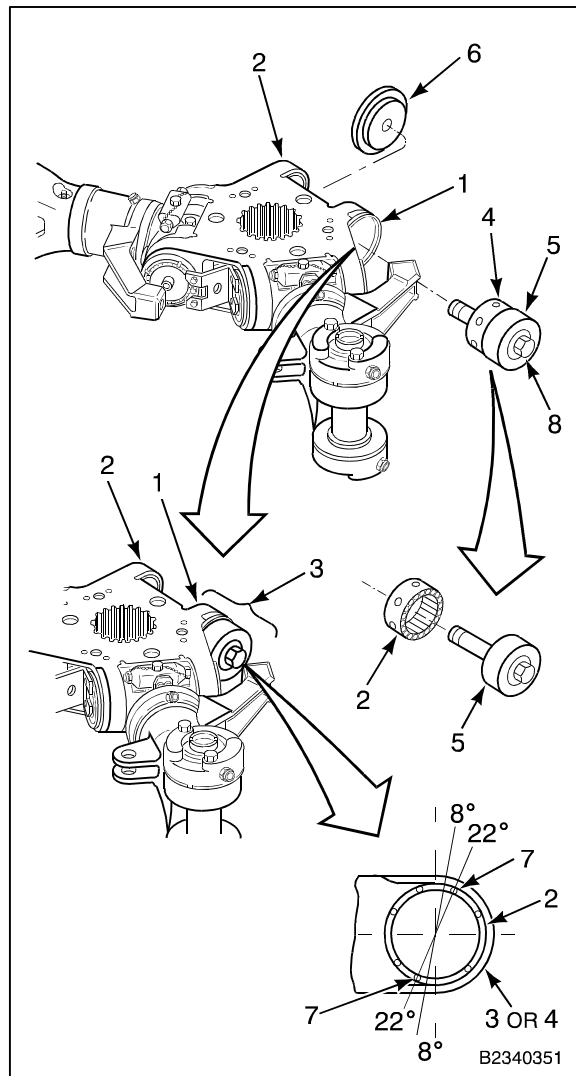
When installing new lead and lag horizontal hinge pin bearing, use the preferred bearings 114RS225-1 (lead) and 114RS226-1 (lag).

**INSTALL HORIZONTAL HINGE PIN BEARINGS**



Horizontal hinge pins with serial numbers of UW2407 and prior that do not have a suffix "A" vibro engraved after the serial number and with total time since new of **4800 flight hours** or more must be replaced.

1. Heat lugs (1 and 2) to **250°F (121°C)**. Use heat gun. Monitor temperature. Use temperature indicating strips (E413). Wear gloves (E187).



**5-46 INSTALL HORIZONTAL HINGE PIN, PITCH-VARYING HOUSING, AND PIN BEARINGS (Continued)**

2. Install bearing and seal pusher (T6) (3) as follows:

**NOTE**

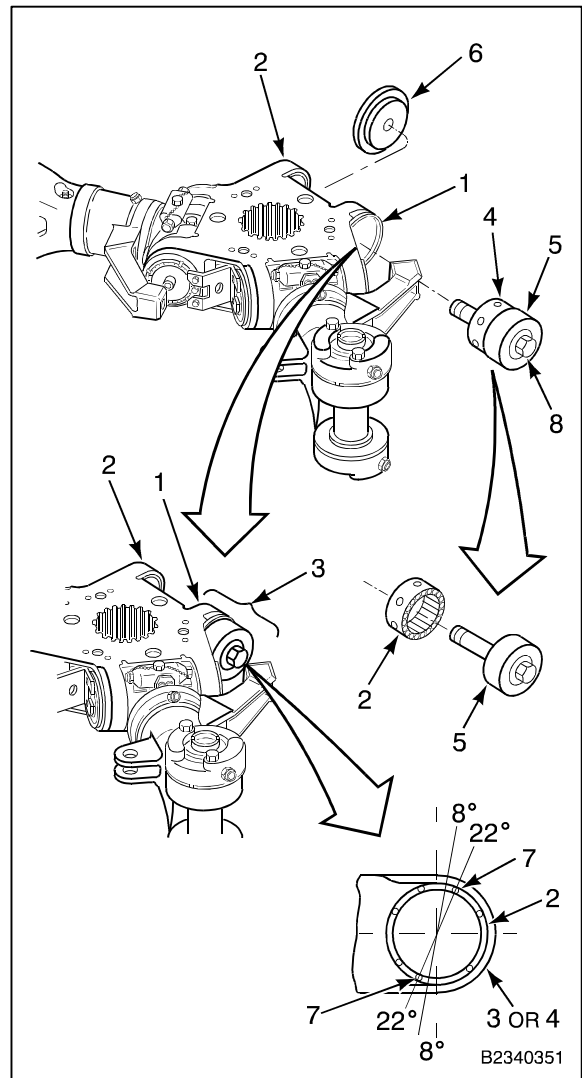
Correct bearing must be installed in lug. Leading lug bearing is wider and has smaller inside diameter. Bearing markings must be next to threads on lug after installation.

- a. Coat bearing (4) and inside of lug (1 or 2). Use lubricating oil (E254/E254.1).
- b. Position identification side of bearing (2) against bearing installation pilot (5).

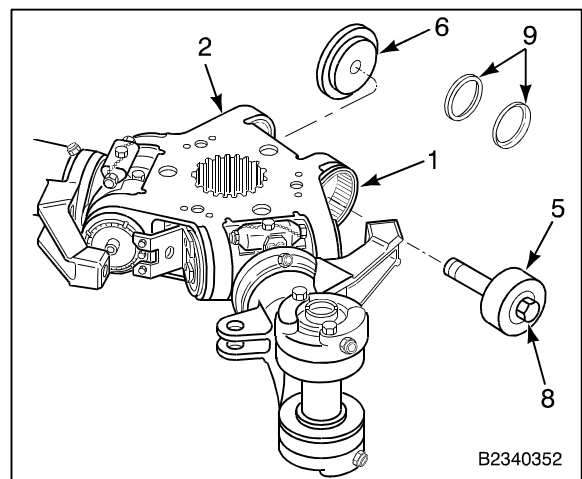
**NOTE**

If bearing is new, without matchmarks, go to step d.

- c. Position bearing installation pilot (5) so bearing (2) is against outboard, threaded side of lug (3 or 4). Align matchmarks on bearing with matchmarks on lug unless bearing is to be rotated for longer service.
- d. Align bearing (2) without matchmarks so highest and lowest holes (7) are rotated  $8^\circ$  to  $22^\circ$  clockwise from vertical.
- e. Install bearing and seal pilot (8) with wider-diameter bearing side toward lug.
- f. Tighten bolt (8) to install bearing (2).



3. Remove bolt (6), bearing installation pilot (5), and seal and bearing pilot (6) from lug (1 or 2).
4. Follow steps 1 and 2 for other lug (1 or 2).
5. Wait until lugs (1 or 2) cool to  $150^\circ\text{F}$  ( $66^\circ\text{C}$ ). Install seals (9) (Task 5-43).



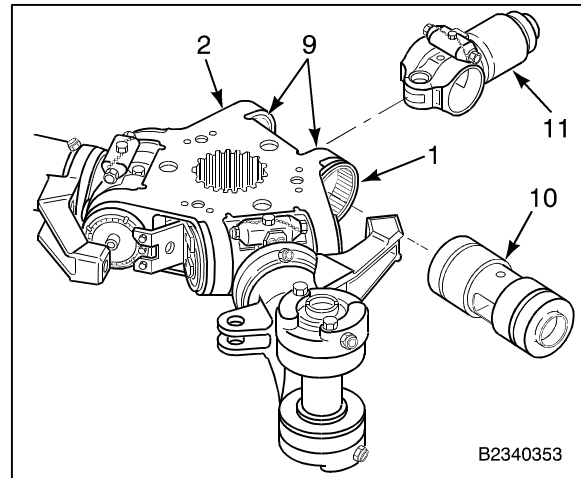
**INSTALL PITCH-VARYING SHAFT AND HORIZONTAL HINGE PIN**

6. Pack lips of seals (9). Use grease (E190).

**NOTE**

Only shotpeened hinge pins (With **41**) shall be installed. Look for the letters SP following the serial number or for part number 114R2196-6 or 114R2197-6.

7. Coat outside of horizontal hinge pin (10). Use oil (E254/E254.1). Wear gloves (E186).
8. Position pitch-varying shaft (11) between lugs (1 and 2). Insert chamfered end of pin (10) into trailing lug (1).
9. Align matchmarks on pin (10) with lugs (1 and 2). Push pin into lugs by hand. Wear gloves (E186).



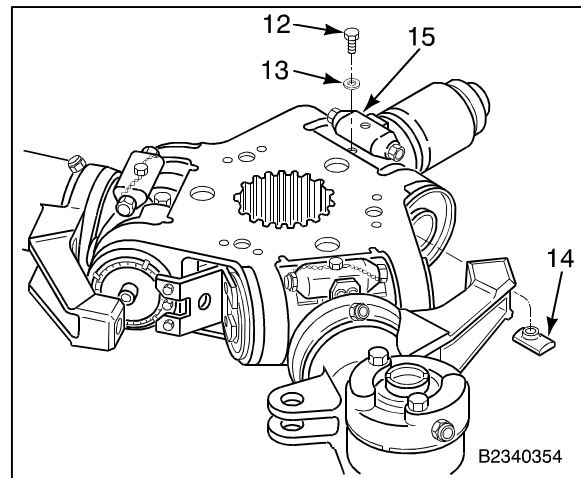
**NOTE**

Horizontal hinge pin bolt (12) P/N 114R2201-1 must be replaced with a new one (P/N 114R2201-1 or 114R2201-2) anytime the horizontal hinge pin is moved for unscheduled maintenance.

10. Install shoulder bolt (12), washer (13), and special nut (14). Torque bolt to **800-900 inch-pounds**.

**NOTE**

Seal shoulder bolt and washer with sealant (E470). This is to prevent moisture from entering horizontal hinge pin.



11. Lockwire bolt (12) to pitch-varying tank (15).

**INSTALL PITCH-VARYING HOUSING**

Do not apply excess grease (E190) to oil seals. Oil passages can be clogged.

12. Pack space between lips of seal (16). Use grease (E190).
13. Check that bearing surfaces (17) and seal-running surfaces (18) are clean. Coat remaining surfaces. Use lubricating oil (E254/E254.1).



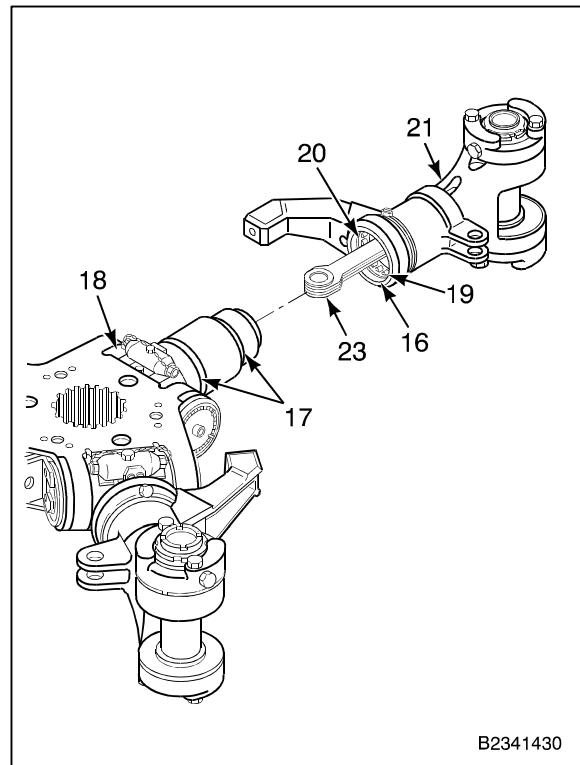
Solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.

14. Check that bearing rollers (19) are in cage (20). Clean and position rollers, if needed. Use cloth (E120) damp with solvent (E162). Apply grease (E190) to prevent rollers from falling. Use gloves (E186).



Do not fold or damage seals during pitch housing installation. Oil leakage can occur if seal is damaged.

15. Install housing (21) and align.



B2341430

**WARNING**

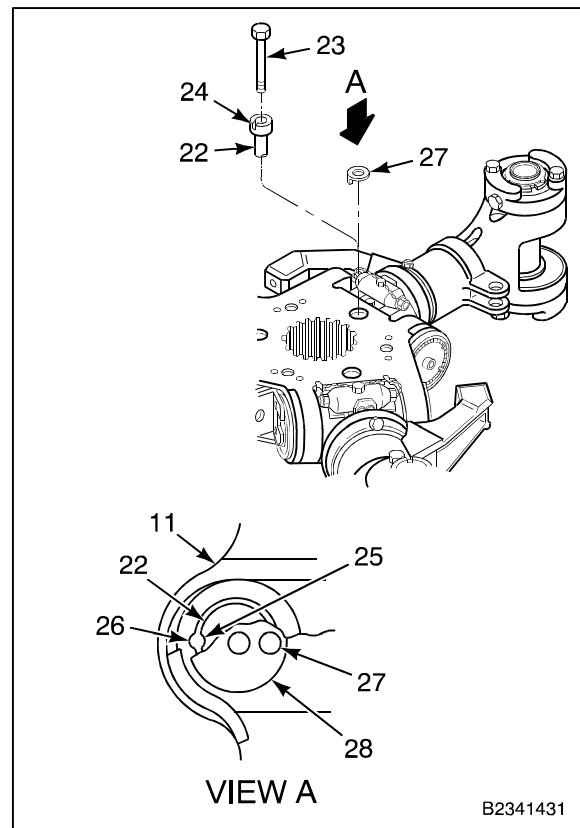
Antiseize compound (E75) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

16. Coat tie-bar pin (22). Use antiseize compound (E75). Install pin on **3/8 inch x 24 thread x 5 inch** bolt (23). Wear gloves (E186).



Do not misalign tie-bar pin during installation. Rotary-wing head will be damaged at maximum flap angle. Nut plate at pitch shaft will also be damaged.

17. Align pin (22) so slot (24) in pin is aligned with slot (25) in pitch-varying shaft (11). Install pin. Remove bolt (23).
18. Position retaining washer pin (26) over slots (24 and 25). Install retaining washer (27).



B2341431





Do not use substitute bolt or washer.  
Damage to hub can result.

19. Install bolt (28) and washer (29). Torque bolt to **40 inch-pounds**. Lockwire bolt to retaining washer pin (30).



Sealant (E470) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

20. Seal retaining washer (27) to shaft (11). Use sealant (E470).

**INSPECT**

21. Coat packings (31) and grooves (32) of end seal plugs (33). Use lubricating oil (E254). Install plugs in horizontal hinge pin (10).
22. Inspect two thrust washer (34) for cracks, distortion, gouges, scoring, nicks and scratches. If cracks, scoring or distortion are found, reject the washer. Gouges, nicks, or scratches less than **0.002 inch** deep may be polished out, provided a minimum thickness of **0.123 inch** is not exceeded.

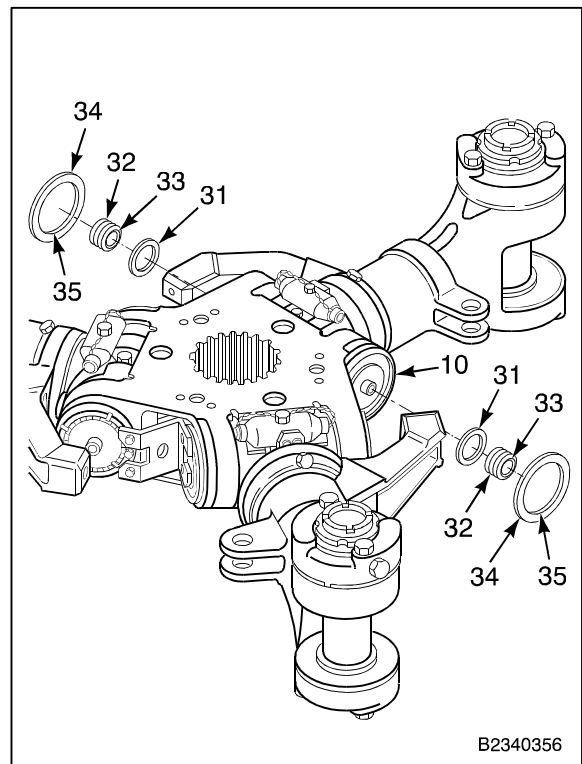
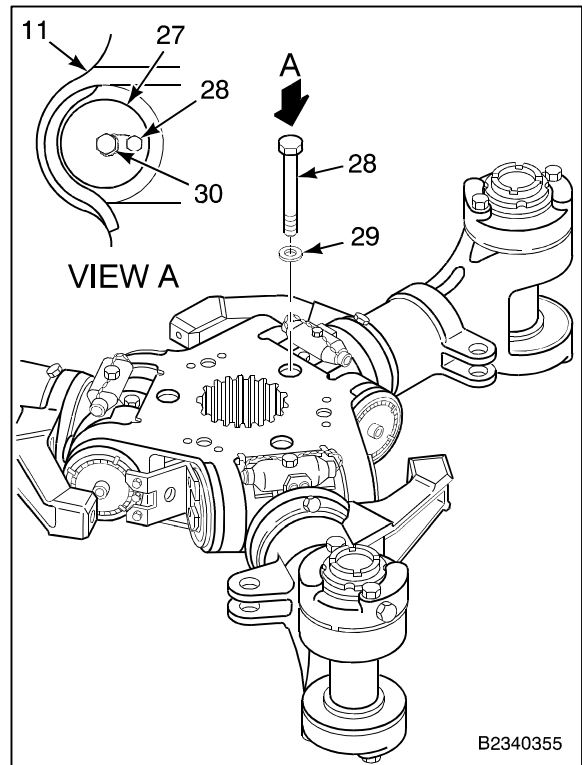
**NOTE**

Washers shall have at least four equally spaced radial grooves on each face. Washers with eight grooves on one face and four grooves on the opposite face are acceptable.

23. Position thrust washers (34) with inside diameter chamfer (35) toward pin (10).

**FOLLOW-ON MAINTENANCE:**

Install horizontal hinge pin caps (Task 5-41).



END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

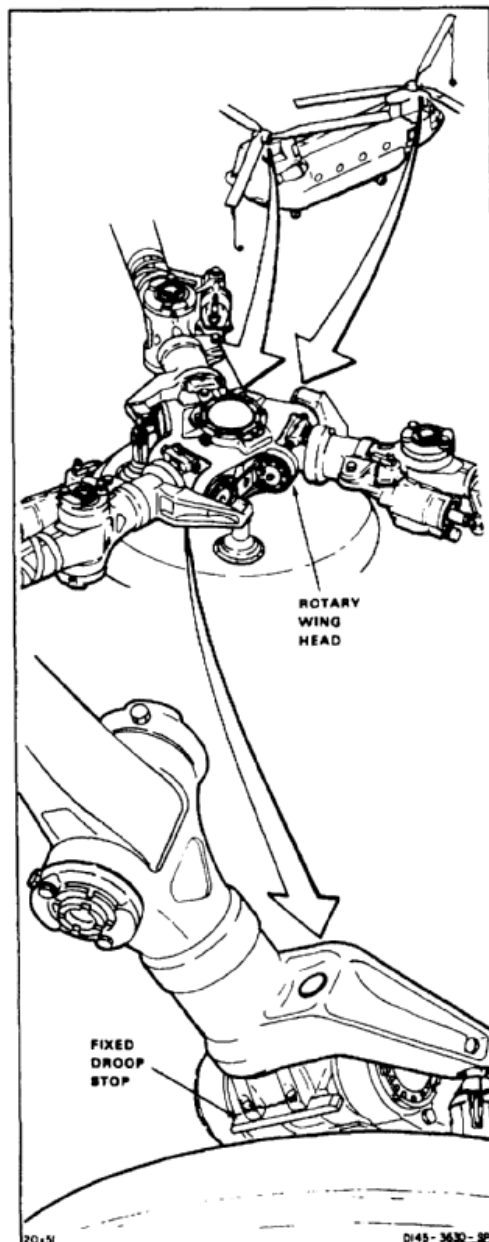
Lockwire (E229)

**Personnel Required:**

Medium Helicopter Repairer (5)  
 Inspector

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line On One Forward and One Aft Blade  
 (Task 1-26)  
 Pylon or Forward Work Platform Open (Task 2-2)  
 Aft Droop Stop Shroud Removed (Task 5-48.3)



**NOTE**

Procedure is same to inspect all six fixed droop stops. Forward fixed droop stop is shown here.

1. Turn rotor blades (1) until blade is centered over tunnel (2). Use two tiedown lines (3) to turn and tie down blades.

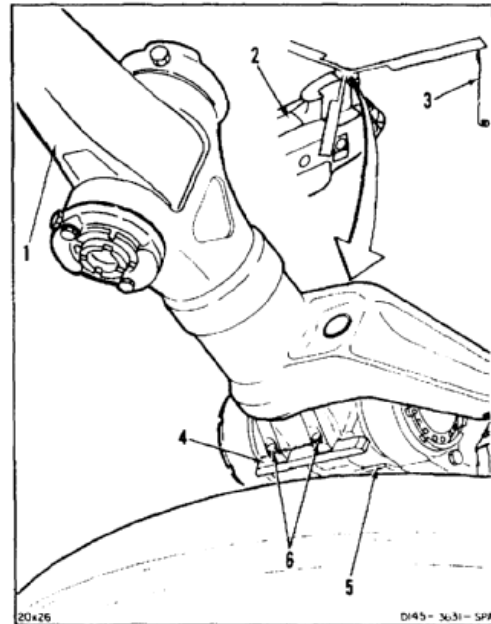
**WARNING**

Do not lower blades without warning. Injury to personnel can occur if blade is lowered while inspection is in progress.

2. Have helpers lift blade (1) until fixed droop stop (4) is clear of hub (5).
3. Check fixed droop stop (4) for dents where droop stop contacts hub (5). Dents shall not exceed **0.012 inch** in depth.
4. Remove lockwire from bolts (6). Re-torque bolts to **70 inch-pounds**.
5. Lockwire bolts (6). Use lockwire (E229).
6. Have helpers lower blade (1).

**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Lockwire (E229)  
Dry Cleaning Solvent (E162)  
Gloves (E186)  
Cloth (E120)

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**References:**

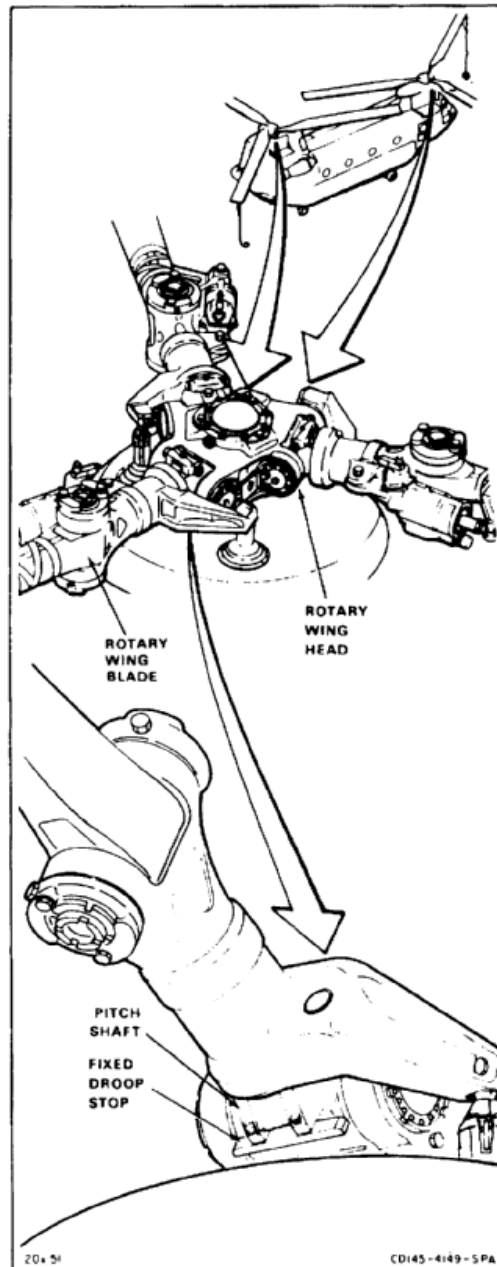
TM 55-1520-240-23P

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)  
Forward or Pylon Work Platform Open (Task 2-2)  
Aft Droop Stop Shroud Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is  
lowered suddenly while droop stop  
work is in progress.



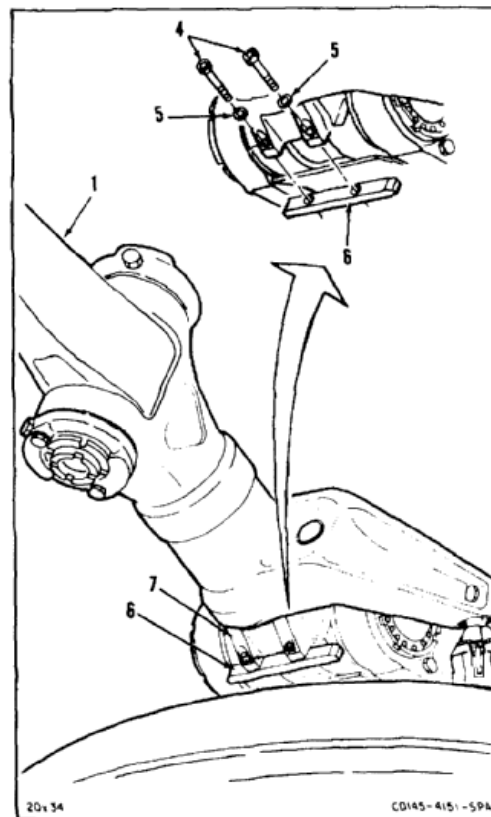
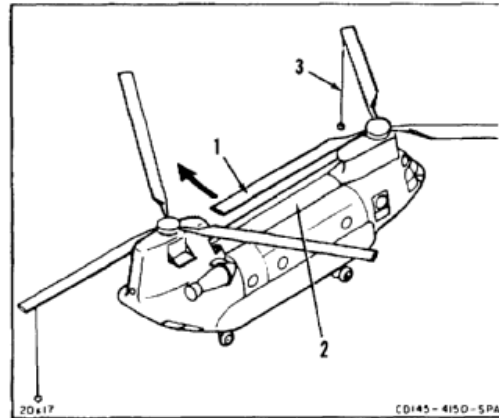
**CAUTION**

Forward and aft fixed droop stops are not interchangeable. Helicopter can be damaged if droop stop is installed on wrong head.

**NOTE**

Replacement procedure is similar for forward or aft fixed droop stops. Differences are noted in steps. Replacement of droop stop on forward rotary-wing head is shown here.

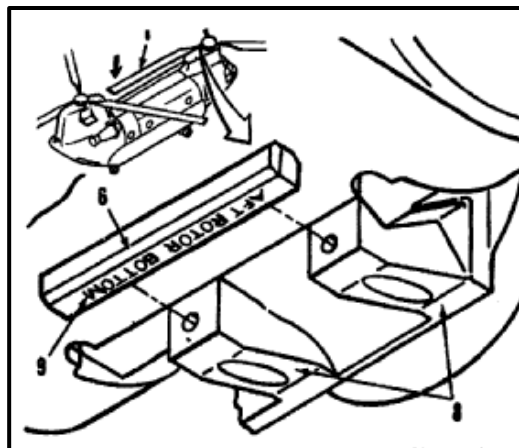
1. Center blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward and one aft blade.
2. Remove lockwire from two bolts (4). Remove bolts and washers (5). Hold droop stop (6).
3. Have helpers lift and support blade (1).
4. Remove droop stop (6) from pitch shaft (7).
5. Have helpers lower blade (1).



**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- 6. Clean droop stop (6) and lugs (8). Use cloth (E120) damp with dry cleaning solvent (E162). Use goggles and gloves (E186).
- 7. Have helpers lift and support blade (1).



**WARNING**

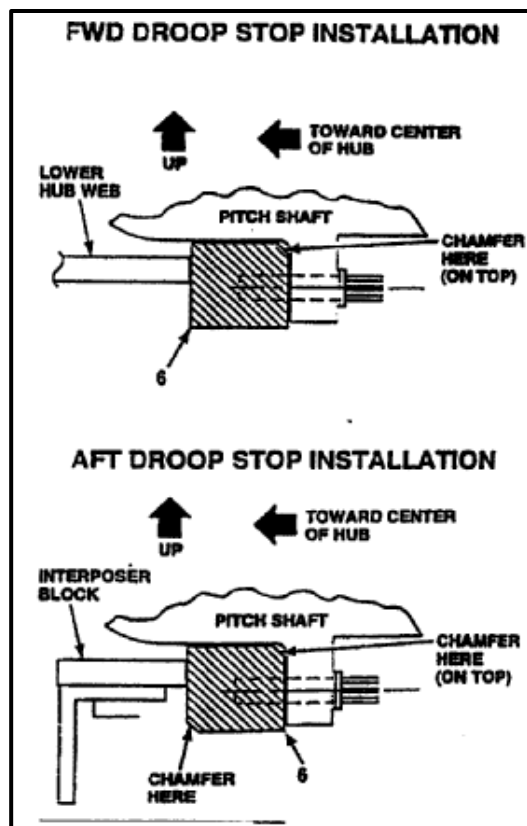
The droop stops are installed with "BOTTOM" marking down. The marking may or may not be legible. However, correct installation is determined by proper positioning of chamfers.

Ensure forward droop stop is installed on fwd head, and aft droop stop is installed on aft head. Forward and aft droop stops are not interchangeable.

**WARNING**

Incorrectly installed droop stops, or droop stops installed on the wrong head, can cause damage to the helicopter and injury to personnel.

- 8. Position droop stop (6) on lugs (8) with BOTTOM marking (9) down. Ensure droop stop (6) chamfer is upward in the radius of the pitch shaft droop stop boss.



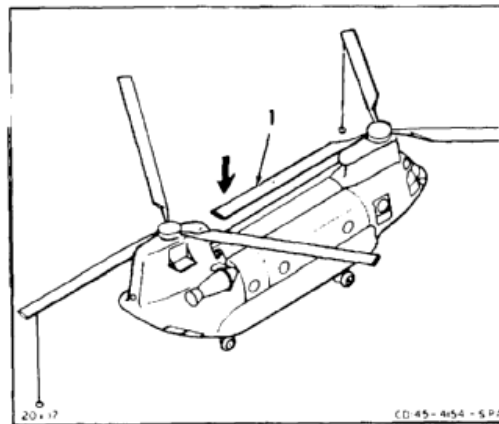
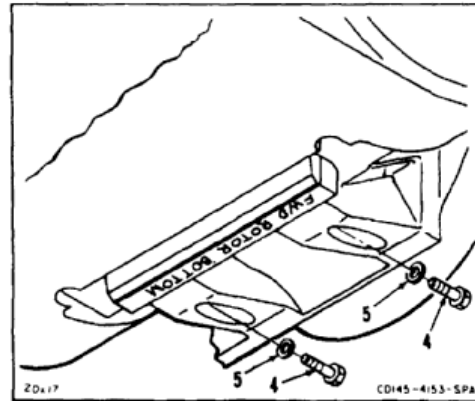
**WARNING**

Ensure that droop stops are always installed with new bolts.

**NOTE**

Prior to installation, measure new bolt to insure bolt is the proper length **0.912 ±0.015 inches** (measured from under the head of bolt to the end of threads).

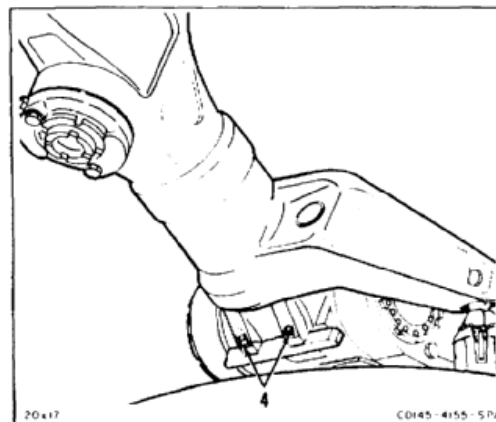
9. Install washers (5) and new bolts (4).
10. On aft rotor, torque bolts (4) to **70 inch-pounds**.  
On forward rotor, torque bolts to **70 inch-pounds**.
11. Have helpers lower blade (1).



12. Lockwire two bolts (4). Use lockwire (E229).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Install aft droop stop shroud (Task 5-48.5).  
Close work platform (Task 2-2).



END OF TASK



**5-48.1 REMOVE DROOP STOP SHROUD SHIELD**

5-48.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

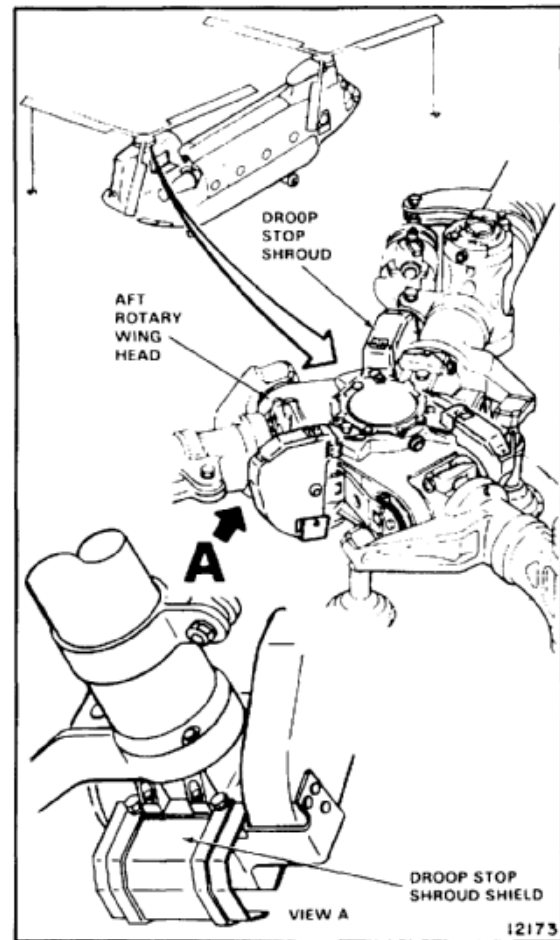
Battery Disconnected (Task 1-39)

Electrical Power Off

Hydraulic Power Off

Tiedown Line Installed On One Forward and One Aft Blade (Task 1-26)

Aft Pylon Work Platform Open (Task 2-2)

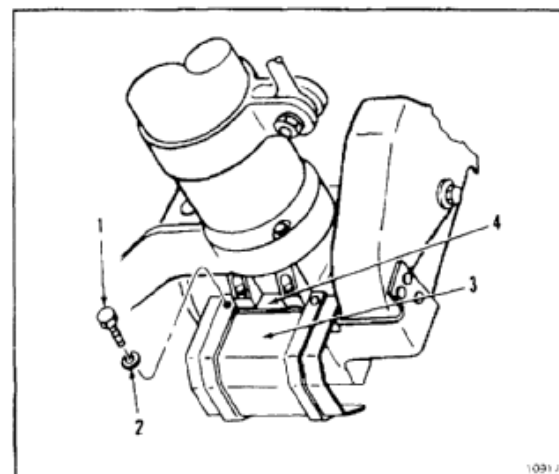
**NOTE**

There are three droop stop shroud shields. Procedure is same to remove any droop stop shroud shield.

1. Remove lockwire. Remove two bolts (1) and washers (2).
2. Remove shield (3) from droop stop (4).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

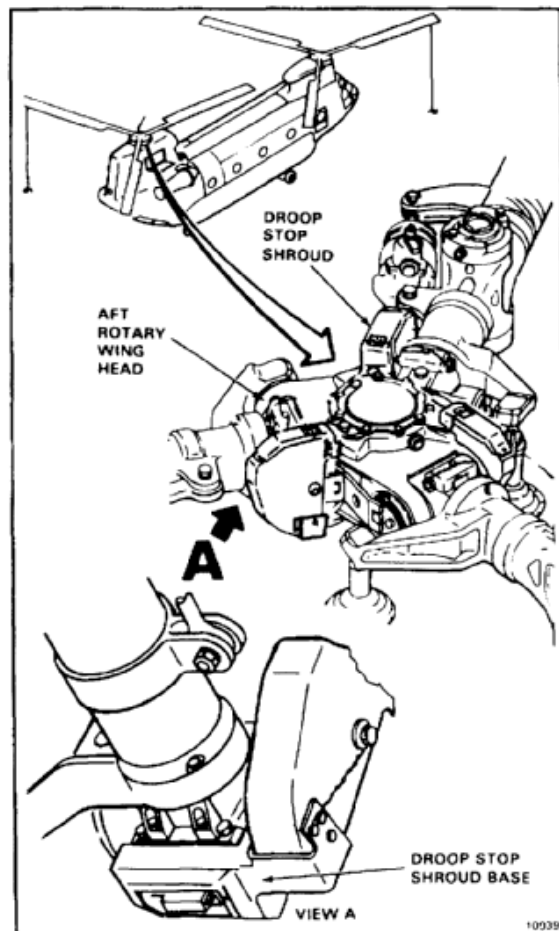
None

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Aft Work Platform Open (Task 2-2)
- Tiedown Line Installed On One Forward and One Aft Blade (Task 1-26)
- Droop Stop Shroud Shield Removed (Task 5-48.1)



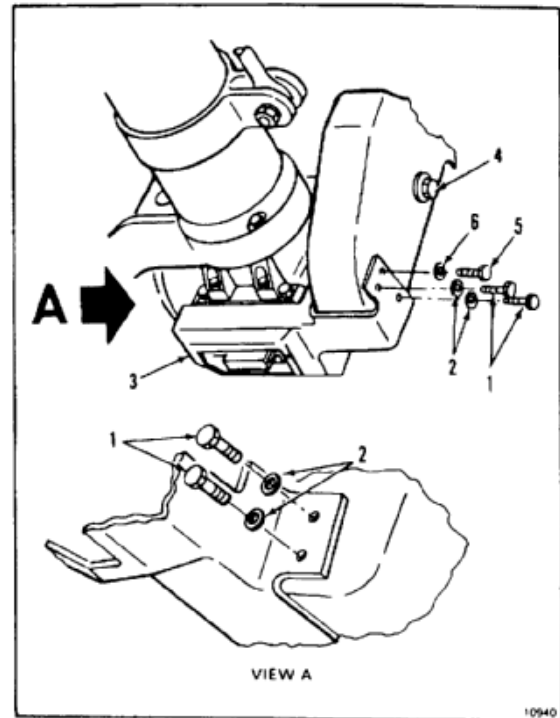
5-48.2 REMOVE DROOP STOP SHROUD BASE (Continued)

5-48.2

**NOTE**

There are three droop stop shroud bases. Procedure is same to remove any base.

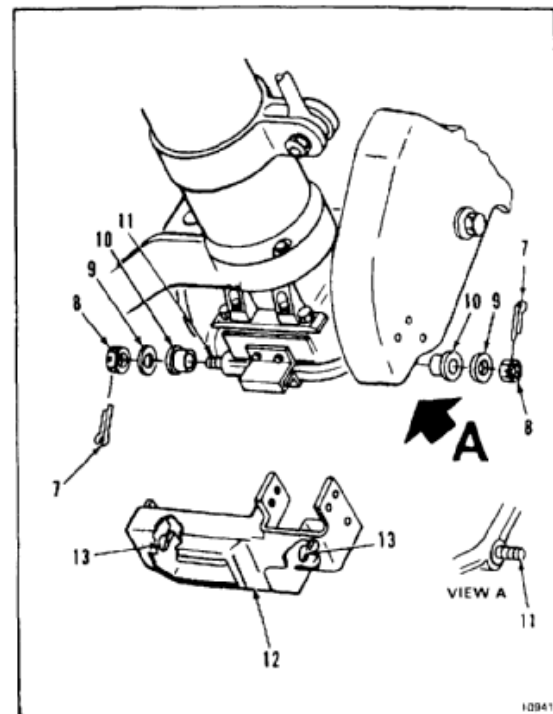
1. Remove four bolts (1) and washers (2) from shroud base (3).
2. Remove lockwire from bolts (4 and 5). Remove bolt (5) and washer (6).



3. Remove two cotter pins (7), nuts (8) washers (9), and bushings (10) from shaft (11).
4. Slide droop stop shroud base (12) from shaft (11) through slots (13). Remove base.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Battery Disconnected (Task 1-39)

Electrical Power Off

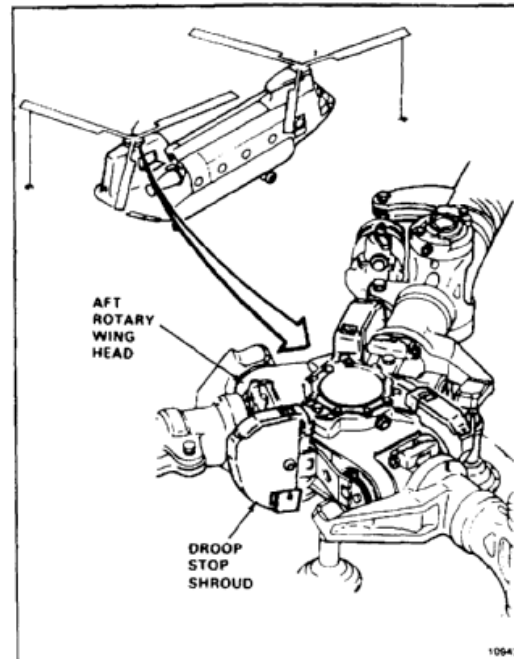
Hydraulic Power Off

Aft Work Platform Open (Task 2-2)

Tiedown Line On One Forward and One Aft Blade  
(Task 1-26)

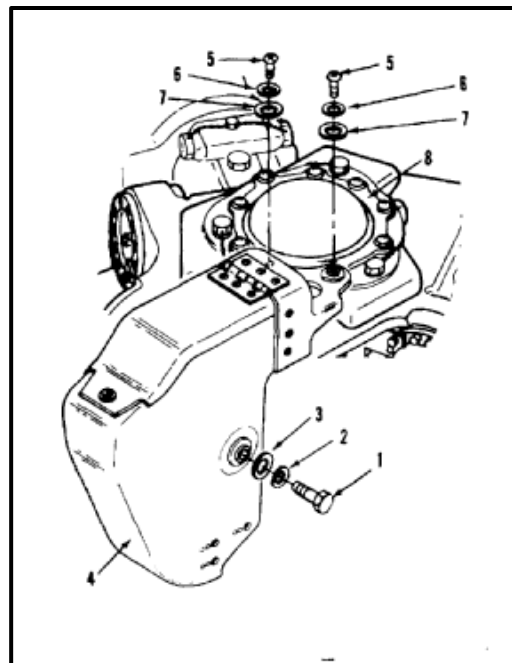
Droop Stop Shroud Shield Removed (Task 5-48.1)

Droop Stop Shroud Base Removed (Task 5-48.2)

**NOTE**

There are three droop stop shrouds.  
Procedure is same to remove any  
shroud.

1. Remove bolt (1) and washers (2 and 3) from droop stop shroud (4).
2. Remove two screws (5) and washers (6 and 7) from shroud (4).
3. Remove shroud (4) from rotor head (8).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-212

5-48.4 REPAIR DROOP STOP SHROUD, BASE, OR SHIELD

5-48.4

INITIAL SETUP

TM 55-1520-240-23P

**Applicable Configurations:**

Task 2-325  
Task 2-326

All

**Tools:**

**Equipment Condition:**

As Required

As Required

**Materials:**

**General Safety Instructions:**

As Required

As Required

**Personnel Required:**

**NOTE**

Aircraft Structural Repairer  
Inspector

Procedure is same to repair droop stop shroud, base, or shield. Three droop stop shrouds are located on the aft rotor head. They are manufactured from 10 ply BMS 8-79 glass fabric, pre-pregated type 1581 or 7781.

**References:**

TM 55-1500-204-23

INDEX NO.	NOMENCLATURE	ORIGINAL MATERIAL	REPAIR MATERIAL	REPAIR TASK
1	RIVET	M7885-2-5-4		2-326 AND NOTE B.
2	WASHER	MS27183-6		2-326 AND NOTE B.
3	RIVET	M885-2-5-7		2-326 AND NOTE B.
4	RIVET	M885-2-5-5		2-326 AND NOTE B.
5	RIVET	MS20426A3		2-326 AND NOTE B.
6	NUTPLATE	MS21071-4		2-326 AND NOTE B.
7	RIVET	M7885-3-4-4		NOTE B.
8	RECEPTACLE	BACR11X3		2-326 AND NOTE B.
9	HINGE	MS20001CH6		NOTE B.
10	GROMMET	MS35489-43		2-325 AND NOTE B.
11	BUSHING	145R3132-1		---
12	BUSHING	145R3132-2		---
13	GROMMET	MS35489-38		---
14	CAP	NOTE C.	NOTE A.	NOTE B.
15	COVER	NOTE C.	NOTE A.	NOTE B.
16	SHROUD	NOTE C.	NOTE A.	NOTE B.
17	BASE	NOTE C.	NOTE A.	NOTE B.
18	SHIELD	NOTE C.	NOTE A.	NOTE B.

NOTES: A USE GLASS CLOTH (E130)  
B REFER TO TM 55-1520-204-23  
C 10 PLY BMS 8-79 GLASS FABRIC, PRE-PREGATED TYPE 1581 OR 7781

**FOLLOW-ON MAINTENANCE:**

Refinish (Task 2-353).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 0 to 150 Inch-Pounds

**Materials:**

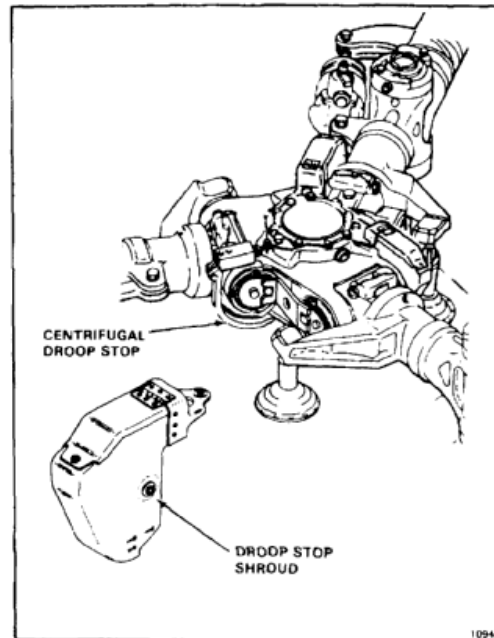
None

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

TM 55-1520-240-23P

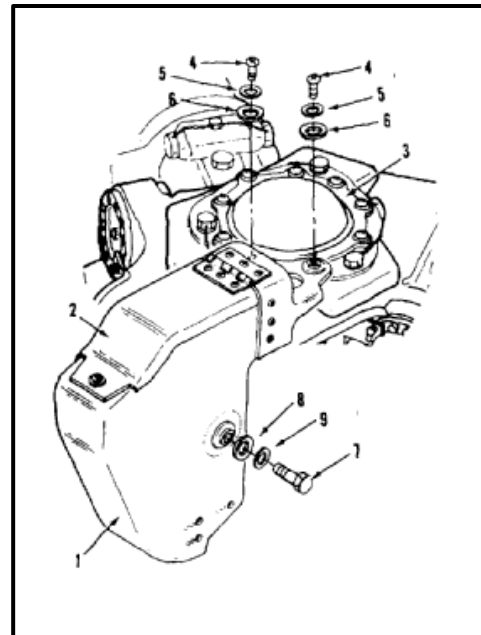
**NOTE**

There are three droop stop shrouds.  
Procedure is same to install any  
shroud.

1. Position droop stop shroud (1), hinged cover (2) up, on rotor head (3).
2. Install screws (4) and washers (5 and 6) in shroud (1). Torque screws to **22 inch-pounds**.
3. Install bolt (7) and washers (8 and 9) in shroud (1). Torque bolt to **110 inch-pounds**.

**FOLLOW-ON MAINTENANCE:**

Install droop stop shroud base (Task 5-48.6).  
Install droop stop shroud shield (Task 5-48.7).  
Close aft work platforms (Task 2-2).  
Remove tiedown lines from blades.



END OF TASK

5-214

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 5 to 150 Inch-Pounds

**Materials:**

Lockwire (E231)

**Parts:**

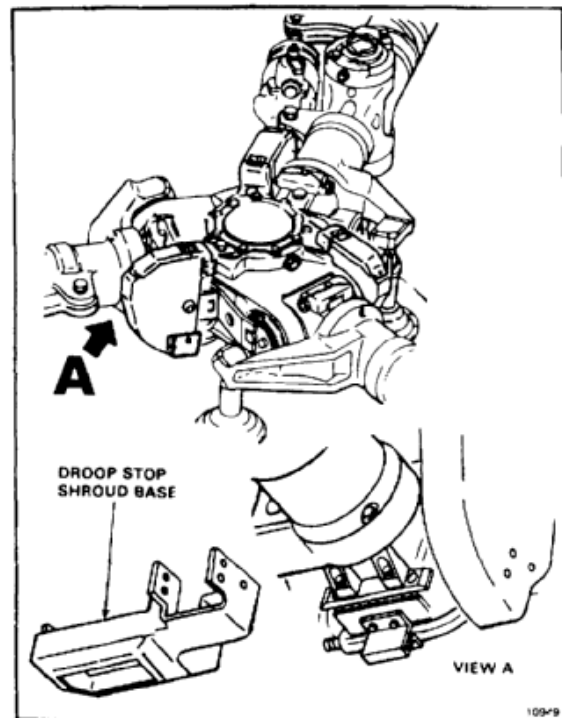
Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

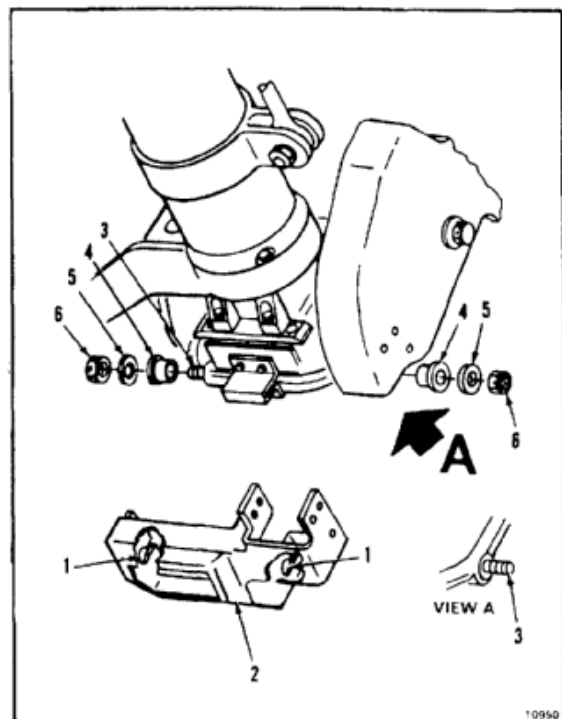
TM 55-1520-240-23P



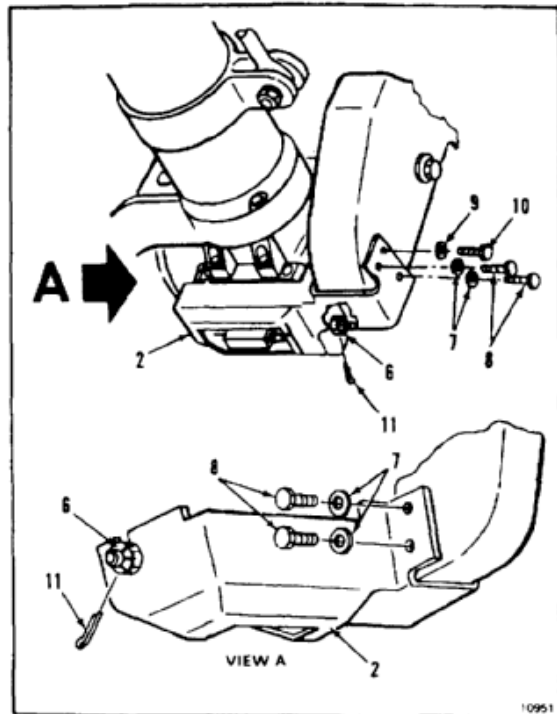
**NOTE**

There are three droop stop shroud bases. Procedure is same to install any base.

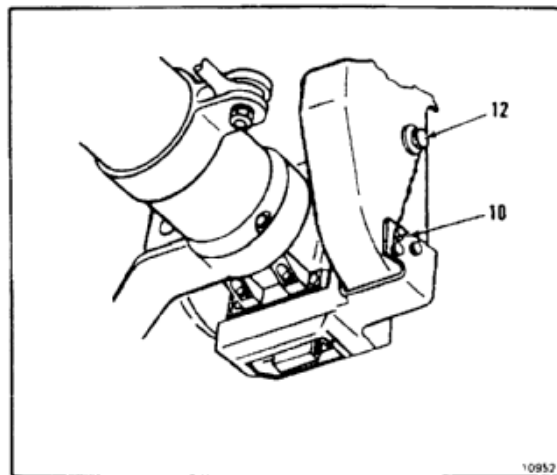
1. Align slots (1) of droop stop shroud base (2) with shaft (3). Slide base on shaft.
2. Install bushings (4), flange outboard, on shaft (3).
3. Install washers (5) and nuts (6). Do not tighten nuts at this time.



4. Install four washers (7) and bolts (8) in base (2). Torque bolts to **70 inch-pounds**.
5. Install washer (9) and bolt (10) in base (2). Torque bolt to **70 inch-pounds**.
6. Tighten two nuts (6) until rubber of bushings (4) is compressed **0.010 to 0.030 inch** and cotter pin (11) holes are aligned with nut slots. Use additional washers (5) if required. Install cotter pins.



7. Install lockwire between bolts (10 and 12). Use lockwire (E231).



**FOLLOW-ON MAINTENANCE:**

Install droop stop shroud shield (Task 5-48.7).

END OF TASK

5-216



**5-48.7 INSTALL DROOP STOP SHROUD SHIELD**

5-48.7

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 5 to 50 Inch-Pounds

**Materials:**

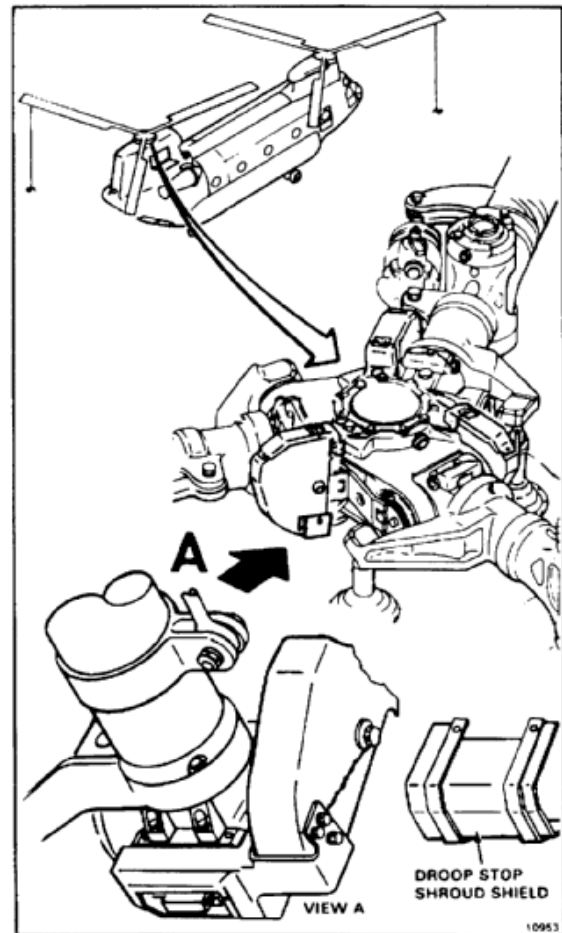
Lockwire (E231)

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

TM 55-1520-240-23P

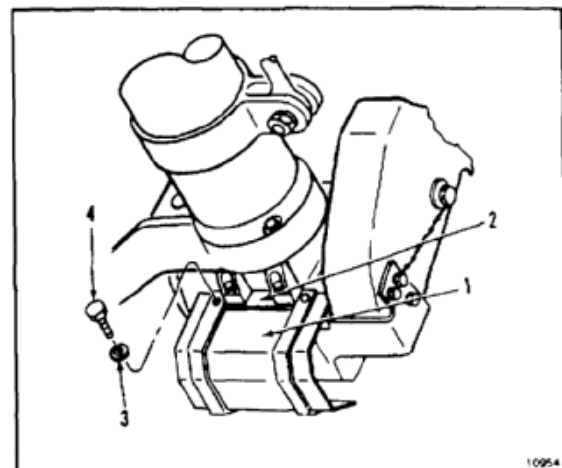
**NOTE**

There are three droop stop shroud shields. Procedure is same to install any droop stop shroud shield.

1. Position droop stop shroud shield (1) on droop stop (2). Install two washers (3) and two bolts (4). Torque bolts to **22 inch-pounds**.
2. Lockwire bolts (4). Use lockwire (E231).

**FOLLOW-ON MAINTENANCE:**

Close aft pylon work platforms (Task 2-2).  
Remove tiedown lines from blades.



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

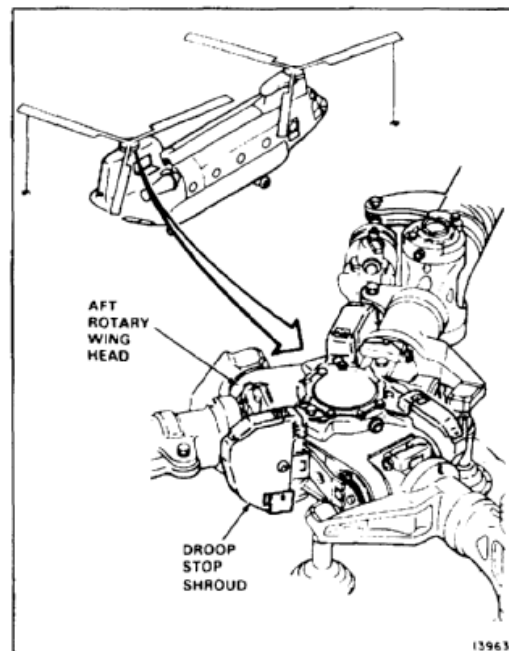
Battery Disconnected (Task 1-39)

Electrical Power Off

Hydraulic Power Off

Tiedown Line Installed On One Forward and One Aft Blade (Task 1-26)

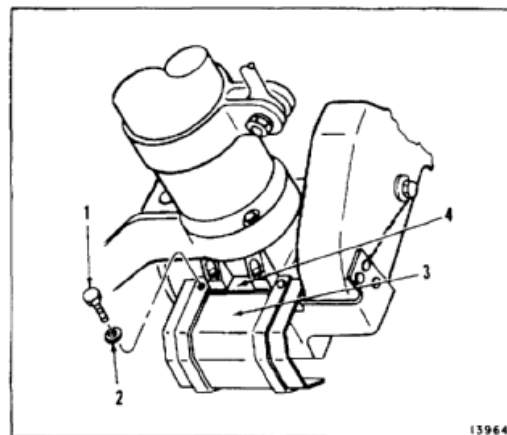
Aft Pylon Work Platform Open (Task 2-2)

**NOTE**

There are three droop stop shroud assemblies on aft rotor head. Procedure is same to remove any assembly.

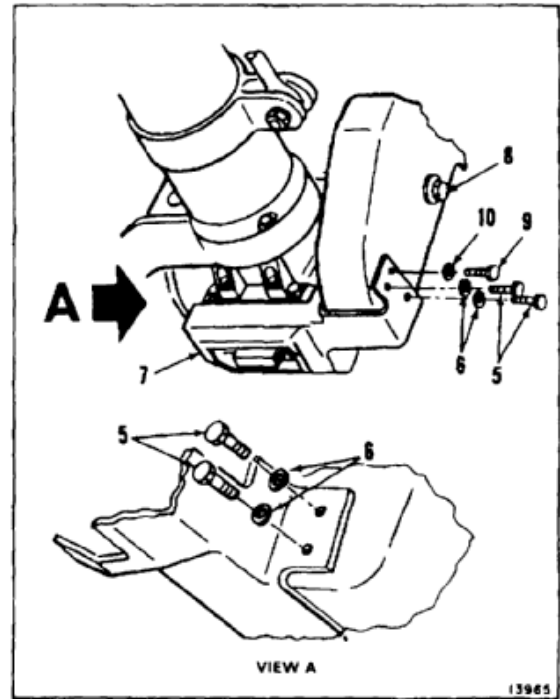
**REMOVE SHIELD**

1. Remove lockwire. Remove two bolts (1) and washers (2).
2. Remove shield (3) from droop stop (4).



**REMOVE BASE**

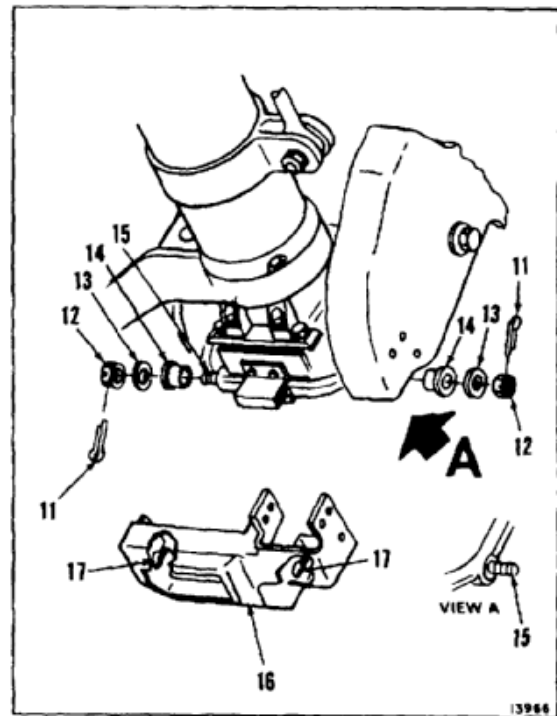
3. Remove four bolts (5) and washers (6) from shroud base (7).
4. Remove lockwire from bolts (8 and 9). Remove bolt (9) and washer (10).



**NOTE**

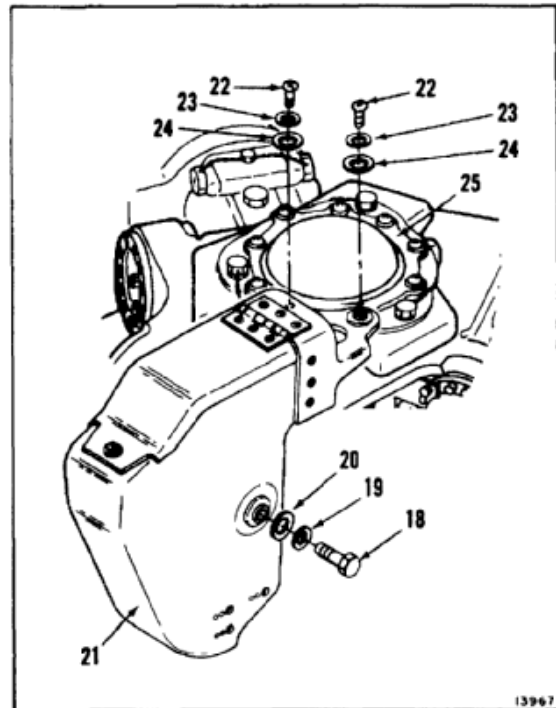
Make sure bushings (14) have molded rubber liner installed.

5. Remove two cotter pins (11), nuts (12) washers (13), and bushings (14) from shaft (15).
6. Slide droop stop shroud base (16) from shaft (15) through slots (17). Remove base.



**REMOVE SHROUD**

7. Remove bolt (18) and washers (19 and 20) from droop stop shroud (21).
8. Remove two screws (22) and washers (23 and 24) from shroud (21).
9. Remove shroud (21) from rotor head (25).

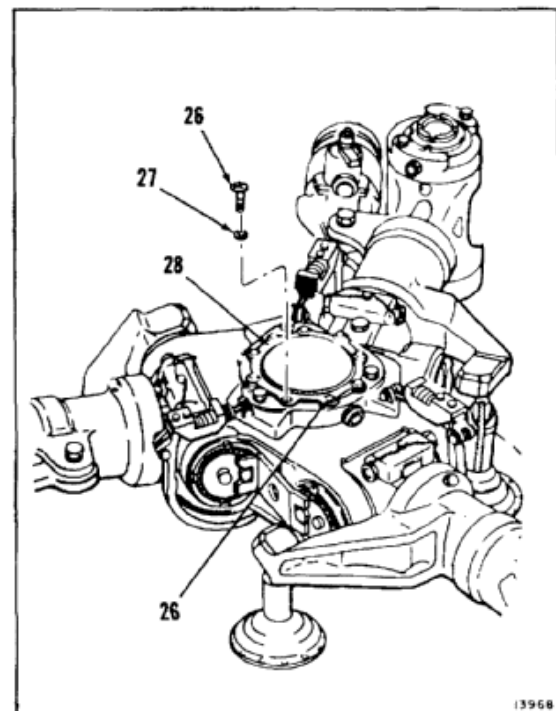
**INSTALL HARDWARE****NOTE**

Do not use screws removed with shroud.

10. Install two screws (26) and washers (27) from storage bag in hub oil tank cover (28). Torque screws to **23 inch-pounds**.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-220

**5-48.9 INSTALL DROOP STOP SHROUD ASSEMBLIES**

5-48.9

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 0 to 150 Inch-Pounds

**Materials:**

Lockwire (E231)

**Parts:**

Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**References:**

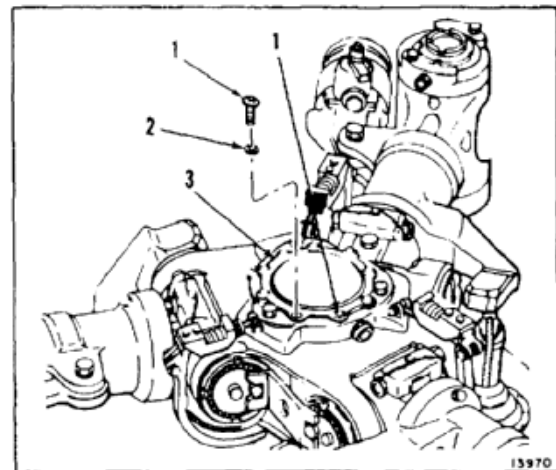
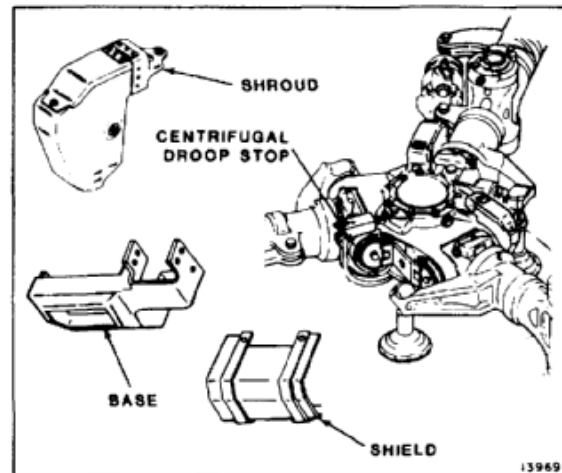
TM 55-1520-240-23P

**NOTE**

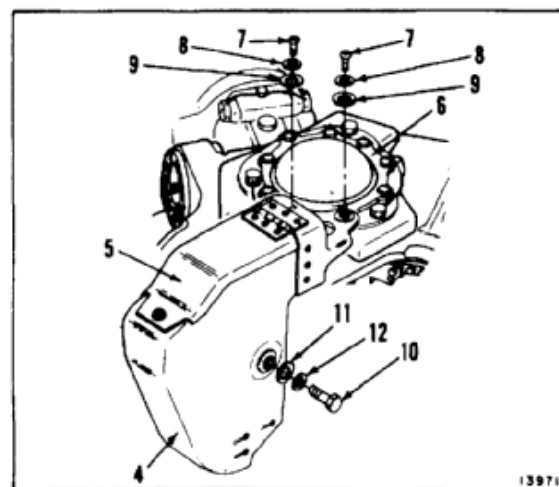
There are three droop stop shroud assemblies on the aft rotor head. Procedure is same to install any assembly.

**REMOVE HARDWARE**

1. Remove two screws (1) and washers (2) from hub oil tank cover (3).

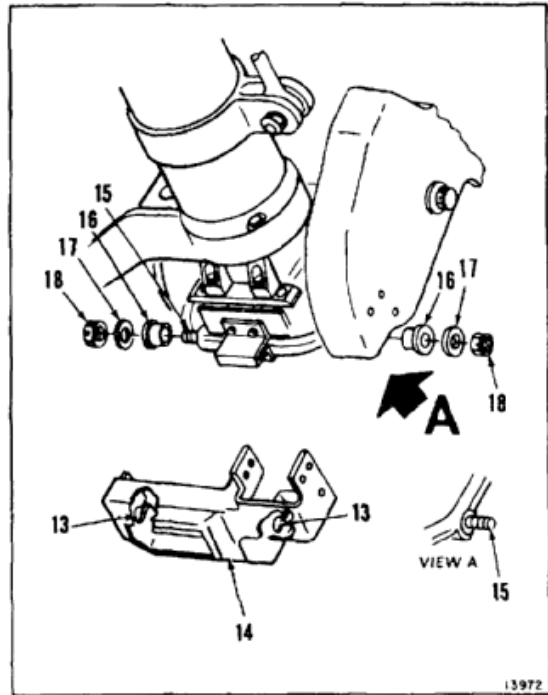
**INSTALL SHROUD**

2. Position droop stop shroud (4), hinged cover (5) up, on rotor head (6).
3. Install screws (7) and washers (8 and 9) in shroud (4). Torque screws to **23 inch-pounds**.
4. Install bolt (10) and washers (11 and 12) in shroud (4). Torque bolt to **110 inch-pounds**.

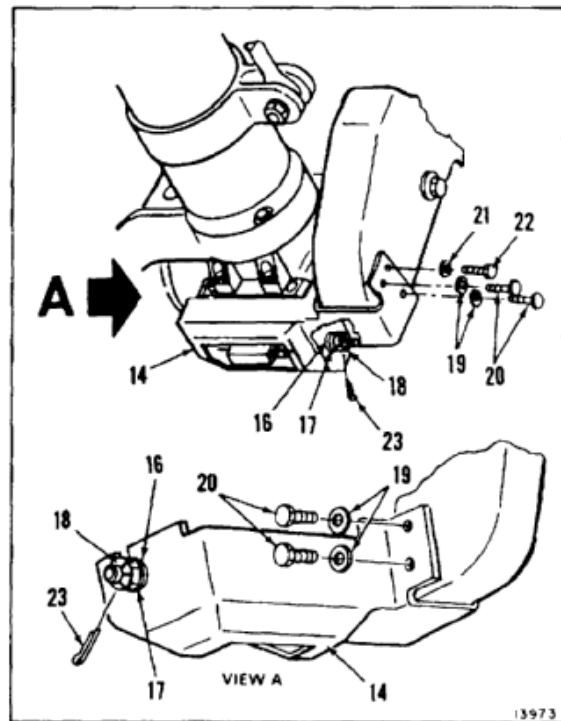


**INSTALL BASE**

5. Align slots (13) of droop stop shroud base (14) with shaft (15). Slide base on shaft.
6. Install bushings (16), flange outboard, on shaft (15).
7. Install washers (17) and nuts (18). Do not tighten nuts at this time.



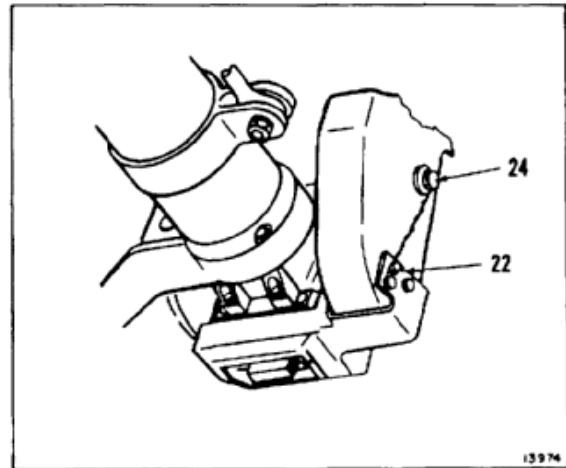
8. Install four washers (19) and bolts (20) in base (14). Torque bolts to **70 inch-pounds**.
9. Install washer (21) and bolt (22) in base (14). Torque bolt to **70 inch-pounds**.
10. Tighten two nuts (18) until rubber of bushings (16) is compressed **0.010 to 0.030 inch** and cotter pin holes are aligned with nut slots. Use additional washers (17) if required. Install cotter pins (23).



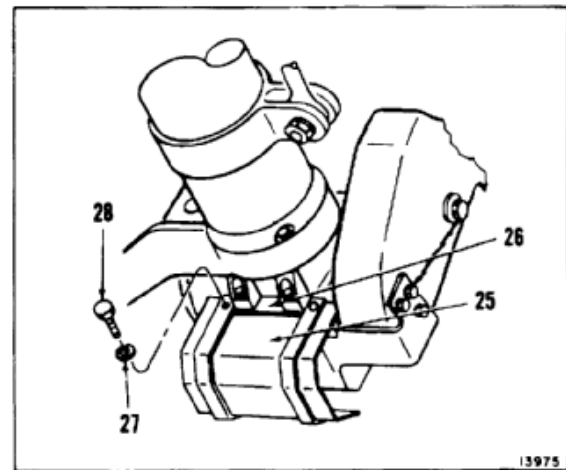
**5-48.9 INSTALL DROOP STOP SHROUD ASSEMBLIES (Continued)**

5-48.9

11. Install lockwire between bolts (22 and 24). Use lockwire (E231).

**INSTALL SHIELD**

12. Position droop stop shroud shield (25) on droop stop (26). Install two washers (27) and two bolts (28). Torque bolts to **23 inch-pounds**.
13. Lockwire bolts (28). Use lockwire (E231).

**FOLLOW-ON MAINTENANCE:**

- Close aft pylon work platforms (Task 2-2).  
Remove tiedown ropes from blades.

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

With **24**

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

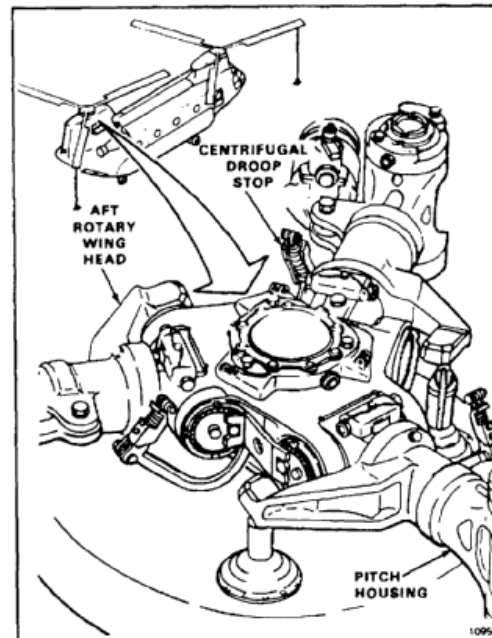
None

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)  
Aft Pylon Work Platforms Open (Task 2-2)  
Droop Stop Shrouds Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is  
lowered suddenly while droop stop  
work is in progress.

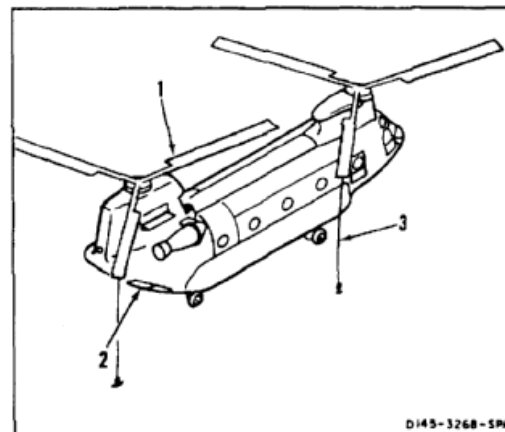
**NOTE**

Procedure is same to adjust  
spring-back of any centrifugal droop  
stop interposer support.

There is a centrifugal droop stop  
support for each aft rotor blade.

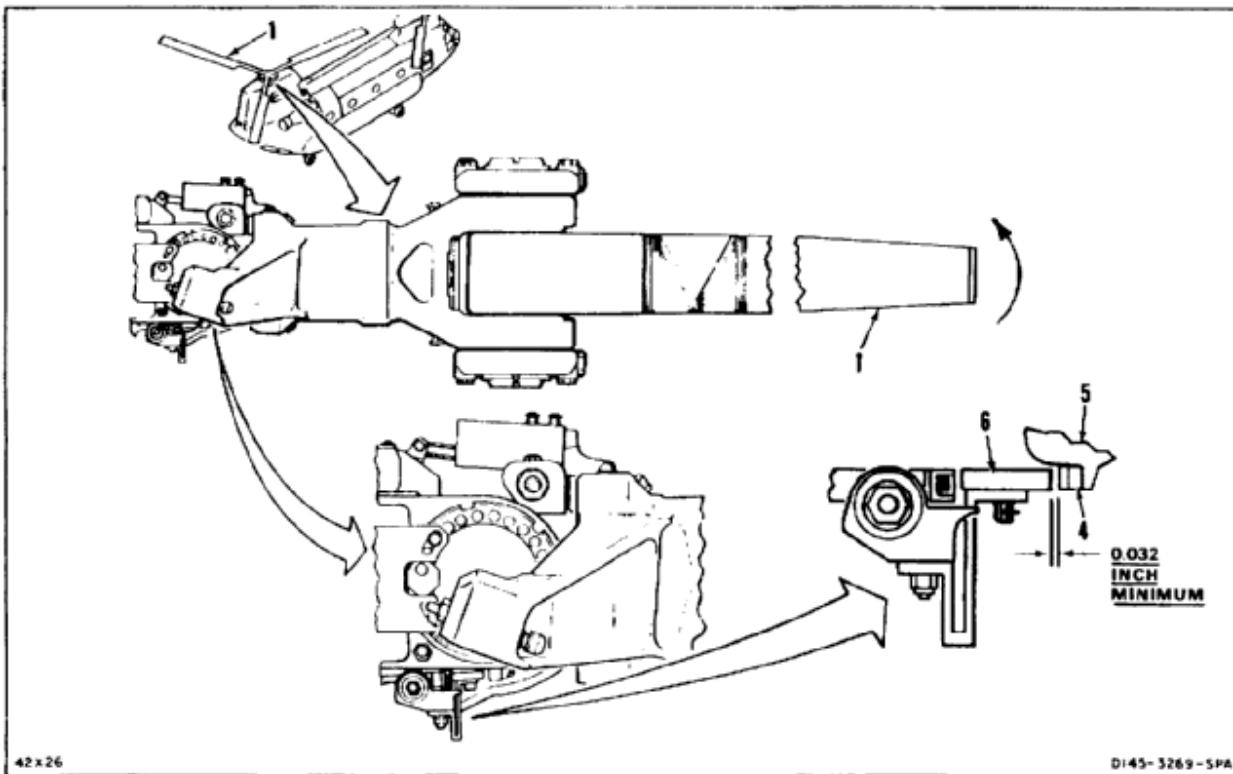
Blade at the support to be adjusted  
must be positioned over fuselage.

1. Position blade (1) over fuselage (2). Use tiedown  
line (3). Tie down one forward blade.





2. Have helpers lift and support blade (1) until task is complete.
3. Measure distance between fixed droop stop (4), on pitch shaft (5), and interposer block (6). Distance shall be at least **0.032 inch**. Use feeler gage.

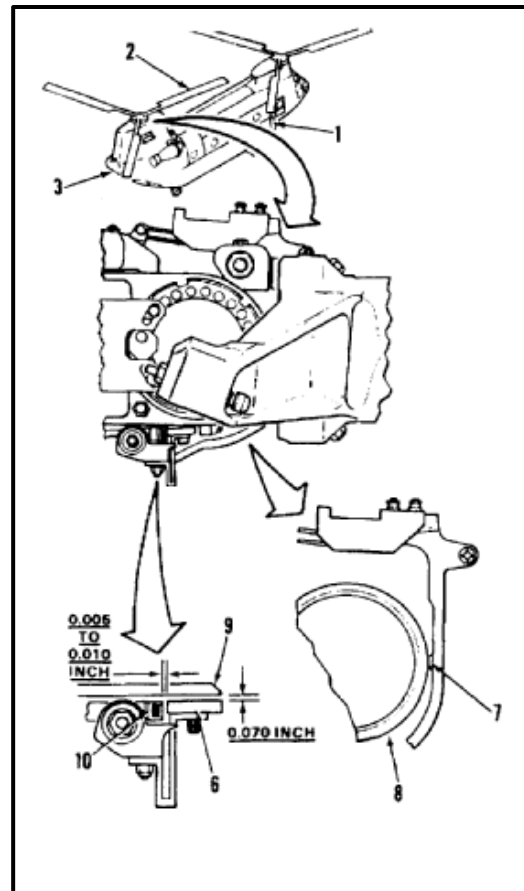


4. Check that balancing arm stop (7) rests against trailing lug (8).
5. Measure distance between interposer block (6) and hub (9). Distance shall be **0.000 inch to 0.070 inch**. Use feeler gage.
6. Measure distance between interposer block (6) and striker block (10). Distance shall be **0.005 to 0.010 inch** measured at both ends of interposer block. Use feeler gage.

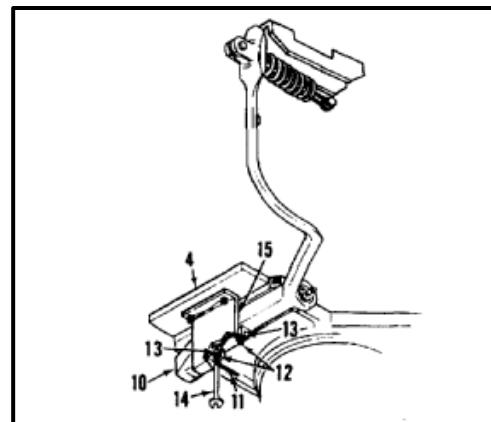
**NOTE**

If distance between interposer block and striker block is between **0.005 and 0.010 inch**, go to step 8.

If distance between interposer block and striker block is not between **0.005 and 0.010 inch**, go to step 7.



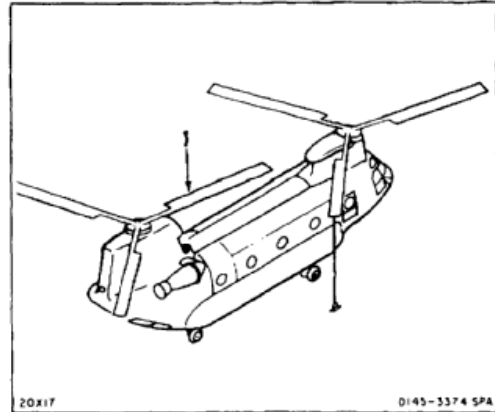
7. Adjust interposer support (15) as follows:
  - a. Insert socket-head screw key (11) in two blind bolts (12). Loosen two locknuts (13). Use open-end wrench (14).
  - b. Slide slotted interposer support (15) until distance between interposer block (6) and striker block (10) is between **0.005 and 0.010 inch**. Distance must be equal at both ends.
  - c. Insert socket-head screw key (11) in two blind bolts (12). Tighten two locknuts (13). Use open-end wrench (14).



8. Have helpers lower blade (1).

***FOLLOW-ON MAINTENANCE:***

Install aft droop stop shroud (Task 5-48.5).  
Close aft pylon work platforms (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

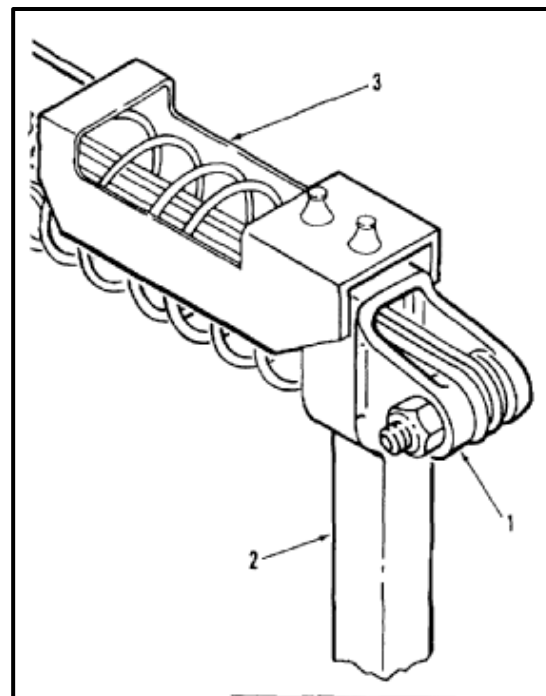
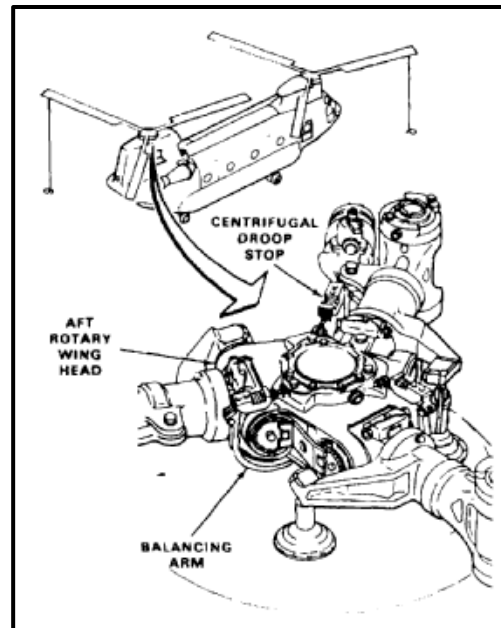
None

**Personnel Required:**

Inspector

**References:**Task 5-52  
Task 5-53**Equipment Condition:**

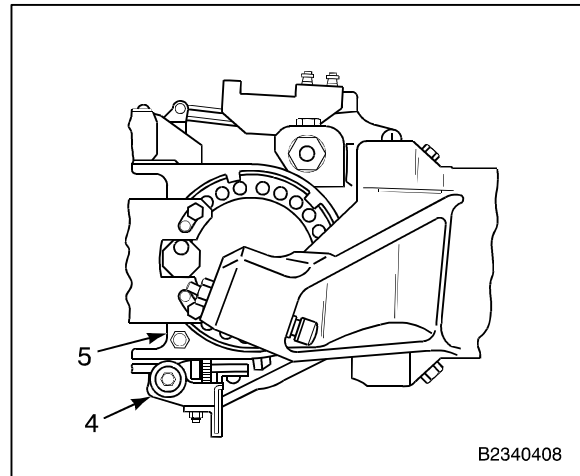
Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 One Forward and One Aft Blade Tied Down (Task 1-26)  
 Aft Pylon Work Platforms Open (Task 2-2)  
 Droop Stop Shrouds Removed (Task 5-48.3)

**NOTE**

Procedure is same to inspect any centrifugal droop stop spring and balancing arm.

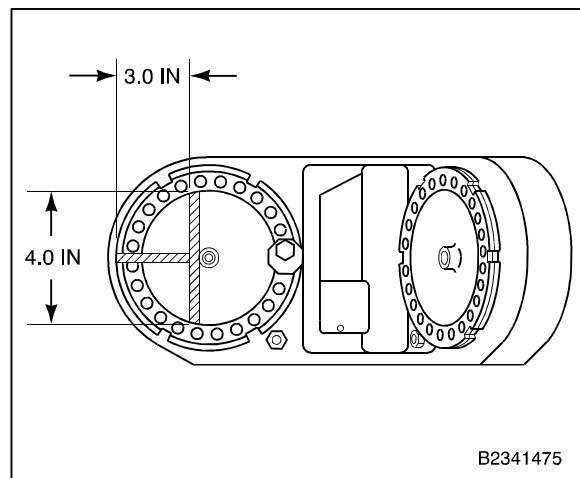
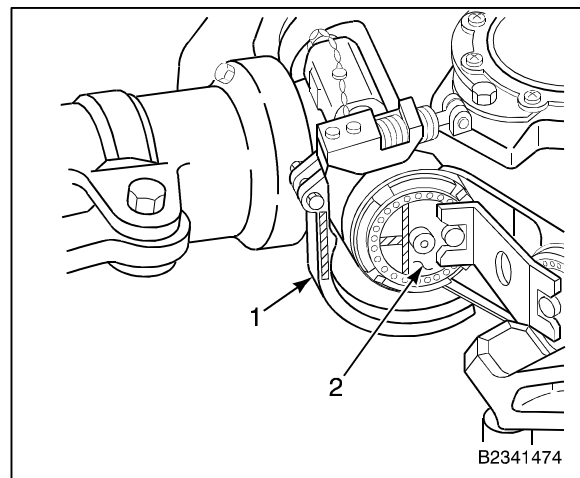
1. Check lugs (1) for cracks, damage, and visible wear (Task 5-53).
2. Check balancing arms (2) and weights (3). Arms shall be installed securely. There shall be no twists, bends or dents.

3. Check for clearance between lugs (4) and hub (5) (Task 5-52).



- 3.1. Check balancing arms and trailing horizontal hinge pins bearing caps for proper markings. If the letter "H" is visible, go to step 4. If the letter "H" is not visible, proceed as follows:

- a. Mark each of the balancing arms (1) and adjacent areas of the horizontal hinge pin bearing caps (2) as shown in figure. Use reflective tape (E397).
- b. Clean the trailing face of the arm with cloths (E120) dampened with solvent (E162). Wear gloves (E186). Also, clean the trailing horizontal hinge pin bearing cap face area.
- c. Cut three strips of reflective tape (E397), two **4 inches** long and one **3 inches** long. Place one **4 inch** long strip just to the left (outboard) of the bolt insert point for the torque wrench socket tool (T5), centered between the top and bottom of the bearing cap. Starting from the inner area, place the **3 inch** long strip to form half the "H", the tape will run long enough to cover the outside lip of the bearing cap. Next, attach the remaining **4 inch** long strip on the balance arm trailing face to complete the letter "H".
- d. Repeat the steps above for the remaining balance arms and bearing caps.



4. Check springs (6). Coils (7) shall align and spacing shall be uniform.
5. Check sleeves (8) on limiter springs (9). Sleeves may be worn through if wire diameter is not less than **0.090 inch**.

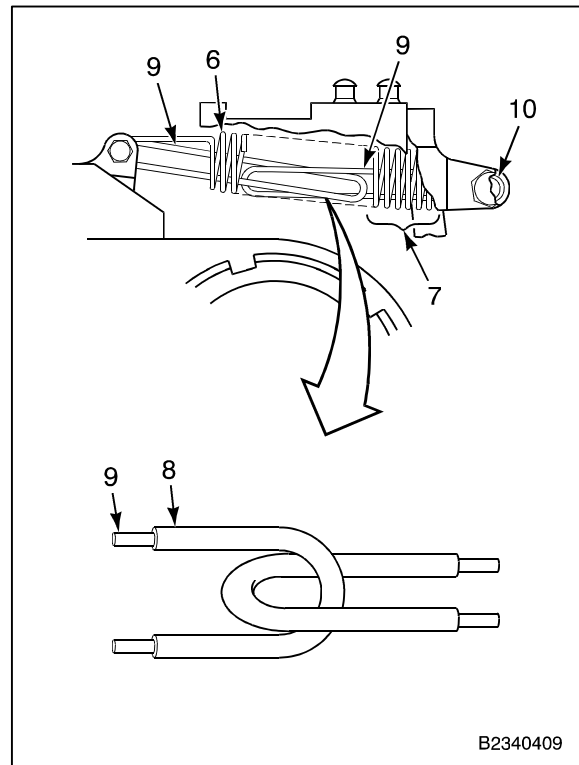


Do not spread individual spring coils more than **1/4 inch**. Overspreading will weaken spring.

#### NOTE

If necessary, remove springs and limiters for inspection.

6. Inspect springs (6) for wear as follows:
  - a. Spread spring coils (7). Raise limiters (9) from inside bottom diameter of spring (6). Inspect limiters and inside diameter of spring for wear.
  - b. Reject spring if wire diameter is less than **0.050 inch**. Reject limiter if wire diameter is less than **0.090 inch**.
  - c. Pull spring inward toward hub center so spring loops within the yoke opening can be seen. Inspect sides of spring (6) for wear where it passes around grommet (10). Refer to step b for rejection data.
  - d. Inspect spring (6) for wear where it passes around bolts at each end. Refer to step b for rejection data.



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#### FOLLOW-ON MAINTENANCE:

- Install droop stop shrouds (Task 5-48.5).
- Close aft pylon work platform (Task 2-2).

END OF TASK

**5-51 INSPECT CENTRIFUGAL DROOP STOP INTERPOSER BLOCK AND SUPPORT, STRIKER BLOCK, AND FIXED DROOP STOP**

5-51

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692

**Materials:**

None

**Personnel Required:**Medium Helicopter Repairer (4)  
Inspector**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line On One Forward and One Aft Blade  
 (Task 1-26)  
 Aft Pylon Work Platforms Open (Task 2-2)  
 Droop Stop Shrouds Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

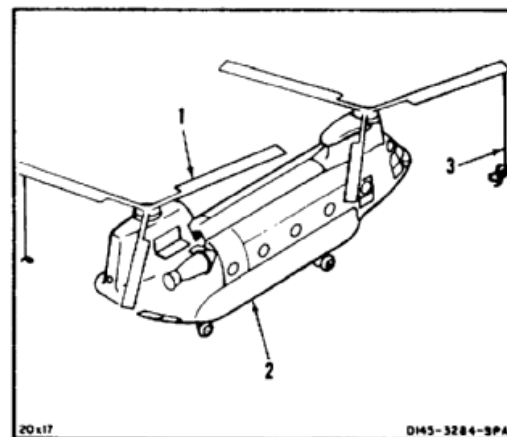
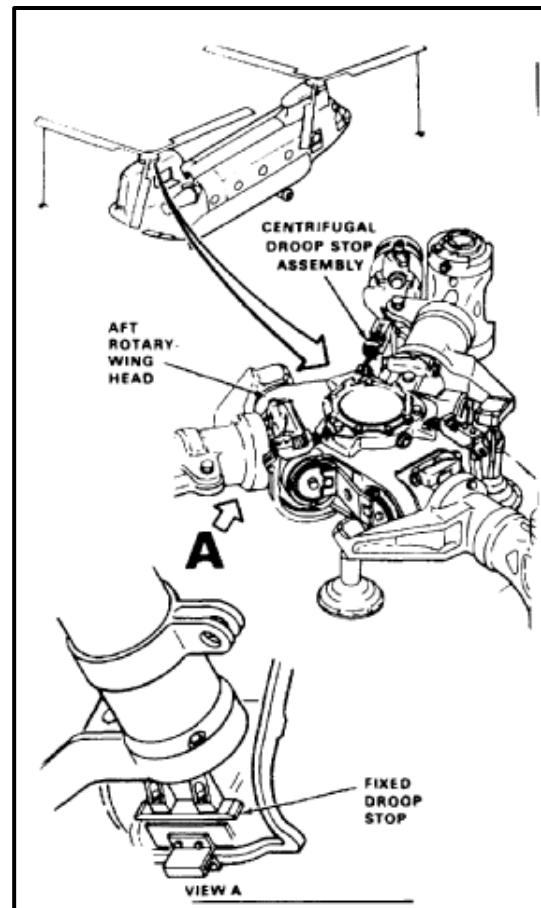
Do not lower blade suddenly.  
 Personnel can be injured if blade is lowered suddenly while droop stop work is in progress.

**NOTE**

There are three fixed droop stops, and three centrifugal droop stops with support and blocks. Procedure is same to inspect any fixed droop stop, and centrifugal droop stop support and blocks.

Blade for fixed droop stop, support and blocks to be inspected, must be positioned over fuselage.

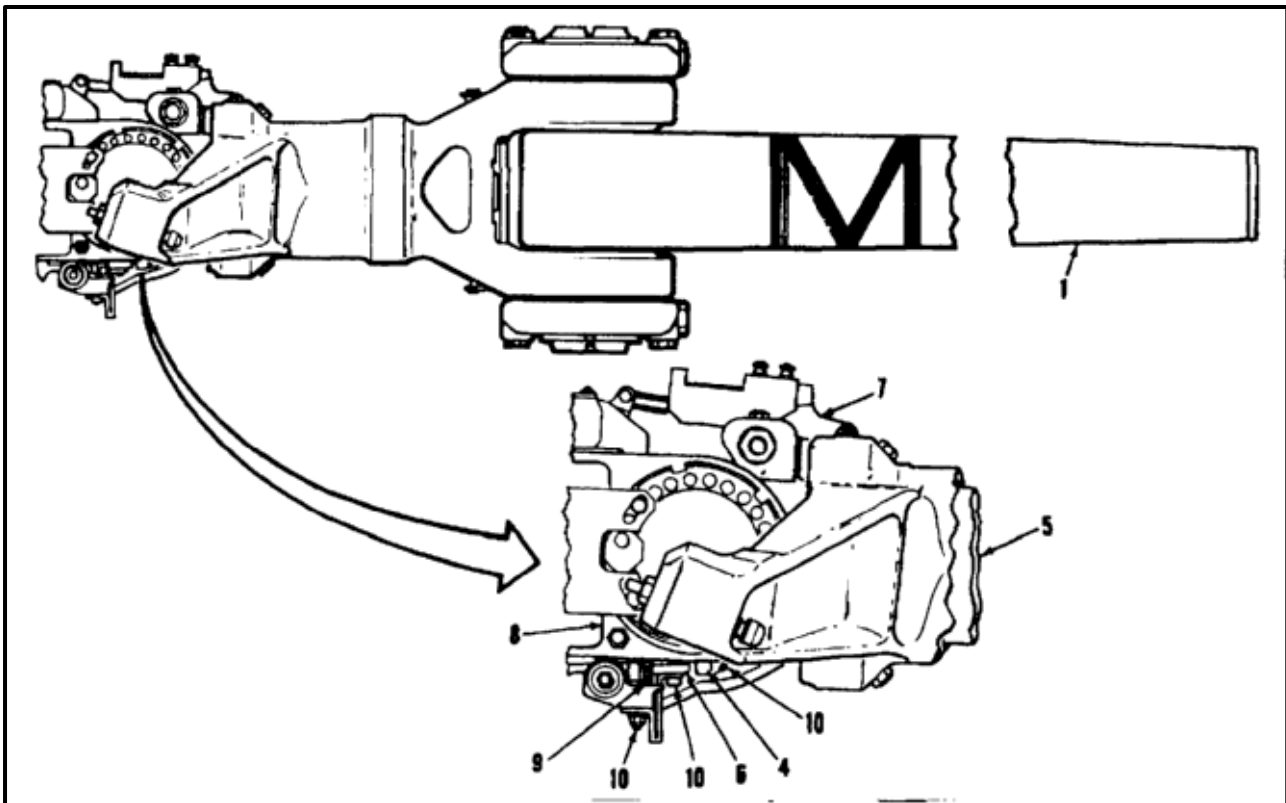
1. Position blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward and one aft blade.



**5-51 INSPECT CENTRIFUGAL DROOP STOP INTERPOSER BLOCK AND SUPPORT, STRIKER BLOCK, AND FIXED DROOP STOP (Continued)**

5-51

2. Have helpers lift blade (1) until fixed droop stop (4) on shaft (5) is clear of interposer block (6). Support blade.
3. Pull balancing arm (7) away from hub (8) until interposer block (6) clears striker block (9) and fixed droop stop (4).
4. Check interposer block (6), striker block (9), and fixed droop stop (4) for damage that changes shape of a block or stop. There shall be no damage that changes shape of a block or stop.
5. Check six screws (10). There shall be no loose or sheared screws.
6. Return balancing arm (7) until it rests against hub (8).
7. Have helpers lower blade (1).


**FOLLOW-ON MAINTENANCE:**

- Install droop stop shrouds (Task 5-48.5).
- Close aft pylon work platforms (Task 2-2).

END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

Epoxy Primer (E292.1)  
 Black Polyurethane Paint (E285.1)  
 Cloths (E120)  
 Gloves (E184.1)  
 Masking Tape (E388)  
 Nitric Acid (E22)

**Personnel Required:**

Medium Helicopter Repairer (5)  
 Inspector

**References:**

TM 1-1520-253-23  
 Task 2-350.1  
 Task 5-54  
 Task 5-55

**Equipment Condition:**

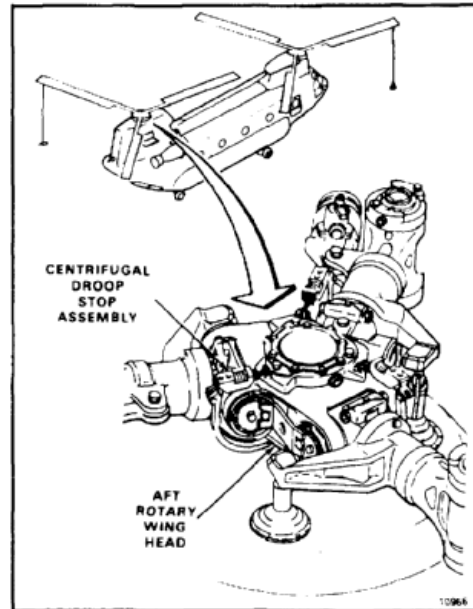
Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line Installed On One Forward and One Aft  
 Blade (Task 1-26)  
 Aft Pylon Work Platform Open (Task 2-2)  
 Droop Stop Shroud Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
 Personnel can be injured if blade is  
 lowered suddenly while droop stop  
 work is in progress.

**WARNING**

Nitric acid (E22) is extremely toxic.  
 It can irritate skin and cause burns.  
 Avoid inhaling. Use only with  
 adequate ventilation. Avoid contact  
 with skin, eyes, or clothing. In case  
 of contact, immediately flush skin  
 or eyes with water for at least **15  
 minutes**. Get medical attention for  
 eyes.



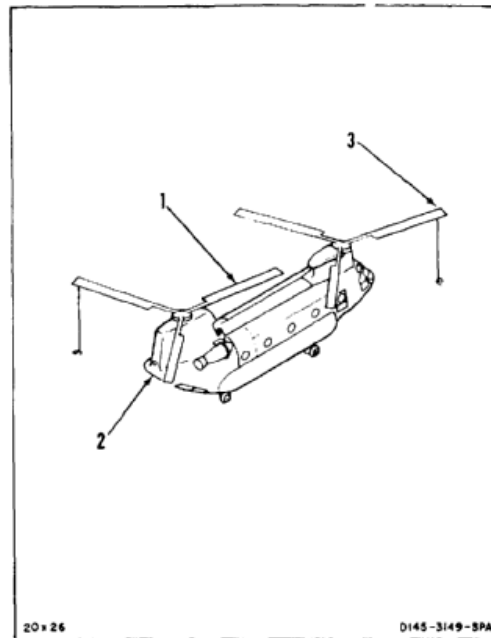
**NOTE**

Procedure is same for functional check of any centrifugal droop stop.

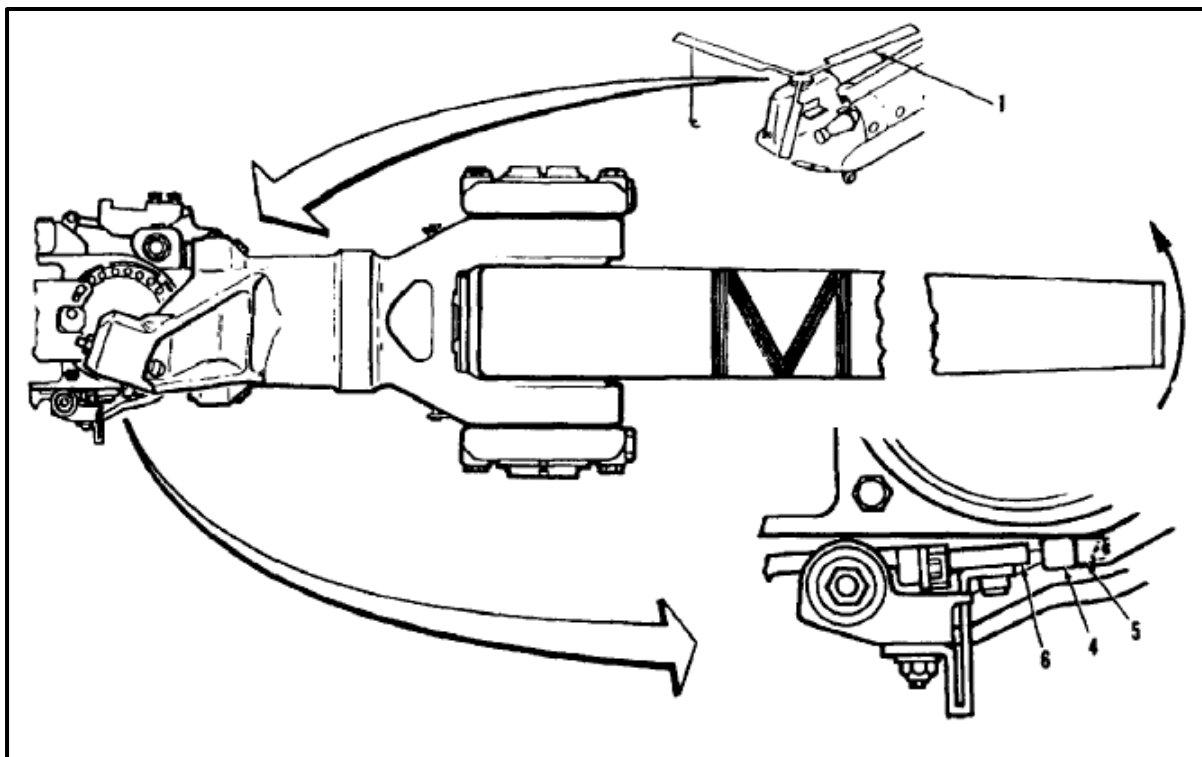
One rotor blade is connected to each centrifugal droop stop. Centrifugal droop stops are installed only on aft rotary-wing head.

Blade for centrifugal droop stop to be checked must be positioned over fuselage.

1. Position blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward blade.



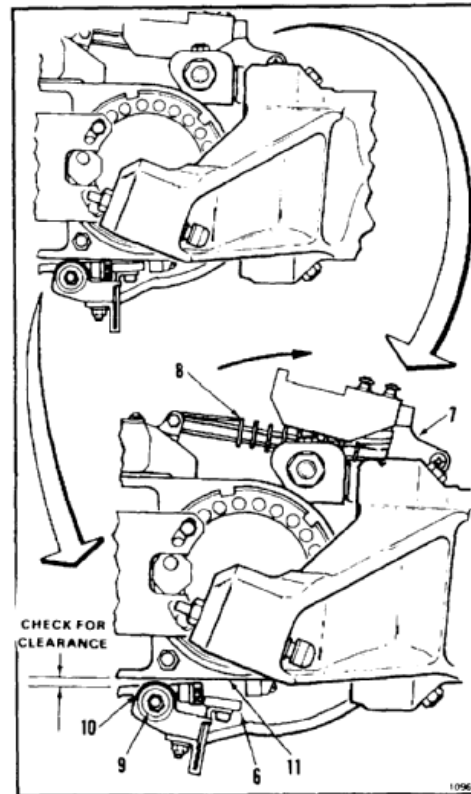
2. Have helpers lift blade (1) until fixed droop stop (4) on pitch shaft (5) is clear of interposer block (6). Support blade.



**CAUTION**

Balancing arms must move freely when blade is raised. Fuselage can be damaged if there is interference with balancing arm operation.

3. Move balancing arm (7) outward as far as it will go. Check that spring (8) is clear of other parts. There shall be no interference with spring operation.
4. Check pivot bearing (9) for binding. There shall be no binding.
5. Check for interference at interposer block (6). There shall be no interference.
6. Check that there is clearance between balancing arm pivot lugs (10) and bottom of hub (11). If there is clearance, go to step 9. If there is no clearance, perform steps 7 thru 8.
7. Remove centrifugal droop stop assembly (Task 5-54).
- 7.1. Remove enough metal from top of lugs (10) to provide clearance. Use smooth file.
- 7.2. Finish reworked area of lugs (10) as follows:



**WARNING**

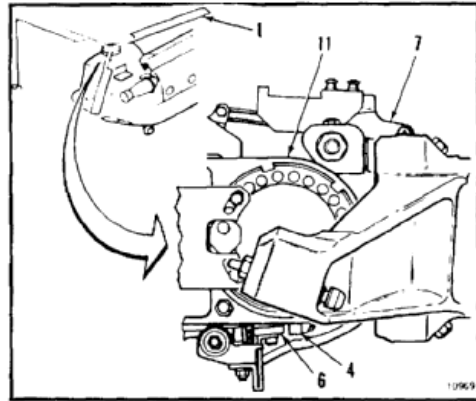
Alodine (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Mix **3 ounces** of alodine powder (E65) with **1/2 ounce** of concentrated nitric acid (E22). Add mixture to **1 gallon** of water.
- b. Apply alodine solution to reworked area of lugs. Wear gloves (E184.1).
- c. Rinse surface with cold water and let air dry.

**WARNING**

Epoxy primer (E292.1) and polyurethane paint (E285.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- d. Apply one coat of epoxy primer (E292.1). Wear gloves (E184.1). Use tape (E388) to protect other components.
  - e. Apply two more coats of epoxy primer (E292.1). Allow **1 hour** between coats. Wear gloves (E184.1).
  - f. Apply two coats of black polyurethane paint (E285.1) per Task 2-350.1. Allow **1 hour** between coats. Wear gloves (E184.1).
- 7.3. Install centrifugal droop stop assembly (Task 5-55).
8. Check for clearance as in step 6. If a crack is suspected, refer to TM 1-1520-253-23.

**WARNING**

Do not lower rotary-wing blade without warning personnel working on droop stops. Personnel can be injured if blade is lowered suddenly.

9. Return balancing arm (7) slowly until it rests against hub (11). Have helpers lower blade (1) slowly until fixed droop stop (4) rests against interposer block (6).

**FOLLOW-ON MAINTENANCE:**

Install droop stop shroud (Task 5-48.5).  
Close aft pylon work platforms (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Eddy Current Inspection Unit

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer (4)  
 Inspector

**References:**

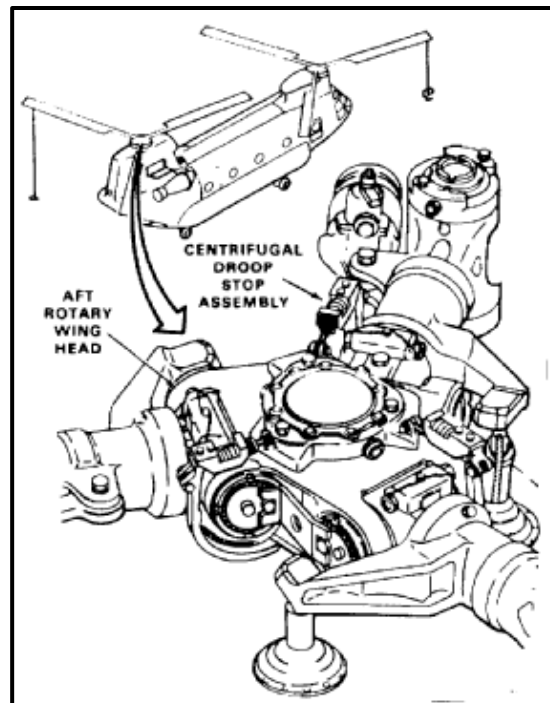
Task 5-50  
 Task 5-57  
 TM 1-1520-253-23

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Line Installed On One Forward and One Aft  
 Blade (Task 1-26)  
 Aft Pylon Work Platforms Open (Task 2-2)  
 Droop Stop Shrouds Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
 Personnel can be injured if blade is  
 lowered suddenly while droop stop  
 work is in progress.



**NOTE**

There are three centrifugal droop stops. Procedure is same for removal of any centrifugal droop stop.

One rotor blade is connected to each centrifugal droop stop. Blade for centrifugal droop stop to be inspected must be positioned over fuselage.

1. Position blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward and one aft blade.
2. Have helpers lift and support blade (1) at tip.
3. Remove cotter pin (4), nut (5), and two washers (6) from bolt (7) through hub oil tank lugs (8).

**NOTE**

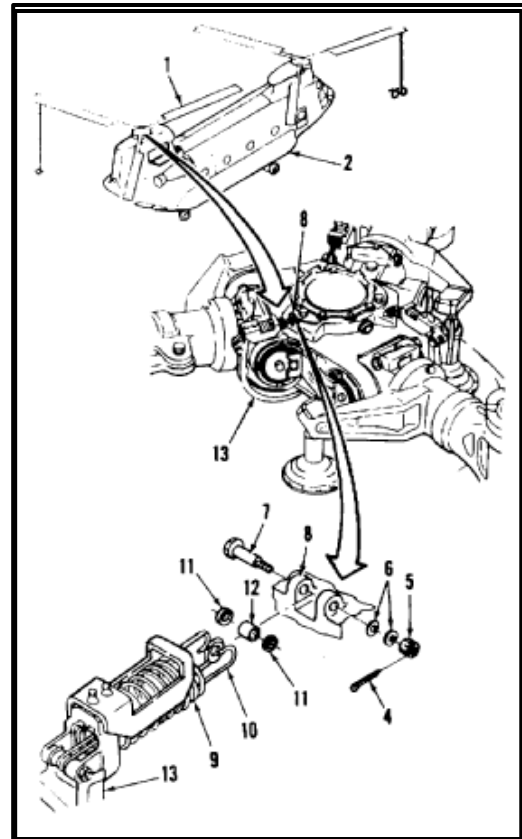
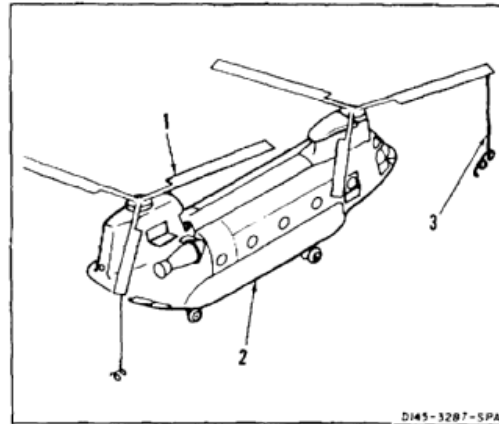
Support spring load before removing bolt. Sudden release of spring will cause small parts to fly out of lugs.

4. Support extension spring (9) and remove bolt (7). Remove extension spring, limiter spring (10), two washers (11) and bearing (12) from hub oil tank lugs (8).
5. Lower balancing arm (13) slowly.

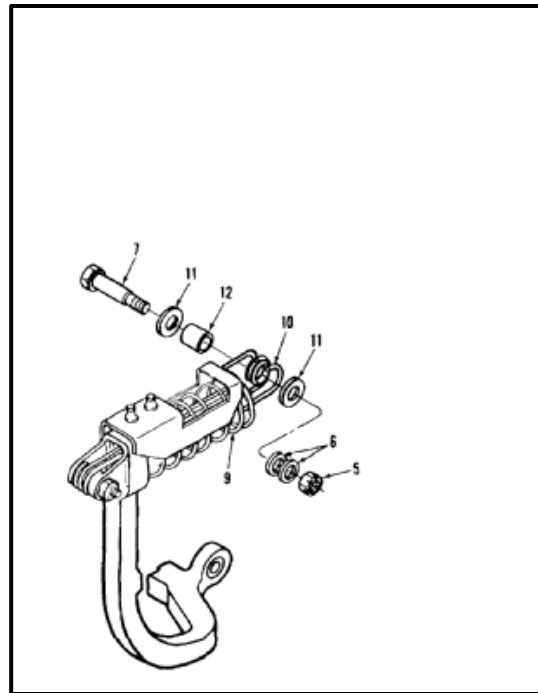
**NOTE**

Blade may have to be lifted higher if balancing arm is not free to be lowered.

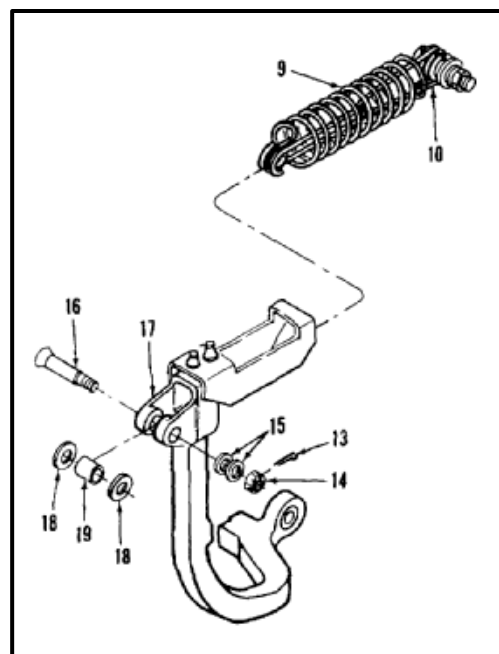
6. Have helpers lower blade (1) until it is at rest about **6 inches** above fuselage (2).



7. Check bearing (12) for grooves. Depth of grooves shall not exceed **0.031 inch**.
8. Check bolt (7) for wear or thread damage. There shall be no wear or thread damage. If a crack is suspected, refer to TM 1-1520-253-23.
9. Temporarily install bolt (7) through two washers (11), bearing (12), limiter spring (10), and extension spring (9). Install two washers (6) and nut (5) loosely on bolt.

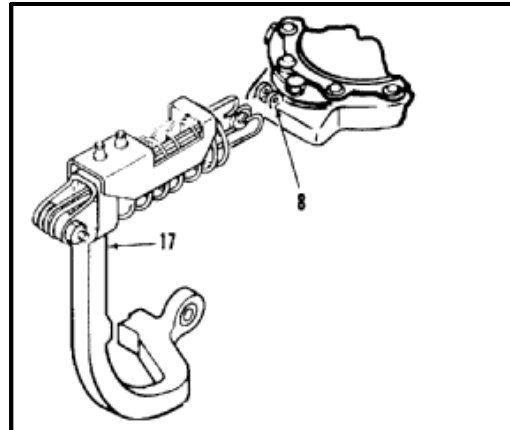


10. Remove cotter pin (13), nut (14), and two washers (15) from bolt (16) through balancing arm lugs (17).
11. Remove bolt (16), extension spring (9), limiter spring (10), two washers (18), and bearing (19) from balancing arm lugs (17).
12. Check bearing (19) for grooves caused by limiter spring (10). Depth of grooves shall not exceed **0.031 inch**.
13. Temporarily install bolt (16) through two washers (18), extension spring (9), limiter spring (10), and bearing (19). Install two washers (15) and nut (14) loosely on bolt.





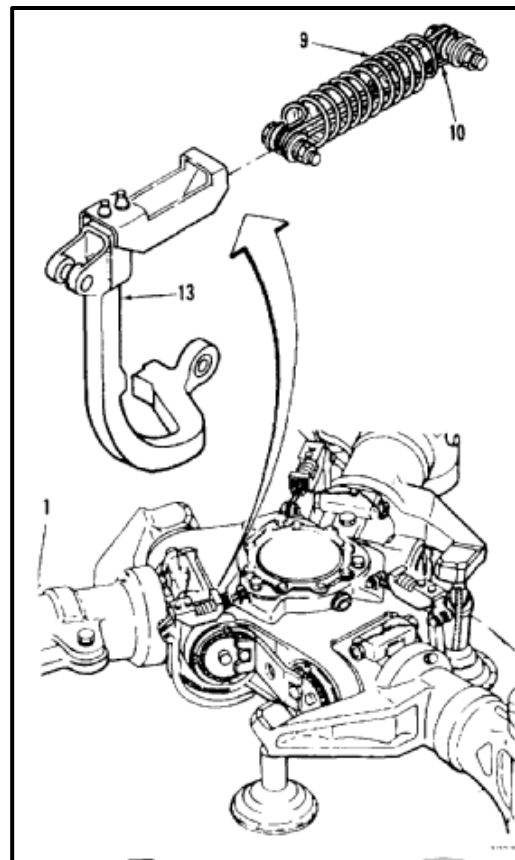
14. Check inside faces of oil tank lugs (8). There shall be no cracks or wear.
15. Check inside faces of balancing arm lugs (17). There shall be no cracks or wear. If a crack is suspected, refer to TM 1-1520-253-23.



16. Check extension spring (9), limiter springs (10), and balancing arm (13) (Task 5-50).
17. Have helpers lift and support blade (1) at tip.
18. Lift balancing arm (13). Install extension spring (9) and limiter springs (10) (Task 5-57).
19. Have helpers lower blade (1).

**FOLLOW-ON MAINTENANCE:**

Install droop stop shrouds (Task 5-48.5).  
Close aft pylon work platforms (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

Twine (E433)

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)

Electrical Power Off

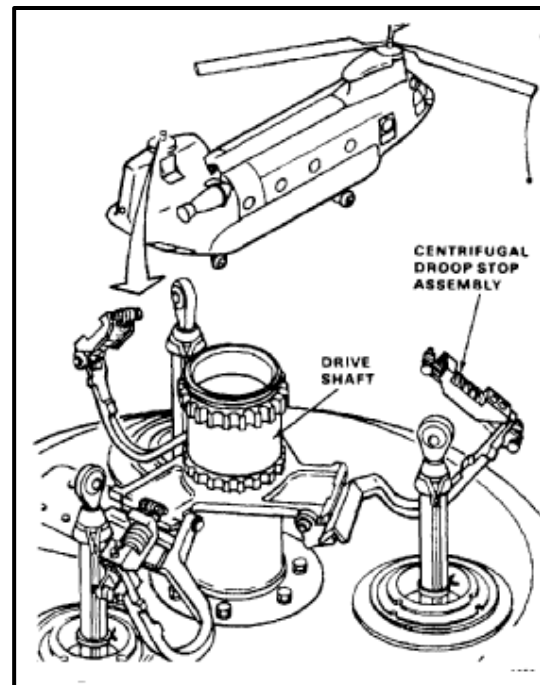
Hydraulic Power Off

One Forward Blade Tied-Down (Task 1-26)

Aft Rotary-Wing Blades Removed (Task 5-64)

Pylon Workstands Open (Task 2-2)

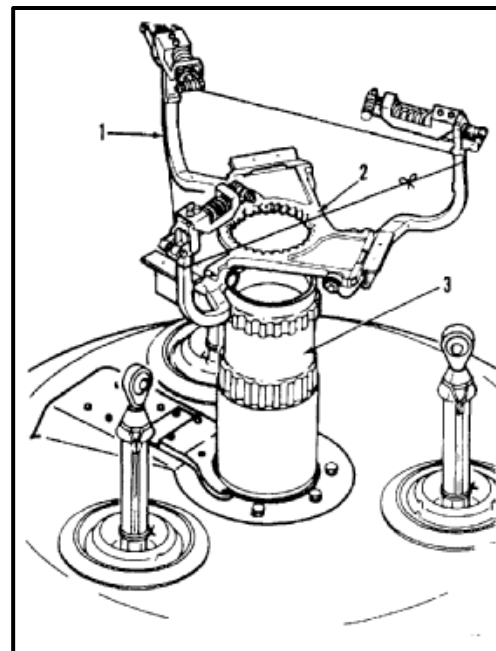
Aft Rotary-Wing Head Removed (Task 5-8)



1. Tie three balancing arms (1) together. Use twine (E433).
2. Remove centrifugal droop stop assembly (2) from drive shaft (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 5 to 55 Inch-Pounds

**Materials:**

Grease (E190)  
Twine (E433)  
Cloth (E120)  
Gloves (E186)

**Parts:**

Cotter Pins

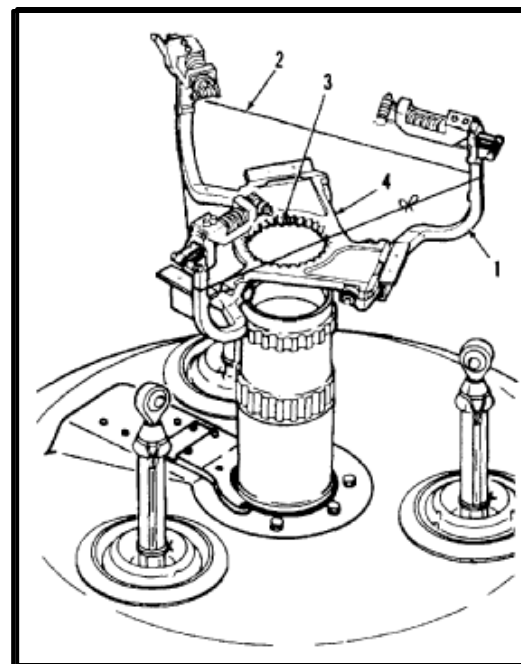
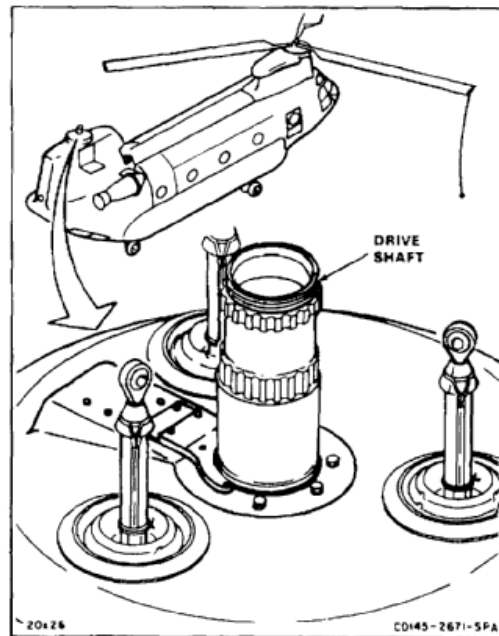
**Personnel Required:**

Medium Helicopter Repairer (2)  
Inspector

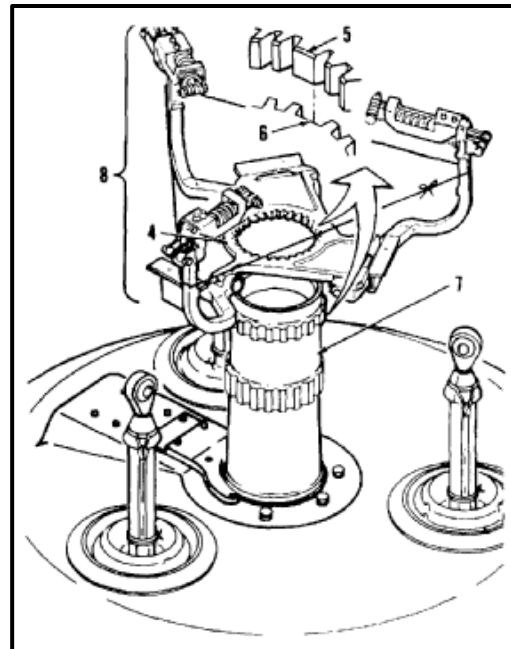
**References:**

TM 55-1520-240-23P  
Task 5-9

1. Tie three balancing arms (1) together. Use twine (E433) (2).
2. Apply grease (E190) to splines (3) of mounting plate (4). Wipe excess grease from top and bottom of plate. Use cloth (E120). Wear gloves (E186).



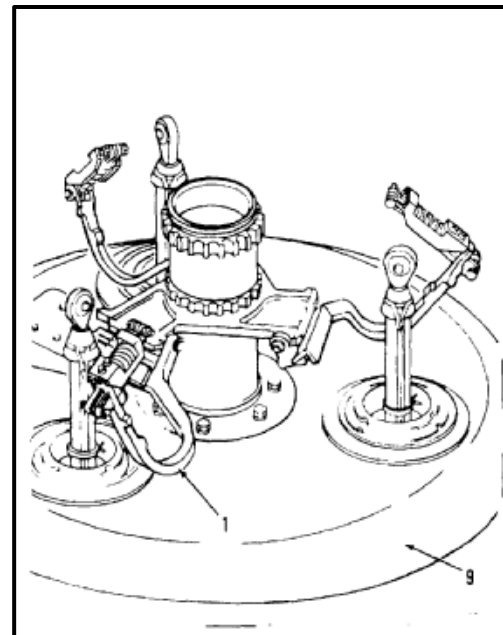
3. Align master spline (5) on mounting plate (4) with master spline (6) on drive shaft (7).
4. Install centrifugal droop stop (8) on drive shaft (7).



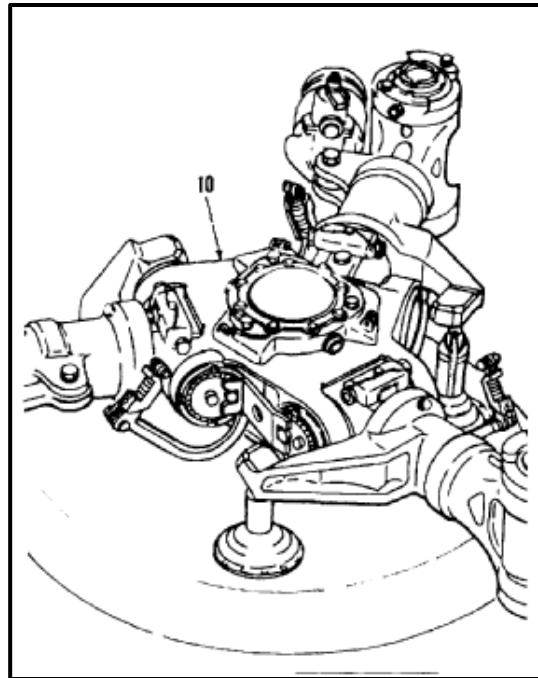
**CAUTION**

Do not allow balancing arms to fail against weather-protective cover. Damage to cover can occur.

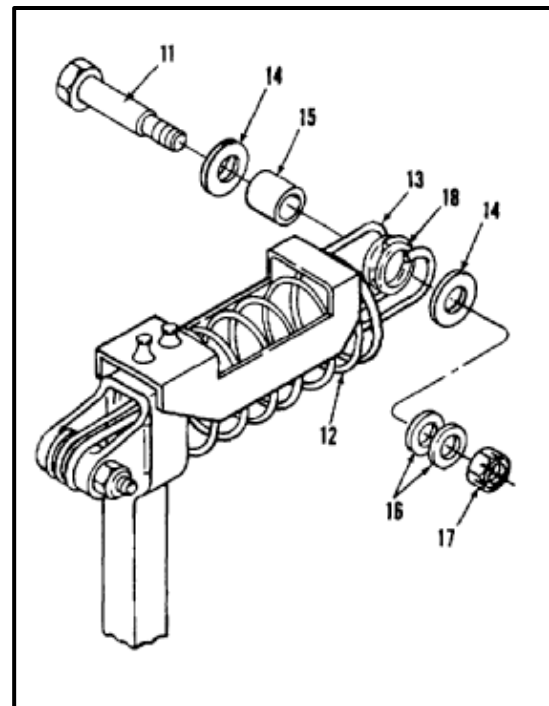
5. Untie balancing arms (1). Carefully lower arms until arms rest against cover (9).



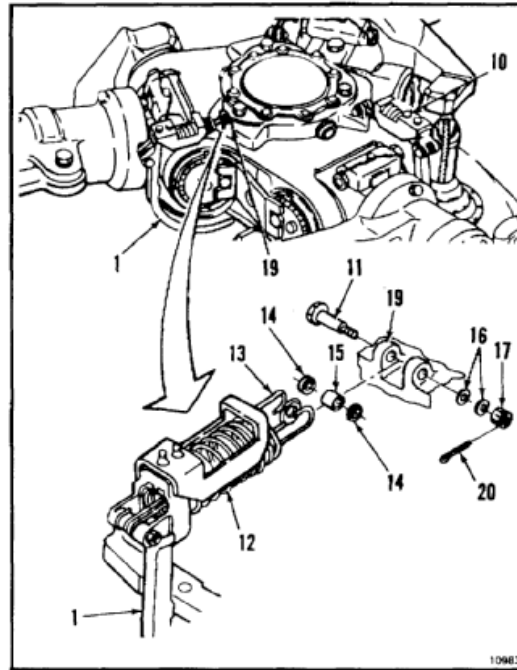
6. Install rotary-wing head (10) (Task 5-9).



7. Remove bolt (11) from extension spring (12), limiter spring (13), two washers (14), bearing (15), two washers (16), and nut (17).
8. Check that grommet (18) is in spring (12).



9. Align bearing (15), extension spring (12) two washers (14), and limiter spring (13). Maintain alignment of these parts, lift balancing arm (1), and extend spring to position parts between lugs (19).
10. Install bolt (11) with bolt head toward rotary-wing head (10). Install washers (16), nut (17), and cotter pin (20). Torque nut to **12 to 15 inch-pounds**. Add washers as required to align cotter pin.
11. Repeat steps 8 thru 10 to connect remaining two balancing arms (1).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Check spring-back adjustment (Task 5-49).
- Install droop stop shrouds (Task 5-48.5).
- Install rotary-wing blades (Task 5-84).
- Install rotary-wing shock absorbers (Task 5-93).
- Close work platforms (Task 2-2).

END OF TASK

**5-56 REMOVE CENTRIFUGAL DROOP STOP SPRINGS AND WEIGHTS**

5-56

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
Plier Wrench

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer (5)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Pylon Workstand Open (Task 2-2)  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)  
Droop Stop Shroud Removed (Task 5-48.3)

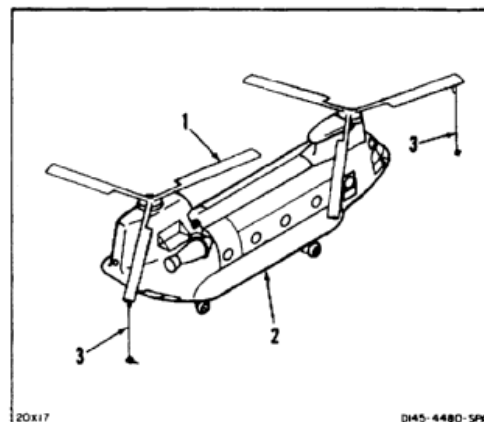
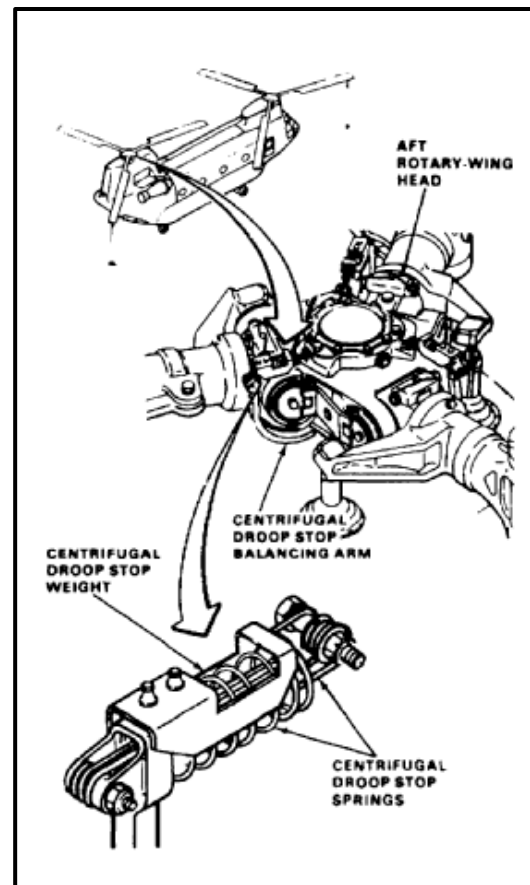
**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is  
lowered suddenly while droop stop  
work is in progress.

**NOTE**

There are three centrifugal droop stops. Procedure is same to remove  
springs and weights from any  
centrifugal droop stop.

1. Position blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward and one aft blade.



2. Remove cotter pin (4), nut (5), and two washers (6) from bolt (7) through lugs (8).

**NOTE**

Support spring load before removing bolt. Sudden release of spring will cause small parts to fly out of lugs.

3. Support extension spring (9) and remove bolt (7). Remove extension spring, limiter spring (10), two washers (11), and bearing (12) from lugs (8).

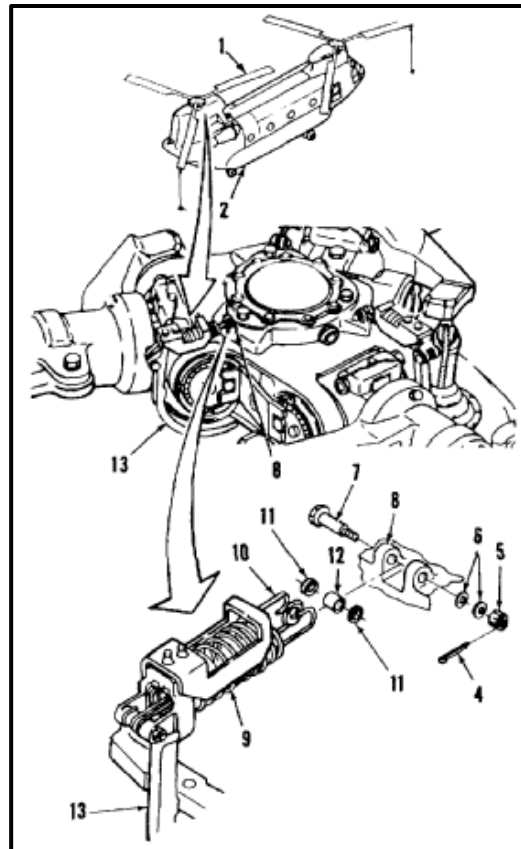
4. Have helpers lift and support blade (1) at tip.

5. Lower arm (13) slowly.

**NOTE**

Blade may have to be lifted higher to free balancing arm.

6. Have helpers lower blade (1) until it is at rest about **6 inches** above fuselage (2).

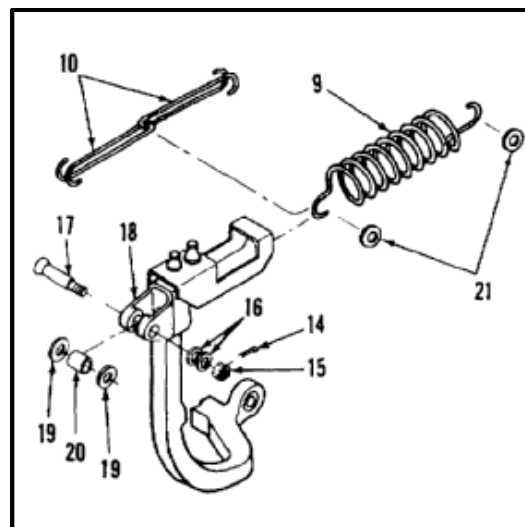


7. Remove cotter pin (14), nut (15), and washers (16) from bolt (17) through lugs (18).

8. Remove bolt (17), extension spring (9), limiter spring (10), two washers (19), and bearing (20) from lugs (18).

9. Remove limiter springs (10) from extension spring (9).

10. Remove two grommets (21) from extension spring (9).





**5-56 REMOVE CENTRIFUGAL DROOP STOP SPRINGS AND WEIGHTS (Continued)**

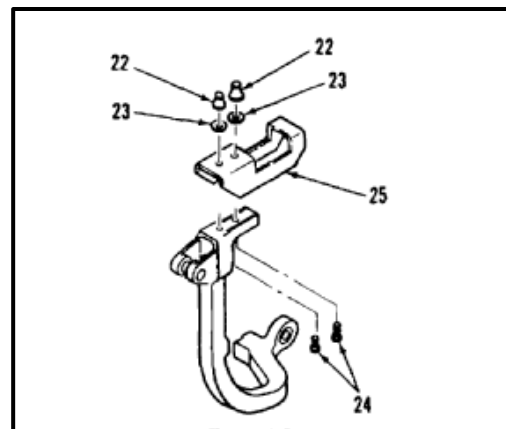
5-56

11. Remove two torque collars (22) and washers (23). Use plier wrench to hold collars. Turn screws (24) with socket key.

**NOTE**

Droop stops may have locknuts instead of torque collars.

12. Remove screws (24) and weight (25).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 5 to 50 Inch-Pounds

**Materials:**

Epoxy Primer (E292)  
Gloves (E184.1)

**Parts:**

Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**References:**

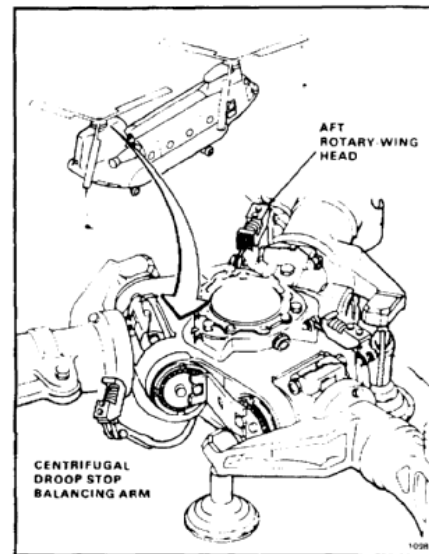
TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is lowered suddenly while droop stop work is in progress.

**WARNING**

Epoxy primer (E292) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



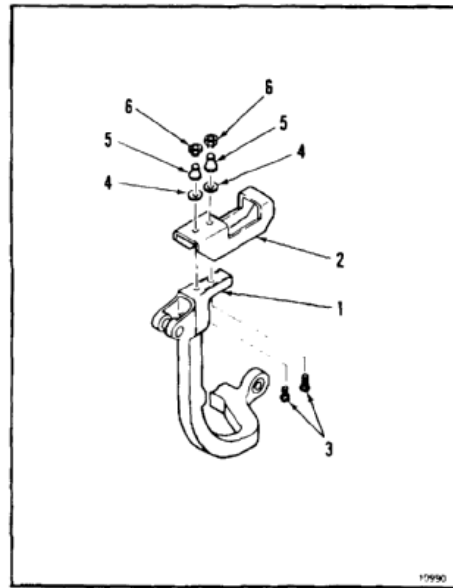
**CAUTION**

Do not apply epoxy primer (E292) to screw thread. Torque will be incorrect.

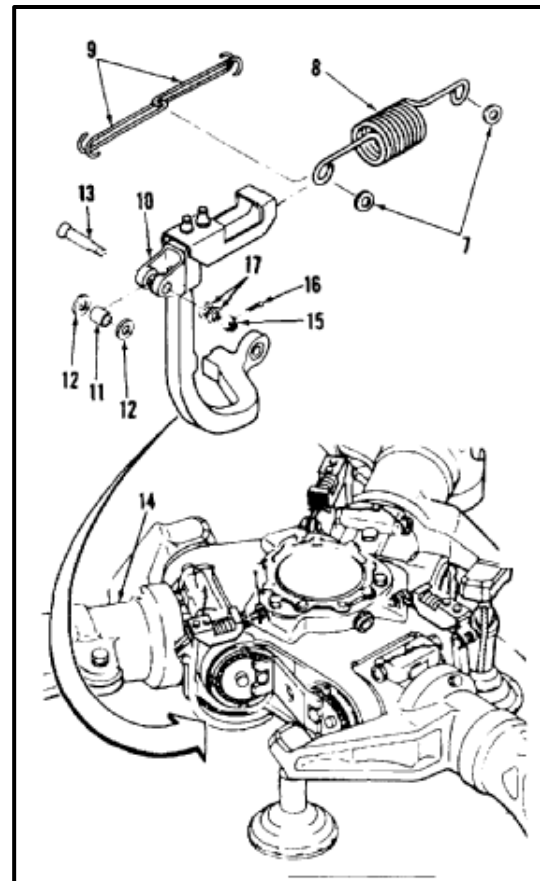
**NOTE**

There are three centrifugal droop stops. Procedure is same to install springs and weights on any centrifugal droop stop.

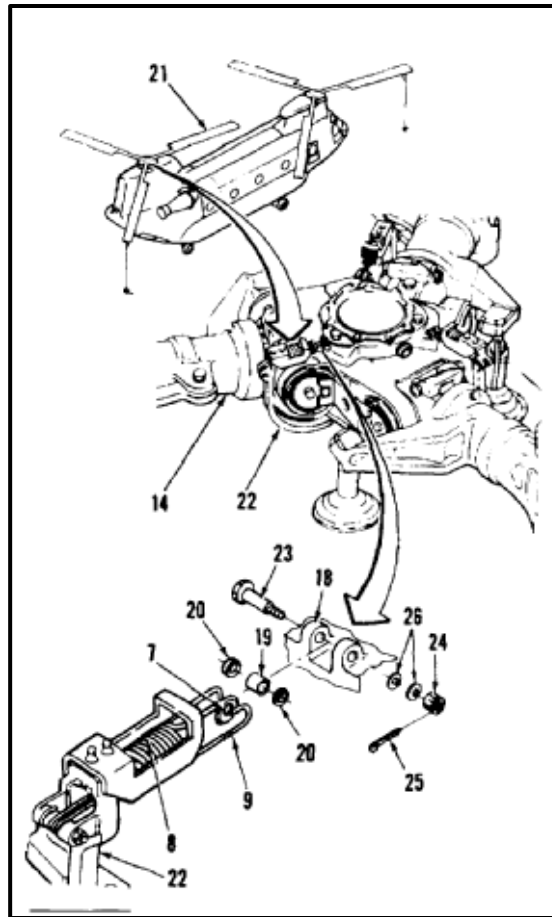
1. Prime mating surfaces of balancing arm (1) and weight (2). Prime grip of screws (3). Use epoxy primer (E292). Wear gloves (E184.1).
2. Position weight (2) on arm (1). While primer is wet, install screws (3), washers (4), and torque collars (5). Turn torque collars until tops (6) break off. Use screw key to prevent screws from turning.



3. Install two grommets (7) in ends of extension spring (8).
4. Hook limiter springs (9) together and position limiter springs in extension spring (8).
5. Install extension spring (8) and outboard limiter spring (9) on lugs (10) as follows:
  - a. Position bearing (11) in grommet (7) and ends of limiter spring (9).
  - b. Position two washers (12) over ends of bearing (11).
  - c. Position bearing (11) between lugs (10).
  - d. Install bolt (13), head toward pitch-varying housing (14), through lugs (10) and bearing (11).
  - e. Install nut (15). Torque nut to **12 to 15 inch-pounds**. Install cotter pin (16). Use washers (17) if needed to align cotter pin.



6. Install extension spring (8) and inboard limiter spring (9) on hub oil tank lugs (18) as follows:
  - a. Position bearing (19) in grommet (7) and ends of limiter spring (9).
  - b. Position two washers (20) over ends of bearing (19).
  - c. Have helpers lift and support blade (21) at tip.
  - d. Lift balancing arm (22).
  - e. Extend spring (8) to position bearing (19) between lugs (18).
  - f. Install bolt (23), head toward pitch-varying housing (14), through lugs (18) and bearing (19).
  - g. Install nut (24). Torque nut to **12 to 15 inch-pounds**. Install cotter pin (25). Use washers (26) if needed to align cotter pin.
  - h. Have helpers lower blade (21).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Install droop stop shrouds (Task 5-48.5).
- Close work platform (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Drift, Soft Aluminum, 3/4 Inch Diameter

**Materials:**

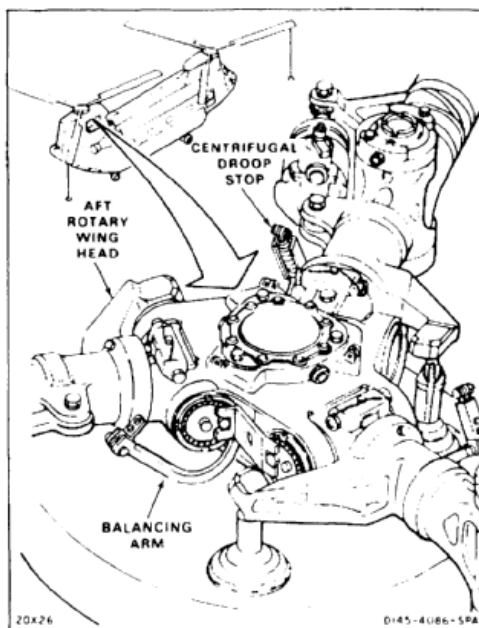
None

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

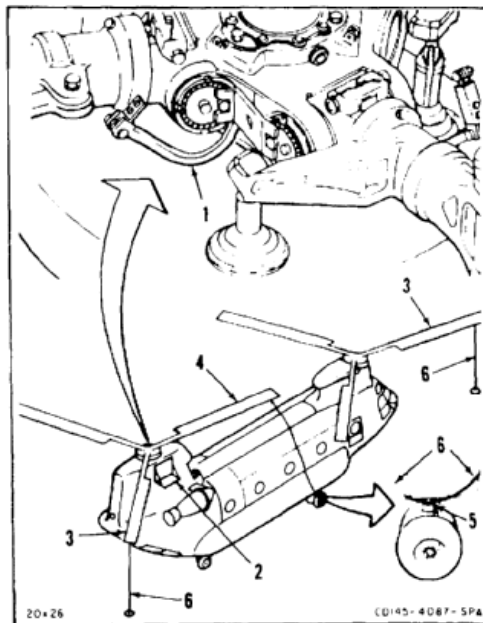
- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Pylon Work Platform Open (Task 2-2)
- Springs and Weights Removed (Task 5-56)
- Tiedown Line Installed On One Forward and Two Aft Blades (Task 1-26)



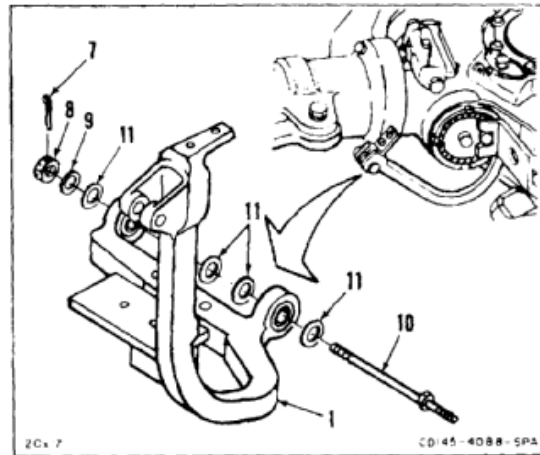
**NOTE**

There are three balancing arms.  
 Procedure is same to remove any balancing arm.

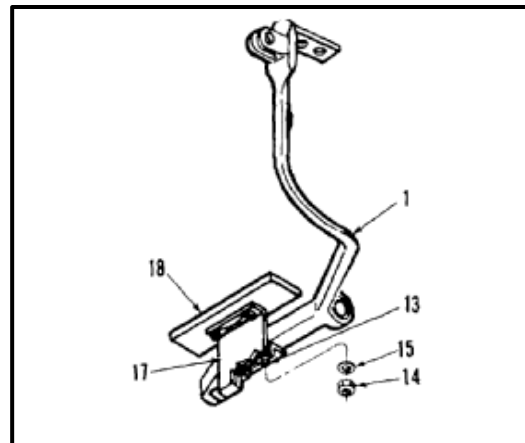
1. Position balancing arm (1) over work platform (2). Tie down two blades (3). Tie blade (4) to forward towing shackle (5). Use tiedown lines (6).



2. Remove cotter pin (7), nut (8), and washer (9).
3. Remove shaft (10) and four spacers (11).  
Remove balancing arm (1).



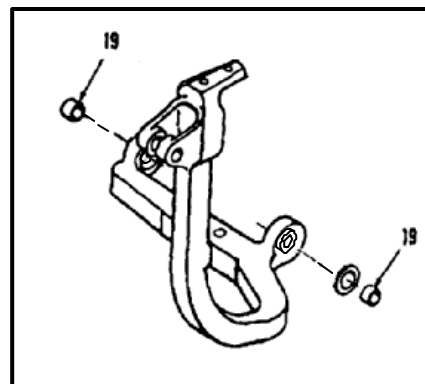
4. Deleted.
5. Remove two nuts (14) and washers (15).  
Remove bolt (13).
6. Deleted.
7. Remove interposer support (17) and interposer block (18).



8. Remove two bearings (19). Use drift.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**5-59 INSTALL CENTRIFUGAL DROOP STOP BALANCING ARM**

5-59

**INITIAL SETUP****Applicable Configuration:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 30 to 150 Inch-Pounds  
 Drift, Brass

**Materials:**

Grease (E190)

**Parts:**

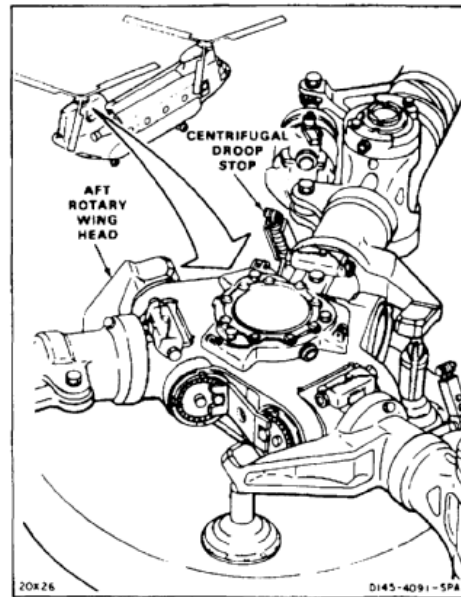
Cotter Pin

**Personnel Required:**

Medium Helicopter Repairer (2)  
 Inspector

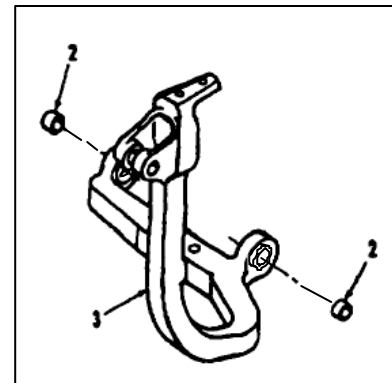
**References:**

TM 55-1520-240-23P

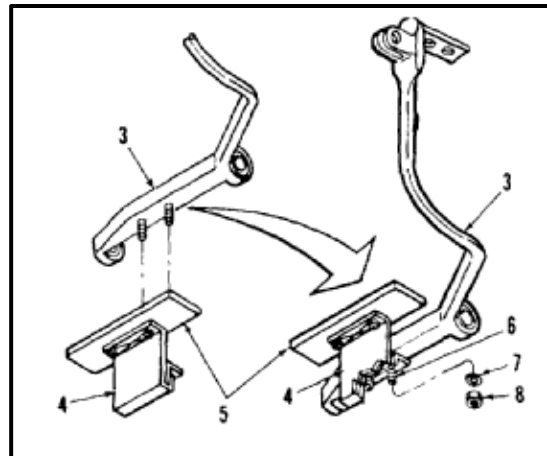
**NOTE**

Procedure is same to install any  
 balancing arm.

1. Install two bushings (2) in balancing arm (3).  
 Use drift.



2. Position support (4) and interposer block (5) on bolts (6) in balancing arm (3).
3. Install two washers (7) and nuts (8) on bolts (6).
4. Deleted.
5. Deleted.



6. Apply grease (E190) to two spacers (11). Position spacers against inside surfaces of bearings (12).
7. Position balancing arm (3) on mounting plate (13). Move bearings (12) and spacers (11) outboard if needed.

**NOTE**

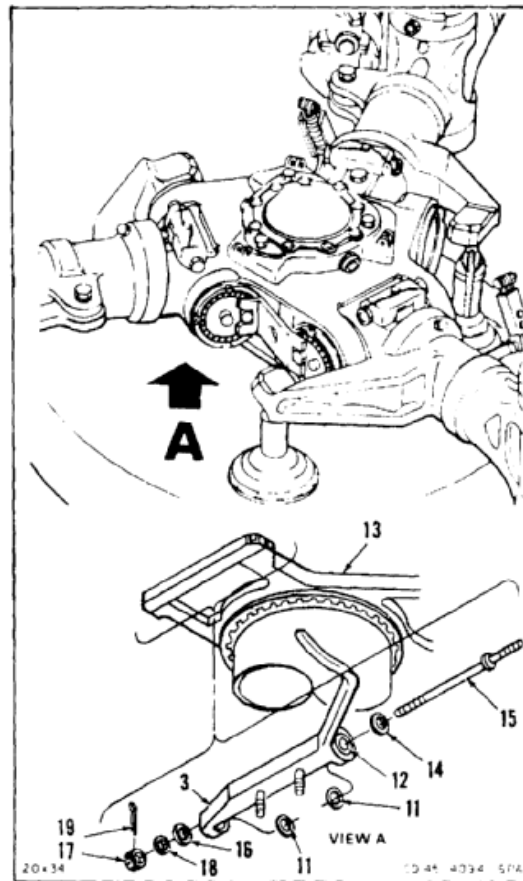
Hex head on shaft must face away from pitch housing.

8. Position spacer (14) on shaft (15). Install shaft through two bearings (12), two spacers (11), and mounting plate (13).
9. Install spacer (16) and nut (17) on shaft (15). Torque nut to **60 inch-pounds**. Install washers (18) if needed to install cotter pin (19).
10. Install cotter pin (19).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Install droop stop springs and weights (Task 5-57).  
 Perform functional check of centrifugal droop stop (Task 5-52).  
 Adjust interposer support spring back (Task 5-49).  
 Close pylon work platform (Task 2-2).



END OF TASK



**5-60 REMOVE CENTRIFUGAL DROOP STOP SUPPORT AND BLOCKS****5-60****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Drift, Aluminum or Phenolic

**Materials:**

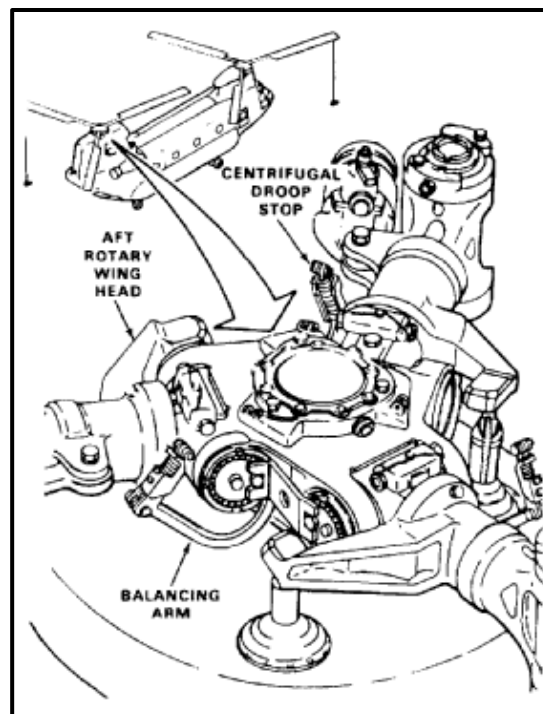
None

**Personnel Required:**

Medium Helicopter Repairer (5)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Aft Pylon Work Platforms Open (Task 2-2)  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)  
Droop Stop Shrouds Removed (Task 5-48.3)

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is  
lowered suddenly while droop stop  
work is in progress.

**NOTE**

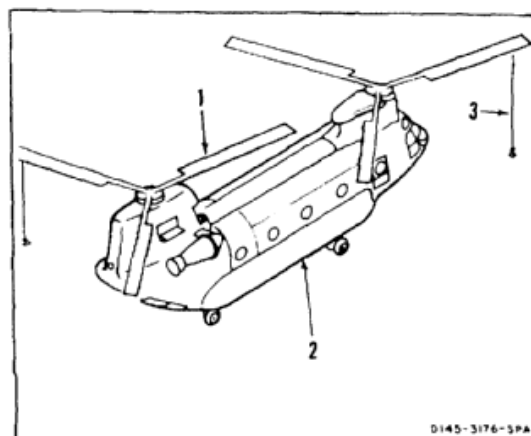
There are three centrifugal droop stop  
supports and blocks.

Procedure is same to remove any  
centrifugal droop stop support and  
blocks.

One rotor blade is connected to  
support and blocks of each centrifugal  
droop stop.

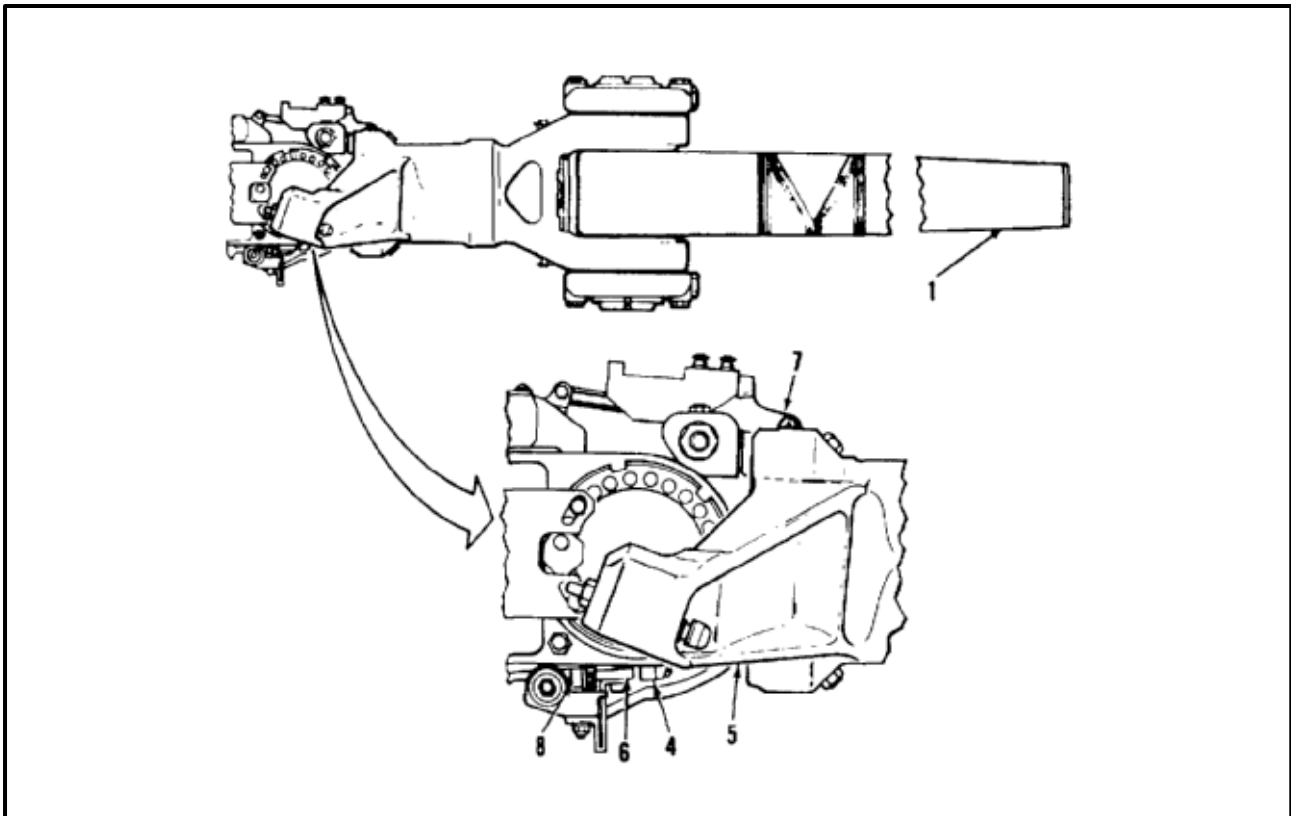
Blade for support and blocks to be  
removed must be positioned over  
fuselage.

1. Position blade (1) over fuselage (2). Use tiedown line (3). Tie down one forward and one aft blade.



D145-3176-3PA

2. Have helpers lift blade (1) until fixed droop stop (4) on shaft (5) is clear of interposer block (6). Support blade.
3. Pull balancing arm (7) out to clear interposer block (6). Have helpers lower blade (1) until fixed droop stop (4) rests against flight stop (8).



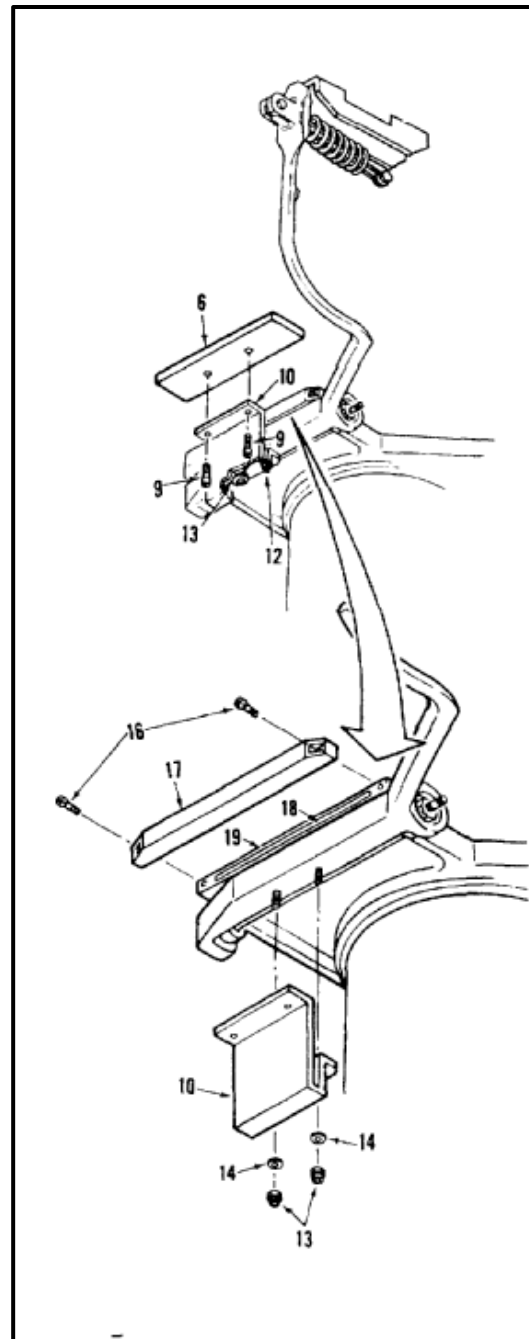
**5-60 REMOVE CENTRIFUGAL DROOP STOP SUPPORT AND BLOCKS (Continued)****5-60**

4. Remove lockwire and two screws (9) from interposer block (6). Remove interposer block.
5. Remove interposer support (10) as follows:
  - a. Deleted.
  - b. Remove two locking nuts (13) and washers (14).
  - c. Deleted.
  - d. Remove interposer support (10).
6. Remove lockwire and two screws (16).

**CAUTION**

Striker block must be removed straight out, away from mounting plate. Striker block key can be damaged by removal in any other direction.

7. Remove striker block (17) straight out from keyway (18) in mounting plate (19). Tap edge of striker block from mounting plate side. Use aluminum or phenolic drift.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

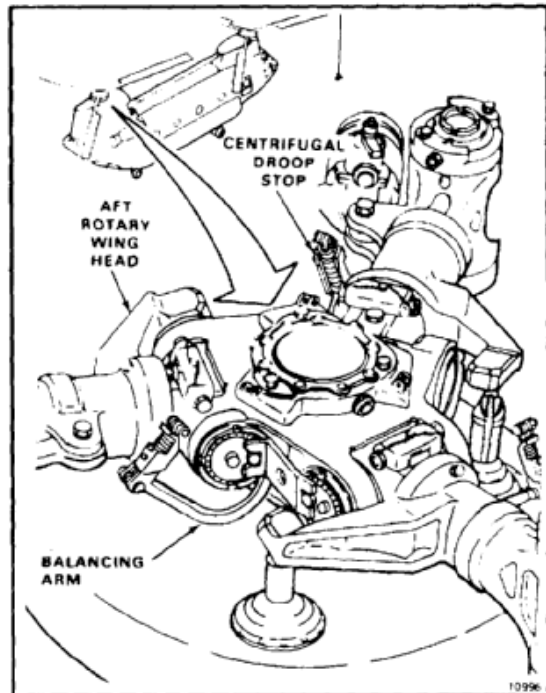
Cloth (E120)  
Lockwire (E229)  
Epoxy Primer (E292 and E292.1)  
Gloves (E184.1)

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**References:**

TM 55-1520-240-23P  
Task 5-49

**General Safety Instructions:****WARNING**

Do not lower blade suddenly.  
Personnel can be injured if blade is lowered suddenly while droop stop work is in progress.

**WARNING**

Epoxy primers (E292 and E292.1) are flammable and toxic. They can irritate skin and cause burns. Use only with adequate ventilation, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

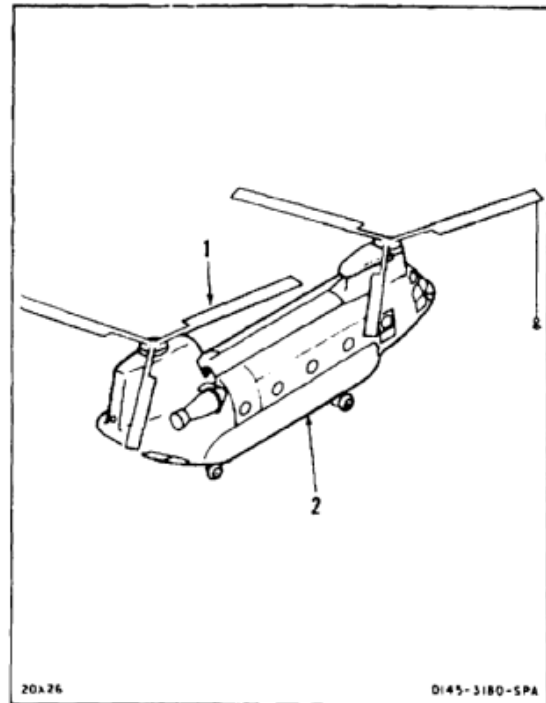
There are three centrifugal droop stop supports and blocks.

Procedure is same to install any centrifugal droop stop support and blocks.

One rotor blade is connected to support and blocks of each centrifugal droop stop.

Blade for support and blocks to be installed must be positioned over fuselage.

1. Check that blade (1) is centered over fuselage (2).

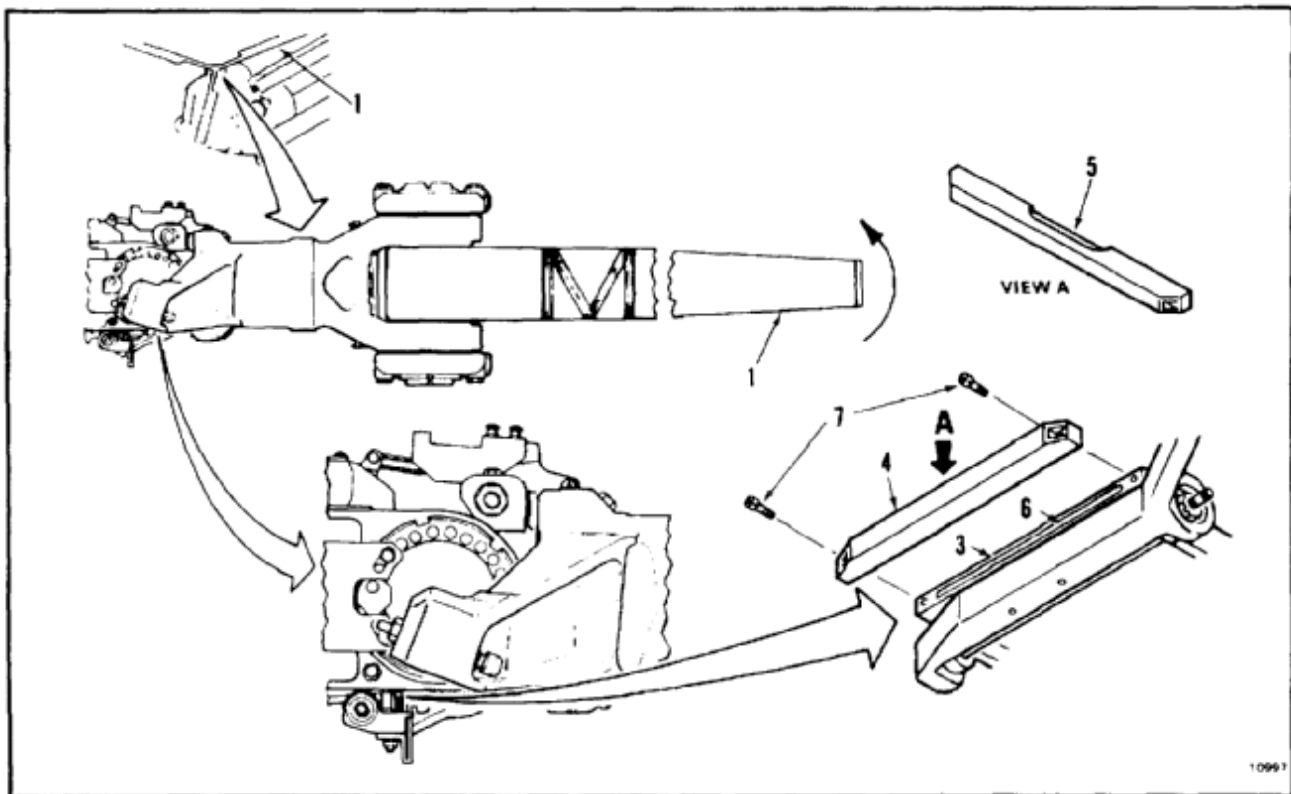


2. Have helpers lift and support blade (1).
3. Prime contact surfaces of mounting plate (3) and striker block (4). Use epoxy primer (E292). Wear gloves (E184.1).

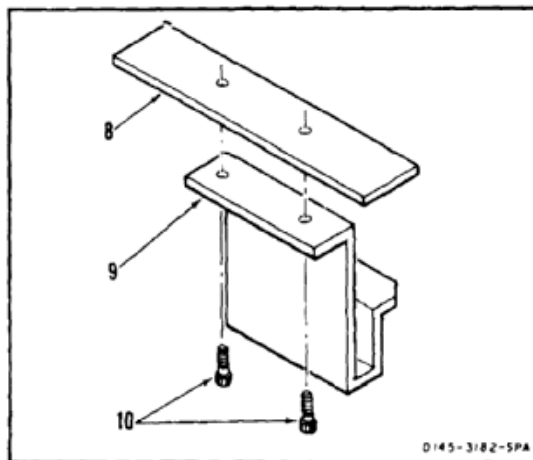
**NOTE**

Install screws before primer dries.

4. Position block (4), with cutout (5) up, in keyway (6) of plate (3). Install two screws (7). Torque screws to **70 inch-pounds**. Lockwire screws. Use lockwire (E229).



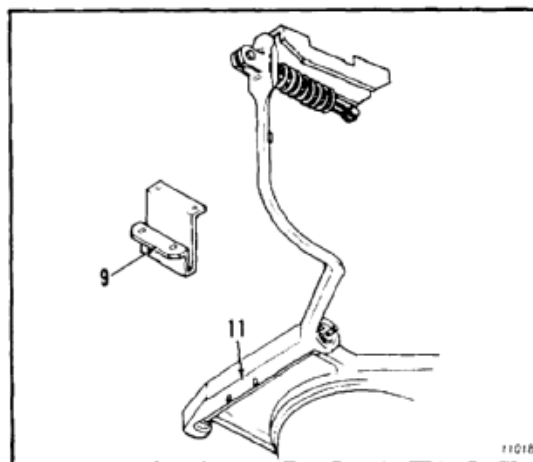
5. Position interposer block (8) on support (9). Install two screws (10). Lockwire screws together. Use lockwire (E229).



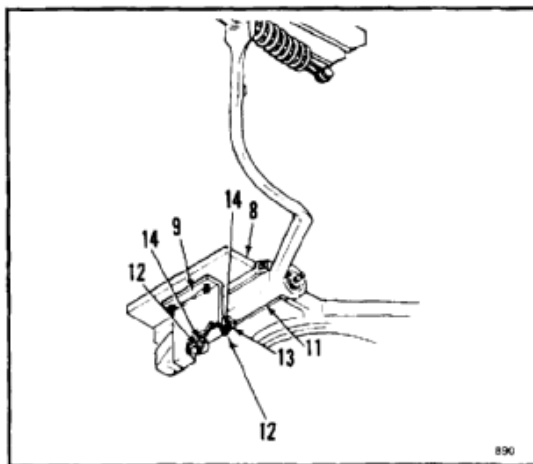
#### NOTE

If support is attached to arm before primer is completely dry, interposer will not spring back.

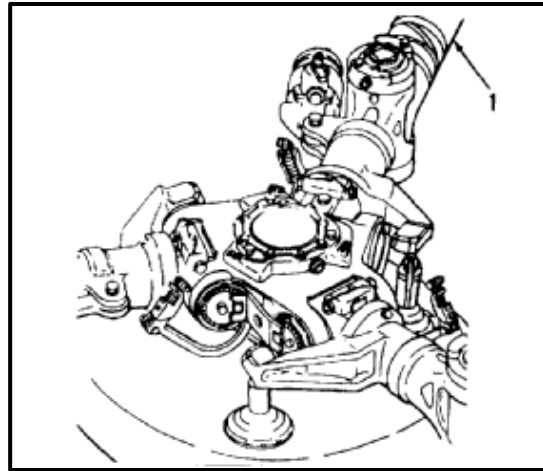
6. Prime contact surfaces of support (9) and balancing arm (11). Use two even coats of epoxy primer (E29.1). Allow to dry completely. Wear gloves (E184.1).



7. Install interposer support (9) as follows:
- Position support (9) on arm (11) over two bolts (12).
  - Install washers (13) and nuts (14). Do not tighten nuts completely.



8. Have helpers lift blade until droop stop seats, then lower blade (1).



***FOLLOW-ON MAINTENANCE:***

- Adjust interposer support spring-back (Task 5-49).
- Install droop stop shrouds (Task 5-48.5).
- Close aft pylon work platforms (Task 2-2).

END OF TASK



**5-61.1 REPLACE INBOARD DAMPNER UPPER LUG BUSHING**

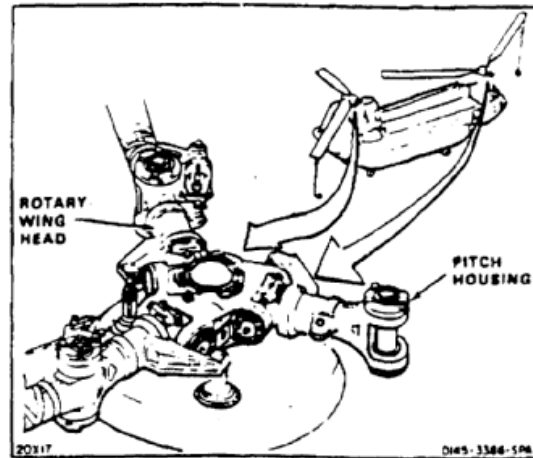
5-61.1

**INITIAL SETUP****Applicable Configurations:**With **50****Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Technical Inspection Tool Kit, NSN 5180-00-323-5114  
Puller Kit A57QB, NSN 5180-00-089-3660  
Go-No-Go Gage B39584  
Electrical Heat Gun

**Materials:**

Cloth (E120)  
Locquic Primer T (E295.1)  
Loc-Tite Number 635 (E345.2)  
Acetone O-A-51 (E20)  
Chemical Film Coating (E113)  
Antiseize Compound (E75)  
Scotch Brite (E2)  
Gloves (E187)

**Personnel Required:**

Medium Helicopter Repairer  
Aircraft Powertrain Repairer  
Inspector

**Equipment Condition**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward and Aft Work Platforms Open (Task 2-2)  
Rotary-Wing Blade Removed as Required (Task 5-64)

**References:**

TM 55-1520-240-23P  
Task 5-9

**General Safety Instructions**

Wear protective gloves when handling  
frozen or heated parts.



DO NOT compress or spread upper  
and lower pitch housing dampner  
lugs.

1. Using heat gun heat the upper lug (2) on the pitch housing assembly (1) for a maximum of **30 minutes**.
2. Remove bushing (3) from lug (2) discard bushing.

**NOTE**

Do not use petroleum based cleaning solvent.

3. Using a clean cloth (E120) wet with acetone (E20), clean upper lug bushing bore (4).
4. Inspect the upper lug bore (4) for fretting and cleanliness.

**NOTE**

Do not use petroleum based cleaning solvent.

5. Using scotch-brite (E2) wet with acetone (E20) lightly polish upper lug bushing bore (4) to remove debris or fretting.
6. Touch-up reworked area with brush alodize (Chemical Film Coating) (E113).
7. Measure the upper lug bushing bore (4) at two points **90°** apart. One reading shall be taken parallel to blade. Maximum dimension for bore (4) is **0.9362 inch** maximum.

**NOTE**

Do not use petroleum based cleaning solvent.

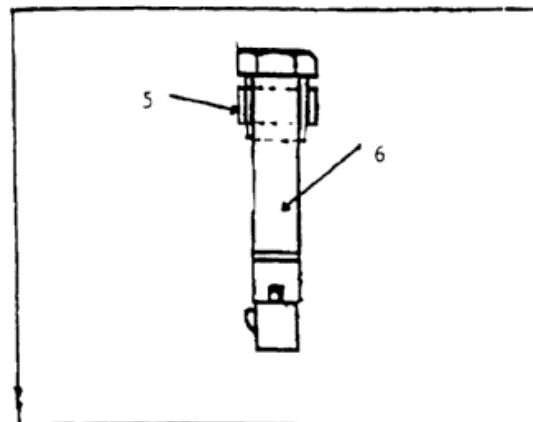
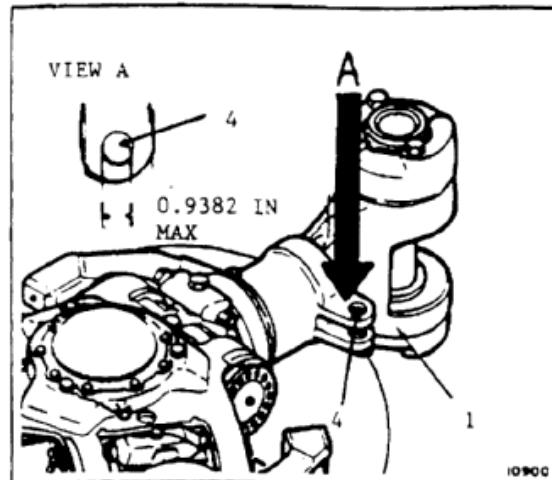
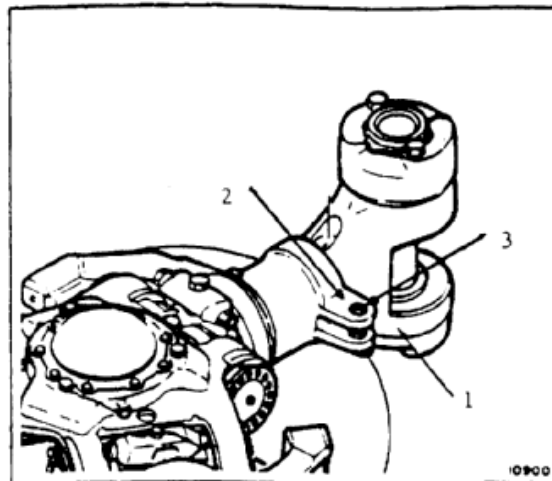
8. Clean bushing (5) outside diameter and bolt/bushing (6) using a clean cloth (E120) wet with acetone (E20).



Wear protective gloves when handling frozen or heated parts.

**NOTE**

Air dry primer/activator for **5 minutes** prior to application of locking compound.



## 5-61.1 REPLACE INBOARD DAMPNER UPPER LUG BUSHING (Continued)

5-61.1

9. Using bolt/bushing (6), (with the pawl in a closed position) install the bushing (5) on the bolt/bushing (6).
10. Reclean outer surface of bushing (5) using a clean cloth (E120) wet with acetone (E20).

**NOTE**

Air dry primer/activator for **5 minutes** prior to application of locking compound.

11. Coat the outer surface of bushing (5) with Locquic Primer T (E295.1), and allow to air dry.

**NOTE**

Air dry primer/activator for **5 minutes** prior to application of locking compound.

12. Coat the upper lug bore (4) with primer/activator, Locquic Primer T (E295.1) and allow to air dry.

**NOTE**

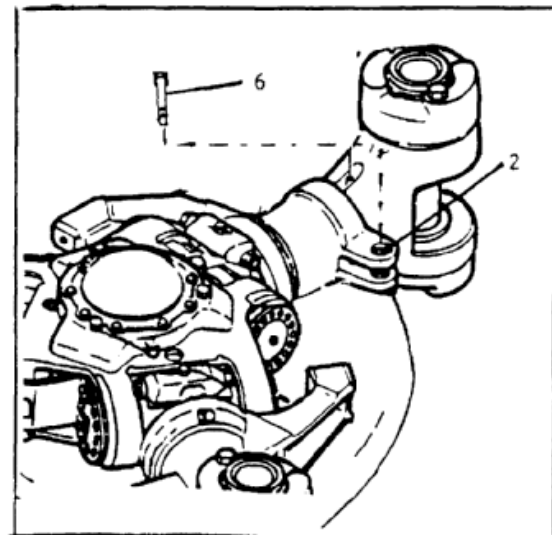
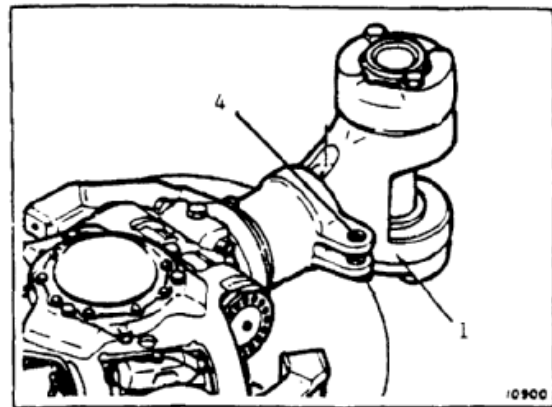
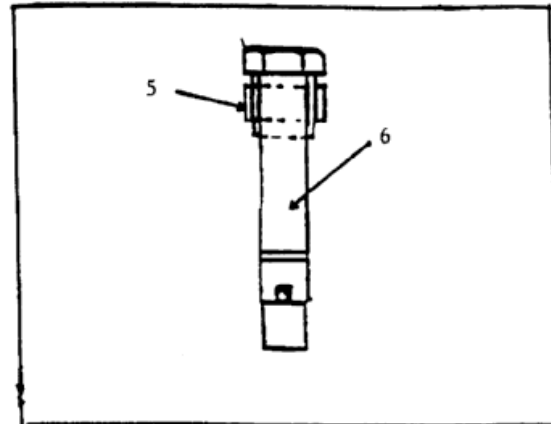
The upper lug must be at room temperature when Loc-Tite No. 635 is applied.

13. Coat the upper lug bore (4) with Loc-Tite No. 635 (E345.2) retaining compound.

**NOTE**

If bushing does not seat with hand force, lightly tap the head of the bolt with a plastic mallet until bushing is seated. Ensure bushing is not protruding beyond the upper or lower surface of the pitch housing lug.

14. Install bushing bolt (6) into upper lug (2). When installing the bolt/bushing into lug use caution to ensure that the bushing (5) does not separate from bolt/bushing (6).



15. Allow temperature of bushing (5) and lug (2) to stabilize (minimum **10 minutes**) before removing bolt/bushing (6).
16. Place a six inch scale or straight edge across the top face of the upper lug bore on the pitch housing assembly (1) to ensure that the bushing (5) is not protruding above the surface. Repeat for bottom lug surface. If either top or bottom is found protruding beyond the surface, remove bushing and repeat steps 1 thru 18.

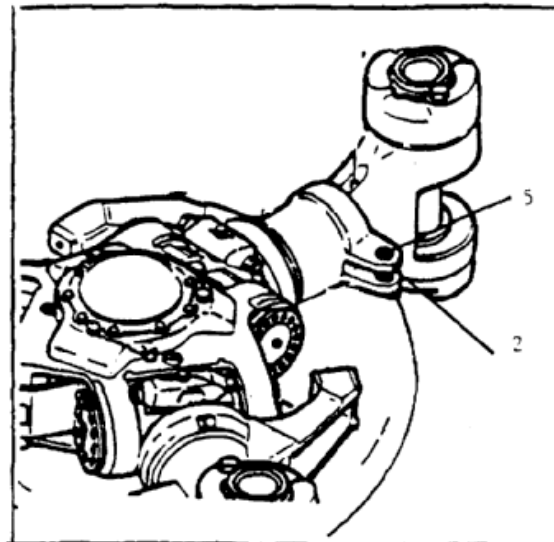
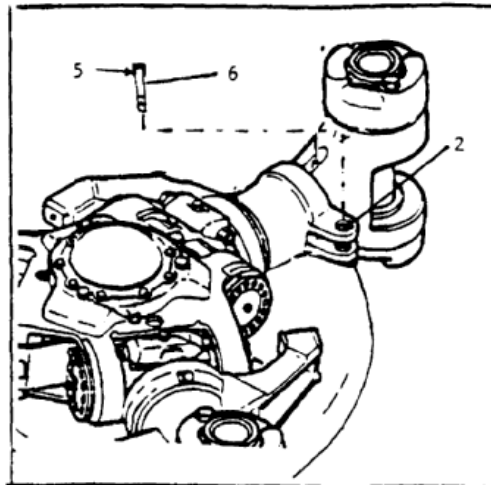
**NOTE**

Loc-Tite material does not cure sufficiently at temperature below **40°F**.

17. Do not subject joined parts to handling, vibration or shock until fully cured. Allow bushing (5) installation to cure for a minimum of **72 hours at 40° to 69°F** for a minimum of **24 hours at 70°F** and above.
18. Clean inside diameter of bushing (5) upper and lower faces of lug (2), and bolt/bushing with a clean cloth wet with acetone (E20).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**SECTION III**  
**ROTARY-WING BLADES DESCRIPTION AND OPERATION**

The rotary-wing blades are composite structures. They consist mainly of a D-shaped fiberglass spar, a titanium nose cap, and Nomex honeycomb fairing bonded to the spar. The blades are tracked and balanced using the AVA system. Tracking and balancing adjustments are made by adjusting pitch links, bending the trim tab, or adding or removing tracking or balancing weights.

**SPAR**

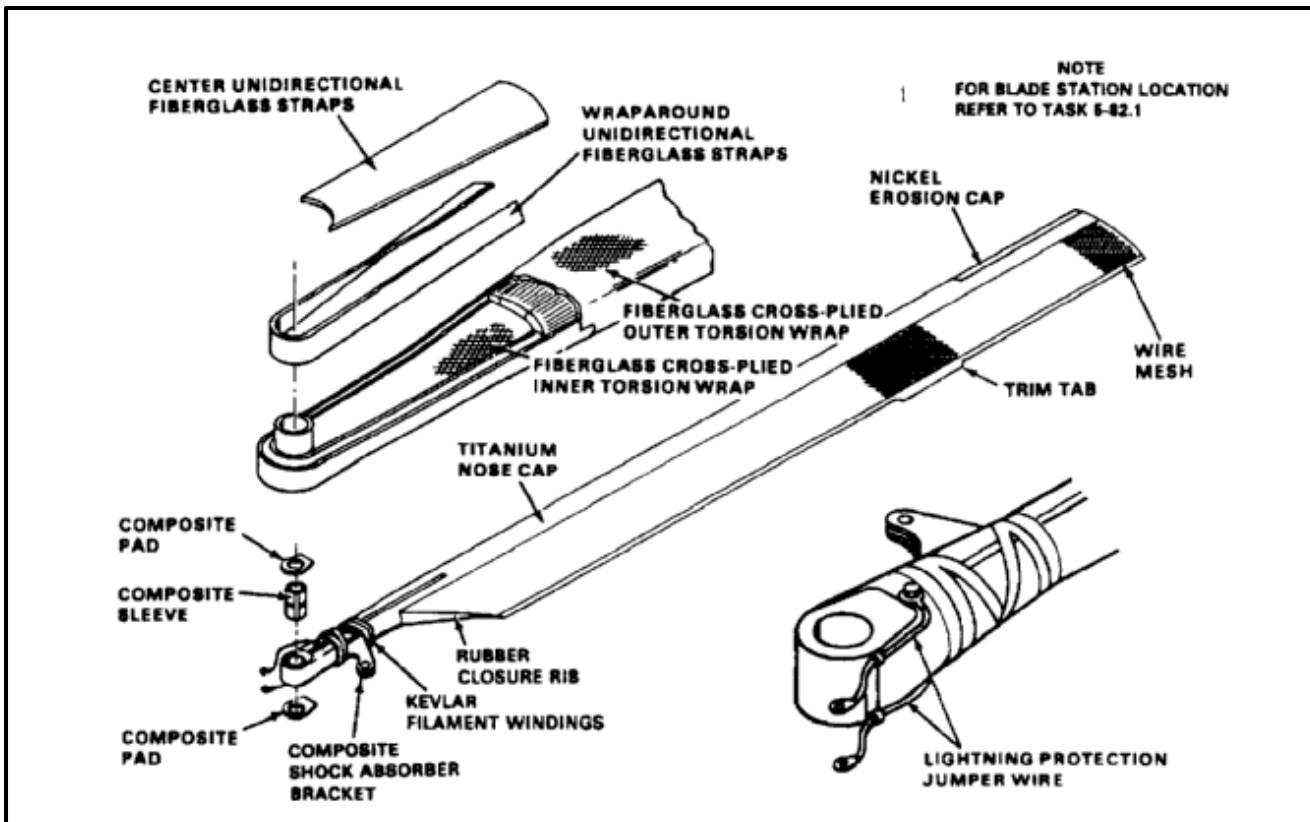
The spar is made up mainly of center and wraparound unidirectional straps. The wraparound straps are continuous elements. They start at the blade tip, wrap around the vertical pin bore, and return to the tip. The straps are covered by several layers of cross-ply fiberglass. These help to prevent twisting. Kevlar filament windings secure the shock absorber bracket to the spar. A replacement composite sleeve lines the vertical pin bore. The nose of the spar is formed around a permanent balance weight. Tubes are provided at the tip end of the spar for tracking weights.

**LEADING EDGE**

The titanium leading edge is bonded to the spar. A nickel erosion cap is bonded over the outboard **54 inches** of the spar leading edge. The replaceable erosion cap protects that part of the blade most easily damaged by the elements.

**FAIRING**

The fairing is a Nomex honeycomb core covered by laminated cross-ply fiberglass skin. Core and skin are bonded to the spar at the leading edge of the core. A wedge of fiberglass reinforces the core along its entire trailing edge. Lightning protection is provided by wire mesh positioned at intervals within the skin. The fairing is closed by a rubber rib at the inboard end and sealant at the tip end.



**TRACKING AND BALANCE WEIGHTS**

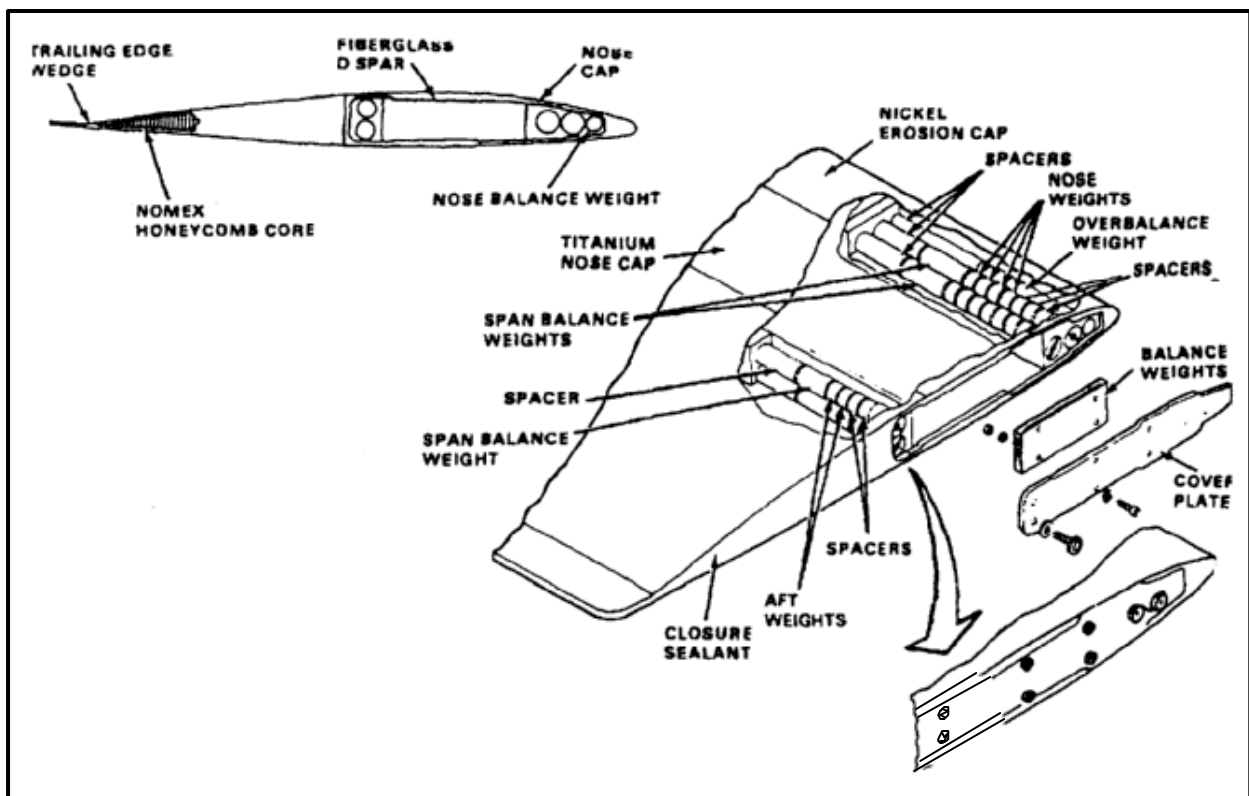
Each blade has tracking and balance weights installed in its tip. The weights are reached by removal of the cover plate. A maximum of 10 balance weights are attached to the inside of each cover plate. These weights are added or removed for AVA balancing requirements. The tracking weights are located in capped tubes behind the cover plate. Three tubes are in the leading edge section of the spar. Two tubes are positioned at the aft end of the spar. Weights are moved to compensate for the weight of blade repairs. Targets are installed on the cover plate before blade tracking.

**LIGHTNING PROTECTION**

Wire mesh is installed near the surface of the skin for lightning protection. The mesh reaches to the trailing edge of the blade at the trim tab and at the tip. The mesh goes to the nosecap which provides a path to the jumper wires at the top and bottom of the blade spar at the inboard end. These jumper wires are connected to the oil manifold tube on the pitch housing.

**TRIM TAB**

The rotor blade trim tab is bent at the factory to the correct angle for the blade. The tab is bent to a position where it remains to keep the blade in the desired trim. Adjustment of the trim tab on the rotor blade changes the blade to a corrected angle to maintain a given track or plane of motion.



END OF TASK





**SECTION IV**  
**ROTARY-WING BLADES**

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

Soap (E352)

Cloth (E120)

Cloth (E128)

Solvent (E162)

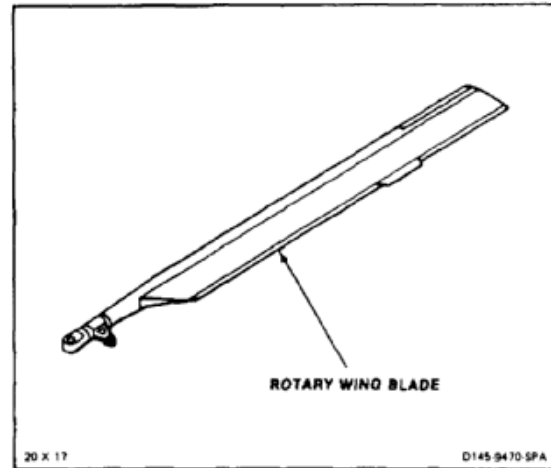
Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Off Helicopter Task

**NOTE**

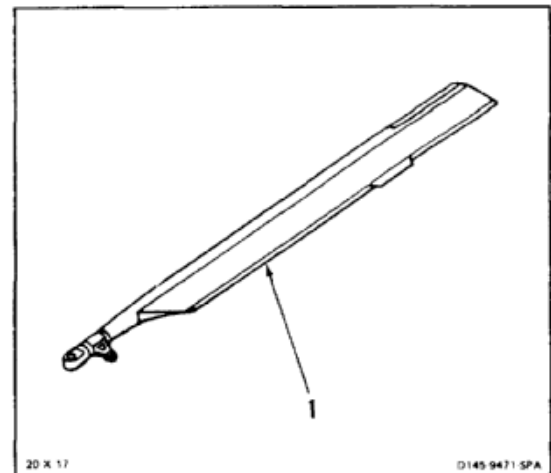
Rotary-wing blade must be cleaned before any inspection or repair. Cleaning may be done on or off helicopter.

1. Mix soap (E352) and water in mild solution.



Use only approved cleaning materials. Some solutions can damage bonded or sealed areas of blade. Dirty or gritty cloths, or compounds, can damage surfaces.

2. Wipe surfaces of blade (1). Use cloth (E120) soaked in soap and water solution.
3. Rinse surfaces of blade (1). Use clean cloth (E128) soaked in water.

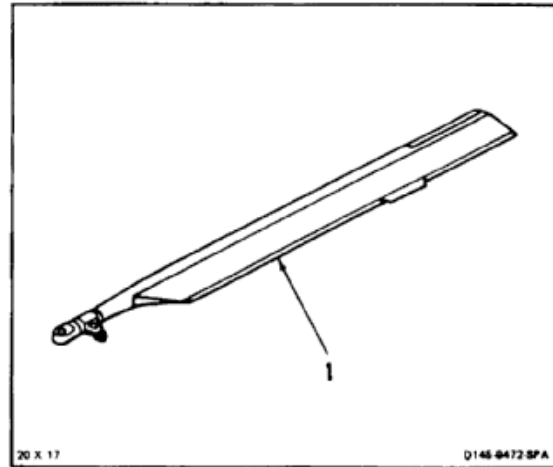


4. Dry surfaces of blade (1). Use clean, dry cloth (E128).

**WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. If soap and water solution will not clean surfaces of blade (1), use cloth (E120) damp with solvent (E162). Wear gloves (E186).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

Acetone (E20)  
Cloth (E120)  
Barrier Material (E80)  
Masking Tape (E388)

**Personnel Required:**

Medium Helicopter Repairer (2)  
Inspector

**References:**

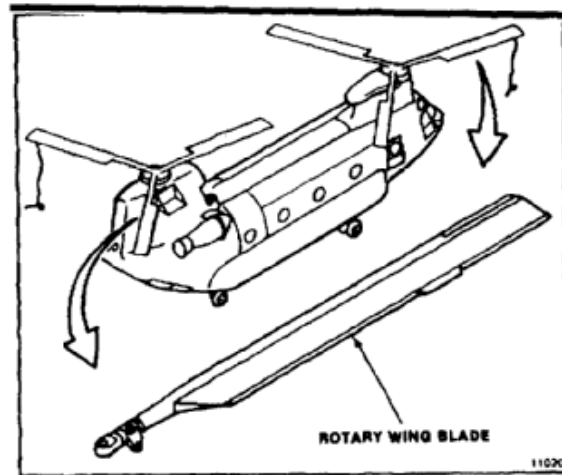
Task 5-63  
(As Required):  
Task 5-64  
Task 5-66  
Task 5-66.1  
Task 5-66.2  
Task 5-66.3  
Task 5-66.4  
Task 5-67.1  
Task 5-68  
Task 5-69  
Task 5-69.1  
Task 5-70  
Task 5-71  
Task 5-72  
Task 5-74  
Task 5-75  
Task 5-82  
Task 5-84

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Tiedown Line Installed as Required (Task 1-26)  
Work Platform Open as Required (Task 2-2)

**NOTE**

Rotary-wing blades shall be cleaned prior to inspection (Task 5-63). Inspection can be performed on or off helicopter.



1. The following terms and definitions are used in determining serviceability of rotary-wing blades:
  - a. *Bond Voids* — Open areas in which one or more layers of material are not bonded together by adhesive. Obvious bond voids appear as slightly raised surfaces, shallow air bubbles, or free edges. Other bond voids are only detectable by coin tapping.
  - b. *Ply Separations* — Openings between adjacent layers of fiberglass skin. Ply separations resemble bond voids.
  - c. *Score* — A blemish more severe than a scratch.
  - d. *Sharp Dent* — A depression in which a definite vee can be seen or felt.
  - e. *Coin Tapping* — An inspection method in which a coin or metal disk is used to detect bond voids. When tapped, a bonded area will have a sharp solid sound. Unbonded areas will give a dull thud.
  - f. *Minor Damage* — Damage which does not require repair as described in step 6.
  - g. *Repairable Damage* — Damage which requires repair as described in step 6.
  - h. *Non-Repairable Damage* — Damage which requires repair beyond the scope of this manual. Requires replacement of rotary-wing blade.
2. Protect the blade around the suspected damaged area. Mask surrounding area with barrier material (E80). Secure barrier material with masking tape (E388).
 

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes for at least **15 minutes**. Get medical attention for eyes.
3. Remove finish from suspected damaged area. Use cloth (E120) damp with acetone (E20). Wipe with clean dry cloth (E120). Repeat as required.
4. Examine areas having a contrasting lighter color. Lighter color indicates unbonding or ply separation.
5. If damage is found, repair blade as directed in step 6. If no damage is found, go to step 7.

**NOTE**

When operating aircraft in geographical areas where excessive rotor blade erosion will occur, refer to TB 1-1615-351-23 for anti-erosion tape application instructions.

6. Determine damage limits and repair procedure from the following table:

***Blade Damage and Repair Criteria***

COMPONENT	DAMAGE	REPAIR
Spar Root End	Resin cracks	Fill with adhesive (Task 5-67)
	Holes	Replace blade (Task 5-64 and Task 5-84)
	Slot sealant	Replace seal (Task 5-66.4)
	Gouges, other damage. Refer to (Task 5-67.1) for limits	Fill with glass cloth and adhesive (Task 5-67.1)
Titanium Leading Edge (Nose Cap)	Indentations	No repair required in absence of unbending
	Unbonding (edge bond intact)	No repair required
	Unbonding of edge	Bond with adhesive (Task 5-66.1)
	Cracks	Repair cracks (Task 5-66.1)
	Nicks and scratches	No repair required
	Holes	Replace blade (Task 5-64 and Task 5-84)
	Inspection	Inspection of Titanium Cap (Task 5-66.5)
Nickel Erosion Cap	Dents, erosion, nicks, scratches	No repair required
	Unbonding (edge bond intact)	No repair required
	Unbonding of edge	Bond with adhesive (Task 5-66.1)
	Erosion of aerodynamic filler	No repair required
	Cracks with <b>1/16 inch</b> or less separation or unbending	No action required
	Cracks greater than <b>1/16 inch</b> separation or unbending	Replace cap (Task 5-66)
Fairing Skins	Bonds Voids	Any bond void <b>one square-inch</b> or less is acceptable to fly helicopter. Any bond void larger than <b>one square-inch</b> in area must be repaired (Tasks 5-67.2 and 5-67.3)
	All other categories	Reparable full-span from trailing edge of titanium nose cap to blade trailing edge - no limit size (Tasks 5-67.2 and 5-67.3)
Core-Nomex Honeycomb	All categories	Reparable - no limits on size (Tasks 5-68, 5-69, 5-69.1 and 5-70)
Trailing Edge	Minor nicks, dents, and scratches	Blend out or fill with adhesive (Task 5-74)
	Major damage	Reparable. No limit on cross-ply and <b>90°</b> material (Task 5-72). Beyond that, replace blade (Tasks 5-64 and 5-84)

## 5-63.1 ROTARY-WING BLADE SERVICEABILITY INSPECTION (Continued)

5-63.1

COMPONENT	DAMAGE	REPAIR
Tiedown Receiver	All categories	Replace receiver (Tasks 5-80 and 5-81)
Tip Cover	All categories	Replace tip cover (Tasks 5-73 and 5-74)
Trim Tab	Scratches, nicks, damaged corners, unbonding	Repair blade trim tab (Task 5-75)
Root End Attachment	Damaged fiberglass sleeves	Blend out small nicks and scratches
	Worn or damaged protective pads	Fill with fiberglass and adhesive
Blade Shock Absorber Brackets	Minor nicks or scratches	Blend out (Task 5-81.5)
Blade Shock Absorber Brackets (Bushing)	Gap between top of bracket and flange of bushing	The upper damper bracket bushing may slide upward contacting the wrench flats of the mounting bolt. This is allowable. If bushing spins, replace with oversize bushing. Refer to Table 1, Task 5-81.1
		Bushing contacts bolt head
		Bushing spins in blade lag bracket
Shock Absorber Bracket Windings	All categories	Repair - limited to depth of <b>0.005 inch</b> (Task 5-81.2)
Lighting Jumper Strips	Unbonding cracks	Reparable (Task 5-81.3)
		Replace (Task 5-81.3.1)
Wire Mesh	Corrosion	Refinish (Task 5-81.4)
Rib Closure	All categories	Repair (Tasks 5-76 and 5-77)

7. If finish was removed for inspection and repair is not required, refinish rotor blade (Task 5-82).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Magnifying Glass, 10X Minimum  
Bond Test Unit

**Materials:**

Tape (E395)

**Personnel Required:**

CH-47 Helicopter Repairer (2)  
Inspector

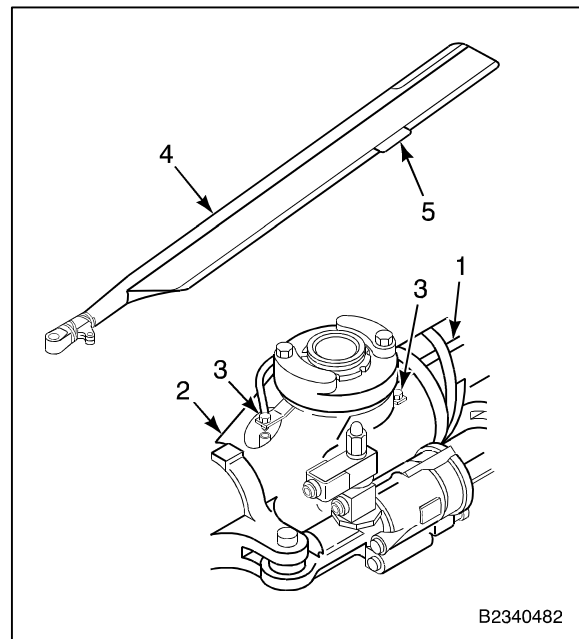
**References:**

Task 5-63.1  
Task 5-73  
Task 5-81.3.1  
Task 5-82.1  
Task 5-82.4  
TM 1-1520-253-23

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Blade Tiedown Ropes Installed (Task 1-26)  
Work Platform Open as Required (Task 2-2)

1. If helicopter is struck by lightning, inspect rotary-wing blades before next flight. Inspect blades as follows:
  - a. Visually inspect entire rotor blade upper and lower surfaces for obvious extensive damage which would prevent further flight.
  - b. Using a coin, tap around burned or discolored areas for voids that exceed permissible limits (Task 5-63.1). If a void is suspected, refer to TM 1-1520-253-23.
  - c. To prevent further damage, voids or delamination open to the airstream (forward edge) can be filled with adhesive or wrapped with fabric tape (E395). If voids or cracks are present on lightning jumper strip (1), the strip can be removed (Task 5-81.3.1).
  - d. Visually inspect pitch housings (2) for burns in the area of the lightning cable connections (3). Use a magnifying glass of at least **10X** magnification.
2. Within next **20 flight hours** after lightning strike, inspect rotary-wing blades as follows:
  - a. Visually inspect entire blade for delamination(s), voids, and other defect(s), which may have been caused by the strike.
  - b. Coin tap inspect the following areas for bond voids (Task 5-63.1): If a void is suspected, refer to TM 1-1520-253-23.
    - (1) Entire area of cap nose (4).
    - (2) Entire lightning strip (1), upper and lower surfaces, from inboard end of nose cap (4) at STA 77.00 to lightning cable connection (3) at STA 33.80.
    - (3) Entire trim tab (5).



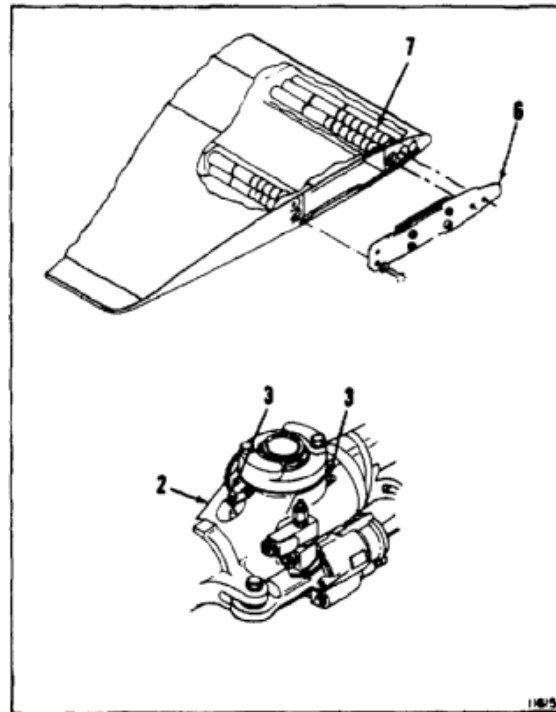
- c. Visually inspect trailing edge of nose cap (4) in areas of visual damage for cracking, pitting, etc. Use a magnifying glass of at least **10X** magnification.





All hardware to be replaced in the exact reverse order as removed.

- d. Remove tip cover (6) and visually inspect (Task 5-73). Remove tip hardware from aft weight fitting and visually inspect tubes (7) (Task 5-82.4). If any damage was noted on tip cover, remove tip hardware from forward weight fitting and visually inspect tubes (Task 5-82.1).
- e. Visually inspect pitch housings (2) for arc burns in the areas of lightning cable connection (3) (both ends). Use a magnifying glass of at least **10 power** magnification.



**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Bond Test Unit

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer

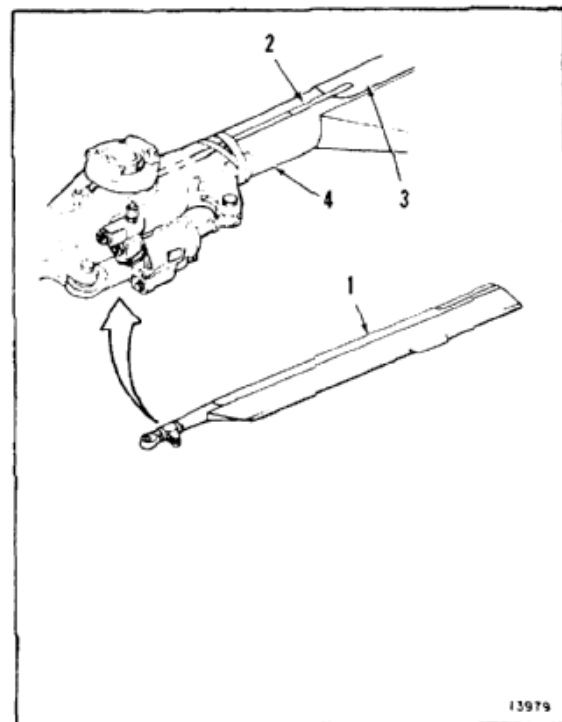
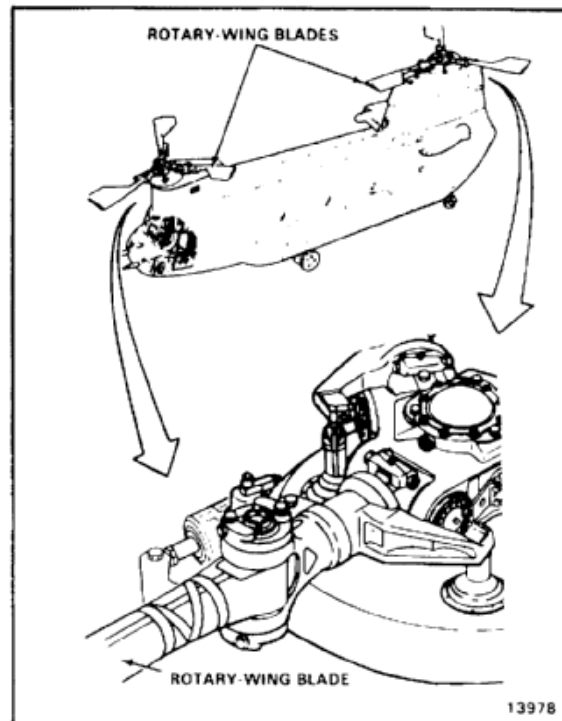
**References:**

Task 5-8  
Task 5-9  
Task 5-64  
Task 5-84  
TM 1-1500-335-23  
TM 1-1520-253-23

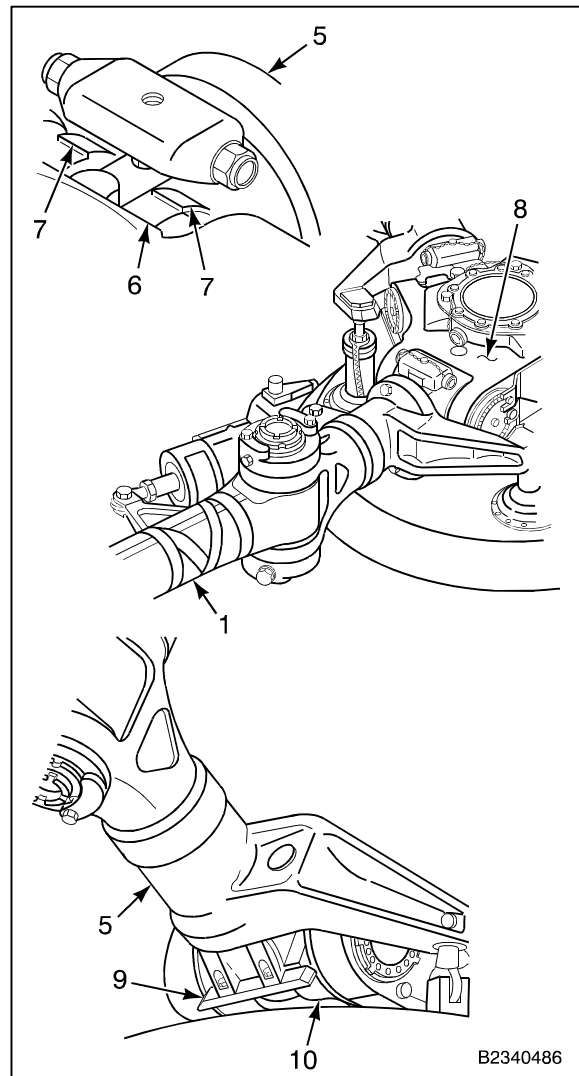
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Work Platforms Open as Required (Task 2-2)

1. Visually inspect entire blade (1) for obvious damage. Make a special check of the following areas. If a void is suspected, refer to TM 1-1520-253-23.
  - a. Check jumper strip (2) for unbending.
  - b. Check trailing edge of nose cap (3) along the inboard end for unbending.
  - c. Check root end area of spar (4) for delamination.



2. Check contact surfaces of pitch housing (5) and rotor head (6) as follows:
  - a. Check lugs (7) and surface (8) at each pitch housing (5) for damage.
  - b. Have helpers support blade (1). Check fixed droop stop (9) and contact surface (10) at each pitch housing (5) for damage.
3. If any contact surface is broken, cracked, or deformed more than **0.050 inch**, replace blade (1) (Tasks 5-64 and 5-84). Replace rotor head (Tasks 5-8 and 5-9).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692
- Rotary-Wing Blade Sling (T35)
- Vertical Pin Puller (T79)
- Vertical Pin Reaction Adapter Set (T47)
- Torque Wrench (T48)
- Hoist
- Rope Guidelines

**Materials:**

- Barrier Material (E80)
- Tape (E388)
- Paper Tag (E264)

**Personnel Required:**

- CH-47 Helicopter Repairer (6)

**Equipment Condition:**

- Battery Disconnected (Task 1-39)
- Electric Power Off
- Hydraulic Power Off
- One Forward and One Aft Blade Tied-Down (Task 1-26)
- Tiedown Lines Installed as Required (Task 1-26)
- Work Platforms Open as Required (Task 2-2)
- Safety Blocks (T31) Installed (Task 11-28)

**General Safety Instructions:**

**WARNING**

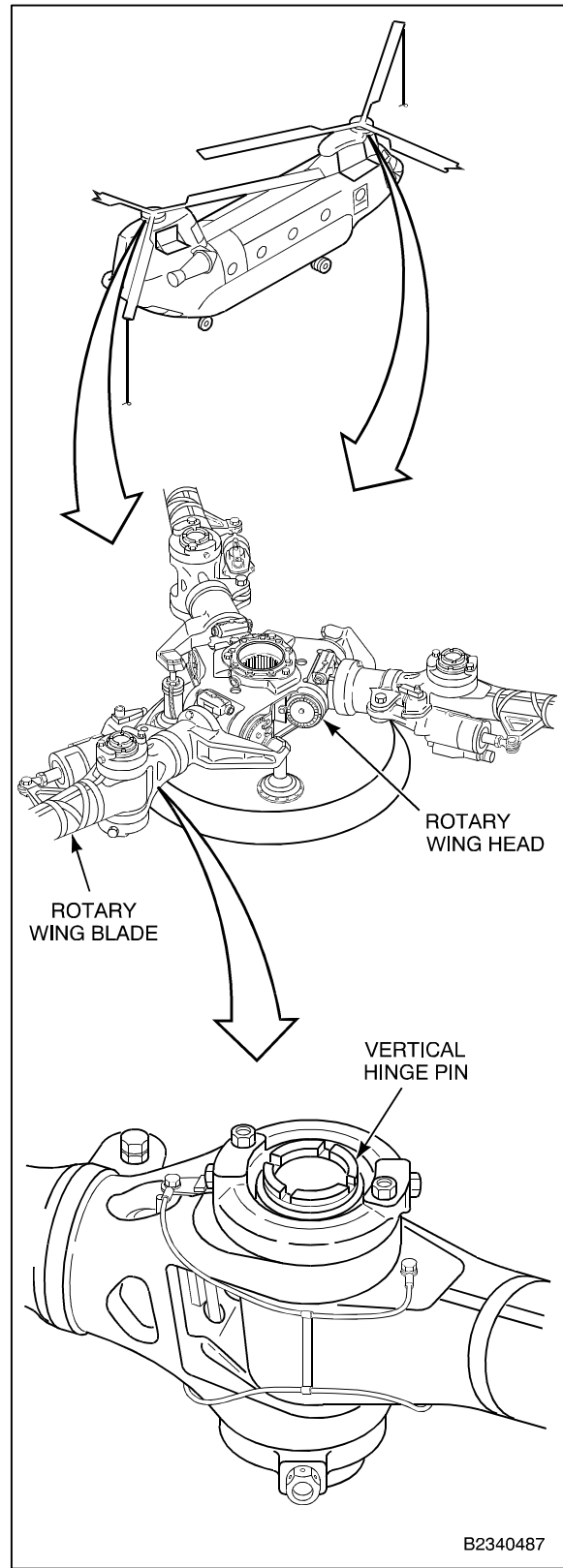
Severe rotor head damage will result when performing Task 11-28 (installed safety blocks) after main rotor blade is removed, when the shock absorber is not removed or secured.

**WARNING**

Do not allow rotor head to move when blade is removed. Moving rotors can cause injury to personnel or damage to equipment.

**CAUTION**

The shock absorber bracket is not to be used as a handle to carry, lift, or position the blade. Equipment will be damaged.



B2340487

**NOTE**

Before returning any unserviceable rotor blade to depot, contact the local AMCOM Logistic Assistance Representative for assistance. The blade may be a candidate for repair on site at your location.

**NOTE**

Positive retention bolts are installed in shock absorber connections. They have a pawl which prevents nut or bolt removal unless pawl is depressed.

Procedure is similar to remove any rotary-wing blade. Differences are noted in task. Forward blade is shown here.

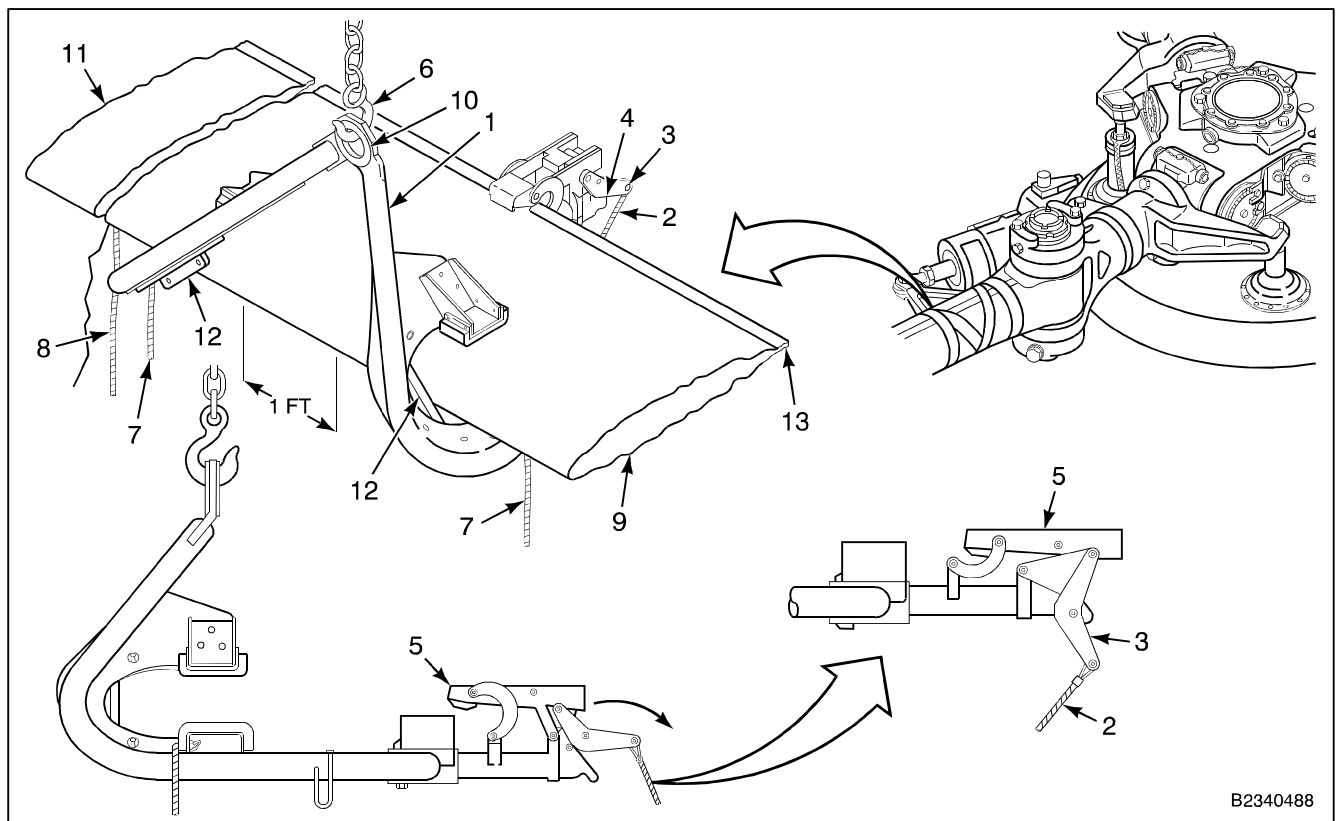
1. On blade sling (T35) (1), pull release rope (2) forward until lever (3) seats in notch (4). Clamp (5) is now locked in aft position.

**NOTE**

Release rope should not be used as guide when lifting and positioning sling (T35). Tension may release clamp before a sling is positioned.

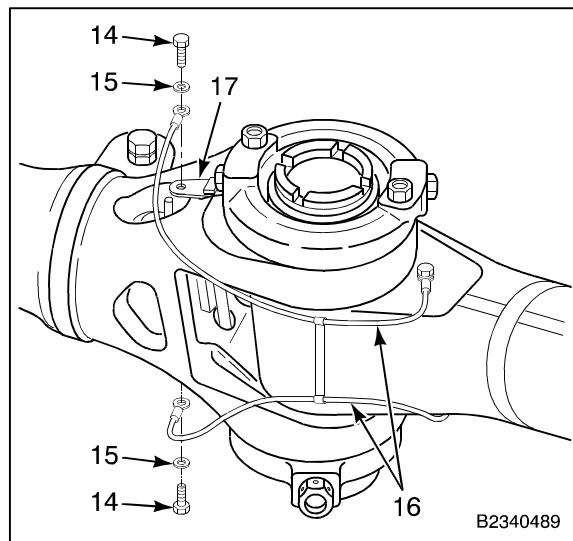
When sling is lifted without blade, clamp will be low.

2. Attach hoist (6). Lift sling (T35) (1). Use two guide lines (7) and tiedown line (8) to guide sling.
3. Deleted.
4. Position eye (10) at balance point.
5. Use outboard guideline (7) to lower one side of sling (T35) (1) for blade alignment. Pull sling onto blade (9) until blade rests against two bumpers (12). Use two guide ropes.
6. Hold sling (T35) (1) against blade (9). Pull release rope (2) away from sling to release clamp (5) against blade trailing edge (13).



B2340488

7. Remove two bolts (14), washers (15), and jumper wires (16) from oil manifold tube (17).



Do not leave shock absorber attached to blade. Damage to attaching bracket can occur.

8. Disconnect shock absorber (18) from blade (9) as follows:
  - a. Remove cotter pin (19). Remove nut (20).
  - b. Remove bolt (21).
  - c. Remove two washers (22).

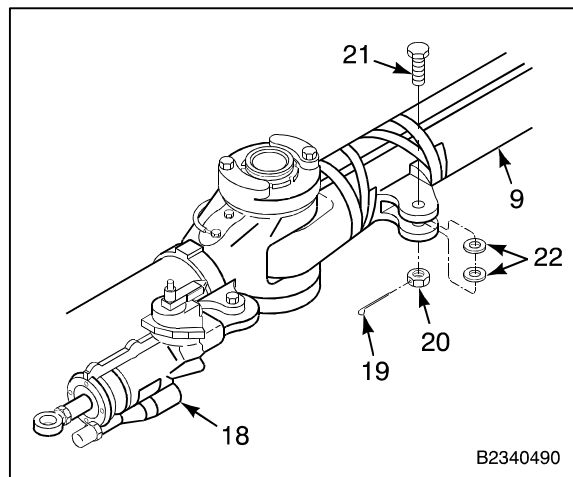
**NOTE**

To prevent debonding of the elastomeric bearing material, the nut that attaches the shock absorber to the pitch-varying housing must be loosened. The same applies to bolt (21), when the shock absorber is to remain with the rotary-wing blade.

- d. Swing shock absorber (18) out and inboard.



To prevent damage to the shock absorber, pad and secure the absorber to the pitch housing. If additional maintenance will be performed to the rotor head assembly, remove the shock absorber.





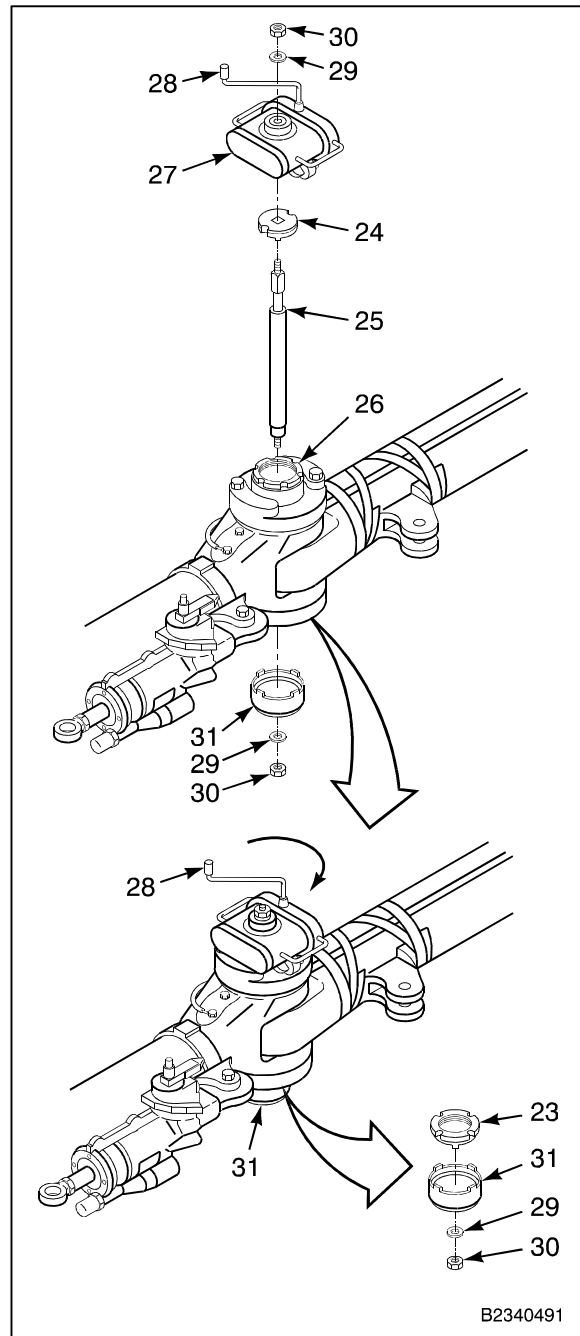
Lower vertical pin nut must be removed before upper nut. Removing upper nut first can damage pin or inner liners.

9. Remove lower vertical pin nut (23) as follows:
  - a. Position pilot socket (24) on drive bar (25). Position drive bar through vertical pin (26). Have helper support drive bar.
  - b. Install torque wrench (T48) (27) on drive bar (25). Turn handle (28) in either direction until wrench is seated on pilot socket (24).
  - c. Install upper washer (29) and nut (30) on drive bar (25). Have helper release bar.
  - d. Install spanner socket (31) on drive bar (25) and engage with lower pin nut (23). Install lower washer (29) and nut (30).
  - e. Adjust upper and lower nuts (30) until drive bar (25) is seated in spanner socket (31).



Torque wrench must not turn during removal of lower nut. Equipment can be damaged.

- f. Turn handle (28) clockwise to remove lower nut (23).
- g. Remove lower nut (30), washer (29), spanner socket (31), and lower pin nut (23).



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10. Remove upper vertical pin nut (32) as follows:
  - a. Have helper support drive bar (25). Remove nut (30) and washer (29).
  - b. Remove torque wrench (T48) (27).
  - c. Install spanner socket (31) on drive bar (25), over pilot socket (24). Seat spanner socket on upper nut (32).

**NOTE**

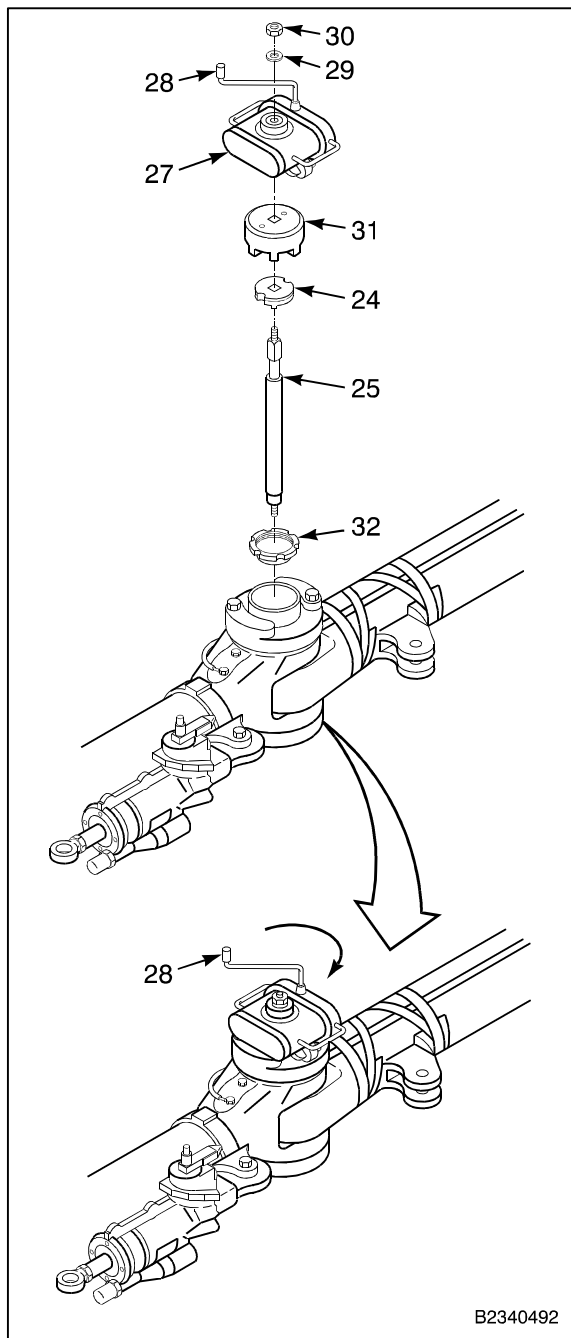
Pilot socket can be pushed out of vertical pin notches.

- d. Have helper raise drive bar (25) slightly. Have him rotate bar until flats on bar seat in pilot socket (24). Continue to support bar.
- e. Install torque wrench (T48) (27) on drive bar (25). Turn handle (28), in either direction, until wrench is seated on spanner socket (31).
- f. Install washer (29) and nut (30) on drive bar (25). Have helper release bar.



Do not restrain torque wrench from turning as upper pin nut is removed. Holding wrench will cause pin to turn and score pin or inner liners.

- g. Turn handle (28) clockwise to remove upper nut (32).
- h. Have helper support drive bar (25).
- i. Remove nut (30), washer (29), torque wrench (T48) (27), spanner socket (31), pilot socket (24), drive bar (25), and upper pin nut (32).



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11. Install hydraulic vertical hinge pin puller (T79) (33) as follows:



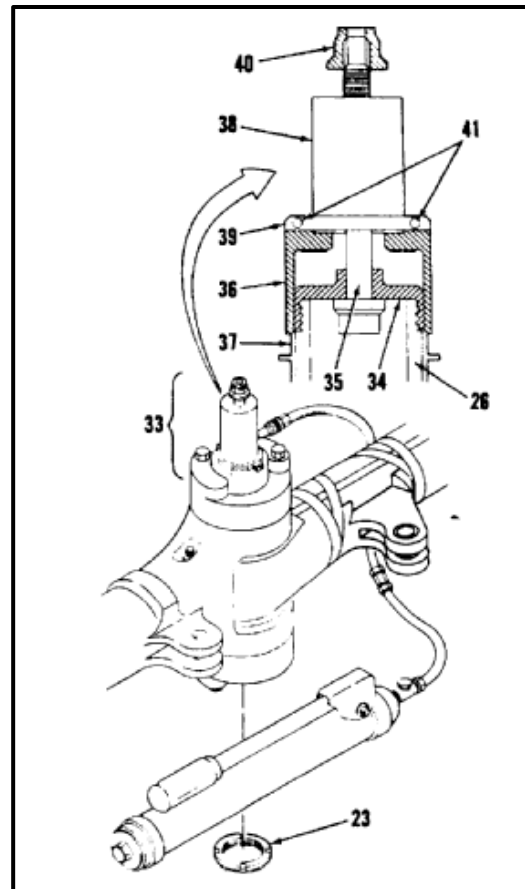
Cap must be screwed onto vertical pin completely. Incomplete thread engagement can result in damaged pin and pin puller.

- Screw cap (34) with bolt (35) all the way onto pin (26).
- Install body (36) over bolt (35) and onto inner race (37).
- Install hydraulic cylinder (38) over bolt (35) and into clamp (39) on body (38).
- Install puller nut (40) on bolt (35) finger-tight.
- Check that cylinder (38) is seated completely. Tighten two clamp bolts (41).



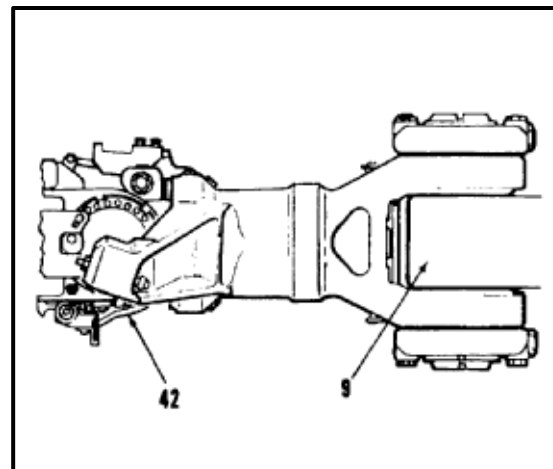
Do not remove pin with lower nut in place. Pressure applied to pin puller (T79) will cause damage to both inner races.

- Check that lower nut (23) is removed.



Do not remove pin without supporting blade. If blade is not supported as pin is removed, pin and blade socket can be damaged.

12. Raise blade (9) just enough to clear droop stop (42). Aft droop stop is shown here.



**WARNING**

Keep personnel clear of direct line above puller nut and bolt when puller is under pressure. Personnel can be seriously injured if these parts break.

13. Operate hand pump (43) to pull vertical pin (26) loose.
14. Remove hydraulic pin puller (T79) (33) as follows:
  - a. Remove nut (40).
  - b. Loosen clamp bolts (41). Remove cylinder (38).
  - c. Remove body (36).
  - d. Remove cap (34).
15. Install rope guideline (44) at root of blade (9).
16. Hold blade (9) against pitch housing (19). Use guideline (44).

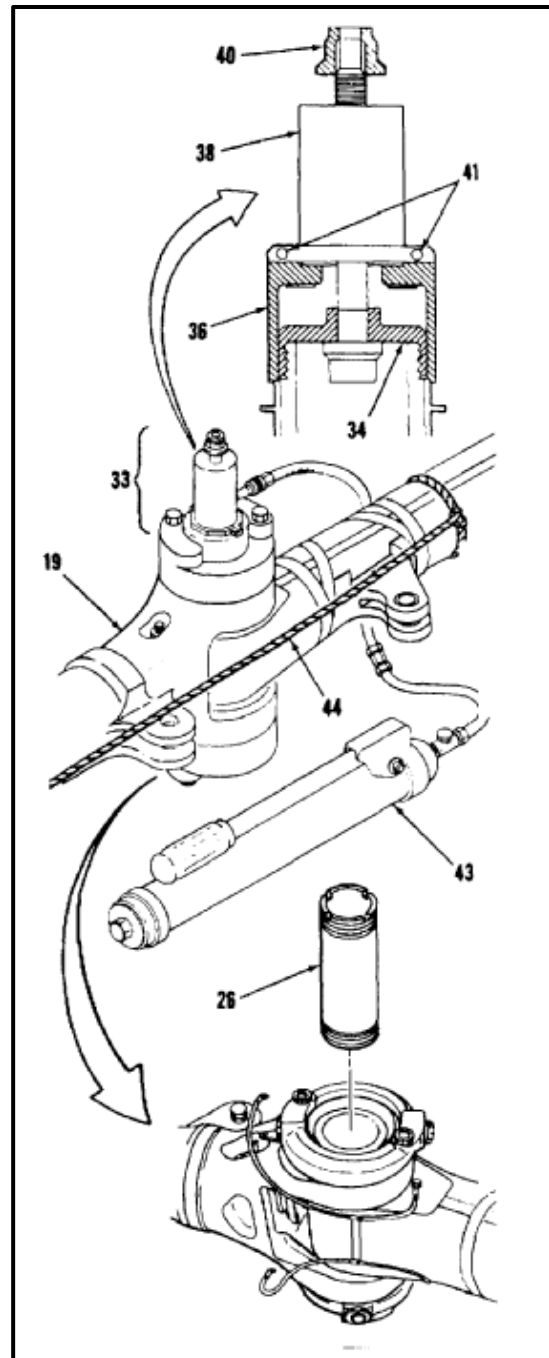
**WARNING**

Do not allow blade to move suddenly when pin is removed. Sudden movement can cause personal injury or equipment damage.

**CAUTION**

Use care in removing pin. Blade bore sleeve is easily damaged by pin or metal tools.

17. Remove vertical hinge pin (26).



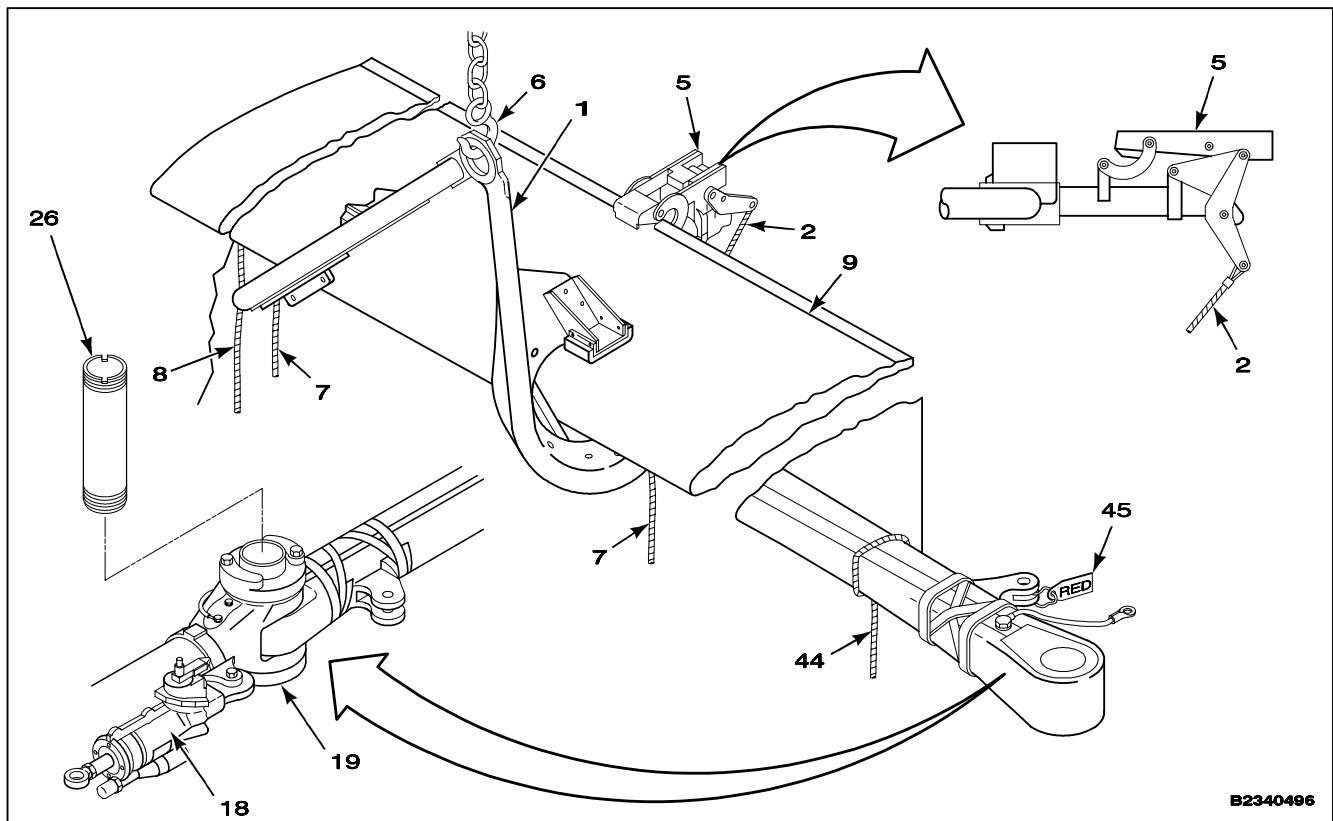
**WARNING**

Blade is heavy and can injure personnel if it drops. Blade must be supported by hoist and moved carefully. Do not use release rope on sling (T35) to guide blade. Clamp can be opened to release blade which can result in injury or equipment damage.

**NOTE**

If more than one blade is removed, tag blade with pitch housing color.

18. Pull blade (9) clear of pitch housing (19). Use tiedown line (8), guideline (44), and two guidelines (7) on sling (T35) (1). Use four guidelines on sling in high winds.
- 18.1. Reinstall vertical hinge pin (26) in pitch housing (19). Swing shock absorber (18) inboard. Use cushion material between pitch housing (19) and absorber (18).
19. Lower blade (9) onto suitable supports.
20. Identify blade (9) with pitch housing color. Use paper tag (E264) (45).
21. Pull release rope (2) under blade (9) to open clamps (5).
22. Have helpers pull sling (T35) (1) clear of blade (9).
23. Remove sling (T35) (1). Remove hoist (6).



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**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Shipping Container (T86)

**Materials:**

Dry Cleaning Solvent (E162)  
Barrier Material (E80)  
Tape (E388)  
Gloves (E186)  
Goggles (E473)

**Personnel Required:**

CH-47 Helicopter Repairer (8)

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

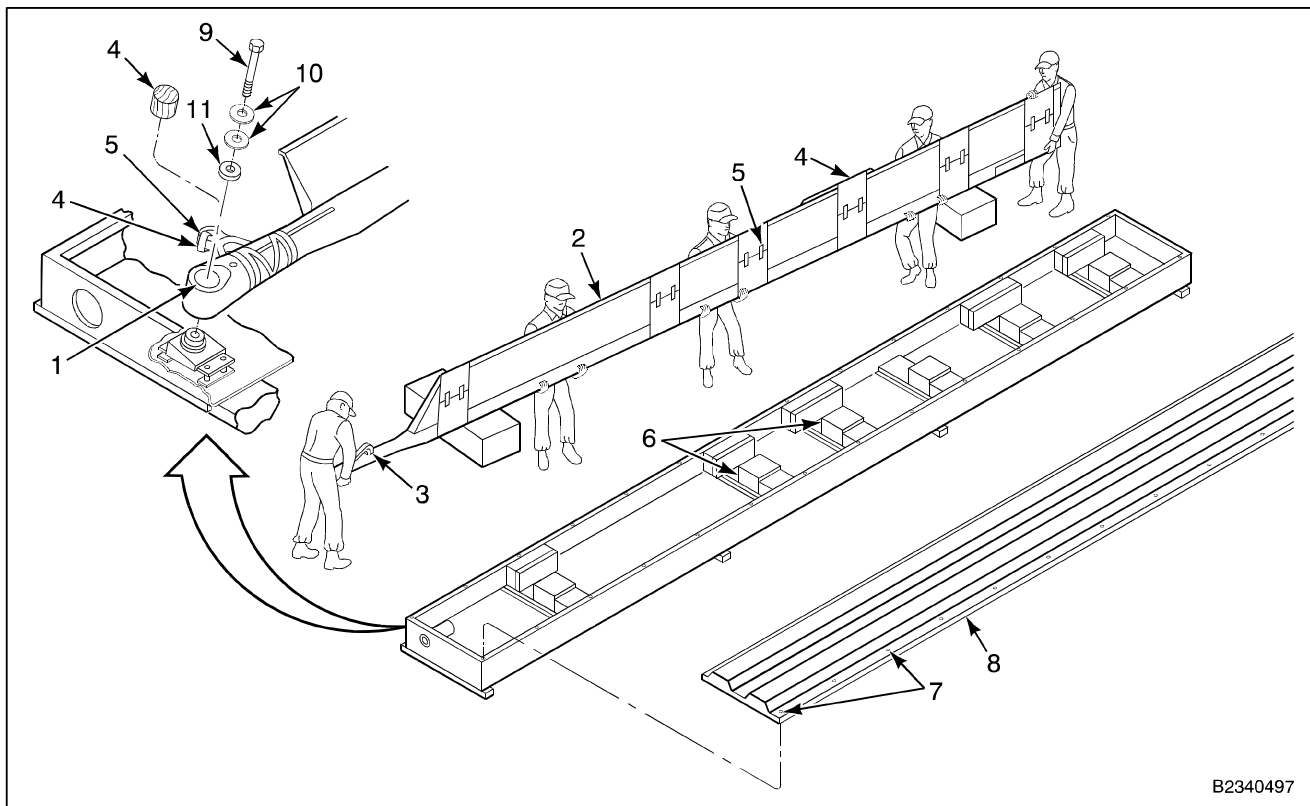
**WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Prior to returning any "unserviceable" fiberglass rotor blade to depot, contact local AMCOM Logistic Assistance Representative for assistance. The blade may be a candidate for repair on site at your location.

1. Clean blade bore (1). Clean surfaces of blade (2). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
2. Line blade bore (1) and wrap lag damper bracket (3). Use barrier material (E80) (4). Secure barrier material. Use tape (E388) (5).



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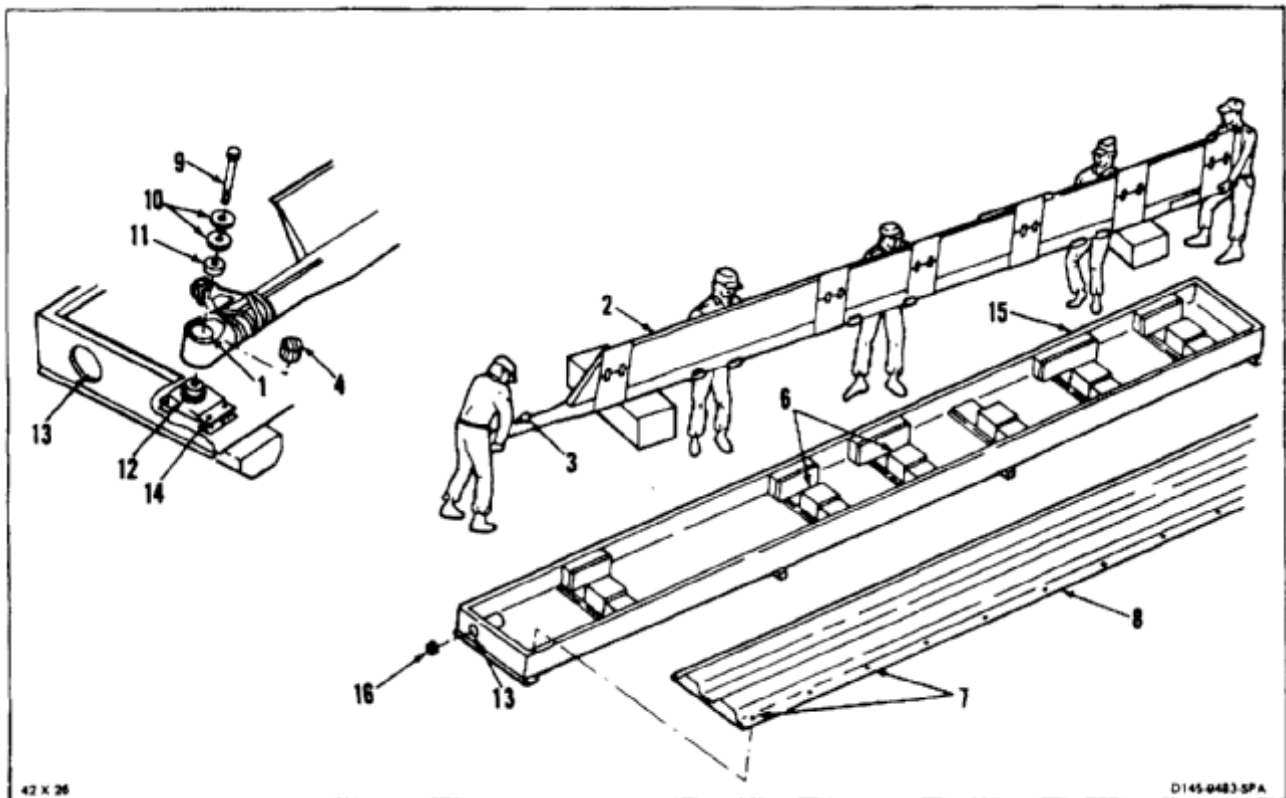
## 5-65 PREPARE ROTARY-WING BLADE FOR STORAGE (Continued)

5-65

3. Wrap blade (2) where blade will rest on six support points (6). Use barrier material (E80) (4) and tape (E388) (5).
4. Open 22 turnlock fasteners (7). Remove cover (8).
5. Remove bolt (9), washers (10), and spacer (11).
6. Check that hub mount (12) is installed leaning away from record receptacle (13) for aft blade (2). Hub mount leans toward receptacle for forward blade.
7. If necessary, remove four bolts (14) and position mount (12) in opposite direction. Install bolts.
8. Have helpers lift blade (2) and position in shipping container (T86) (15). Place front blade top side down.
9. Install spacer (11), washers (10), and bolt (9).
10. Install cover (8). Close 22 fasteners (7).
11. Remove record receptacle cap (16). Insert records in receptacle (13). Install cap.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Aluminum Starter Chisel  
 Aluminum Final Removal Chisel  
 Trip Balance, NSN 6670-00-401-7195  
 Nickel Erosion Cap Replacement Fixture (T69)  
 Scale  
 Aluminum Scraper  
 Torque Wrench, 5 to 50 Inch-Pounds  
 Brush, Stiff Bristles  
 Heat Lamps (Optional)

**Materials:**

Styrofoam Blocks  
 Dry Ice (E92)  
 Abrasive Paper (E9)  
 Gloves (E184.1)  
 Kevlar Gloves (E187)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Cloth (E120)  
 Acetone (E20)  
 Adhesive (E41 or E43)  
 Wood Spatula (E424)  
 Polyethylene Cup (E157)  
 Scrim Cloth (E325)  
 Tape (E387)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Sheet (E321)  
 Sealant (E336)  
 Epoxy Primer (E293)  
 Black Lacquer (E215)  
 Thinner (E415)  
 Metal Conditioner (E242)  
 Temperature Indicating Strips (E413)

**Personnel Required:**

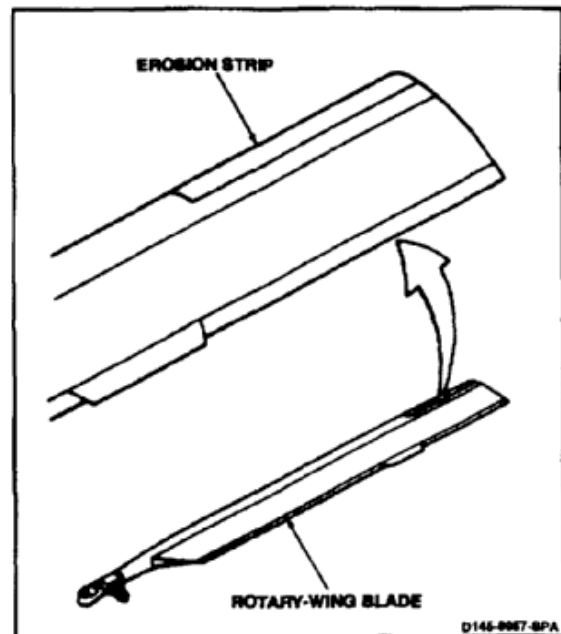
Medium Helicopter Repairer (5)  
 Aircraft Structural Repairer (2)

**References:**

Task 5-67  
 TM 55-1500-344-23

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E41 or E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Do not use cadmium plated tools or chlorinated solvents on the titanium nose cap. Contamination of titanium by these materials will result in failure. Use only the tools and materials referenced in the repair procedure.

**NOTE**

Styrofoam is preferable material for dry ice container. If styrofoam is not available, use wood.

1. Make container (1) with inside dimensions **55 x 9 x 5 inches**. Leave top and one end open.
2. Lift corners of nickel erosion cap (2). Use aluminum starter chisel.

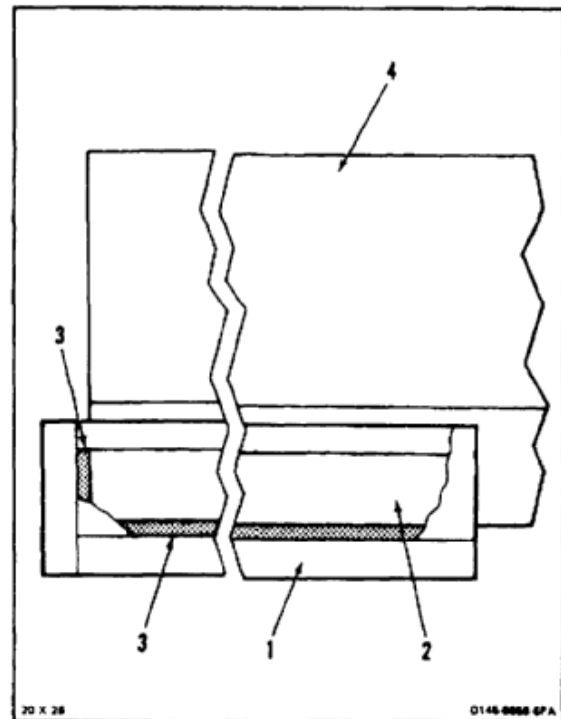
**WARNING**

Dry ice (E92) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

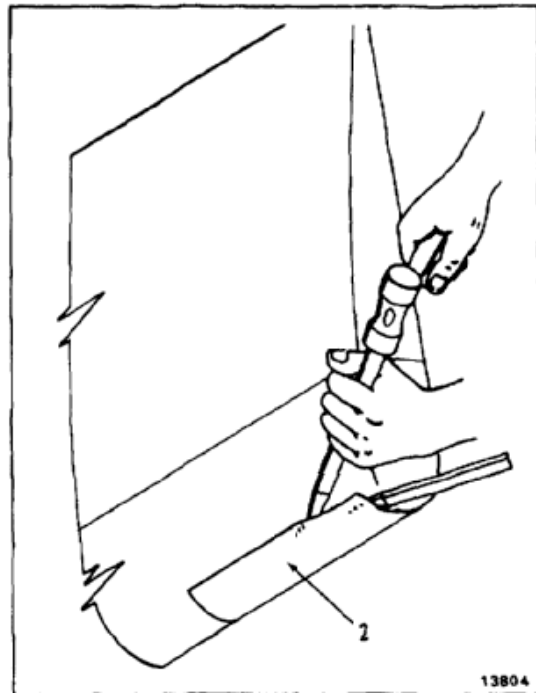
**CAUTION**

Do not allow dry ice (E92) to contact the titanium nose cap.

3. Pack dry ice (E92) (3) **1 inch** deep in bottom of container (1). Wear gloves (E187).
4. Have helpers lift blade (4) and position erosion cap (2) in container (1) **1 inch** from closed end.
5. Pack dry ice (E92) (3) in end and sides of container (1). Use only enough dry ice to cover erosion cap (2).
6. Chill erosion cap (2) **1 hour**.
7. Have helpers remove blade (4) and place on supports with erosion cap (2) clear.



8. Remove erosion cap (2). Use aluminum chisels. Begin with starter chisel at outboard trailing edge of cap. Work inboard and forward. Use final removal chisel.
- 8.1. Weigh erosion cap (2). Record weight.

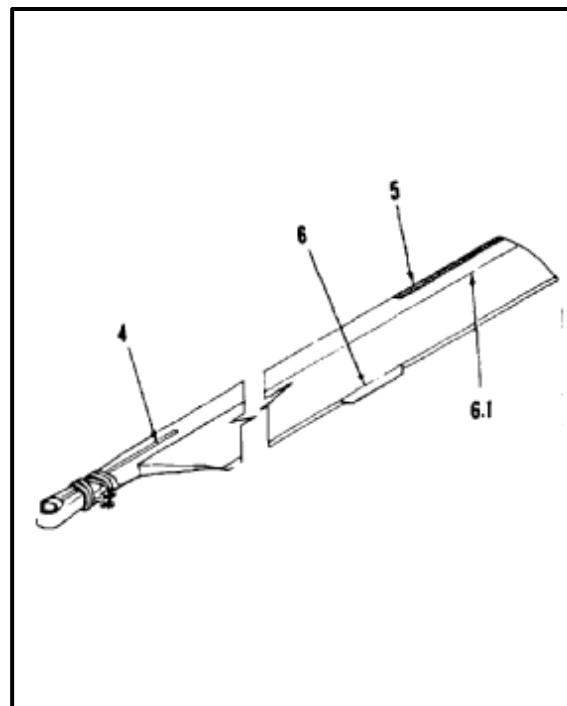


9. Have helpers position and support blade (4) with leading edge (5) up. Do not bend trim tab (6).



Adhesive removal is time consuming and must be done with care. Damage to the fiberglass can result in reduced fatigue strength and an altered airfoil shape.

10. Scrape off adhesive from leading edge (5) of blade (4). Use aluminum scraper.
11. Allow blade (4) to warm several hours to room temperature.
12. Sand fiberglass surface lightly to remove adhesive. Leave thin film of adhesive. Use care not to change airfoil shape.
- 12.1. Check titanium nose cap (6.1) in bond area for voids that extend to trailing edge. Repair voids (Task 5-66.1).





13. Inspect for loose fibers, delaminations, and depressions. Repair loose fibers and delaminations (Task 5-67).

14. Repair depressions as follows:

- a. Prepare the low area(s) by lightly sanding with abrasive paper (E9). Using a clean cloth wet with acetone, wipe the area clean of sanding particles and residue. Allow to air dry.

**NOTE**

Adhesive (E41) is preferred. Use (E43) only if (E41) is not available.

- b. Mix adhesive (E41). Follow instructions below.



Weigh and mix adhesive and resin accurately to produce acceptable bond.

- c. If adhesive (E41) is used, weigh **100 parts** of resin, and **23 parts** of hardener. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E184.1).

- d. If adhesive (E43) is used, weigh **7 parts** of gray hardener and **5 parts** of white base. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E184.1).

- e. Fill low area(s) with the adhesive. Blend into adjacent areas.



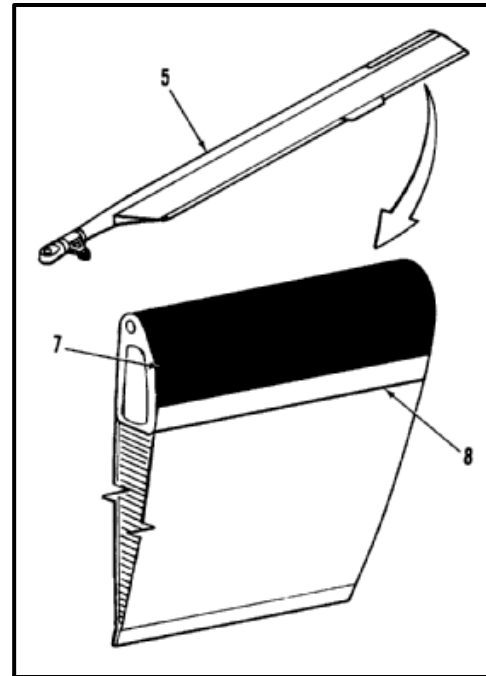
Blade temperature must not exceed **160°F (71°C)**. Damage to the fiberglass can occur.

**NOTE**

If heat is not available, a serviceable cure will be achieved at **70°F (21°C)** in **36 hours**.

- f. Cure the mixture at **110° - 130°F (43° - 54°C)** for **16 hours**. Monitor with temperature indicating strips (E413).
- g. After cure is complete, lightly sand the repair to match the adjacent areas.

15. Prepare bonding surface (7) as follows:
- Sand bonding surface (7) lightly to remove glaze. Use abrasive paper (E9).
  - Mask area around bonding surface (7). Use masking tape (E388) (8).
  - Clean bonding surface (7) and replacement cap. Use cloth (E120) damp with acetone (E20). Wear gloves (E184.1). Wipe dry with a clean cloth. Do not allow solvent to evaporate.
  - Remove masking tape (E388) (8).



- e. Weigh replacement erosion cap (3). Record weight.
  - f. Mask titanium nose cap (9) around bonding surface (7), and replacement erosion cap (3). Use Teflon tape (E399) **9 inches** wide.
16. Cut piece of scrim cloth (E325) (10) to fit bonding surface (7).

**NOTE**

Adhesive (E41) is preferred. Use (E43) only if (E41) is not available.

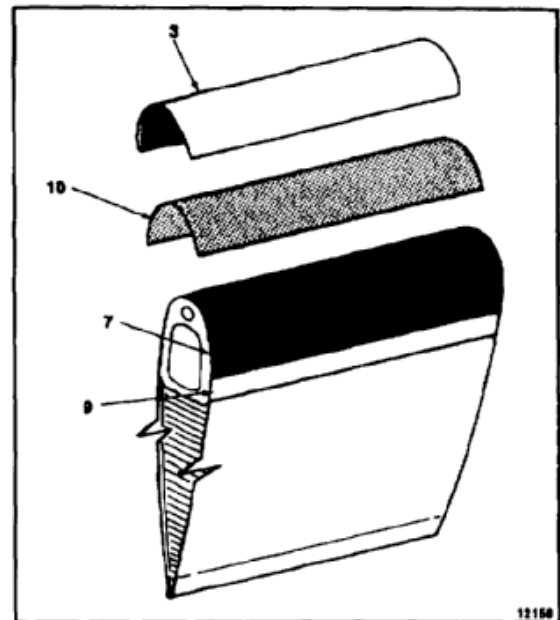
Working life of all adhesives is about **30 minutes at 70° - 80°F (21° - 27°C)**. Working life decreases as temperature goes up.

17. Mix adhesive (E41). Follow instructions below.



Weigh and mix adhesive and resin accurately to produce acceptable bond.

- a. If adhesive (E41) is used, weigh **300 grams** of resin, and **69 grams** of hardener. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E184.1).
- b. If adhesive (E43) is used, weigh **198 grams** of gray hardener and **142 grams** of white base. Mix hardener and base in polyethylene cup (E157). Use wood spatula (E434). Wear gloves (E184.1).



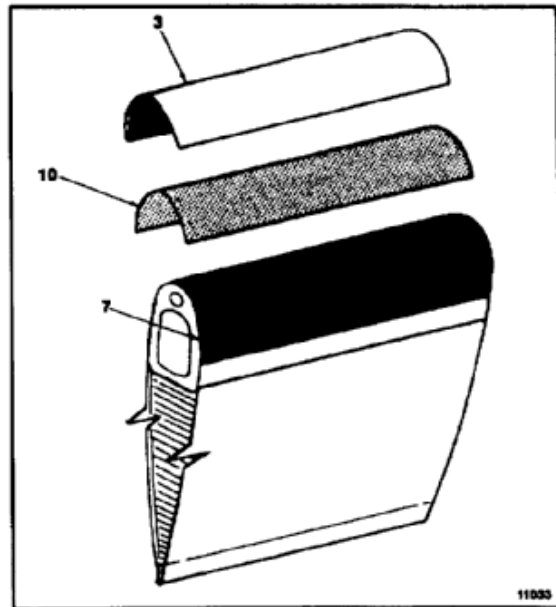
**NOTE**

Working life of adhesive (E41 or E43) is about **30 minutes**.

18. Apply adhesive (E43) as follows:
  - a. Coat bonding surface (7) with adhesive, using stiff-bristle brush. Wear gloves (E184.1).
  - b. Position scrim cloth (E325) (10) on bonding surface. (7). Work scrim cloth into adhesive (E43) until completely coated.
  - c. Apply heavy coat of adhesive (E43) to inside of erosion cap (3). Be sure inside leading edge is well covered.
19. Position erosion cap (3) on bonding surface (7). Seat cap firmly. Apply tape (E387) **2 inches** wide across cap to hold cap on blade. Start at tip end. Position tape strips about **6 inches** apart.

**NOTE**

Place tape so that some strips fall about halfway between dampers when fixture (T69) is installed.

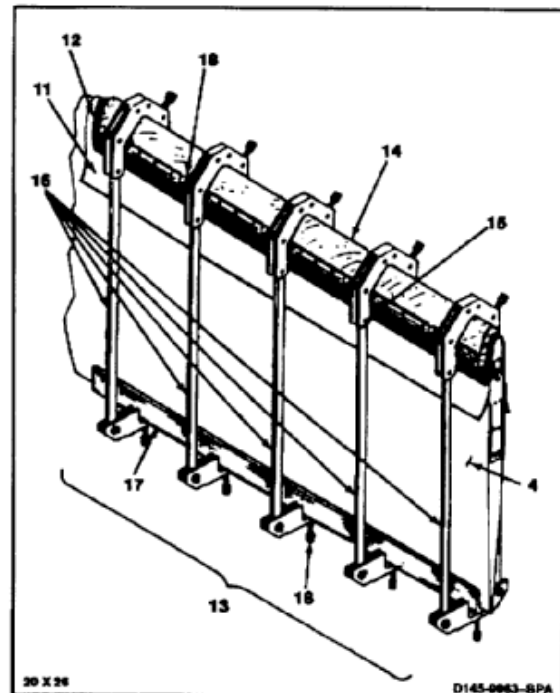


20. Cut sheet of Teflon-impregnated fabric (E170) (11) and sheet of rubber (E320) (12). Position Teflon-impregnated fabric over repair. Position rubber over Teflon-impregnated fabric.
21. Install erosion cap replacement fixture (T69) (13) as follows:
- Position tool collar (14) over rubber sheet (E320) (12).
  - Remove retaining pin (15) from each of five damping tools (16).
  - Position trailing edge bar (17) over trailing edge of blade (4). Hold in place.
  - Position clamping tool (16) over tool collar (14) and trailing edge bar (17), **3 inches** from inboard end of bar. Position remaining four damping tools **16 inches** apart. Install retaining pins (15).



Overtightening leading and trailing edge jackscrews can damage blade.

22. Tighten damping tool jackscrews (18) as follows:
- Tighten trailing edge jackscrews (18) on end damps (16). Tighten leading edge jackscrews on end damps.

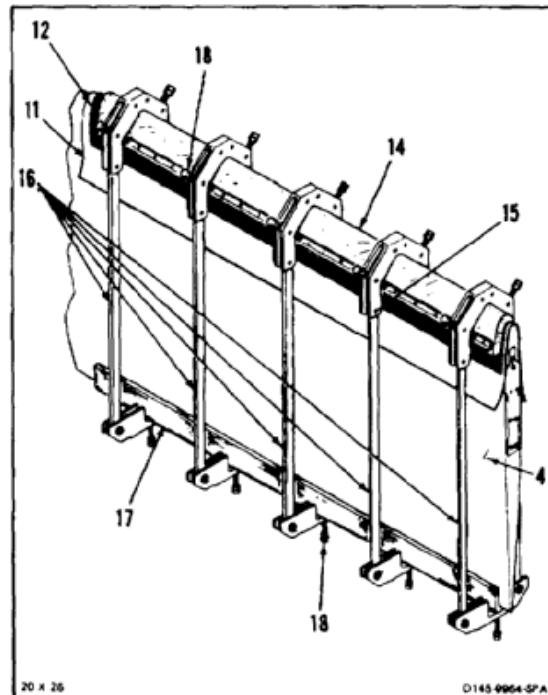


- b. Tighten trailing edge jackscrew (18), then leading edge jackscrews on center clamp (16).
- c. Tighten trailing edge jackscrews (18), then leading edge jackscrews on clamps (16) between center and end clamps.
- d. Torque all trailing edge jackscrews to **40 inch-pounds**.
- e. Torque all leading edge jackscrews (18) to **20 inch-pounds**.

**WARNING**

Adhesive will not cure at temperatures less than **60°F (16°C)**. Faulty curing can result in bond failure causing injury to personnel and damage to equipment. Do not count curing time periods at temperatures less than **70°F (21°C)** into curing time total.

23. Cure adhesive (E43) **24 hours**.
24. Loosen 15 jackscrews (18). Remove five retaining pins (15) and clamping tools (16). Remove trailing edge bar (17), leading edge collar (14), rubber sheet (E321) (12) and Teflon-impregnated fabric (E168) (11).

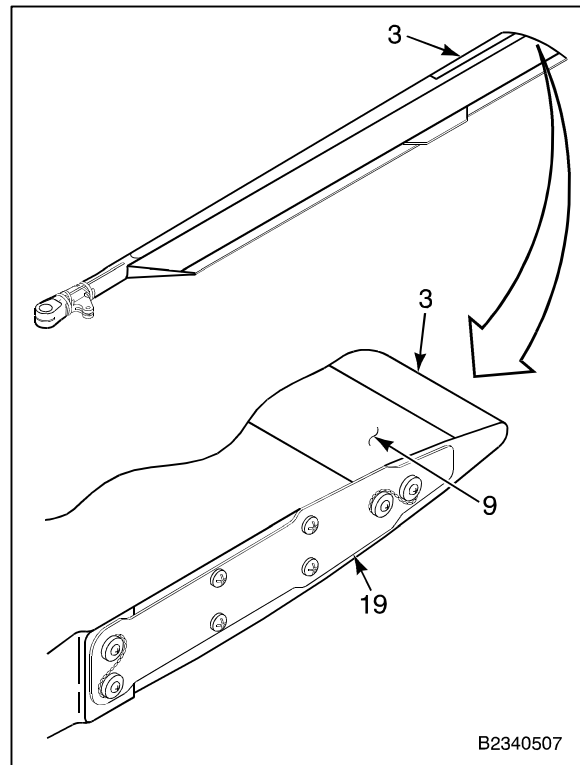


25. Check that erosion cap (3) is flush with titanium cap. Check that cap (3) is flush with tip cover (19). Blend if necessary. Use file.

**WARNING**

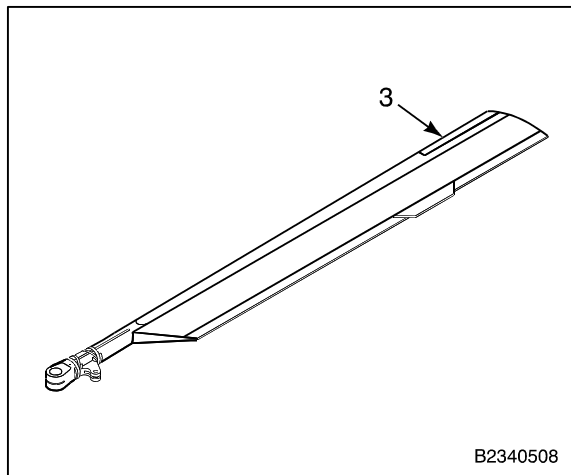
Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

26. Remove squeezed out adhesive. Use abrasive paper (E9). If needed, clean with cloth (E120) soaked in acetone (E20). Wear gloves (E184.1). Apply a bead of sealant (E336) to fill in imperfections, if needed.



B2340507

27. Clean erosion cap (3) as follows:
- Clean erosion cap (3). Use metal conditioner (E242) mixed with **three parts** of water. Wipe mixture on cap. Use cloth (E120).
  - Wipe mixture with cloth (E120) damp with water.
  - Dry cap (3). Use cloth (E120).
- 27.1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
- For rotor blades (Without **59**) proceed to step 28.
  - For rotor blades (With **59**) proceed to Task 2-350.1.



B2340508

**WARNING**

Epoxy primer (E293) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

28. Apply thin mist coat of epoxy primer (E293) to cap (3). Wear gloves (E184.1). Air dry **1 hour**.

**WARNING**

Lacquer (E215) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

Thinner (E415) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

29. Thin flat black lacquer (E215). Use thinner (E415). Follow manufacturer's instructions. Wear gloves (E184.1). Apply **two coats**. Allow to dry **45 minutes** between coats.

**NOTE**

Apply lacquer (E215) within **2 hours** after primer (E293) is applied.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refer to TM 1-6625-724-13&P for tracking and balancing procedures.

END OF TASK



**5-66.1 REPAIR OF NOSE CAP OR EROSION CAP UNBONDING**

5-66.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Shim, 0.005 Inch Thick  
 Aluminum Scraper (APP E-29)  
 Shot Bags  
 Heat Lamps (Optional)  
 Trip Balance, NSN 6670-00-401-7195

**Materials:**

Teflon Tape (E399)  
 Aluminum Foil (E66)  
 Gloves (E186)  
 Squeeze Bottle (E366)

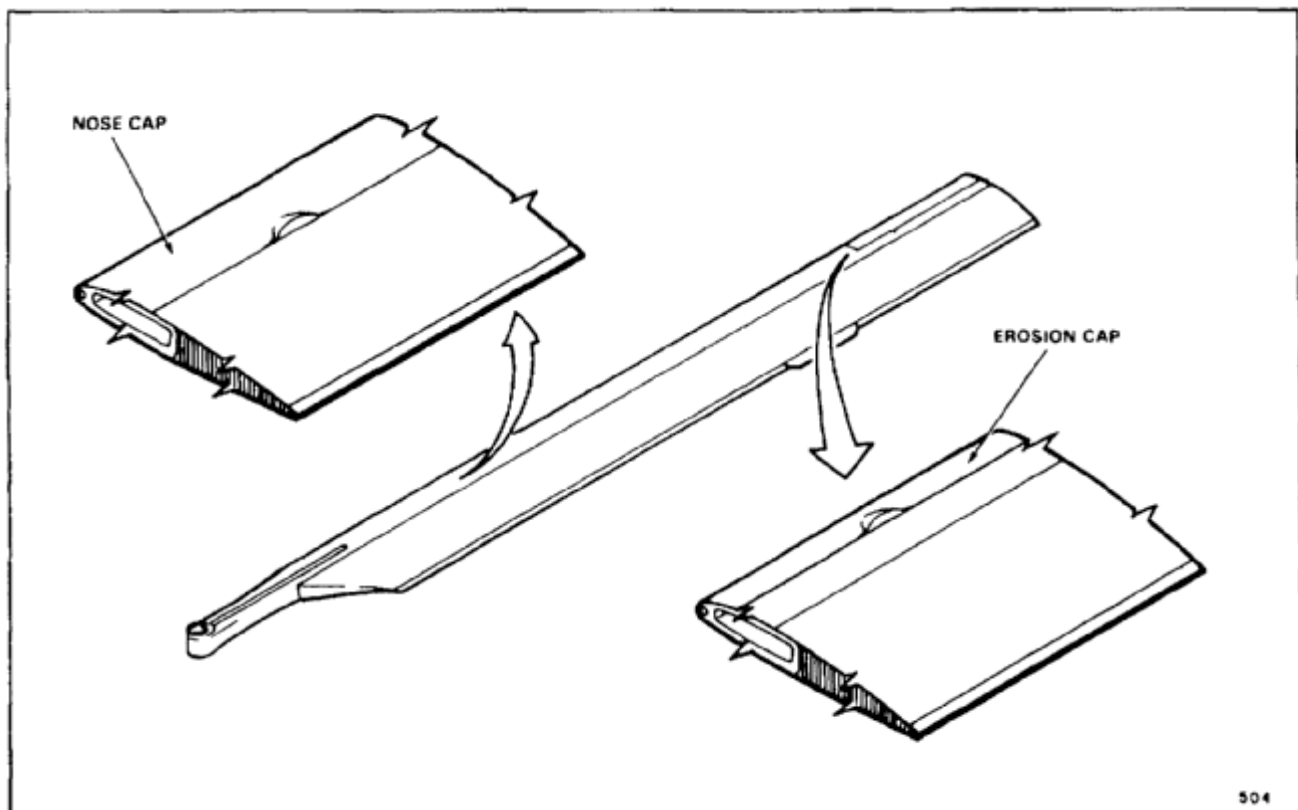
Acetone (E20)  
 Adhesive (E43)  
 Polyethylene Cup (E157)  
 Tongue Depressor (E424)  
 Cloth (E120)  
 Peel Ply (E270)  
 Rubber Sheet (E321)  
 Abrasive Paper (E9)  
 Aliphatic Naphtha (E245)  
 Temperature Indicating Strips (E413)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task



504

**NOTE**

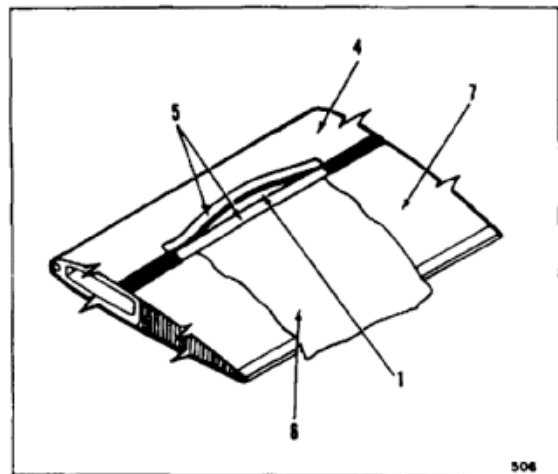
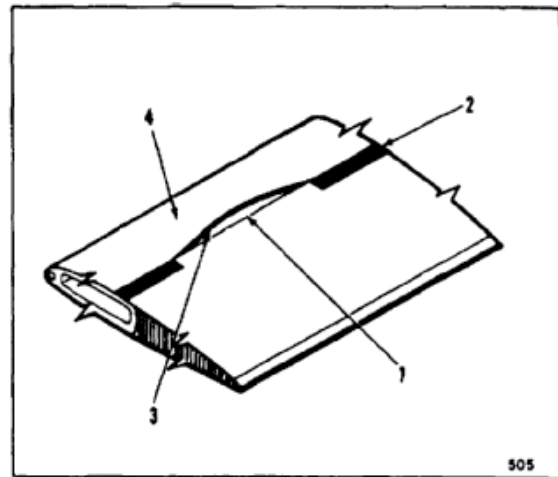
Procedure for repair of titanium nose cap and nickel erosion cap are similar. Differences are noted in text. Repair bond voids only if they reach to edge of cap.

1. Find size of void (1). Use **0.005 inch** thick shim as a probe. Mark outline of void with pencil or chalk.



Do not damage fiberglass when removing adhesive aft of nose cap.

2. Remove adhesive squeezeout (2) at trailing edge (3) of cap (4). Remove adhesive along full width of void. Use aluminum scraper (APP E-29).
3. Mask area around void (1). Use Teflon tape (E399) (5) forward of cap trailing edge (3). Use aluminum foil (E66) (8) and Teflon tape (5) aft of cap trailing edge.
4. Open void (1) at edge of cap (4). Use clean **0.005 inch** thick shim stock.
5. Position blade (7) so leading edge is higher than trailing edge.



**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

6. Clean void (1). Fill plastic squeeze bottle (E366) with acetone (E20). Flush void with acetone until acetone runs clear. Allow to dry for **15 minutes**.

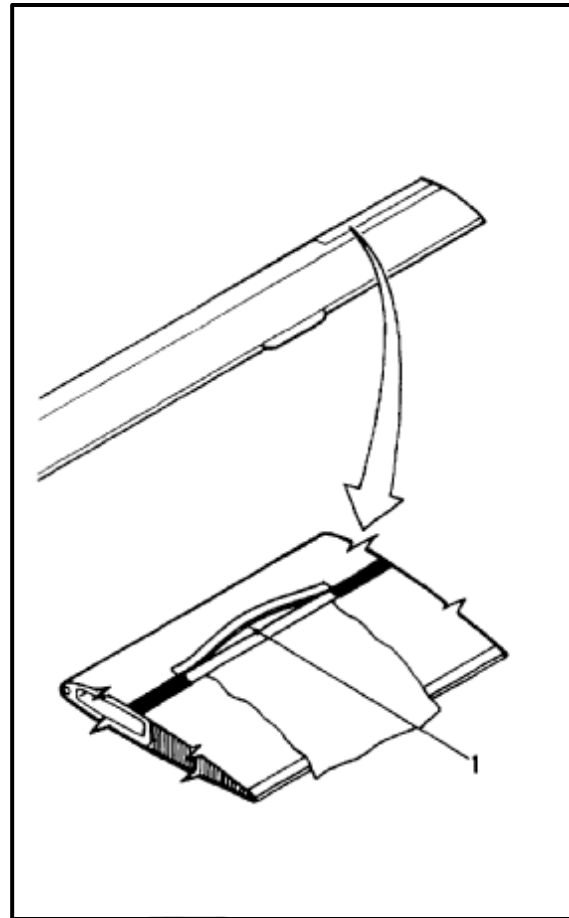
**WARNING**

Adhesive (E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

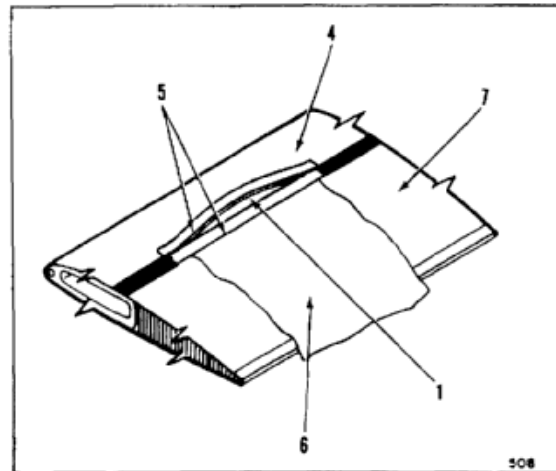
7. Mix adhesive (E43) as follows:
  - a. Mix **5 parts** by weight of white base with **7 parts** by weight of grey hardener. Use clean polyethylene cup (E157) and trip balance.
  - b. Stir mixture until color is uniform. Use wooden spatula (E424).

**NOTE**

Adhesive has working life of about **30 minutes**.



8. Position blade (7) so void (1) is level.
9. Fill void (1) with adhesive (E43). Use clean **0.005 inch** shim stock to work adhesive into void. Fill deepest part of void first to prevent trapping of air.
10. Close void (1). Press cap (4) against blade by hand. Remove excess adhesive. Use cloth (E120).
11. Remove tape (5) and aluminum foil (6).



12. Cure repair as follows:
  - a. Cover the repair with peel ply (E270) (8).
  - b. Cut piece of **1/4 inch** thick rubber sheet (E321) to cover repair. Position rubber sheet (9) over peel ply (8).
  - c. Apply pressure of **2 to 3 pounds** for each square-inch of repair; Apply pressure evenly over repair. Use shot bags (10).



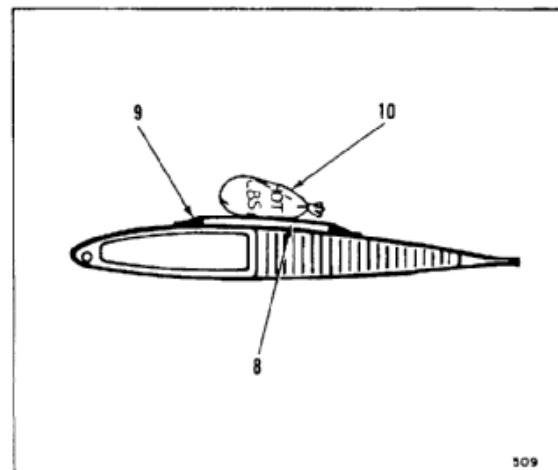
Blade temperature must not exceed **160°F (71°C)**. Overheating will damage fiberglass.

- d. Cure repair at **140° to 160°F (60° to 71°C) for 2 hours**. Use heat lamps. Monitor blade temperature. Use temperature indicating strips (E413).

**NOTE**

If heat lamps are not available, cure at **70°F (21°C) for 24 hours**. Shot bags can be removed after **12 hours**.

13. Remove shot bags (10), rubber sheet (9), and peel ply (8).



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**5-66.1 REPAIR OF NOSE CAP OR EROSION CAP UNBONDING (Continued)**

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5-66.1

14. Remove excess adhesive. Use abrasive paper (E9).

**WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

15. Clean repair area. Use cloth (E120) damp with naphtha (E245). Wipe dry with clean cloth before naphtha dries.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refinish repaired area as required (Task 5-82).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Rotor Blade Adapter (T164)  
 Trip Balance, NSN 6670-00-401-7195  
 Vacuum Source  
 Aluminum Tube, 8 Inches Long, Diameter to Fit  
 Vacuum Hose  
 Wooden Blocks  
 Cargo Strap, 72 Inches Long  
 Heat Lamps

**Materials:**

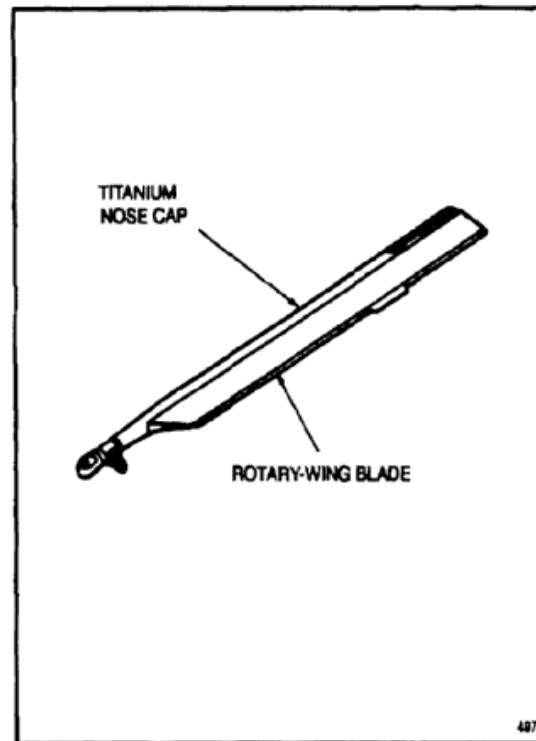
Polyvinyl Sheet (E284)  
 Masking Tape (E388)  
 Abrasive Paper (E9)  
 Teflon Tape (E399)  
 Repair Doubler (E160.4)  
 Gloves (E184.1)  
 Cloth (E120)  
 Acetone (E20)  
 DeSoto Primer (E291.1)  
 Cheesecloth (E112)  
 Scrim Cloth (E325)  
 Adhesive (E41 or E43)  
 Polyethylene Cup (E157)  
 Tongue Depressor (E424)  
 Sealant (E336)  
 Teflon-Impregnated Fabric (E170)  
 Fiberglass Cloth (E132)  
 Sealing Tape (E396)  
 Rubber Sheet (E319)  
 Temperature Indicating Strips (E413)  
 Epoxy Primer (E292.1)  
 Aliphatic Naphtha (E245)  
 Lusterless Black Lacquer (E215)  
 Thinner (E415)

**NOTE**

If adhesive (E41) is used scrim cloth is not required. Adhesive (E41) contains beads which prevent it from being squeezed below the thickness of the beads.

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**References:**

Task 2-350.1  
 Task 5-566.1  
 TM 55-1500-344-23

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

The preparation and bonding of the titanium nose cap doubler is a critical repair. It must be performed exactly as described. If possible, surface preparation and bonding shall be done in a controlled environment to avoid contamination and to obtain proper adhesive cure. Failure to follow these instructions can result in unbending of the doubler and subsequent injury to personnel.

**CAUTION**

Do not repair titanium nose cap cracks outboard of sta. 303.

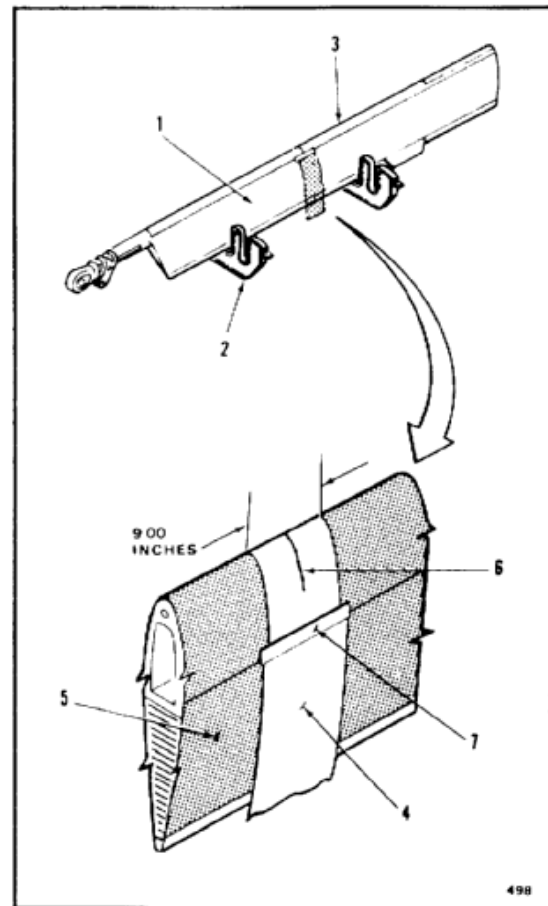
**NOTE**

There is no limit to the number of repairs that can be done on a nose cap. The minimum distance between repairs, measured between centerlines, shall be **12 inches**. If cracks occur closer than **12 inches**, blade is not repairable at this level.

1. Position blade (1) in adapter (T164) (2) with nose cap (3) up.
2. Tape polyvinyl sheets (E284) (4) over top and bottom of blade (5) aft of crack (6). Use masking tape (E388) (7).

**WARNING**

Remove only black lacquer or polyurethane paint finish. Green primer must remain to provide satisfactory bond. If bare titanium is exposed, DeSoto primer (E291.1) must be applied.

**CAUTION**

Do not use chlorinated solvents on titanium nose cap or doubler. These solvents cause material failure.

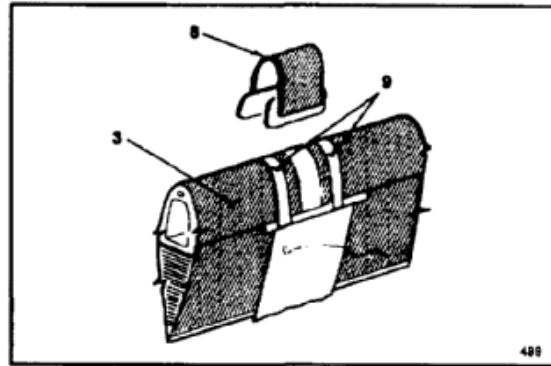
- 2.1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
3. Remove black lacquer or polyurethane paint from strip **4-1/2 inches** wide on each side of crack (6) on both sides of cap (3). Use abrasive paper (E9). Use very light pressure. Sand only as required to remove lacquer.

4. Position repair doubler (E160.4) (8) centered over crack. Mask cap (3) **1/4 inch** outside doubler. Use Teflon tape (E399) (9). Remove doubler.



Do not apply acetone to Teflon tape. Acetone will dissolve tape adhesive and contaminate repair area.

5. Clean repair area. Use cloth (E120) damp with acetone (E20). Wipe immediately with clean dry cloth. Clean as required to remove black lacquer or polyurethane paint. Wear gloves (E184.1). Excess acetone will remove primer.





6. Inspect cap (3) for unbonding along edge of crack. If bond void is found, flush with acetone and rebond (Task 5-66.1).
7. Inspect repair area (10). If more than **5 percent** of titanium is bare, prime area as follows:

**WARNING**

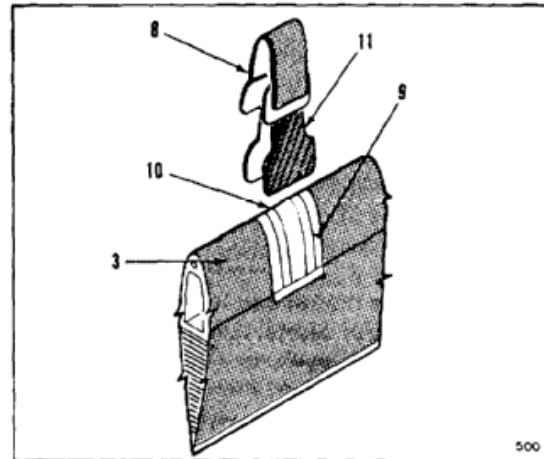
Primer (E291.1) is toxic. Avoid inhaling. Use only with adequate ventilation. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Mix primer (E291.1). Mix **4 parts** by volume of primer base with **1 part** by volume of curing solution.
- b. Apply a thin film of primer (E291.1) to the repair area. Use cheesecloth (E112).

**CAUTION**

Do not exceed **160°F (71°C)**. Higher temperature can damage fiberglass.

- c. Cure repair at **140° - 160°F (60° - 71°C)** for **2 hours**. Use heat lamps. Monitor temperature. Use temperature indicating strips (E413). If heat lamps are not available, cure for **12 hours at 70°F (21°C)**.
8. Cut piece of scrim cloth (E325) (11) **1/8 inch** larger than doubler (8) on each edge.

**WARNING**

Adhesive (E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

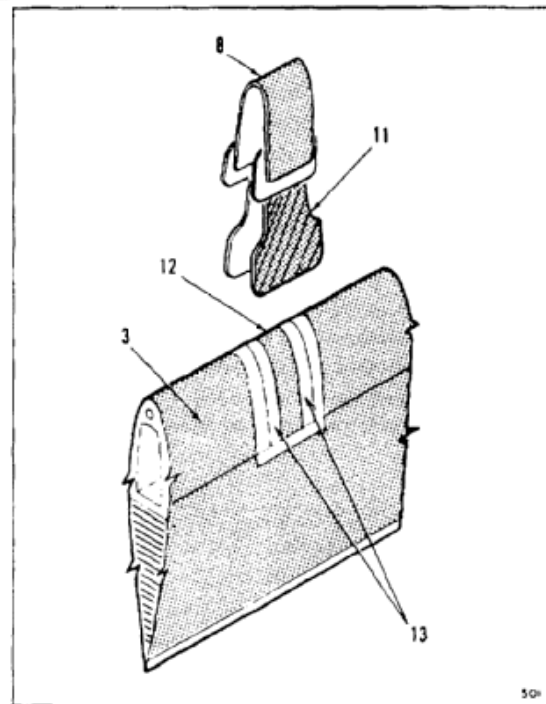
9. Mix **3 ounces** of prepackaged adhesive (E43). Follow manufacturer's instructions. Mix until color is uniform light grey. Go to step 11.
10. If prepackaged adhesive is not available, mix adhesive (E43) as follows:
  - a. Mix **5 parts** by weight of base (white) with **7 parts** by weight of hardener (gray).

- b. Mix adhesive in polyethylene cup (E157) until color is uniform. Use tongue depressor (E424).
11. Apply adhesive (E43) to a **1-1/2 inch** wide strip (12) on both sides of crack. Adhesive should extend to full chordwise depth of nose cap (3).

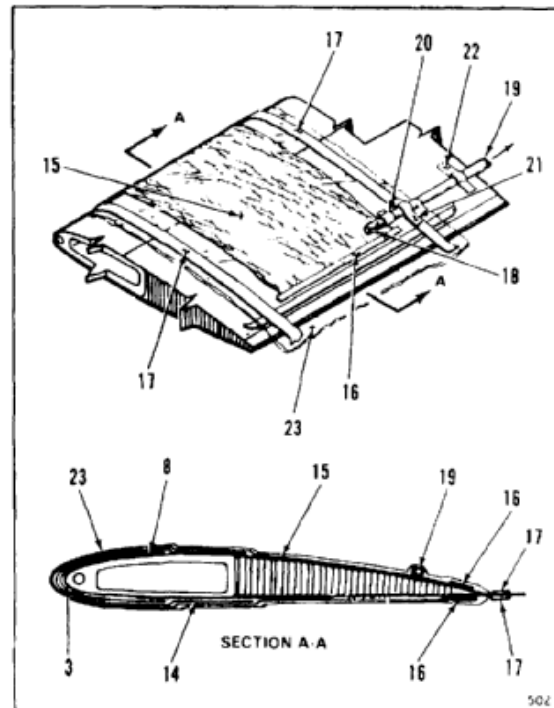
**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

12. Apply sealant (E336) to a **1 inch** wide strip (13) on either side of adhesive (E43) (12). Total width of adhesive and sealant should be **5 inches**.
13. Position scrim cloth (E325) (11) centered over crack. Tamp scrim cloth into adhesive and sealant until cloth is completely saturated. More adhesive can be added to obtain heavy coat.
14. Remove peel ply from repair doubler (8).
15. Spread ends of repair doubler (8) slightly and position over repair area. Press doubler (8) firmly against leading edge of cap (3).



16. Prepare area for bonding as follows:
- Cover repair with Teflon-impregnated fabric (E170) (14). Fabric should overlap repair **3 inches** on each edge.
  - Cover Teflon-impregnated fabric (14) with fiberglass cloth (E132) (15). Secure fiberglass cloth with masking tape (E388) (16).
  - Apply sealing tape (E396) (17) around repair area.
  - Wrap two layers of fiberglass cloth (E132) (18) around end of aluminum tube (19). Secure cloth to tube with masking tape (E388) (20).
  - Connect tube (19) to vacuum source.
  - Position tube (19) on fiberglass cloth (15) near the blade trailing edge. Wrap two layers of sealing tape (E396) (21) around tube (19) where it crosses sealing tape (17).
  - Press tube (19) into surrounding sealing tape (17) to form air tight seal. Secure tube to blade. Use masking tape (E388) (22).
  - Cover repair area with polyvinyl sheet (E284) (23). Press sheeting onto sealing tape (17) to form air tight seal.



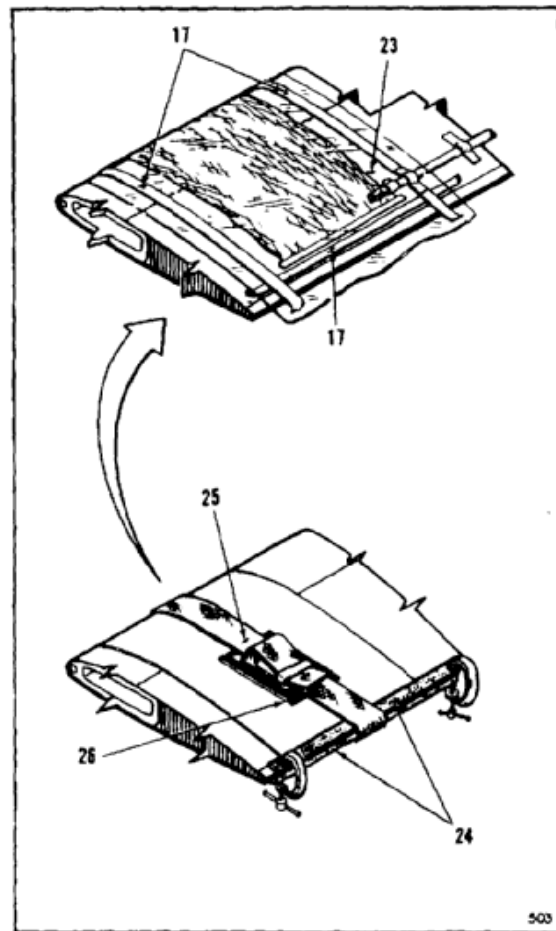
#### NOTE

Spread polyvinyl sheeting smoothly. Keep wrinkles at a minimum to avoid air leaks.

- i. Operate vacuum pump. Smooth wrinkles in polyvinyl sheet (23).
- j. Check for air leaks. Adjust sheeting (23) or add sealing tape (E396) if needed.
- k. Clamp wooden blocks (24) on both sides of blade trailing edge.
- l. Place cargo strap (25) around blade to secure nose cap doubler. Position rubber pads (26) to protect polyvinyl sheet (23) from cargo strap buckle. Make pads (26) from rubber sheet (E319).
- m. Tighten cargo strap (25) to fully seat repair doubler on nose cap.
- n. Maintain **20 inches** Hg minimum vacuum during cure.



Do not exceed **160°F (71°C)**. Higher temperature can damage fiberglass.



17. Cure repair at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamps. Monitor temperature. Use temperature indicating strips (E413). If heat lamps are not available, go to step 18.

**WARNING**

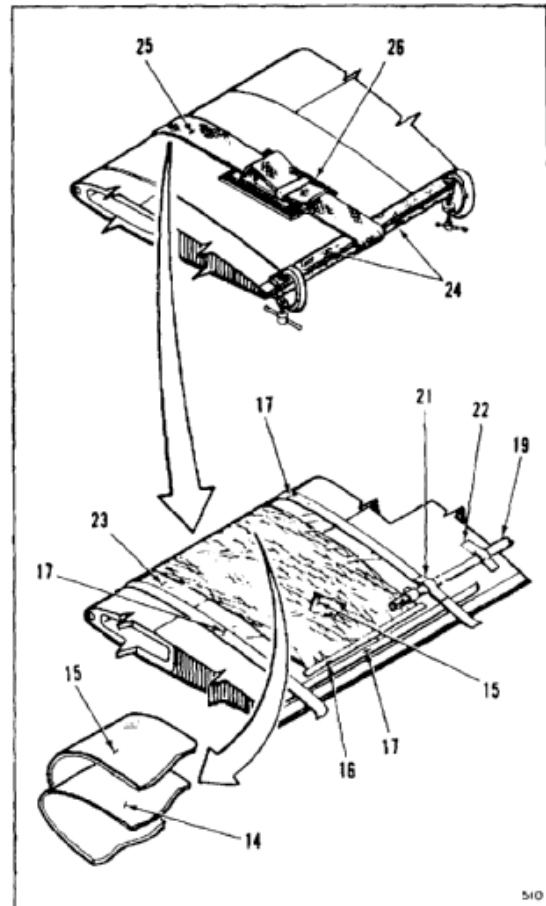
Adhesive will not cure at temperature below **60°F (15°C)**. Improper cure can cause bond failure and injury to personnel. Do not count time at temperature below **70°F (21°C)** as cure time.

18. Cure repair without heat lamps at **70°F (21°C) for 24 hours**.

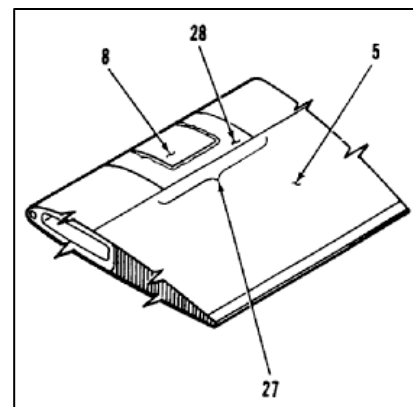
**NOTE**

Vacuum source can be removed after **12 hours** when repair is cured for **24 hours**.

19. Remove vacuum source. Remove cargo strap (25), pads (26), wood blocks (24), and polyvinyl sheet (23). Remove masking tape (22), tube (19), sealing tape (21 and 17), masking tape (16), glass cloth (15), and Teflon-impregnated fabric (14).



20. Check repair area (27) for adhesive squeezeout. Check for voids at areas where there is no squeezeout.
21. Apply bead of sealant (E336) (28) around doubler (8). Blend sealant to form a smooth gradual fairing from doubler to surface of blade (5). Cure sealant for **24 hours**.



- 21.1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
- For rotor blades without **58** proceed to step 22.
  - For rotor blades with **58** proceed to Task 2-350.1.
22. Refinish repair area (27) as follows:
- Solvent wipe repair area (27). Use cloth (E120) damp with acetone (E20). Wipe dry. Use clean cloth (E120). Wear gloves (E184.1).

**WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Apply a thin mist coat of epoxy primer (E292.1). Wear gloves (E184.1). Allow to air dry for **1 hour**.

**WARNING**

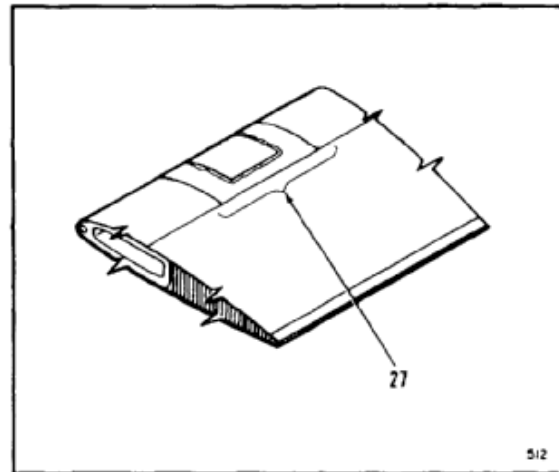
Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Use only aliphatic naphtha IT-N-95 (E245). Other types can contaminate blade surface.

**NOTE**

If lacquer finish is applied within **2 hours** after epoxy primer, cleaning with aliphatic naphtha is not required.



- c. Within **24 hours** after priming, wipe repair area (27). Use clean cloth (E120) damp with aliphatic naphtha (E245). Wear gloves (E184.1). Wipe dry before naphtha evaporates. Use clean cloth (E120).

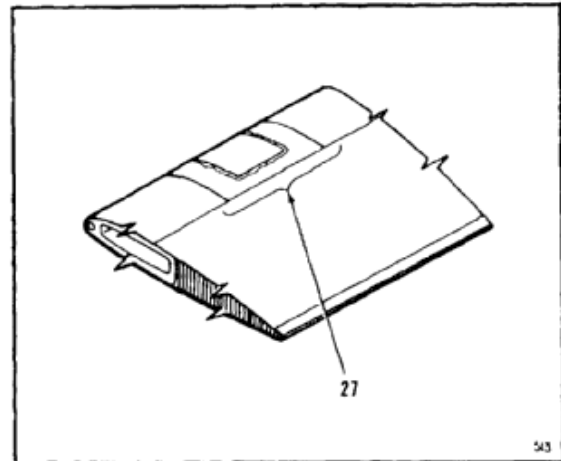
**WARNING**

Lacquer (E215) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Thinner (E415) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- d. Thin lusterless black lacquer (E215). Use thinner (E415). Follow manufacturer's instructions.
- e. Apply two coats of thinned lacquer (E215) to repair area. Wear gloves (E184.1). Allow to dry **45 minutes** between coats.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Adjust tracking weights (Task 5-82.1).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Heat Lamp  
Trip Balance, NSN 6670-00-401-7195

**Materials:**

Abrasive Paper (E8 or E9)  
Acetone (E20)  
Cloths (E120)  
Masking Tape (E388)  
Adhesive (E40, E41, E43 or E47.1)  
Curing Agent (E158.1) or Hardener (E194.1)  
Temperature Indicating Strips (E413)  
Polyethylene Cup (E157)  
Wood Spatula (E424)

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**References:**

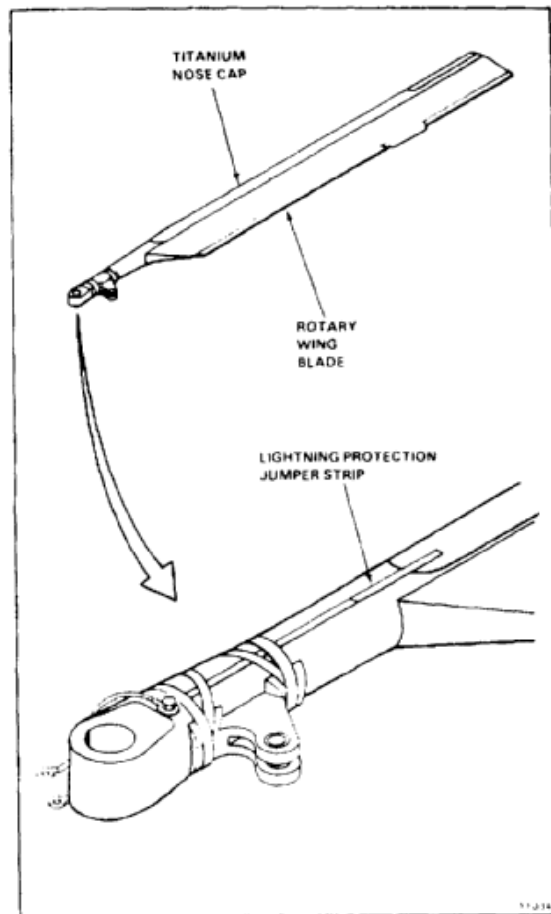
Task 5-63.1  
Task 5-63.2  
Task 5-82

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E40, E41, E43 or E47.1) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 0424 and A-2-0001 to 0429 only).



**CAUTION**

Do not use chlorinated solvents on the titanium nose cap or doubler. Contamination of titanium will result in material failure

**NOTE**

In general, lightning strikes are accompanied by arc burns, delamination, and fragmented fiberglass in the area of the strike. The lightning protection strip, jumper strips, wire mesh, and jumper wires usually receive the most severe damage.

1. Wipe blade (1) with cloths damp with acetone (E20). Dry with lint-free clean cloth (E120). Inspect and define areas of damage (Tasks 63.1 and 63.2).
2. Remove fragments (if any) of fiberglass skin, loose doublers, and other damaged parts.
3. Repair lightning strike damage on titanium nose cap (2) as follows:
  - a. Remove adhesive where discolored or loose. Use aluminum chisel.
  - b. Inspect wire mesh (3) and surrounding area.
  - c. Blend out damage (4) on nose cap (2). Remove all signs of burns or discoloration. Make gradual blend over area at least **10 times** depth of damage.

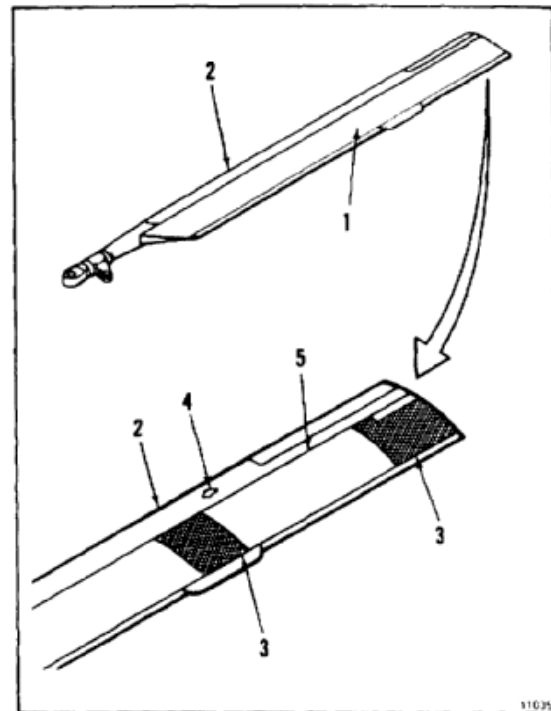
**CAUTION**

Do not break fibers of blade skin or damage wire mesh.

- d. Remove all wire edges and grind marks. Use abrasive paper (E8 or E9). Sand with spanwise strokes only.

**INSPECT**

- e. There shall be no check marks or chordwise cracks at nose cap trailing edge (5).



- f. Remove loose particles. Wipe repair area with cloth (E120) damp with acetone (E20). Wipe dry with clean cloth before acetone evaporates.
- g. Mask blade fairing (6) at repair area (4). Use masking tape (E388) (7).
- h. Prepare adhesive (E40, E41 or E47.1) as follows:

**NOTE**

Adhesive (E41) is preferred. Use adhesive (E40) only if (E41) is not available.

- (1) Mix tube of adhesive (E40). Follow instructions on kit.
- (2) If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - (a) Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - (b) Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E24).
- (3) If adhesive (E47.1) is used, prepare as follows:
  - (a) Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1 or E199.1) use trip balance.
  - (b) Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
- i. Fill repair area (4) with adhesive. Fair adhesive to surrounding surface of nose cap (2).



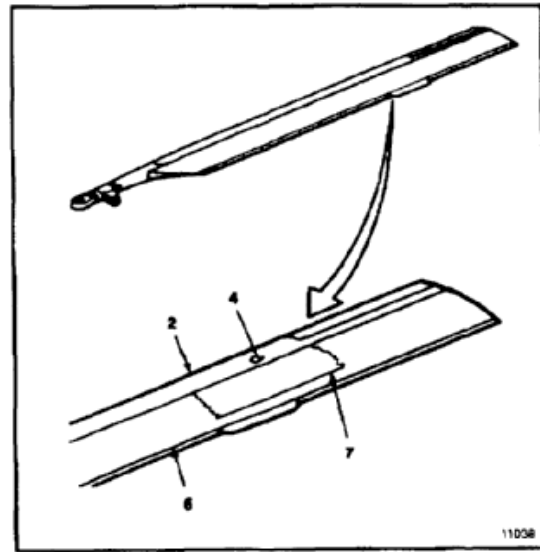
Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- j. Cure adhesive at **150° - 160°F (66° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C)** in **24 hours**.

- k. Refinish repair area (4) (Task 5-82).



4. Repair damage to nose cap (2) under jumper strip (8) as follows:

- a. Remove jumper strip (8). Use aluminum chisel.



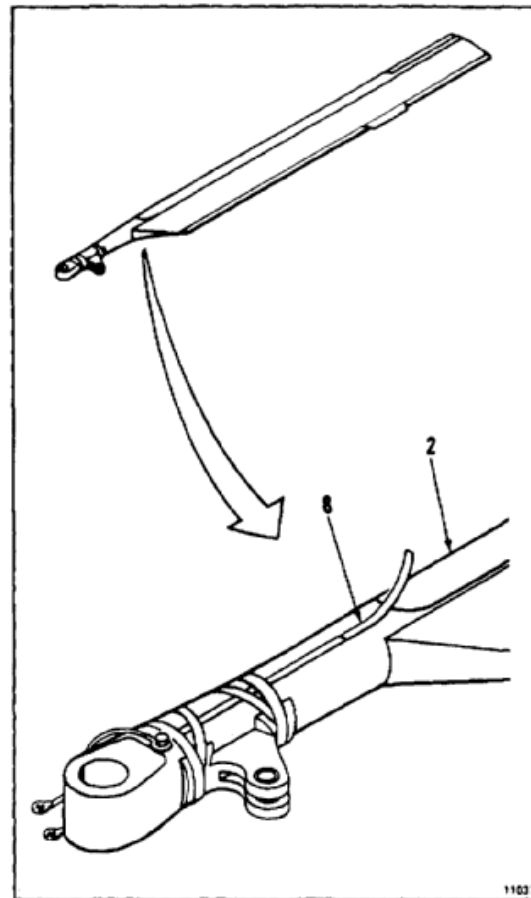
Do not break fibers of the fairing skin.

- b. Remove damage on nose cap (2). Use a grinder. Edge of nose cap can be scalloped to full depth if required. Use a **1 inch** diameter grinder.
- c. Smooth edge of repair. Use abrasive paper (E8 or E9). Sand in spanwise direction only.
- d. Wipe repair area. Use cloth (E20) damp with acetone (E120). Wipe dry with clean cloth before acetone evaporates.
- e. Mix adhesive as follows:
- (1) Weigh **7 parts** of gray hardener and **5 parts** of white base. Use tip balance.
  - (2) Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
- f. Fill blended area with adhesive (E43).

#### **INSPECT**

#### **FOLLOW-ON MAINTENANCE:**

- Replace jumper strip (Task 5-81.3.1).  
Refinish repair area (Task 5-82).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Heat Lamp

**Materials:**

Abrasive Paper (E7 and E9)  
Acetone (E20)  
Cloth (E120)  
Sealant (E336)  
Teflon Tape (E399)  
Temperature Indicating Strips (E413)

**Parts:**

Root End Slot Seal 114R1779-1

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task

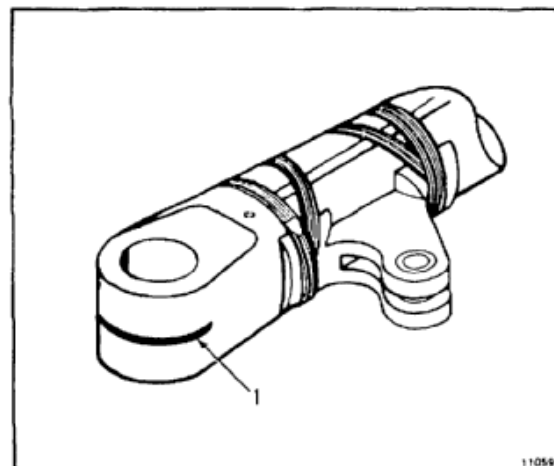
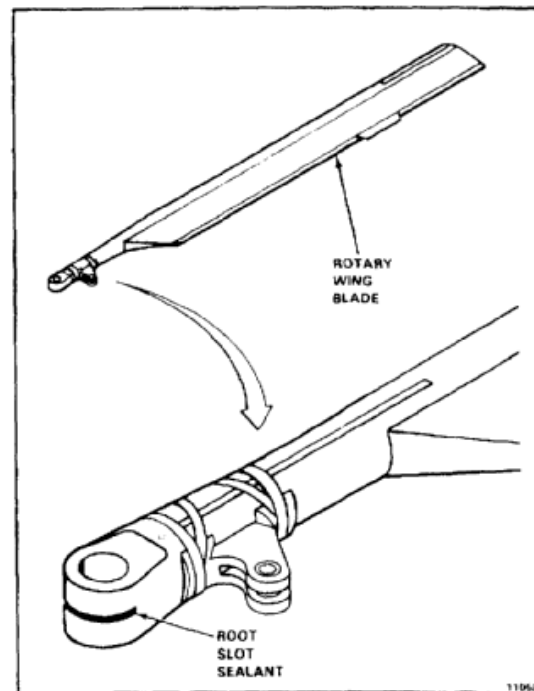
**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 0424 and A-2-0001 to 0429 only).

1. Remove finish from root end to a distance of **1 inch** all around root slot sealant (1). Use abrasive paper (E7).
2. Remove root slot sealant (1). Use utility knife and chisel.

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



3. Clean repair area. Use clean cloth (E120) damp with acetone (E20). Wipe dry before acetone evaporates. Use clean dry cloth.

**WARNING**

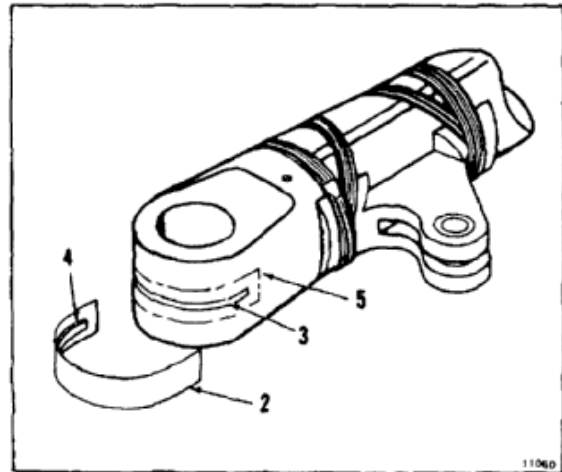
Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

4. Mix sealant (E336) in accordance with the manufacturer's instructions.

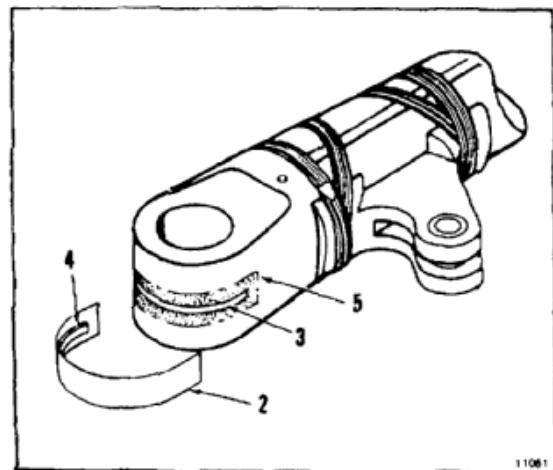
**NOTE**

Working life of sealant (E336) is about **30 minutes**.

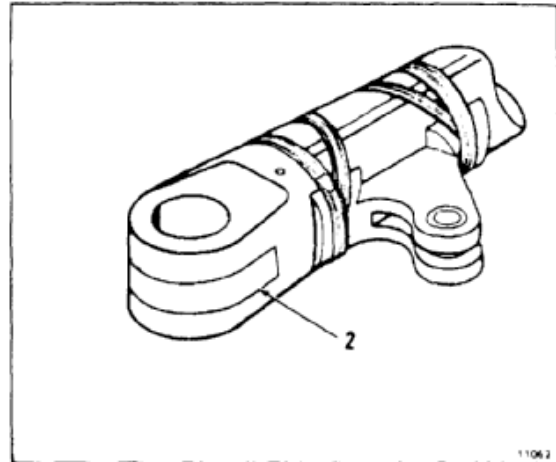
5. Temporarily fit root slot seal (2) in open root slot (3). Note amount of gap between ends of slot filler (4) and ends of root slot. Draw outline (5) of slot seal (2) on blade root. Remove seal (2).



6. Apply sealant to area within outline (5). Apply sealant at ends of root end slot (3) to completely fill gap between slot and end of filler (4).



7. Install end slot seal (2). Press edges of seal firmly onto sealant. Use additional sealant (E336) to fair end slot seal to surrounding surface.



8. Cover repair area with Teflon tape (E399) (6).



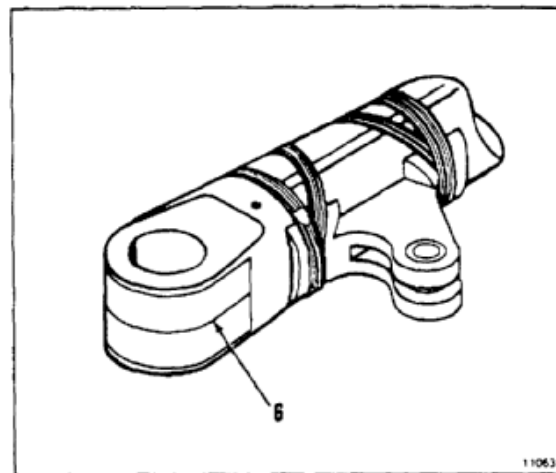
Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass blade can occur.

9. Cure adhesive at **120° - 130°F (49° - 55°C)** for **1 hour**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved at **70° - 80°F (21° - 27°C)** in **6 hours**.

10. Remove Teflon tape (6) when cure is completed.



**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Refinish repair area (Task 5-82).

END OF TASK

**5-66.5 INSPECT TITANIUM NOSE CAP FOR UNBONDING****5-66.5****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Coin

**Materials:**

None

**Personnel Required:**

Inspector

**Equipment Condition:**

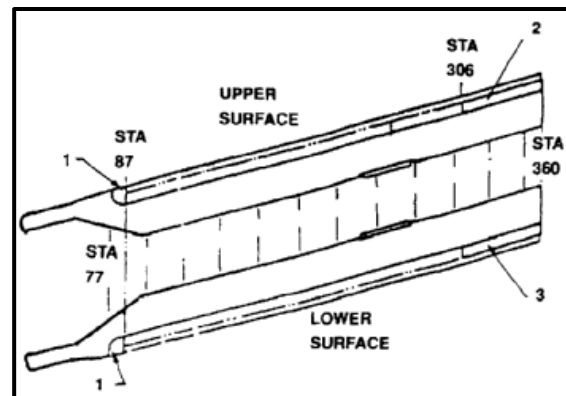
Battery Disconnect (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off

**NOTE**

Position blade to be serviced over fuselage. Tiedown one forward and aft head to assure no rotation.

Procedure is to inspect the inner **10 inches** and outer **54 inches** of the titanium cap for unbonding. Corresponding stations are 77 to 87 and 306 to 360.

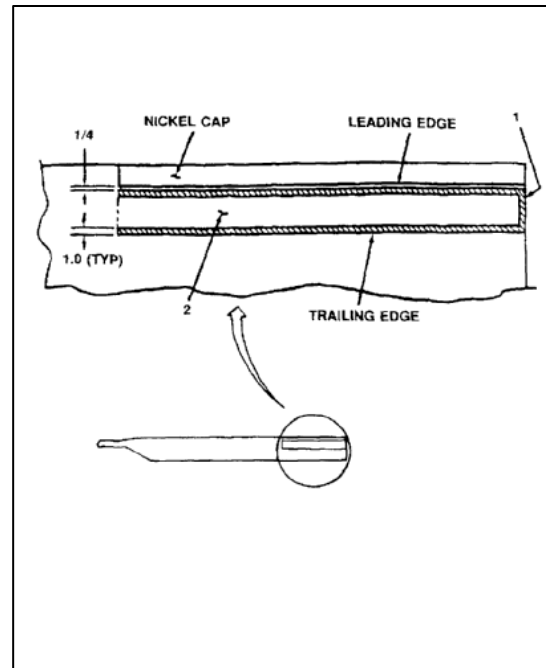
1. Coin tap inspect titanium cap in area (1), both top and bottom, from sta. 77 to sta. 87. Total void area of both top and bottom is not to exceed **90 square-inches** and should be replaced if it exceeds this requirement.
2. Coin tap inspect titanium cap in areas (2 and 3) from sta. 306.0 to 360.0.
  - a. Voids shall not exceed **2 inches** chordwise nor **12 inches** spanwise.
  - b. Minimum distance between voids shall be **1.0 inch** chordwise, **6 inches** spanwise.
  - c. Voids within minimum distance of each other shall be considered one void.



3. Any void within **0.25 inch** of the leading edge or to the outboard or trailing edge shall be repaired per Task 5-66.1.
4. Coin tap inspect shaded area (1) between **0.25 inch** and **1.0 inch** of leading edge and within **1.0 inch** of the outer and trailing edges. Void area shall not exceed **10 square-inches**. Replace blade if void exceeds **10 square-inches**.
5. Coin tap inspect area (2) beyond **1.0 inch** from any edge of blade. Void area shall not exceed **20 square-inches**. Replace blade if void exceeds this requirement.

**NOTE**

Any void whose location exists within **0.25 inch** of the leading, outboard or trailing edge and extends in the center area (2) shall meet the criteria of steps 4 and 5.

**FOLLOW ON MAINTENANCE:**

Repair nose cap (Task 5-66.1).

END OF TASK

5-328



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Trip Balance, NSN 6670-00-401-7195  
 Shot Bag  
 Heat Lamp

**Materials:**

Abrasive Paper (E7 and E9)  
 Gloves (E186)  
 Cloth (E120)  
 Acetone (E20)  
 Adhesive (E40 or E41)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Tape (E388)  
 Silicone Rubber (E318)  
 Temperature Indicating Strips (E413)

**Personnel Required:**

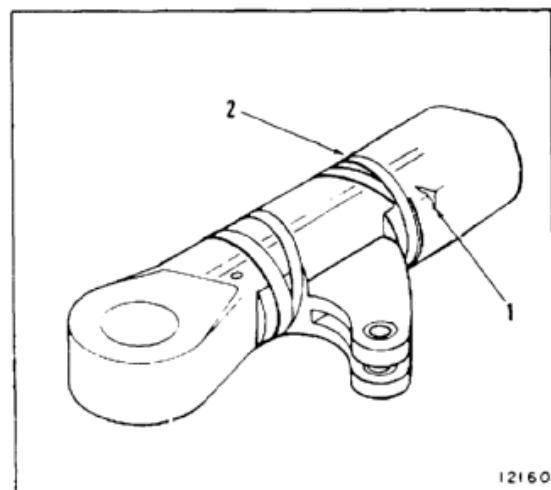
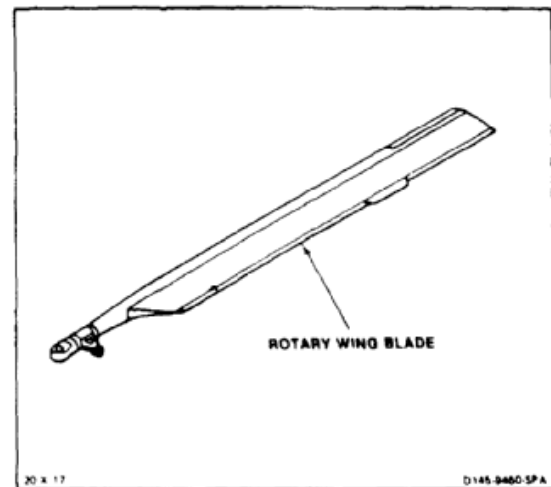
Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

## 1. Prepare damaged area (1) of spar (2) as follows:

- a. Remove damaged fiberglass. Use file. Do not exceed depth of damage. Taper edges **10 times** depth of damage.
- b. Check damaged area. Damaged area shall not exceed **four plies (0.072 inch)** in depth.



- c. Remove finish to a distance of **1 inch** all around damaged area (1). Use abrasive paper (E7).

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- d. Clean area (3) where finish was removed. Use cloth (E120) damp with acetone (E20). Wear gloves (E186). Wipe acetone dry immediately. Use dry cloth (E120).
2. Mix adhesive (E40 or E41) as follows:

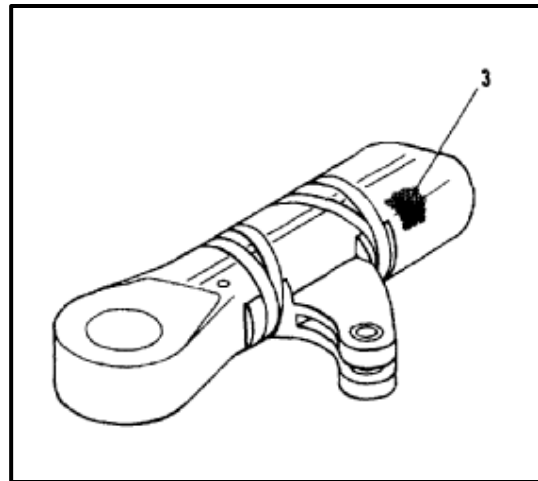
**WARNING**

Adhesives (E40 and E41) are flammable and toxic. Avoid inhaling. Use only with adequate ventilation. Keep away from heat, sparks, or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Adhesive (E40) is preferred. Use adhesive (E41) only if adhesive (E40) is not available.

- a. Mix a tube of prepackaged adhesive (E40). Follow instructions on kit. Wear gloves (E186).
- b. If prepackaged adhesive (E40) is not available, prepare adhesive (E41). Mix **100 parts** of resin and **23 parts** of hardener by weight. Use trip balance and polyethylene cup (E157). Stir until color is uniform. Use tongue depressor (E424).



3. Repair damaged area (1) as follows:

**NOTE**

Working life of adhesive mixture is **30 minutes**.

- a. Fill damaged area (1). Use adhesive (E40 or E41).
- b. Fair adhesive flush with area (3) around damaged area (1). Use tongue depressor (E424).
- c. Cut silicone rubber (E318) (4), peel ply (E270) (5), and Teflon-impregnated fabric (E170) (6) **1 inch** larger, on all sides, than area (3).
- d. Cover area (3). Use peel ply (E270.1) (5) and Teflon-impregnated fabric (E170) (6).
- e. Place silicone rubber (E318) (4) over Teflon-impregnated fabric (E170) (6). Bend rubber to blade spar contour.
- f. Press silicone rubber (E318) (4) down. Wrap tape (E388) (7) around blade spar (2) over rubber. Position shot bag (8) over tape.



Blade temperature must not exceed **160°F (71°C)**. Overheating will damage fiberglass.

4. Cure repair at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor blade temperature. Use temperature indicating strips (E413).

**NOTE**

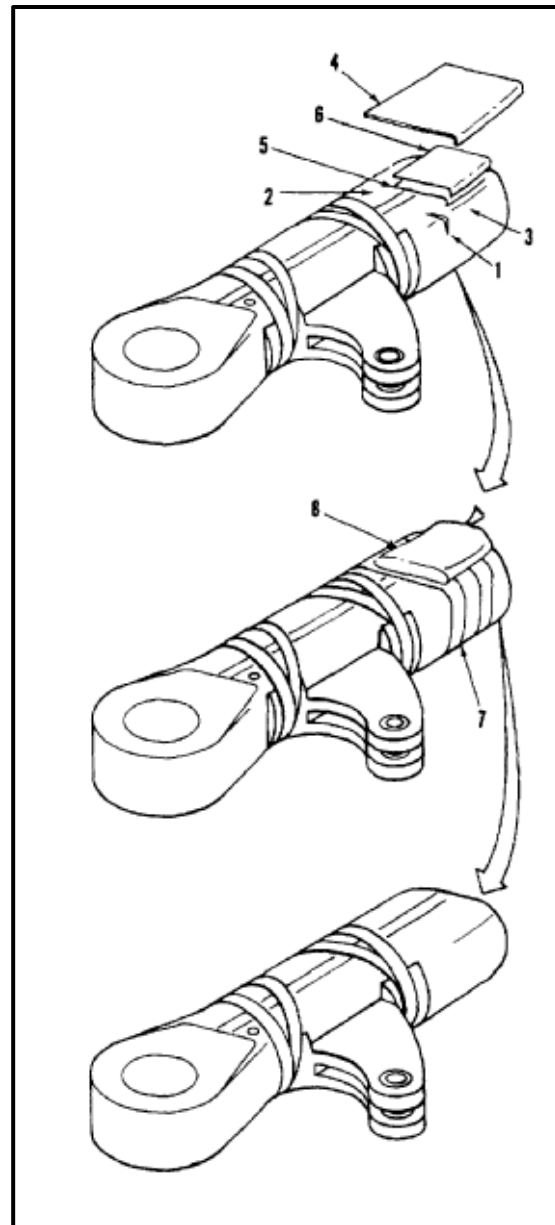
If heat lamp is not available, cure at **70° - 80°F (21° - 27°C) for 24 hours**. Shot bag can be removed after **12 hours**.

5. Remove shot bag (8), tape (7), rubber (E318) (4), and Teflon-impregnated fabric (E170) (6).
6. Blend repaired area. Use abrasive paper (E9).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Refinish blade (Task 5-82).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Scissors  
 Vacuum Pump  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp  
 Respirator

**Materials:**

Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E7 and E9)  
 Masking Tape (E388)  
 Cloth (E120)  
 Adhesive (E40, E41, E43 or E47.1)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168)  
 Curing Agent (E158.1)

**Personnel Required:**

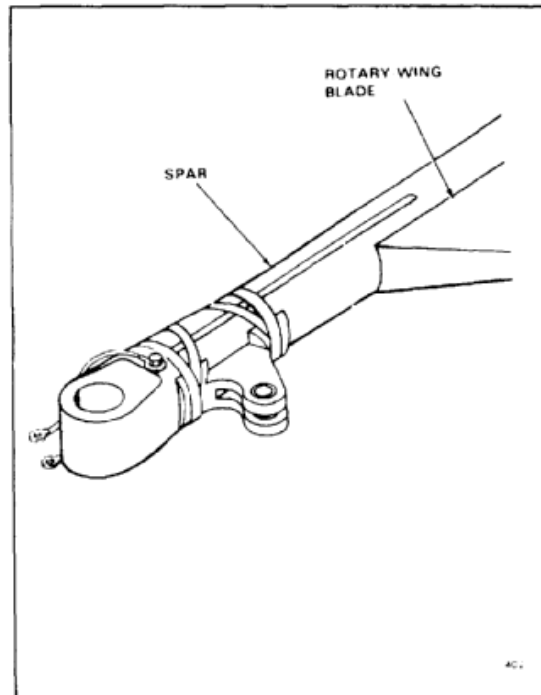
Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesives (E40, E41, E43, and E47.1) are toxic. They can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

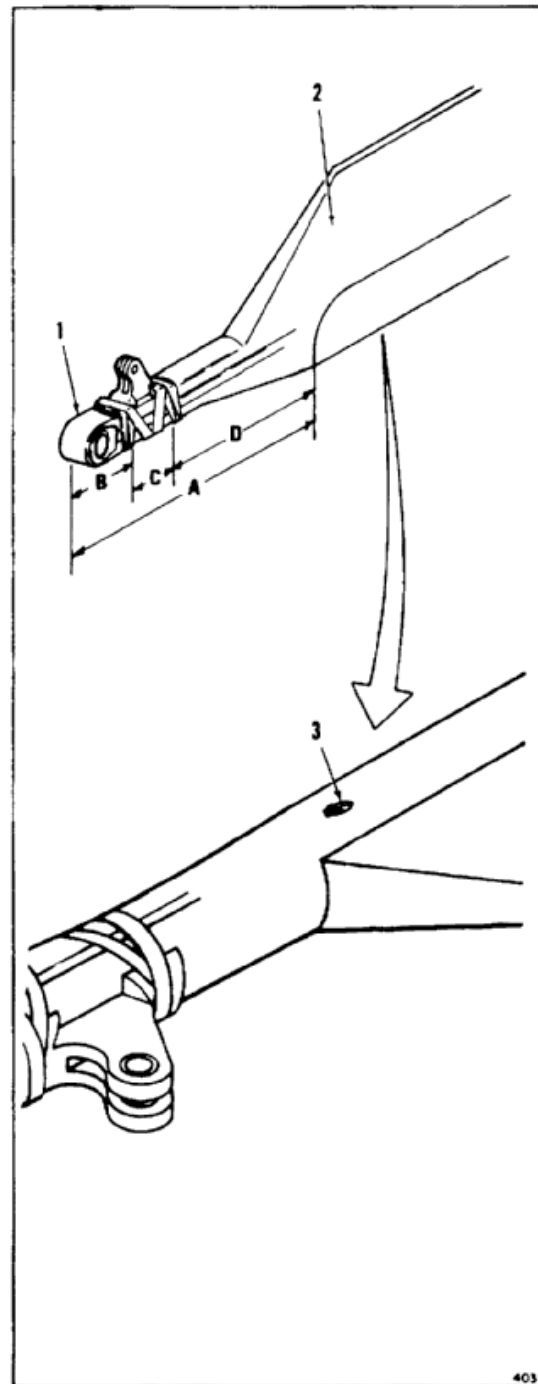
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 0424 and A-2-0001 to 0429 only).

1. Measure distance from root end (1) of blade (2) to outboard edge of damage area (3). Note distance.
2. Measure size and depth of damage area (3), and proceed as follows:

**WARNING**

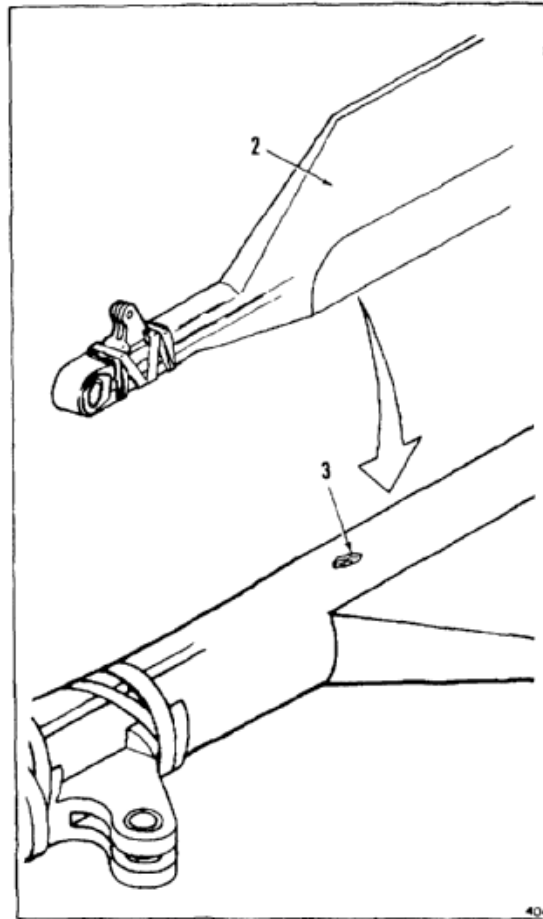
If damage is as described in steps a, b, d, or f, repair is not authorized at this maintenance level. Unauthorized repairs can cause loss of helicopter and loss of life.

- a. If distance A is greater than **51 inches**, or damage area (3) is greater than **1 square-inch**, the blade is not repairable at this level of maintenance.
- b. If damage area (3) is within distance B, and is greater than **0.108 inch** deep, the blade is not repairable at this level of maintenance.
- c. If damage area (3) is within distance B, and is less than **0.108 inch** deep, go to step 3.
- d. If damage area (3) is within distance C, and is greater than **0.090 inch** deep, the blade is not repairable at this level of maintenance.
- e. If damage area (3) is within distance C, and is less than **0.090 inch** deep, go to step 3.
- f. If damage area (3) is within distance D, and is greater than **0.072 inch**, the blade is not repairable at this maintenance level.
- g. If damage area (3) is within distance D, and is less than **0.072 inch**, go to step 3.



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3. Remove glass fibers from damage area (3). Use file. Do not file deeper than damage. Taper sides of damage to **10 times** depth.
4. Check damage area (3) after loose fibers are removed. If damage is less than **5 plies**, and the area does not exceed **10 square-inches**, go to Task 5-67. If damage is **5 or more plies**, check that it does not exceed the limits in step 2.
5. Remove finish **1 inch** around all sides of damage area (3). Use abrasive paper (E7). If needed, soften finish. Use clean cloth (E120) damp with acetone (E20). Wear gloves (E186).
6. Clean blade (2) **7 inches** around all sides of damage area (3). Use cloth (E120) damp with acetone (E20). Wipe dry immediately. Use dry cloth (E120).

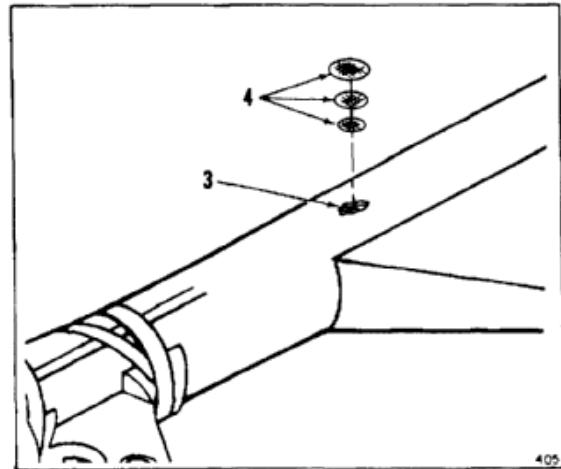


7. Cut patches (4) from glass cloth (E132) to fit inside damage area (3). Size patches to overlap.

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41, E43 or E47.1) only if prepackaged kit is not available.

8. Mix tube of adhesive (E40). Follow instructions on kit.
9. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
- Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

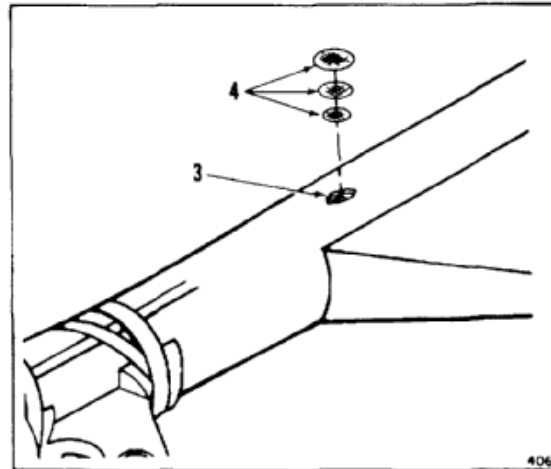


**NOTE**

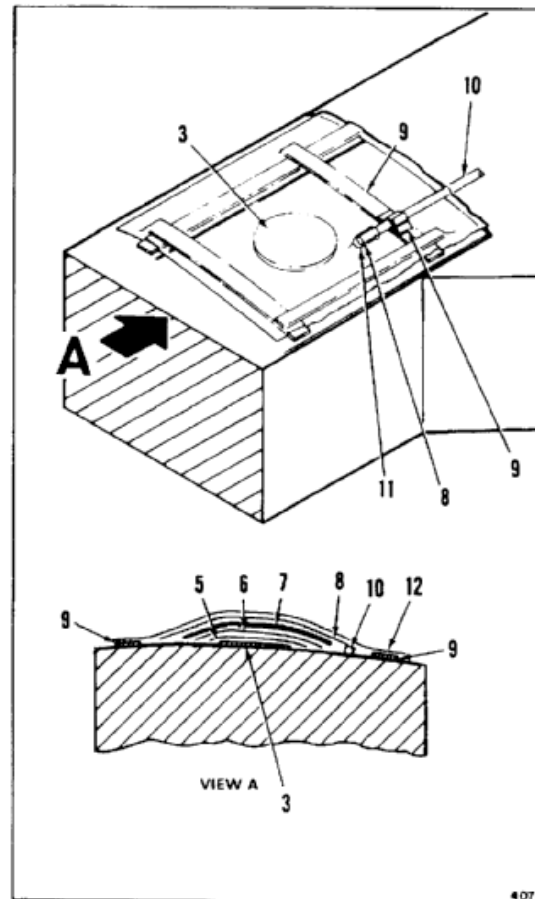
Working life of adhesive is **30 minutes**.

- 9.1. If adhesive (E43) is used, prepare as follows:
- Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
- 9.2. If adhesive (E47.1) is used, prepare as follows:
- Weigh **equal parts** of adhesive (E47.1) and hardener (E194.1). Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

10. Apply a layer of adhesive (E40, E41, E43 or E47.1) to damage area (3). Position smallest patch (4) at bottom of damage area.
11. Continue to apply layers of adhesive and patches (4). Overlap each patch with larger patch. Be sure patches are soaked with adhesive. Cover the top patch with adhesive.



12. Bond repair area (3) as follows:
  - a. Cover repair with layer of peel ply (E270) (5) and layer of Teflon-impregnated fabric (E170) (6). Make layers large enough to overlap patch (3) **1 inch**.
  - b. Cover Teflon-impregnated fabric (E170) (6). Use thick rubber pad (E318) (7).
  - c. Cover repair area. Use fiberglass cloth (E132) (8). Cut cloth large enough to cover rubber pad (E318) (7).
  - d. Surround cloth (E132) (8) with sealing tape (E396) (9). Keep tape clear of cloth.
  - e. Attach tube (10) to vacuum pump hose.
  - f. Wrap tube (10). Use two layers of fiberglass cloth (E132) (8). Apply masking tape (E388) (11) over cloth.
  - g. Position tube (10) on cloth (E132) (8) covering repair. Wrap tube with sealing tape (E396) (9) where tube crosses sealing tape (9) already applied.
  - h. Press tube (10) onto tape (9) to make airtight seal.
  - i. Press polyvinyl sheet (E284) (12) smoothly onto tape (9) to make airtight seal.
  - j. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (12) or add tape (E396) (9) as needed.
  - k. Maintain **20 inches** Hg vacuum through adhesive cure.





**CAUTION**

Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- i. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

- m. Turn off vacuum pump.
- n. Remove peel ply (5), fabric (6), rubber (7), fiberglass (8), tape (9), tube (10), and sheet (12).
- o. If squeezeout fairing is not satisfactory, fair patch. Use adhesive (E40, E41, E43 or E47.1). Follow step 8 or 9 to mix adhesive.

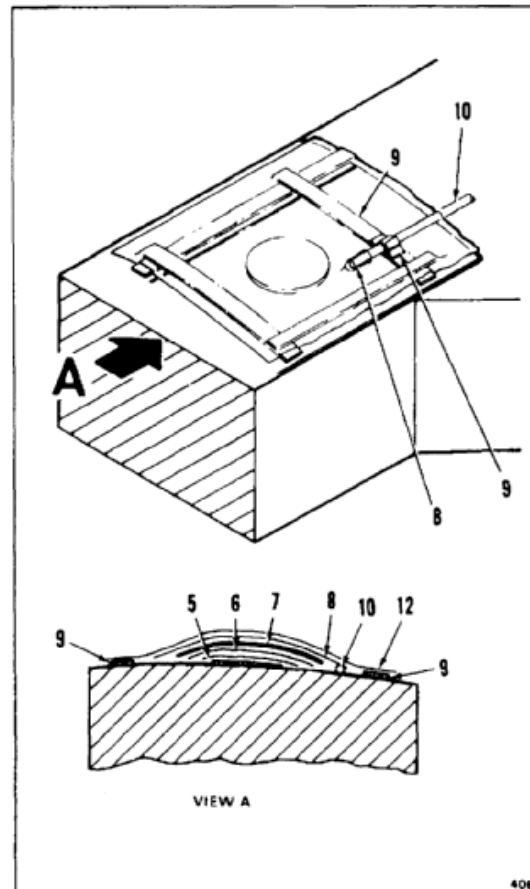
**WARNING**

Harmful adhesive particles can be inhaled if respirator is not worn during sanding.

13. Sand the repair as necessary to blend with the surrounding area. Use abrasive paper (E9). Wear a respirator.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 5-82).



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Source of Compressed Air  
Trip Balance, NSN 6670-00-401-7195  
Hand Drill

**Materials:**

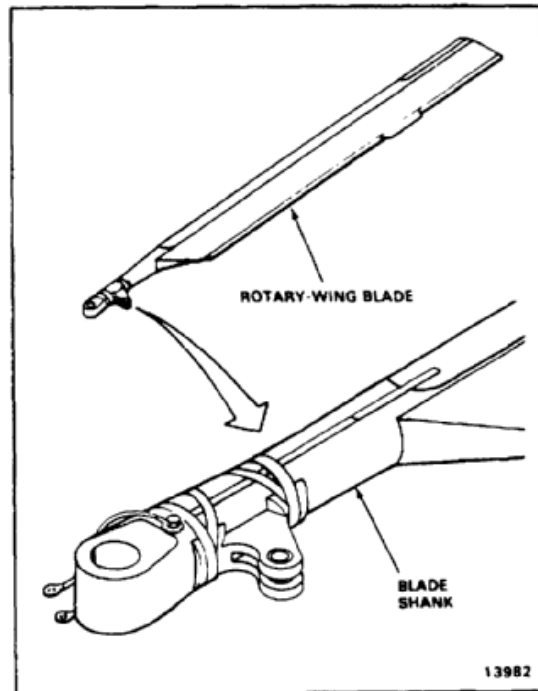
Marking Pencil (E271)  
Acetone (E20)  
Adhesive (E47.1)  
Curing Agent (E158.1)  
Gloves (E186)  
Hypodermic Syringe (E380)  
Polyethylene Cup (E157)  
Teflon Tape (E399)

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task



## 5-67.1.1 REPAIR BLADE SHANK VOIDS (Continued)

5-67.1.1

1. Determine size of void (1). Use coin tapping (Task 5-63). Outline void area with a marking pencil (E271).
2. Drill a hole (2) through unbonded material at each end of void (1). Do not drill past void. Use a No. 40 drill bit and a hand drill. Set drill depth so that the dimensions noted in the illustration will not be exceeded in the areas shown.
3. Blow air at no more than **20 psig** into one hole (2). Check that air escapes from the other hole. If not, drill more holes so that air will pass through void (1).
4. Clean void (1). Use acetone (E20) from a plastic squeeze bottle (E366). Flush void until acetone runs clear.

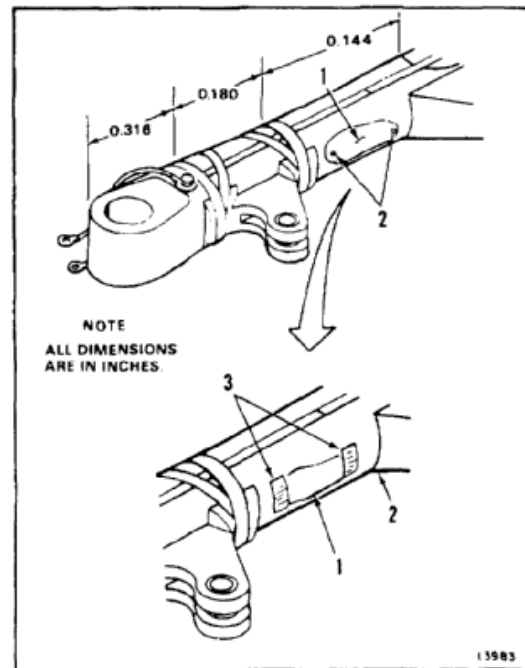


Exceeding **20 psig** may damage blade.

5. Blow clean dry air through void (1) to clear it of acetone. Do not exceed **20 psig**.
6. Prepare an adhesive mixture as follows:
  - a. Weigh **2 parts** of adhesive (E47.1) and **1 part** curing agent (E158). Use a trip balance.
  - b. Mix in polyethylene cup (E157). Use wood spatula (E424).
7. Inject adhesive into void (1) through one hole (2). Use a hypodermic syringe (E380). When void is full, shown by adhesive coming out the other hole, cover all holes. Use tape (E399) (3).
8. Let adhesive cure for **36 hours at 70° - 80°F (21° - 27°C)**.
9. Remove tape (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Trip Balance, NSN 6670-00-401-7195
- Vertical Hinge P/N 114R2172-1
- Source of Compressed Air

**Materials:**

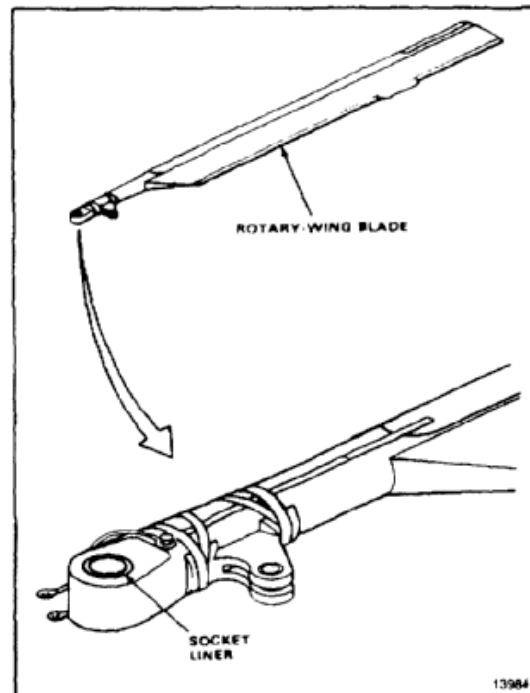
- Acetone (E20)
- Adhesive (E47.1)
- Curing Agent (E158.1)
- Gloves (E186)
- Hypodermic Syringe (E380)
- Polyethylene Cup (E157)
- Teflon Tape (E399)

**Personnel Required:**

- Aircraft Structural Repairer
- Inspector

**Equipment Condition:**

Off Helicopter Task



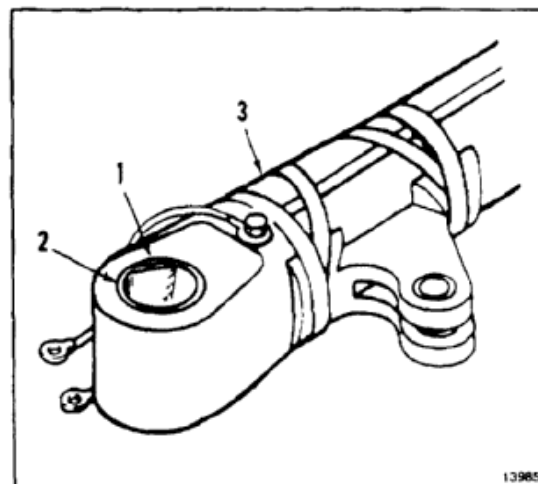
**WARNING**

Asbestos particles will irritate the eyes, lungs, and skin. It can cause cancer and lung disease. Wear goggles, respirator, and protective clothing when working in this area of the blade. Asbestos is present in blade series numbers A-1-0001 to 0424 and A-2-0001 to 0429.

**NOTE**

Repair bond voids only if they extend to edge of liner.

1. Open void (1) at edge of liner (2). Use clean **0.005 inch** thick shim stock.
2. Position blade (3) so that open end of void (1) is lower than closed end.



**WARNING**

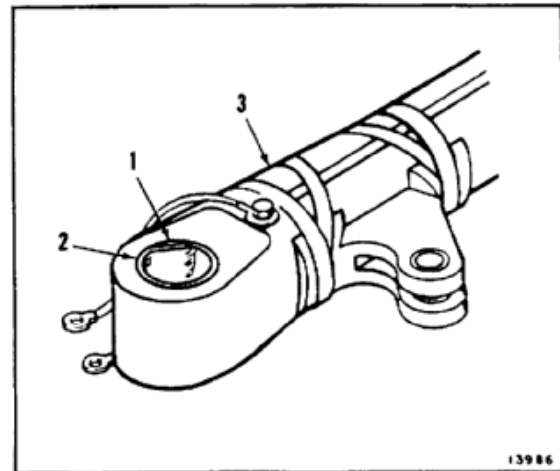
Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Clean void (1). Use acetone (E20) from a plastic squeeze bottle (E366). Flush void until acetone runs clear.

**CAUTION**

Exceeding **20 psig** may damage blade.

4. Blow out excessive acetone with compressed air. Do not exceed **20 psig**. Allow to dry for **15 minutes**.
5. Prepare an adhesive mixture as follows:
  - a. Weigh **2 parts** of adhesive (E47.1) and **1 part** curing agent (E158.1). Use a trip balance.
  - b. Mix in polyethylene cup (E157). Use wood spatula (E424).
6. Inject adhesive mixture into void (1). Use a hypodermic syringe (E380). Fill deepest part of void first to avoid trapping air.
7. Close void (1). Press liner (2) against bore of blade (3) by hand. Remove excess adhesive with cloth (E120).
8. Cover area of adhesive squeezeout with Teflon tape (E399). Install vertical pin.
9. Let adhesive cure for **36 hours at 70° - 80°F (21° - 27°C)**.
10. Remove vertical pin. Remove Teflon tape.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Scissors  
 Sanding Block  
 Pencil Compass  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp

**Materials:**

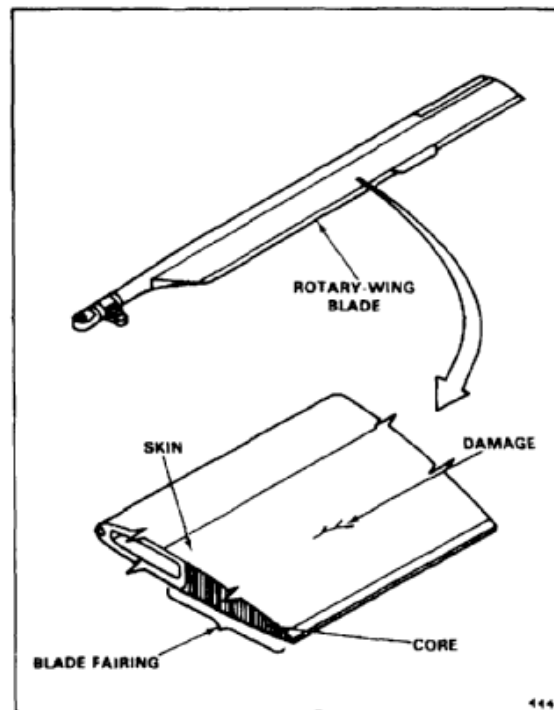
Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Masking Tape (E388)  
 Cloth (E120)  
 Adhesive (E40 or E41)  
 Polyethylene Cup (E157)  
 Tongue Depressor (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E40 or E41) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

**WARNING**

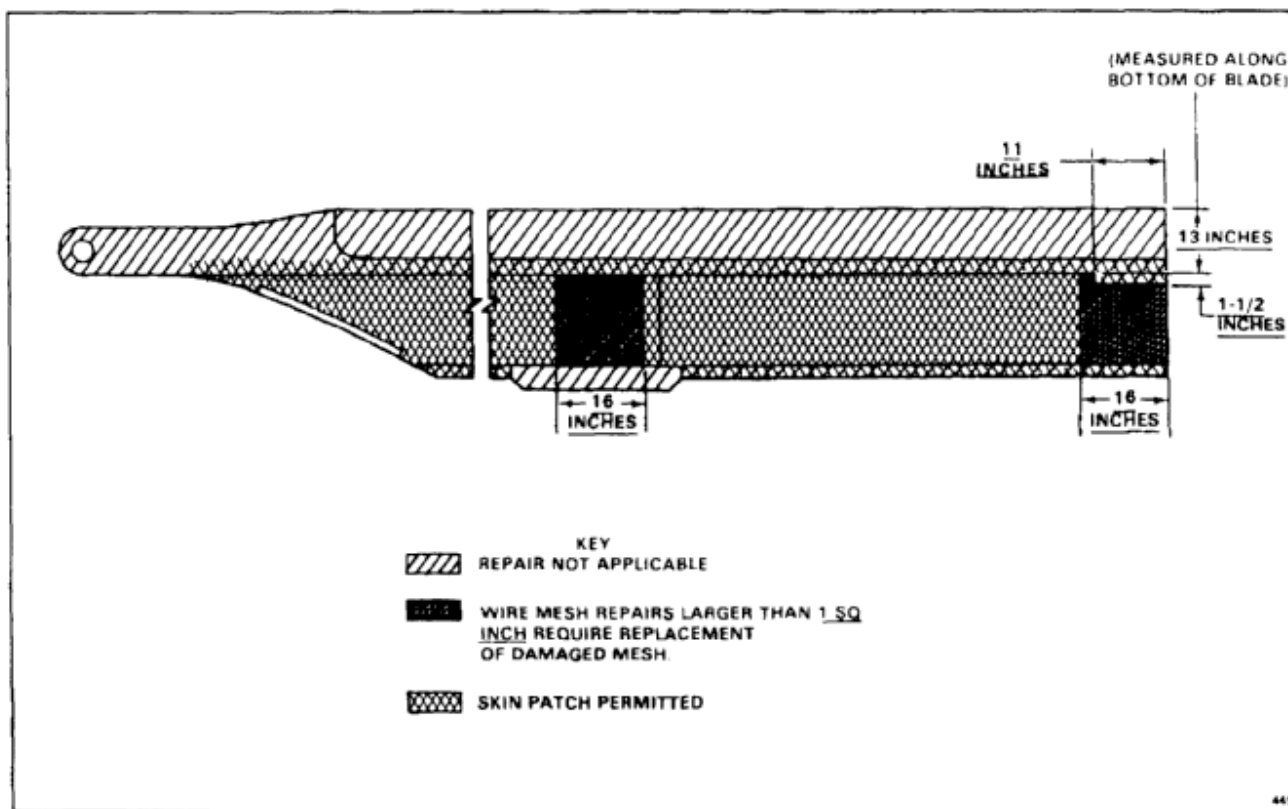
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**PREPARE DAMAGE AREA**

1. Check location and extent of damage to skin. Refer to Fiberglass Skin Damage Repair Limits figure. Skin must be patched where repairs are allowed. If damage extends into honeycomb core, repair fairing (Task 5-68, 5-69, or 5-70).

**NOTE**

Skin patch can overlap blade spar aft of titanium nose cap.

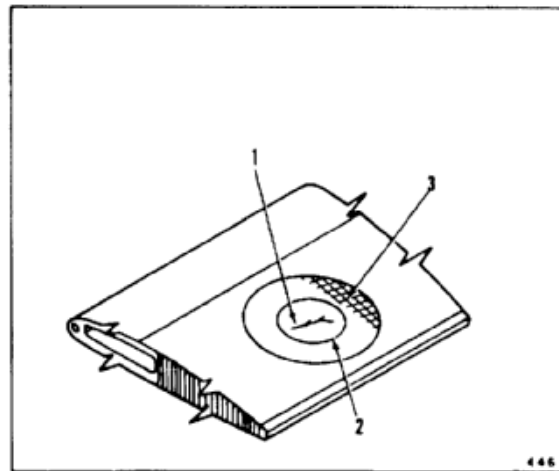


2. Outline damage area (1). Make circle or oblong outline (2).

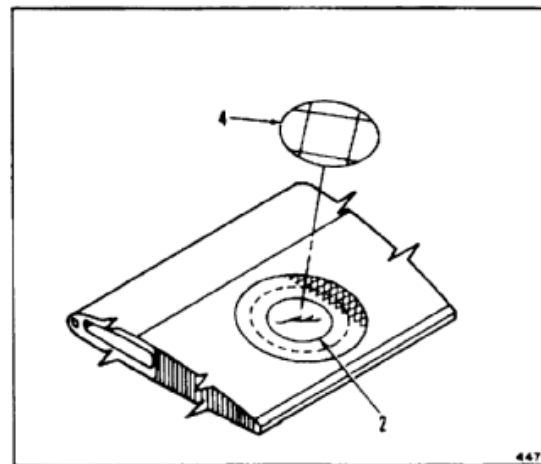


Do not wash contaminants into damage area if acetone (E20) is used to soften finish. Contaminants can prevent satisfactory repair.

3. Remove finish **1-1/2 inches** outside of outline (2) around damage. Use sanding block and abrasive paper (E6). Use acetone (E20), if needed, to soften finish. Complete finish removal. Use abrasive paper (E7). Do not sand through wire mesh.
4. If wire mesh diverter (3) must be replaced, expose wire mesh **1-1/2 inches** outside of outline (2).



5. Prepare skin patch (4) as follows:
- Position piece of fiberglass laminate (E168 or E168.1) over repair area with fibers at **45°** to chord.
  - Draw outline on fiberglass laminate (E168 or E168.1) **1 inch** larger than damaged area outline (2). Use pencil compass and straightedge.
  - Cut skin patch (4). Smooth rough edges. Use abrasive paper (E7).





**5-67.2 REPAIR BLADE FAIRING SKIN DAMAGE (Continued)**

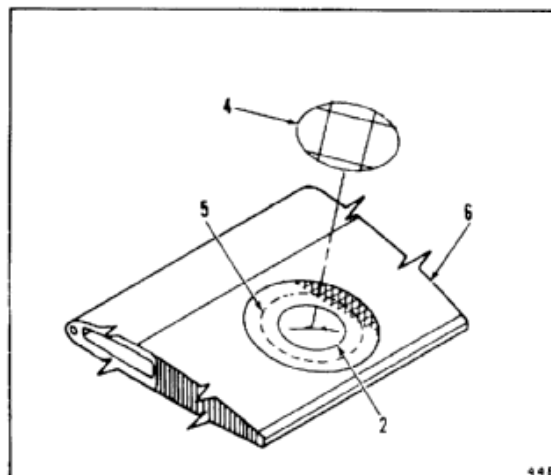
5-67.2

- d. Check that patch (4) is **1 inch** larger than damaged area outline (2) on all sides. Check that blade surface finish is removed **1/2 inch** around patch.
- e. Trace patch outline (5) onto blade skin (6).
- f. Sand both sides of patch (4) to remove surface glaze. Remove peel ply if necessary. Use abrasive paper (E9).

**NOTE**

Patch will not adhere if surface glaze is not removed.

6. Wear gloves (E186). Clean skin (6) where finish was removed. Use cloth (E120) damp with acetone (E20). Wipe dry immediately. Use dry cloth (E120). Do not remove gloves.

**INSPECT****APPLY ADHESIVE****NOTE**

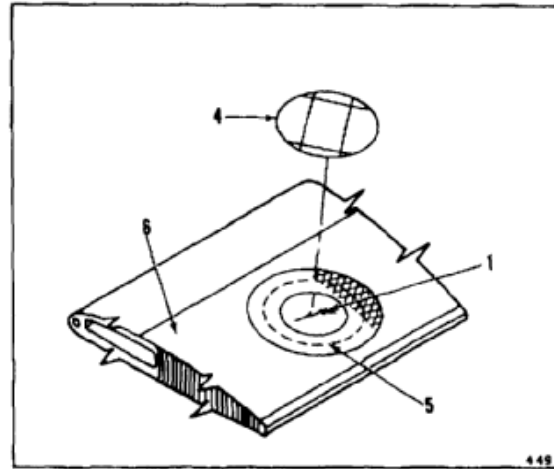
Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

7. Mix tube of adhesive (E40). Follow instructions on kit.
8. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use tongue depressor (E424).

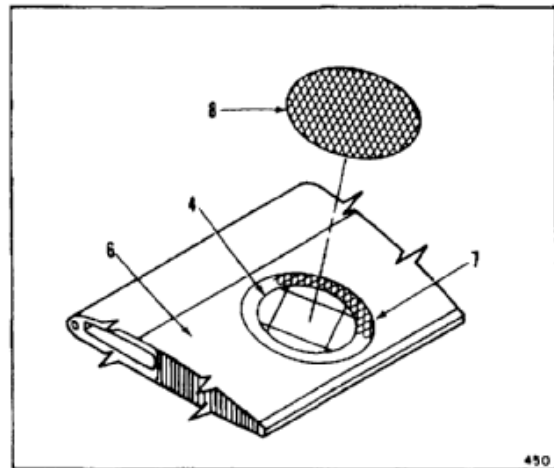
**NOTE**

Working life of adhesive is **30 minutes**.

9. Apply adhesive (E40 or E41) to outlined area (5) of blade skin (6) and one side of patch (4). If fiberglass laminate (E168.1) is used, apply adhesive so edges of patch curl towards blade. Use stiff brush.
10. Center patch (4) over damage (1), within outline (5). Position patch with fibers at **45°** to blade chord. Press onto skin (6). If wire mesh diverter damage is less than **1 square-inch**, go to step 12.

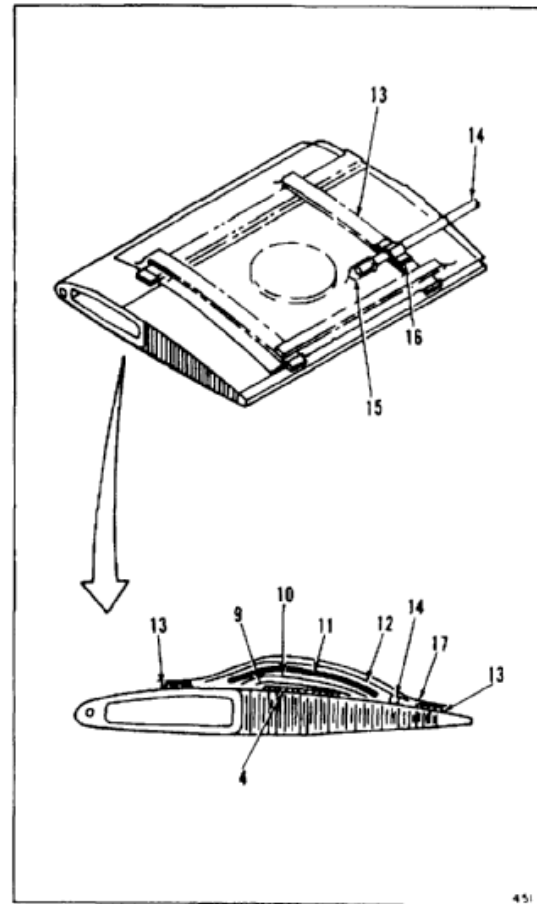


11. If wire mesh diverter damage is more than **1 square-inch**, replace mesh (7) as follows:
  - a. Cut piece of mesh (E453) (8) to cover patch (4) and exposed mesh (7).
  - b. Position mesh (E453) (8) over patch (4) and mesh (7). Seat firmly. Brush a thin coat of adhesive over mesh.



**BOND FAIRING REPAIR**

12. Cover repair with layer of peel ply (E270) (9) and layer of Teflon-impregnated fabric (E170) (10). Make layers large enough to overlap patch (4) **1 inch**.
13. Cover Teflon-impregnated fabric (E170) (10). Use thick rubber pad (E318) (11).
14. Cover repair area. Use fiberglass cloth (E132) (12). Cut cloth large enough to cover rubber pad (E318) (11).
15. Surround cloth (E132) (12) with sealing tape (E396) (13). Keep tape clear of cloth.
16. Attach tube (14) to vacuum pump hose.
17. Wrap tube (14). Use two layers of fiberglass cloth (E132) (15). Apply masking tape (E388) over cloth.
18. Position tube (14) on cloth (E132) (12) covering repair. Wrap tube with sealing tape (E396) (16) where tube crosses sealing tape (13) already applied.
19. Press tube (14) onto tape (16) to make airtight seal.
20. Press polyvinyl sheet (E284) (17) smoothly onto tape (13) to make airtight seal.



21. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (17) or add tape (E396) (13) as needed.
22. Maintain **20 inches** Hg vacuum during adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

23. Cure adhesive at **140° - 160°F (60° - 71°C) 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

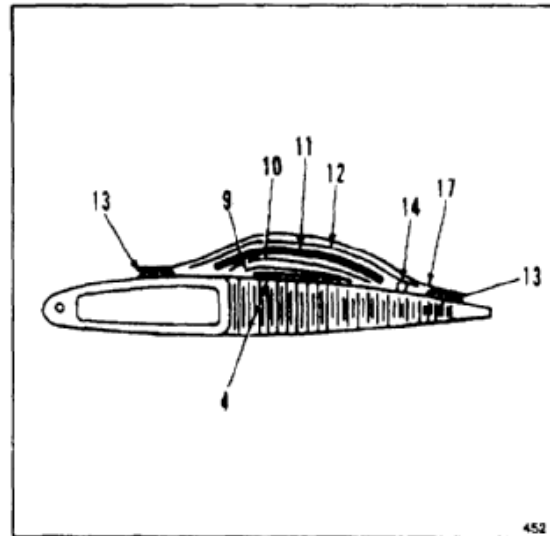
24. Turn off vacuum pump.
25. Remove peel ply (9), fabric (10), rubber (11), fiberglass (12), tape (13), tube (14), and sheet (17).
26. If squeezeout fairing is not satisfactory, fair patch. Use adhesive (E40 or E41). Follow step 7 or 8 to mix adhesive.

#### INSPECT

27. Find weight of repair. Use Adhesive Weight for Single Skin Repairs table, record weight for blade tracking weight adjustment.

#### NOTE

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded as example, location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

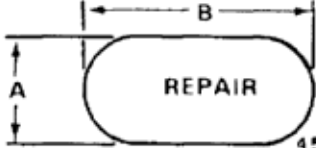


**ADHESIVE WEIGHT FOR SINGLE SKIN REPAIRS**

B A		LENGTH (INCHES)												
		2	4	6	8	10	12	14	16	18	20	22	24	26
WIDTH (INCHES)	2	5 1 .03	8 2 .05	11 3 .06	15 3 .07	18 4 .09	21 5 .10	24 6 .12	28 6 .13	31 7 .15	34 8 .16	37 9 .17	41 9 .19	44 10 .20
	3		10 2 .06	14 3 .07	18 4 .09	22 5 .10	26 6 .12	30 7 .12	34 8 .15	38 9 .17	42 10 .19	46 11 .20	50 12 .22	54 13 .23
	4		11 3 .06	16 4 .08	21 5 .10	26 6 .12	31 7 .14	36 8 .16	41 9 .17	46 10 .19	50 12 .21	55 13 .23	60 14 .25	65 15 .26
	5			18 4 .09	24 6 .11	30 7 .13	36 8 .15	41 10 .17	47 11 .20	53 12 .22	59 13 .24	64 15 .26	70 16 .28	76 17 .30
	6			20 5 .10	27 6 .13	33 8 .15	40 9 .17	46 11 .19	53 12 .21	59 14 .24	66 15 .26	73 17 .28	79 18 .30	85 20 .33
	7				29 7 .14	37 8 .16	44 10 .19	51 12 .21	59 13 .24	66 15 .26	73 17 .28	80 19 .31	88 20 .33	95 22 .36
	8				32 7 .15	40 9 .17	48 11 .20	56 13 .22	64 15 .25	72 17 .28	80 19 .31	89 20 .33	97 22 .36	105 24 .39
	9					43 10 .19	52 12 .21	61 14 .24	70 16 .27	79 18 .30	88 20 .33	97 22 .36	106 24 .39	115 26 .42
	10					46 11 .20	56 13 .23	66 15 .29	76 16 .34	85 20 .32	95 22 .35	105 24 .39	115 26 .42	124 29 .45
	11						59 14 .24	70 16 .28	80 19 .31	91 21 .34	102 23 .38	112 26 .41	123 28 .44	133 31 .48
	12						63 14 .26	74 17 .29	85 20 .33	97 22 .36	108 25 .40	120 27 .43	131 30 .47	142 33 .51
	13							78 18 .31	90 21 .34	102 24 .38	115 26 .42	127 29 .46	139 32 .50	151 35 .53
	14							82 18 .31	95 22 .36	108 25 .40	121 28 .44	134 31 .48	147 34 .52	160 37 .56
	15								99 23 .38	113 26 .42	127 29 .46	141 32 .50	154 36 .54	168 39 .59

**EXAMPLE:**

78 - WEIGHT OF BASE IN GRAMS  
 18 - WEIGHT OF HARDENER IN GRAMS  
 31 - TOTAL WEIGHT OF REPAIR IN POUNDS



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**FOLLOW-ON MAINTENANCE:**

- Refinish repaired area (Task 5-82).
- Adjust blade balance weights (Task 5-82.1).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Scissors  
 Sanding Block  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-410-7195  
 Heat Lamp

**Materials:**

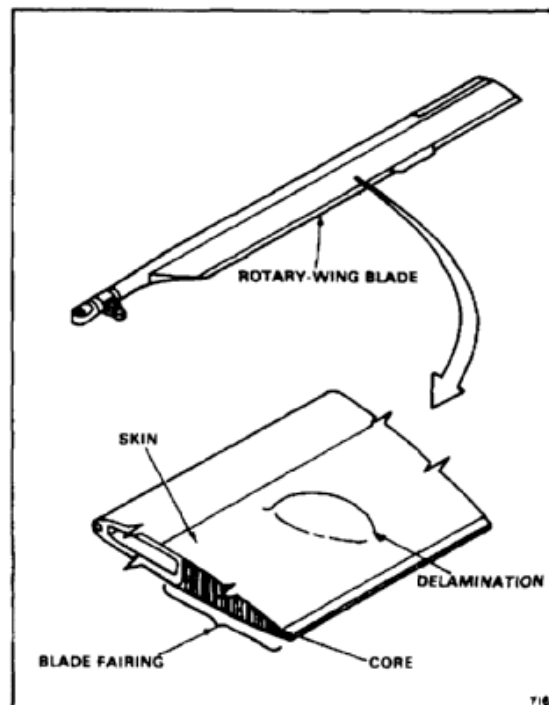
Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, or E9)  
 Template Paper (E263)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Aluminum (E70)  
 Cloth (E120)  
 Adhesive (E40, E41, E43 or E47.1)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Curing Agent (E158.1) (used with adhesive (E47.1))

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

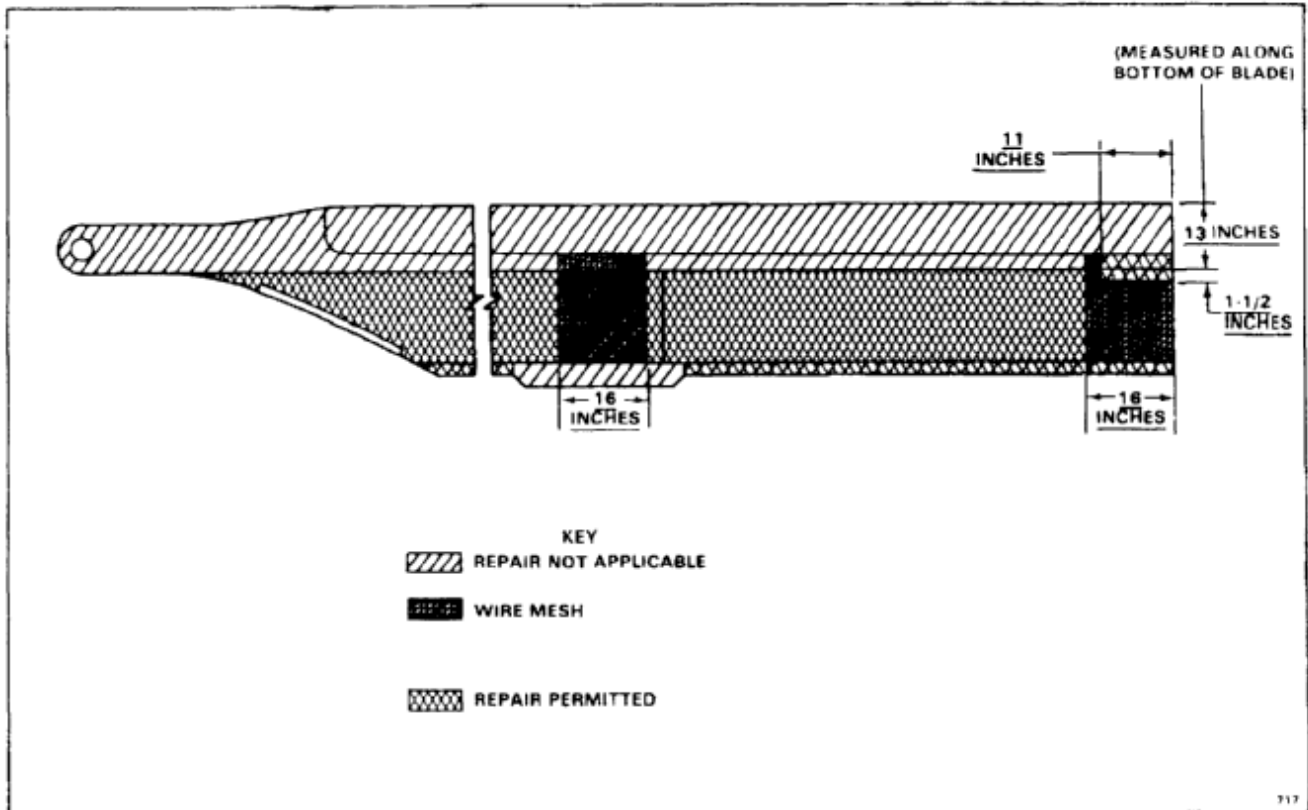


**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**PREPARE DAMAGE AREA:**

1. Check location and extent of delamination of skin. Refer to Fiberglass Skin Damage Repair Limits figure. Skin must be repaired where repairs are allowed.



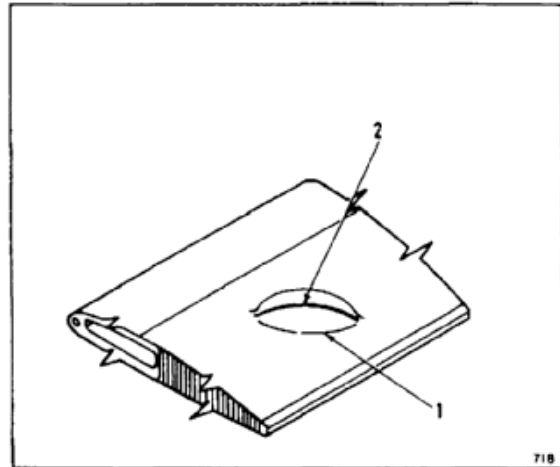
**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Do not soak blade with acetone.

2. Wear gloves (E186). Clean delaminated area (1). Use cloth (E120) damp with acetone (E20). Wipe dry immediately. Use dry cloth (E120). Do not remove gloves.
3. Carefully make cut (2) through delaminated layers of skin (1) so that plies can be separated. Make cut parallel to outer ply fibers.
4. Separate plies enough to allow adhesive to be worked between them.



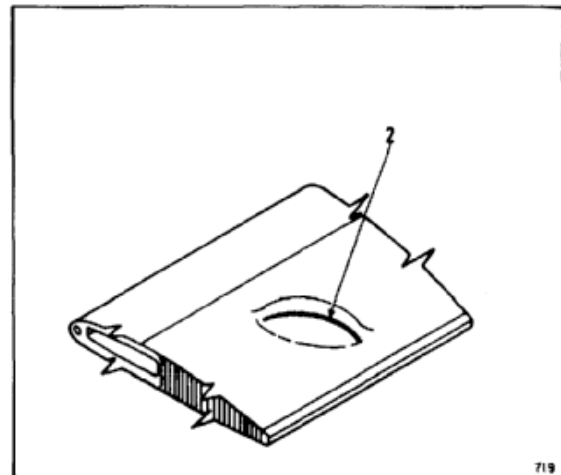


**APPLY ADHESIVE****WARNING**

Adhesive (E40 or E41) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesives (E41, E43 or E47.1) only if prepackaged kit is not available.



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5. Mix tube of adhesive (E40). Follow instructions on kit.
6. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use tongue depressor (E424).
7. If adhesive (E43) is used, prepare as follows:
  - a. Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
8. If adhesive (E47.1) is used, prepare as follows:
  - a. Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

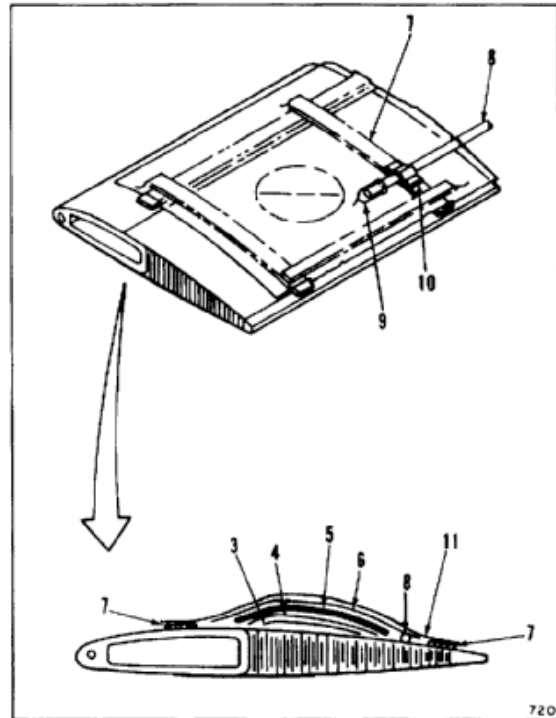
**NOTE**

Working life of adhesive is **30 minutes**.

9. Work adhesive (E40, E41, E43 or E47.1) into separated plies on each side of cut (2). Use a length of clean shim stock.

**BOND DELAMINATION REPAIR**

10. Cover repair with layer of peel ply (E270) (3) and layer of Teflon-impregnated fabric (E170) (4). Make layers large enough to overlap delaminated area (1) **1 inch**.
11. Cover Teflon-impregnated fabric (E170) (4). Use thick rubber pad (E318) (5).
12. Cover repair area. Use fiberglass cloth (E132) (6). Cut cloth large enough to cover rubber pad (E318) (5).
13. Surround cloth (E132) (6) with sealing tape (E396) (7). Keep tape clear of cloth.
14. Attach tube (8) to vacuum pump hose.
15. Wrap tube (8). Use two layers of fiberglass cloth (E132) (9). Apply masking tape (E388) over cloth.
16. Position tube (8) on cloth (E132) (6) covering repair. Wrap tube with sealing tape (E396) (10) where tube crosses sealing tape (7) already applied.
17. Press tube (8) onto tape (10) to make airtight seal.
18. Press polyvinyl sheet (E284) (11) smoothly onto tape (7) to make airtight seal.



**5-67.3 REPAIR BLADE FAIRING SKIN DELAMINATION (Continued)**

5-67.3

19. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (11) or add tape (E396) (7) as needed.
20. Maintain **20 inches** Hg vacuum through adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

21. Cure adhesive at **150° - 160°F (66° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

22. Turn off vacuum pump.
23. Remove peel ply (3), fabric (4), rubber (5), fiberglass (6), tape (7), tube (8), and sheet (11).

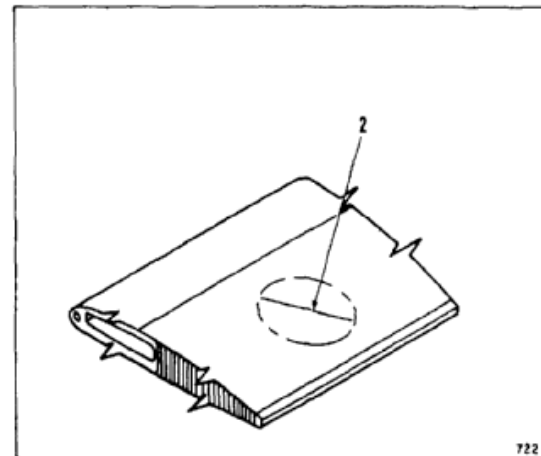
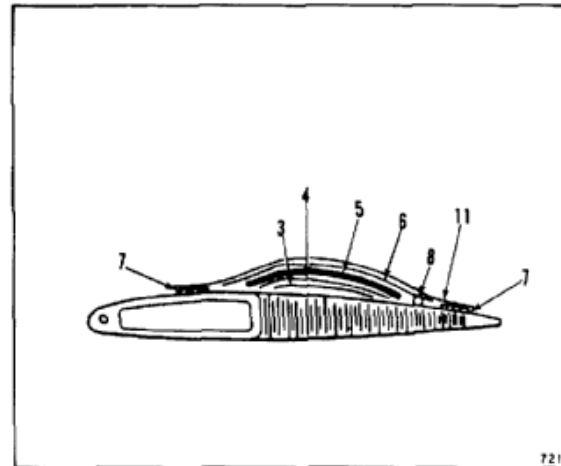
**WARNING**

Harmful particles can be inhaled if respirator is not worn while sanding.

24. Sand adhesive squeeze out from cut (2) to blend with surrounding area. Use abrasive paper (E9). Wear a respirator.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 5-82).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Scissors  
 Sanding Block  
 Pencil Compass  
 Router  
 Router Bit, 4-Flutes, A2154108  
 Vacuum Cleaner  
 Hole Saw  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp

**Materials:**

Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Template Paper (E263)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Aluminum (E70)  
 Cloth (E120)  
 Adhesive (E40, E41, or E43)  
 Core Material (E145 or E146)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)

**Personnel Required:**

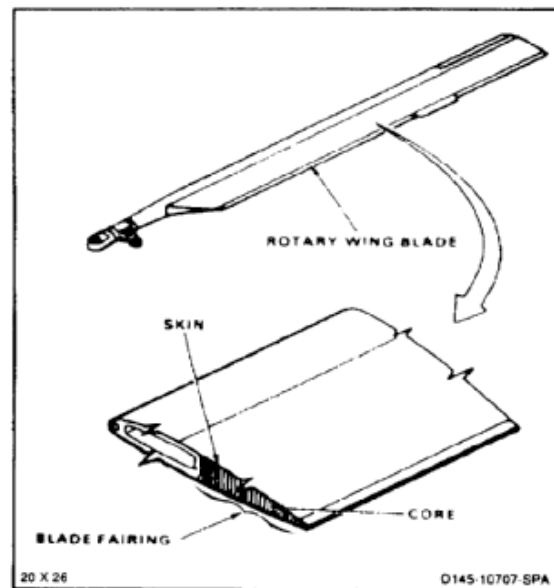
Aircraft Structural Repairer  
 Inspector

**Reference:**

Task 5-70

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

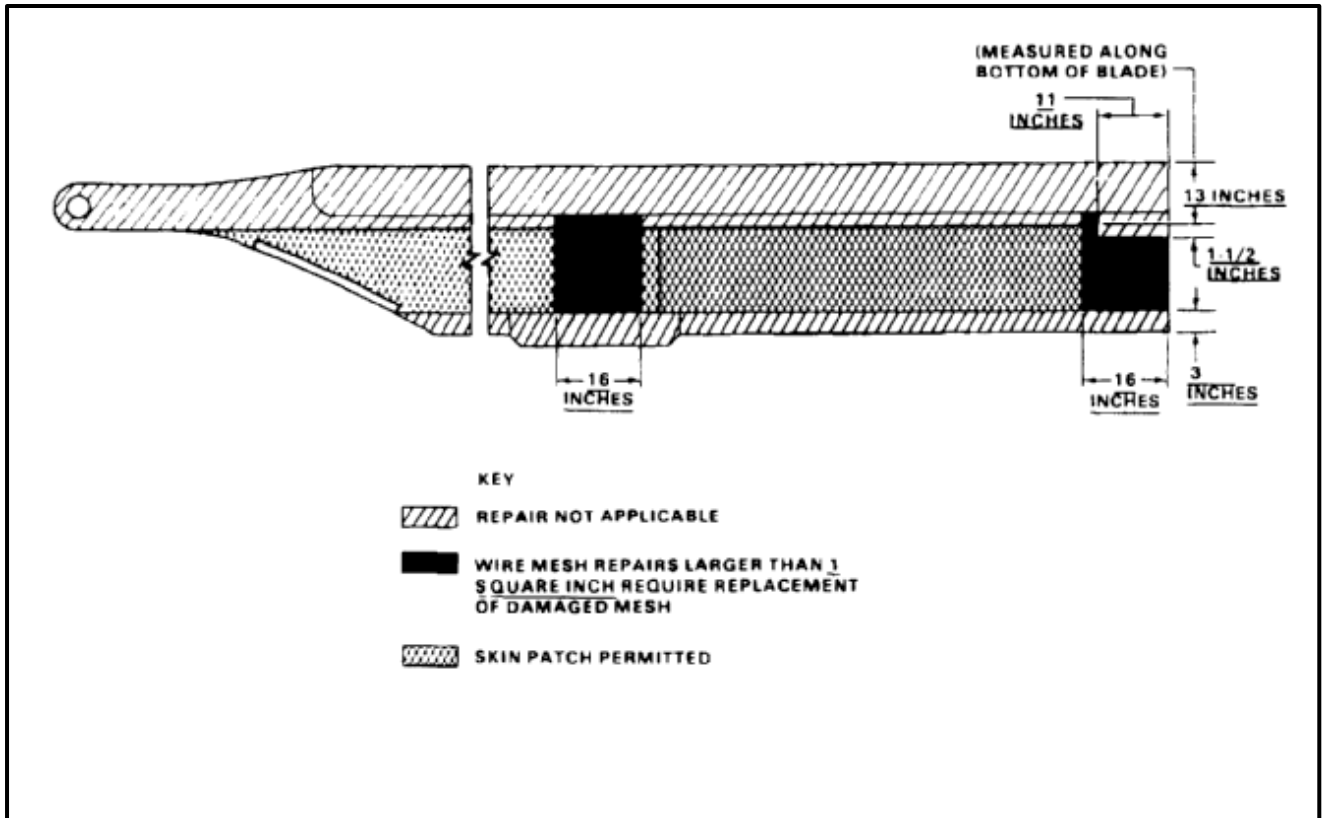
Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

Adhesive (E40 or E41) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial numbers A-1-0001 to 1465 and A-2-0001 to 1473 only).

**PREPARE DAMAGE AREA**

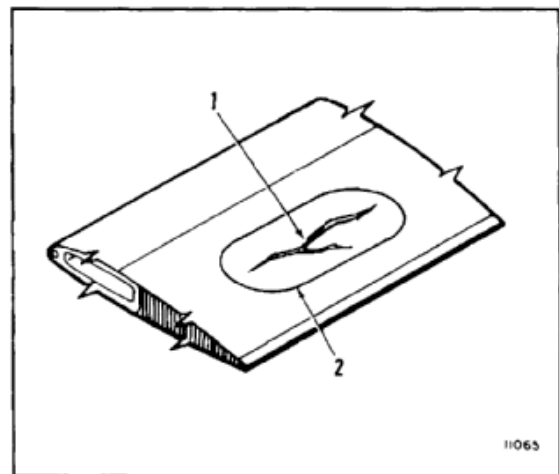
1. Check location and extent of damage to one skin and full depth of core. Refer to Fiberglass Skin Damage Repair Limits figure. Skin and core below skin must be replaced where repairs are allowed.



2. Outline damage area (1). Make circle or oblong outline (2). Damage removal area shall have no corners.



Do not wash contaminants into damage area if acetone (E20) is used to soften finish. Contaminants can prevent satisfaction repair.



3. Remove finish around damage area for a distance of at least **1-1/2 inches**. Use sanding block and abrasive paper (E6). Use acetone (E20), if needed to soften finish. Complete finish removal with abrasive paper (E7). Do not sand through wire mesh (3).
4. If wire mesh diverter (3) must be replaced, expose wire mesh **1-1/2 inches** outside of damage area.
5. Draw outline (4) around area to be removed. Use pencil compass and straightedge. If damage area (1) will not support compass point, cover area. Use template paper (E263) and masking tape (E388).
6. If router is used to remove damaged skin, proceed as follows:

**NOTE**

If router is not available, go to step 7 or 8 or alternate methods.

- a. Draw line (5) around outline (4). Space the outer line so router base (6) will follow it while router bit (7) follows outline (4). Use pencil compass and straightedge. If damage area (1) will not support compass point, cover area. Use template paper (E263) and masking tape (E388). Remove paper and tape.

**NOTE**

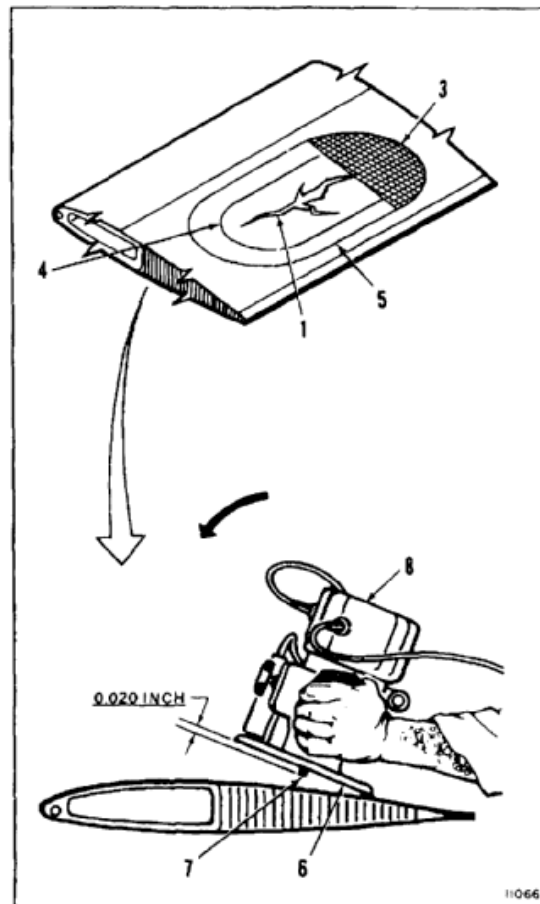
If router base diameter is **6 inches**, outer line (5) should be **2-3/4 inches** outside outline (4) when **1/2 inch** router bit is used.

- b. Install router bit (7). Set depth to about **0.020 inch**.

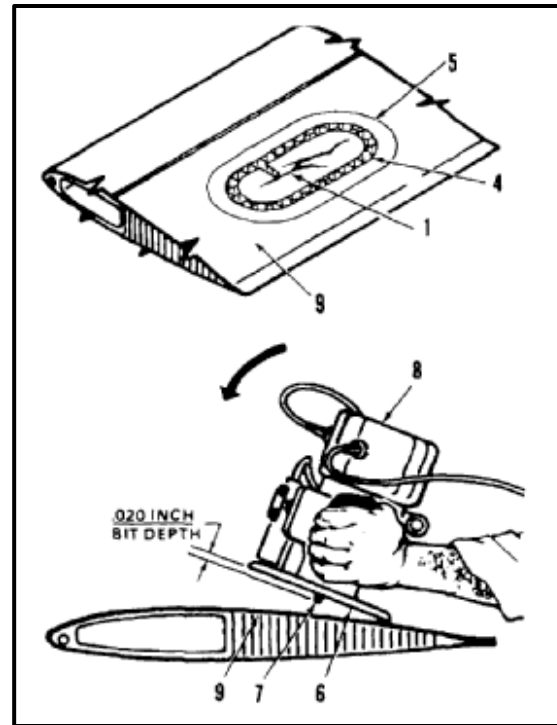
**WARNING**

Wear goggles, respirator, and protective clothing when using router. Fiberglass particles will irritate eyes, lungs, and skin.

- c. Start router (8). Keep router under control. Use both hands.



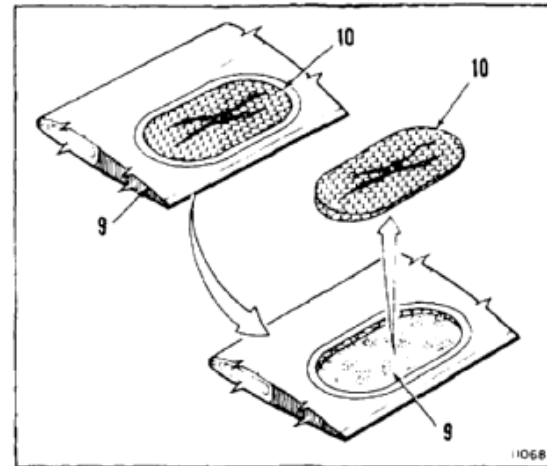
- d. Rest edge of router base (6) on router guide line (5). Keep bit (7) above blade skin (9).
  - e. Slowly lower bit (7) onto blade skin (9). Keep edge of router base (6) on guide line (5). Move router (8) counterclockwise.
  - f. Complete cut and move router (8) to center of damage area (1). Turn router off and remove it.
7. If hole saw is used to remove damaged skin, proceed as follows:
    - a. Use hole saw with center drill that does not extend more than **1/4 inch** beyond saw. Position hole saw on guide line (4). Cut only deep enough to go through skin (9). Hold saw lightly against skin and turn slowly. Use wrench.
  8. If knife is used to remove damaged skin, make a series of punctures along guide line until damaged skin is separated.
  9. Peel off cut-out section of skin (9). Use pliers and chisel. Peel from center outward. Do not pry against undamaged skin.



**CAUTION**

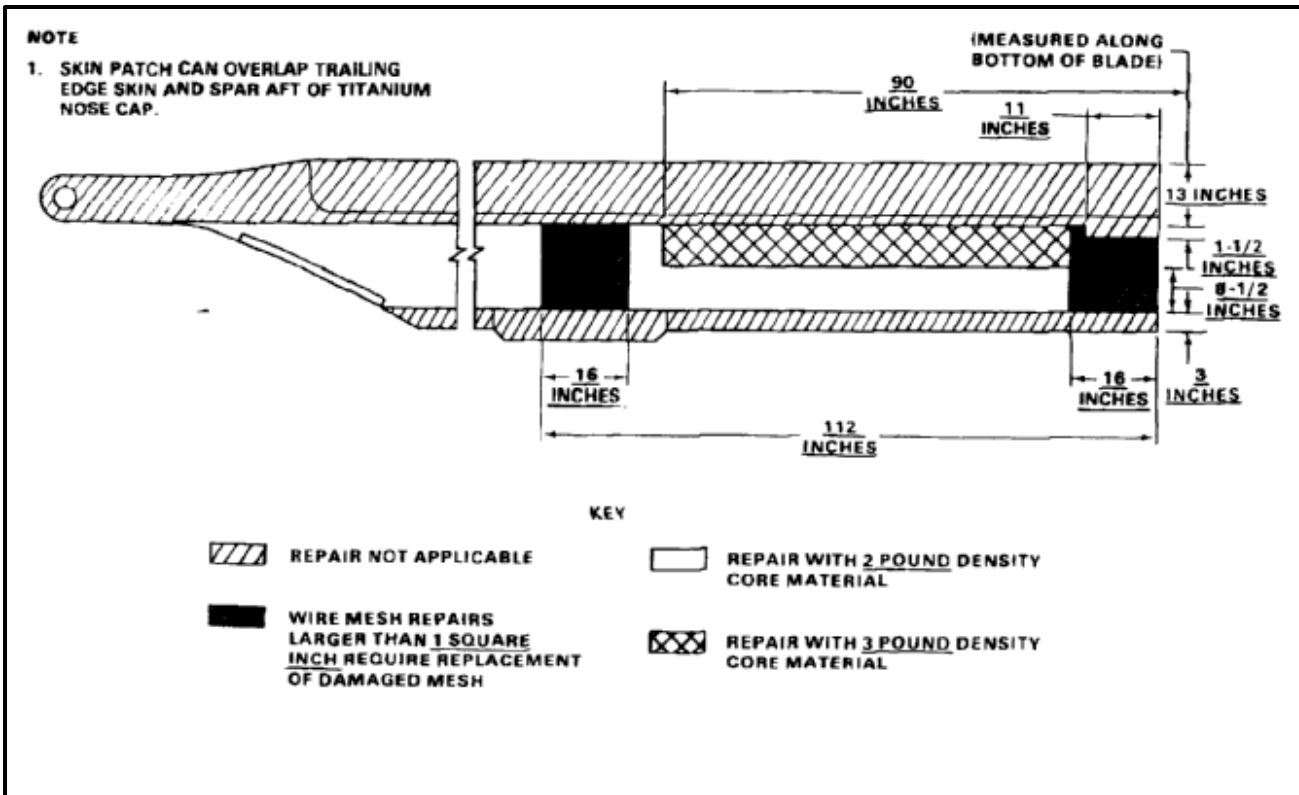
Do not cut or score opposite skin when removing damaged core. If opposite skin is damaged, a double skin repair must be done (Task 5-70).

10. Cut through core (10) to opposite skin (9). Use pen knife with blunt point. Cut only deep enough to separate damaged core. If opposite skin is damaged, make a double skin repair (Task 5-70).
11. Remove damaged core (10). Use pliers and chisel. Avoid damage to skin.
12. Sand bottom skin (9) where core (10) was removed. Use abrasive paper (E7).



**PREPARE REPAIR MATERIALS**

13. Use core material (E145) in **3 pound** density repair area. Use core material (E146) in **2 pound** density repair area. Refer to Fiberglass Blade Skin and Core Damage Repair Limits figure.



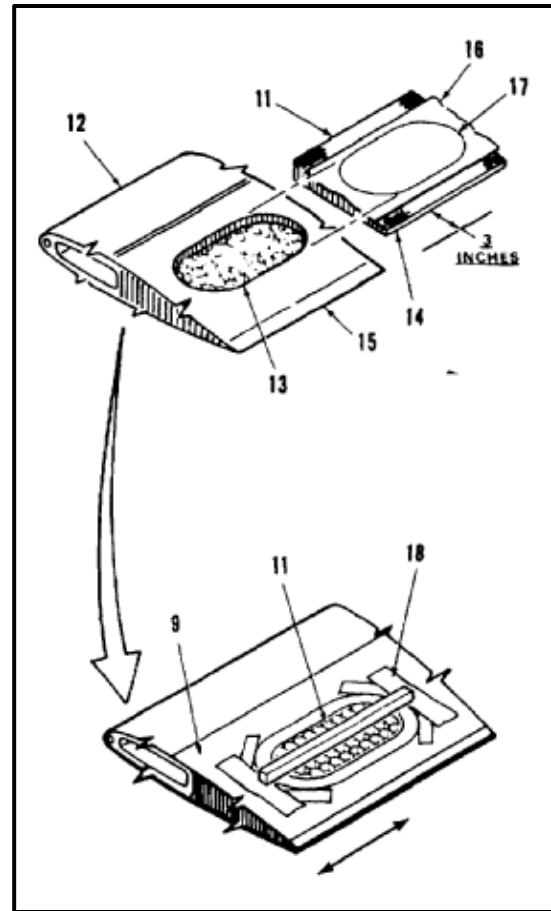


14. Position core material (E145 or E146) (11) on blade (12) next to cutout (13). Locate trailing edge (14) of core material **3 inches** forward of blade trailing edge (15).
15. Apply masking tape (E388) (16) to cover area on core material (E145 or E146) (11) slightly larger than cutout area.
16. Draw outline (17) on tape (E388) (16) in shape of cutout (13) and **1/8 inch** larger.

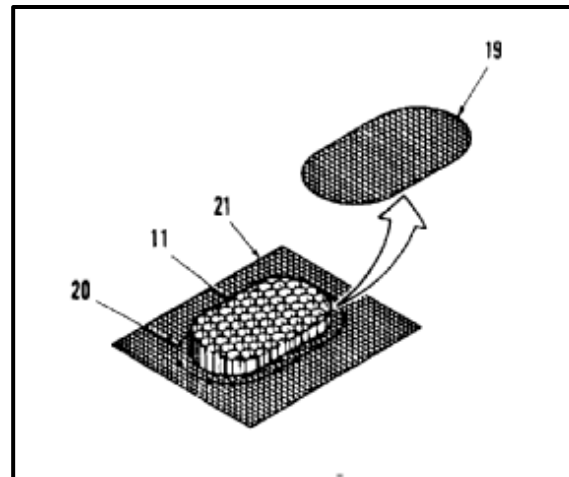
**NOTE**

Repair plug must have same contour as blade and be slightly larger than cutout.

17. Cut core material (E145 or E146) (11) on tape outline (17). Use knife. Remove tape (E388) (16).
18. Position core (11) in cutout (13). Check that core projects above skin (9) at all points.
19. Apply Teflon tape (E399) (18) around cutout (13).
20. Sand core (11) flush with tape (E399) (18). Use sanding block about **2 inches** wide and long enough to span length of repair, and abrasive paper (E6). Use spanwise strokes. Remove tape.
21. Matchmark core (11) and skin (9). Remove core.



22. Prepare skin patch (19) as follows:
  - a. Position core (11) on piece of fiberglass laminate (E168 or E168.1) (21) with fibers at **45°** to chord.
  - b. Draw outline (20) of core (11) on fiberglass laminate (E168 or E168.1) (21). Draw outline **1 inch** larger than core. Use pencil compass and straightedge.
  - c. Cut skin patch (19). Smooth rough edges. Use abrasive paper (E7).



- d. Check that patch (19) is **1 inch** larger than core (11) on all sides. Check that blade surface finish is removed **1/2 inch** around patch.
- e. Trace patch outline (22) onto blade skin (9).
- f. If fiberglass laminate (E168.1) is used, remove peel ply from surfaces of patch. Clean patch with acetone (E20) and wipe dry.
- g. Sand both sides of patch (22) to remove surface glaze. Use abrasive paper (E9).

**NOTE**

Patch will not adhere if surface glaze is not removed.

23. Clean core (11) and cutout (13). Use vacuum cleaner.
24. Wear gloves (E186). Clean core (11) and skin (9) where finish was removed. Use cloth (E120) damp with acetone (E20). Wipe with clean cloth. Do not remove gloves.

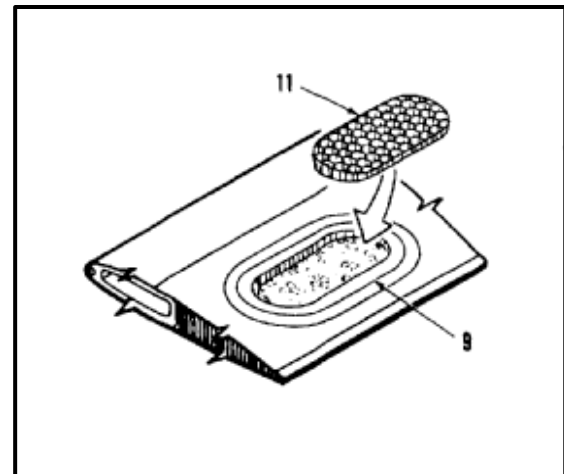
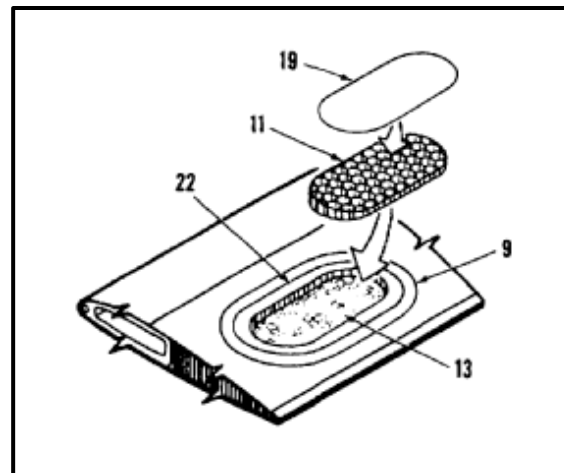
**INSPECT****APPLY ADHESIVE****NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41 or E43) only if prepackaged kit is not available.

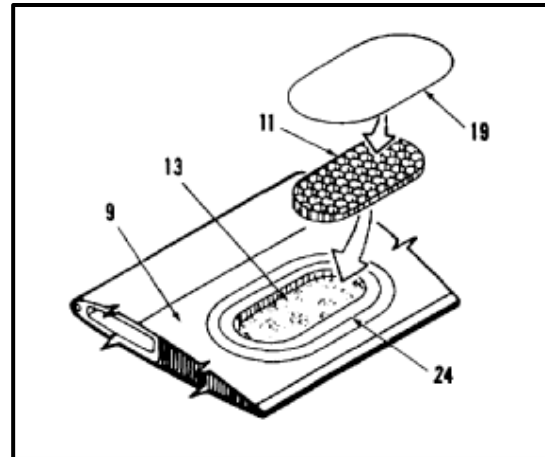
25. Mix tube of adhesive (E40). Follow instructions on kit.
26. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
27. If adhesive (E43) is used, prepare as follows:
  - a. Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

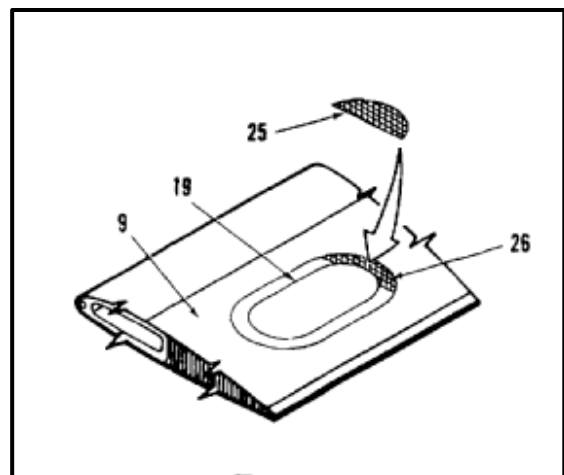
Working life of adhesive is **30 minutes**.



28. Apply adhesive (E40, E41, or E43) to bottom and sides of cutout (13) and core (11). Use stiff brush.
29. Align match marks on core (11) and cutout (13). Insert core until seated on bottom. Check that core is flush with skin.
30. Apply adhesive to core (11), area (24) where finish was removed, and one side of patch (22). If fiberglass laminate (E168.1) is used, apply adhesive so outer edges of patch curl towards the blade.

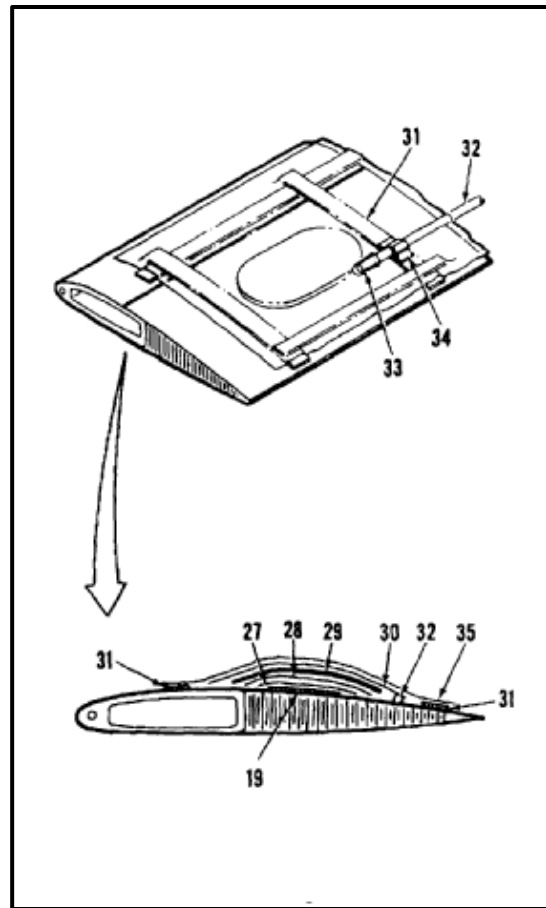


31. Center patch over insert, within outline. Position patch with fibers at **45°** to blade chord. Press onto skin (9). If wire mesh diverter damage is less than **1 square-inch**, go to step 33.
32. If wire mesh diverter damage is more than **1 square-inch**, replace mesh (25) as follows:
  - a. Cut piece of mesh (E453) (25) to cover patch (22) and exposed mesh (26).
  - b. Brush thin coat of adhesive (E40 or E41) over patch (22) and damaged mesh (28).
  - c. Position mesh (E453) (25) over patch (22). Seat firmly. Brush excess adhesive over mesh. Fair adhesive to blade skin (9).



**BOND FAIRING REPAIR**

33. Bond fairing repair with larger dimension less than **5 inches** as follows. If dimension is greater than **5 inches**, go to step 34.
- Cover repair with layer of peel ply (E270) (27) and layer of Teflon-impregnated fabric (E170) (28). Make layers large enough to overlap patch (22) **1 inch**.
  - Cover Teflon-impregnated fabric (E170) (28). Use thick rubber pad (E318) (29).
  - Cover repair area. Use fiberglass cloth (E132) (30). Cut cloth large enough to cover rubber pad (E318) (29).
  - Surround cloth (E132) (30) with sealing tape (E396) (31). Keep tape clear of cloth.
  - Attach tube (32) to vacuum pump hose.
  - Wrap tube (32). Use two layers of fiberglass cloth (E132) (33). Apply masking tape (E388) over cloth.
  - Position tube (32) on cloth (E132) (30) covering repair. Wrap tube with sealing tape (E396) (34) where tube crosses sealing tape (31) already applied.
  - Press tube (32) onto tape (34) to make airtight seal.
  - Press polyvinyl sheet (E284) (35) smoothly onto tape (31) to make airtight seal.



- j. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (35) or add tape (E396) (31) as needed.
- k. Maintain **20 inches** Hg vacuum through adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- l. Cure adhesive at **150° - 160°F (66° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

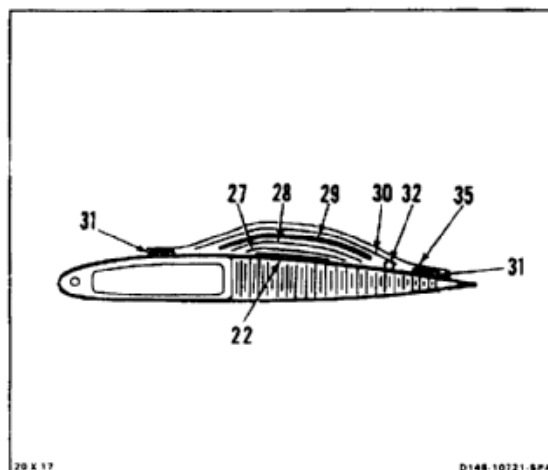
#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

- m. Turn off vacuum pump.
- n. Remove peel ply (27), fabric (28), rubber (29), fiberglass (30), tape (31), tube (32), and sheet (35).
- o. If squeezeout fairing is not satisfactory, patch. Use adhesive (E40, E41, or E43). Follow step 25, 26 or 27 to mix adhesive.

#### INSPECT

- p. Go to step 35.



34. Bond fairing repair with larger dimension more than **5 inches** as follows:
- Cut piece of aluminum (E70) (36) large enough to overlap repair **2 inches** in all directions.
  - Position aluminum sheet (E70) (36) directly under repair. Tape aluminum sheet to bottom of blade (12). Use masking tape (E388) (37).
  - Bond repair to blade as directed in step 33.
  - Remove aluminum sheet (36).

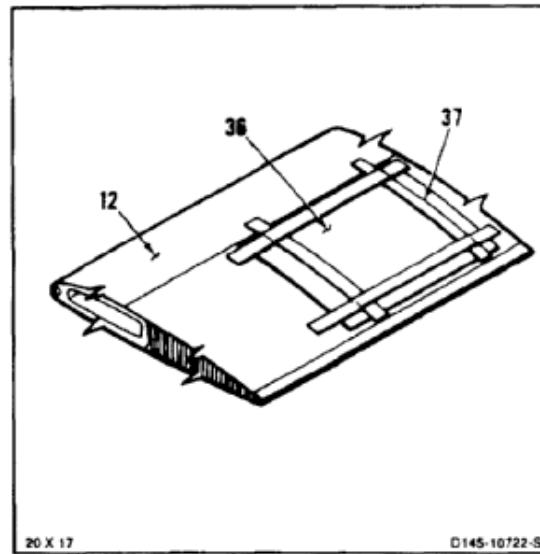
**INSPECT**

35. Find weight of repair. Use Adhesive Weight for Single Skin and Core Repairs table. Record weight for blade tracking weight adjustment.

**NOTE**

If repair is larger than shown in table, use column and row for 1/2 repair size and double the weight shown

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

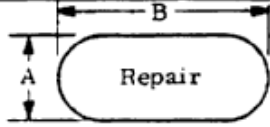


**Adhesive Weight for Single Skin and Core Repairs**

A \ B	Length (inches)												
	2	4	6	8	10	12	14	16	18	20	22	24	26
2	12	16	21	26	30	35	40	44	49	54	58	63	67
	3	4	5	6	7	8	9	10	11	12	13	14	16
	.05	.07	.09	.11	.12	.14	.16	.18	.19	.21	.23	.24	.26
3		20	26	32	37	43	49	54	60	66	72	78	84
		5	6	7	9	10	11	13	14	15	17	18	19
		.08	.11	.13	.15	.17	.19	.21	.23	.25	.27	.29	.31
4		24	30	37	44	51	58	65	72	79	85	93	99
		5	7	9	10	12	13	15	16	18	20	21	23
		.10	.12	.15	.17	.19	.22	.24	.26	.29	.31	.33	.36
5			34	42	50	59	67	75	83	91	99	107	115
			8	10	12	13	15	17	19	21	23	25	27
			.14	.16	.19	.22	.24	.27	.30	.32	.35	.38	.41
6			38	47	57	66	76	85	93	103	112	121	131
			9	11	13	15	17	19	22	24	26	28	30
			.15	.18	.21	.24	.27	.30	.33	.36	.39	.42	.45
7				52	63	73	84	93	104	115	125	136	146
				12	14	17	19	22	24	26	29	31	33
				.20	.23	.26	.30	.33	.36	.40	.43	.46	.50
8				57	68	80	92	102	115	126	137	150	161
				13	16	18	21	25	26	29	32	34	37
				.21	.25	.29	.32	.36	.39	.43	.47	.50	.54
9					74	87	99	112	124	137	150	163	176
					17	20	23	26	29	32	35	37	40
					.27	.31	.35	.39	.43	.46	.48	.54	.58
10					79	93	107	120	135	149	163	176	190
					18	21	24	28	31	34	37	41	44
					.29	.33	.37	.41	.46	.50	.54	.58	.63
11						99	114	129	144	159	174	189	204
						23	26	30	33	37	40	44	47
						.35	.39	.44	.49	.53	.58	.62	.67
12						105	121	137	154	170	186	202	218
						24	28	32	35	39	43	46	50
						.37	.42	.47	.52	.56	.61	.66	.71
13							128	146	163	180	198	215	232
							29	33	38	41	45	49	53
							.44	.49	.54	.60	.65	.70	.75
14							135	153	172	190	215	227	246
							31	35	39	44	49	52	56
							.46	.52	.57	.63	.70	.74	.79
15								160	180	200	220	239	259
								37	42	46	50	55	59
								.54	.60	.65	.72	.77	.83

Example:

135 - Weight of Base in Grams  
 31 - Weight of Hardener in Grams  
 .46 - Total Weight of Repair in Pounds



42 X 51 D145-10723 SPA

**FOLLOW-ON MAINTENANCE:**

- Refinish repaired area (Task 5-82).
- Adjust balance weights (Task 5-82.1).

END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Wood Block, 1 X 1 X 48 Inches  
 Scissors  
 Sanding Block  
 Pencil Compass  
 Straightedge  
 Router  
 Router Bit, 4-Fluted, A2154108  
 Vacuum Cleaner  
 Hole Saw  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp  
 Wood Support Platform

**Materials:**

Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Template Paper (E263)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Cloth (E120)  
 Adhesive (E40, E41, E43, or E47.1)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)  
 Scrim Cloth (E325)  
 Core Material (E145 or E146)  
 Curing Agent (E158.1)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**References:**

Task 5-68  
 Task 5-70

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesives (E40, E41, E43 or E47.1) are toxic. They can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

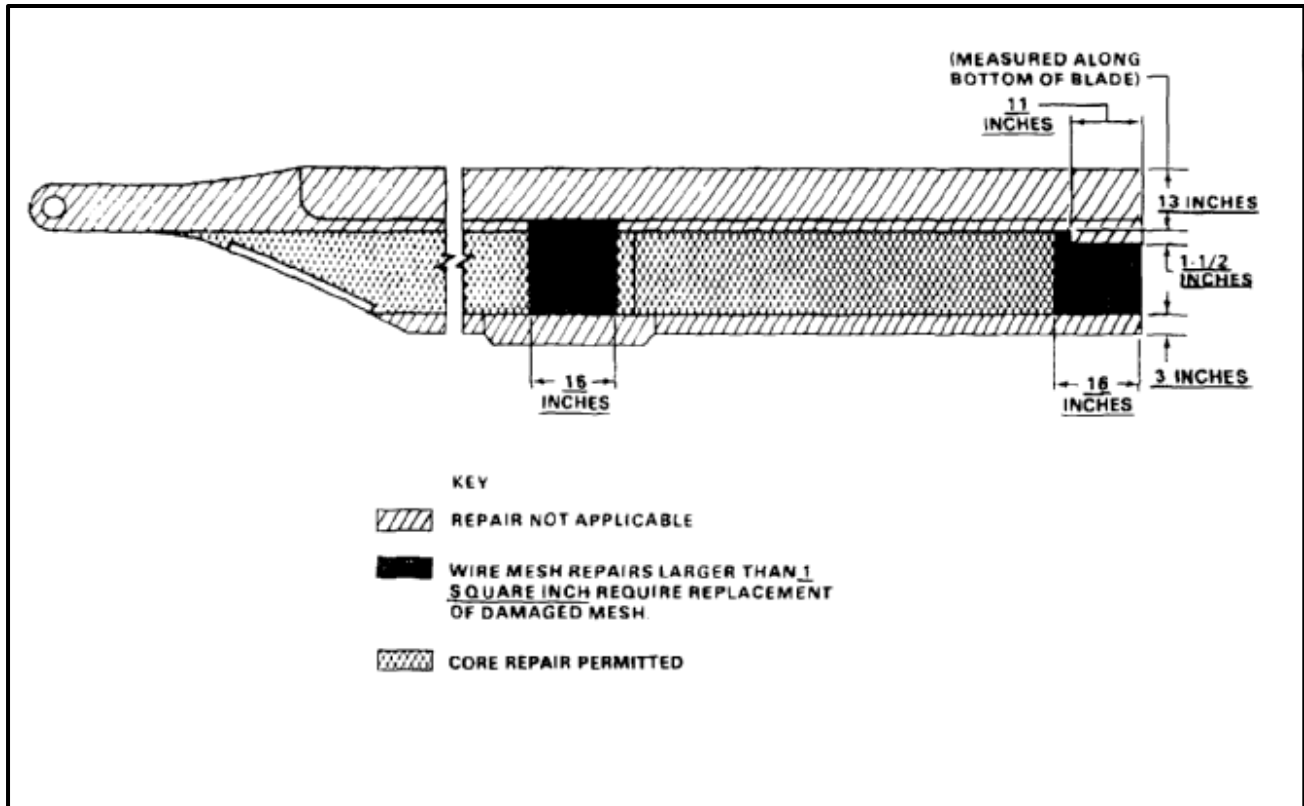
**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).



**PREPARE DAMAGE AREA**

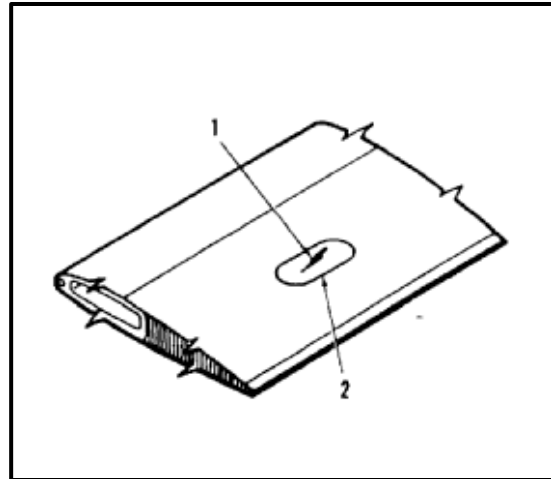
1. Check location and extent of damage to one skin and up to half-depth of core. Refer to Fiberglass Skin Damage Repair Limits figure. If damage extends more than half-depth of core, or if router is not available, make a full depth repair (Task 5-68). Skin and partial core must be replaced where repairs are allowed.



2. Outline damage area (1). Mark circle or oblong outline (2). Damaged removal area shall have no corners.



Do not wash contaminants into damaged area if acetone (E20) is used to soften finish. Contaminants can prevent satisfactory repair.



3. Remove finish **1-1/2 inches** outside of outline (2) around damage. Use sanding block and abrasive paper (E6). Use acetone (E20) if needed to soften finish. Complete finish removal. Use abrasive paper (E7). Do not sand through wire mesh. Use gloves (E186).
4. If wire mesh diverter (3) must be replaced, expose wire mesh **1-1/2 inches** outside of damage area (1).
5. Draw line (4) around outline (2) spaced at distance equal to radius of router base (5) away from outline. Use pencil compass and straightedge. If damaged area (1) will not support compass point, cover area. Use template paper (E263) and masking tape (E388).
6. Use router (6) to remove damaged skin, proceed as follows:
  - a. Position blade (7) on table. Clamp **1 inch** square wood strip (8) under trailing edge (9).

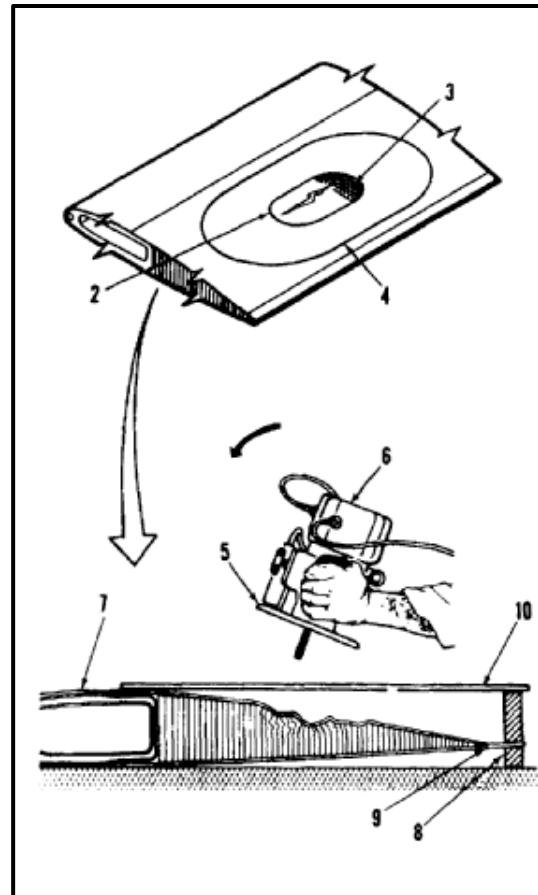
**NOTE**

Support at trailing edge puts honeycomb core cells **90°** to table surface.

- b. Make a support platform (10) on blade (7) to support router base (5) parallel to table surface.



Router bit must not extend more than **3/4 inch**. It must not cut deep enough to damage opposite skin. If opposite skin is damaged, a double skin repair must be done (Task 5-70).



- c. Set router bit (11) to extend only enough to remove damaged core (12). If opposite skin is damaged, make double skin repair (Task 5-70).

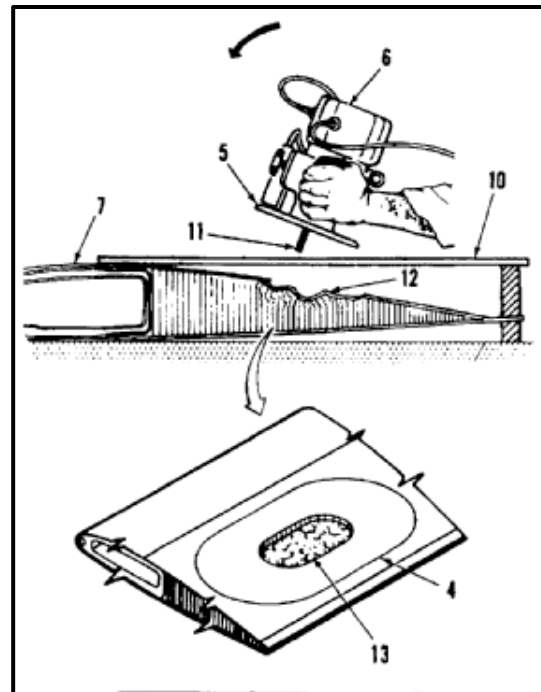
**WARNING**

Wear goggles, respirator, and protective clothing when using router. Fiberglass particles will irritate eyes, lungs, and skin.

**WARNING**

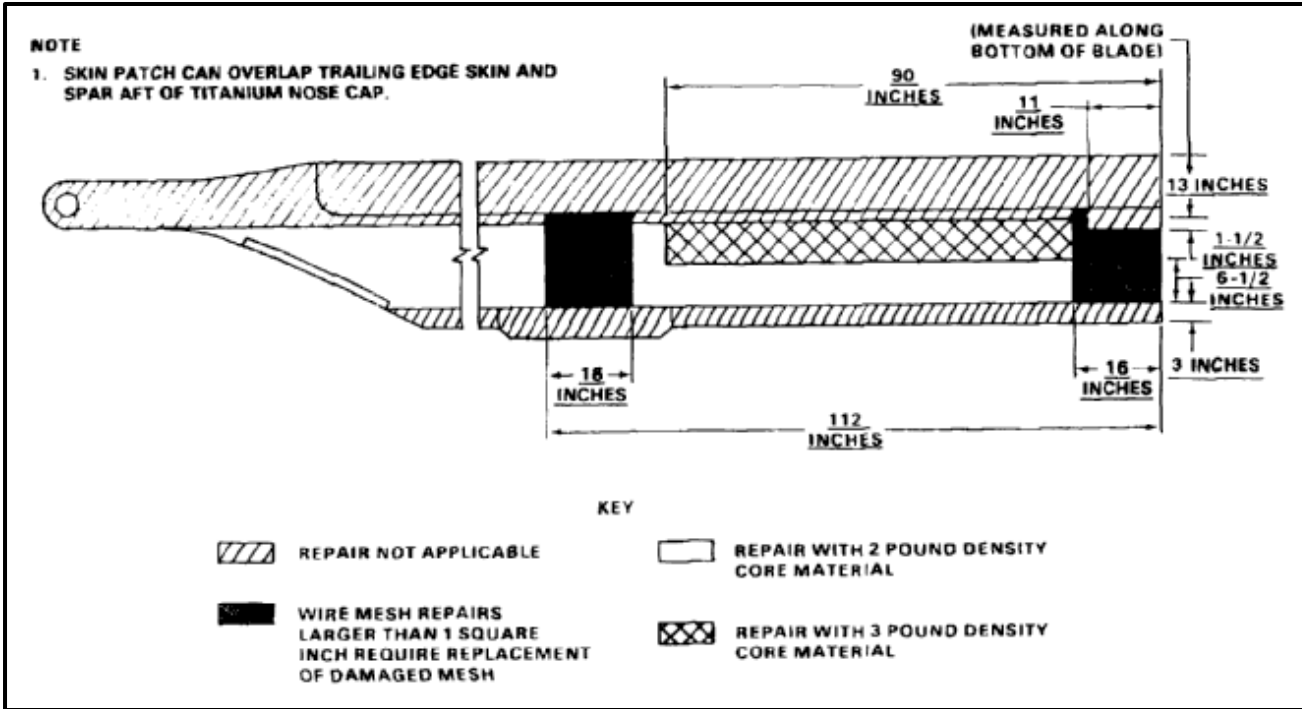
Do not cut into spar. Spar damage shall cause rejection of rotor blade.

- d. Start router (6). Grasp handles with both hands, use wood platform (10) for support. Move router around using outer line (4) as guide for router base (5). Cut outline around damaged area.
- e. Complete removal of damaged skin and core (12).
- f. Turn router (6) off and remove it.
- g. Check that all damaged core (12) has been removed. If necessary, increase depth of cut and repeat steps c thru f. If depth of damage exceeds **3/4 inch** or half the core depth, make a full depth repair (Task 5-68).
7. Clean cutout (13). Use vacuum cleaner.



**PREPARE REPAIR MATERIALS**

8. Use core material (E145) in **3 pound** density repair area. Use core material (E146) in **2 pound** density repair area. Refer to Fiberglass Blade Skin and Core Damage Repair Limits figure.

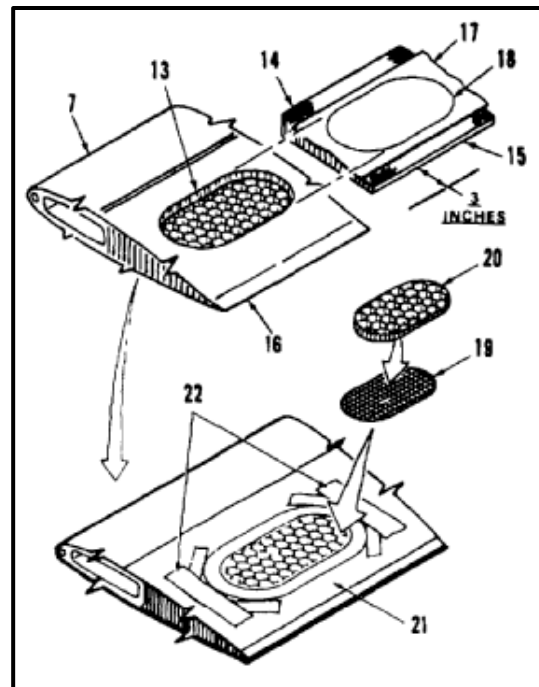


9. Position core material (E145 or E146) (14) on blade (7) next to cutout (13). Locate trailing edge (15) of core material **3 inches** forward of blade trailing edge (16).
10. Apply masking tape (E388) (17) to cover area on core material (E145 or E146) (14) slightly larger than cutout (13).
11. Draw outline (18) on tape (E388) (17) in shape of cutout (13) and **1/8 inch** larger.

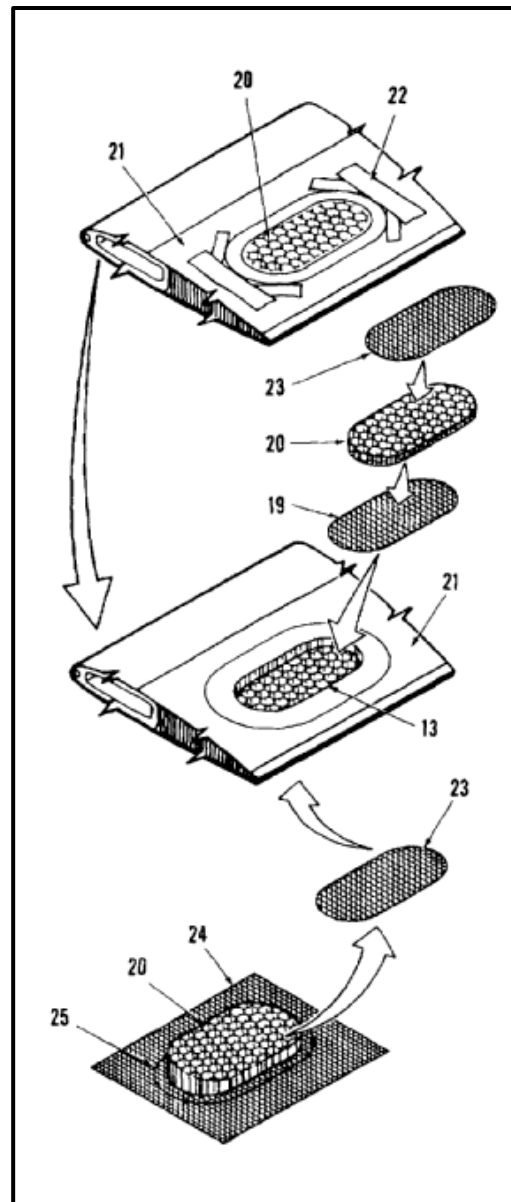
**NOTE**

Repair plug must have same contour as blade and be slightly larger than cutout.

12. Cut core material (E145 or E146) (14) on tape outline (18). Use knife. Remove tape (E388) (17).
13. Position piece of scrim cloth (E325) (19) over cutout (13). Draw outline on scrim cloth.
14. Cut scrim cloth (19). Use scissors.
15. Position scrim cloth (19) and core (20) in cutout (13). Make sure cloth and plug are seated. Check that plug fits tightly and extends above skin (21).
16. Apply Teflon tape (E399) (22) around cutout (13) to protect blade skin (21).



17. Sand core (20) flush with tape (E399) (22). Use sanding block about **2 inches** wide and long enough to span length of repair, and abrasive paper (E6). Use spanwise strokes. Remove tape.
18. Matchmark core (20) and skin (21). Remove tape (22), core (20), and scrim cloth (19).
19. Clean cutout (13). Use vacuum cleaner.
20. Prepare skin patch (22) as follows:
  - a. Position core (20) on piece of fiberglass laminate (E168 or E168.1) (23) with fibers at **45°** to chord.
  - b. Draw outline (24) of core (20) on fiberglass laminate (E168 or E168.1) (23) **1 inch** larger than core outline. Use pencil compass and straightedge as required. Remove core.
  - c. Cut skin patch (23). Use scissors. Smooth rough edges. Use abrasive paper (E7).
  - d. Check that patch (22) is **1 inch** larger than core (20) on all sides. Check that blade surface finish is removed **1/2 inch** around patch.
  - e. Trace patch outline (25) onto skin (21).
  - f. If fiberglass laminate (E168.1) is used for patch (23), remove peel ply from patch surfaces. Clean with acetone (E20). Wipe dry with clean cloth (E120).



- g. Sand both sides of patch (22) to remove surface glaze. Use abrasive paper (E9).

**NOTE**

Patch will not adhere if surface glaze is not removed.

21. Clean core (20) and cutout (13). Use vacuum cleaner.
22. Wear gloves (E186). Clean core (20), cutout (13), scrim cloth (19) and skin (21) where finish was removed. Use cloth (E120) damp with acetone (E20). Wipe dry with a clean cloth. Do not remove gloves.

**INSPECT****APPLY ADHESIVE****NOTE**

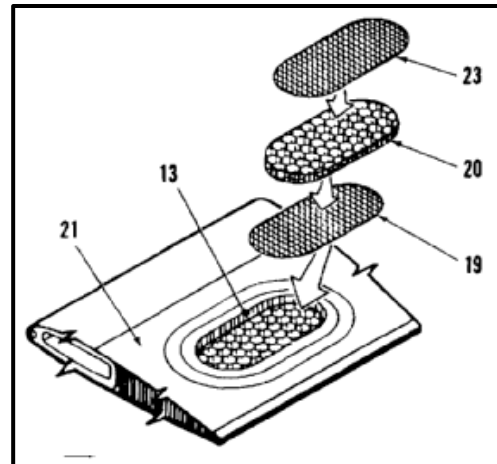
Prepackaged adhesive (E40) is preferred. Use adhesive (E41, E43 or E47.1) only if prepackaged kit is not available.

23. Mix tube of adhesive (E40). Follow instructions on kit.



Weigh and mix adhesive and resin accurately to produce acceptable bond.

24. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
- Weigh **100 parts** of resin and **23 parts** of hardener.
  - Mix polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
25. If adhesive (E43) is used, prepare as follows:
- Weigh **7 parts** of gray hardener and **5 parts** of base. Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
26. If adhesive (E47.1) is used, prepare as follows:
- Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).



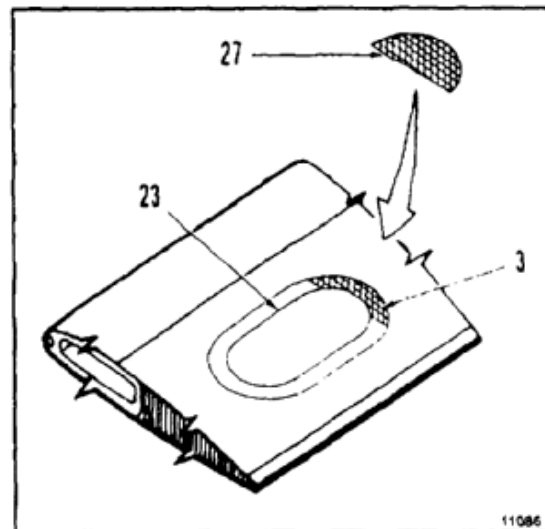
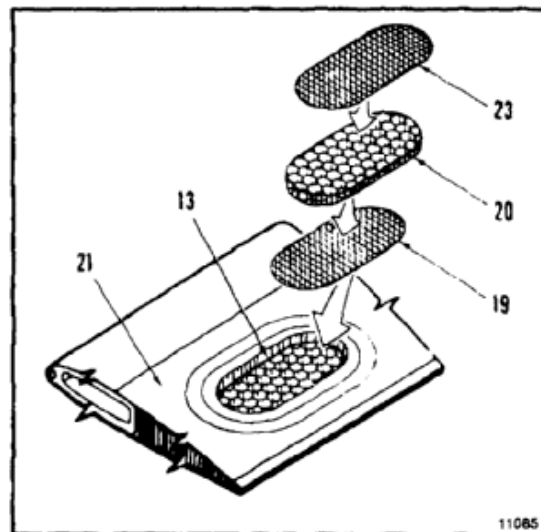
**NOTE**

Working life of adhesive is **30 minutes**.

27. Apply adhesive (E40, E41, E43, or E47.1) to one side of scrim cloth (E325) (19). Use stiff brush.
28. Position scrim cloth (E325) (19) in cutout (13) with adhesive down.
29. Coat top of scrim cloth (E325) (19) and walls of cutout (13). Use adhesive (E40, E41, E43, or E47.1).
30. Align matchmarks on core (20) and skin (21). Press core until it seats completely.
31. Apply adhesive (E40, E41, E43, or E47.1) to one side of patch (22) and **1 inch** outside of cutout (13). If fiberglass laminate (E168.1) is used, apply adhesive so outer edges of patch curl towards the blade.
32. Center patch (23) over core (20). Position patch with fibers at **45°** to chord. Press firmly onto skin (20).
33. If wire mesh diverter damage is more than **1 square-inch**, replace mesh (23) as follows:
  - a. Cut piece of mesh (E453) (27) to cover patch (23) and exposed mesh (3).
  - b. Brush thin coat of adhesive (E40 or E41) over patch (23) and damaged mesh (3).
  - c. Position mesh (E453) (27) over patch (23). Seat firmly.

**NOTE**

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.





34. Bond fairing repair (Task 5-68).

**NOTE**

Partial depth repairs with larger dimension less than **5 inches** does not require aluminum sheet backing.

**INSPECT**

35. Find weight of repair. Use Adhesive Weight for Single Skin and Core Repair table. Record weight for blade tracking weight adjustment.

**Adhesive Weight for Single Skin and Core Repairs**

A \ B		Length (inches)												
		2	4	6	8	10	12	14	16	18	20	22	24	26
2	12	16	21	26	30	35	40	44	49	54	58	63	67	
	3	4	5	6	7	8	9	10	11	12	13	14	16	
		.05	.07	.09	.11	.12	.14	.16	.18	.19	.21	.23	.24	.26
3	20	26	32	37	43	49	54	60	66	72	78	84		
	5	6	7	9	10	11	13	14	15	17	18	19		
		.08	.11	.13	.15	.17	.19	.21	.23	.25	.27	.29	.31	
4	24	30	37	44	51	58	65	72	79	85	93	99		
	5	7	9	10	12	13	15	16	18	20	21	23		
		.10	.12	.15	.17	.19	.22	.24	.26	.29	.31	.33	.36	
5	34	42	50	59	67	75	83	91	99	107	115			
	8	10	12	13	15	17	19	21	23	25	27			
		.14	.16	.19	.22	.24	.27	.30	.32	.35	.38	.41		
6	38	47	57	66	76	85	93	103	112	121	131			
	9	11	13	15	17	19	22	24	26	28	30			
		.15	.18	.21	.24	.27	.30	.33	.36	.39	.42	.45		
7	52	63	73	84	93	104	115	125	136	146				
	12	14	17	19	22	24	26	29	31	33				
		.20	.23	.26	.30	.33	.36	.40	.43	.46	.50			
8	57	68	80	92	102	115	126	137	150	161				
	13	16	18	21	25	26	29	32	34	37				
		.21	.25	.29	.32	.36	.39	.43	.47	.50	.54			
9	74	87	99	112	124	137	150	163	176					
	17	20	23	26	29	32	35	37	40					
		.27	.31	.35	.39	.43	.46	.48	.54	.58				
10	79	93	107	120	135	149	163	176	190					
	18	21	24	28	31	34	37	41	44					
		.29	.33	.37	.41	.46	.50	.54	.58	.63				
11	99	114	129	144	159	174	189	204						
	23	26	30	33	37	40	44	47						
		.35	.39	.44	.49	.53	.58	.62	.67					
12	105	121	137	154	170	186	202	218						
	24	28	32	35	39	43	46	50						
		.37	.42	.47	.52	.56	.61	.66	.71					
13	128	146	163	180	198	215	232							
	29	33	38	41	45	49	53							
		.44	.49	.54	.60	.65	.70	.75						
14	135	153	172	190	215	227	246							
	31	35	39	44	49	52	56							
		.46	.52	.57	.63	.70	.74	.79						
15	160	180	200	220	239	259								
	37	42	46	50	55	59								
		.54	.60	.66	.72	.77	.83							

**Example:**  
 135 - Weight of Base in Grams  
 31 - Weight of Hardener in Grams  
 .46 - Total Weight of Repair in Pounds

D145 10734-SPA

**FOLLOW-ON MAINTENANCE:**

- Refinish repaired area (Task 5-82).
- Adjust balance weights (Task 5-82.1).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Scissors  
 Sanding Block  
 Pencil Compass  
 Router  
 Vacuum Cleaner  
 Hole Saw  
 Hacksaw Blade  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp

**Materials:**

Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Template Paper (E263)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Cloth (E120)  
 Adhesive (E40, E41, E43 or E47.1)  
 Foam Filler (E172.1)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)  
 Curing Agent (E158.1)

**Personnel Required:**

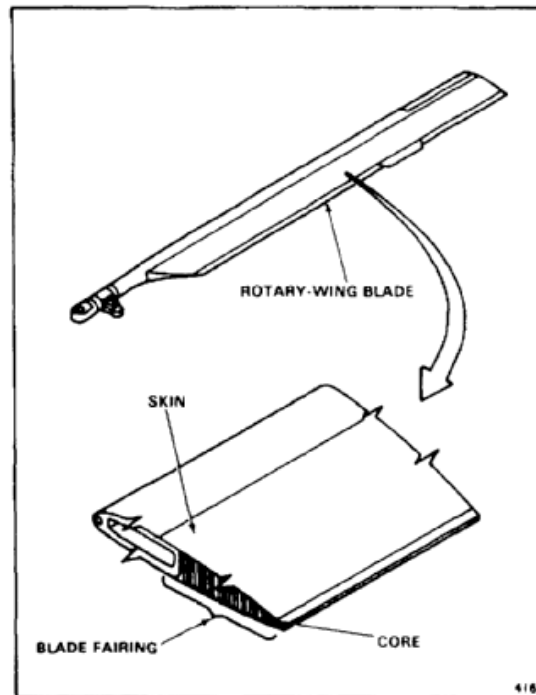
Aircraft Structural Repairer  
 Inspector

**References:**

Task 5-68

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesives (E40, E41, E43 or E47.1) are toxic. They can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

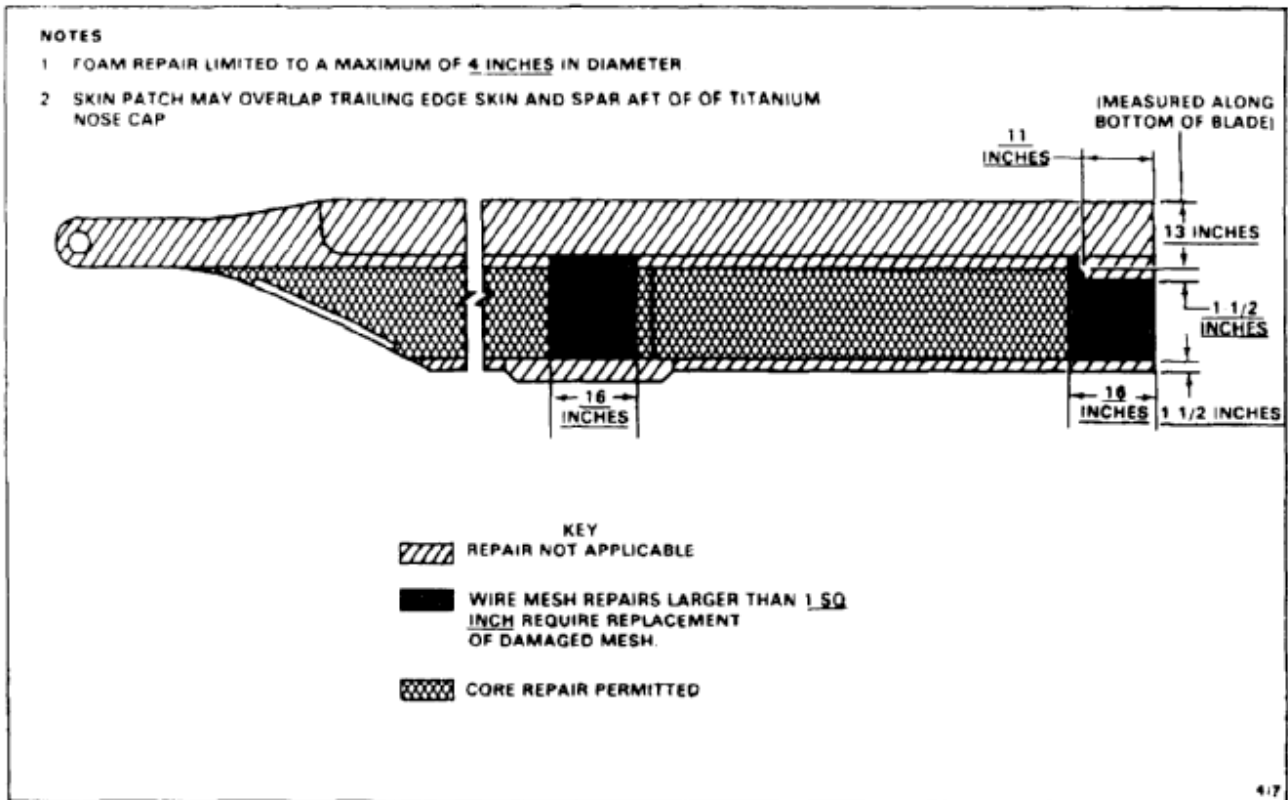
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be compiled with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**PREPARE DAMAGE AREA**

1. Check location and extent of damage to one skin and full depth of core. Refer to Fiberglass Skin Damage Repair Limits figure. Skin and core below skin must be replaced where repairs are allowed.

**NOTE**

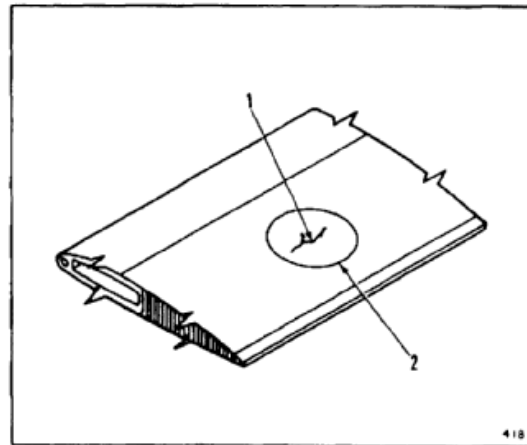
Foam repairs are limited to a maximum dimension of **4 inches**. If damage exceeds **4 inches** in diameter, make a single skin repair (Task 5-68).



2. Outline damage area (1). Make circle or oblong outline (2). Damage removal area shall have no corners.



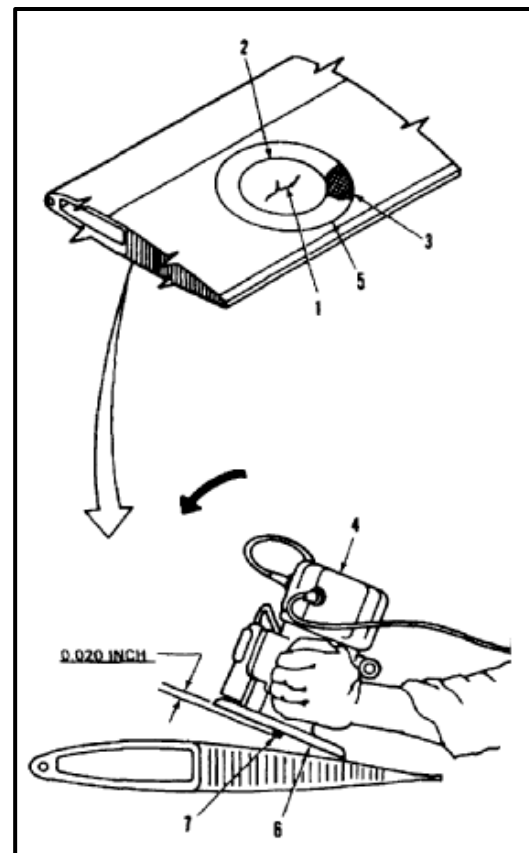
Do not wash contaminants into damage area if acetone (E20) is used to soften finish. Contaminants can prevent satisfactory repair.



3. Remove finish **1-1/2 inches** outside of outline (2) around damage. Use sanding block and abrasive paper (E6). Use acetone (E20), if needed to soften finish. Complete finish removal. Use abrasive paper (E7). Do not sand through wire mesh.
4. If wire mesh diverter (3) must be replaced, expose wire mesh **1-1/2 inches** outside of damage area.
5. If router is not available, go to step 6 or 7. If router is used to remove damaged skin, proceed as follows:
  - a. Draw line (5) around outline (2). Space outer line (5) so outer edge of router base (6) will follow it while router bit (7) follows outline (2). Use pencil compass and straightedge. If damage area (1) will not support compass point, cover area. Use template paper (E263) and masking tape (E388). Remove paper and tape.
  - b. Install router bit (7). Set depth to **0.020 inch**.



Wear goggles, respirator, and protective clothing when using router. Fiberglass particles will irritate eyes, lungs, and skin.

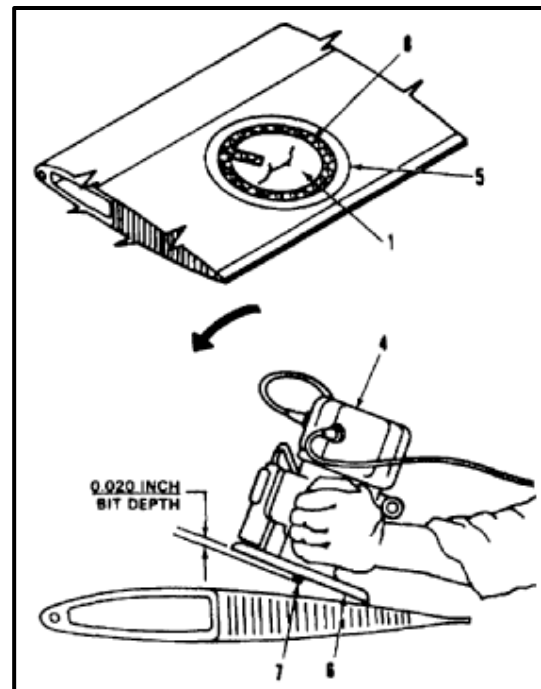


- c. Start router (4). Keep router under control. Use both hands.

## 5-69.1 REPAIR BLADE FAIRING — FOAM FILLER (Continued)

5-69.1

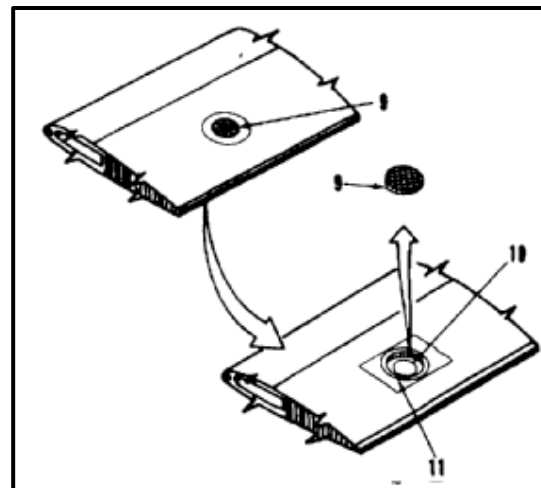
- d. Rest edge of router base (6) on router guide line (5). Keep bit (7) above blade skin.
  - e. Slowly lower bit (7) onto blade skin (8). Keep edge of router base (6) on guide line. Move router (4) counterclockwise.
  - f. Complete cut and move router (4) to center of damage area (1). Turn router off and remove it.
6. If hole saw is used to remove damaged skin (1), proceed as follows:
    - a. Use hole saw with center drill that does not extend more than **1/4 inch** beyond saw.
    - b. Position hole saw on guide line (5). Cut only deep enough to go through skin (8). Hold saw lightly against skin and turn slowly. Use wrench.
  7. If knife is used to remove damaged skin (1), make a series of punctures along guide line (2) until damaged skin is separated.
  8. Peel off cut-out section of skin (8). Use pliers and chisel. Work from center outward. Prying against skin around repair will cause additional damage.



**CAUTION**

Do not cut or score opposite skin when removing damaged core.

9. Cut through core (9) to opposite skin (10). Use pen knife with blunt point. Cut only deep enough to separate damaged core.
10. Remove damaged core (9). Use pliers and chisel. Avoid damage to skin.
11. Clean cutout (10). Use vacuum cleaner.
12. Apply Teflon tape (E399) (11) around cutout (10).



13. Prepare and use a mixture of foam filler (E172.1) as follows:

**WARNING**

Foam ingredients give off toxic fumes. Skin contact can cause irritation. Work in a well-ventilated area. Wear goggles and protective gloves. In case of skin contact, wash immediately with soap and water.

**NOTE**

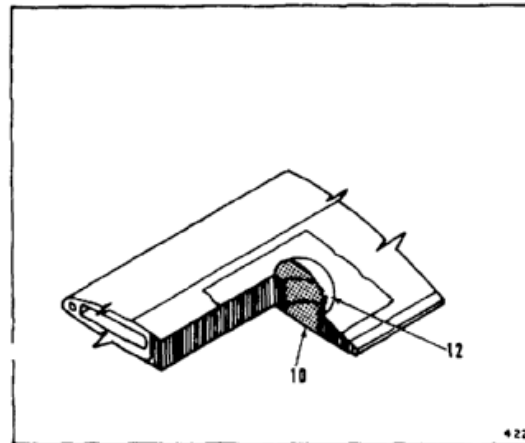
A total poured weight of **20 grams (0.75 ounce)** will fill a **2 inch** hole at the maximum blade thickness. The foam will expand to **8 times** its original liquid volume.

- a. Prepare a mixture of foam filler (E172.1). Mix **equal parts** by volume of resin PEW and activator PEA in a polyethylene cup (E157). Stir vigorously for **15 seconds** maximum. Use a wooden spatula (E24).

**NOTE**

Working life of the mixture is about **1 minute**.

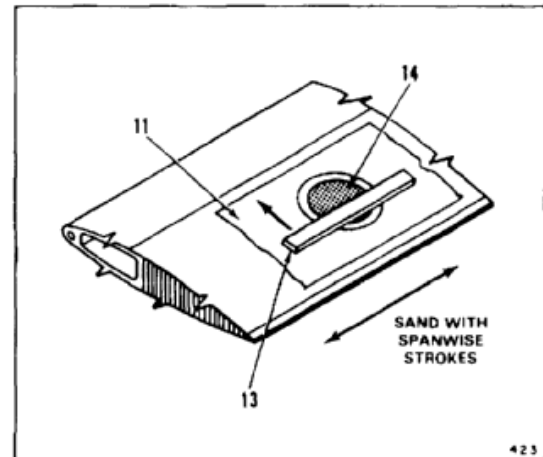
- b. Pour mixture into cutout (10). Allow it to expand and overflow.
- c. Let expanded foam harden for at least **30 minutes**. When hard, cut off overflow (12) slightly above blade surface. Use a hacksaw blade.



## 5-69.1 REPAIR BLADE FAIRING — FOAM FILLER (Continued)

5-69.1

14. Bond a piece of 120 or 240-grit abrasive paper (E7 or E9) to a sanding block (13). Make the block about **2 inches** wide and long enough to span the repair.
15. Sand foam plug (14) flush with blade surface to match blade contour. Use very light spanwise strokes.
16. Remove tape (11) from around repair.



17. Prepare fiberglass skin patch (15) as follows:
  - a. Cut patch (14) of fiberglass laminate (E168 or E168.1) **2 inches** larger than foam plug (14). Use scissors. Smooth rough edges by sanding.
  - b. Center patch (15) over foam plug (14). Check that finish has been removed at least **1/2 inch** beyond patch.
  - c. Draw outline of patch (15) on blade surface.
  - d. Lightly sand patch (15) to remove surface glaze. Use 240-grit abrasive paper (E9). Remove peel ply from patch if necessary.

**NOTE**

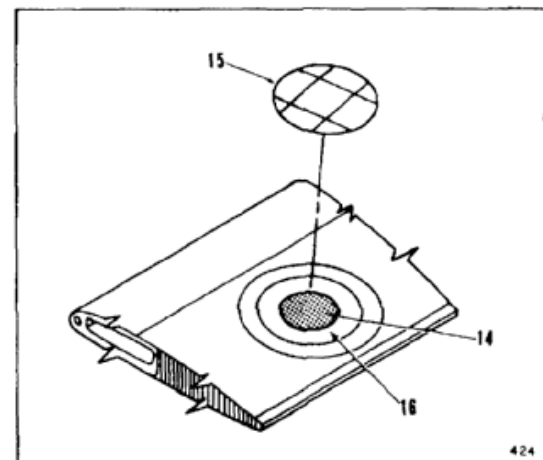
Patch will not adhere if surface glaze is not removed.

- e. Put on protective gloves (E186). Gloves shall be worn during the remaining steps of this procedure.

**NOTE**

Do not soak blade with acetone. Use damp cloths only.

- f. Clean patch (15) and bonding surface (16) of blade. Use cloths (E120) damp with acetone (E20). Wipe acetone dry immediately. Use dry cloth (E120). Check patch and bonding surface to ensure that they are properly prepared.

**INSPECT**

**APPLY ADHESIVE****NOTE**

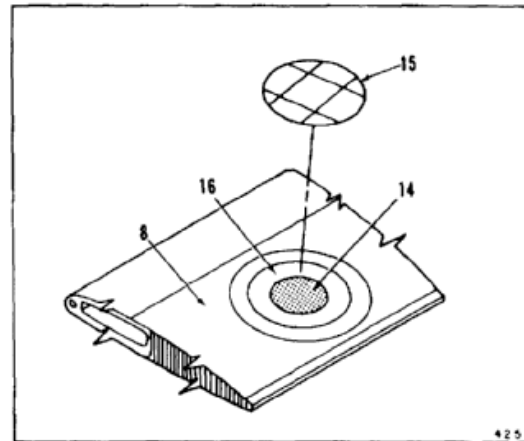
Prepackaged adhesive (E40) is preferred. Use adhesive (E41, E43 or E47.1) only if prepackaged kit is not available.

18. Mix tube of adhesive (E40). Follow instructions on kit.
19. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
20. If adhesive (E43) is used, prepare as follows:
  - a. Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
21. If adhesive (E47.1) is used, prepare as follows:
  - a. Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

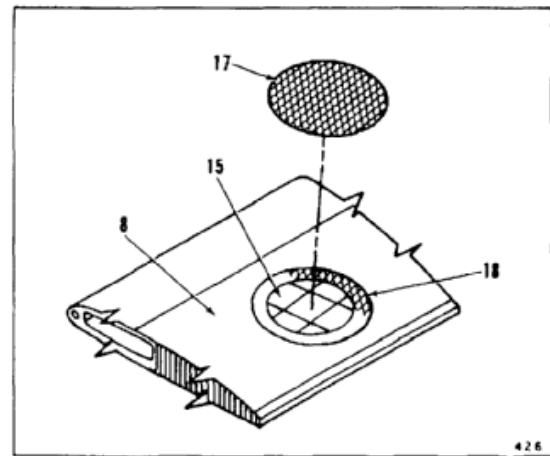
Working life of adhesive is **30 minutes**.

22. If fiberglass laminate (E168.1) is used, place patch (15) so that the outer edges curl toward the blade.
23. Apply adhesive (E40, E41, E43 or E47.1) to bottom of patch (15). Use stiff brush.
24. Apply adhesive to foam plug (14) and bonding surface (16). Center patch over plug, within outline. Position patch with fibers at **45°** to blade. Press onto skin (8). If wire mesh diverter damage is less than **1 square-inch**, go to step 26.



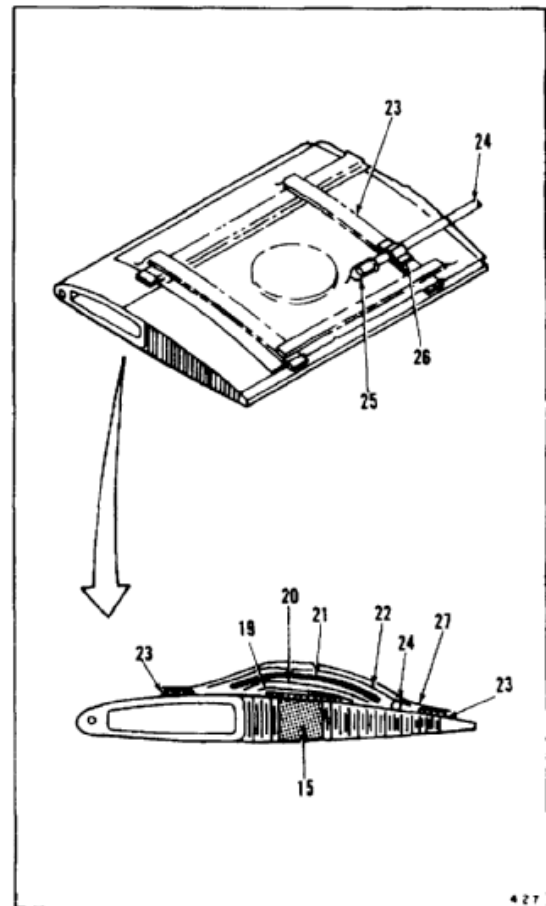


25. If wire mesh diverter damage is more than **1 square-inch**, replace mesh (17) as follows:
- Cut a piece of mesh (E453) (17) to cover patch (15) and exposed mesh (18).
  - Brush thin coat of adhesive (E40, E41, E43 or E47.1) over patch (15) and damaged mesh (18).
  - Position mesh (E453) (17) over patch (15). Seat firmly.



### BOND FAIRING REPAIR

26. Bond fairing repair as follows:
- Cover repair with layer of peel ply (E270) (19) and layer of Teflon-impregnated fabric (E170) (20). Make layers large enough to overlap patch (15) **1 inch**.
  - Cover Teflon-impregnated fabric (20) with thick rubber pad (E318) (21).
  - Cover repair area with fiberglass cloth (E132) (22). Cut cloth large enough to cover rubber pad (E318) (21).
  - Surround cloth (E132) (22) with sealing tape (E396) (23). Keep tape clear of cloth.
  - Attach tube (24) to vacuum pump hose.
  - Wrap tube (24). Use two layers of fiberglass cloth (E132) (25). Apply masking tape (E388) over cloth.
  - Position tube (24) on cloth (E132) (22) covering repair. Wrap tube with sealing tape (E396) (26) where tube crosses sealing tape (23) already applied.
  - Press tube (24) onto tape (26) to make airtight seal.
  - Press polyvinyl sheet (E284) (27) smoothly onto tape (23) to make airtight seal.



- j. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (27) or add tape (E396) (23) as needed.
- k. Maintain **20 inches** Hg vacuum through adhesive cure.



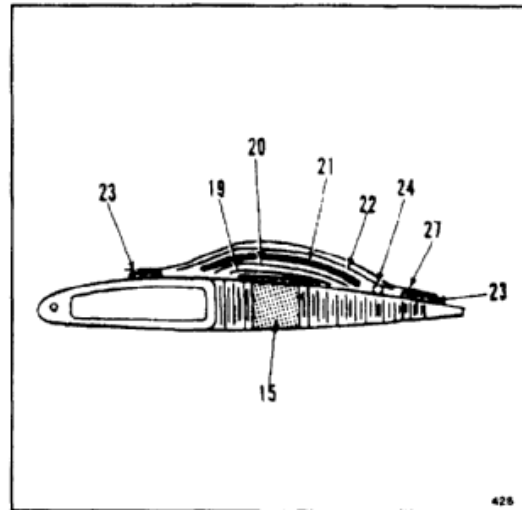
Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- l. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 4 hours**. Vacuum may be removed after **12 hours**.

- m. Turn off vacuum pump.
- n. Remove peel ply (19), fabric (20), rubber (21), fiberglass (22), tape (23), tube (24), and sheet (27).
- o. If squeeze out fairing is not satisfactory, fair patch (15). Use adhesive (E40, E41, E43, or E47.1). Follow step 18, 19, 20, or 21 to mix adhesive.



**INSPECT**

- 27. Find weight of repair in table. Record weight for blade tracking weight adjustment.

**NOTE**

All blade, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

**FOLLOW-ON MAINTENANCE:**

- Refinish repaired area (Task 5-82).
- Adjust blade tracking weights (Task 5-82.1).

		LENGTH (INCHES)		
		2	3	4
WIDTH (INCHES)	2	12 3 05	14 3 5 06	16 4 07
	3		17 4 5 05	20 5 08
	4			24 5 10

**EXAMPLE**

17 - WEIGHT OF BASE IN GRAMS  
 4 5 - WEIGHT OF HARDNER IN GRAMS  
 05 - TOTAL WEIGHT OF REPAIR IN POUNDS

END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Sanding Block  
 Pencil Compass  
 Straightedge  
 Router  
 Router Bit, Four-Fluted, A2154108  
 Vacuum Cleaner  
 Hole Saw  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp

**Materials:**

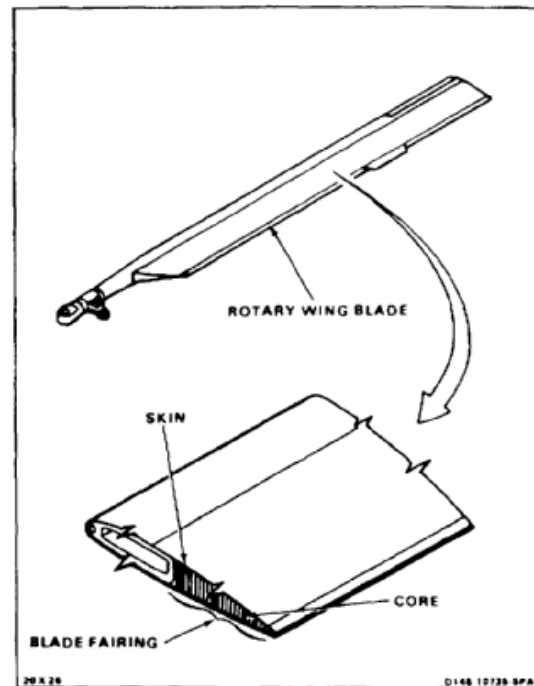
Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Template Paper (E263)  
 Masking Tape (E388)  
 Teflon Tape (E399)  
 Aluminum (E70)  
 Cloth (E120)  
 Adhesive (E40 or E41)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E130)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E40 or E41) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

**WARNING**

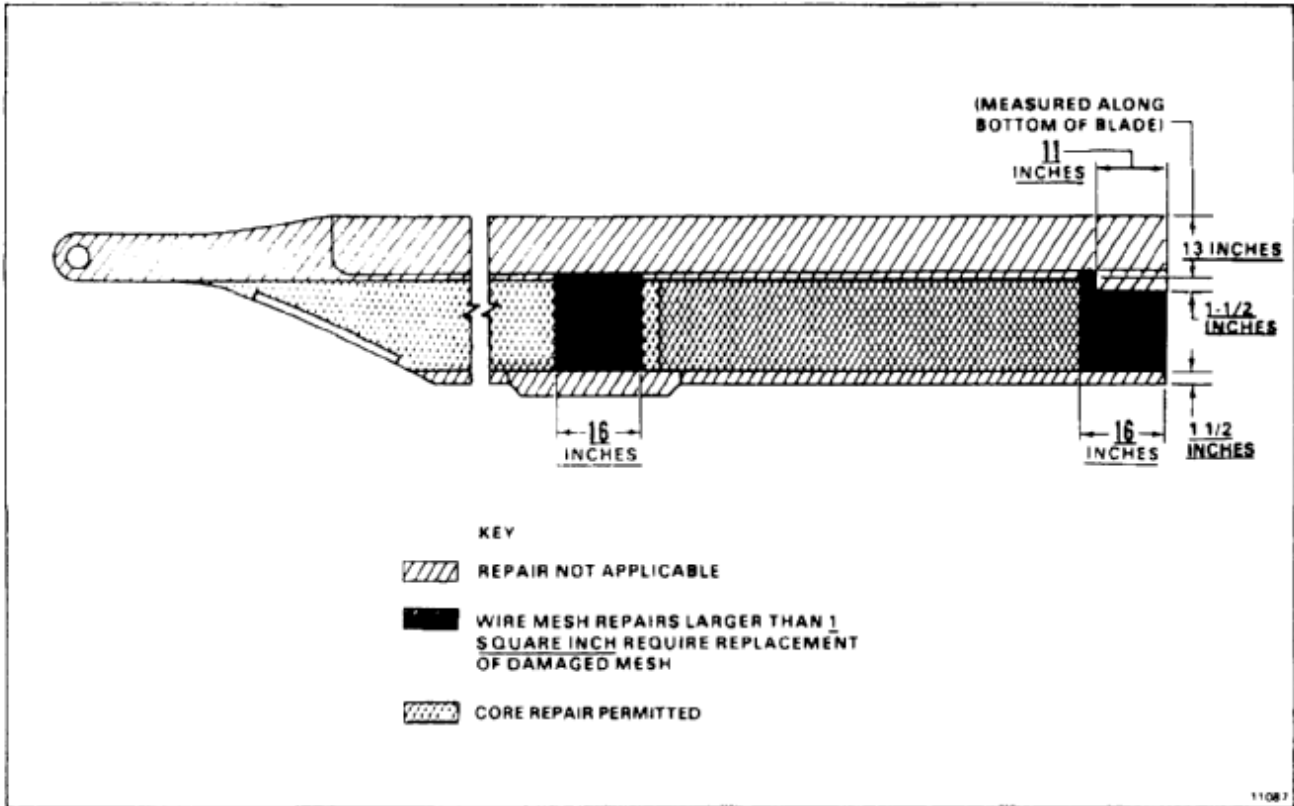
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**PREPARE DAMAGED AREA**

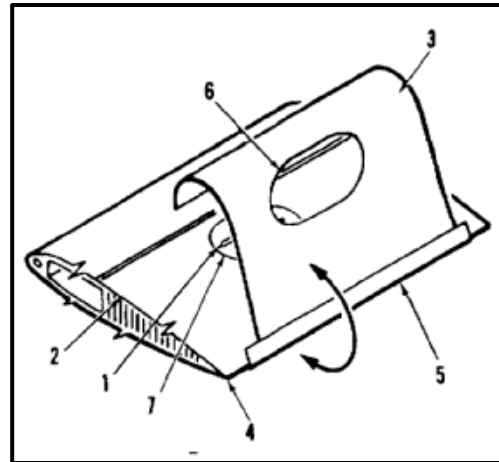
1. Check location and extent of damage to the skin and full depth of core. Refer to Fiberglass Skin Damage Repair Limits figure. Skin and core below skin must be replaced where repairs are allowed.

**NOTE**

Skin patch can overlap trailing edge skin and spar aft of titanium nose cap.



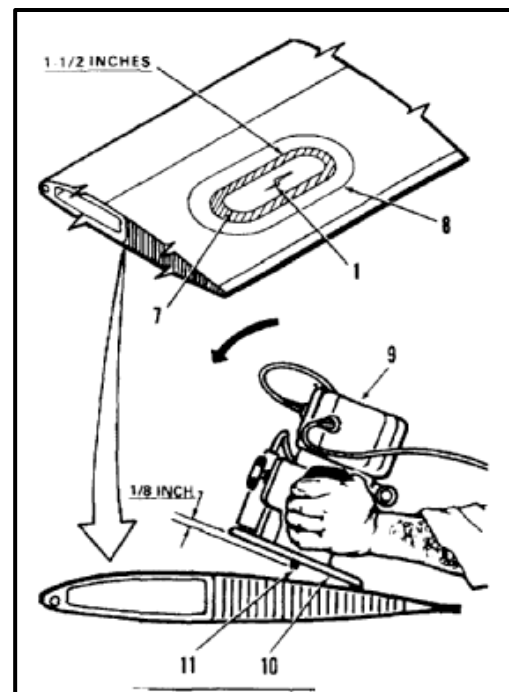
2. Mark damage areas (1) on fairing (2). If damage areas vary in size, or are offset, proceed as follows:
  - a. Cover fairing (2) on side with greatest damage. Use template paper (E263) (3). Align one edge with trailing edge (4). Apply tape (E388) (5) as hinge.
  - b. Draw outline (6) of damaged area (1) on paper (E263) (3). Use pencil compass straightedge, if needed.
  - c. Cut out paper (E263) (3) on outline (6).
  - d. Flip paper (E263) (3) around other side of fairing (2).
  - e. Check that cutout (6) covers damage area on other side of fairing (2). If not, enlarge cutout (6) as required.
  - f. Draw outline (7) of cutout (6) on both sides of fairing.



3. Remove finish **1-1/2 inches** outside of outline (7) around damage. Use sanding block and abrasive paper (E6). Use acetone (E20), if needed to soften finish. Complete finish removal with abrasive paper (E7). Do not sand through wire mesh. Wear gloves (E186).
4. If wire mesh diverter must be replaced, expose wire mesh **1-1/2 inches** outside of damaged area.
5. If router (9) is used to remove damaged skin, proceed as follows:
  - a. Draw line (8) around outline (7). Use pencil compass and straightedge. If damaged area (1) will not support compass point, cover area. Use template paper (263) and masking tape (E388). Remove paper and tape.

#### NOTE

Using a **6 inch** diameter router base and **1/2 inch** bit, line (8) should be **2-3/4 inches** outside of outline (7).



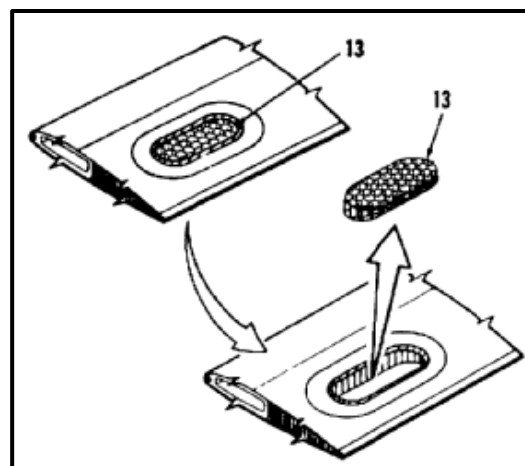
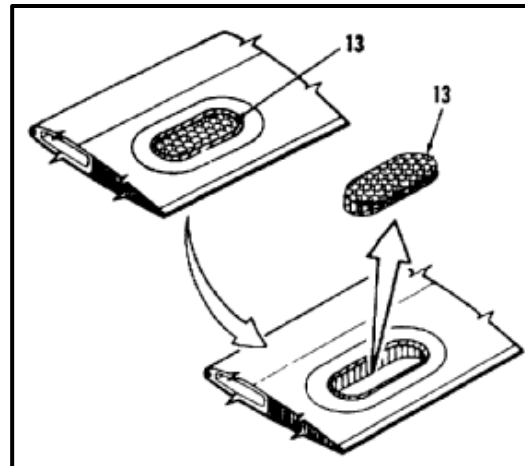
- b. Install router bit (11). Set depth to about **0.020 inch**.

**WARNING**

Wear goggles, respirator, and protective clothing when using router. Fiberglass particles will irritate eyes, lungs, and skin.

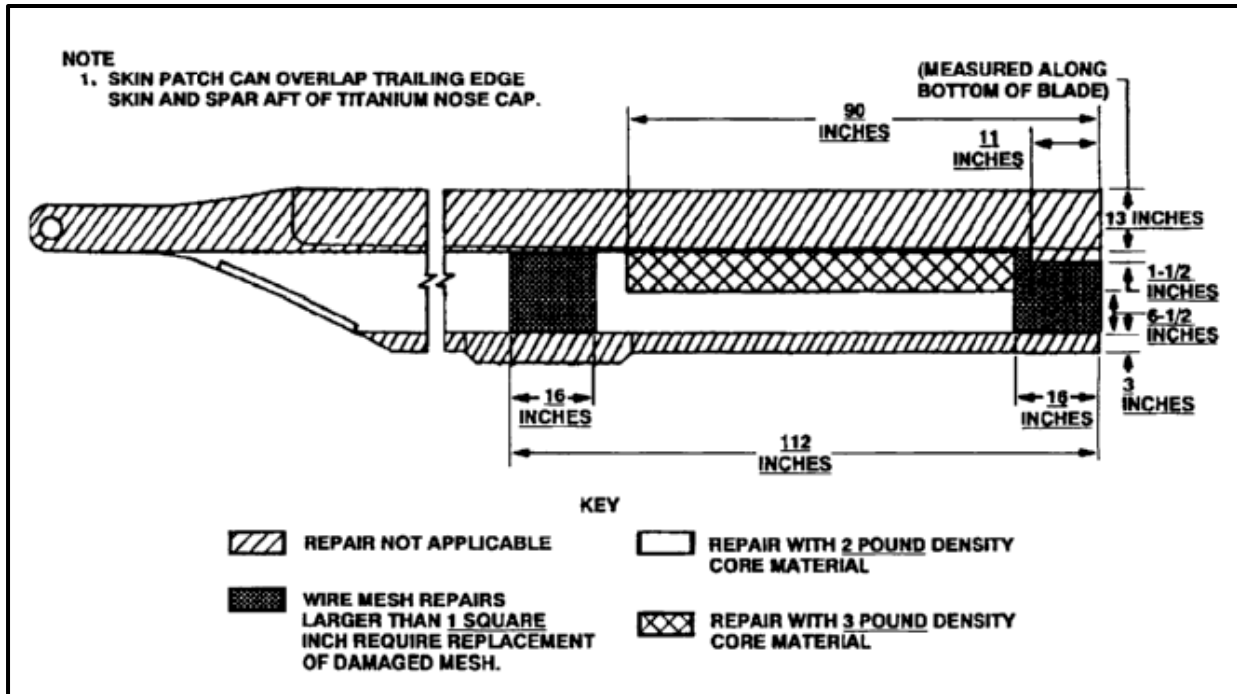
- c. Start router (9). Keep router under complete control. Grasp handles using both hands.
- d. Rest edge of router base (10) on router guide line (8). Keep bit (11) above blade skin (12).
- e. Slowly lower bit (11) onto blade skin (12). Keep edge of router base (10) on guide line. Move router (9) counterclockwise.
- f. Complete cut and move router (9) to center of damaged area (1). Turn router off and remove it.
6. If hole saw is used to remove damaged skin, proceed as follows:
- a. Use hole saw with center drill that does not extend more than **1/4 inch** beyond saw.
- b. Position hole saw on guide line (7). Cut only deep enough to go through skin (12). Hold saw lightly against skin and turn slowly. Use wrench.
7. If knife is used to remove damaged skin (12), make a series of punches through skin along guide line (7) until damaged skin is separated.
8. Peel off cut-out section of skin (12). Peel from center of damage area (1). Do not pry against undamaged fairing skin. Use pliers and chisel.
9. Repeat step 5, 6, or 7 for skin (12) on opposite side of blade.

10. Cut through core (13). Use pocket knife.
11. Remove core (13).



**PREPARE REPAIR MATERIALS**

12. Use core material (E145) in **3 pound** density repair area. Use core material (E146) in **2 pound** density repair area. Refer to Fiberglass Blade Skin and Core Damage Repair Limits figure.

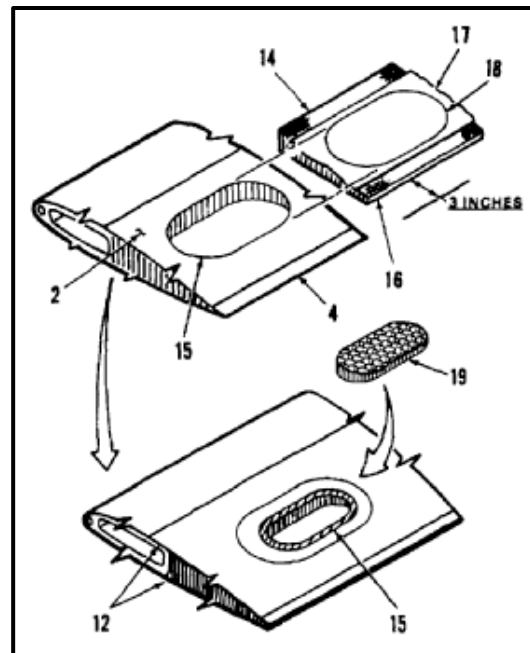


13. Position core material (E145 or E146) (14) on fairing (2) next to cutout (15). Locate trailing edge (16) of core material **3 inches** forward of blade trailing edge (4).
14. Apply masking tape (E388) (17) to cover area of core material (E145 or E146) (14) slightly larger than cutout area.
15. Draw outline (18) on tape (E388) (17) in shape of cutout (15) and **1/8 inch** larger.

**NOTE**

Repair plug must have same contour as blade and be slightly larger than cutout.

16. Cut core material (E145 or E146) (14) on tape outline (18) with knife. Remove tape (E388) (17).
17. Position core (19) in cutout (15). Check that core fits tight and projects above and below skin (12) at all points.
18. Remove core (19) from cutout (15).





19. Prepare two skin patches (20) as follows:
- Position fiberglass laminate (E168 or E168.1) (21) over cutout (15) with fibers at **45°** to chord.
  - Draw outline of cutout (15) on fiberglass laminate (E168) (21). Remove laminate. Draw outline (22) **1 inch** larger than cutout outline on fiberglass laminate. Use pencil compass and straightedge.
  - Cut skin patches (20) with scissors. Smooth rough edges with abrasive paper (E7).
  - If fiberglass laminate (E168.1) is used, remove peel ply from surfaces of patches (20). Clean with acetone (E20). Wipe dry with clean cloth (E120).
  - Sand patches (20) lightly. Use abrasive paper (E9).

**NOTE**

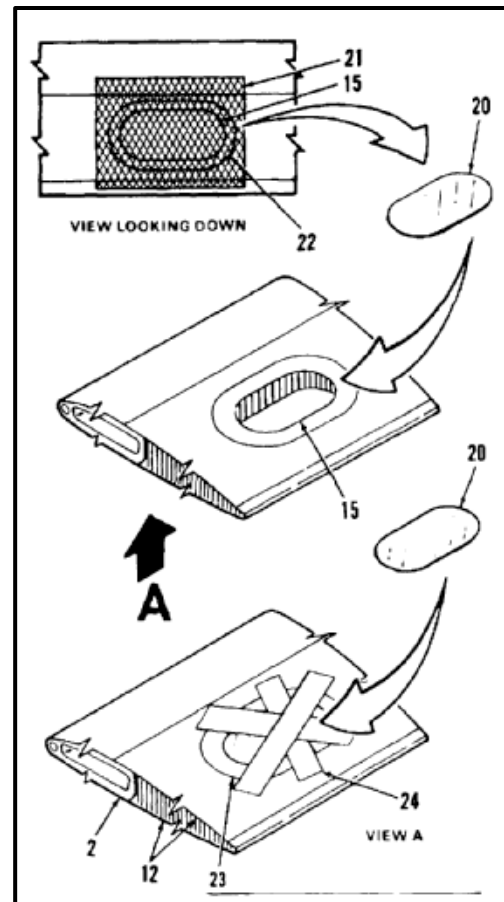
Patch will not adhere if surface glaze is not removed.

- Check that patches (20) are **1 inch** larger than cutout (15) on all sides. Check that blade surface finish is removed **1/2 inch** around patches.
- Trace patch outline (23) onto blade skin (12).

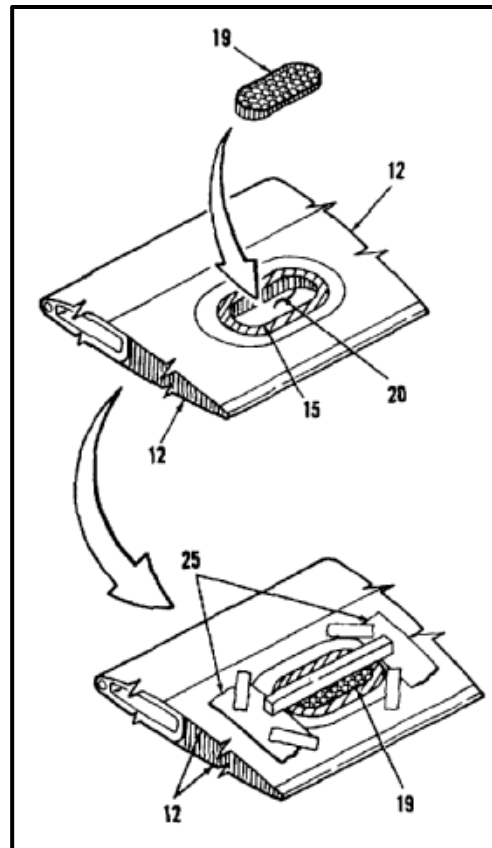
**NOTE**

These outlines will be used when applying adhesive and for positioning patches for bonding.

- Tape patch (20) on bottom of fairing (2). Use masking tape (E388) (24).



20. Insert core (19) in cutout (15). Seat it firmly on bottom patch (20). Be careful not to push patch away from lower skin (12).
21. Bond a piece of abrasive paper (E7) to a sanding block about **2 inches** wide and long enough to span the repair in a spanwise direction.
22. Apply Teflon tape (E399) (25) around area of finish removal.
23. Using spanwise strokes, sand core (19) to height of tape (E399) (25). Do not push down too hard. If necessary, support lower patch (20) with hand.
24. Remove tape (E399) (25) and lower patch (20).
25. Index core (19) and skin (12). Remove core.



26. Wear gloves (E186). Clean cutout (15), patches (20) and skin (12) where finish was removed. Use cloth (E120) damp with acetone (E20). Wipe dry with clean cloth (E120). Do not remove gloves.

**INSPECT****APPLY ADHESIVE****NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

27. Mix tube of adhesive (E40). Follow instructions on kit.



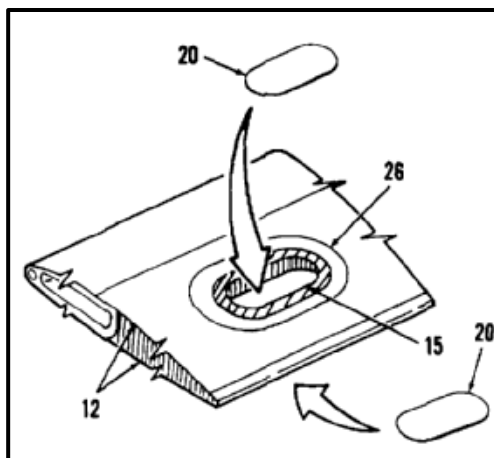
Weigh and mix adhesive and resin accurately to produce acceptable bond.

28. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
- a. Weigh **100 parts** of resin, and **23 parts** of hardener. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E186).

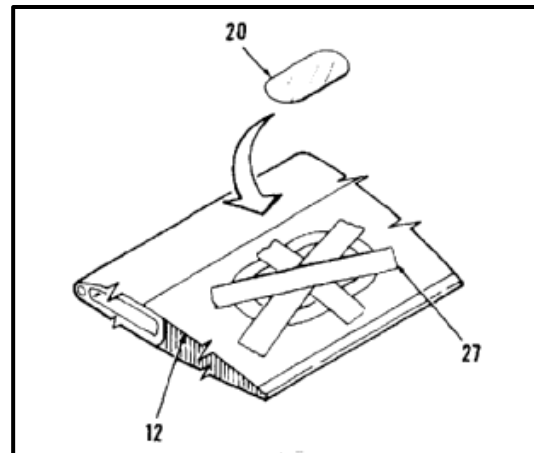
**NOTE**

Working life of adhesive is **30 minutes**.

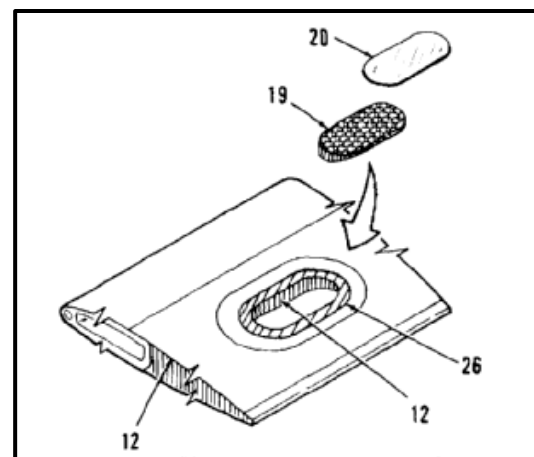
29. Apply adhesive (E40 or E41) to one patch (20) and **1 inch** wide area (26) around cutout (15). Use stiff brush. Wear gloves (E186). If fiberglass laminate (E168.1) is used, apply adhesive so edges of patch curl toward blade.



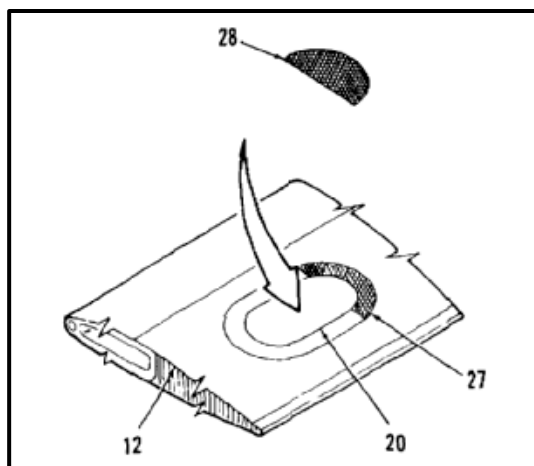
30. Position patch (20) over cutout. Center patch on adhesive coat. Position patch with fibers at  $45^\circ$  to blade chord. Press firmly onto skin (12).
31. Tape patch (20) in place. Use Teflon tape (27) (27).



32. Apply adhesive (E40 or E411) to honeycomb sides of cutout (15). Use stiff brush. Wear gloves (E186).
33. Align match marks on core (19) and skin (12). Insert core until seated on bottom patch. Check that core is flush with skin.
34. Put on gloves (E186). Apply adhesive to core (19), blade skin area (26), where finish was removed, and one side of patch (20). Center patch over insert, within outline. Position patch with fibers at  $45^\circ$  to blade chord. Press onto skin (12).



35. If wire mesh diverter damage is less than **1 square-inch**, go to step 36. If wire mesh diverter damage is more than **1 square-inch**, replace mesh as follows:
  - a. Cut piece of mesh (E453) (28) to cover patch (20) and exposed mesh (29).
  - b. Brush thin coat of adhesive (E40 or E41) over patch (20) and damaged mesh (29). Wear gloves (E186).
  - c. Position mesh (E453) (28) over patch (20). Seat firmly. Brush more adhesive over mesh. Fair adhesive to blade skin (12).



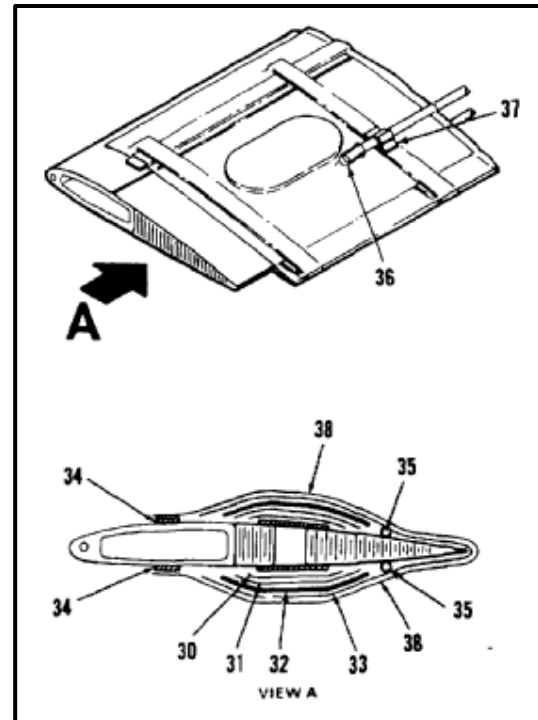
**BOND FAIRING REPAIR**

36. Bond fairing repair as follows:

**NOTE**

Wear gloves (E186) for all steps.

- a. Cover repairs with layers of peel ply (E270) (30) and layers of Teflon-impregnated fabric (E170) (31). Make layers large enough to overlap patch **1 inch**.
- b. Cover Teflon-impregnated fabric (E170). Use thick rubber pad (E318) (32).
- c. Cover repair areas. Use fiberglass cloth (E130) (33). Cut cloth large enough to cover rubber pad (E318) (32). Overlap cloth over trailing edge onto opposite patch.
- d. Border cloth (E130) (33) on three sides with sealing tape (E396) (34). Keep tape clear of cloth. Apply tape around trailing edge to other side.
- e. Attach two tubes (35) to vacuum pump hose.
- f. Wrap each tube (35). Use two layers of fiberglass cloth (E130) (36). Secure cloth to tube with masking tape (E388).
- g. Position one tube (35) on cloth (E170) (33) covering repair on top and bottom of blade. Wrap each tube with sealing tape (E388) (37) where tube crosses sealing tape already applied.
- h. Press tubes (35) onto tape (34) to make airtight seal.
- i. Press polyvinyl sheet (E284) (38) smoothly onto tape (34) to make airtight seal.



- j. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (38) or add tape (E396) (34) as needed.
- k. Maintain **20 inches** Hg vacuum through adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- l. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

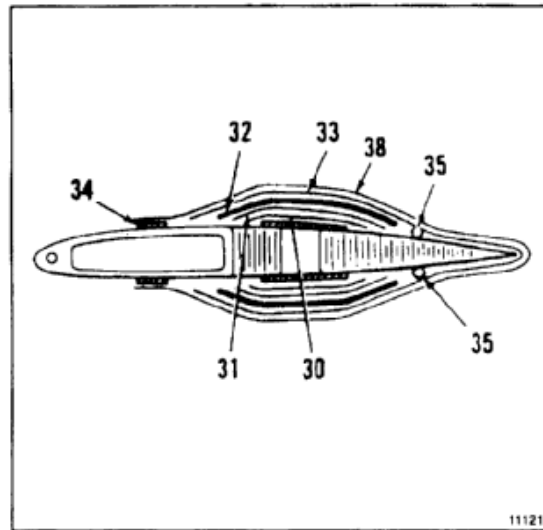
#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

- m. Turn off vacuum pump.
- n. Remove sheet (38), tubes (35), tape (34), fiberglass (33), rubber (32), fabric (31), and peel ply (30).
- o. If squeezeout fairing is not satisfactory, fair patch (15). Use adhesive (E40, E41, E43, or E47.1). Follow step 18, 19, 20, or 21 to mix adhesive.

#### NOTE

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

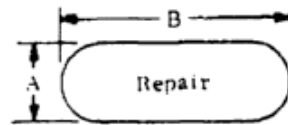


37. Find weight of repair. Use adhesive weight for double skin core repairs. Record weight for blade tracking weight adjustment.

Table 13.4. Adhesive Weight for Double Skin Core Repairs

		Length (inches)												
A \ B														
	2	4	6	8	10	12	14	16	18	20	22	24	26	
2	17	24	32	41	48	56	64	72	80	88	95	104	111	
	4	6	8	9	11	13	15	16	18	20	22	23	26	
	.08	.12	.15	.18	.21	.24	.28	.31	.34	.37	.40	.43	.46	
3		30	40	50	59	69	79	88	98	108	118	128	138	
		7	9	11	14	16	18	21	23	25	28	30	32	
		.14	.18	.22	.25	.29	.33	.36	.40	.44	.49	.51	.54	
4		35	46	58	70	82	94	106	118	129	140	153	164	
		8	11	14	16	19	21	24	26	30	33	35	38	
		.16	.20	.25	.29	.33	.38	.41	.45	.50	.54	.58	.62	
5			52	66	80	95	108	122	136	150	163	177	191	
			12	16	19	21	23	28	31	34	38	41	44	
			.23	.27	.32	.37	.40	.47	.53	.56	.61	.66	.71	
6			58	74	90	104	122	138	152	169	176	200	216	
			14	17	21	24	28	31	36	39	42	46	50	
			.25	.31	.36	.41	.46	.51	.57	.62	.67	.72	.78	
7				81	110	117	135	153	170	188	205	224	241	
				19	22	27	31	35	39	43	45	51	55	
				.34	.39	.48	.51	.57	.62	.66	.71	.79	.81	
8				89	108	128	148	166	187	206	226	247	266	
				20	25	29	34	40	43	48	52	56	61	
				.36	.46	.49	.54	.61	.64	.74	.80	.86	.93	
9					117	139	160	182	203	225	247	269	291	
					27	32	37	42	47	52	57	61	66	
					.46	.52	.59	.66	.72	.79	.84	.93	1.00	
10					125	149	173	196	220	244	278	291	314	
					29	34	39	45	51	56	61	67	73	
					.49	.56	.63	.70	.78	.85	.93	1.00	1.08	
11					158	184	209	235	261	286	312	337	360	
					37	42	49	54	60	66	72	78	83	
					.59	.67	.75	.83	.91	.99	1.06	1.15	1.22	
12					168	195	222	251	278	306	333	360	383	
					38	45	52	57	64	70	76	83	88	
					.63	.71	.80	.88	.96	1.04	1.13	1.22	1.28	
13					206	236	265	295	325	354	383	406	427	
					47	54	62	67	74	81	86	93	99	
					.75	.83	.92	1.02	1.11	1.20	1.26	1.35	1.42	
14					217	248	280	311	349	374	406	427	460	
					50	57	64	72	80	86	93	99	106	
					.77	.88	.97	1.07	1.18	1.26	1.35	1.42	1.51	
15					259	293	327	361	393	427	460	493	527	
					60	68	75	82	91	99	106	115	124	
					.92	1.02	1.12	1.22	1.31	1.42	1.51	1.61	1.71	

Example:  
 217 - Weight of Base in Grams  
 50 - Weight of Hardner in Grams  
 .77 - Total Weight of Repair in Pounds



42 x 51

D145 10761 SPA

**FOLLOW-ON MAINTENANCE:**

- Refinish repaired area (Task 5-82).
- Adjust balance weights (Task 5-82.1).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Heat Lamps  
Trip Balance, NSN 6170-00-401-7195

**Materials:**

Abrasive Paper (E7 and E9)  
Cloth (E120)  
Acetone (E20)  
Polyethylene Cup (E157)  
Wood Spatula (E424)  
Peel Ply (E270)  
Teflon-Impregnated Fabric (E170)  
Aluminum (E70)  
Masking Tape (E388)  
Adhesive (E43 or E47.1)  
Curing Agent (E158.1)  
Temperature Indicating Strips (E413)  
Naphtha (E245)  
Plastic Squeeze Bottle (E366)  
Gloves (E184.1)

**Parts:**

Shim Stock, 0.005 Inch

**Personnel Required:**

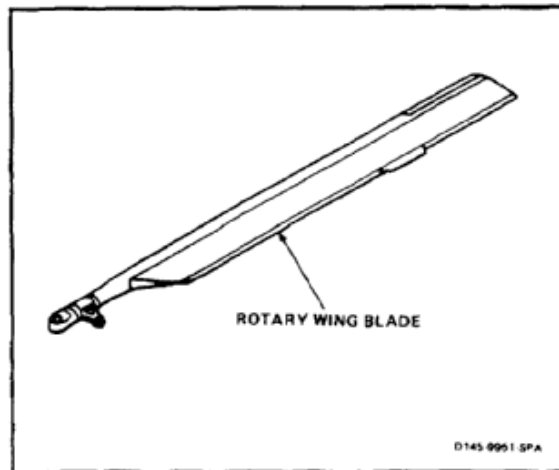
Aircraft Structural Repairer  
Inspector

**References:**

TM 55-1520-240-23P  
Task 5-67.2  
Task 5-82

**Equipment Condition:**

Off Helicopter Task





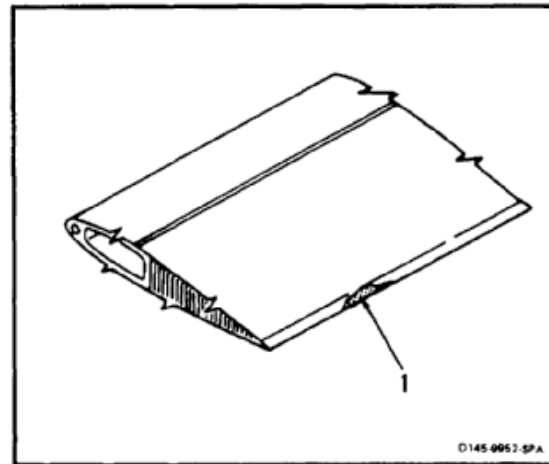
**NOTE**

Procedure is same to repair trailing edge minor damage on any rotary-wing blade.

There is no limit to spanwise length of repair.

**BLEND REPAIRS**

1. Blend cracks, nicks, or gouges less than **0.010 inch** deep. Use abrasive paper (E7).
2. Repair cracks, nicks, or gouges greater than **0.010 inch** deep as fairing skin (Task 5-67.2).
3. Touch up finish on repaired area (1) (Task 5-82). Wear gloves (E184.1).



**REPAIR DELAMINATIONS**

4. Position blade with trailing edge (2) lower than leading edge (3).

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. Fill plastic squeeze bottle (E366) with acetone (E20).
6. Flush delaminated area (4) to wash out dirt. Use acetone (E20). Flush until acetone is free of contamination. Check that area is clean.

**WARNING**

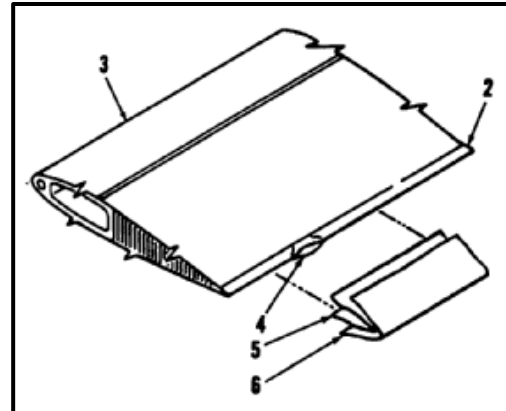
Adhesive (E47.1 or E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

7. Prepare small quantity of adhesive (E47.1 or E43) as follows:
- For adhesive (E47.1), weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - For adhesive (E43), weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - Mix in polyethylene cup (E157). Use wood spatula (E424).

**NOTE**

Working life of adhesive (E47.1 or E43) is about **30 minutes**.

8. Work adhesive mix into delaminated area (4). Use **0.005 inch** shim stock.
9. Bond repair area as follows:
- Cover repair area. Use layer of peel ply (E270) (5) followed by layer of Teflon-impregnated fabric (E170) (6). Cut both large enough to wrap around trailing edge and overlap repair **1 inch**.



- b. Cut two pieces of wood or aluminum sheet (E70) (7). Position sheet on each side of repair. Clamp in place using moderate pressure.



Do not heat blade surface over **160°F (71°C)**. Higher temperature can damage blade surface.

- c. Cure adhesive **2 hours at 140° - 160°F (60° - 71°C)**. Use heat lamp. Monitor blade temperature. Use temperature indicating strips (E413).

#### NOTE

Adhesive may be cured for **24 hours at 70° - 80°F (21° - 27°C)**.

10. After repair is cured, remove wood or aluminum sheets (7), and Teflon-impregnated fabric (5).
11. Blend repaired area into blade surface. Use abrasive paper (E9).

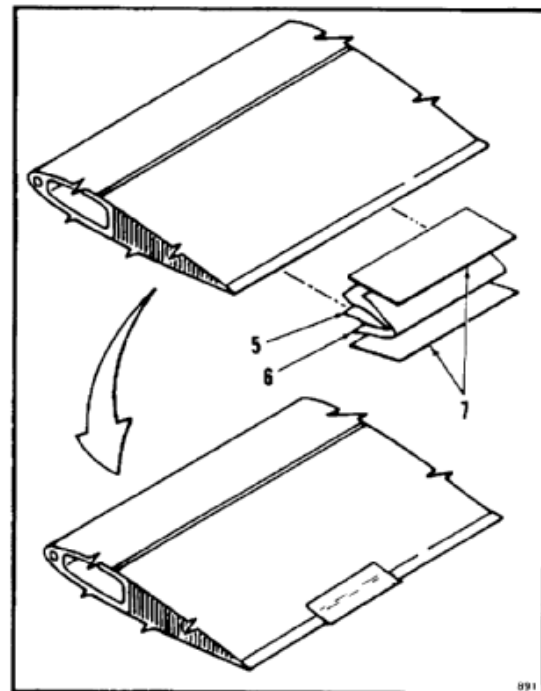


Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

12. Clean repaired area. Use cloth (E120) damp with naphtha (E245). Wear gloves (E184.1). Wipe dry before naphtha evaporates.
13. Touch up finish on repaired area (Task 5-82).

#### FOLLOW-ON MAINTENANCE:

None



END OF TASK

## INITIAL SETUP

**WARNING****Applicable Configurations:**

All

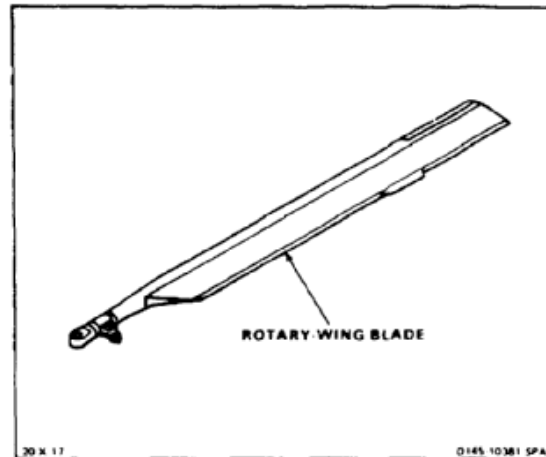
**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Trailing Edge Bonding Fixture (T116)  
 Saber Saw  
 Sanding Block  
 Trip Balance, NSN 6670-00-401-7195

**Materials:**

Masking Tape (E388)  
 Abrasive Paper (E7 and E9)  
 Acetone (E20)  
 Trailing Edge Material (E284) (Part of Blade Repair Kit 114RK651)  
 Fiberglass Laminate (E168 or E168.1)  
 Gloves (E186)  
 Teflon Tape (E399)  
 Adhesive (E40, E41, E43, or E47.1)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Temperature Indicating Strips (E413)  
 Sealant (E336)  
 Polyvinyl Sheet (E284)  
 Curing Agent (E158.1)

Adhesive (E40) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**Personnel Required:**

Medium Helicopter Repairer (6)  
 Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**NOTE**

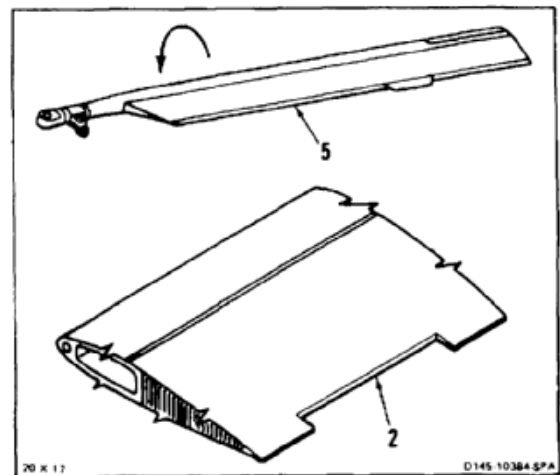
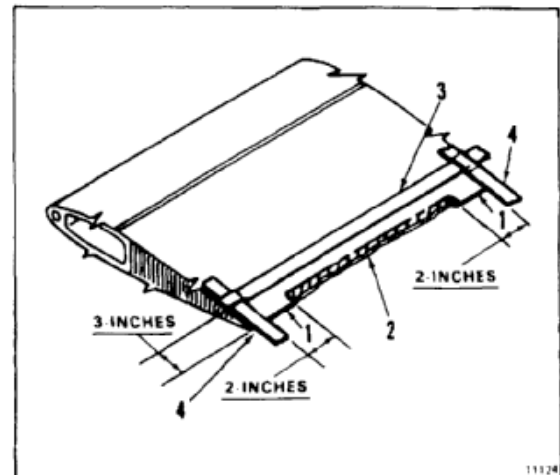
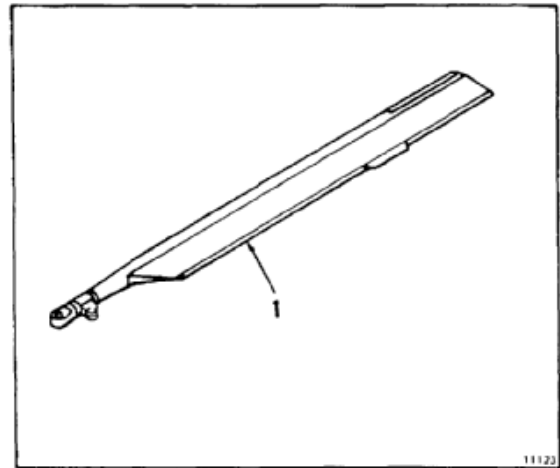
There is no limit to the number of repairs that can be made. Minimum edge-to-edge distance between repairs shall be **6 inches**.

1. Check location and size of major damage to trailing edge (1).
  - a. Reparable damage of trailing edge (1) shall not exceed **1-1/4 inches** chordwise. Spanwise damage is not limited.
  - b. Damage greater than **1-1/4 inches** chordwise requires rejection of the rotor blade.
2. Mask damaged area (2) as follows:
  - a. Apply tape (E388) (3) spanwise **3 inches** from trailing edge (1).
  - b. Apply tape (E388) (4) chordwise **2 inches** from edges of damaged area (2).
3. Remove finish from area inside tapes (E388) (3 and 4). Use abrasive paper (E7) and sanding block. Soften finish, if needed. Use acetone (E20). Remove tapes (3 and 4). Wear gloves (E186).
4. Have helpers turn blade (5) upside down.
5. Draw rectangle outline around damaged area (2). Do not exceed dimensions in step 1.

**CAUTION**

Do not cut forward of guide line around damaged area. Cutting chordwise farther than line will damage blade structure and require rejection of the blade.

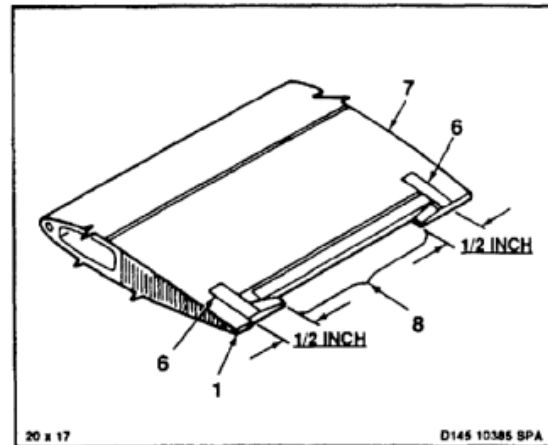
6. Cut inside guide line to remove damaged area (2). Use a saber saw or hacksaw.



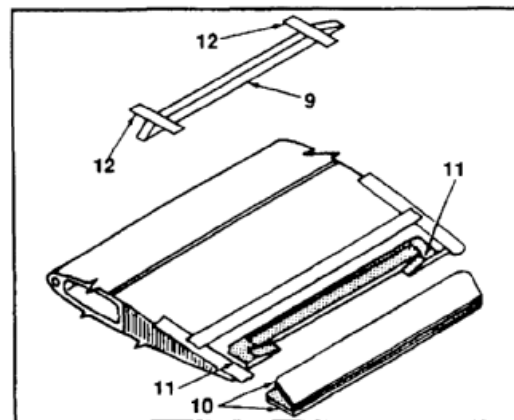


Do not cut bevel in upper surface of trailing edge. Strength of repair will be reduced.

7. Bevel trailing edge (1) as follows:
  - a. Apply guide strips (6) of masking tape (E388) to blade underside (7) **1/2 inch** outside ends of cutout (8).
  - b. Bevel edge **1/2 inch** toward tape (E388). Use file.
  - c. Remove guide strips (6).



8. Prepare insert (9) and doublers (10) as follows:
  - a. Cut insert (9) from trailing edge material (E425.1). Make insert long enough to cover bevels (11).
  - b. Tape guide strips (12) on insert (9) **1/2 inch** from ends. Use masking tape (E388). Bevel insert to guide strips. Use file.
  - c. Remove guide strips (12).
  - d. Cut two doublers of fiberglass laminate (E168 or E168.1) (10) **1/2 inch** wider chordwise, and **2 inches** longer spanwise than insert (9).
  - e. Check fit of insert (9). Check that doublers (10) overlap insert by **1/2 inch** chordwise and **2 inches** spanwise.
  - f. If fiberglass laminate (E168.1) is used, remove peel ply covering from surfaces of doublers (10).

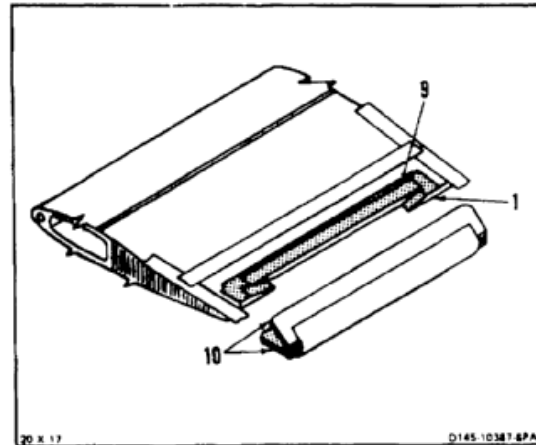


9. Prepare surfaces for bonding as follows:



Surface glaze must be removed from insert and doublers. Poor bond will result if glaze is not removed.

- a. Sand both sides of doublers (10) and insert (9) lightly to remove surface glaze. Use abrasive paper (E9).
  - b. Wear gloves (E186). Clean bonding surfaces of doublers (10), insert (9), and trailing edge (1). Use cloth (E120) damp with acetone (E20). Wipe dry with clean cloth before acetone evaporates.
10. Position doublers (10) on clean surface with lower doubler extending past upper doublers by **1/8 inch** at trailing edges.
- 10.1. If fiberglass laminate (E168.1) is used, ensure that outer edges of doublers (10) are curled towards the blade.
11. Hinge doublers (10) at trailing edges. Use Teflon tape (E399).



#### NOTE

Prepackaged adhesive (E40) is preferred. Use adhesive (E41, E43, or E47.1) only when adhesive (E40) is not available.

12. Mix prepackaged adhesive (E40). Follow instructions in kit.

#### NOTE

Correct adhesive weight is required to obtain good bond.

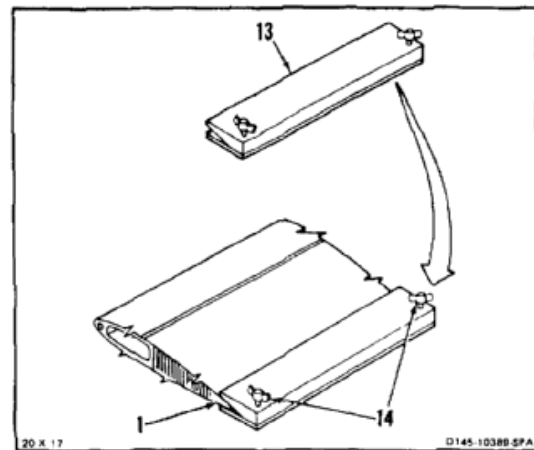
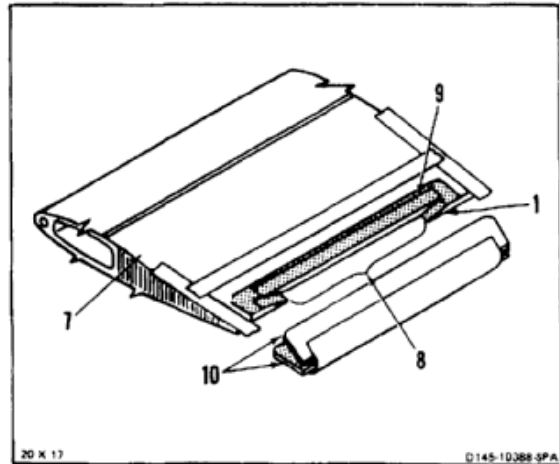
13. If adhesive (E40) is not available, prepare alternate adhesive as follows:
- a. For adhesive (E41), weigh **100 parts** of resin and **23 parts** of hardener. Mix until color is uniform. Use polyethylene cup (E157) and wood spatula (E424).
  - b. For adhesive (E43), weigh **7 parts** of gray hardener and **5 parts** of white base. Mix until color is uniform. Use polyethylene cup (E157) and wood spatula (E424).

- c. For adhesive (E47.1), weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Mix until color is uniform. Use polyethylene cup (E157) and wood spatula (E424).
14. Apply adhesive (E40, E41, E43, or E47.1) as follows:

**NOTE**

Working life of adhesive is about **30 minutes**.

- a. Coat insert (9). Use a short-bristle brush. Position insert in cutout (8).
- b. Coat bonding surfaces of doublers (10).
- c. Position hinged doublers (10) over insert (9). Center doublers over repair and align with trailing edge (1).
- d. Secure doublers (10). Use Teflon tape (E399). Cover entire surface of doublers. Overlap skin of blade underside (7) at least **3 inches** in all directions.
15. Install trailing edge bonding fixture (T116) (13) as follows:
- a. Cover facing surfaces of fixture (T116) (13). Use Teflon tape (E399).
- b. Install fixture (T116) (13) over trailing edge (1). Center fixture over repair, and seat firmly against trailing edge.
- c. Tighten wing nuts (14) on fixture (T116) (13). Be sure fixture or repair have not moved.





**CAUTION**

Do not allow temperature to exceed **160°F (71°C)** at blade surface. Damage to fiberglass blade can result.

16. Cure adhesive **2 hours at 140° - 160°F (60° - 71°C)**. Use heat lamp. Monitor temperature with temperature indicating strips (E413).

**CAUTION**

Adhesive cure time increases rapidly with lower temperatures. Do not count cure time periods when temperature is less than **65°F (18°C)**.

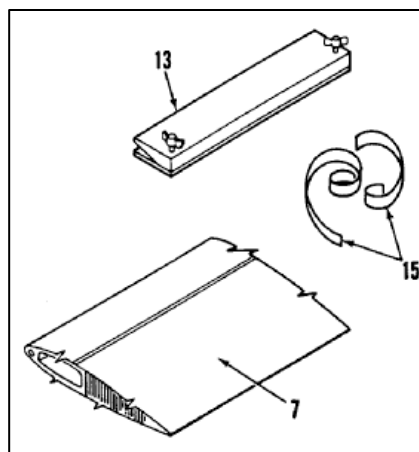
**NOTE**

Serviceable cure will be achieved in **24 hours at 70° - 80°F (21° - 27°C)**. Fixture (T116) may be removed after **12 hours**.

17. Remove fixture (T116) (13) and tape (E399) (15). Check for squeezeout or voids.
18. If squeezeout fairing is not satisfactory, fair doubler to surface of blade underside (7). Use sealant (E336). Allow **6 hours** for curing.

**FOLLOW-ON MAINTENANCE:**

Refinish blade (Task 5-82).



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Sanding Block  
 Pencil Compass  
 Straightedge  
 Hacksaw or Power Coping Saw  
 Vacuum Cleaner  
 Vacuum Pump  
 Protective Clothing  
 Respirator  
 Trip Balance, NSN 6670-00-401-7195  
 Heat Lamp

**Materials:**

Wire Mesh (E453)  
 Acetone (E20)  
 Gloves (E186)  
 Abrasive Paper (E6, E7, E9)  
 Teflon Tape (E399)  
 Cloth (E120)  
 Adhesive (E40 or E41)  
 Polyethylene Cup (E157)  
 Wood Spatula (E424)  
 Peel Ply (E270)  
 Teflon-Impregnated Fabric (E170)  
 Rubber Pad (E318)  
 Glass Cloth (E132)  
 Sealing Tape (E396)  
 Polyvinyl Sheet (E284)  
 Temperature Indicating Strips (E413)  
 Fiberglass Laminate (E168 or E168.1)

**Personnel Required:**

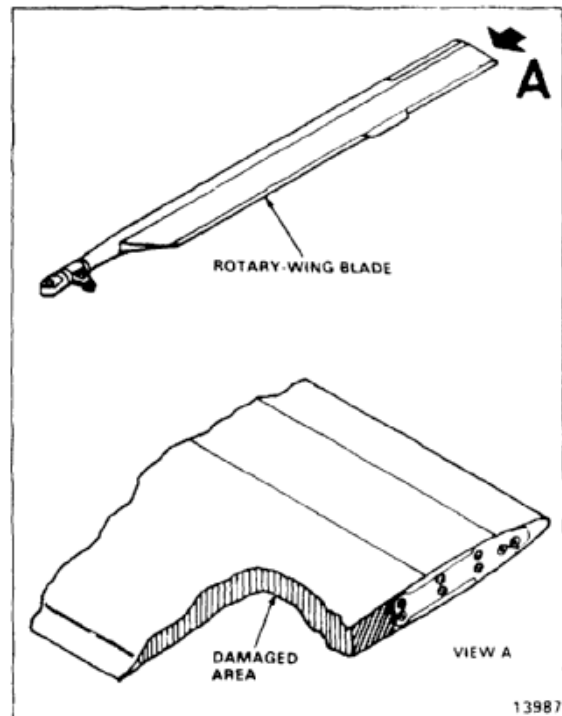
Aircraft Structural Repairer  
 Inspector

**References:**

Task 5-76  
 Task 5-77

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

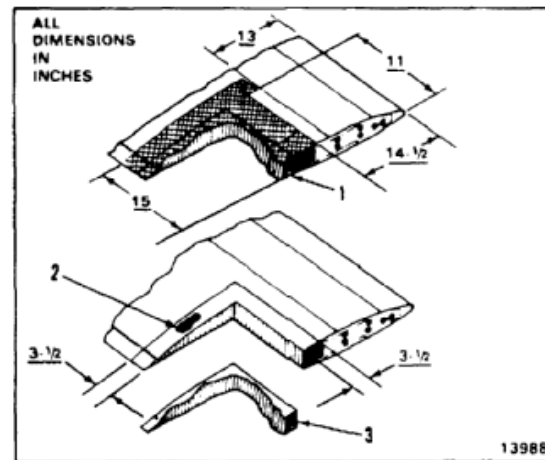
Adhesive (E40 or E41) is extremely flammable. It is volatile. It forms harmful vapors and explosive peroxides. Keep away from heat, sparks, or open flame. Avoid inhaling. Use only with adequate ventilation.

**WARNING**

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial number A-1-0001 to 1465 and A-2-0001 to 1473 only).

**NOTE**

Section outline can be square, rectangular, or triangular to suit shape of damage.



1. Mark outline of damaged section of blade (1) to be cut away on both sides of blade. Observe limits shown.
2. Remove finish **3-1/2 inches** outside of marked-off area on both sides of blade. Use sanding block and abrasive paper (E6). Use acetone (E20) if needed to soften finish. Complete finish removal with abrasive paper (E7). Wear gloves (E186). Do not sand through wire mesh (2).
3. Remove marked-off section (3) of blade. Use a hacksaw or power coping saw.

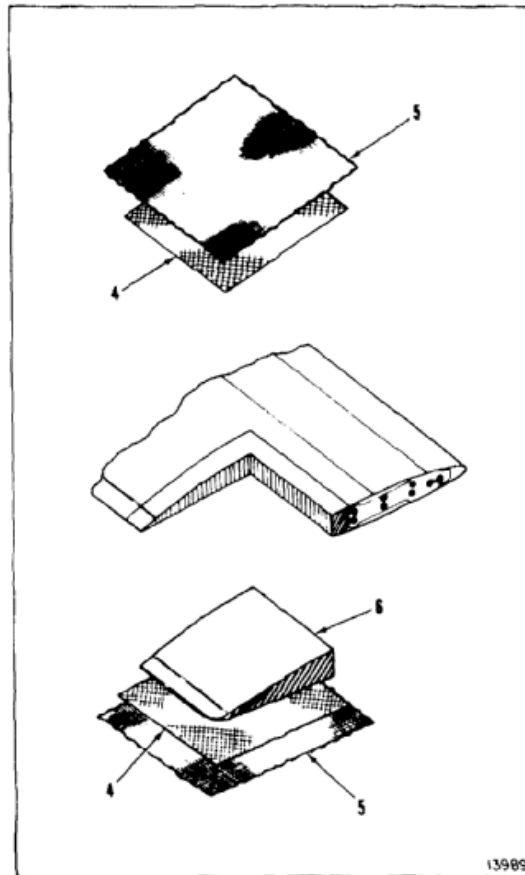
4. Cut two doublers (4) of fiberglass laminate (E168 or E168.1), each piece **1-1/2 inches** larger than the cutout section. Record weight.
5. Cut two pieces (5) of wire mesh (E453), each **1 inch** larger than doublers (4). Record weight.
6. Cut a section of blade fairing (6) equal to the removed section.
7. If doublers (4) were cut from laminate (E168.1), remove peel ply from both surfaces of each piece. Lightly sand both sides of doublers, replacement section (6), and wire mesh (5). Use abrasive paper (E9).

**NOTE**

Adhesive will not adhere to fiberglass unless glaze has been removed.

8. Clean doublers (4), wire mesh (5), and replacement section (6) with acetone (E20). Wear gloves (E186). Wipe dry with clean cloth (E120).

**INSPECT**



13989

**APPLY ADHESIVE****NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

9. Mix tube of adhesive (E40). Follow instructions on kit.



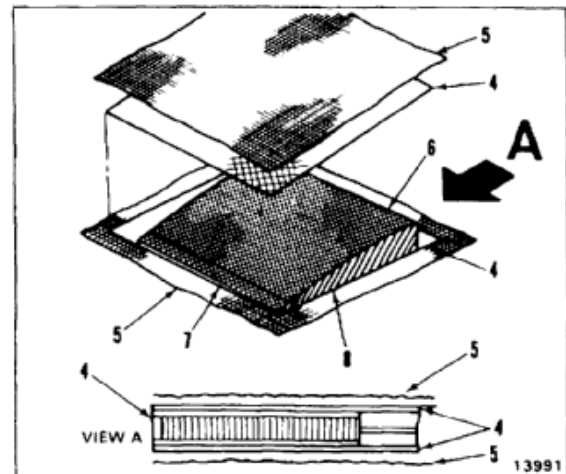
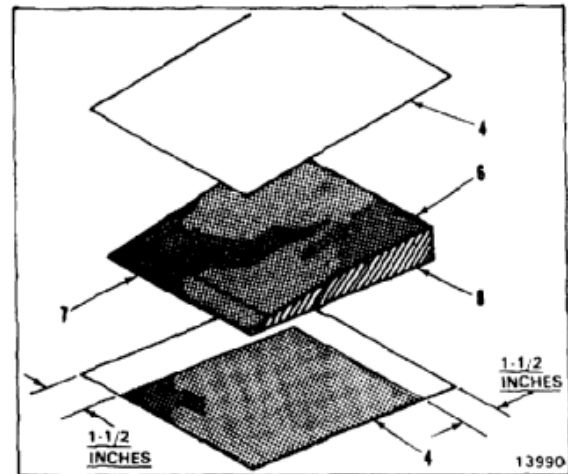
Weigh and mix adhesive and resin accurately to produce acceptable bond.

10. If adhesive (E40) is not available, prepare adhesive (E41). Weigh **100 parts** of resin, and **23 parts** of hardener. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E186).

**NOTE**

Working life of adhesive is **30 minutes**.

11. Align trailing edge (7) and tip (8) of replacement section (6) with outside edges of doublers (4). Check that doublers overlap section **1-1/2 inches** in each direction. Mark outline of section on each doubler.
12. Apply adhesive (E40 or E41) to bottom of replacement section (6) and marked side of doublers (4) within marked outline. Record weight of adhesive used.
13. Position section (6) within outline on one doubler (4). Press firmly together.
14. Position top doubler (4) on replacement section (6). Press firmly together.
15. Apply a thin coat of adhesive to outside surface of both doublers (4).
16. Align mesh (5) with trailing edge (7) and tip (8) of section (6) over doublers (4). Set mesh in adhesive on doublers.



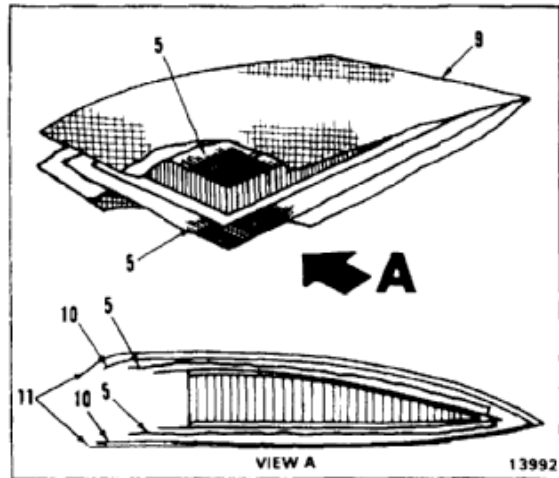
**BOND REPLACEMENT ASSEMBLY**

17. Bond assembly (9) as follows:

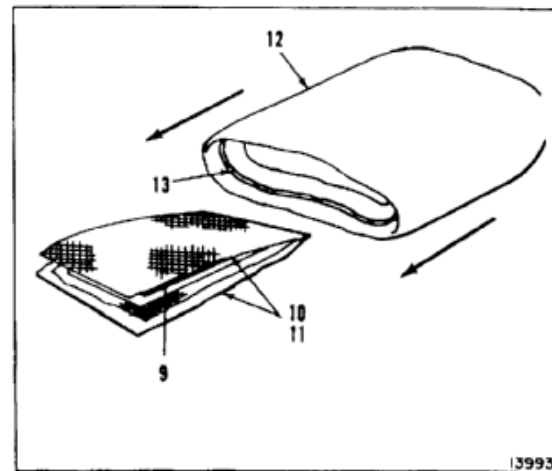
**NOTE**

Wear gloves (E186) for all steps.

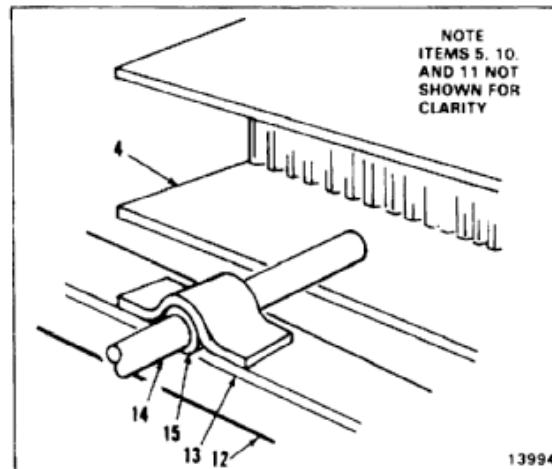
- a. Cover mesh (5) on both sides of assembly with a layer of peel ply (E270) (10) and a layer of fiberglass cloth (E130) (11). Make layers large enough to overlap mesh **1 inch**.



- b. Make an airtight bag (12) large enough to hold assembly (9). Use polyvinyl sheet (E284) and tape (E396). Place a border (13) of tape (E396) around the inside surface of the open end of the bag.
- c. Slide bag (12) over assembly (9). Be careful not to dislodge layers (10 and 11).



- d. Attach tube (14) to vacuum pump hose. Position tube on bottom doubler (4) inside open end of bag (12).
- e. Wrap tube (14) in tape (E396) (15) where it crosses tape border (13). Press tube onto border to make an airtight seal.



## 5-72.1 REPLACE BLADE FAIRING TIP SECTION (Continued)

5-72.1

- f. Press open end of bag (12) closed over tube (14). Use extra tape (E396) as needed to obtain an airtight seal.

**NOTE**

Distortion of wire mesh (5) by force of vacuum is acceptable.

- g. Start vacuum pump. Check for leaks. Reposition bag (12) or add tape (E396) as needed.
- h. Maintain **20 inches** Hg vacuum through adhesive cure.



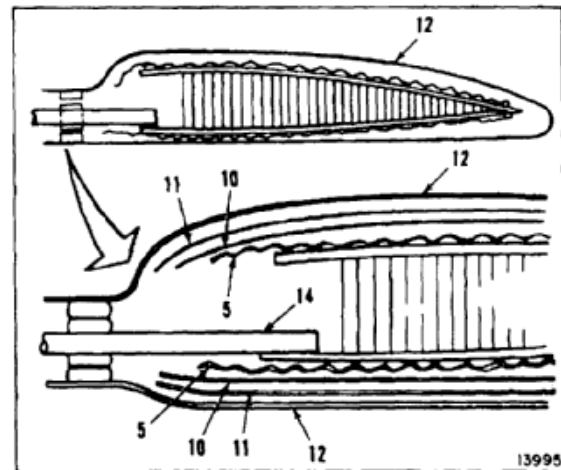
Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass blade can occur.

- i. Cure adhesive at **50° - 160°F (66° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Vacuum may be removed after **12 hours**.

- j. Turn off vacuum pump.
- k. Remove bag (12) and hose (14). Remove fiberglass cloth (11) and peel ply (10).

**INSPECT**

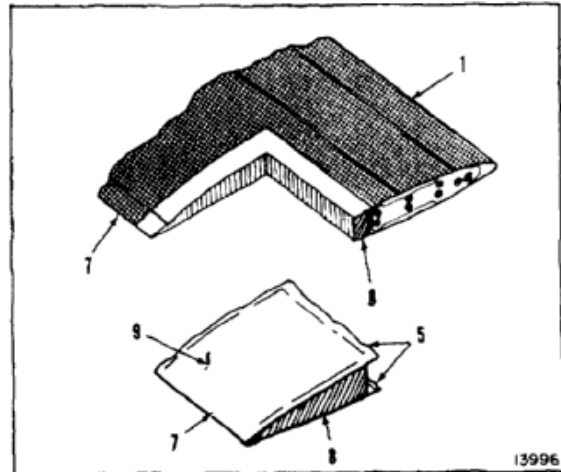
**INSTALL FAIRING REPLACEMENT ASSEMBLY**

18. Clean bonded assembly (9) and mating surfaces of blade (1). Use a vacuum cleaner in core areas.
19. Wear gloves (E186). Wipe assembly (9) and blade (1) with clean cloths (E120) damp with acetone (E20). Wipe dry with clean cloths before acetone dries. Do not remove gloves.

**NOTE**

Wear gloves for remainder of task.

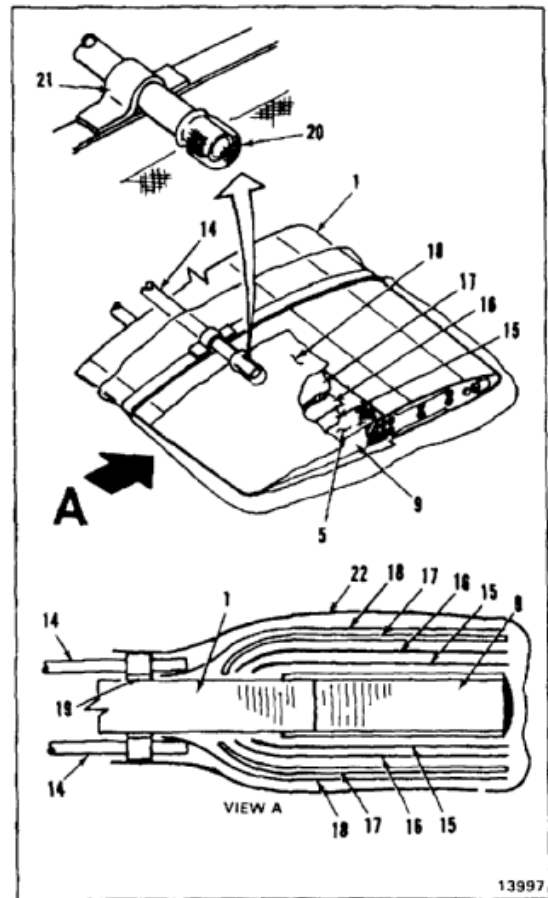
20. Fit assembly (9) in position on blade (1). Mark outline of wire mesh (5) on both sides of blade (1). Remove assembly.
21. Prepare adhesive mixture as in steps 9 and 10.
22. Coat mating surfaces, including exposed core, of blade (1) and assembly (9) with adhesive. Record weight of adhesive used.
23. Fit assembly (9) firmly into blade (1). Align surfaces at trailing edge (7) and tip (8).





**BOND REPLACEMENT ASSEMBLY**

24. Bond assembly (9) to blade (1) as follows:
- Cover assembly (9) on each side of blade (1) with layer of peel ply (E270) (15) and layer of Teflon-impregnated fabric (E170) (16). Make layers large enough to overlap mesh (5) **1 inch**.
  - Cover fabric (16). Use thick rubber pad (E318) (17).
  - Cover repair areas. Use fiberglass cloth (E130) (18). Cut cloth large enough to cover rubber pad (E318) (17). Overlap cloth over trailing edge onto opposite patch.
  - Apply a band of tape (E396) (19) around blade (1), inboard of layer of fiberglass cloth (18). Keep tape clear of cloth.
  - Attach two tubes (14) to vacuum pump hose.
  - Wrap end of tubes (14) in two layers of fiberglass cloth (E130) (20). Hold cloth to tubes with tape (E388).
  - Position tubes (14) on cloth (18) on top and bottom of blade (1). Wrap tubes with tape (E396) (21) where they cross tape band (19). Press tubes onto tape band to make airtight seal.
  - Make an airtight bag (22) large enough to cover tip of blade (1) past tape band (19). Use polyvinyl sheet (E284) and tape (E396).
  - Slip bag (22) over tip of blade (1). Press bag smoothly onto tape (19) to make an airtight seal.



- j. Start vacuum pump. Check for leaks. Reposition bag (22) or add tape (E396) (19) as needed.
- k. Maintain **20 inches** Hg vacuum through adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- l. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413). Vacuum may be removed after **12 hours**.

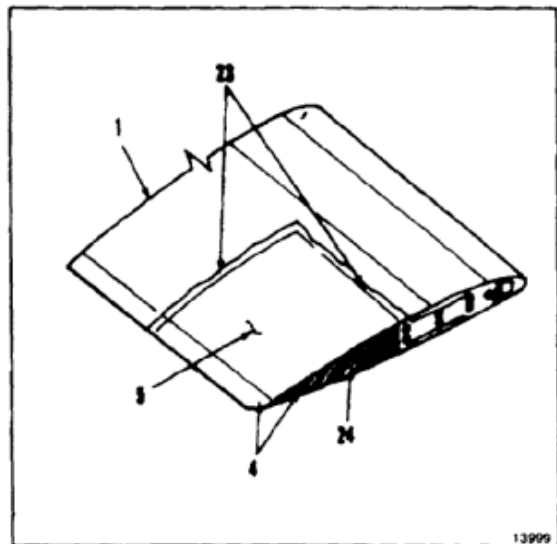
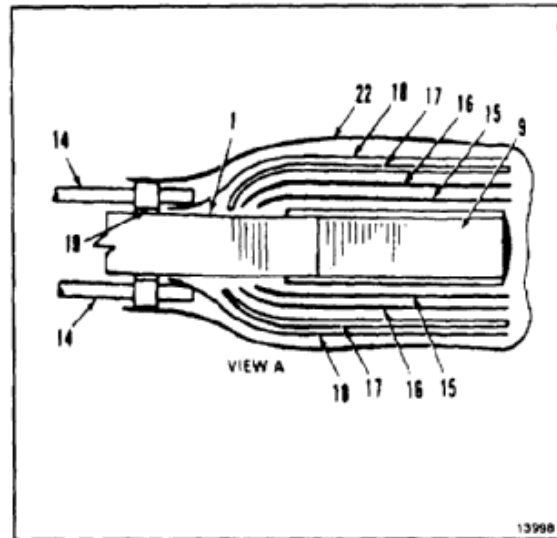
#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**.

- m. Turnoff vacuum pump.
  - n. Remove bag (22), tube (14), tape (19), fiberglass (18), rubber (17), fabric (16), and peel ply (15).
25. If squeezeout fairing (23) is not satisfactory, fair doubler (4) and mesh (5) to surface of blade (1) with adhesive (E40 or E41). Prepare adhesive mixture as in steps 9 and 10.
26. Refinish tip seal area (24) (Task 5-76 or 5-77).
27. Add recorded weights of doublers (4), mesh (5) and adhesive used.

#### NOTE

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.



#### FOLLOW-ON MAINTENANCE:

- Refinish repaired area (Task 5-82).
- Adjust balance weights (Task 5-82.1).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

Paper Tags (E264)

**Personnel Required:**

Medium Helicopter Repairer

**References:**

Task 5-82.1

**Equipment Condition:**

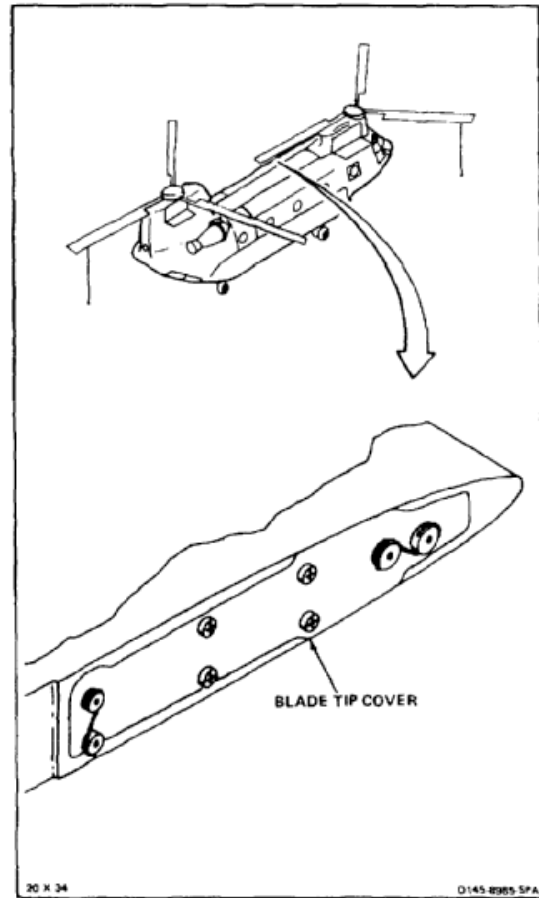
Battery Disconnected (Task 1-39)

Electrical Power Off

Hydraulic Power Off

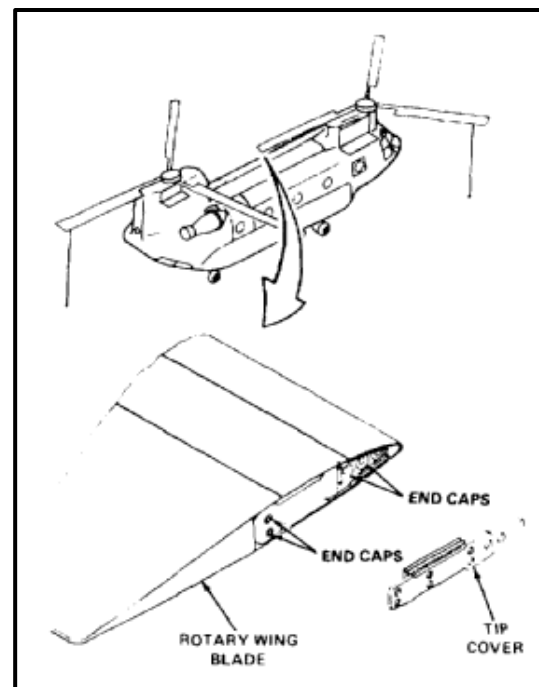
Blade Positioned Over Tunnel, One Forward and One  
Aft Blade Tied Down (Task 1-26)

Work Platforms Open as Required (Task 2-2)

**NOTE**

Procedure is same to remove any blade tip cover. Forward blade tip cover is shown here.

1. Remove lockwire. Remove four screws (1) and washers (2). Remove tip cover (3).



2. If tip cover (3) will be replaced, remove four nuts (4), washers (5), and bolts (6).

**WARNING**

Do not lose weights. Same number of weights must be installed on replacement cover. Wrong number of weights can increase vibration levels resulting in damage to equipment and injury to personnel.

3. Remove weights (7) from cover (3). Tag weights with blade serial number. Use paper tags (E264).
4. If a wedge-shaped rubber insert is found laying against the tip cover, proceed as follows:

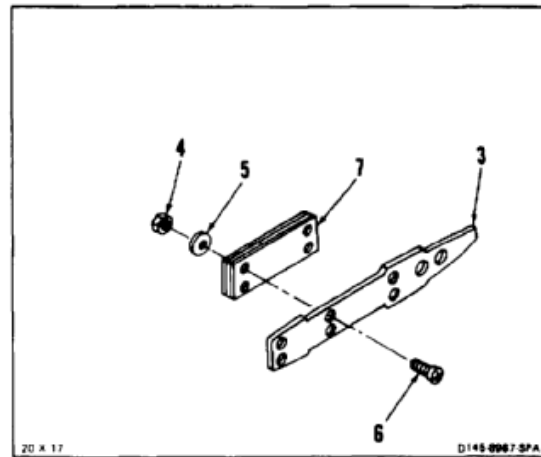
**NOTE**

The wedge is a tooling insert installed on the inboard side of the forward weight tube during blade manufacture.

- a. Remove insert and weigh it. It weighs about **14 ounces**.
- b. Add weight equal to insert weight to center tube of forward weight filling (Task 5-82.1).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

**5-74 INSTALL BLADE TIP COVER**

5-74

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 30 to 150 Inch-Pounds  
 Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

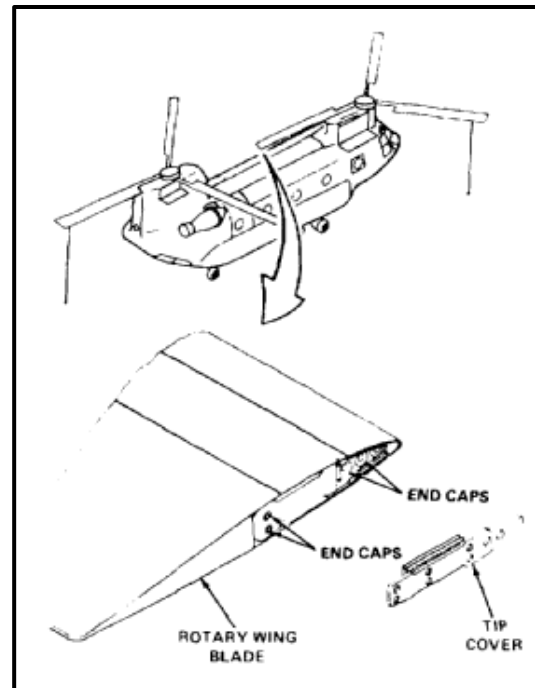
Lockwire (E233)

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

TM 55-1520-240-23P  
 Task 5-82.1

**WARNING**

Do not install wrong number of weights on tip cover. Vibration levels can be increased, resulting in damage to equipment and injury to personnel

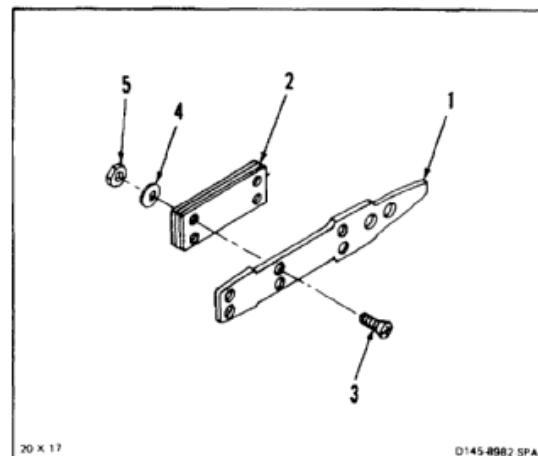
**CAUTION**

Do not use power tools to install tip covers. Damage can result.

**NOTE**

Procedure is same to install any blade tip cover. Forward blade tip cover is shown here.

1. If tip cover (1) is a replacement, remove tag from weights (2). Position weights on cover. Install four bolts (3), washers (4), and nuts (5). Torque nuts to **60 inch-pounds** above run-on torque.

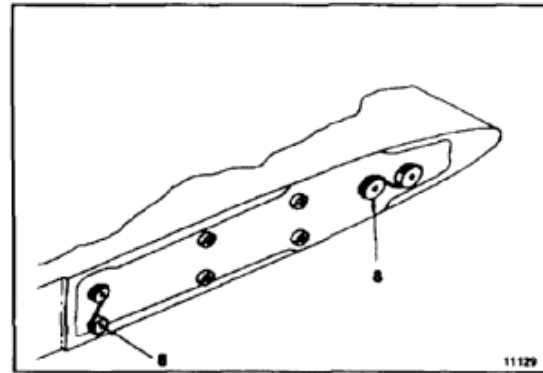
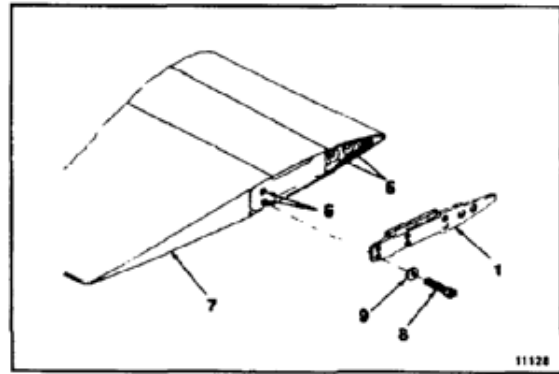
**INSPECT**



If end caps (6) are recessed more than **0.06 inch**, tip cover (1) will not be properly retained.

2. Check end caps (6) are flush with end of weight tubes. If any end cap is recessed more than **0.06 inch**, replace blade balance weight spacers (Task 5-82.1, steps 6 thru 9).
3. Position tip cover (1) on blade (7). Install four screws (8) and washers (9). Torque screws to **175 inch-pounds**.
4. Lockwire screws (8). Use lockwire (E233).

**INSPECT**



**FOLLOW-ON MAINTENANCE:**

Close work platforms (Task 2-2).

END OF TASK

5-422

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairman's Tool Kit, NSN  
5180-00-323-4876  
Stencils, 1/2 Inch  
Scissors  
Trip Balance, NSN 6670-00-401-7195  
Heat Lamps

**Materials:**

Glass Cloth (E130)  
Adhesive (E41, E43 or E47.1)  
Abrasive Paper (E6 and E9)  
Cloth, Cleaning (E120)  
Aliphatic Naphtha (E245)  
Acetone (E20)  
Fiberglass Laminate (E168 or E168.1)  
Masking Tape (E388)  
Scrim Cloth (E325)  
Peel Ply (E270)  
Teflon-Impregnated Fabric (E170)  
Aluminum Sheet (E70 or E71)  
Temperature Indicating Strips (E413)  
Hypodermic Syringe (E380)  
Squeeze Bottle (E366)  
Epoxy Primer (E292.1)  
Polyethylene Cup (E157)  
Thinner (E418)  
Yellow Lacquer (E225)  
Wood Spatula (E424)  
Gloves (E184.1)  
Curing Agent (E158.1)  
Goggles (E473)

**NOTE**

If adhesive (E41) is used, scrim cloth is not required. Adhesive (E41) contains beads which prevent it from being squeezed below the thickness of the beads.

**Parts:**

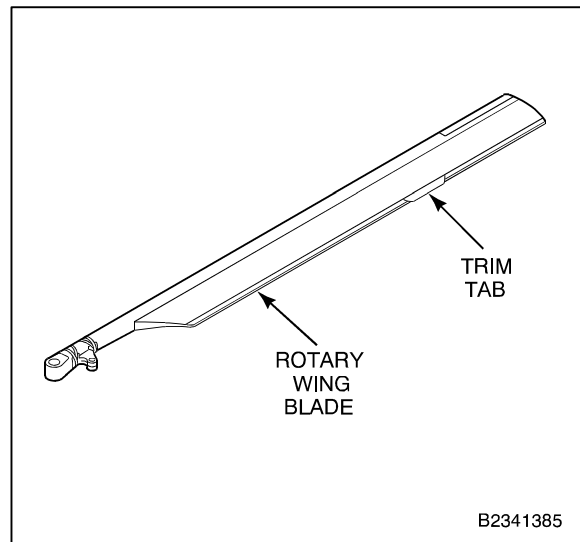
Shim, 0.005 Inch

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**References:**

TM 55-1500-344-23  
TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

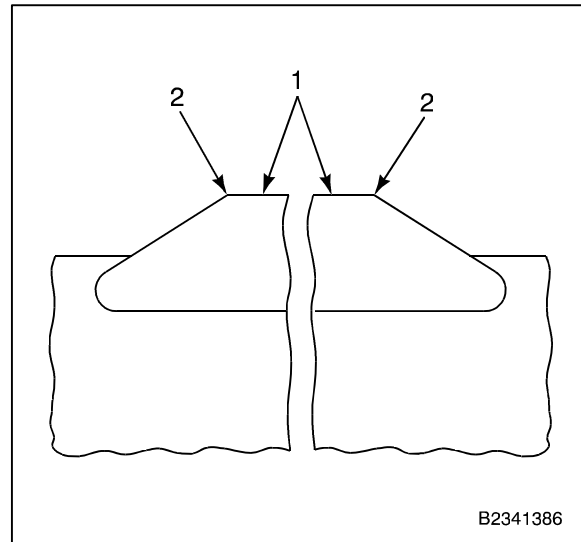
**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

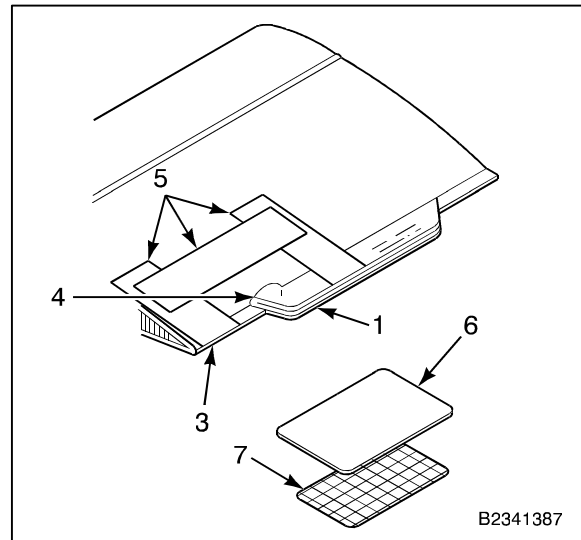
**WARNING**

Curing agent (E158.1) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

1. Blend out nicks and scratches on trim tab (1) as follows:
  - a. Blend nicks on edge (2) of trim tab (1). Use file parallel to edge. Radius at corners (2) must be at least **1/2 inch**.
  - b. Blend nicks or scratches on surface of trim tab (1). Blend to width **20 times** depth of damage. Use abrasive paper (E9). Maximum depth of rework shall not exceed **0.005 inch**.



2. Repair bond voids as follows:
  - a. Tap suspect void areas with edge of coin to find inboard void line.
  - b. Remove finish from surface of blade (3) **1-1/2 inches** around void area (4). Use abrasive paper (E6).
  - c. Remove finish from trim tab (1) where it overlaps blade surface **1-1/2 inches** beyond bond void (4). Use abrasive paper (E9).
  - d. Mask around sanded area. Use tape (E388) (5).
  - e. Flush bond void (4) with acetone (E20) until only clear acetone flows. Use a hypodermic syringe (E380) or squeeze bottle (E366). Wear gloves (E184.1).
  - f. Wipe sanded area with cloth (E120) damp with acetone (E20). Wear gloves (E184.1). Wipe dry with a clean cloth before acetone evaporates.
  - g. Cut a doubler (6) of fiberglass laminate (E168 or E168.1) **2 inches by 3 inches**. Radius corners **1/4 inch**. Remove protective film from both sides of doubler. Lightly sand both sides of doubler to remove glaze.
  - h. Cut a piece of scrim cloth (E325) (7) **1-3/4 inches by 2-3/4 inches**.
  - i. Center doubler (6) over trim tab (1) at bonded void (4). Mark outline on blade surface. Use a pencil.





- j. Wipe surfaces of doubler (6) with cloth (E120) damp with acetone (E20). Wipe dry before acetone evaporates. Wear gloves (E184.1). Set doubler (6) and scrim cloth (7) aside for bonding.
- k. Mix a small amount of adhesive (E43 or E47.1) as follows:

**WARNING**

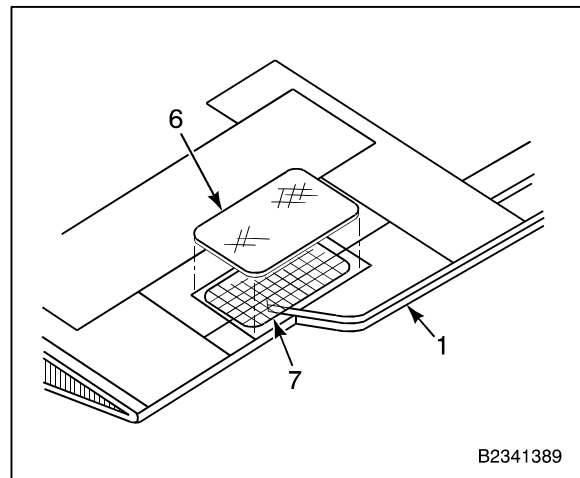
Adhesive (E43 or E47.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- (1) If adhesive (E43) is used, mix **5 parts** of white base and **7 parts** of gray hardener. Use trip balance. Stir in polyethylene cup (E157) with wood spatula (E424) until color is uniform. Wear gloves (E184.1).
- (2) If adhesive (E47.1) is used, mix **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance. Stir in polyethylene cup (E157) with wood spatula (E424) until color is uniform. Wear gloves (E184.1).
- (3) For adhesive (E41), combine part A (**100 parts/weight**) of resin and part B (**22 parts/weight**) of hardener. Use trip balancer. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E184.1).

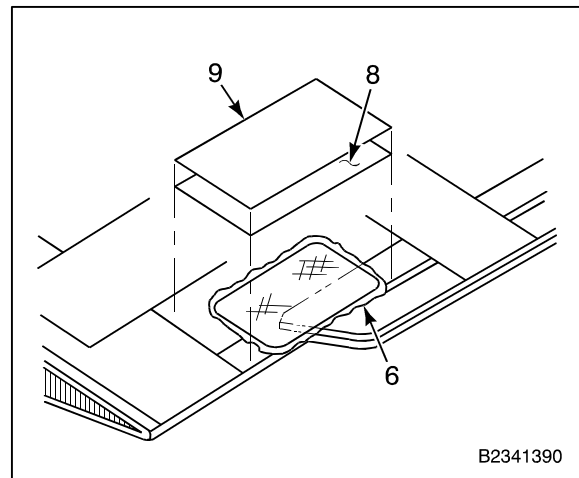
**NOTE**

Working life of adhesive (E43 or E47.1) is about **30 minutes**.

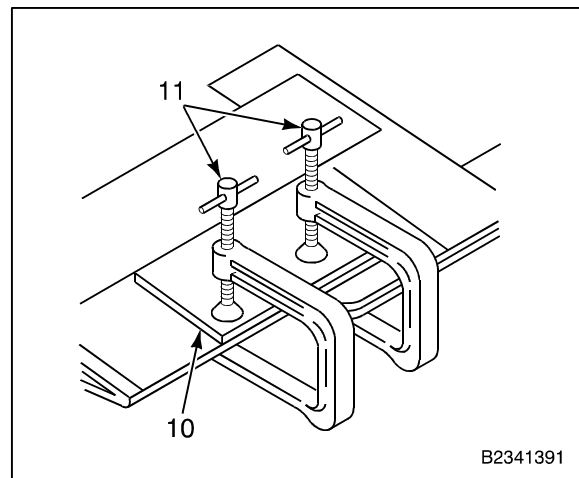
- l. Work adhesive (E43 or E47.1) into the bond void. Use a piece of clean **0.005 inch** shim stock. Apply a coat of adhesive to the outlined area.
- m. Position scrim cloth (7) on the adhesive. Coat doubler (6) with adhesive (E43 or E47.1) and position it on the outlined area. When properly positioned, press doubler onto scrim cloth.



- n. Cover the repair with a layer of peel ply (8) and Teflon-impregnated fabric (9). Make each layer large enough to overlap the doubler (6) and bond void about **1 inch**.



- o. Place a block of wood or aluminum sheet (10) over the repair. Apply moderate pressure. Use C-clamps (11).



**CAUTION**

Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- p. Cure adhesive at **150° - 160°F (66° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

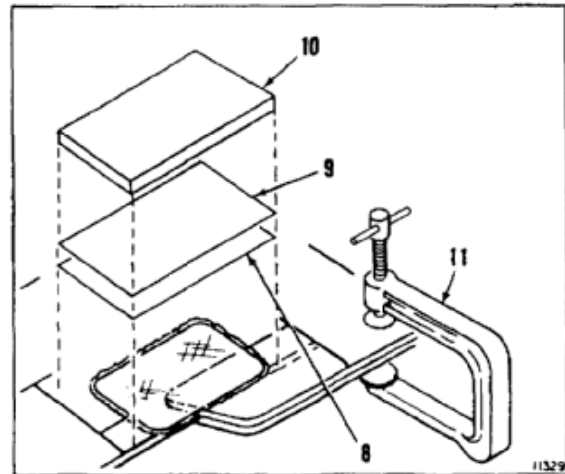
**CAUTION**

Curing time increases rapidly as temperature decreases. Adhesive (E43 or E47.1) will not cure below **60°F (15°C)**. Do not count as cure time any period when temperature is below **70°F (21°C)**.

**NOTE**

If heat lamp is not available, a serviceable cure can be achieved at **70° - 80°F (21° - 27°C)** in **24 hour**.

- q. When cure is complete remove clamps (11), aluminum sheet (10), Teflon-impregnated fabric (9), and peel ply (8). Fair the repair as required. Use abrasive paper (E9).

**INSPECT**

**NOTE**

Refinishing is required only when existing finish has been marred by the repair.

- 2.1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
  - a. For rotor blades without **58** proceed to step 3.
  - b. For rotor blades with **58** proceed to Task 2-350.1.
3. Refinish the repair area as follows:
  - a. If finish was marred during repair, lightly sand the area. Use abrasive paper (E9). Remove sanding residue. Use a clean dry cloth (E120).

**WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Do not soak blade with solvent. Use damp cloths only. Use only aliphatic naphtha TT-N-95 (E245).

- b. Wipe the surface. Use clean cloths (E120) damp with naphtha (E245). Wipe dry before naphtha evaporates, use clean dry cloth (E120). Wear gloves (E184.1).

**WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- c. If bare metal is exposed, mix epoxy primer (E292.1) according to manufacturer's instructions.
- d. Apply primer (E292.1) in a thin mist coat. Allow to dry at least **1 hour**.

**WARNING**

Lacquer (E225) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Thinner (E418) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- e. Thin lacquer (E215) with thinner (E418) in accordance with manufacturer's instructions.
- f. Apply 2 coats of lacquer (E215) to the repair area. Allow at least **45 minutes** between coats.
- g. If necessary restencil trim tab angle (X°UP or X°DOWN) and **DO NOT BEND**. Use **1/2 inch** high letters. Use lacquer (E225) thinned with thinner (E418).

**FOLLOW-ON MAINTENANCE:**

Check trim tab angle (Task 5-75.1).

END OF TASK

**5-75.1 CHECK AND ADJUST ROTOR BLADE TRIM TAB ANGLE**

5-75.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Trim Tab Bending and Indicating, Fixture  
145G1019-29

**Materials:**

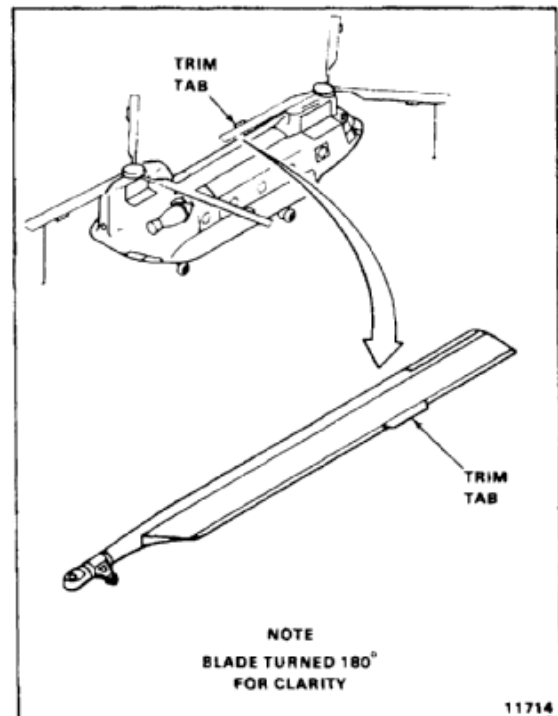
None

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**Equipment Condition:**

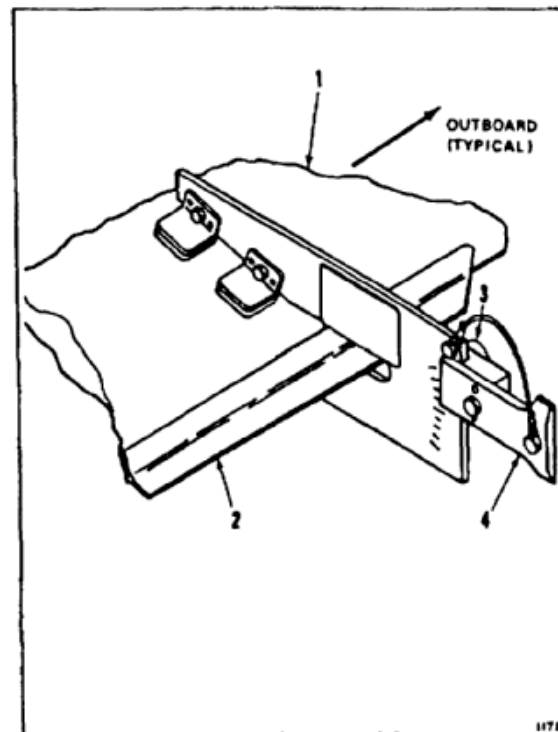
Battery Disconnected (Task 1-39)  
Electric Power Off  
Hydraulic Power Off  
Blade Positioned Over Tunnel, One Forward and One  
Aft Blade Tied Down (Task 1-26)

**NOTE**

Trim tab bending and indicating fixture 145G1019-29 contains the following assemblies:

145G1019-32 Angle Indicator Assy  
145G1019-30 Cusp Clamp Assy  
145G1019-31 Trim Tab Clamp Assy

1. Install angle indicator assembly (1) on blade fairing about **four inches** inboard of the outboard end of trim tab (2).
2. Loosen thumb screw (3), clamping trim tab checking assembly (4) on angle indicator (1).

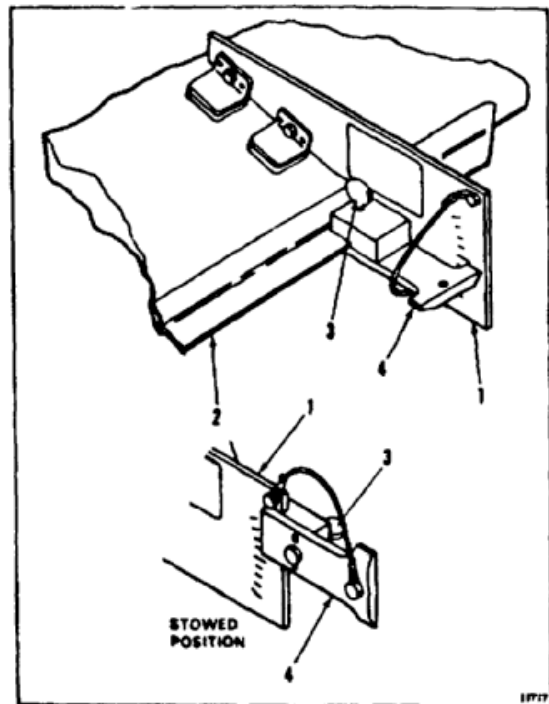
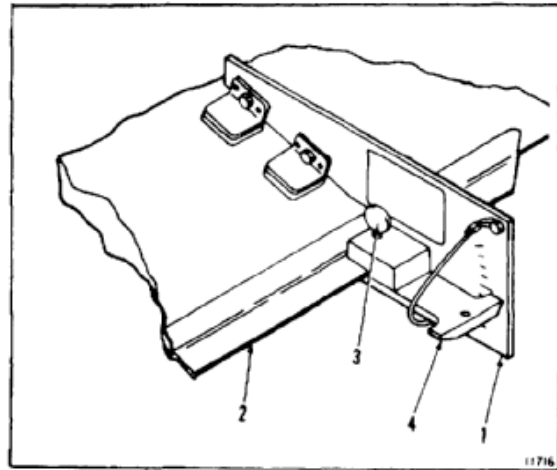


3. Install checking assembly (4) on trim tab (2). Check that UPPER AIRFOIL marking is facing up. Make sure checking assembly is fully seated on trim tab. Tighten thumb screw (3).
4. Read the angle indicated by checking assembly (4) at scale on angle indicator (1). Compare angle with the angle value stenciled on trim tab (2).

**NOTE**

Measurement of trim tab angle shall always be made at the inboard end of trim tab.

5. If measured angle is the same as angle stenciled on trim tab (2), go to step 7.
6. If measured angle is not the same as angle stenciled on trim tab (2), proceed as follows:
  - a. Loosen thumb screw (3) and remove checking assembly (4) from trim tab (2). Stow checking assembly on angle indicator (1). Tighten thumb screw.
  - b. Remove angle indicator assembly (1) from blade.



**NOTE**

Cusp clamp and trim tab clamp must be installed as a unit.

- c. If trim tab clamp (6) is not nested in cusp clamp (5), open C-clamps (7) and position trim tab clamp inside jaws of C-clamps.
- d. Install cusp clamp (5) and trim tab clamp (6) over trim tab (2). Check that UPPER AIRFOIL markings are facing up.
- e. Ensure that cusp clamp (5) is firmly seated against blade trailing edge. Tighten C-clamps (7).
- f. Ensure that trim tab clamp (6) is centered and fully seated against trim tab trailing edge (8). Tighten hand wheels (9).
- g. Install angle indicator assembly (1) on outboard end of trim tab clamp (6). Scale of angle indicator shall be next to pointer

**NOTE**

Maximum trim tab bend angle up or down is **15°** from **zero**.

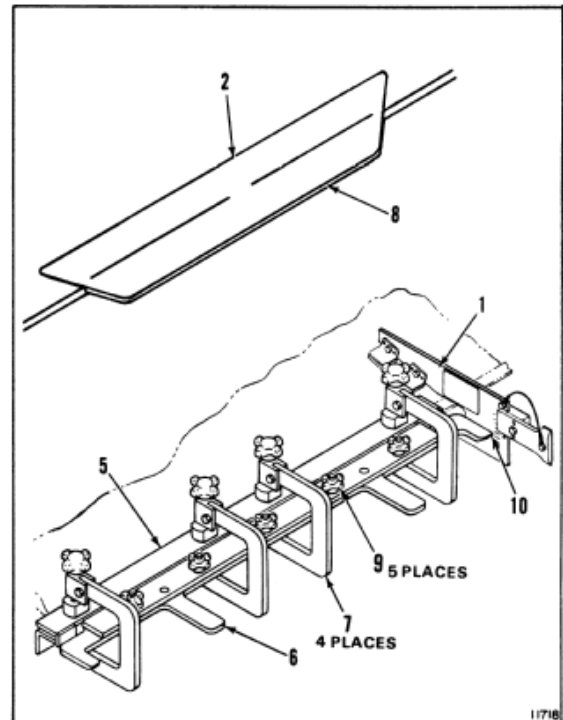
- h. Using handles on trim tab clamp (6), bend trim tab (2) slightly past then desired angle. Release the handles and allow the tab to spring back. Read the new bend angle on pointer (10) at the scale of angle indicator (1).
  - i. Repeat step h until you get the required angle.
  - j. Loosen clamps (7 and 8). Remove cusp clamp (5) and trim tab clamp (6) from rotor blade.
7. Remove angle indicator assembly (1).

**NOTE**

Any adjustment made on the trim tab, different from the stenciled angle on the blade shall be logged on the DA Form 2408-16 Component Historical Record.

**FOLLOW-ON MAINTENANCE:**

- Remove tiedown lines from blades (Task 1-26).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Rubber Spatula  
 Scissors  
 Sanding Block  
 Trip Balance, NSN 6670-00-401-7195  
 Vacuum Pump  
 Heat Lamp

**Materials:**

Acetone (E20)  
 Gloves (E186)  
 Sealant (E336)  
 Teflon Tape (E399)  
 Glass Cloth (E130)  
 Abrasive Paper (E7 and E9)  
 Adhesive (E43)  
 Fiberglass Cloth (E132)  
 Polyethylene Cup (E157)  
 Teflon-Impregnated Fabric (E170)  
 Methyl-Ethyl-Ketone (E244)  
 Peel Ply (E270)  
 Polyvinyl Sheet (E284)  
 Tape, Masking (E388)  
 Sealing Tape (E396)  
 Wood Spatula (E424)  
 Temperature Indicating Strips (E413)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Reference:**

Task 5-73  
 Task 5-74

**Equipment Condition:**

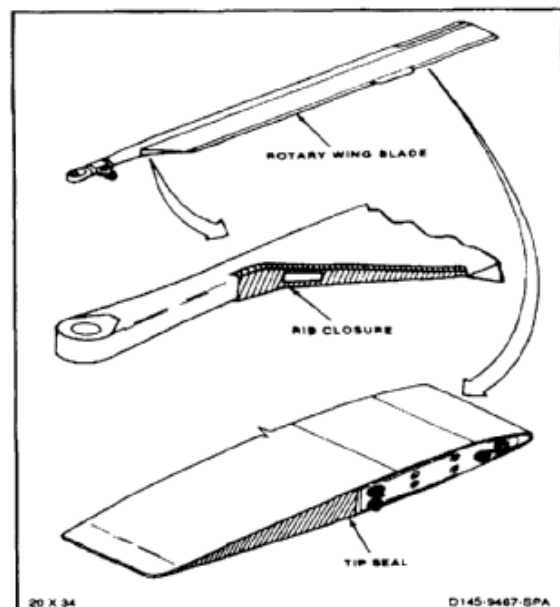
Off Helicopter Task

**General Safety Instructions:****WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial numbers A-1-0001 to 1465 and A-2-0001 to 1473 only).



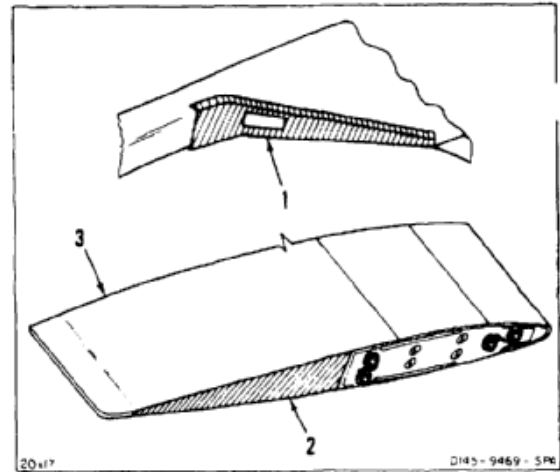


**NOTE**

If more than half of material is missing or damaged, go to Task 5-77.

Procedure is similar for inboard rib closure and tip seal minor repair on any rotary-wing blade. Differences are noted in text.

1. Prepare rib closure (1) or tip seal (2) for repairs as follows:
  - a. Remove loose material from damaged area. Use pocket knife.
  - b. On tip seal (2) only, remove fiberglass from around damaged area. Use pocket knife.
  - c. On rib closure (1) only, trim rubber to feather edge. Use pocket knife.
2. Clean damaged area of rib closure (1) or tip seal (2). Use cloth (E120) damp with acetone (E20). Wear gloves (E186).
3. Fill damaged area. Use sealant (E336). Fair sealant to shape of surfaces around repair area. Use rubber spatula.
4. On tip seal (2) only, cover repair. Use glass cloth (E130) welled with sealant (E336).
5. Cover repaired area. Use Teflon tape (E346). Pull tape tightly over repair. Secure tape firmly to blade (3). Be sure tape overlaps repair no less than **1 inch**.
6. Cure sealant **6 hours at 70° - 80°F (21° - 27°C)**.
7. Remove tape. Check that repair is secure, and there are no voids.

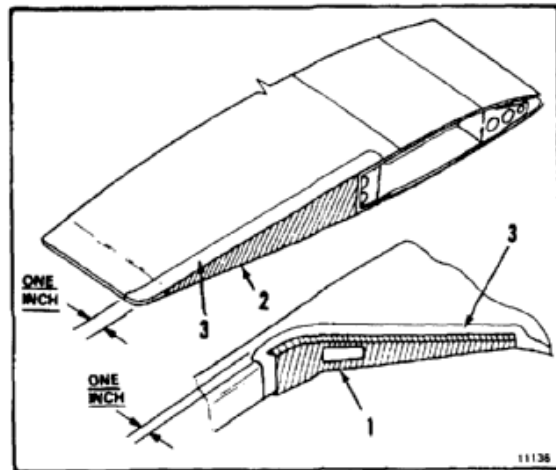
**INSPECT**

8. If inboard rib closure (1) or tip seal (2) are not covered with fiberglass, prepare the area as follows:
- On tip seal (2), remove the tip cover (Task 5-73).
  - Remove finish from rib closure (1) or tip seal (2) and from surface of blade (3) for **1 inch** in all directions. Use cloth (E120) damp with acetone (E20). Wear gloves (E186).
  - Remove surface glaze from rib closure (1) or tip seal (2) and exposed blade skin (3). Use abrasive paper (E7).

**WARNING**

Methyl-ethyl-ketone (E244) is flammable. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Wipe exposed area with clean cloth damp with methyl-ethyl-ketone (E244). Wear gloves (E186).



9. Cut a piece of fiberglass cloth (E130) (4 or 5) as shown, **1/2 inch** larger in all directions than the tip seal or rib closure. If more than one piece of cloth is used, allow pieces to overlap **1/2 inch**. On rib closure, make cutout (6) in cloth to expose data plate.

**WARNING**

Adhesive (E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

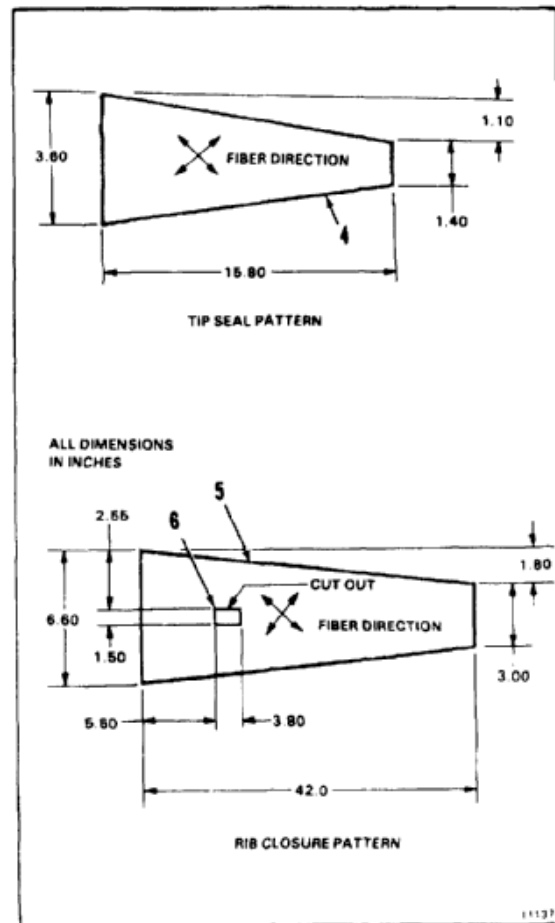
Fiberglass cloth will fit with fewer wrinkles if cloth is cut with fibers running at **45°** angle to blade chord.

10. Mix adhesive (E43) as follows:
- For tip seal, weigh **42 grams** of gray hardener and **30 grams** of white base.
  - For closure rib, weigh **119 grams** of gray hardener and **85 grams** of white base.
  - Mix hardener and base in polyethylene cup (E157). Use wood spatula (E424). Wear gloves (E186).

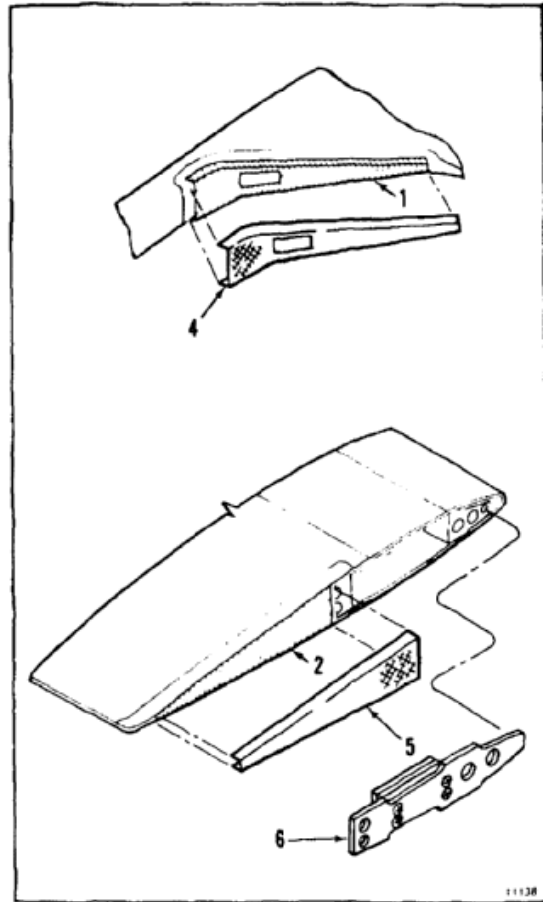
**NOTE**

Working life of adhesive is about **30 minutes**.

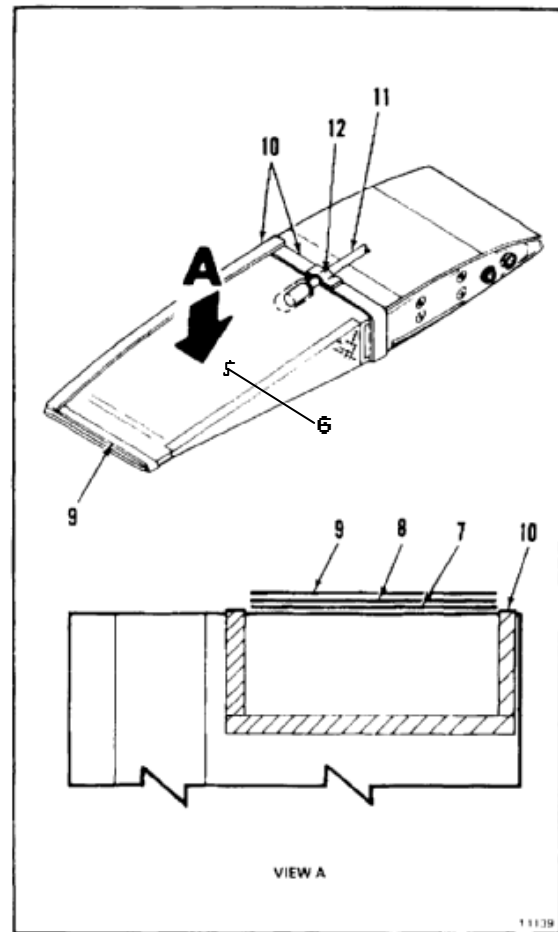
11. Weigh adhesive and fiberglass cloth covering. Record the weight.



12. Apply a coat of adhesive to rib closure (1) or tip seal (2) and the surrounding blade surface. Use a stiff brush with bristles cut short. Wear gloves (E186).
13. Position glass cloth cover (4) or (5) over closure rib (1) or tip seal (2). Dab with brush to remove wrinkles.
14. Apply additional adhesive to saturate cloth.
15. For tip seal (2) only, apply Teflon tape (E399) to aft end of tip cover (6).
16. Temporarily install tip cover (6) (Task 5-74).



17. Vacuum bag the repair as follows:
- Cover repair with a sheet of peel ply (E270) (6) and a sheet of Teflon-impregnated fabric (E170) (7). Cut material large enough to overlap repair **1 inch** in all directions. Hold in place with masking tape (E388).
  - Cover repair with fiberglass cloth (E132) (8).
  - Surround cloth (8) with sealing tape (E396) (9). Keep tape clear of cloth.
  - Attach tube (10) to vacuum pump hose. Wrap two layers of cloth (E132) around tube. Secure cloth to tube with masking tape (E388).
  - Position tube (10) on cloth (E132). Wrap tube with sealing tape (E396) (11) where tube crosses sealing tape (9) already applied.
  - Press tube (10) onto tape (9) to make airtight seal.



- g. Cut a piece of polyvinyl sheet (E284) large enough to overlap sealing tape (9) in all directions.
  - h. Press polyvinyl sheet (12) onto sealing tape (9) to make airtight seal. Smooth out wrinkles.
  - i. Start vacuum pump. Check for leaks. Reposition polyvinyl sheet or add sealing tape (E396) as needed.
18. Maintain **20 inches** Hg during adhesive cure time.



Do not exceed **180°F (82°C)** at blade surface. Damage to fiberglass can occur.

19. Cure adhesive at **140° - 160°F (60° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C)** in **24 hours**. Vacuum may be removed after **2 hours**.

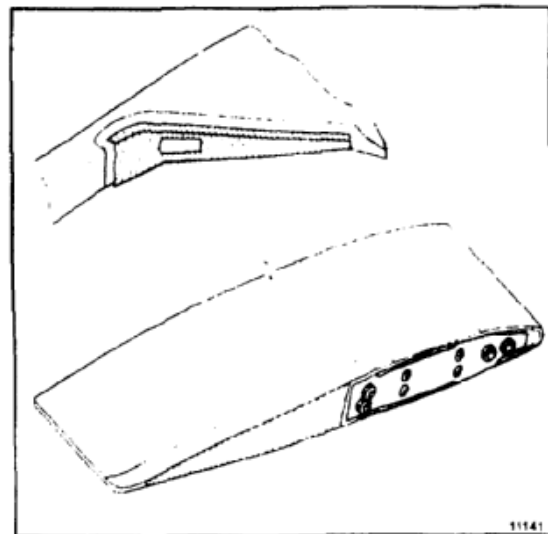
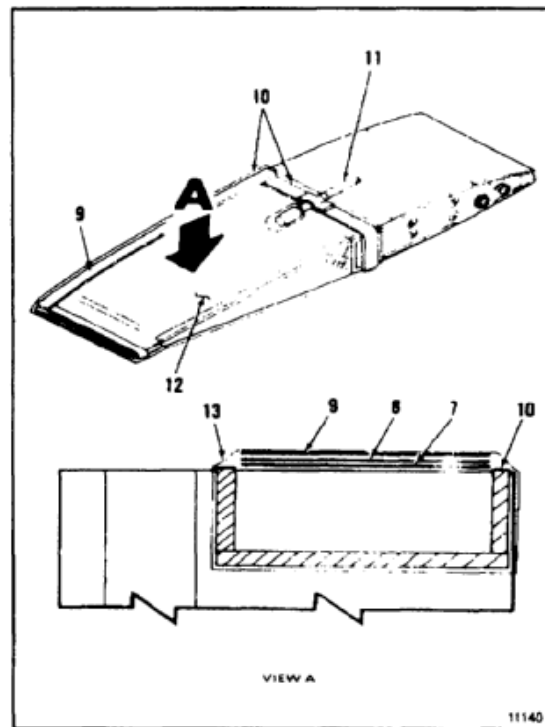
20. Turn off vacuum pump. Remove polyvinyl sheet (12), tube (10), tape (9), fiberglass cloth (8), fabric (7), and peel ply (6).
21. Fair adhesive squeezeout to blade surface. Use abrasive paper (E9).

#### INSPECT

22. Weigh unused adhesive in mixing cup. Subtract weight recorded in step 11. The result is the weight of the repair for balance weight adjustment.

#### NOTE

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.



#### FOLLOW-ON MAINTENANCE:

Refinish repaired area (Task 5-82).  
Adjust balance weights (Task 5-82.1).

END OF TASK

5-438

**5-76.1 REPLACE TIP END CAP**

5-76.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 150 to 750 Inch-Pounds

**Materials:**

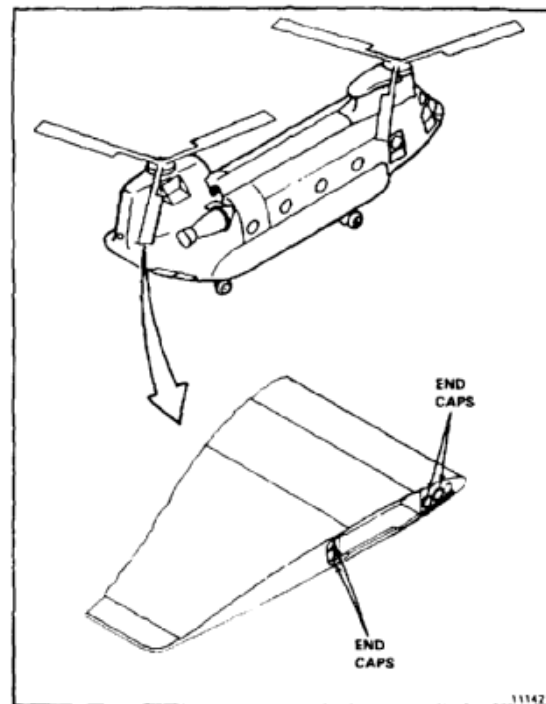
Cloth (E120)  
Gloves (E186)  
Naphtha (E245)  
Antiseize Compound (E76)  
Tape (E388) or Equivalent

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

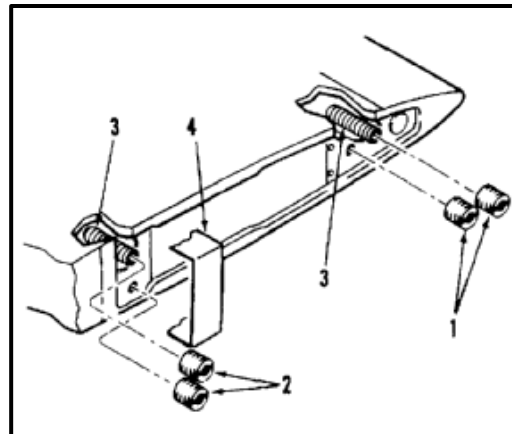
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Blade Positioned Over Tunnel, One Forward and One  
Aft Blade Tied Down (Task 1-26)  
Work Platforms Open as Required (Task 2-2)  
Blade Tip Cover Removed (Task 5-73)

**NOTE**

Procedure is same to replace any weight tube end cap. Forward blade tip end cap is shown here.

1. Remove slotted end caps (1 and 2) from weight tube (3).
2. Apply tape (E388) (4) over end of each set of weight tubes (3) to retain weights.



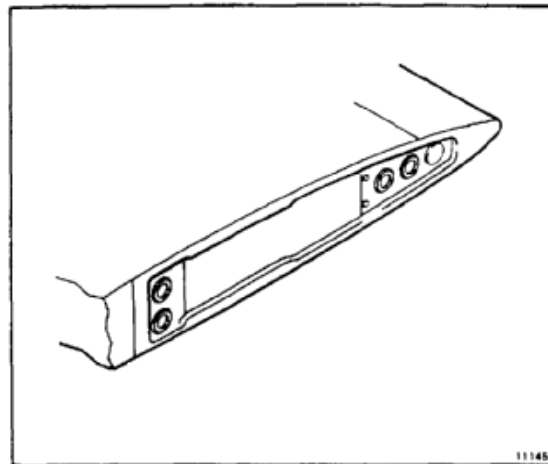
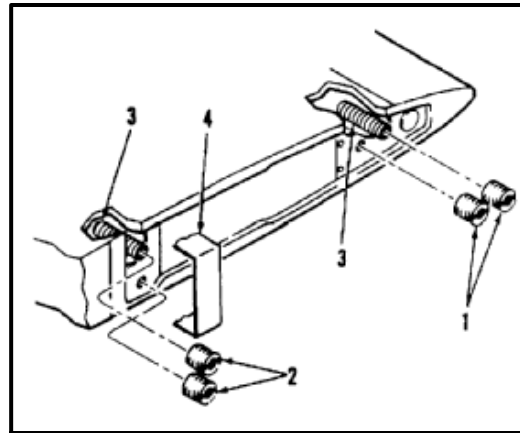
**WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Clean thread of replacement end caps (1 and 2). Use clean cloth (E120) saturated with naphtha (E245). Wipe dry with clean cloth.
4. Remove tape (4) from weight tube (3).
5. Apply antiseize compound (E76) to thread of tip end caps (1 and 2). Screw caps into each set of weight tubes (3). Torque to **200 to 250 inch-pounds**.

**FOLLOW-ON MAINTENANCE:**

- Install tip cover (Task 5-74).
- Close work platforms (Task 2-2).
- Remove blade tiedown lines (Task 1-26).



END OF TASK

5-440



**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Vacuum Cleaner

**Materials:**

Abrasive Paper (E7)  
Gloves (E186)  
Cloth (E120)  
Acetone (E20)  
Teflon Tape (E399)  
Aluminum (E70)  
Sealant (E336)  
Masking Tape (E388)  
Wood Spatula (E424)

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Reference:**

TM 55-1520-240-23P

**Equipment Condition:**

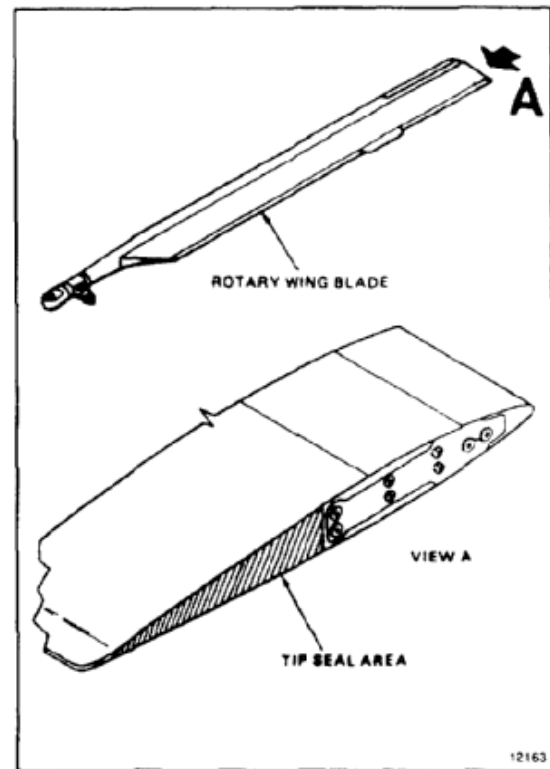
Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation.

Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

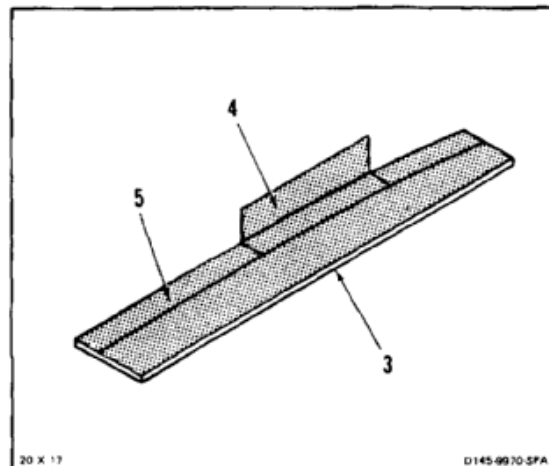
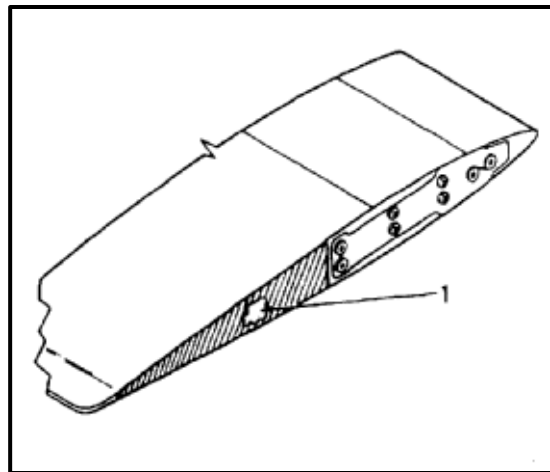
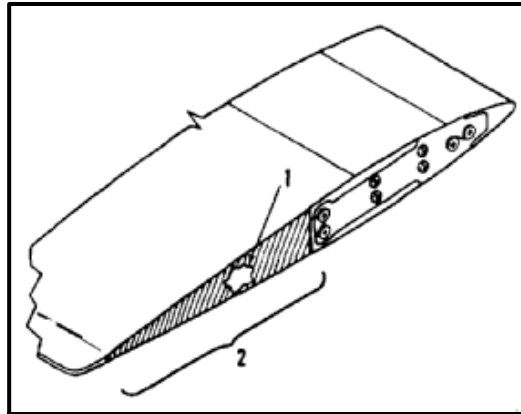
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial numbers A-1-0001 to 1465 and A-2-0001 to 1473 only).



**NOTE**

This repair not applicable to blades with tip sealant covered by fiberglass doubler.

1. Remove loose or damaged material (1) from tip sealant (2). Use pocket or utility knife.
2. Check for bond voids in sealant (2). Voids are indicated by soft spots. Remove sealant to expose voids.
3. Trim material around damage (1) to a feather edge.
4. Clean damaged area (1). Use cloth (E120) damp with acetone (E20). Wear gloves (E186).
5. Wipe area dry. Use cloth (E120).
6. Mask fairing skin, and trailing edge of tip cover, if necessary. Use Teflon tape (E399).
7. Cut piece of aluminum (E70) (3) to **4 inch x 18 inch** size.
8. Position piece of Teflon tape (E399) (4) adhesive, side up, on aluminum sheet (E70) (3). Hold tape (4) in place. Apply tape (E399) (5) over entire plate (3) and tape (4).

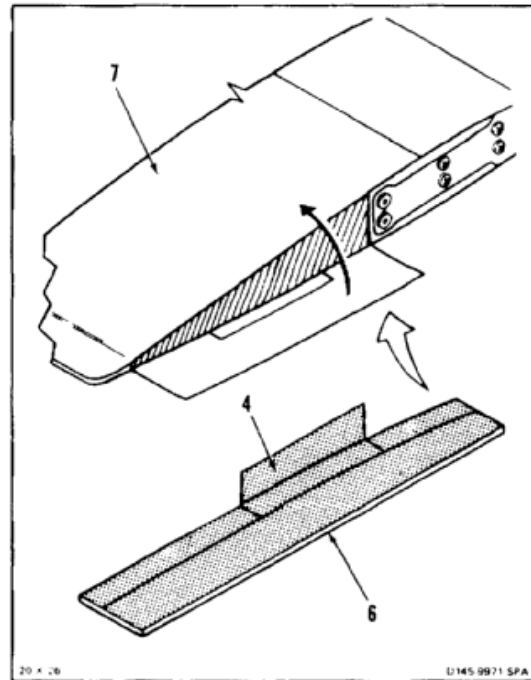


9. Attach end mold (6) to blade (7). Use tape (4) as hinge. Secure tape to blade. Use masking tape (E38).

**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

10. Mix sealant (E336). Follow instructions on container. Blend until color is uniform.
11. Fill fairing void slowly. Use sealant (E336). As void is filled, raise end mold (6) toward vertical. Avoid air bubbles.
12. Let sealant (E336) stand several minutes. Break any bubbles that surface. Add sealant to fill any voids that remain. Fair sealant. Use wood spatula (E424).
13. Apply Teflon tape (E399) to hold end mold (6) against blade (7).
14. Allow sealant (E336) to cure **6 hours at 70° - 80°F (21° - 27°C)**.
15. Remove masking tape (E388) and end mold (6).
16. Check for absence of voids, and smooth fairing.
17. Deleted.
18. Trim and sand repaired area. Use pocket knife and abrasive paper (E7).



**INSPECT**

**FOLLOW-ON MAINTENANCE:**

- Cover tip seal with fiberglass cloth (Task 56, steps 8 thru 21).  
Refinish blade repair (Task 5-82).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Torque Wrench, 5 to 50 Inch-Pounds

**Materials:**

Sealant (E336)  
Acetone (E20)  
Cloth (E120)  
Abrasive Paper (E9)  
Naphtha (E245)  
Lacquer, Black, Lusterless (E215)  
Lacquer Thinner (E415)  
Gloves (E184.1)

**Personnel Required:**

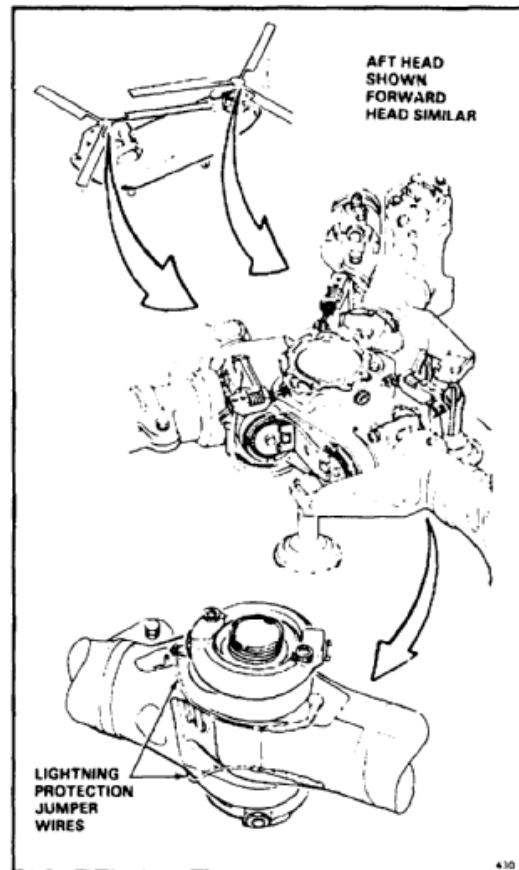
Aircraft Structural Repairer  
Inspector

**References**

TM 55-1500-344-23

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down (Task 1-26)  
Work Platform Open (Task 2-2)



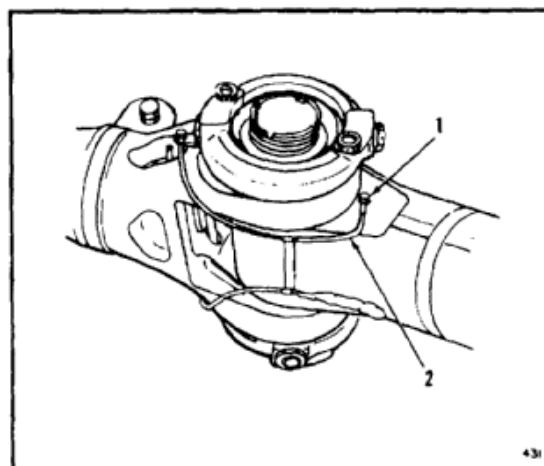
Ensure that blade surface is not damaged during sealant removal.

**NOTE**

Procedure is same to remove any of 12 lightning protection jumper wires.

**REMOVE JUMPER WIRE**

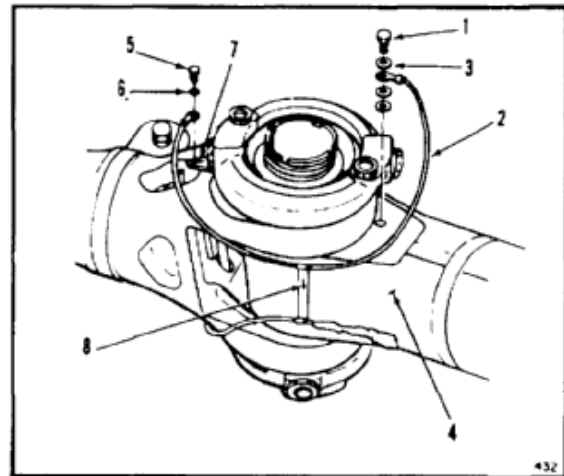
1. Remove sealant from bolt (1) and jumper wire (2). Use utility knife and chisel.



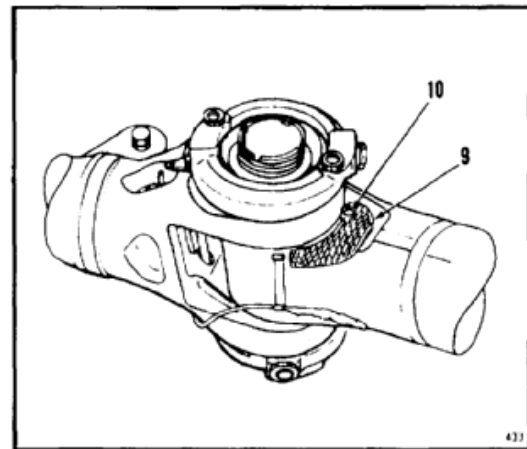
## 5-77.1 REPLACE LIGHTNING PROTECTION JUMPER WIRE (Continued)

5-77.1

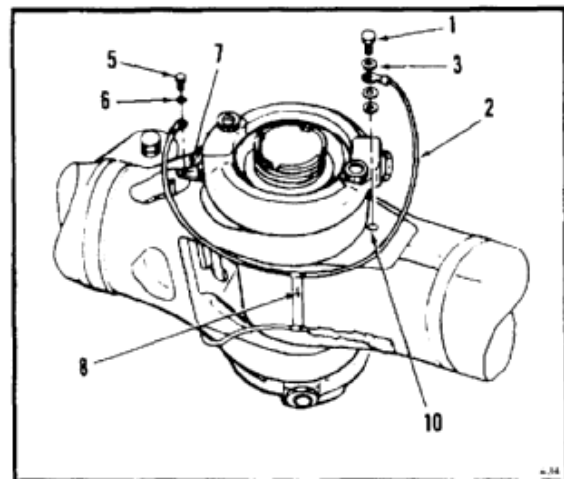
2. Remove bolt (1) and three washers (3) to disconnect jumper wire (2) from blade (4).
3. Remove bolt (5) and washer (6) to disconnect jumper wire (2) from oil manifold tube (7).
4. Remove jumper wire (2) from clamp (8).

**INSTALL JUMPER WIRE**

5. Remove paint and sealant from strip (9) **2 inches** wide along jumper wire path and around insert (10). Expose fiberglass/epoxy surface. Use abrasive paper (E9).
6. Wipe the prepared area. Use cloth (E120) damp with acetone (E20). Wear gloves (E184.1). Wipe with a clean dry cloth before acetone evaporates. Make sure insert (10) is free of foreign matter.



7. Position one end of jumper wire (2) on oil manifold tube (7). Install washer (6) and bolt (5). Torque bolt to **35 inch-pounds**.
8. Position two washers (3) and other end of jumper wire (2) on insert (10). Install third washer (3) and bolt (1). Torque bolt to **30 inch-pounds**.
9. Install jumper wire (2) in clamp (8).



**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

10. Apply sealant (E336) over bolt (1). Use enough sealant to cover **2 inch** diameter area. Wear gloves (E184.1). Apply sealant over jumper wire (2) between bolt and clamp (8). Minimum sealant thickness shall be **0.6 inch**. Wear gloves (E184.1).
11. Allow sealant to cure **6 hours at 70°F (21°C)**.

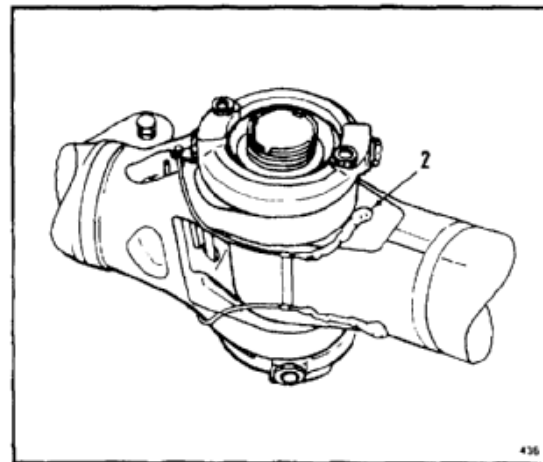
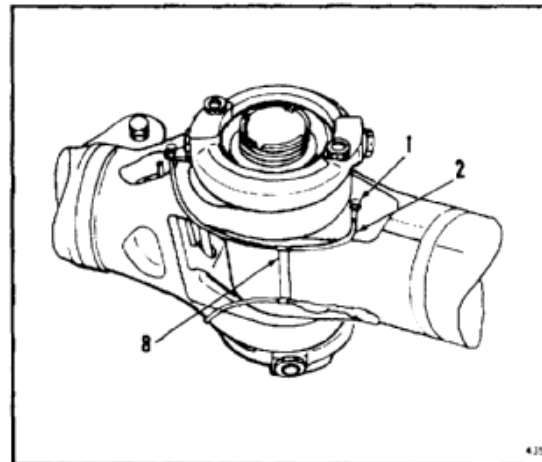
**INSPECT****WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

12. Wipe area around sealed wire (2). Use cloths (E120) damp with naphtha (E245). Wear gloves (E184.1). Wipe naphtha dry before it evaporates. Wipe until cloths stay clean.
- 12.1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
  - a. For rotor blades without **58** proceed to step 13.
  - b. For rotor blades with **58** proceed to Task 2-350.1.

**WARNING**

Lacquer (E215) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Thinner (E415) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

13. Thin black lacquer (E215). Use thinner (E415). Follow manufacturer's instructions.
14. Apply two coats of thinned lacquer (E215) to sealed wire (2). Wear gloves (E184.1). Allow to dry **45 minutes** between coats.

**FOLLOW-ON MAINTENANCE:**

Close work platform (Task 2-2).  
Remove tiedown lines from blades (Task 1-26).

END OF TASK

5-446

**5-78 REMOVE LIGHTNING PROTECTION JUMPER WIRE INSERT****5-78****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Twist Drill, 11/32 Inch  
 Screw Extractor, 5/16 Inch  
 Heat Gun

**Materials:**

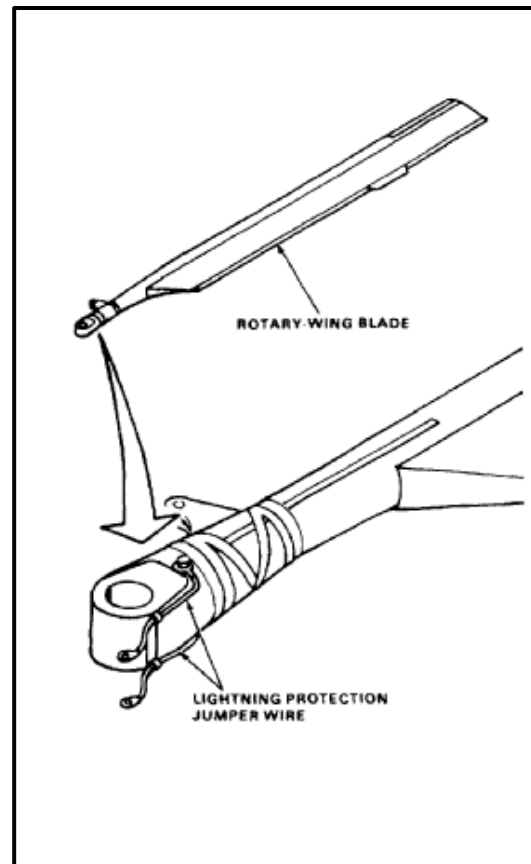
Temperature Indicating Strips (E413)

**Personnel Required:**

Aircraft Structural Repairer

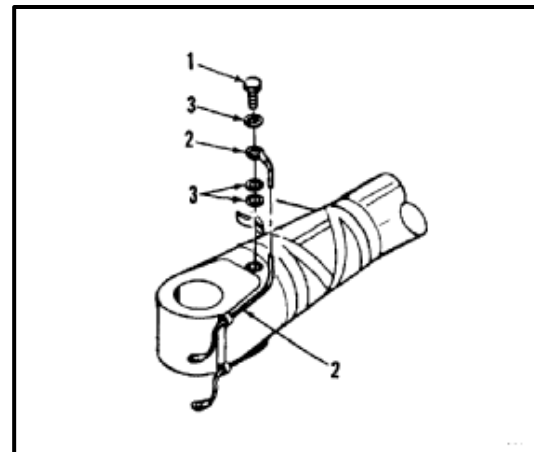
**Equipment Condition:**

Off Helicopter Task

**NOTE**

Procedure is same to remove any lightning protection ground cable insert. There are two ground cable inserts in each rotary-wing blade.

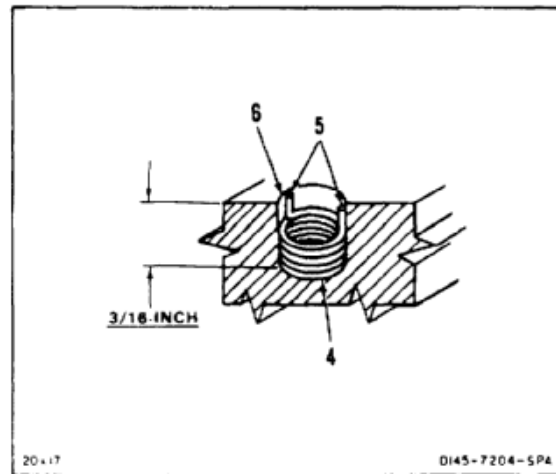
1. Remove sealant from bolt (1) and jumper wire (2). Use knife and file.
2. Remove bolt (1) and three washers (3). Disconnect jumper wire (2).



**CAUTION**

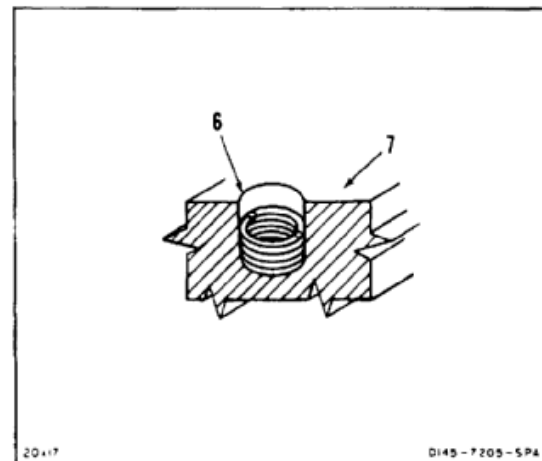
Do not enlarge hole when drilling out insert. Blade will be damaged.

3. Drill out inside diameter of insert (4). Use **11/32 inch** drill and mechanical stop set to **3/16 inch**.
4. Bend locking keys (5) toward center of hole (6) until keys break off. Use small chisel.

**CAUTION**

Do not allow blade temperature to exceed **160°F (71°C)**. Higher temperature can damage fiberglass.

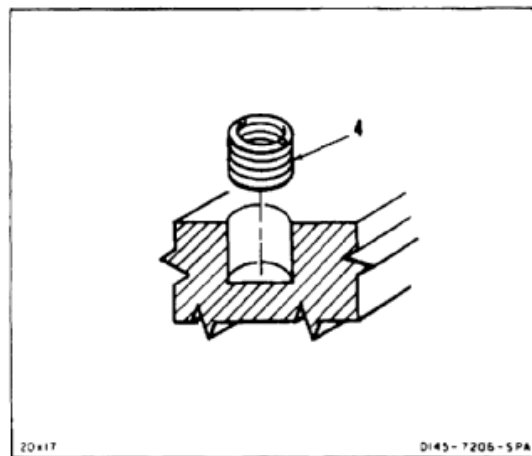
5. Heat blade (7) around insert hole (6) to **140° - 160°F (60° - 71°C)**. Use heat gun. Use temperature indicating strips (E413) to monitor temperature.



6. Remove remaining part of insert (4). Use screw extractor.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-448



**5-79 INSTALL LIGHTNING PROTECTION JUMPER WIRE INSERT****5-79****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Installation Tool (T25)  
 Heat Lamp  
 Torque Wrench, 5 to 50 Inch-Pounds  
 Compressed Air Source

**Materials:**

Temperature Indicating Strips (E413)  
 Adhesive (E40 or E43)  
 Sealant (E336)  
 Acetone (E20)  
 Cloth (E120)  
 Gloves (E186)

**Parts:**

Insert

**Personnel Required:**

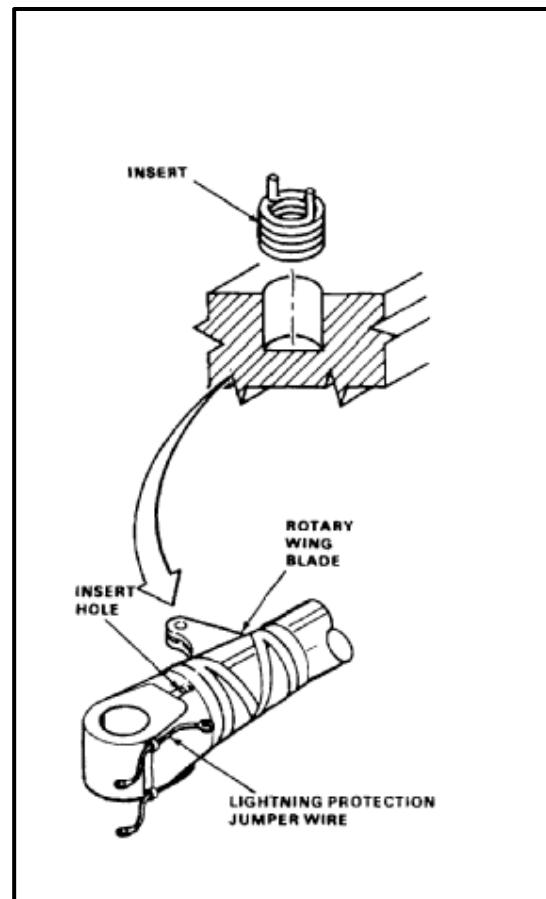
Aircraft Structural Repairer  
 Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Adhesive (E40) is toxic and can irritate skin. Use in well-ventilated area. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**WARNING**

Do not use more than compressed air for cleaning purposes. Debris propelled under pressure can cause injury to eyes. Use source of compressed air under **30 psi** and eye protection to prevent injury to personnel.

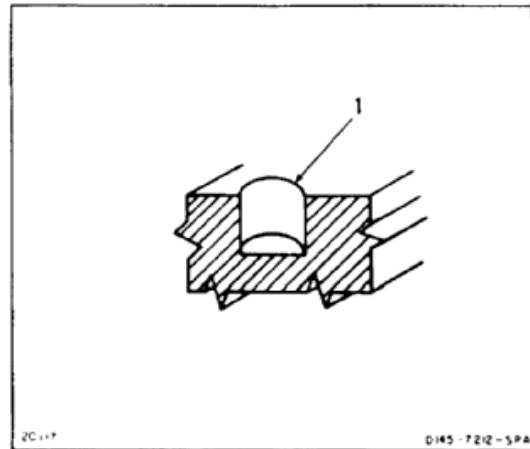
**WARNING**

Acetone (E20) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is same to install any lightning protection ground cable insert. There are two ground cable inserts in each rotary-wing blade.

1. Clean insert hole (1). Use compressed air. Wipe out hole. Use cloth (E120) damp with acetone (E20). Wear goggles to protect eyes. Wear gloves (E186).

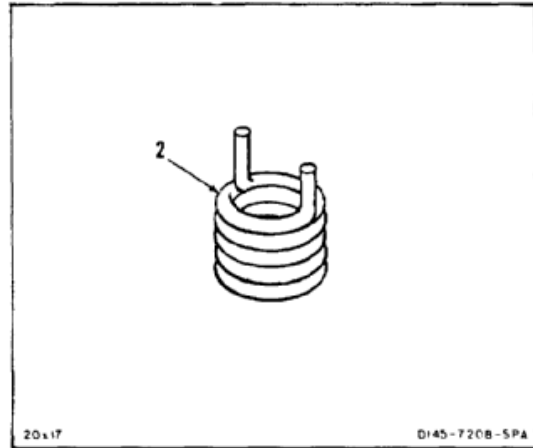


- Mix tube of prepackaged adhesive (E40 or E43). Follow instructions in adhesive kit. Wear gloves (E186).

**NOTE**

Working life of adhesive is **30 minutes**.

- Apply thin coat of adhesive (E40 or E43) to outside surface of insert (2). Wear gloves (E186).



- Install insert (2) into blade (3). Use installation tool (T25) (4). Tap tool to drive locking keys (5) into position. Remove tool.

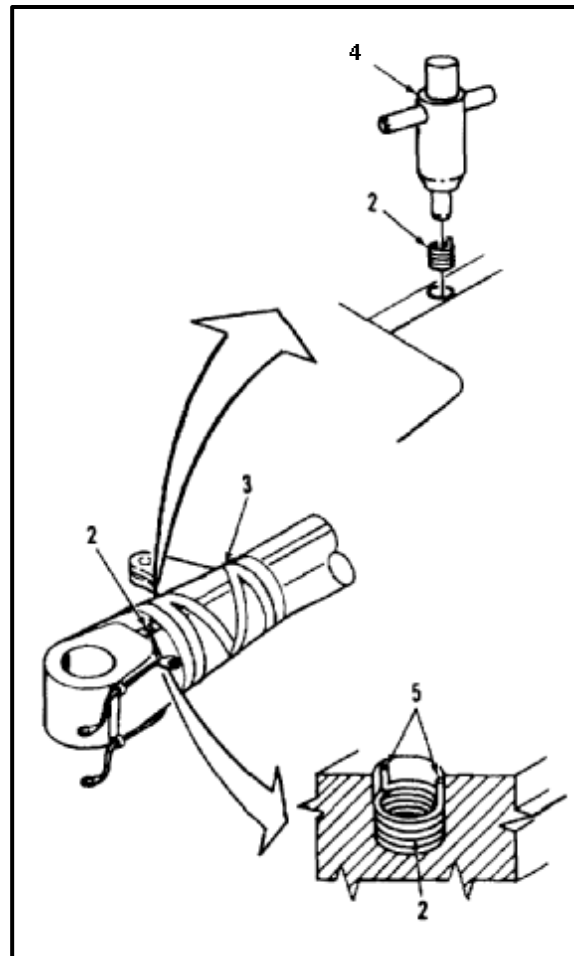


Do not allow blade temperature to exceed **160°F (71°C)**. High temperature can damage fiberglass.

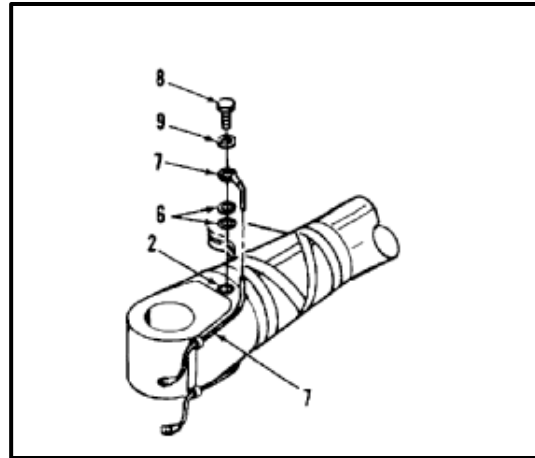
- Heat insert (2) to **140° - 160°F (60° - 71°C)** for **2 hours** to cure adhesive. Use heat lamp. Use temperature indicating strips (E413) to monitor temperature.

**NOTE**

If heat lamp is not available, adhesive may be cured at **70° - 80°F (21° - 27°C)** for **24 hours**.

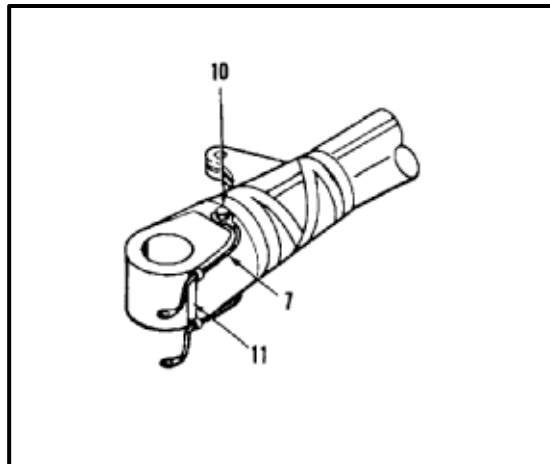


6. Position two washers (6) and wire (7) over insert (2). Install bolt (8) and washer (9). Torque bolt to **30 inch-pounds**.

**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

7. Apply sealant (E336) over wire terminal (10) and wire (7) to clamp (11). Wear gloves (E186). Allow sealant to cure at **70° - 80°F (21° - 27°C)** for **6 hours**.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-452

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Tiedown Receiver Tool (T25)  
 Electric Heater, Gun-Type  
 Aluminum Chisel (APP D)  
 Tap Wrench

**Materials:**

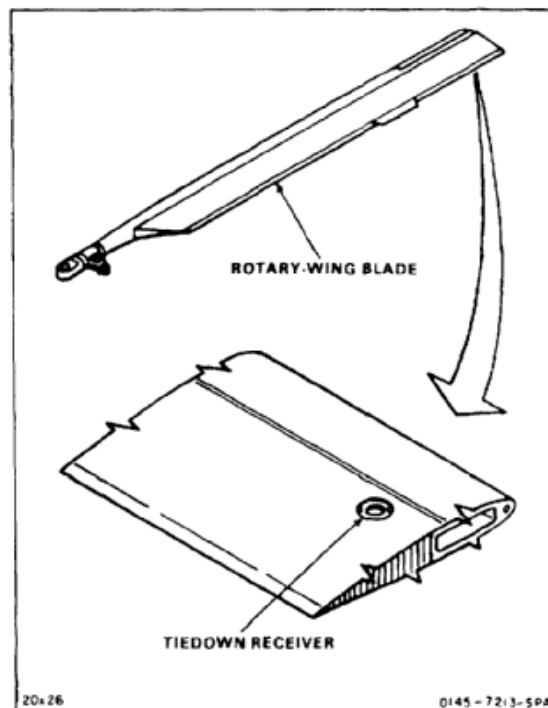
Temperature Indicating Strips (E413)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

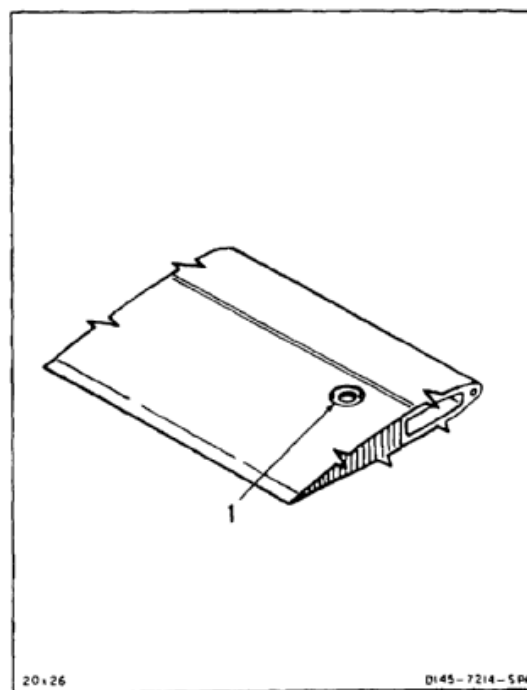


Do not heat blade over **160°F (71°C)**.  
 Fiberglass can be damaged.

**NOTE**

Procedure is same to remove the tiedown receiver from any rotary-wing blade. There is one tiedown receiver on the underside of each blade.

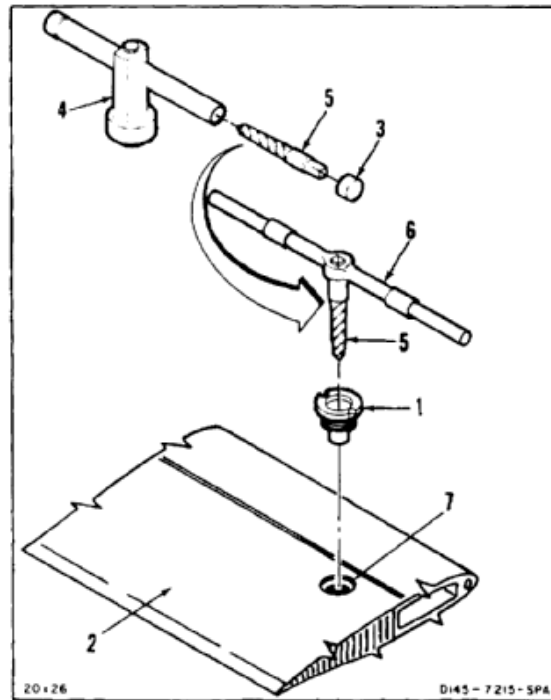
1. Heat area around tiedown receiver (1) to **140° - 160°F (60° - 71°C)** to soften adhesive. Use gun-type electric heater. Use temperature indicating strips (E413) to monitor temperature.
2. Remove sealant from around receiver (1). Use aluminum chisel.



3. Remove receiver (1) from blade (2) as follows:
  - a. Remove cap plug (3) from tool (T25) (4).
  - b. Remove extractor (5) from tool (T25) (4).
  - c. Install extractor (5) in tap wrench (6).
  - d. Remove receiver (1). Use tap wrench (6) and extractor (5).
4. Remove sealant from countersink (7) on blade (2). Use aluminum chisel.

**INSPECT****FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-454

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Tiedown Receiver Tool (T25)  
 Drive Handle, 1/2 Inch  
 Source of Compressed Air  
 Heat Lamp  
 Trip Balance, NSN 6670-00-401-7195

**Materials:**

Adhesive (E40, E41 or E43)  
 Gloves (E186)  
 Temperature Indicating Strips (E413)  
 Wood Spatula (E424)  
 Polyethylene Cup (E157)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Sealant may irritate skin and cause burns. Avoid contact with skin, eyes and clothing. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.

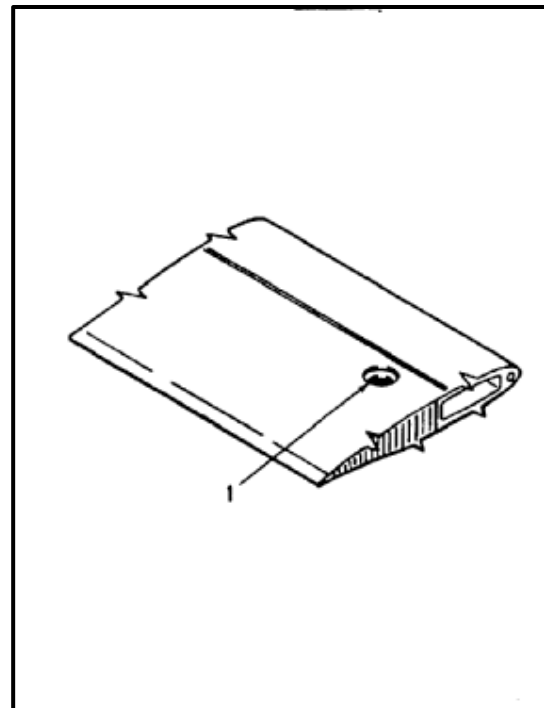
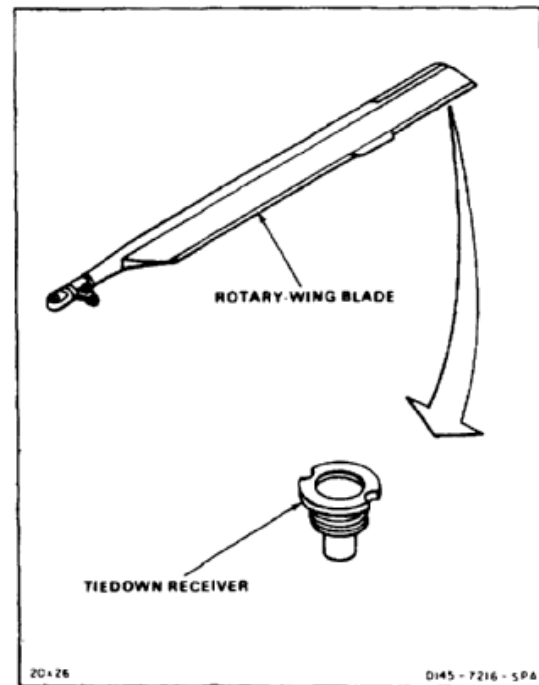
**WARNING**

Do not use more than **30 psi** compressed air for cleaning purposes. Debris propelled under pressure can cause injury to eyes. Use source of compressed air under **30 psi** and eye protection to prevent injury to personnel.

**NOTE**

Procedure is same to install any tiedown receiver. There is one tiedown receiver on the underside of each rotary-wing blade.

1. Clean receptacle (1). Use compressed air. Wear goggles to protect eyes.

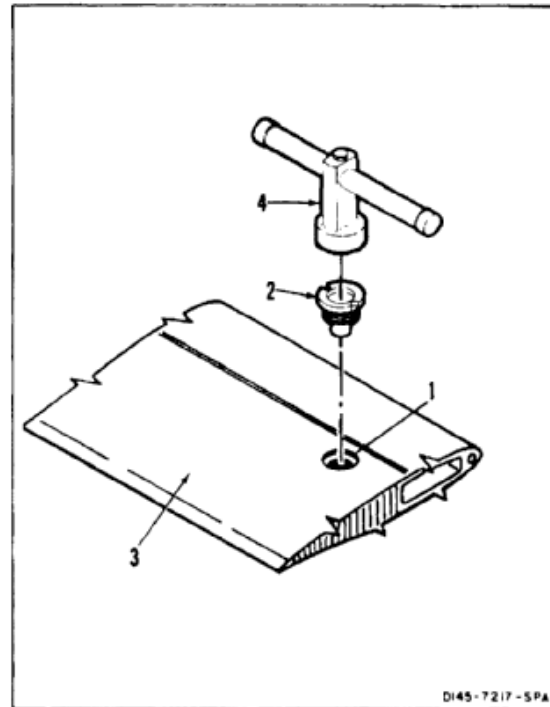


2. Mix a small amount of adhesive (E40, E41, or E43) as follows:
  - a. For adhesive (E40), follow directions on the kit.

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41 or E43) only if prepackaged kit is not available.

- b. For adhesive (E41), weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E186).
  - c. For adhesive (E43), weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance. Mix in polyethylene cup (E157) until color is uniform. Use wood spatula (E424). Wear gloves (E186).
3. Apply adhesive to countersink (1) and flange of receiver (2). Wear gloves (E186).
4. Install receiver (2) into blade (3). Use tool (T25) (4).





5. Taper adhesive (5) around receiver (2). Spread adhesive until it extends **1/4 inch** from receiver. Use additional adhesive, if necessary.



Blade temperature must not exceed **160°F (71°C)**. Overheating will damage fiberglass.

6. Cure repair at **140° to 160°F (60° to 71°C) for 2 hours**. Use heat lamp. Monitor blade temperature. Use temperature indicating strips (E413).

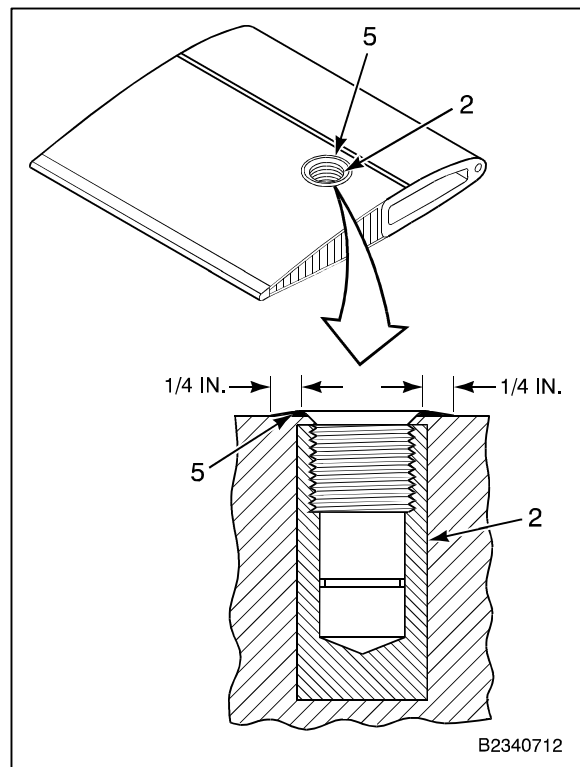
**NOTE**

If heat lamp is not available, cure at **70° to 80°F (21° to 27°C) for 24 hours**.

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

None



B2340712

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

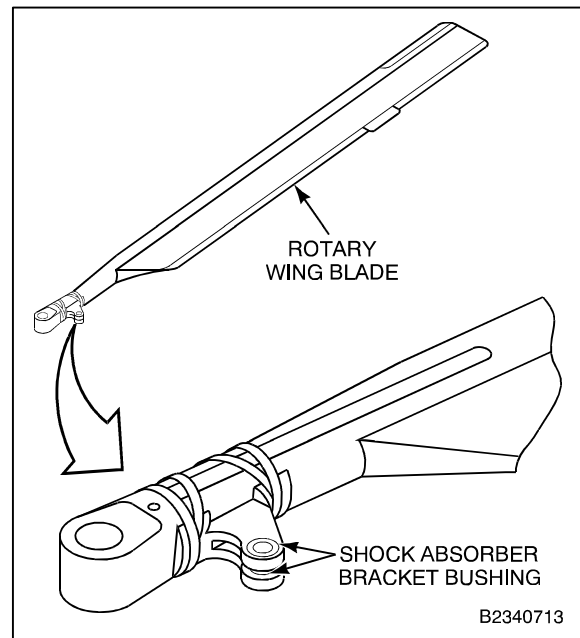
All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-01-375-6928  
Shock Absorber Bracket Bushing Puller/Pusher (T98)  
Repair Kit, Lag Dampner Bracket, Oversized  
Bushings (T187)

**Materials:**

Acetone (E20)  
Cloth, Cleaning (E120)  
Epoxy Primer (E292.1)  
Gloves (E184.1)  
Kevlar Gloves (E187)  
Dry Ice (E92)  
Methanol (E243)  
Goggles (E473)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

TM 55-1520-240-23  
Task 5-82

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) and epoxy primer (E292.1) are flammable and toxic. Good general ventilation is normally adequate. Skin and eye protection is required. Avoid all sources of ignition.

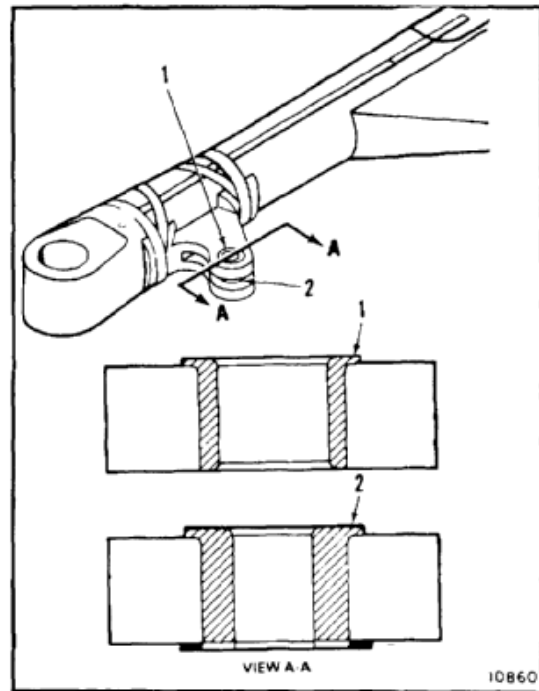
**WARNING**

Dry ice (E92) in methanol (E243) has a temperature of  $-120^{\circ}\text{F}$  ( $-84^{\circ}\text{C}$ ). Observe all safety measures when working with dry ice and methanol and when handling chilled parts. Avoid breathing carbon dioxide vapor.

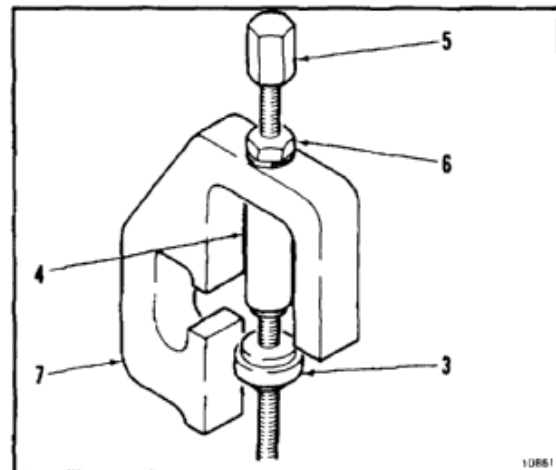
## 5-81.1 REPLACE SHOCK ABSORBER BRACKET BUSHINGS (Continued)

5-81.1

1. Inspect bushings (1 and 2) for wear, nicks, and scratches.
  - a. On the top surface of bushings (1 and 2), nicks or scratches **0.025 inch** or less deep can be blended out. On all other surfaces of both bushings, wear and damage is limited to a depth of **0.005 inch**.
  - b. Damage greater than that specified in step a requires replacement of the bushing.



2. Prepare pusher/puller (T98) for use:
  - a. Remove pusher/puller (3) and pusher guide (4) from threaded rod (5).
  - b. Remove rod (5) and nut (6) from yoke (7).



**NOTE**

Removal and installation of bushings is same for forward or aft rotor blades.

Remove only one bushing at a time. An installed bushing is required to align the reamer when enlarging the bore for the removed bushing.

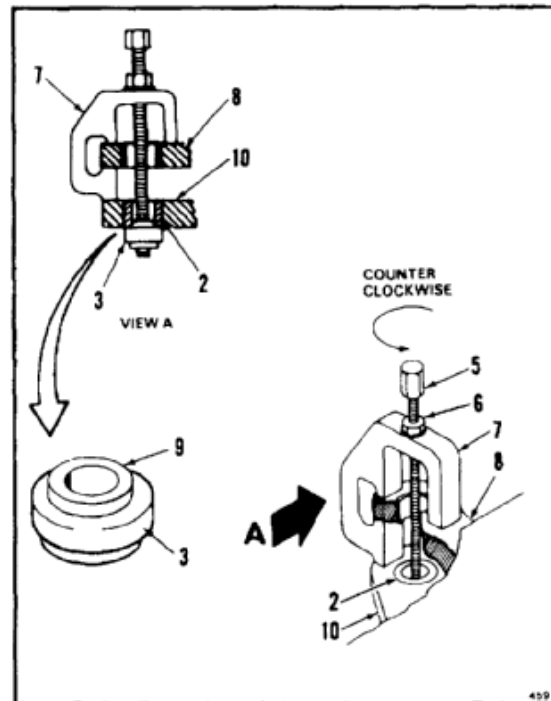
**REMOVE LOWER BUSHING**

3. Position yoke (7) over upper plate (8) of lag damper bracket.

**NOTE**

The flange side of both bushings is on the upper surface of the bracket plates.

4. Align hole in yoke (7) with bushings (1 and 2). Install rod (5), with nut (6) installed, through hole in yoke and bushings.
5. Thread pusher/puller (3) on rod (5) with the small diameter pitot (9) facing bushing (2). Seat pitot in bushing (2).
6. Hold nut (6) and turn rod (5) counterclockwise. Use two wrenches. Turn rod (5) until bushing (2) is out of lower bracket plate (10).
7. Remove pusher/puller (3), bushing (2), rod (5) with nut (6), and yoke (7).



5-81.1 REPLACE SHOCK ABSORBER BRACKET BUSHINGS (Continued)

5-81.1

8. Remove finish from plate (10) for **1 inch** around bushing bore (12). Use cloth (E120) damp with acetone (E20). Wear gloves (E184.1).
9. Inspect lower plate (10) in the area of finish removal for condition as follows:
  - a. If any damage in that area extends more than **0.030 inch** from bushing hole (12), or hole is elongated, reject the rotor blade.
  - b. Measure bore (12) in two places; one parallel to blade and one at right angle to blade. If the bore is out of round by more than **0.002 inch** or exceeds the dimension for any bushing listed in Table 1 below, it must be reamed to the next largest size shown in Table 1 below.
  - c. If bore (12) matches any size shown in Table 1, proceed to step 11. Install the proper bushing.

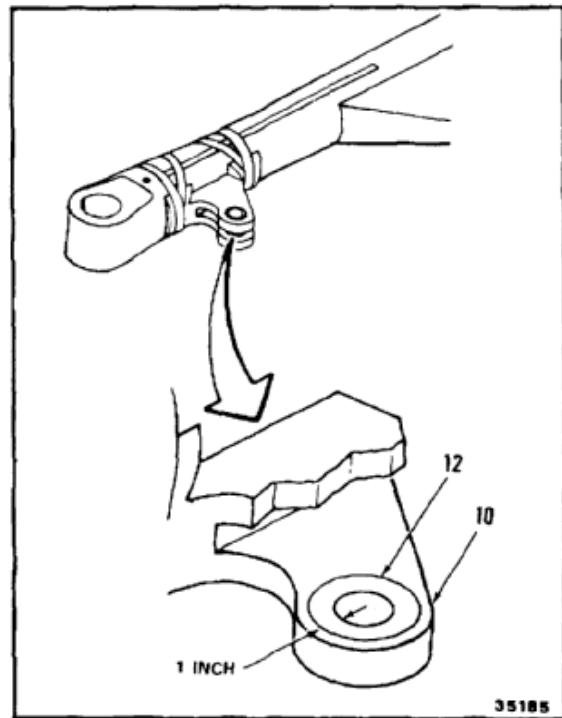
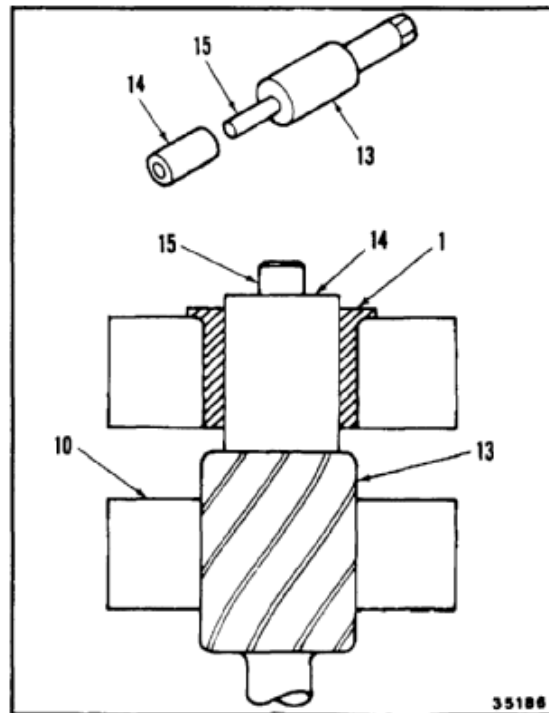


TABLE 1

BUSHING	BORE		
	UPPER	LOWER	DIAMETER (INCHES)
114R1774-4	114R1774-2	1.375 (+0.002-0.00)	-----
114R1774-6	114R1774-5	1.385 (+0.002-0.00)	1X
114R1774-8	114R1774-7	1.395 (+0.002-0.00)	2X
114R1774-10	114R1774-9	1.405 (+0.002-0.00)	3X
114R1774-12	114R1774-11	1.415 (+0.002-0.00)	4X
114R1774-14	114R1774-13	1.425 (+0.002-0.00)	5X
114R1774-16	114R1774-15	1.435 (+0.002-0.00)	6X

**REAM LOWER BORE**

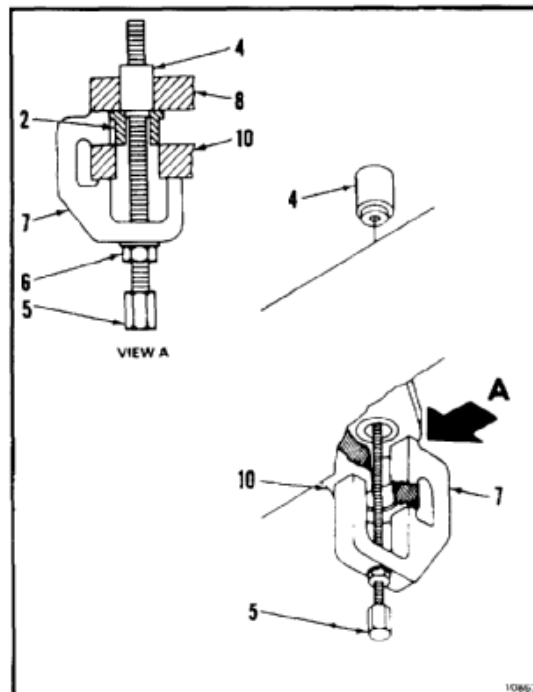
10. Ream the lower bore for oversize bushing as follows:
  - a. Select proper reamer (13) from Table 1.
  - b. Place sleeve (14) over reamer guide pin (15).
  - c. Position blade so that shavings and debris from reamer will not fall on the reamer guide pin. Binding may result.
  - d. Insert reamer guide pin (15) through bore in lower plate (10) and engage it in upper bushing (1). Hand ream the bore to size. Do not attempt to remove more than **0.010 inch** of material with one cut of the reamer.
  - e. Remove equipment from the blade. Clean the bore and surrounding area. Use clean cloths (E120) damp with acetone (E20). Wear gloves (E184.1).



**INSPECT**

**INSTALL LOWER BUSHING**

11. Coat the outer surface of new bushing (2) with epoxy primer (E292.1). Allow to air dry for **24 hours**. Wear gloves (E184.1).
12. Chill bushing (2) to **-40°F**. Use a mixture of dry ice (E92) in methanol (E243). Wear Kevlar gloves (E187).
13. Position pusher/puller yoke (7) on lower bracket plate (10). Align hole in yoke with holes in bracket plates.
14. Place replacement bushing (2) between bracket plates (8 and 10). Install rod (5), with nut (6), through yoke (7), bushing (2) and upper plate (8).
15. Thread pusher/guide (4) and rod (5) with small pitot end toward bushing (2). Seat pusher/guide in bushing.

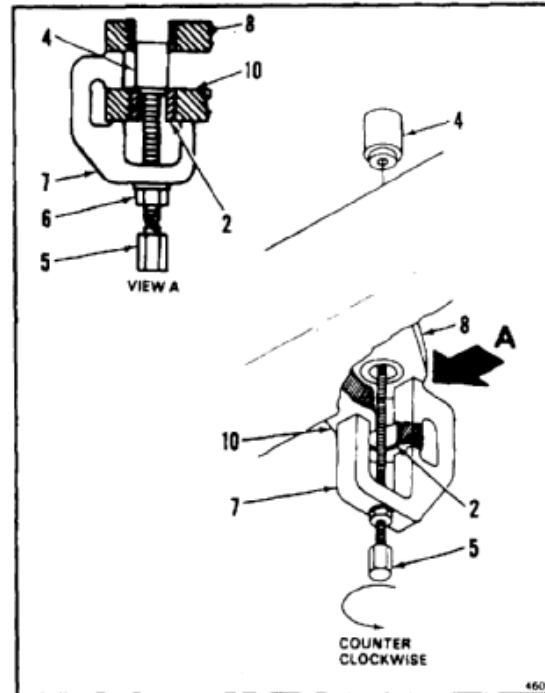


5-81.1 REPLACE SHOCK ABSORBER BRACKET BUSHINGS (Continued)

5-81.1

16. Hold nut (6) and turn rod (5) counterclockwise. Use two wrenches. Turn rod until bushing (2) is fully seated in lower plate (10).
17. Remove rod (5) with nut (6) pusher/guide (4) and yoke (7).

**INSPECT**



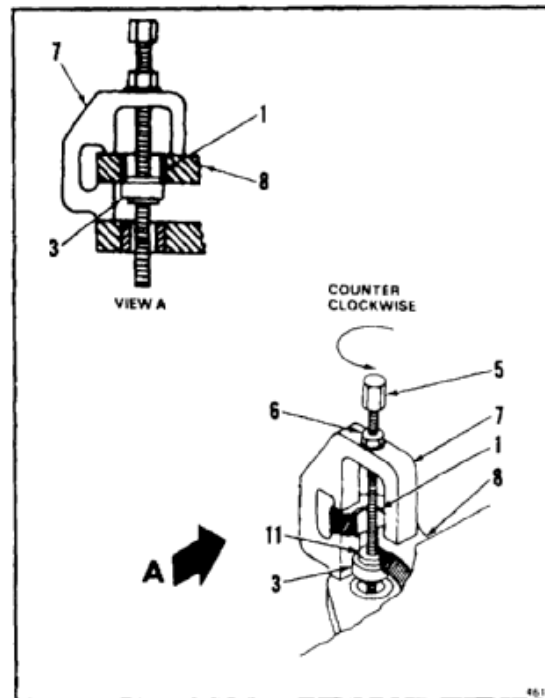
**REMOVE UPPER BUSHING**

18. Place pusher/puller yoke (7) over upper plate (8) of lag damper bracket. Align hole in yoke with hole in upper bushing (1).

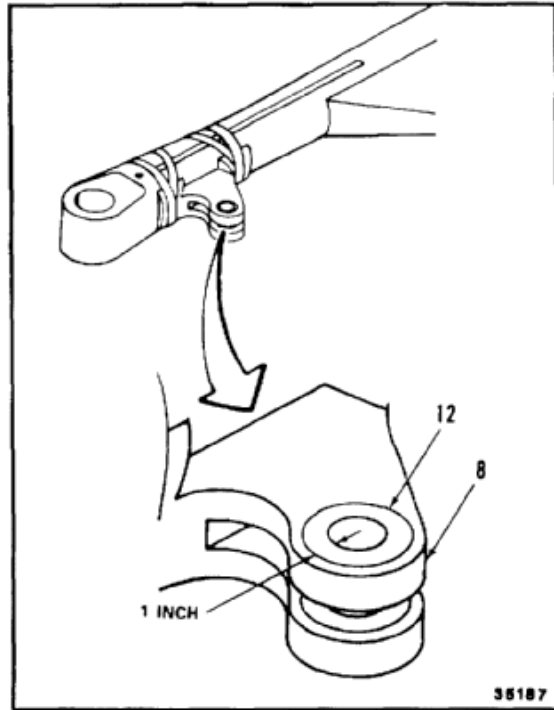
**NOTE**

The flanged side of both bushings is on the upper surface of the bracket plates.

19. Install rod (5), with nut (6), through yoke (7) and bushing (1). Thread pusher/puller (3) on rod (5) until large pitot (11) is seated in bushing.
20. Hold nut (6) and turn rod (5) counterclockwise. Use two wrenches. Turn rod (5) until bushing (1) is out of plate (8).
21. Remove pusher/puller (3). Remove rod (5) with nut (6), bushing (1) and yoke (7).

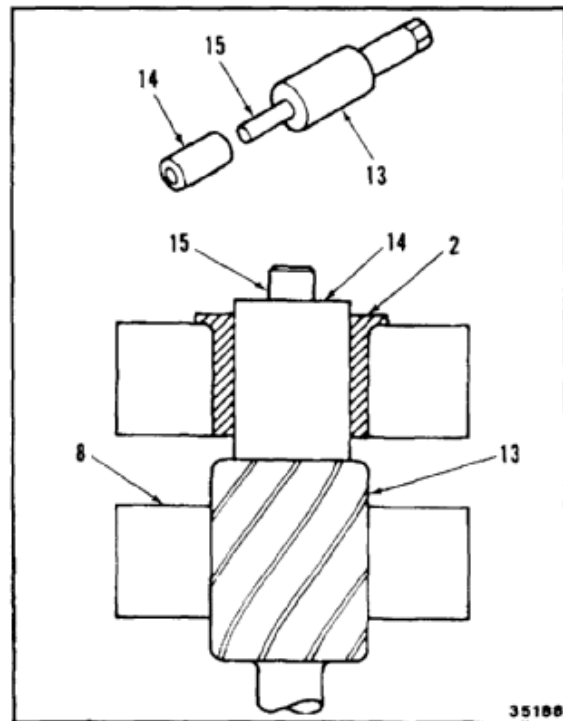


22. Remove finish from upper plate (8) for **1 inch** around bushing bore (12). Use cloth (E120) damp with acetone (E20). Wear gloves (E184.1).
23. Inspect plate (8) in the area of finish removal for condition as follows:
  - a. If any damage in that area extends more than **0.030 inch** from bushing bore (12), or bore is elongated, reject the rotor blade.
  - b. Measure bore (12) in two places; one parallel to the blade and one at right angle to the blade. If the bore is out of round by more than **0.002 inch** or exceeds the dimension for any bushing listed in Table 1, it must be to the next largest size shown in Table 1.
  - c. If bore (12) matches any size shown in Table 1, proceed to step 24. Install the proper bushing.



**REAM UPPER BORE**

24. Ream the upper bore for an oversize bushing as follows:
  - a. Select the proper reamer (13) from Table 1.
  - b. Place sleeve (14) over reamer guide pin (15).
  - c. Turn the blade over so that shavings and debris from reamer (13) will not fall on reamer guide pin (15). Binding may result.
  - d. Insert reamer guide pin (15) through the bore in upper plate (8) and engage it in lower bushing (2). Hand ream the bore to size. Do not attempt to remove more than **0.010 inch** of material with one cut of the reamer.
  - e. Remove equipment from the blade. Clean the bore and surrounding area. Use clean cloths (E120) damp with acetone (E20). Wear gloves (E184.1).

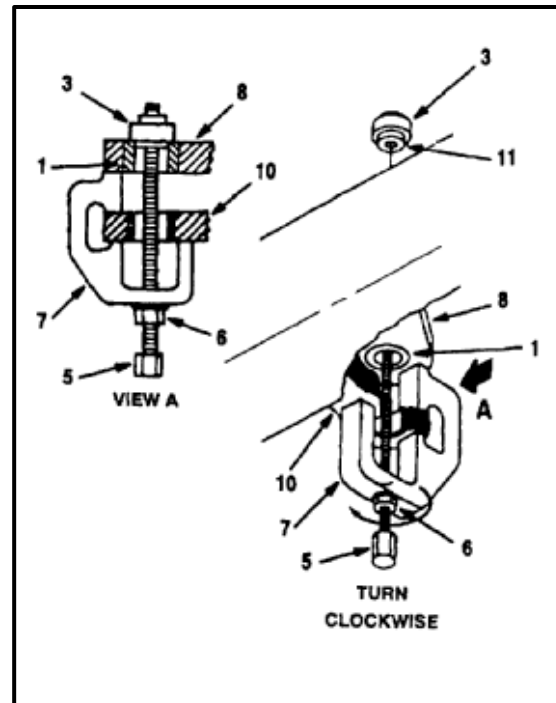


**INSPECT**



**INSTALL UPPER BUSHING**

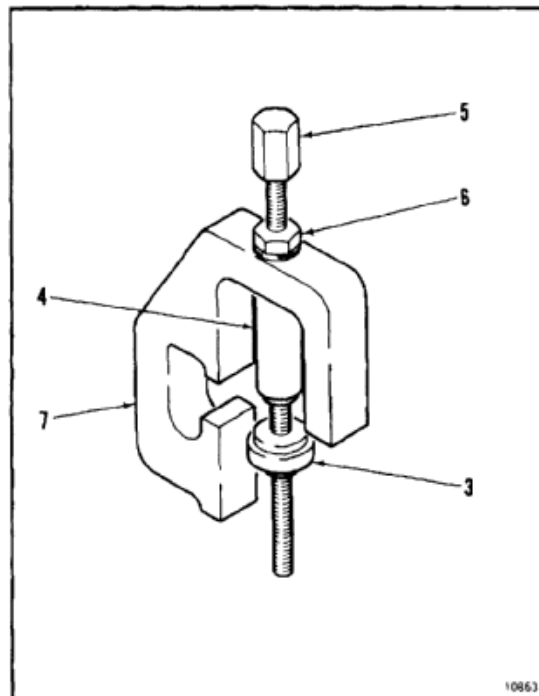
25. Coat the outer surface of new bushing (1) with epoxy primer (E292.1). Wear protective gloves (E184.1). Allow to air dry for **24 hours**.
26. Chill bushing (1) to **-40°F**. Use a mixture of dry ice (E92) in methanol (E243). Wear Kevlar gloves (E187).
27. Position yoke (7) on lower plate (10). Align the hole in the yoke with the holes in bracket plates (8 and 10).
28. Install rod (5), with nut (6), through yoke (7) and bracket plates (8 and 10). Align replacement bushing (1) with the hole in upper plate (8). Thread pusher/puller (3) on rod (5) until large diameter pitot (11) is seated in bushing (1).
29. Using two wrenches, hold rod (5) and turn nut (6) clockwise until bushing (1) is seated in the upper plate.
30. Remove pusher/puller (3), rod (5) with nut (6), and yoke (7).

**INSPECT**

31. Prepare pusher/puller (T98) for storage as follows:
  - a. Insert rod (5) with nut (6) through the top of the hole in yoke (7).
  - b. Thread pusher/guide (4) on rod (5) to retain the rod in yoke (7).
  - c. Thread pusher/puller (3) on rod (5).

**FOLLOW-ON MAINTENANCE:**

Refinish bracket (Task 5-82).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Heat Lamp  
Respirator  
Trip Balance, NSN 6670-00-401-7195

**Materials:**

Abrasive Paper (E7 and E9)  
Acetone (E20)  
Adhesive (E40, E41, E43, or E47.1)  
Cloth (E120)  
Gloves (E186)  
Peel Ply (E270)  
Polyethylene Cup (E157)  
Tape, Glass Cloth (E387)  
Teflon-Impregnated Fabric (E170)  
Temperature Indicating Strips (E413)  
Wood Spatula (E424)  
Curing Agent (E158.1)

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

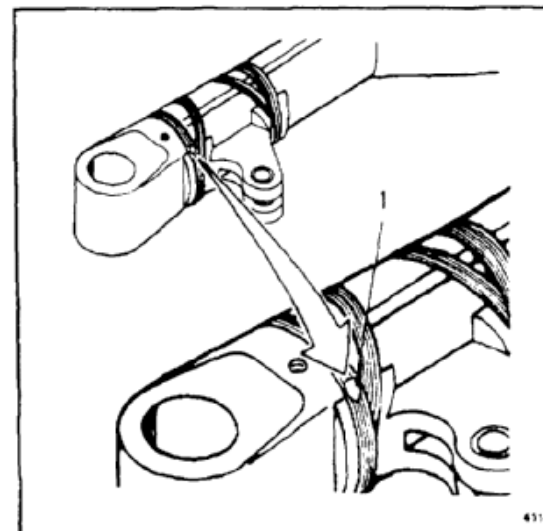
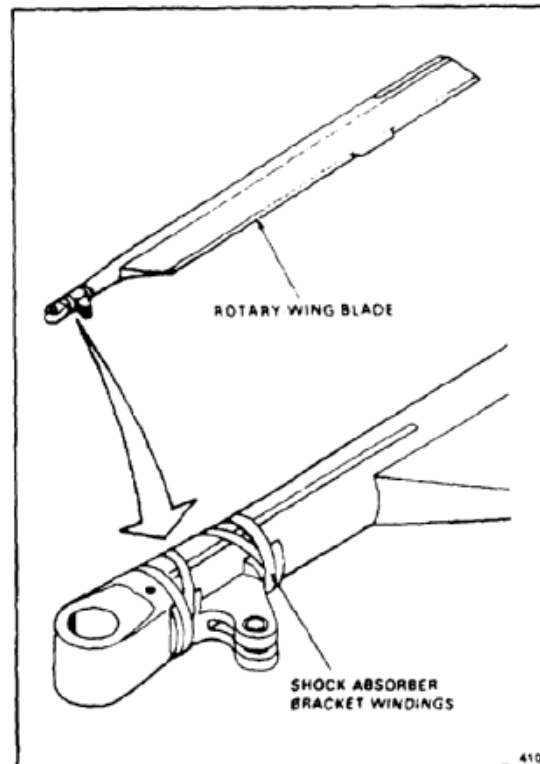
Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial numbers A-1-0001 to 1465 and A-2-0001 to 1473 only).

1. Check depth of damage area (1). Depth shall not exceed **0.005 inch**. If damage is deeper than **0.005 inch**, return blade for disposition. If damage is less than **0.005 inch** deep, go to step 2.



Do not sand into filament windings.

2. Remove finish **1 inch** around all sides of damage area (1). Use abrasive paper (E7).



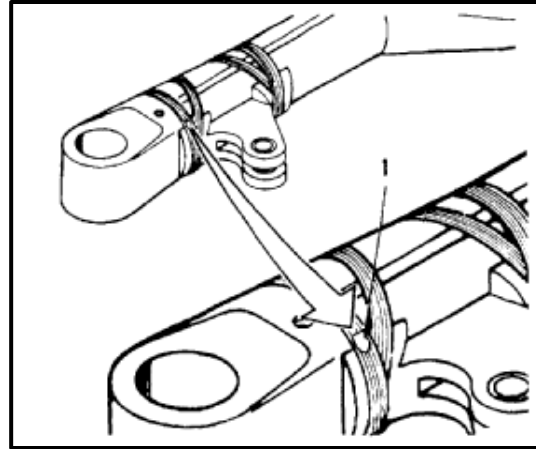
**5-81.2 REPAIR KEVLAR SHOCK ABSORBER BRACKET WINDINGS — MINOR DAMAGE (Continued)**

5-81.2

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Wipe damage area (1) clean. Use cloth (E120) damp with acetone (E20). Wear gloves (E186). Wipe dry with clean cloth before acetone evaporates.


**INSPECT**
**WARNING**

Adhesive (E40 or E41) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

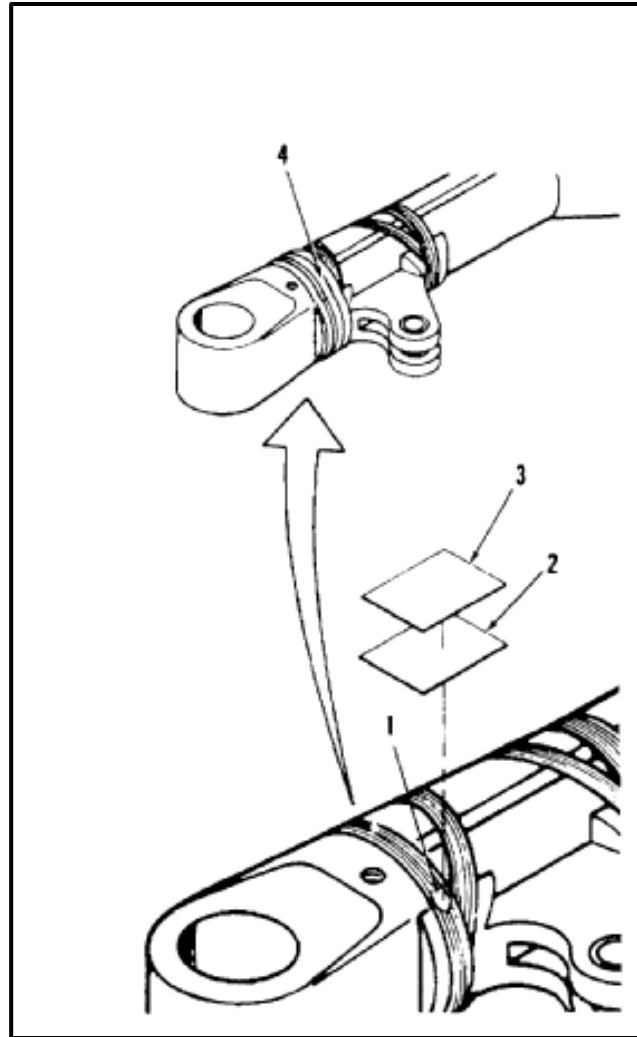
Prepackaged adhesive (E40) is preferred. Use adhesive (E41, E43, or E47.1) only if prepackaged kit is not available.

4. Mix tube of adhesive (E40). Follow instructions on kit.
5. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

Working life of adhesive is **30 minutes**.

- 5.1. If adhesive (E43) is used, prepare as follows:
  - a. Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
- 5.2. If adhesive (E47.1) is used, prepare as follows:
  - a. Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
6. Fill damage area (1) with adhesive (E40, E41, E43 or E47.1). Smooth adhesive until it is level with surface. Make sure all loose fibers are turned into repair area.
7. Cover damage area (1) with peel ply (E270) (2) **1 inch** larger, on all sides, than damage area.
8. Cover peel ply (E270) (2) with Teflon-impregnated fabric (E170) (3) of the same size.
9. Secure peel ply (E270) (2) and Teflon-impregnated fabric (E170) (3). Use tape (E387) (4).



**5-81.2 REPAIR KEVLAR SHOCK ABSORBER BRACKET WINDINGS — MINOR DAMAGE (Continued)**

5-81.2



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

10. Cure adhesive at **150° - 160°F (66° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

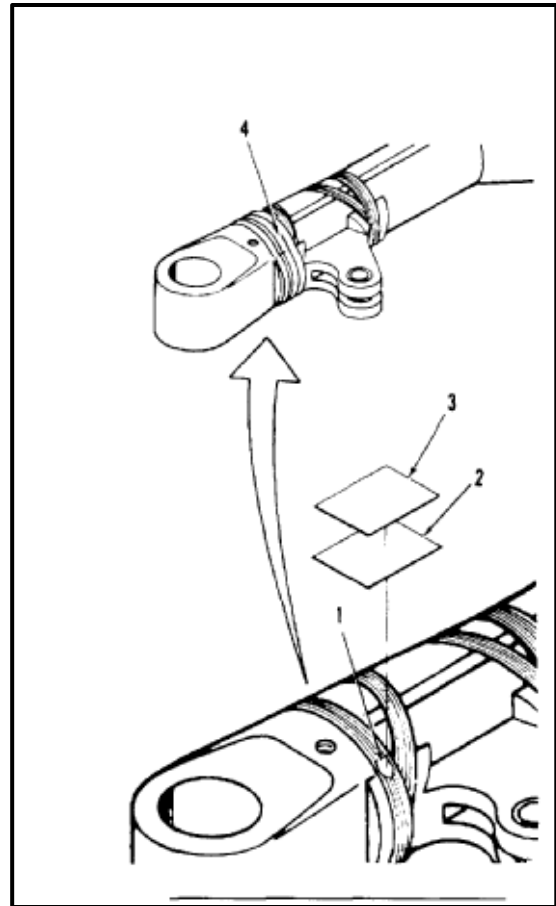
**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C)** in **24 hours**. Pressure may be removed after **12 hours**.

11. Remove tape (4), Teflon-impregnated fabric (3), and peel ply (2).

Do not sand adhesive without wearing respirator. Harmful particles can be inhaled.

12. Blend repair (1) into area around it. Use abrasive paper (E9). Wear respirator.

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 5-82).

END OF TASK

**5-81.2.1 REPAIR KEVLAR SHOCK ABSORBER BRACKET WINDING FILLER MATERIAL-CRACKS/VOIDS**

**INITIAL SETUP**

**Applicable Configurations:**

All

**Tools:**

- Heat Lamp
- Respirator
- Trip Balance, NSN 6670-00-401-7195

**Materials:**

- Abrasive Paper (E7)
- Acetone (E20)
- Adhesive (E40 or E41)
- Curing Agent (E158.1)
- Gloves (E184.1)
- Hypodermic Syringe (E380)
- Polyethylene Cup (E157)
- Resin (E313.1)
- Sealant (E342.1)
- Teflon Tape (E399)
- Temperature Indicating Strips (E413)
- Tongue Depressor (E424)

**Personnel Required:**

- Aircraft Structural Repairer
- Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:**



Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

Adhesive used in the manufacturing of some fiberglass rotor blades contain asbestos. During blade repair, strict adherence to all safety procedures when working with asbestos must be complied with (applies to blade serial numbers A-1-0001 to 1465 and A-2-0001 to 1473 only).

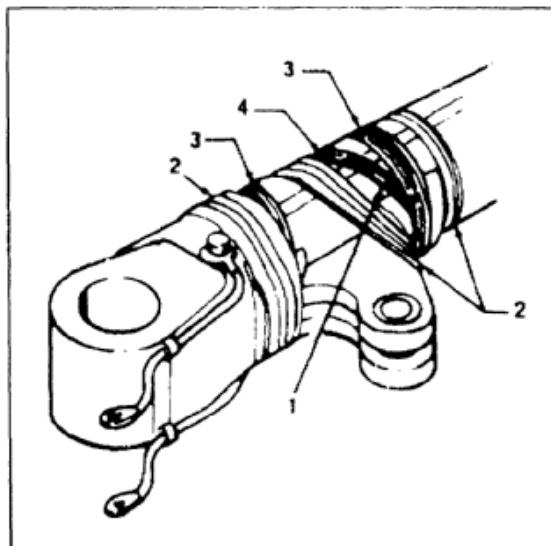
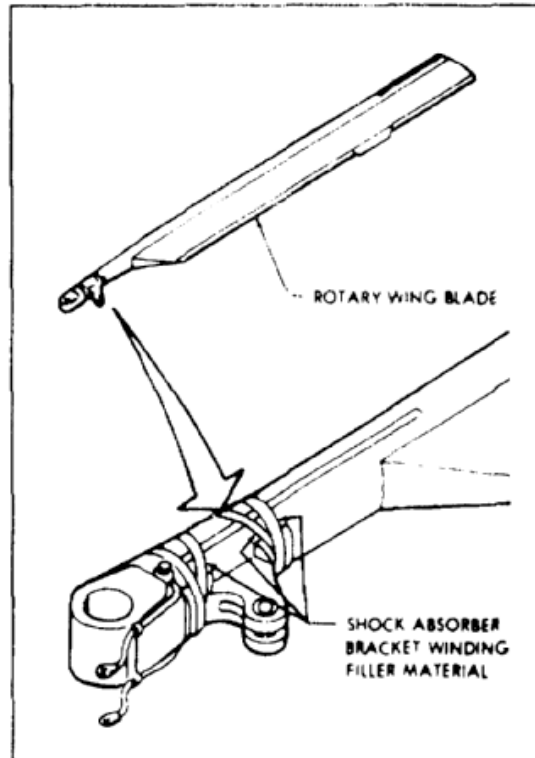
1. Mask bracket to within **0.50 inch** of cracks or voids (1). Use Teflon tape (E399) (2).

2. Mask over windings (3). Use Teflon tape (E399) (2).



Do not sand into filament windings.

3. Remove paint from filler material (4) in damaged area. Use abrasive paper (E7).



**5-81.2.1 REPAIR KEVLAR SHOCK ABSORBER BRACKET WINDING FILLER  
MATERIAL-CRACKS/VOIDS (Continued)**

5-81.2.1

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

4. Flush cracks or voids (1) with acetone (E20). Use squeeze bottle (E366). Wear gloves (E186). Dry with compressed air.

**WARNING**

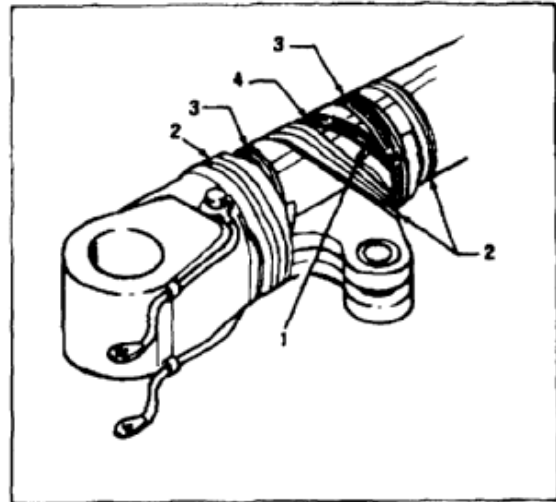
Sealant (E342.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. If width of crack precludes insertion of a hypodermic syringe, apply **1/8- to 3/16 inch** layer of sealant (E342.1) to exposed filler material. Fair sealant into surrounding surface.
6. Cure sealant at **70°F (21°C) for 6 hours**.

**WARNING**

Resin (E313.1) or curing agent (E158.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

7. If a crack (1) will accept a hypodermic syringe (E380) prepare the following mixture.
  - a. Weigh **100 parts** of resin (E313.1) and **50 parts** of curing agent (E158.1).



- b. Mix parts in polyethylene cup (E157) until color is uniform. Use tongue depressor (E424).
- c. Inject mixture into crack. Use hypodermic syringe (E380).
- d. Cure mixture at **110° - 130°F (43° - 54°C) for 8 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (22° - 27°C) in 24 hours**.

- e. Apply sealant (E342.1) over crack area as in step 5.

**WARNING**

Adhesive (E40 or E41) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- 8. If a portion of the filler material is missing, fill the void with adhesive (E40 or E41).

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

- a. Mix tube of adhesive (E40). Follow instructions on kit.
- b. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - (1) Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - (2) Mix parts in polyethylene cup (E157) until color is uniform. Use tongue depressor (E424).



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**5-81.2.1 REPAIR KEVLAR SHOCK ABSORBER BRACKET WINDING FILLER  
MATERIAL-CRACKS/VOIDS (Continued)**

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5-81.2.1



Do not exceed **180°F (82°C)** at blade surface. Damage to fiberglass can occur.

**NOTE**

Working life of adhesive is **30 minutes**.

- c. Cure adhesive at **150° - 160°F (66° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**.

- d. Apply sealant (E342.1) over void filled area as in step 5.
9. Remove Teflon tape (E399) from around repair and filament windings.

***FOLLOW-ON MAINTENANCE:***

Refinish repaired area (Task 5-82).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

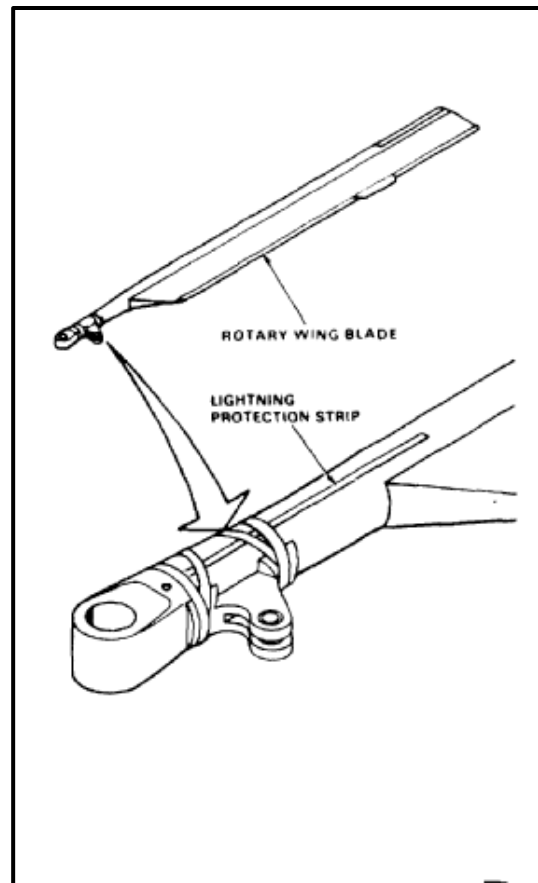
All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Heat Lamp  
 Scissors  
 Shim, 0.005 Inch Thick  
 Shot Bags  
 Trip Balance, NSN 6670-00-401-7195

**Materials:**

Abrasive Paper (E9)  
 Acetone (E20)  
 Adhesive (E40, E41 or E47.1)  
 Aluminum Foil (E66)  
 Chalk (E11)  
 Cloth (E120)  
 Gloves (E186)  
 Naphtha, Aliphatic (E245)  
 Peel Ply (E270)  
 Polyethylene Cup (E157)  
 Rubber, 1/4 Inch Thick (E321)  
 Squeeze Bottle (E366)  
 Teflon Tape (E399)  
 Temperature Indicating Strips (E413)  
 Wood Spatula (E424)  
 Curing Agent (E158.1)

**Personnel Required:**

Aircraft Structural Repairer  
 Medium Helicopter Repairer (3)  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Adhesive (E40, E41, E47.1) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

## 5-81.3 REPAIR LIGHTNING PROTECTION STRIP UNBONDING (Continued)

5-81.3

1. Find size of unbonded area (1). Use shim **0.005 inch** thick. Outline unbonded area. Use chalk (E111). Voids that do not reach edge require no repair.
2. Remove adhesive fairing (6) next to unbonded area (1). Use utility knife.
3. Apply Teflon tape (E399) (2) to lightning protection strip (3) in unbonded area (1).
4. Cut aluminum foil (E366) (4) to outline shape of unbonded area (1). Secure foil with Teflon tape (E399) (5).
5. Open unbonded area (1). Use shim **0.005 inch** thick.
6. Have helpers position blade (7) so unbonded area (1) is lower than lightning protection strip (3).

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

7. Flush unbonded area (1) with acetone (E20) until acetone runs clear. Use squeeze bottle (E366). Wear gloves (E186). Allow to dry for **15 minutes**.

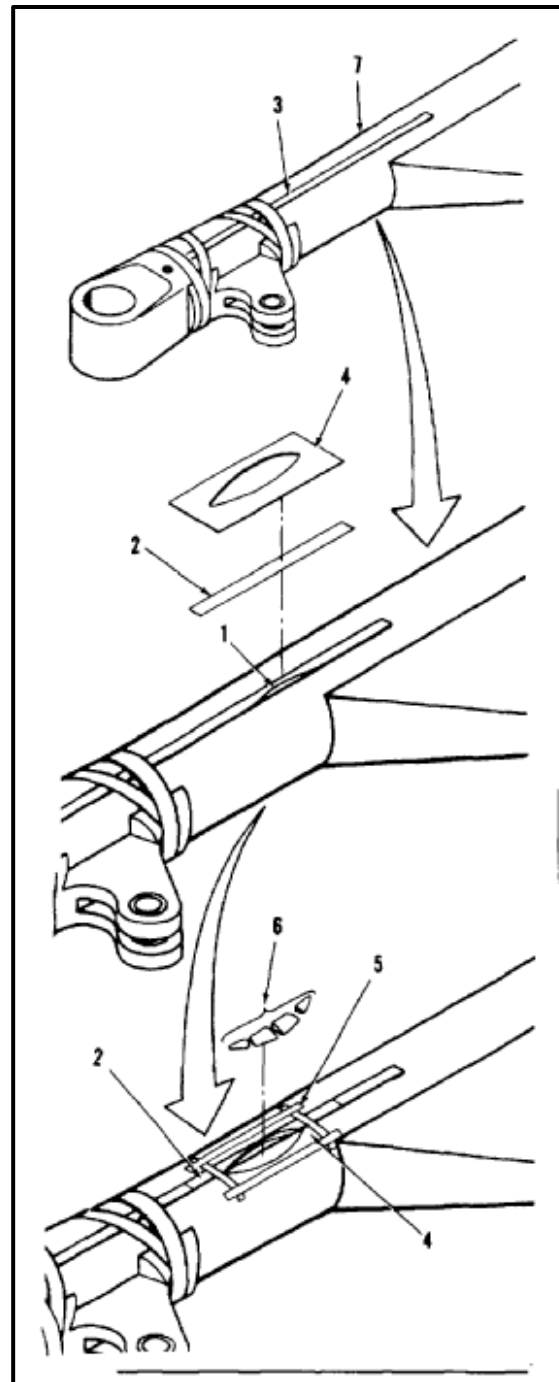
**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41 or E47.1) only if prepackaged kit is not available.

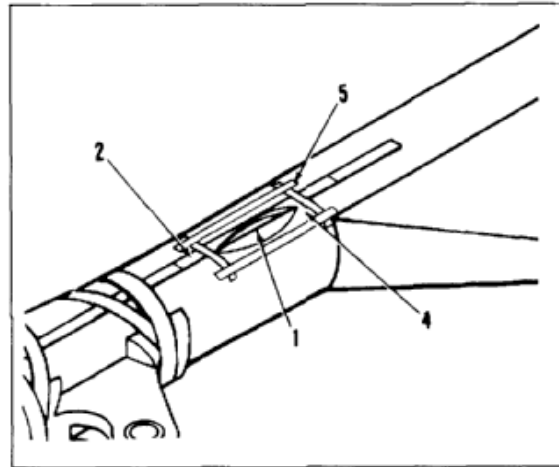
8. Mix tube of adhesive (E40). Follow instructions on kit.
9. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

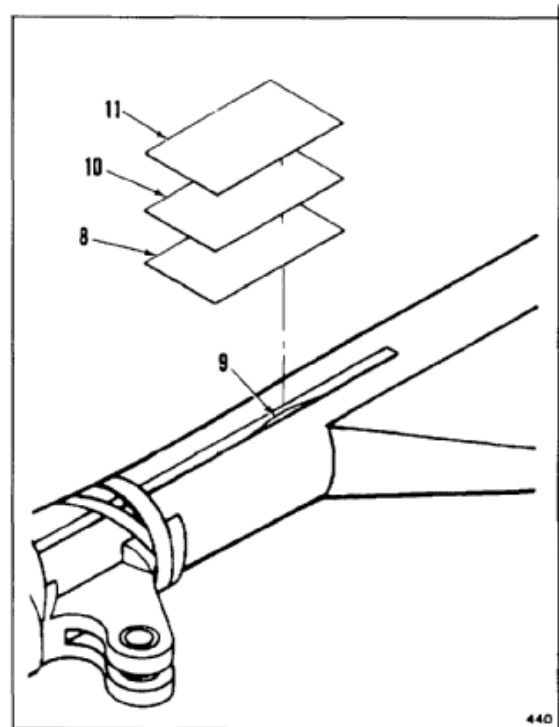
Working life of adhesive is **30 minutes**.



- 9.1. If adhesive (E47.1) is used, weigh **equal** amounts of adhesive (E47.1) and curing agent (E158.1). Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
10. Apply adhesive (E40 or E41) to unbonded area (1). Use shim **0.005 inch** thick to push adhesive until unbonded area is completely filled.
11. Close unbonded area (1) by hand pressure. Wipe off excess adhesive (E40 or E41). Use cloth (E120).



12. Remove foil (E66) (4) and tape (E399) (2 and 5).
13. Position peel ply (E270) (8) over repair area (9).
14. Position Teflon-impregnated fabric (E170) (10) over peel ply (E270) (8).
15. Position rubber pad (E321) (11) over Teflon-impregnated fabric (E170) (10).



16. Position shot bag, or bags (12) as required, over rubber pad (11).



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

17. Cure adhesive at **140° - 160°F (60° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

#### NOTE

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C)** in **24 hours**. Pressure may be removed after **12 hours**.

18. Remove shot bags (12), rubber pad (11), Teflon-impregnated fabric (10), and peel ply (8).
19. Remove excess adhesive from repair area (9). Use abrasive paper (E9).

#### WARNING

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

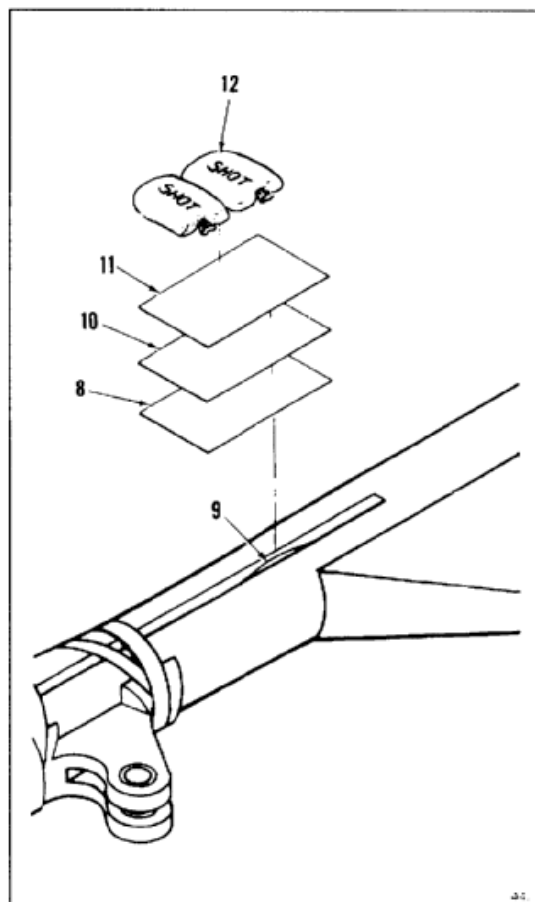
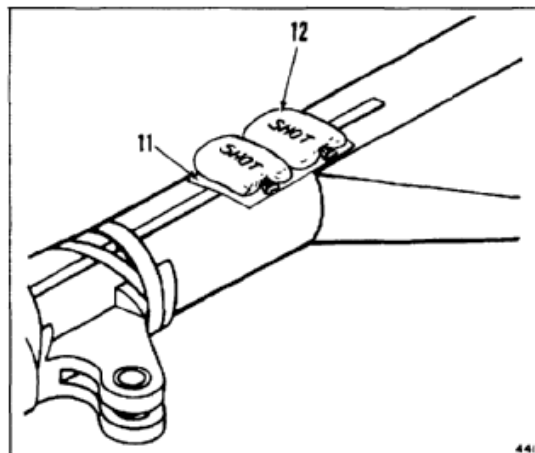
20. Wipe repaired area (9). Use cloth (E120) damp with naphtha (E245). Wipe dry with clean cloth before naphtha evaporates.

#### INSPECT

#### FOLLOW-ON MAINTENANCE:

Refinish repaired area (Task 5-82).

END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

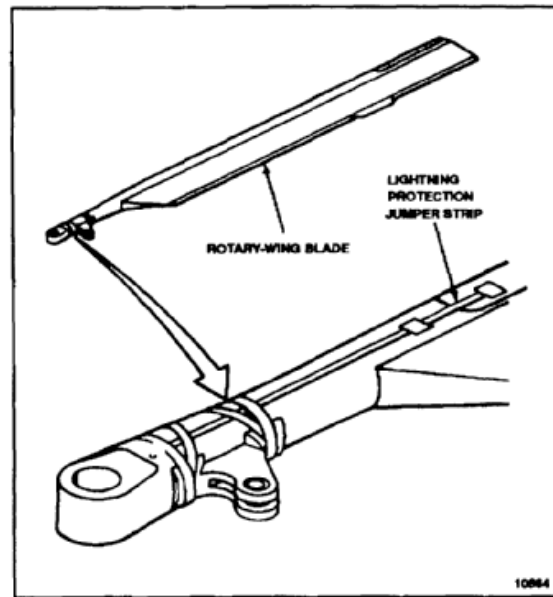
All

**Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
Heat Lamp  
Vacuum Pump

**Materials:**

Abrasive Paper (E9)  
Acetone (E20)  
Cloth (E120)  
Fiberglass Laminate (E168 or E168.1)  
Scrim Cloth (E325)  
Adhesive (E40, E41, E43 or E47.1)  
Polyethylene Cup (E157)  
Wood Spatula (E424)  
Peel Ply (E270)  
Teflon-Impregnated Fabric (E170)  
Rubber Sheet (E318)  
Fiberglass Cloth (E130)  
Masking Tape (E388)  
Sealing Tape (E396)  
Teflon Tape (E399)  
Polyvinyl Sheet (E284)  
Temperature Indicating Strips (E413)  
Gloves (E186)  
Curing Agent (E158.1)

**NOTE**

Scrim cloth is not required if adhesive (E41) is used. Adhesive (E41) contains beads which prevent it from being squeezed below the thickness of the beads.

**Parts:**

Jumper Strip 114R1750-12  
Doubler 114R1702-24

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task

**REMOVE JUMPER STRIP**

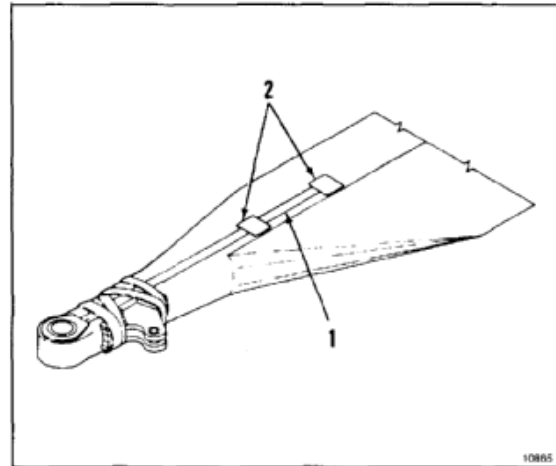
1. Remove jumper strip (1) and doublers (2). Use a pocket knife to lift a corner and pliers to peel off strip and doublers.



To ensure proper adhesion of replacement jumper strip do not remove all adhesive residue and primer.

**NOTE**

A heat lamp can be used to soften adhesive bond.



2. Remove loose scrim cloth and adhesive from jumper strip bond area (3). Use abrasive paper (E9). Finish removal shall extend **1/2 inch** forward and aft of bond area.
3. Remove finish from an area (4) **5 inches by 5 inches** centered over both ends of jumper strip location (3). Use abrasive paper (E9).

#### PREPARE FOR INSTALLATION

4. If new doublers (2) are not available, cut two pieces of fiberglass laminate (E168 or E168.1) **4 inches by 4 inches** square. Round corners to a **1/4 inch** radius.

#### NOTE

Jumper replacement requires installation of doublers at each end.

5. Sand both sides of doublers (2) to remove surface glaze. If fiberglass laminate (E168.1) or replacement doublers are used, remove peel ply protective covering from each side before sanding.

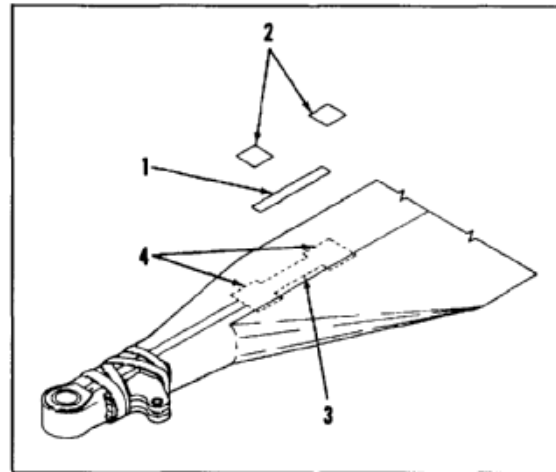
#### WARNING

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

#### NOTE

Do not sand jumper strip. It is preprimed for bonding.

6. Wipe bonding surfaces of blade, jumper strip (1), and doublers (2). Use clean cloth (E120) damp with acetone (E20). Wipe dry with clean cloth (E120) before acetone evaporates.





**NOTE**

If adhesive (E40 or E41) is available, scrim cloth is not required, but can be used if desired.

7. If adhesive (E43 or E47.1) is to be used, cut three pieces of scrim cloth (E325) (5 and 6) **1/4 inch** shorter and narrower than jumper strip (1) and doublers (2).

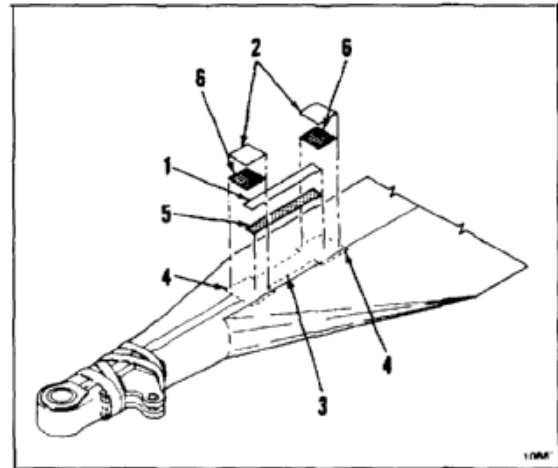
**PREPARE ADHESIVE****WARNING**

Adhesive (E40, E41, E43 or E47.1) is flammable and toxic. Avoid inhaling. Use only with adequate ventilation. Keep away from heat, sparks, or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

8. Mix tube of adhesive (E40). Follow instructions on kit.
9. If adhesive (E40) is not available, prepare adhesive (E41) as follows:
- Weigh **100 parts** of resin and **23 parts** of hardener. Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
10. If adhesive (E43) is used, prepare as follows:
- Weigh **7 parts** of gray hardener and **5 parts** of white base. Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).
11. If adhesive (E47.1) is used, prepare as follows:
- Weigh **equal parts** of adhesive (E47.1) and curing agent (E158.1). Use trip balance.
  - Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

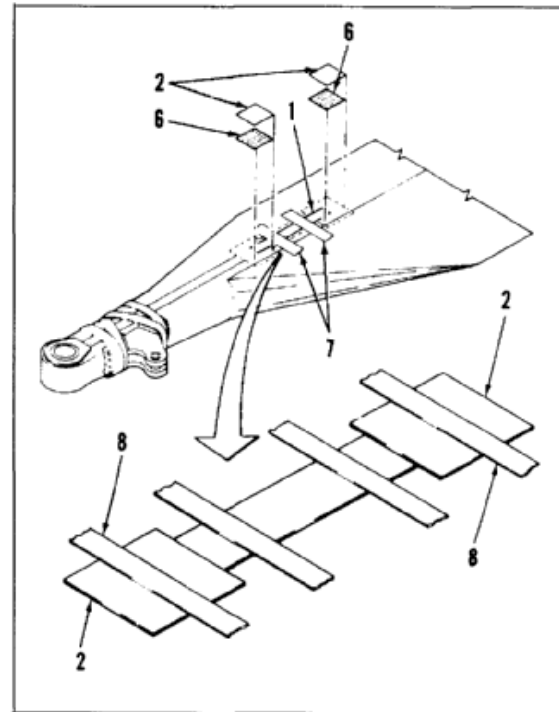
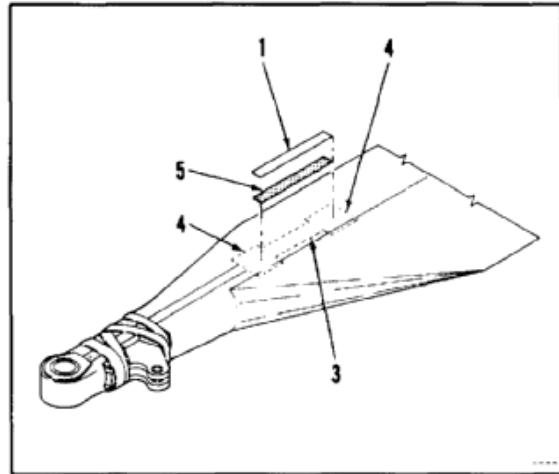


**INSTALL JUMPER STRIP**

**NOTE**

Working life of adhesive (E40, E41, E43 or E47.1) is about **30 minutes**.

12. Apply adhesive (E40, E41, E43 or E47.1) to the jumper strip bond area (3) and jumper strip (1).
13. If needed, place scrim cloth (E325) (5) on adhesive coated jumper strip (1). Tamp cloth in place to remove air bubbles and wrinkles.
14. Place jumper strip (1) on jumper strip bond area (3). Hold in place with two pieces of Teflon tape (E399) (7). Apply adhesive to ends of jumper strip where doublers (2) will overlap.
15. Apply adhesive to doublers (2). If needed, place scrim cloth (6) on doublers (2). Tamp in place to remove air bubbles and wrinkles.
16. Center doublers (2) over ends of jumper strip (1). Secure with Teflon tape (E399) (8).



## 5-81.3.1 REPLACE LIGHTNING PROTECTION JUMPER STRIP (Continued)

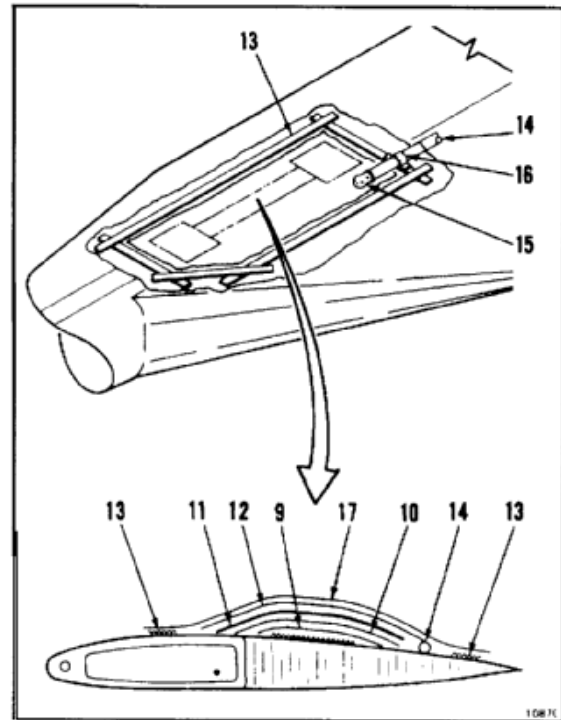
5-81.3.1

17. Bond repair as follows:
- Cover repair with layer of peel ply (E270) (9) and layer of Teflon-impregnated fabric (E170) (10). Make layers large enough to overlap patch (22) **1 inch**.
  - Cover Teflon-impregnated fabric (E170) (10). Use thick rubber pad (E318) (11).
  - Cover repair area with fiberglass cloth (E132) (12). Cut cloth large enough to cover rubber pad (E318) (11).
  - Surround cloth (E132) (12) with sealing tape (E396) (13). Keep tape clear of cloth.
  - Attach tube (14) to vacuum pump hose.
  - Wrap tube (14) with two layers of fiberglass cloth (E132) (15). Apply masking tape (E388) over cloth.
  - Position tube (14) on cloth (E132) (12) covering repair. Wrap tube with sealing tape (E396) (16) where tube crosses sealing tape (13) already applied.
  - Press tube (14) onto tape (13) to make airtight seal.
  - Press polyvinyl sheet (E284) (17) smoothly onto tape (13) to make airtight seal.
  - Start vacuum pump. Check for leaks. Reposition polyvinyl sheet (E284) (17) or add tape (E396) (13) as needed.
  - Maintain **20 inches** Hg vacuum through adhesive cure.



Do not exceed **160°F (71°C)** at blade surface. Damage to fiberglass can occur.

- Cure adhesive at **150° - 160°F (66° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21 - 27°C)** in **24 hours**. Vacuum may be removed after **12 hours**.

- Turn off vacuum pump.
  - Remove peel ply (9) fabric (10), rubber (11), fiberglass (12), tape (13), tube (14), and sheet (17).
18. Fair adhesive squeezeout to surrounding blade surface. Use abrasive paper (E9). If fairing was not achieved by squeezeout, mix additional adhesive (E40, E41, E43 or E47.1) as directed in step 8, 9, 10, or 11.

**FOLLOW-ON MAINTENANCE:**

Refinish repair area (Task 5-82).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Brush

**Materials:**

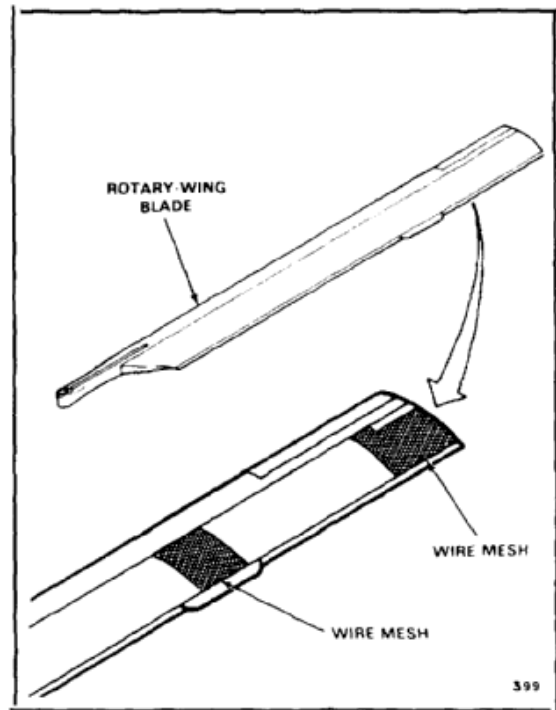
Abrasive Mats (E3)  
Acetone (E20)  
Antistatic Coating (E135.5)  
Cloth (E120)  
Gloves (E184.1)  
Epoxy Primer (E292.1)

**Personnel Required:**

Aircraft Structural Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task



1. Remove corrosion from mesh (1). Use abrasive mats (E3).
2. Brush loose material from mesh (1). Use dry cloth (E120).

**WARNING**

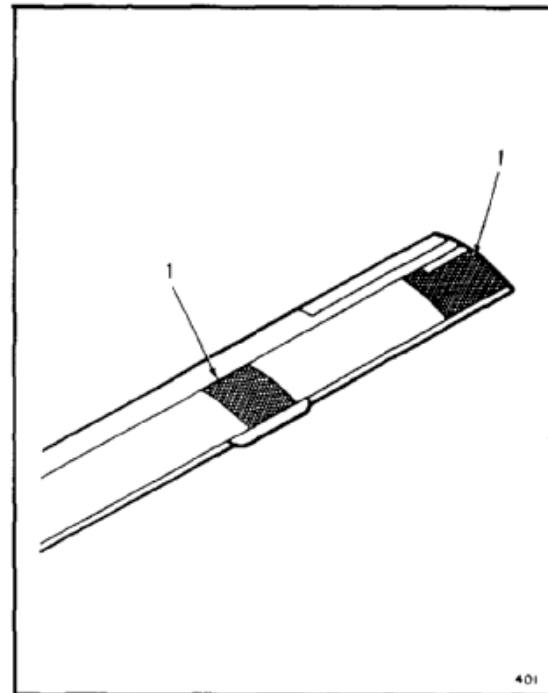
Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Clean mesh (1) where corrosion was removed. Use cloth damp with acetone (E20). Wear gloves (E184.1). Wipe until cloth remains clean. Wipe dry immediately. Use dry cloth (E120). Allow to dry for **15 minutes**.

**WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

4. Apply mist coat of epoxy primer (E292.1). Wear gloves (E184.1). Air dry **1 hour**.
5. Deleted.

**WARNING**

Antistatic coating (E135.5) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

6. Apply antistatic coating (E135.5) as follows:
  - a. Mix coating. Follow instructions on container.
  - b. Apply heavy layer of coating to repaired mesh (1). Use brush. Wear gloves (E184.1).
  - c. Allow coating to dry for **2 hours**.

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 5-82).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Repairer's Tool Kit, NSN 5180-00-323-4876

**Materials:**

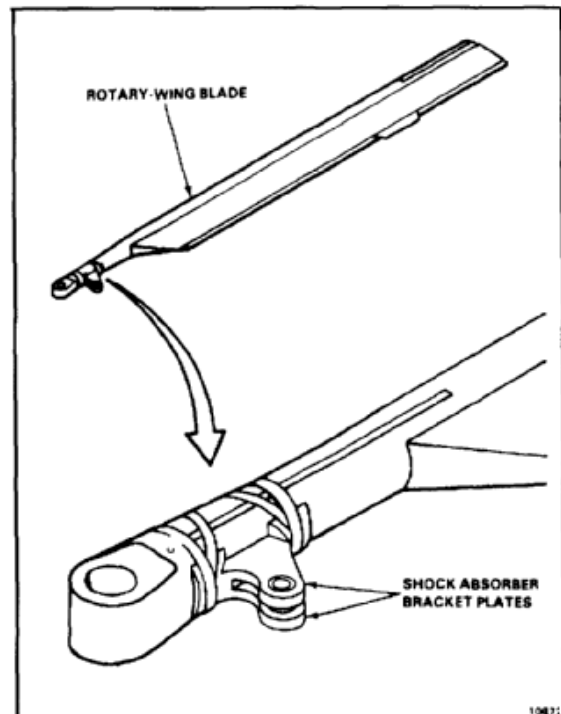
Acetone (E20)  
 Abrasive Paper (E7 and E9)  
 Cloth (E120)  
 Gloves (E186)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

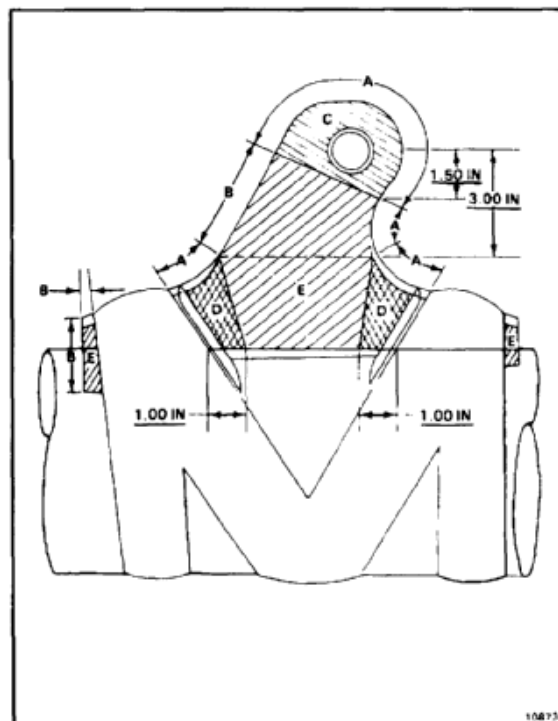
**Equipment Condition:**

Off Helicopter Task

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

1. Remove finish from damaged area. Use cloths damp with acetone (E20).
2. Check depth of damage and identify repair area (A thru E). Reject the blade if damage exceeds the following limits:



**5-81.5 REPAIR SHOCK ABSORBER BRACKET MINOR DAMAGE (Continued)**

5-81.5

- a. Edge Damage. Depth (d) of dents or scores shall not exceed:
- Area A **0.02 inch**  
Area B **0.04 inch**
- b. Corner Damage. Maximum chamfer (X) required to remove corner dents or delamination shall not exceed:
- Area A, Zone D and E **0.10 inch**  
Area A, Zone C **0.15 inch** wide x **45°** chamfer  
Area B **0.15 inch**
- c. Face Damage. Maximum depth (Z) and rework area of dents, scores or delamination of top or bottom surface must not exceed the following:
- Area C **0.02 inch, 0.25 sq. in.**  
Area D **0.02 inch, 0.50 sq. in.**  
Area E **0.04 inch, 2.00 sq. in.**

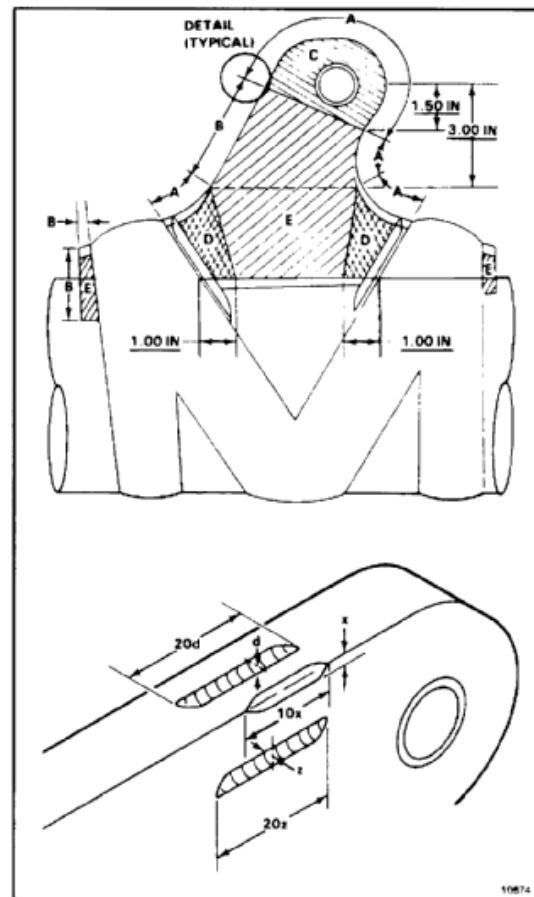
**NOTE**

The maximum depth and area is for the total of both faces of each plate.

3. Remove edge damage by sanding or grinding. Blend reworked area over a length **20 times depth (d)**.
4. Remove corner damage by sanding or grinding. Blend chamfer to a length **10 times depth (X)**.
5. Remove face damage by sanding or grinding. Blend reworked area over a length **20 times depth of damage (Z)**.

**FOLLOW-ON MAINTENANCE:**

Refinish repair area (Task 5-82).



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Trip Balance, NSN 6670-00-401-7195

**Materials:**

- Gloves (E186)
- Polyethylene Cup (E157)
- Wood Spatula (E424)
- Adhesives (E27, E40, E41, and E47.1)
- Hardner (E194.1)

**Personnel Required:**

Aircraft Structural Repairer

**General Safety Instructions:**

**WARNING**

Adhesives (E27, E40, E41, and E47.1) and hardner (E194.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**ADHESIVE EA9309.3NA (E40 OR E41)**

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

1. Mix tube of adhesive (E40) according to instructions on kit.
2. Prepare adhesive (E41) as follows:
  - a. Weigh **100 parts** of resin part A (pink paste) and **23 parts** of hardener part B (blue liquid). Use trip balance.
  - b. Mix parts in polyethylene cup (E157) until color is uniform dark pink. Use wood spatula (E424).

**NOTE**

Working life of adhesive (E40 or E41) is **30 minutes**. Adhesive cures in **2 hours at 150° - 160°F (66° - 71°C)**. A serviceable cure can be achieved at **70° - 80°F (21° - 27°C) in 24 hours**. Pressure may be removed after **12 hours**.

**ADHESIVE EC-2216 (E27)**

3. Weigh **7 parts** of part A hardener (gray paste) and **5 parts** of part B base (cream paste). Use trip balance.

4. Mix parts in polyethylene cup (E157) until color is uniform medium gray. Use wood spatula (E424).

**NOTE**

Working life of adhesive (E27) is **1 to 2 hours**. Adhesive cures in **2 hours at 150° - 160°F (66° - 71°C)**. A serviceable cure can be achieved at **70° - 80°F (21° - 27°C) in 24 hours**. Pressure may be removed after **12 hours**.

**ADHESIVE EPON 828 (E47.1) AND HARDENER VERSAMID 125 (E194.1)**

5. Weigh **equal parts** of adhesive (light amber resin) and hardener (dark amber resin). Use trip balance.
6. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

Working life of adhesive mix (E47.1 and E194.1) is **1 hour**. Adhesive cures in **2 hours at 150° - 160°F (66° - 71°C)**. A serviceable cure can be achieved at **70° - 80°F (21° - 27°C) in 24 hours**. Pressure may be removed after **12 hours**.

**FOLLOW-ON MAINTENANCE:**

As Required

END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Sanding Block

**Materials:**

Gloves (E184.1)  
 Abrasive Paper (E7)  
 Acetone (E20)  
 Abrasive Paper (E9)  
 Aliphatic Naphtha (E245)  
 Cloth (E120)  
 Antistatic Coating (E135.5)  
 Black Lacquer (E215)  
 Thinner (E415)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

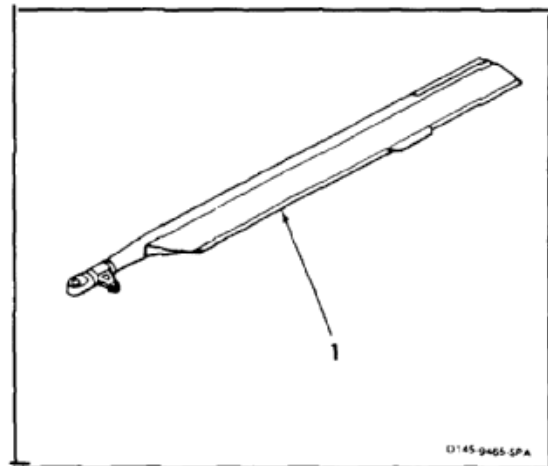
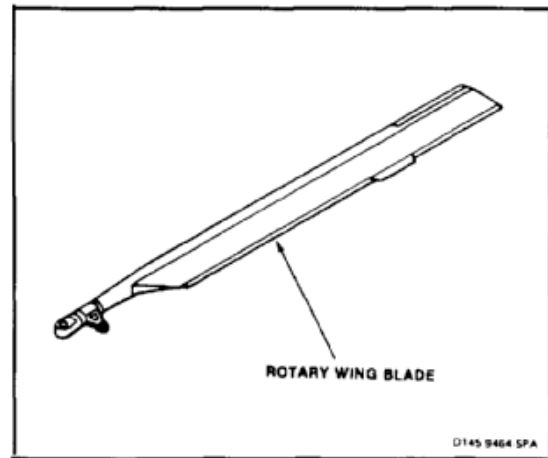
**References:**

TM 55-1500-344-23  
 Task 2-350.1

1. Determine the finish system used on the rotor blade (TM 55-1500-344-23).
  - a. For rotor blades without **59** proceed to step 1.1.
  - b. For rotor blades with **59** proceed to Task 2-350.1.
- 1.1. Remove finish around repaired area of blade (1) as follows:
  - a. Remove finish. Use sanding block and abrasive paper (E7).

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



- b. If finish requires softening, use acetone (E20). Wear gloves (E184.1).
- c. Complete finish removal. Use abrasive paper (E9).

**WARNING**

Aliphatic naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Use only aliphatic naphtha (E245). Other grades can contaminate blade surface. Do not soak surface. Use only damp cloth (E120).

2. Wipe area of blade (1) to be refinished. Use cloths (E120) damp with naphtha (E245). Continue wiping until cloths remain clean. Wipe naphtha dry before it evaporates. Wear gloves (E184.1).
3. Refinish repaired area as follows:

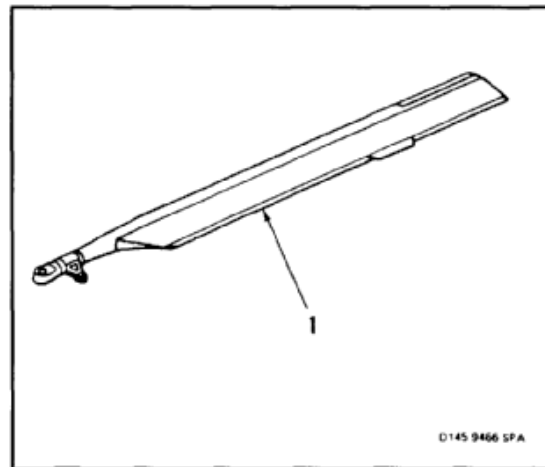
**WARNING**

Antistatic coating (E135.5) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation away from heat or open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Mix antistatic coating (E135.5). Follow instructions on container.
- b. Brush heavy coat of antistatic coating (E135.5) on repaired area. Wear gloves (E184.1).

**WARNING**

Lacquer (E215) is extremely flammable. It can be toxic. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**WARNING**

Thinner (E415) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- c. Thin black lacquer (E215). Use thinner (E415). Follow instructions on container.
- d. Apply coat of thinned lacquer. Wear gloves (E184.1).
- e. Allow lacquer to dry **45 minutes**.
- f. Apply second coat of thinned lacquer. Wear gloves (E184.1).
- g. Allow lacquer to dry **45 minutes**.

**NOTE**

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Ruler, 24 Inch  
 Torque Wrench, 150 to 750 Inch-Pounds

**Materials:**

Hardwood Dowel (APP E-44)  
 Lockwire (E233)

**Parts:**

Overbalance Weight 114R1737

**Personnel Required:**

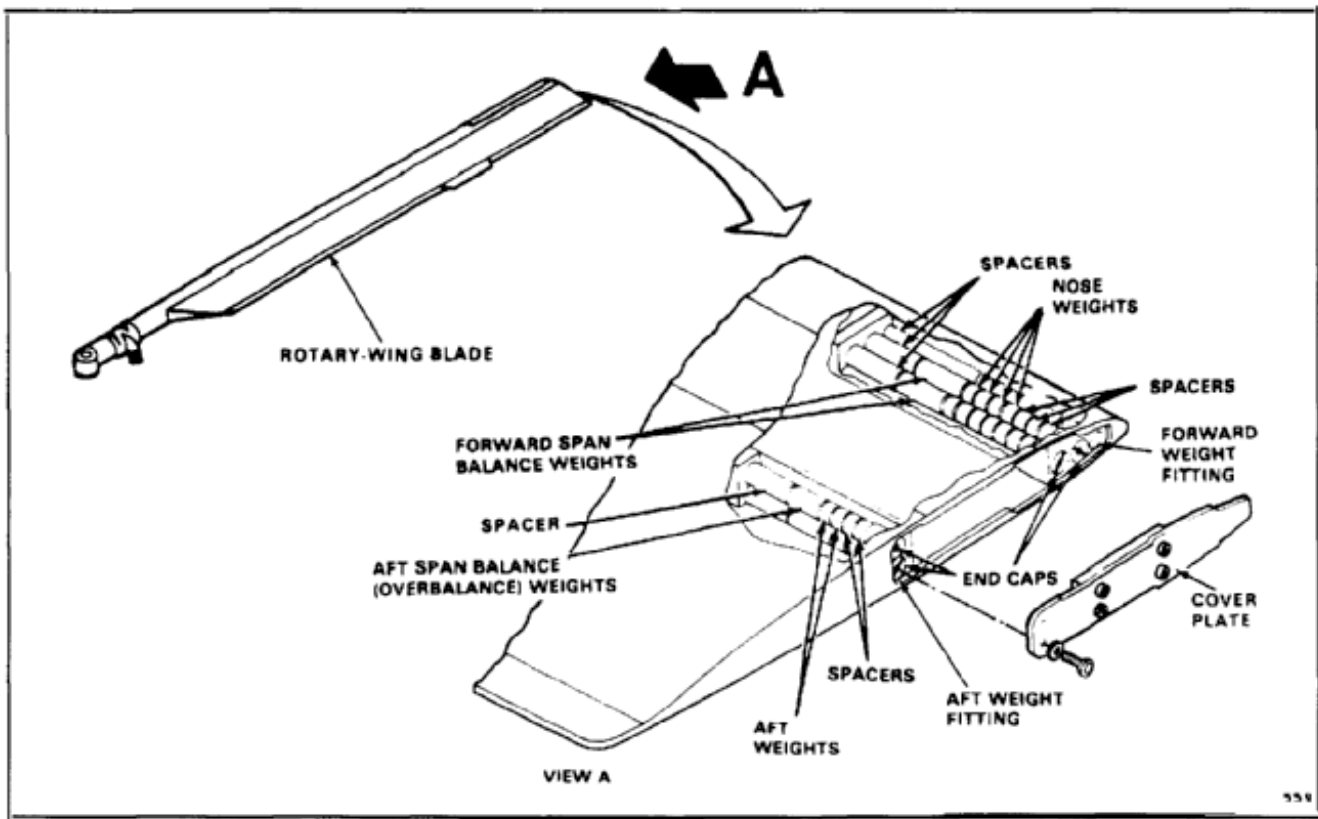
Medium Helicopter Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**References:**

TM 1-6625-724-13&P  
 Task 5-66  
 Task 5-66.2  
 Task 5-68  
 Task 5-69  
 Task 5-70  
 Task 5-72  
 Task 5-72.1



5-82.1 ADJUST BLADE BALANCE WEIGHTS (Continued)

5-82.1

1. Find the tracking weight adjustment required for the blade repair as follows:

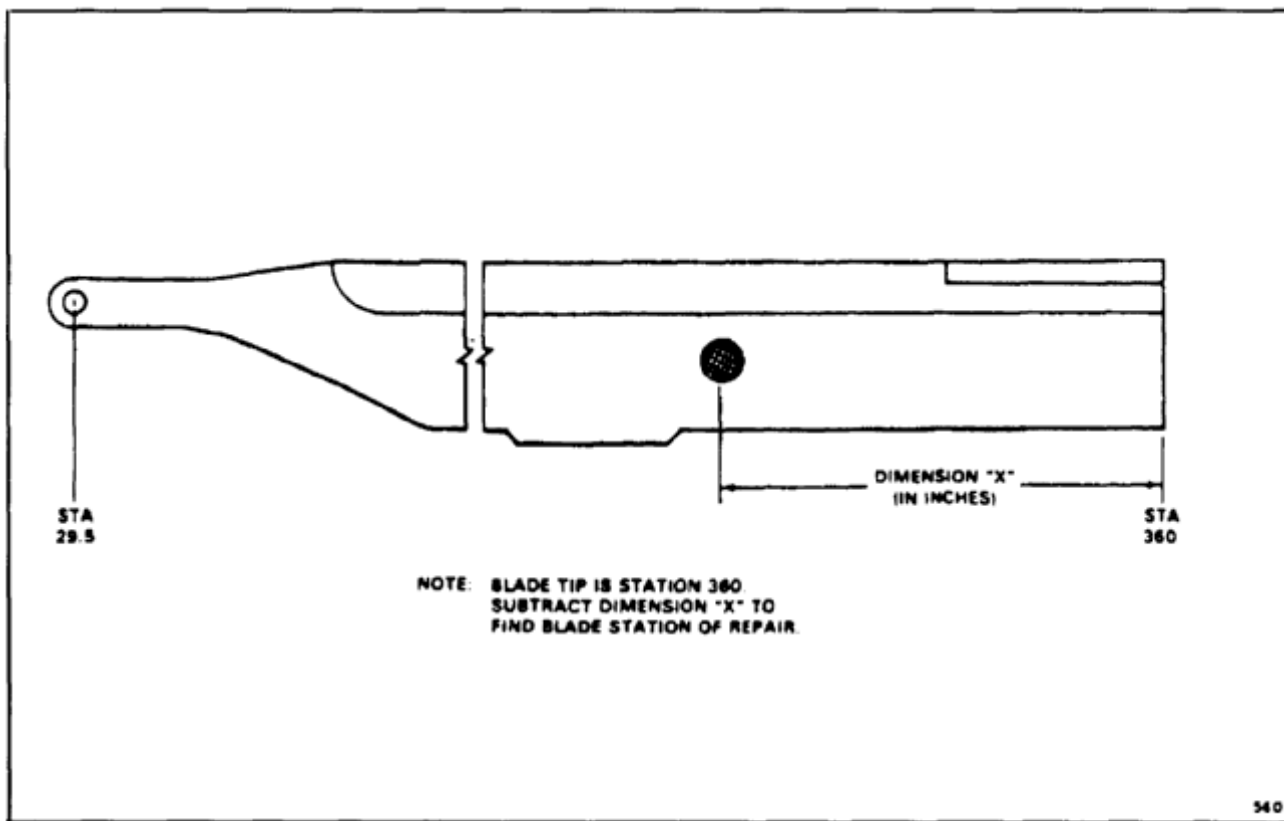
**NOTE**

Tracking weight adjustment is required following fairing skin and core repair, trailing edge major repair, nickel erosion cap replacement, and titanium nose cap crack repair.

- a. For fairing skin and core repair (Tasks 5-68, 5-69, 5-70, and 5-72.1), go to step 2.
- b. For trailing edge major repair (Task 5-72), go to step 3.

- c. For nickel erosion cap replacement (Task 5-66), go to step 4.
- d. For titanium nose cap crack repair (Task 5-66.2), go to step 5.

2. Find balance and tracking weight adjustment for fairing skin and core repairs as follows:
  - a. Measure in inches distance "X" from tip of blade to center of repair. Record dimension "X".
  - b. Subtract dimension "X" from 360 to find blade station. Record blade station.

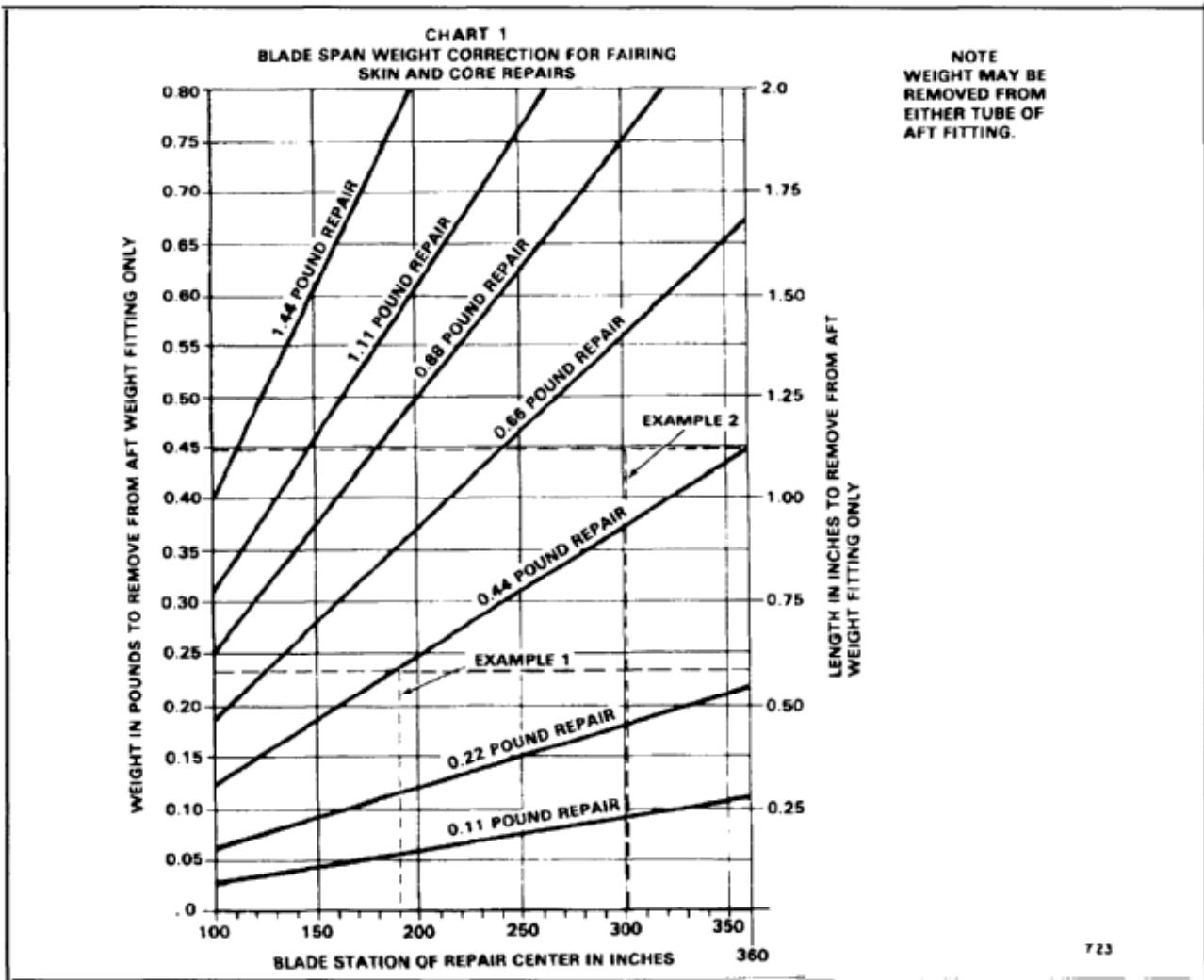


- c. Find the span weight correction from chart 1 as follows:
- (1) Find blade station (step b) along bottom of chart.
  - (2) Move upward to weight recorded for repair (Task 5-68, 5-69, or 5-70).
  - (3) From intersection of blade station and repair weight, move across to left and right sides of chart 1.
- (a) On left side, record weight in pounds to remove from aft weight fitting.

- (b) On right side, read the length in inches to remove from aft weight fitting.

**NOTE**

Example 1 shows a **0.44 pound** repair at blade station 190 (**170 inches** inboard of blade tip). This repair requires **0.23 pound** or **19/32 inch** of weight to be removed. Example 2 shows a **0.53 pound** repair at blade station 300. This repair requires **0.45 pound** or **1-1/8 inch** be removed from the aft weight fitting.

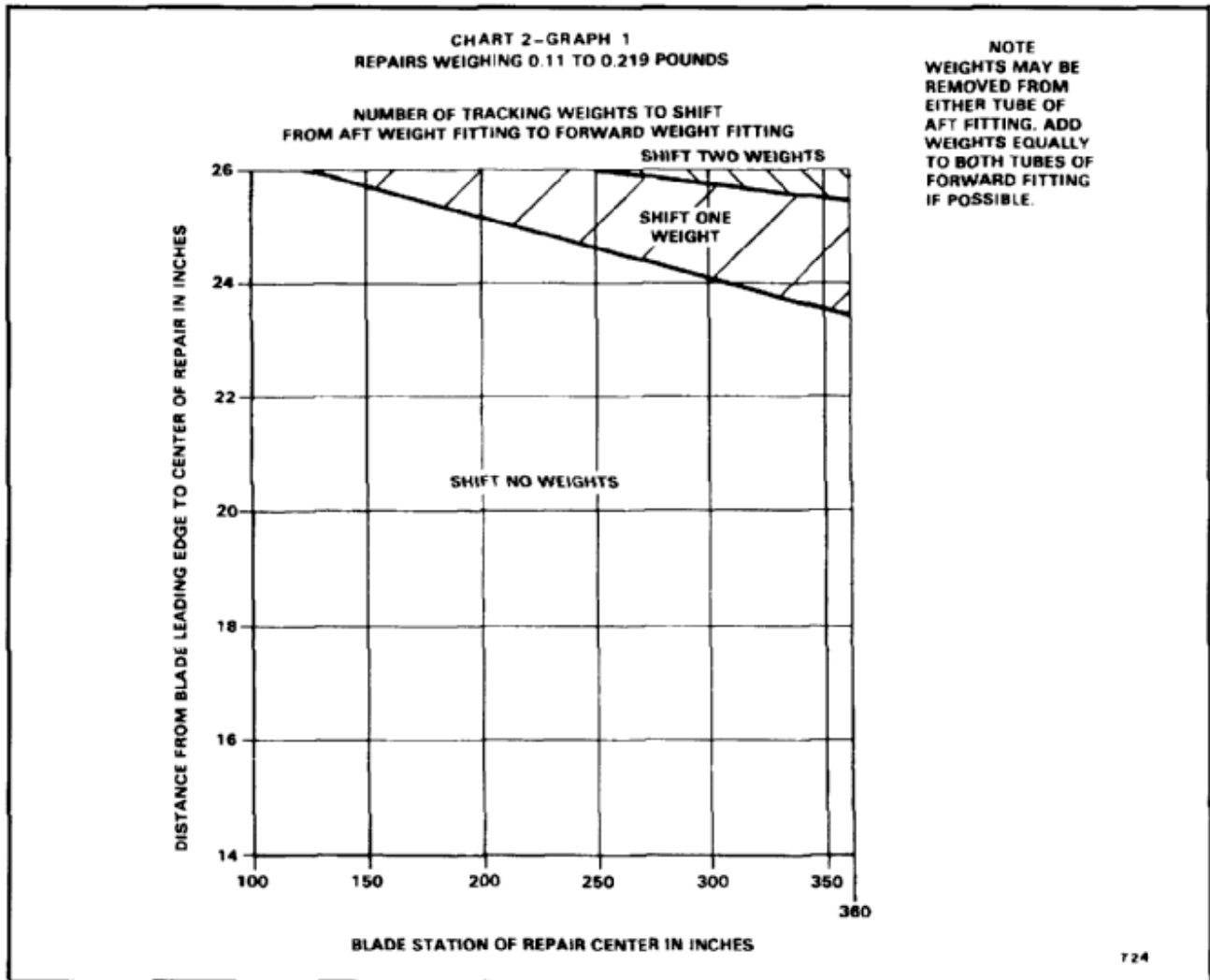


- d. Find number of tracking weights to move from aft to forward weight fitting as follows:
- (1) Measure the distance in inches from the blade leading edge to the center of the repair. Record the measurement.
  - (2) Using the weight recorded for repair, (Task 5-68, 5-69 or 5-70), go to appropriate chart 2.

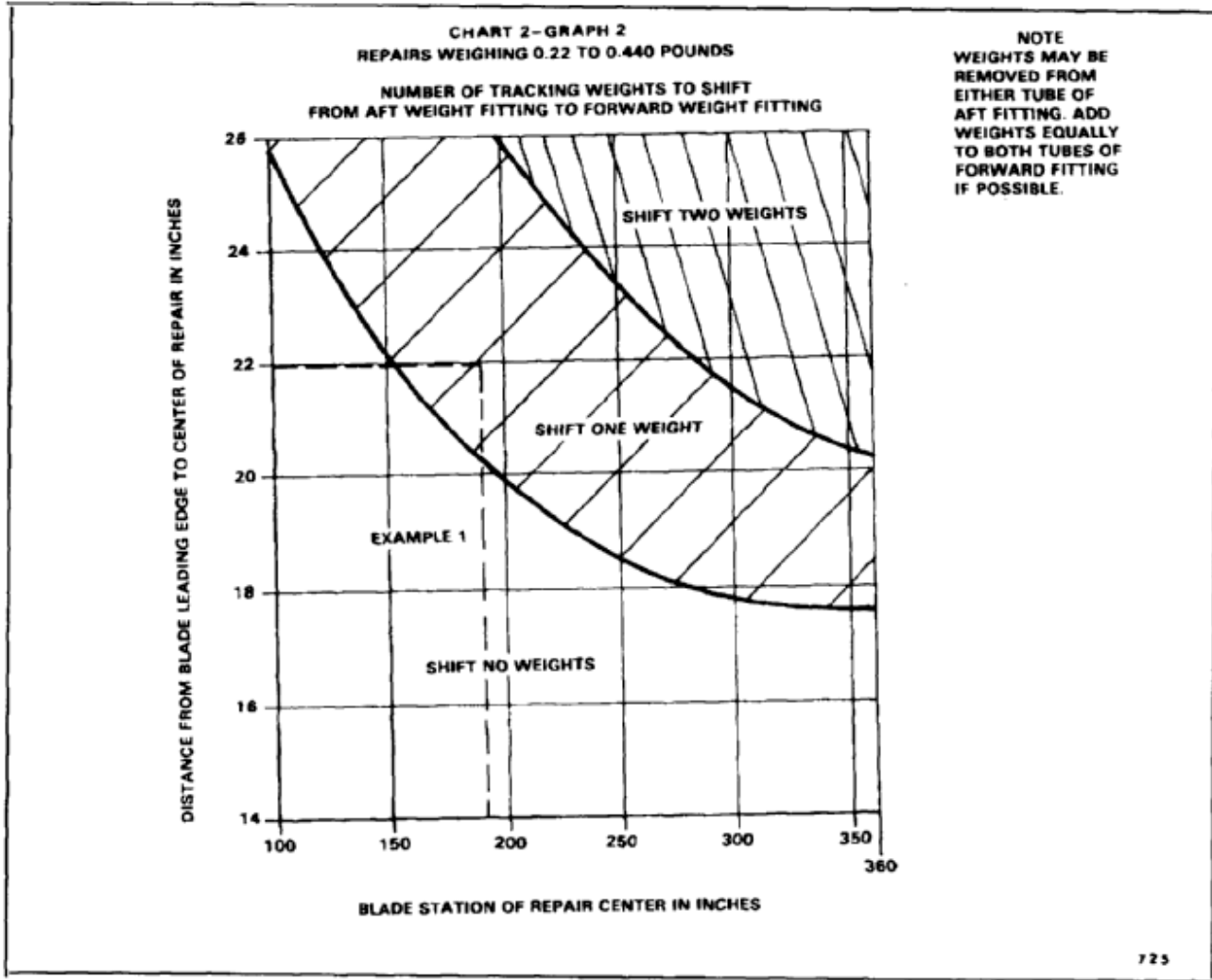
**NOTE**

Chart 2 consists of six graphs. Each graph covers a range of repair weights between **0.11 and 1.44 pounds**. The weight range is shown at top of each chart.

- (3) Find blade station of repair from step b at bottom of chart. Move up to intersection of chordwise dimension from step d(1). Record number of tracking weights to be shifted.

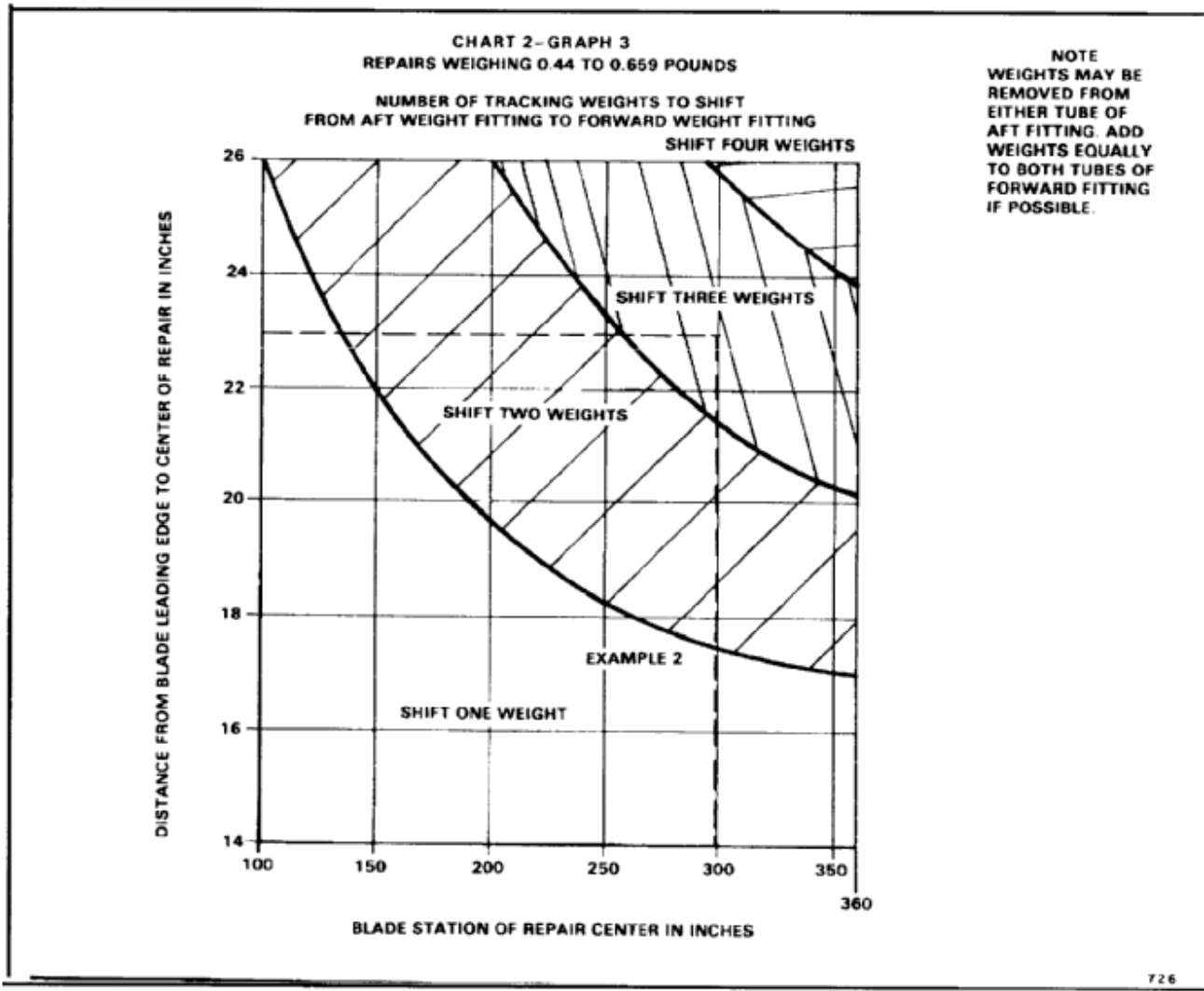


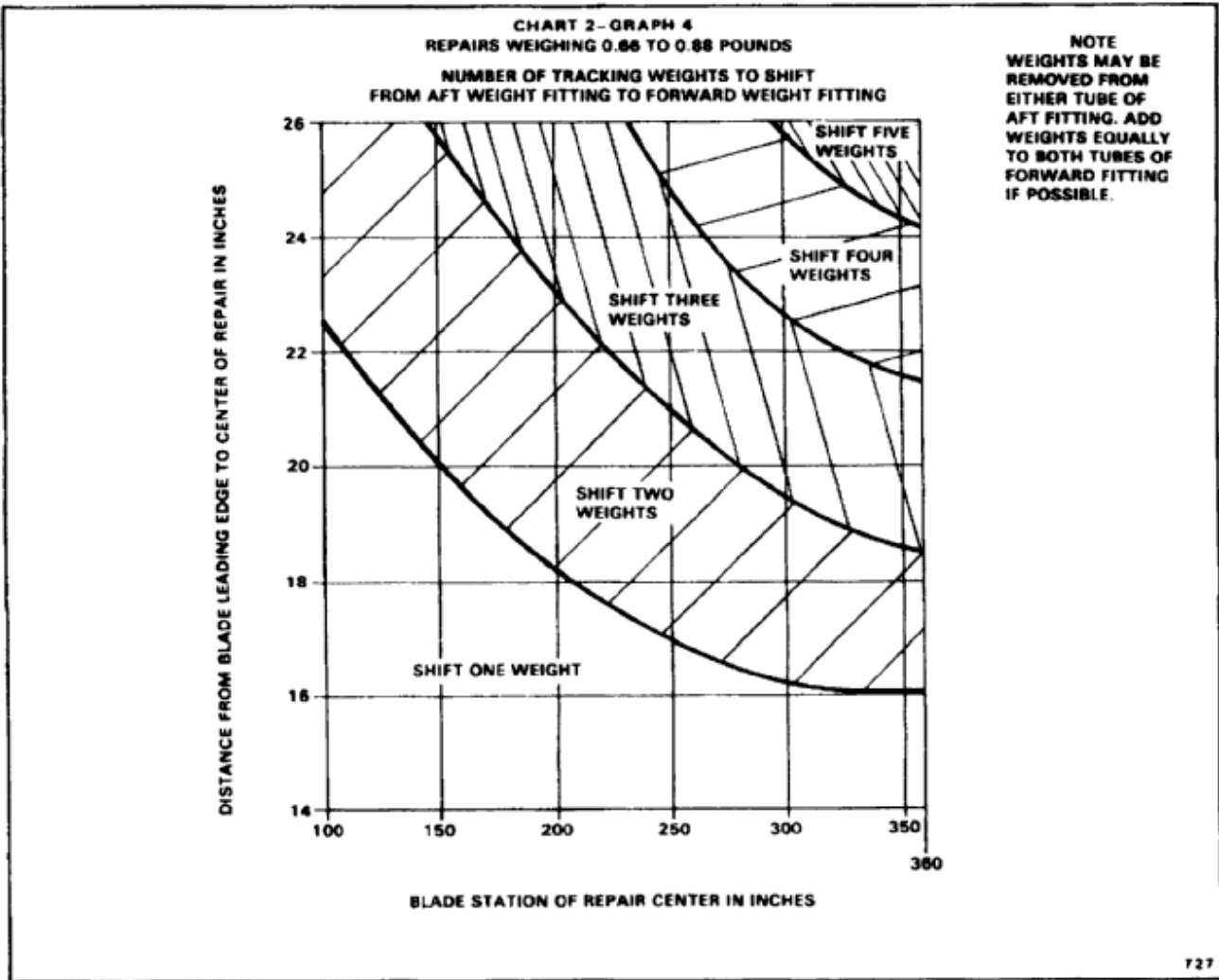
- (4) Example 1 shows a repair at blade station 190, **22 inches** aft of the leading edge. The repair weight was between **0.22 and 0.44 pounds**. This repair requires shifting 1 tracking weight from aft to forward fitting.

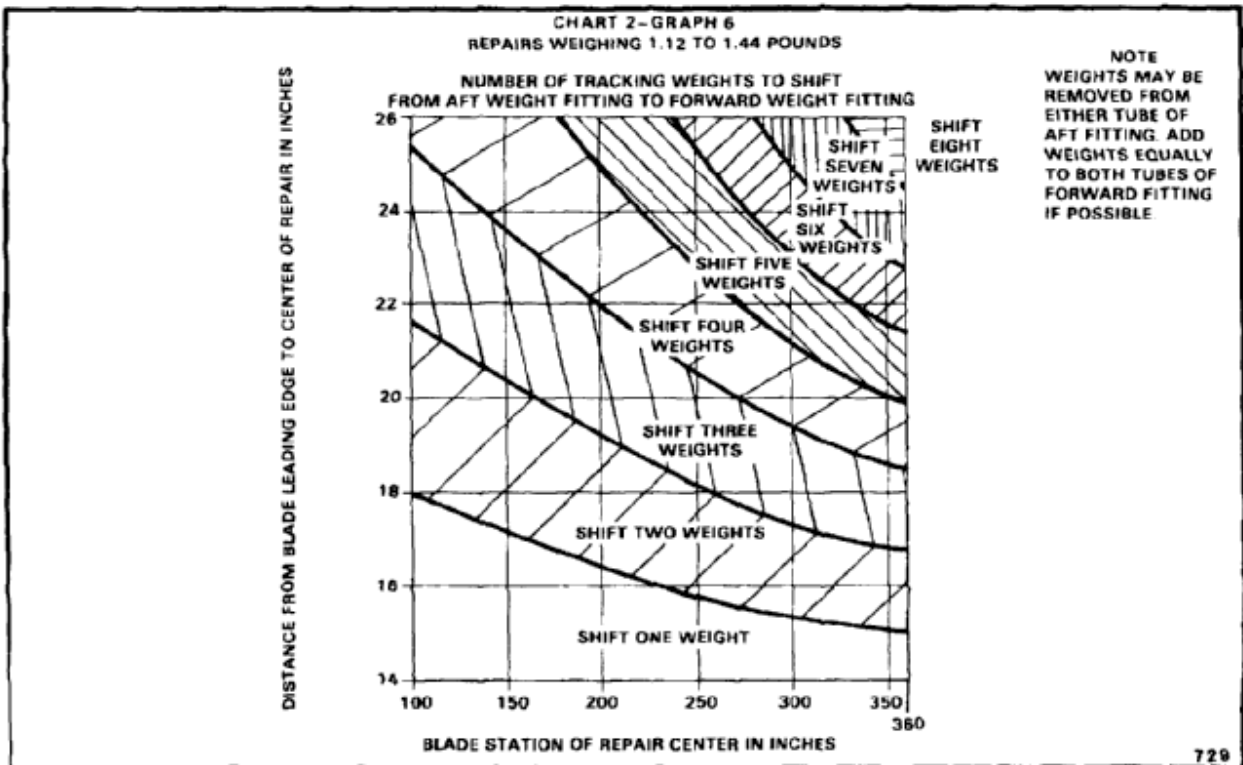
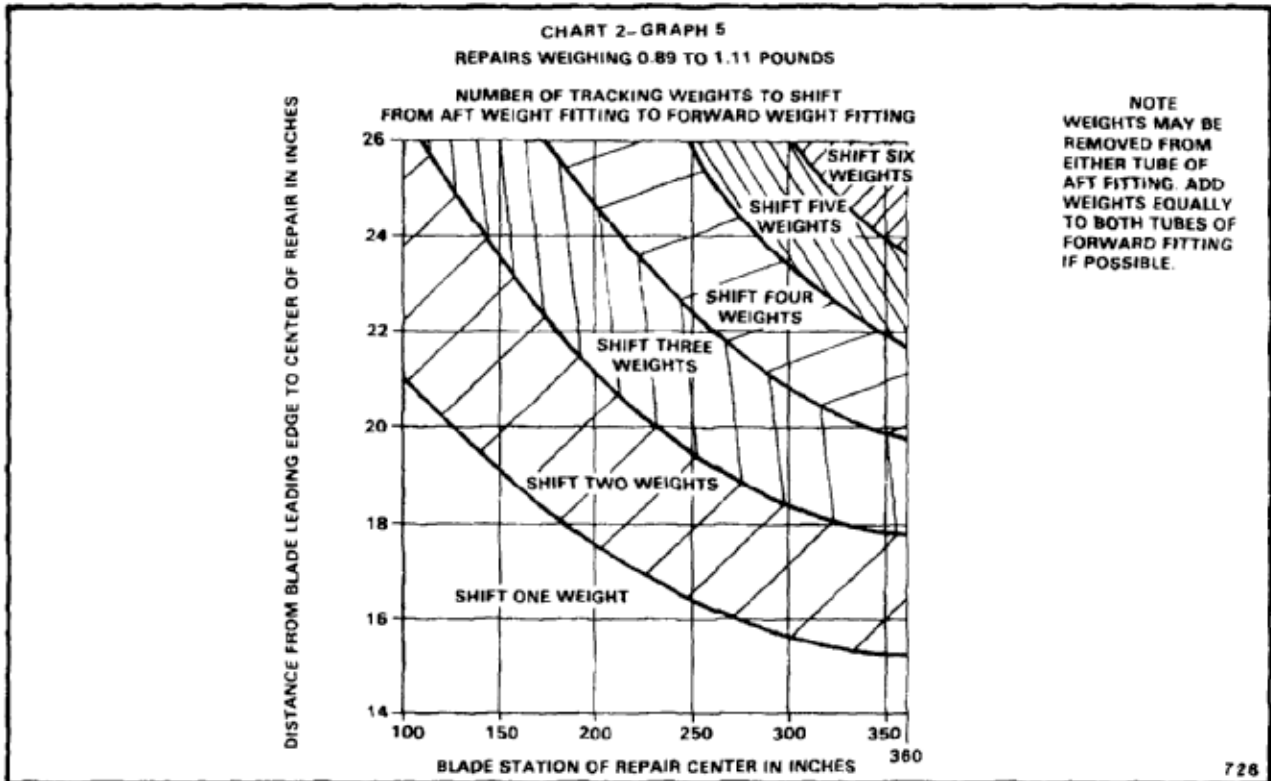




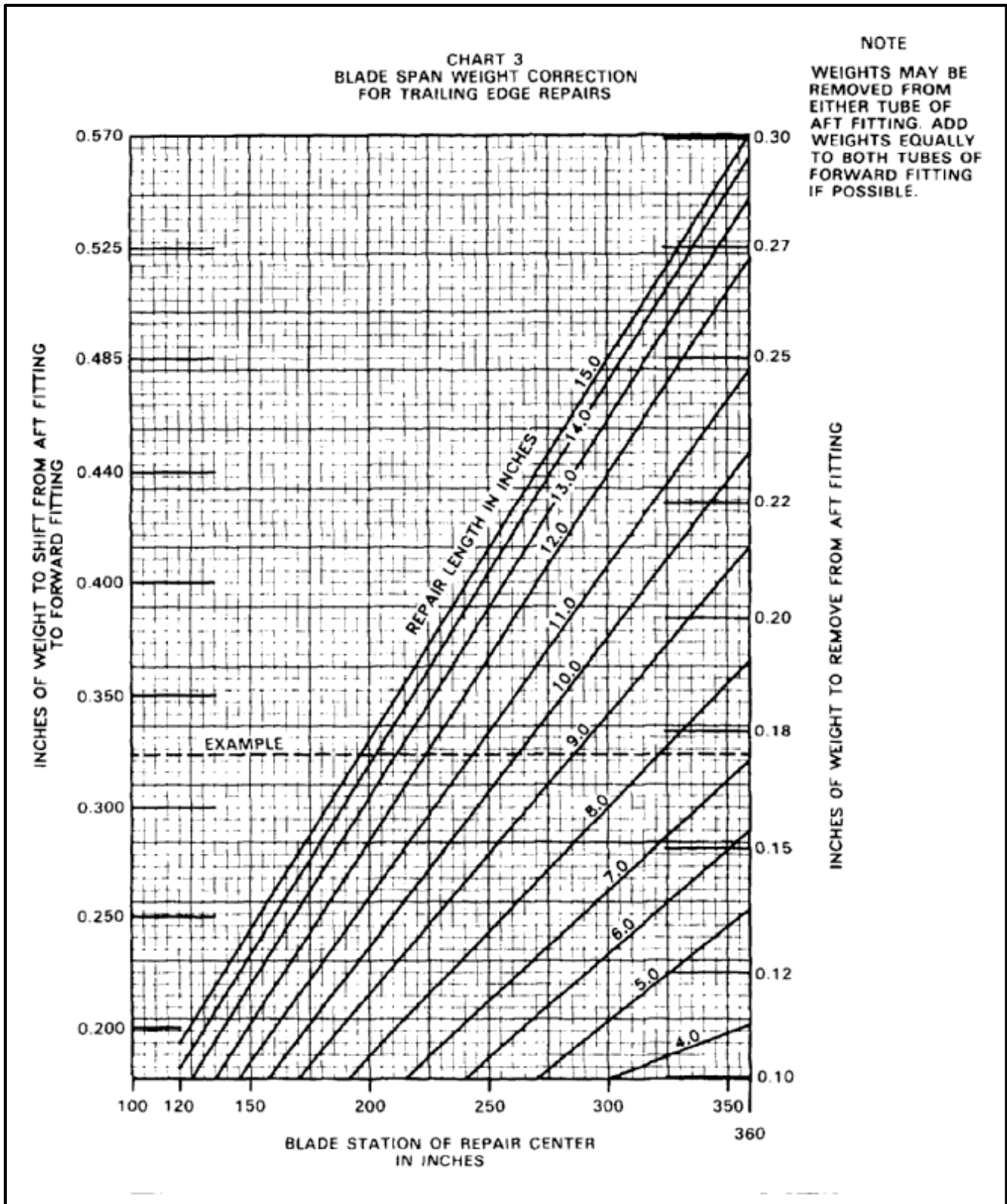
- (5) Example 2 shows a repair at blade station 300, **23 inches** aft of the leading edge. Weight of repair is between **0.44 and 0.659 pounds**. This repair requires 3 tracking weights be shifted from aft to forward fitting.
- e. Record span weight correction (step c) and tracking weight correction (step d). Go to step 6.



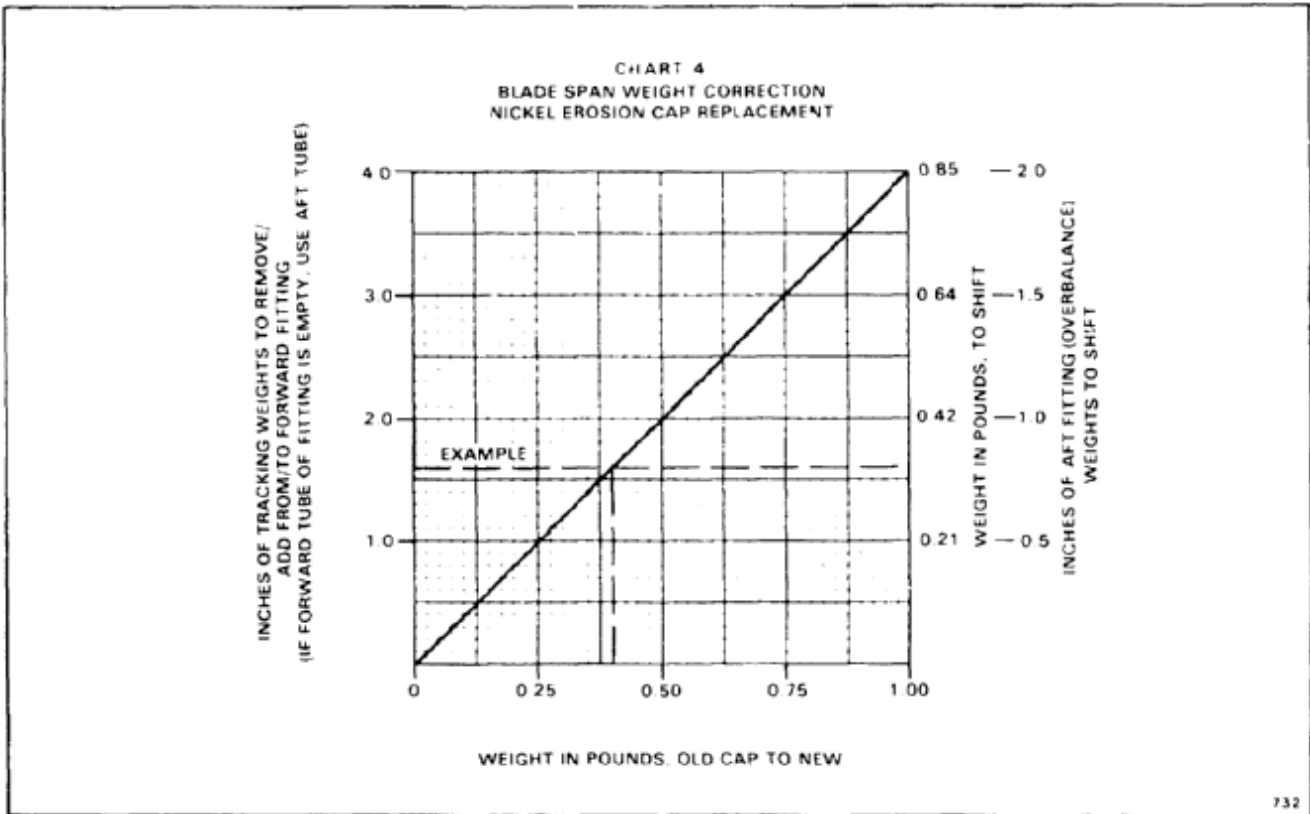




3. Find span balance weight correction for major trailing edge repair (Task 5-72) as follows:
- a. Measure distance in inches from blade tip to center of trailing edge repair.
  - b. Subtract the distance in step a from 360. The difference is the blade station. Record blade station.
  - c. Measure the length of the repair in inches. Record repair length.
  - d. Determine balance weight adjustment from chart 3 as follows:
    - (1) At bottom of chart 3, find blade station recorded in step b.
    - (2) Go up blade station line to intersection with repair length recorded in step c.
    - (3) From intersection of blade station and repair length lines, move across to left edge of chart. Find inches of weight to shift from aft to forward fitting. Record weight adjustment required.
- (4) From intersection of blade station and repair length lines, move across to right edge of chart. Find inches of weight to remove from aft fitting. Record weight adjustment required.
- NOTE**
- Example shows a **12 inch** trailing edge repair centered at blade station 225. This repair would require weight adjustments as follows:
- (a) From left edge of chart, shift **0.325 inch** of weight from aft tube to forward fitting.
  - (b) From right edge of chart, remove **0.174 inch** of weight from aft fitting.
- e. Adjust balance weights. Go to step 7.



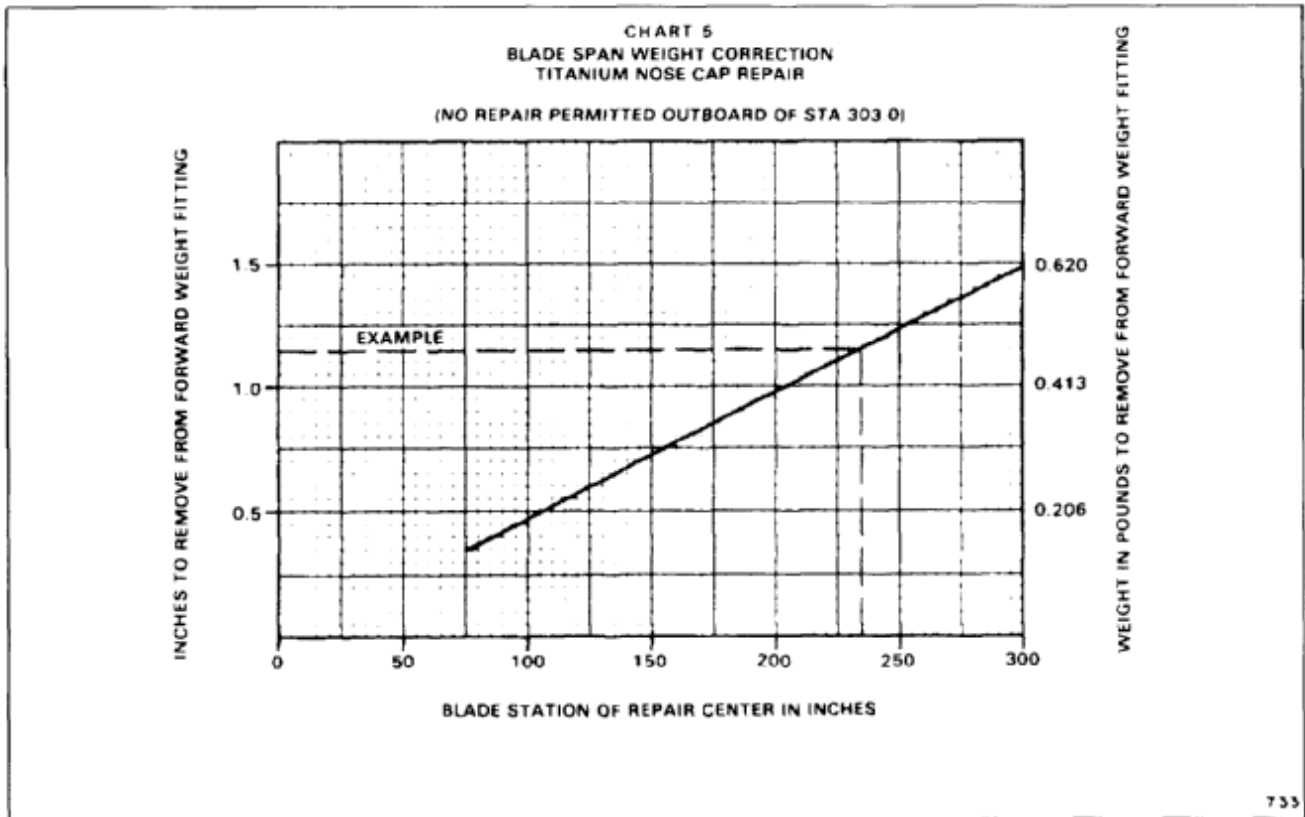
4. Find span balance weight adjustment for nickel erosion cap replacement (Task 5-66) as follows:
  - a. Find erosion cap weight difference (Task 5-66) at bottom of chart 4.
  - b. Move up along weight difference line to intersect diagonal line on chart 4. Example shows weight difference of **0.40 pound**.
  - c. Move across to left edge of chart 4 to find tracking weight adjustment. Example shows weight difference of **0.40 pound** requires tracking weight adjustment of **1.6 inches**. If new cap is heavier than removed cap, weight must be removed from forward fitting. If new cap is lighter than removed cap, weight must be added to forward fitting. Record tracking weight adjustment.
  - d. Move across to right edge of chart 4 to find span balance weight adjustment. Example shows weight difference of **0.40 pound** requires balance weight adjustment of **0.80 inch (0.33 pound)**. If new cap is heavier than removed cap, weight must be shifted from forward fitting to aft fitting. If new cap is lighter, weight must be shifted from aft fitting to forward fitting. Record balance weight shift. Go to step 6.



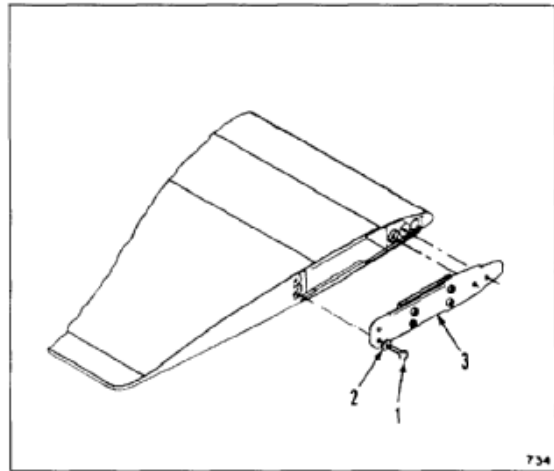
5-82.1 ADJUST BLADE BALANCE WEIGHTS (Continued)

5-82.1

5. Find span balance weight correction for titanium nose cap crack repair (Task 5-66.2) as follows:
  - a. Measure distance in inches from tip of blade to center of repair doubler. Record measurement.
  - b. Subtract measurement obtained in step a from 360. The difference is the blade station of repair. Record blade station.
  - c. At bottom of chart 5, find blade station of repair.
  - d. Move up blade station line to intersect diagonal line on chart 5.
  - e. Move across chart to left edge to find amount of weight to remove from forward fitting. Example shows repair centered at blade station 235. Repair requires **1.15 inches** of span weight to be removed from forward fitting.
  - f. Record span weight correction from chart 5. Go to step 6.



6. Remove tracking weights and span balance weights as follows:
  - a. Remove lockwire from screws (1). Remove four screws (1) and washers (2) from tip cover (3). Remove tip cover.
  - b. Review balance weight adjustment required (steps 2 thru 5). Recheck calculations for accuracy.



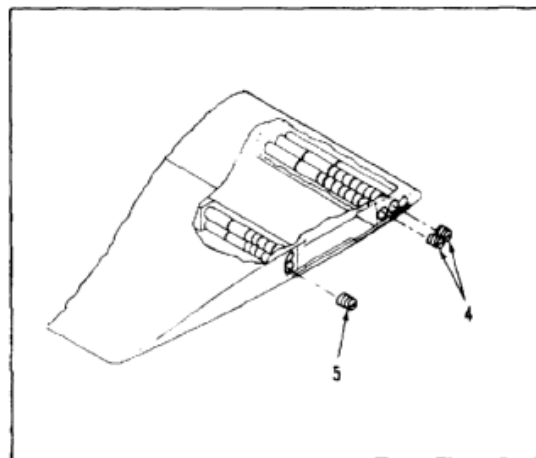
**CAUTION**

Make sure that blade is level or tip slightly higher than root end. If weights slide out of tubes and become mixed, weight reference will be lost.

- c. Remove forward tube end caps (4) and aft tube end cap (5) as required.

**NOTE**

If aft tube weight adjustment is required, add or remove weight from upper tube first. If upper tube is full or empty, use lower tube.





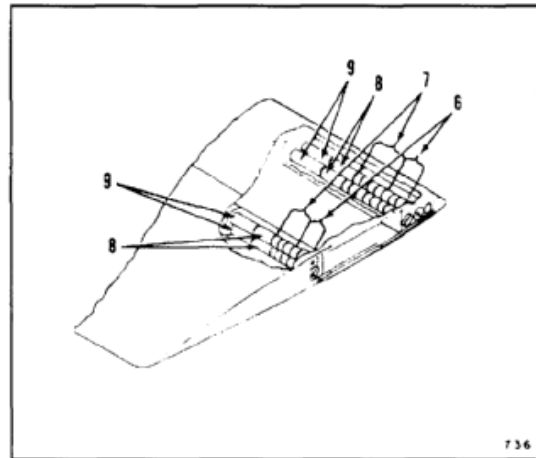
**CAUTION**

Weights and spacers must be removed from one tube at a time. Each weight and spacer should be marked to identify the tube it came from. Keep weights from each tube separated. Improper adjustment can make blade tracking impossible.

- d. Remove tracking spacers (6), tracking weights (7), span balance weights (8) and wooden spacer (9) from tube. Keep weights and spacers from each tube separated.

**NOTE**

A stiff wire, bent **90°** at the end to form a hook, can be used to remove spacers and weights.



7. Make span balance weight (8) adjustments as follows:

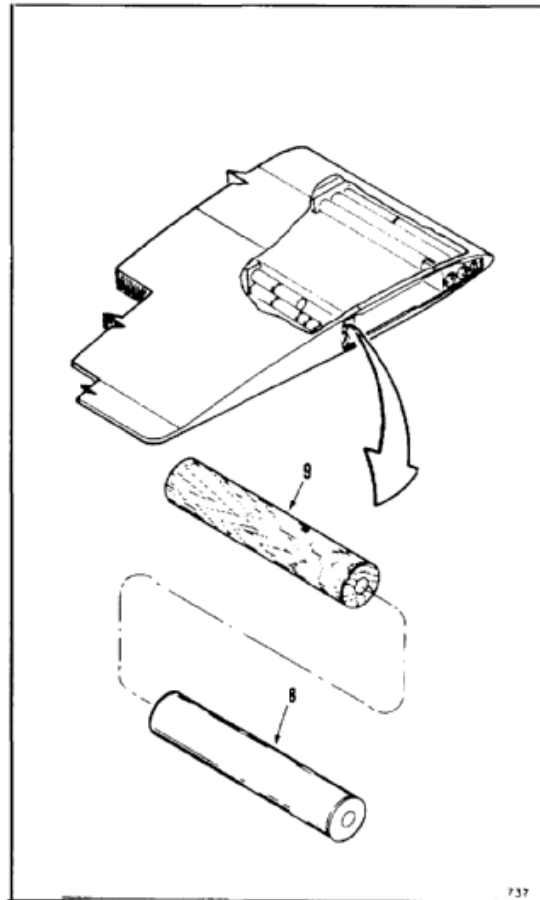
**NOTE**

If both span balance weight and tracking weight adjustments are required, make span weight adjustment first.

- a. Measure length of span balance weight (8) removed from tube. Record measurement.
- b. Measure length of wooden spacer (9) removed from tube. Record measurement.
- c. Add or subtract weight adjustment required (charts 1, 3, 4 and 5) to find balance weight length required.
- d. To remove weight, measure and mark existing weight at length required. Measure from end of weight with threaded hole. Cut or machine to length.
- e. To add weight, cut required length from new span balance weight 114R1737-1.

**NOTE**

The span balance weight removed may have been shortened by a previous repair. A new balance weight 114R1737-1 is **5 inches** long. If required length is **5 inches** or less, a new one-piece weight can be made.

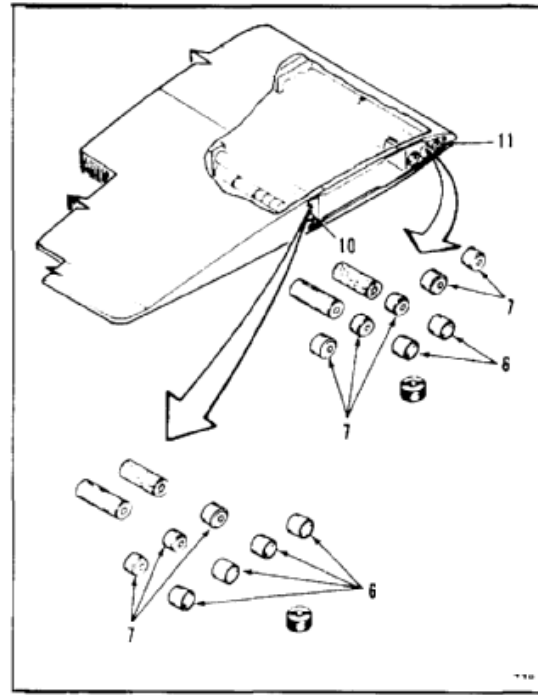


8. Shift tracking weights (7) as follows:
- Find number of tracking weights (7) to be shifted from aft weight fitting (10) to forward weight fitting (11). Use chart 2.
  - Move required number of tracking weights (7) from aft fitting to forward fitting.

**NOTE**

Remove weight from upper tube of aft fitting first. If additional weight must be shifted, remove weights from lower tube.

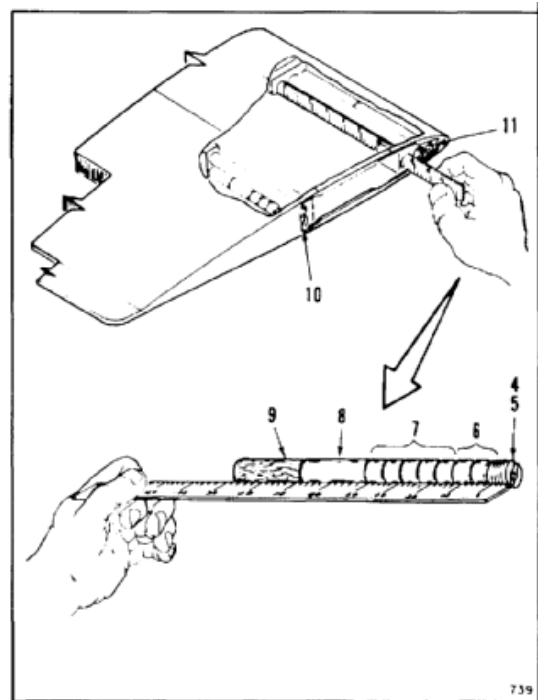
- Move an equal number of spacers (6) from the forward tube fitting to the aft tube fitting.



9. Install span balance weights and tracking weights as follows:
- Measure depth of aft tube(s) (10) and forward tubes (11). Record dimension.
  - Measure total length of weights (7 and 8), spacers (6 and 9), and end cap (4 and 5).
  - Compare dimensions from steps a and b. Length of assembled weights, spacers, and end cap must be same as depth of tube. If not, cut new wooden spacer (APP E-44) (9) to required length.

**NOTE**

When weights, spacers and end caps are installed, end cap must be flush with or recessed no more than **0.06 inch** from end of tube.





Make sure weights are installed in their proper tubes. Incorrect installation will make blade tracking impossible.

- d. Install spacers and weights in the following order:
- (1) Wooden spacer (9).
  - (2) Span balance weight (8).
  - (3) Tracking weights (7).
  - (4) Tracking spacer (6).
  - (5) Slotted end cap (4 and 5).

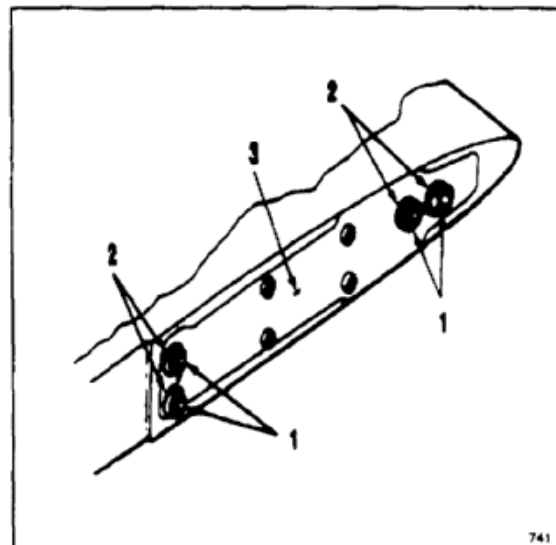
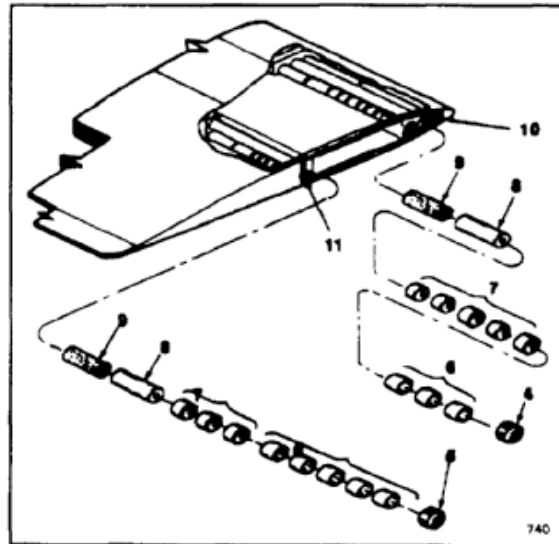
#### NOTE

End cap must thread into tube without binding. If not, remove end cap, clean threads and reinstall.

- e. Apply antiseize compound (E76) to thread of end cap (4 and 5). Screw caps into each set of weight tubes (10 and 11). Torque to **200 to 250 inch-pounds**.
- f. Check that end cap (4 and 5) is flush or recessed no more than **0.06 inch** from end of tracking weight fittings (10 and 11). If not, remove end cap, weights and spacers. Make new wooden spacers (9) or shorten existing spacer (9) as required to obtain correct length. Repeat steps d and e.
- g. Position tip cover (3). Install 4 screws (1) and washers (2). Torque screws (1) to **160 to 190 inch-pounds**.
- h. Lockwire screws (1). Use lockwire (E233).

#### NOTE

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example; location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.



### INSPECT

### FOLLOW-ON MAINTENANCE:

Perform tracking and balancing procedures per TM 1-6625-724-13&P.

END OF TASK

5-508

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Wood Blocks

**Materials:**

Dry Cleaning Solvent (E162)  
Cloth, Cleaning (E120)

Gloves (E186)  
Goggles (E473)

**Personnel Required:**

CH-47 Helicopter Repairer (8)

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

1. Remove record receptacle cap (1). Remove records and install cap.
2. Loosen 22 turnlocks (2). Have helpers remove cover (3).
3. Remove bolt (4), washers (5), and spacer (6).

**NOTE**

Forward blade is top side down in container (T86).

4. Have helpers remove blade (7) and place on wood blocks (8).
5. Remove tape (9) and barrier material (10).

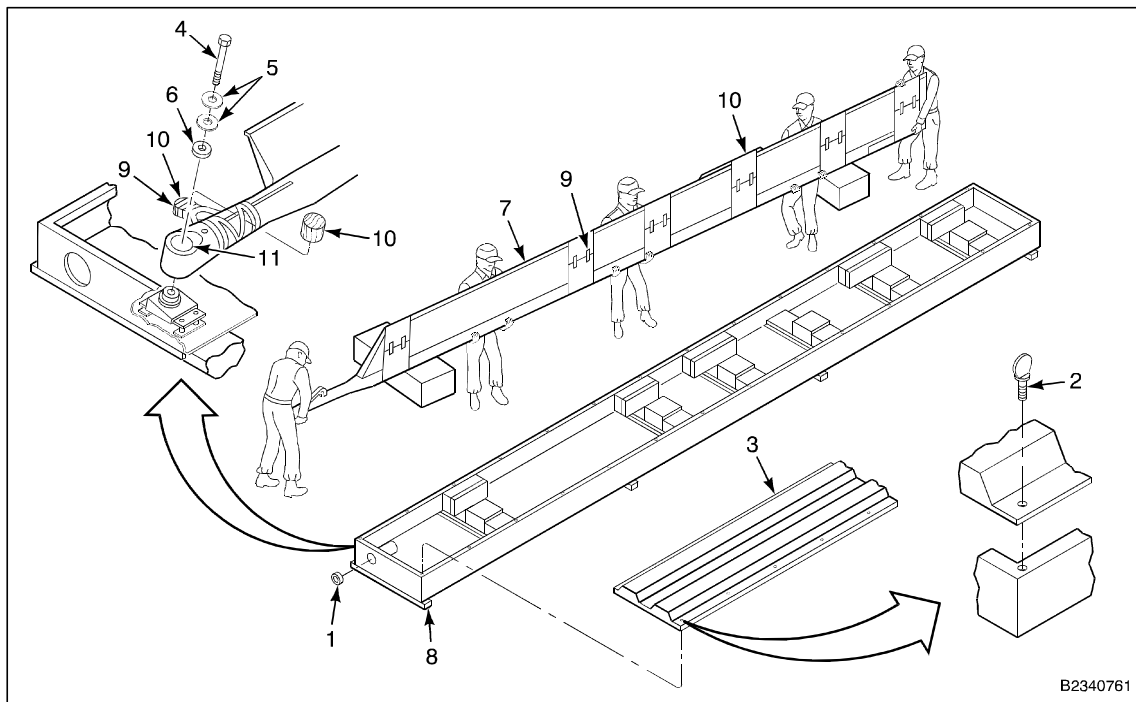
**WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

6. Clean socket (11). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
7. Check blade (7) for damage. There shall be no damage.

**FOLLOW-ON MAINTENANCE:**

Install rotary-wing blade (Task 5-84).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotary-Wing Blade Sling (T35)  
 Vertical Pin Reaction Adapter Set (T47)  
 Vertical Pin Protective Cap (T70)  
 Torque Wrench (T23)  
 Hoist  
 Rope Guideline  
 Torque Wrench, 5-50 Inch-Pounds  
 Torque Wrench, 0-600 Foot-Pounds  
 Rawhide Mallet

**Materials:**

Antiseize Compound (E75 or E76)  
 Dry Cleaning Solvent (E162)  
 Cloth, Cleaning (E120)  
 Lockwire (E231)  
 Gloves (E186)  
 Tape (E395)  
 Pipe Cleaner (E469)  
 Goggles (E473)

**Personnel Required:**

CH-47 Helicopter Repairer (6)  
 Inspector

**References:**

TM 1-6625-724-13&P  
 TM 55-1520-240-23P  
 Task 5-37  
 Task 5-64  
 Task 5-84

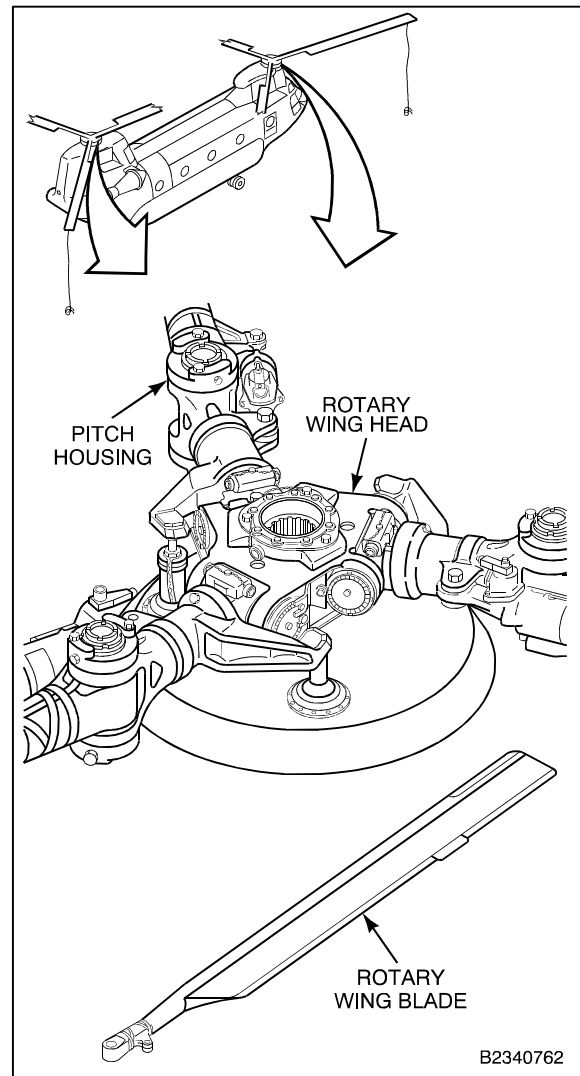
**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Positive retention bolts are installed in shock absorber connections. They have a pawl which prevents nut or bolt removal unless pawl is depressed.

Procedure is similar to install any rotary-wing blade.



**WARNING**

Vertical hinge pins shall have letters EC next to serial number.



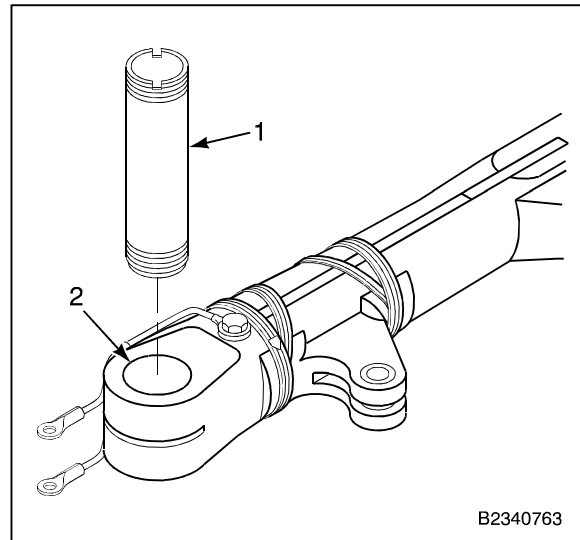
Do not install blade with shock absorber attached to bracket. Damage to bracket can occur.

The shock absorber bracket is not to be used as a handle to carry, lift, or position the rotor blade. Equipment will be damaged.

**NOTE**

All blade repairs, weight adjustment, painting, or balancing will be recorded on rotor blade DA Form 2408-16, each blade requires a separate form. If the rotor blade does not have a DA Form 2408-16, one must be prepared and all actions recorded, as example, location of repair, size of repair, weight of repair, and required weight adjustments for track and balance.

1. Clean vertical pin (1) and blade bore (2). Use cloth (E120) damp with solvent (E162). Wipe pin and bore dry. Wear gloves (E186).
  - 1.1. Check weight cavity drain hole in pitch varying housing to ensure it is clear of debris. Use pipe cleaners (E469).
2. Check that bore (2) is undamaged.

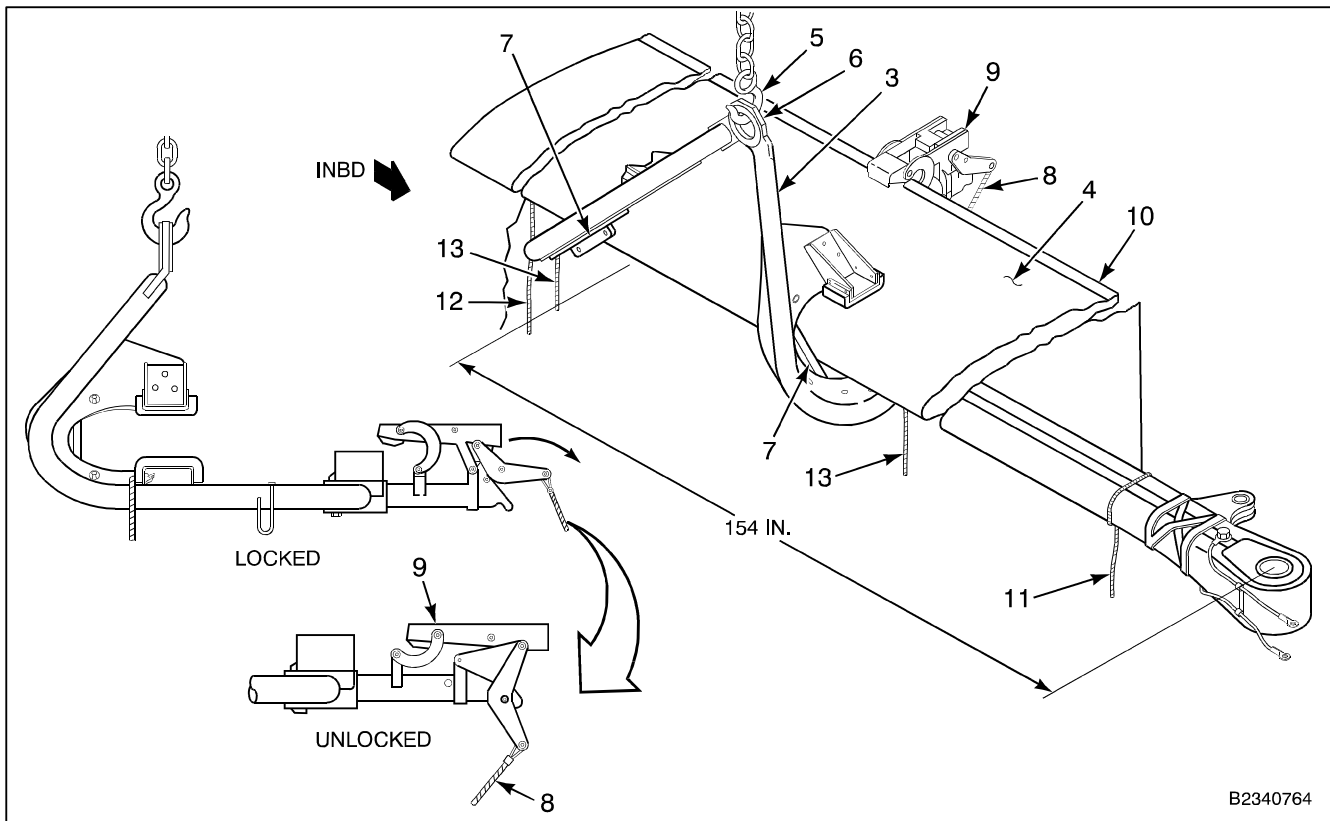


3. Lift blade sling (T35) (3) up to blade (4). Use hoist (5). Align eye (6) of sling with marked balance point.
4. Have helpers guide sling (T35) (3) until two bumpers (7) contact blade (4). Pull release rope (8) away from blade to lock clamp (9) on trailing edge (10).
5. Attach rope guideline (11) to root end of blade (4).
6. Attach tiedown line (12) to blade (4).

**WARNING**

Blade is heavy and can injure personnel if it drops. Blade must be supported by hoist and moved carefully. Do not use release rope on sling (T35) to guide blade. Clamp can be opened to release blade which can result in injury or equipment damage.

7. Lift blade (4). Use tiedown line (12), guideline (11), and guide ropes (13) to align blade (4).



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8. Wipe inner bearing races (14 and 15) clean. Use cloth (E120). Check that races are into lugs (16) as far as possible.

**CAUTION**

Do not bump blade into housing or races. Equipment can be damaged.

9. Guide blade (4) carefully into lugs (16). Align blade bore (2) with inner races (14 and 15). Use guide rope (11) at root of blade (4).
- 9.1. Apply antiseize compound (E75 or E76) to thread of pin (18).

**CAUTION**

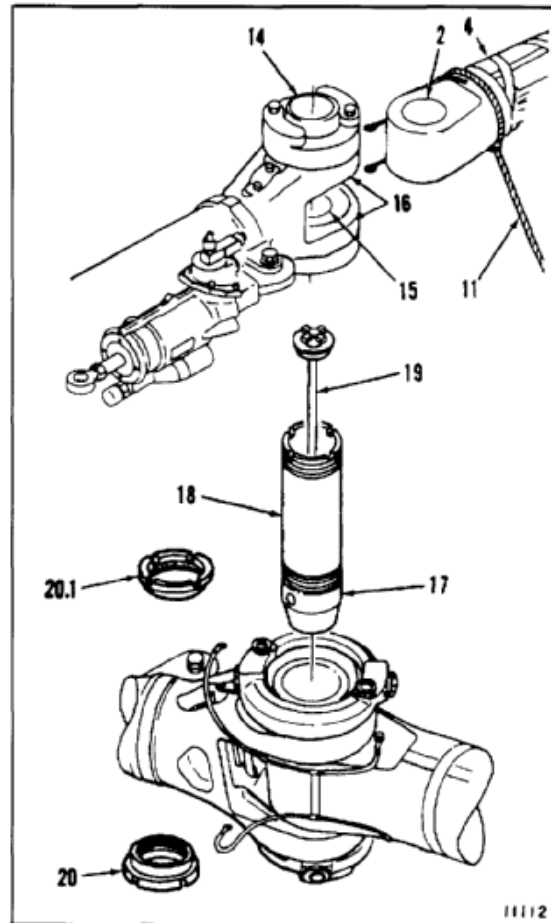
Use extreme care during pin installation. Vertical pin thread, inner bearing races, and blade pin bore lines are easily damaged.

10. Install protective cap (T70) (17) on end of pin (18) that does not have identification. Install shaft (19) in cap (T70). Install pin through upper bearing race (14). Push pin in until pin has started into lower race (15).
11. Seat pin (18) by tapping. Use rawhide mallet. Remove cap (T-70) (17).

**CAUTION**

Using vertical pin nuts with damaged thread will damage thread on the vertical pin, causing rejection of pin.

- 11.1. Inspect lower and upper vertical pin nuts (20 and 20.1) for damaged, distorted, or poorly machined thread.



**CAUTION**

Lower vertical pin nut must be installed and torqued before upper nut is installed. Installing upper nut first can cause damage to pin.

12. Install lower vertical pin nut (20) as follows:
  - a. Position pitot socket (21) on drive bar (22). Position drive bar through vertical pin (18). Have helper support drive bar (22).
  - b. Install torque wrench (T23) (23) on drive bar (22). Turn handle (24) in either direction until wrench is seated on pitot socket (21).
  - c. Install washer (25) and nut (26) on drive bar (22). Have helper release bar.
  - d. Install lower nut (20) on pin (18) and hand-tighten.
  - e. Install spanner socket (27), on drive bar (22), and engage with lower pin nut (20). Install washer (25) and nut (26).
  - f. Adjust upper and lower nuts (26) until drive bar (22) is seated in spanner socket (27).

**CAUTION**

Torque wrench (T23) must not turn during installation of lower nut. Equipment can be damaged.

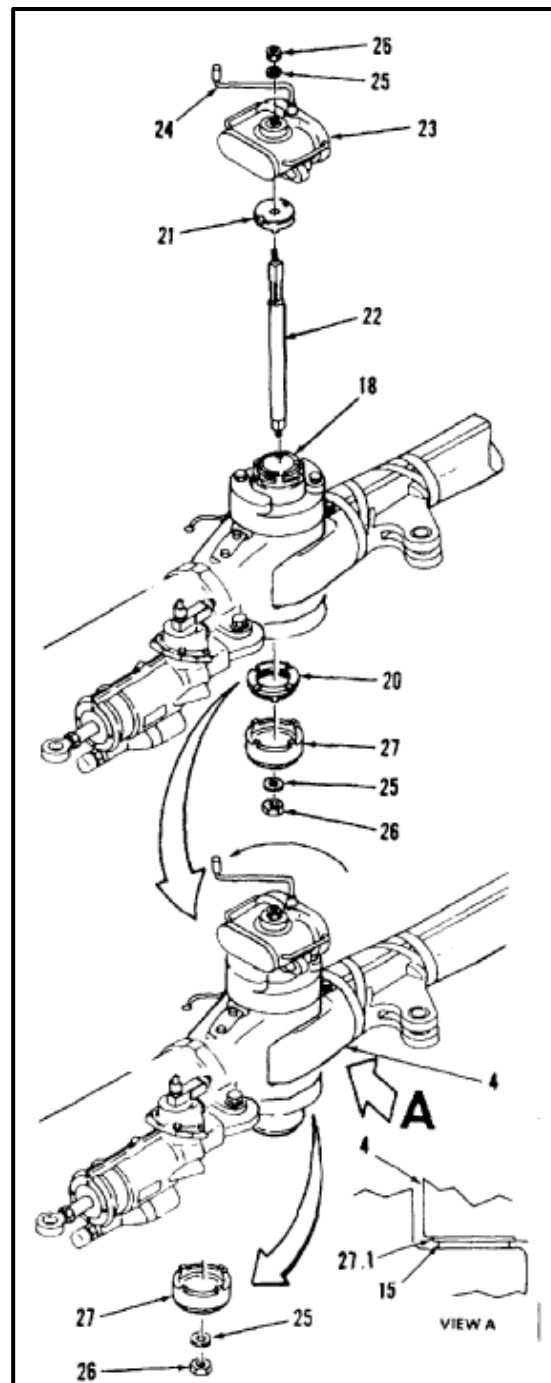
- g. Turn handle (24) counterclockwise. Torque lower nut (20) to **275 foot-pounds**. Check gap between inner bearing race (15) and liner (27.1) of blade (4). Gap shall not extend more than **50 percent** of contact surface.

**NOTE**

No limit on gap depth.

**INSPECT**

- h. Remove nut (26), washer (25), and spanner socket (27).



13. Install upper vertical pin nut (20.1) as follows:
- Have helper support drive bar (22). Remove nut (26) and washer (25).
  - Remove torque wrench (T23) (23).
  - Install upper nut (20.1) on pin (18) and hand-tighten.
  - Install spanner socket (27) on drive bar (22) over pitot socket (21). Seat spanner socket on upper nut (20.1).

**NOTE**

Pitot socket can be pushed out of vertical pin notches.

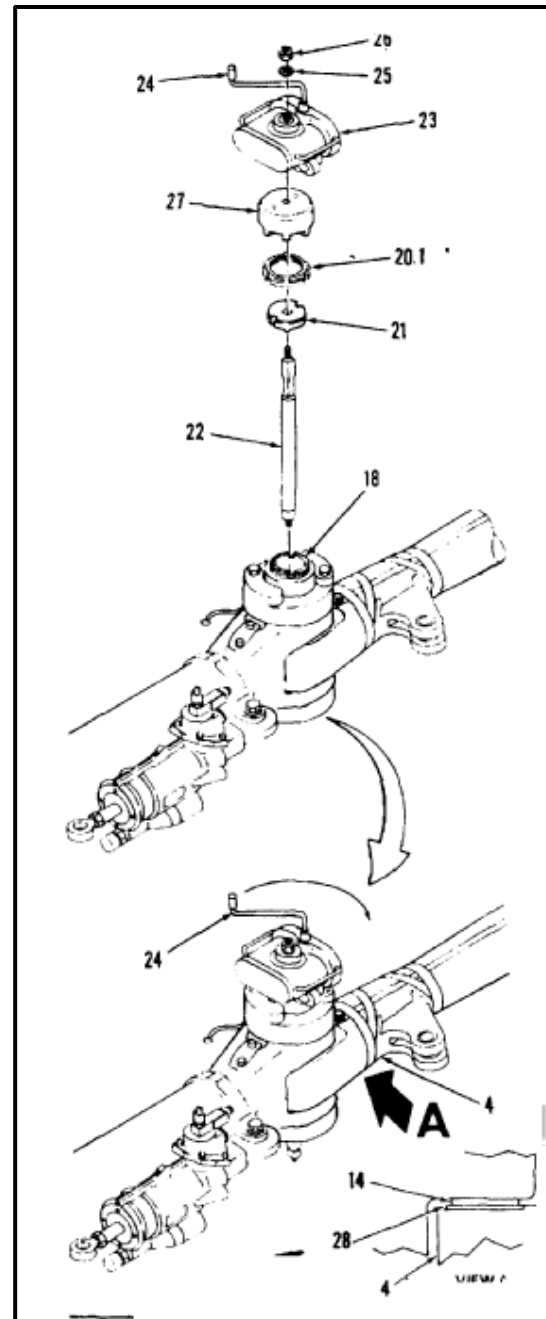
- Have helper raise drive bar (22) slightly. Have him rotate bar until flats on bar seat in pitot socket (21). Continue to support bar.
- Install torque wrench (T23) (23) on drive bar (22). Turn handle (24), in either direction, until wrench is seated on spanner socket (27).
- Install washer (25) and nut (26) on drive bar (22). Have helper release bar.
- Turn handle (24) counterclockwise to install upper nut (20.1). Torque nut to **145 foot-pounds**. Check gap between inner bearing race (14) and liner (28) of blade (4). There shall be no gap over more than half of contact surfaces.

**NOTE**

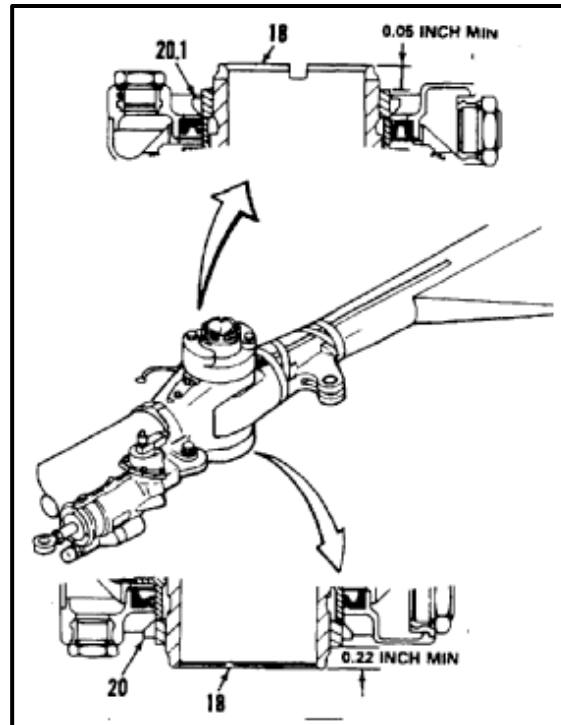
No limit on gap depth.

**INSPECT**

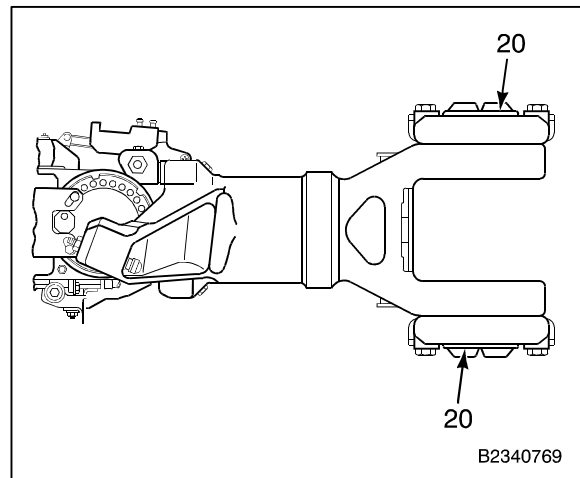
- Remove nut (26), washer (25), torque wrench (T23) (23), spanner socket (27), pitot socket (21), and drive bar (22).



14. Check nuts (20 and 20.1) for correct engagement with pin (18) as follows:
- Check that the end of the pin (18) protrudes a minimum of **0.05 inch** beyond the face of the upper nut (20.1). This permits two threads submerged below the face of upper nut.
  - Check that the lower end of pin (18) protrudes a minimum of **0.22 inch** beyond the face of the lower nut (20). This permits the first thread on the pin to be flush with the face of the lower nut.
  - If nut engagement in steps a and b is not within limits, replace pins or blades as required.
15. Deleted.



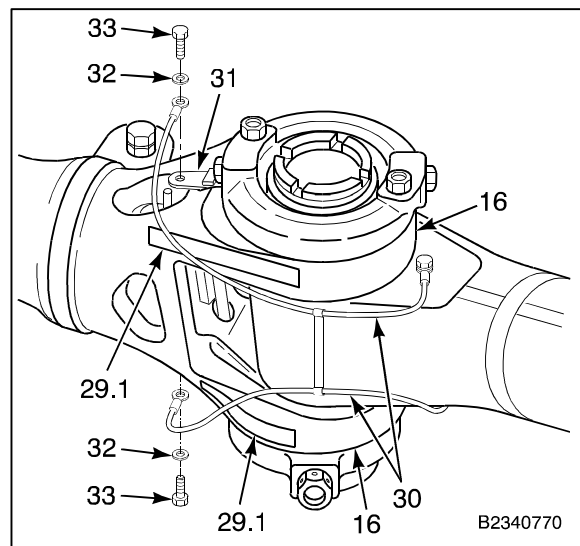
- 16. Lockwire two vertical pin nuts (20). Use lockwire (E231).



- 16.1. Check that there is a strip of tape (29.1) on each pitch housing lug (16) under jumper wire (30). If not, apply a **5 inch** strip of tape (E395) on upper and lower lugs (16). Apply tape so that it will protect lugs from jumper wires when installed.
- 17. Position two jumper wires (30) on oil manifold tube (31). Install washers (32), and bolts (33). Torque bolts to **35 inch-pounds**.

**WARNING**

Do not allow blade to swing. Blade can cause injury or damage to components.



- 18. Connect shock absorber (34) as follows:
  - a. Position rod end bearing (36) between blade lugs (35).
  - b. Coat bushing on bolt (38) with a light coat of antiseize compound (E75).

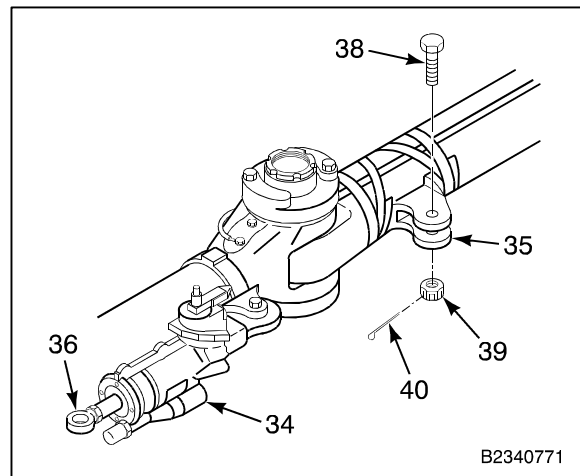
**CAUTION**

Antiseize compound on the thread of bolt or nut may result in over-torquing.

- c. Install bolt (38).

**WARNING**

If the bolt that attaches the shock absorber to the pitch-varying housing was loosened during rotary-wing removal, torque and safety the bolt in accordance with Task 5-93.



- d. Install nut (39). Torque nut to **60-100 foot-pounds**. Install cotter pin (40).

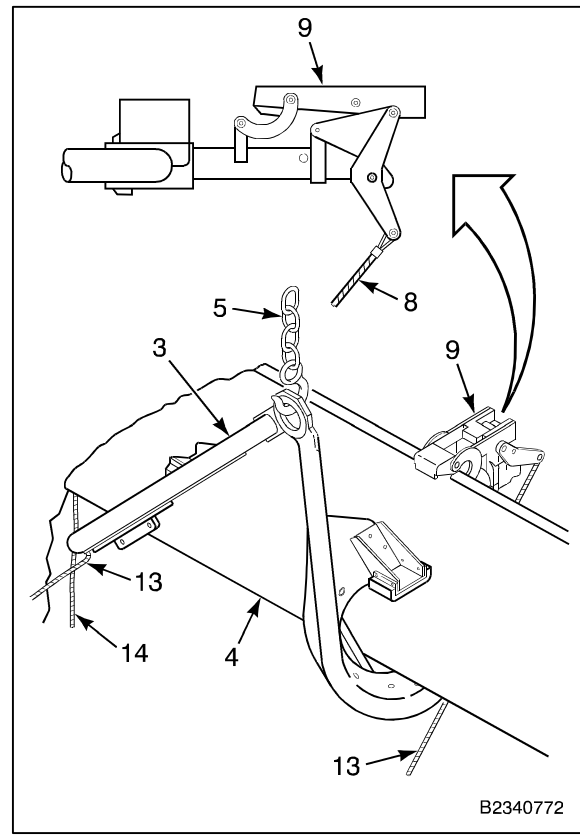
19. Pull release rope (8) under blade (4) to open clamp (9).
20. Pull two guide ropes (13) on sling (T35) (3) away from blade (4).
21. Remove sling (T35) (3). Remove hoist (5).

**NOTE**

A maintenance test flight is not required when in-flight characteristics are normal and blades have been removed for inspection or shipment, have not been abused or damaged, require no adjustments or replacement, and are reinstalled in their original positions and locations.

Do a maintenance test flight if:

- (1) Blades or components have been abused or damaged in operational or non-operational conditions.
- (2) In-flight characteristics are abnormal requiring adjustments to blades or components to correct.
- (3) Different blades or components are installed.

**INSPECT**

22. Remove tiedown line (14) from blade (4).

**FOLLOW-ON MAINTENANCE:**

Close work platforms (Task 2-2).  
Perform tracking and balancing procedures per TM 1-6625-724-13&P.

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

Hydraulic Fluid (E197)  
Cloth (E120)

**Personnel Required:**

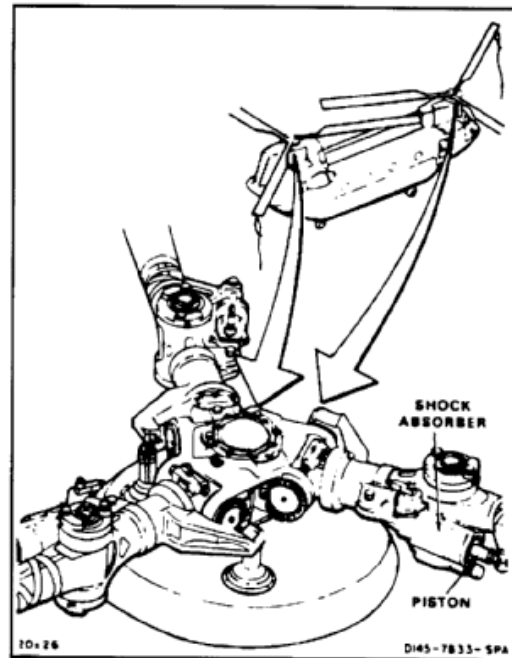
Medium Helicopter Repairer

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Blade Tied Down (Task 1-26)  
Pylon and Forward Work Platforms Open (Task 2-2)



Do not spill hydraulic fluid (E197) on paint or rubber parts. Paint or parts can be damaged.

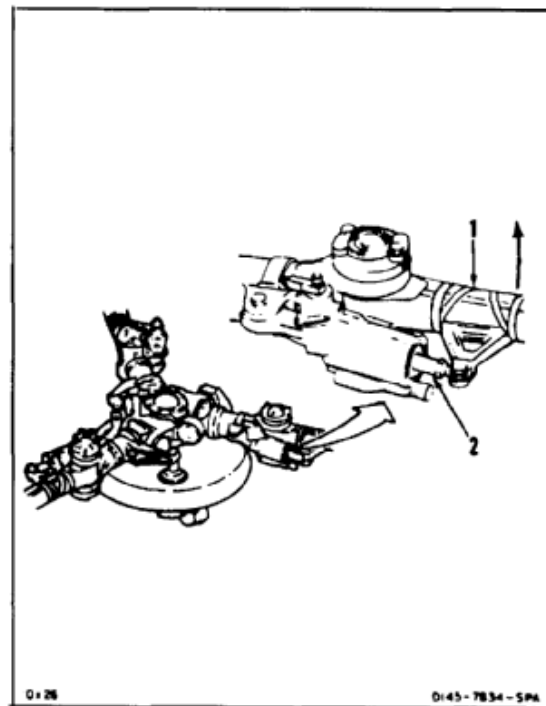
**NOTE**

Procedure is same to clean any shock absorber piston. There are six shock absorber pistons.

1. Hold blade (1) in full lead position to extend shock absorber piston (2).
2. Wipe shock absorber piston (2) clean. Use cloth (E120) damp with hydraulic fluid (E197).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 5 to 50 Inch-Pounds  
Retaining Ring Pliers

**Materials:**

Lockwire (E231)

**Parts:**

Filter Disk

**Personnel Required:**

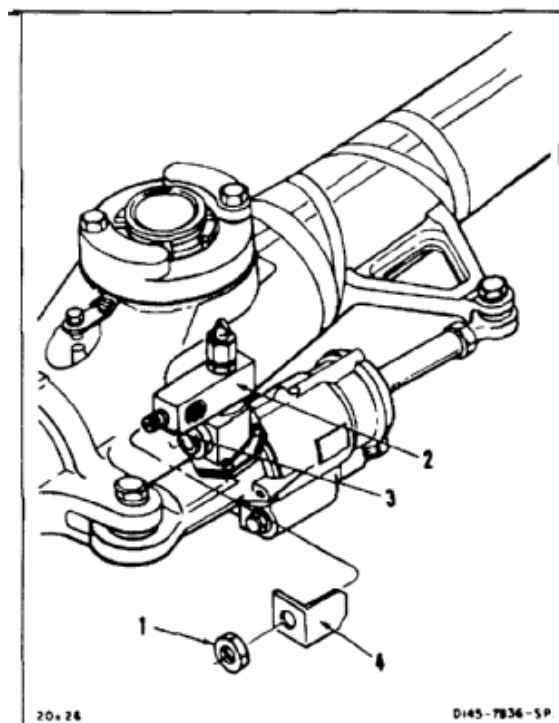
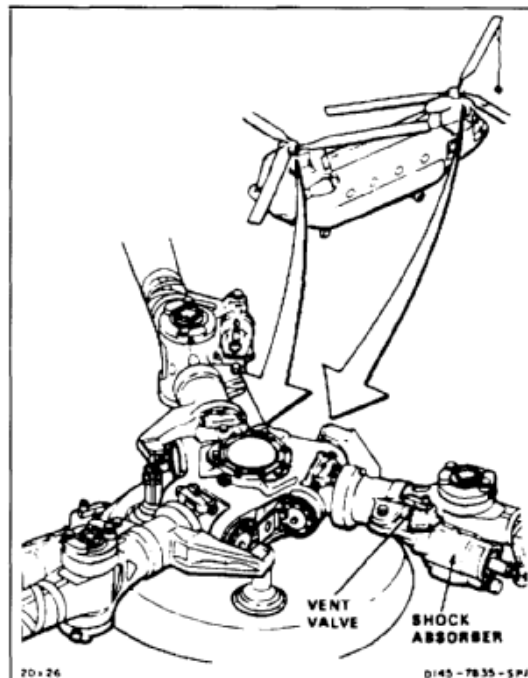
Medium Helicopter Repairer  
Inspector

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Blade Tied Down (Task 1-26)  
Pylon and Forward Work Platforms Open (Task 2-2)

**NOTE**

Procedure is same to check any shock absorber vent valve filter. There are six shock absorber vent valve filters.

1. Remove lockwire from nut (1) on vent valve body (2). Prevent adjustment screw (3) from turning. Use screwdriver. Remove nut.
2. Remove cover bracket (4).

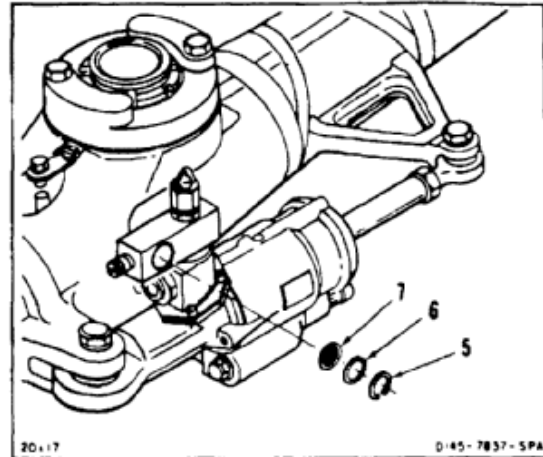


3. Remove retaining ring (5). Use retaining ring pliers. Remove spacer (6) and filter element (7).
4. Have filter element (7) cleaned ultrasonically.

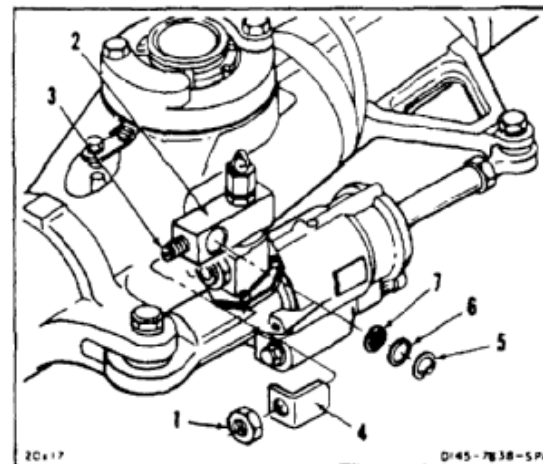
**NOTE**

If ultrasonic equipment is not available, filter element must be replaced.

5. Check element (7) for damage. There shall be no damage.



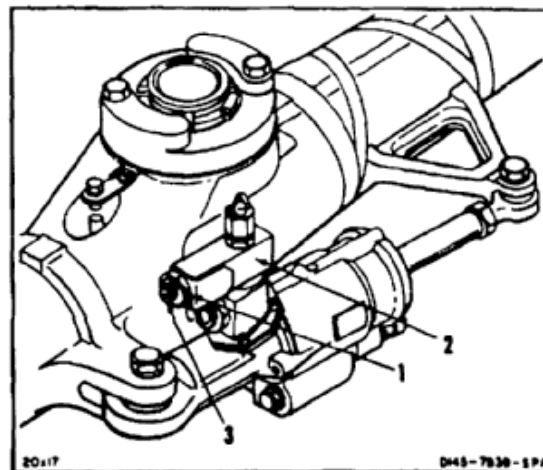
6. Install element (7) and washer (6). Install retaining ring (5). Use retaining ring pliers.
7. Install cover bracket (4). Start nut (1) on adjustment screw (3) by hand. Prevent adjustment screw from turning. Use screwdriver. Torque nut to **25 inch-pounds**.



8. Install lockwire (E231) from screw (3) to nut (1) and body (2).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Close work platforms (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Hoist  
 Rope Guidelines  
 Torque Wrench, 5 to 50 Inch-Pounds  
 Rotary-Wing Blade Sling (T35)

**Materials:**

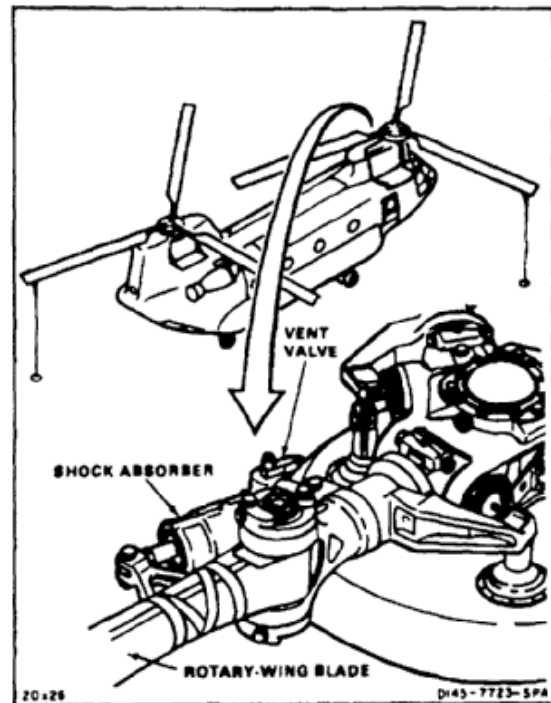
None

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Lines Attached to Three Rotary-Wing Blades  
 (Task 1-26)  
 Work Platforms Open (Task 2-2)

**WARNING**

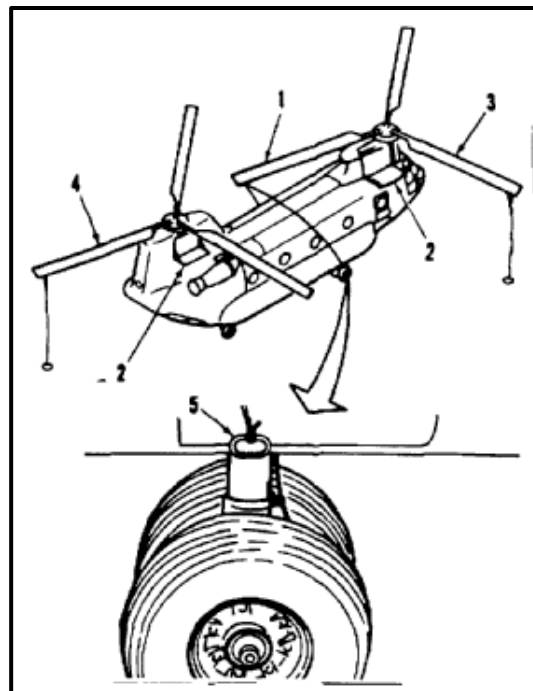
Do not allow blade to swing. Blade can cause injury or damage to components.

**NOTE**

Positive retention bolts are installed in shock absorber bearings. They have a pawl which prevents nut or bolt removal unless the pawl is depressed.

Procedure is same to remove any shock absorber. There are six shock absorbers.

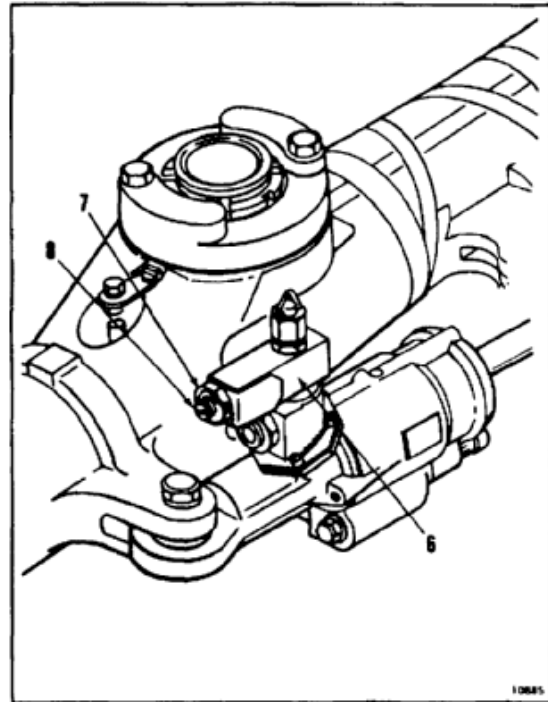
1. Position rotary-wing blade (1) to allow easy access from forward or aft work platform (2). Tie down one forward blade (3) and one aft blade (4).
2. Tie blade (1) to two landing gear shackles (5).



**NOTE**

Vent valve is opened for operation at temperatures of **0°F (-18°C)** or lower.

3. Check vent valve (6) is closed as follows:
  - a. Remove lockwire. Loosen nut (7) on adjustment screw (8).
  - b. Tighten screw (8) clockwise. Torque screw to **30 inch-pounds**.
  - c. Torque nut (7) to **25 inch-pounds**. Lockwire nut to screw (8). Use lockwire (E231).

**DISCONNECT SHOCK ABSORBER FROM BLADE**

4. Remove cotter pin (9) and nut (10) from self-retaining bolt (11) at outboard lugs (12).

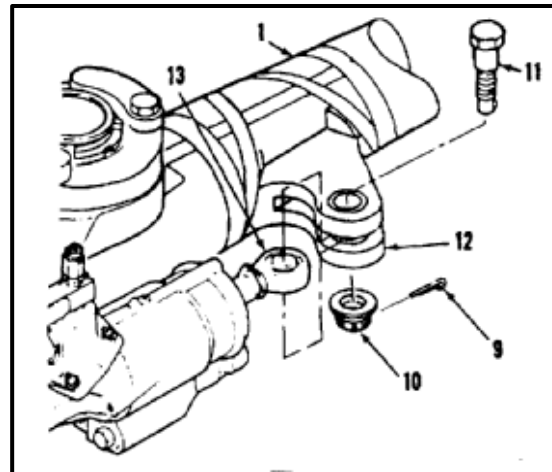


Do not remove bolt without supporting blade. Damage to blade can occur.



Do not use excessive force on bolt that is binding. Damage to bolt, lugs, or rod-end bearing can occur.

- 4.1. Support blade (1). Use sling (T35).
5. Have helper hold blade (1). Remove bolt (11) from lugs (12). If bolt binds, have helper move blade slightly in lead or lag direction.
6. Remove rod-end bearing (13) from lugs (12).
7. Install bolt (11) and nut (10) in lugs (12). Do not torque at this time.



**REMOVE ABSORBER WITHOUT 50****NOTE**

Keep blade supported in sling while shock absorber is removed.

8. Have helper support shock absorber (15). Remove cotter pin (16), nut (17), washer (18), washer (19), and bolt (20). Remove shock absorber and two Teflon washers (21).
9. Install bolt (20), washer (19), washer (18), and nut (17) in pitch housing lugs (22). Do not torque at this time.

**REMOVE ABSORBER WITH 50****NOTE**

Keep blade supported in sling while shock absorber is removed.

Use care when removing shock absorber from inboard lugs, bushings may be loose and fall from lugs.

10. Have helper support shock absorber (15). Remove cotter pin (16), nut (17), washer (18) and bolt (20). Remove shock absorber.

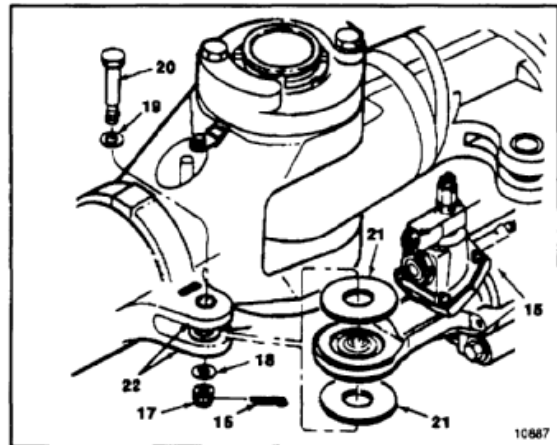
**NOTE**

Verify that bushings are in place before bolts are installed.

11. Install bolt (20), washer (18) and nut (17) in pitch housing lugs (22). Do not torque at this time.

**INSPECT****FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-524

## 5-87.1 INSPECT SHOCK ABSORBER WITH TEFLON BEARINGS

5-87.1

## INITIAL SETUP

**Applicable Configurations:**Without **45****Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
 Rope Guidelines  
 Dial Indicator, 0 to 0.030 Inch, NSN 5210-00-277-8840  
 C-Clamp  
 Micrometer

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

Task 1-58  
 Task 5-87  
 Task 5-88  
 Task 5-89  
 Task 5-90  
 Task 5-93

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Lines Attached to Three Rotary-Wing Blades  
 (Task 1-26)  
 Work Platforms Open (Task 2-2)

**WARNING**

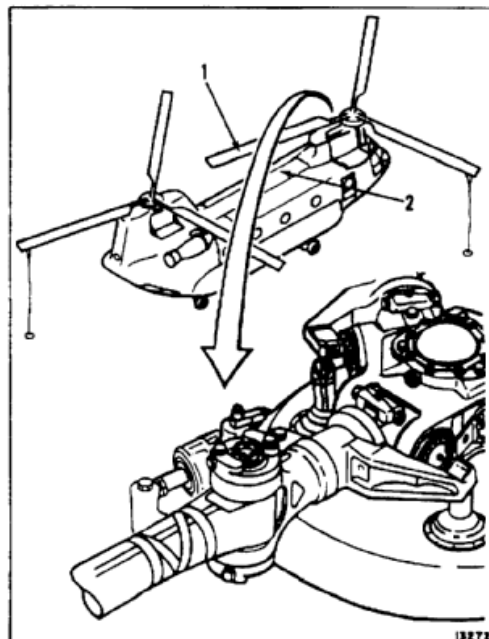
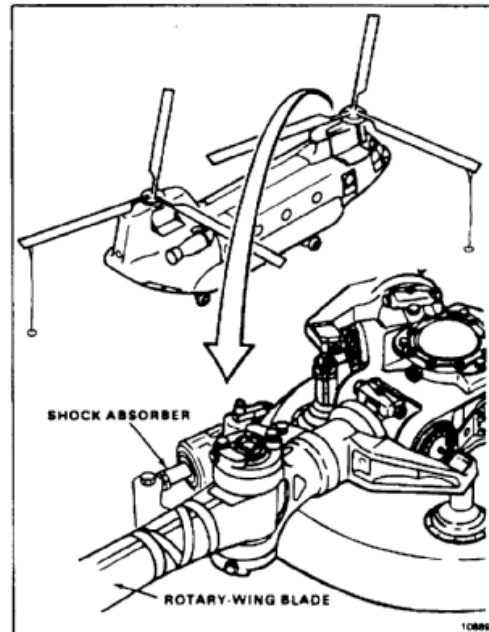
Do not allow blade to swing. Blade can cause injury or damage to components.

**NOTE**

Positive retention bolts are installed in shock absorber bearings. They have a pawl which prevents nut or bolt removal unless the pawl is depressed.

Procedure is same to inspect any shock absorber. There are six shock absorbers.

1. Position rotary-wing blade (1) over fuselage (2). Have helper hold blade in position.



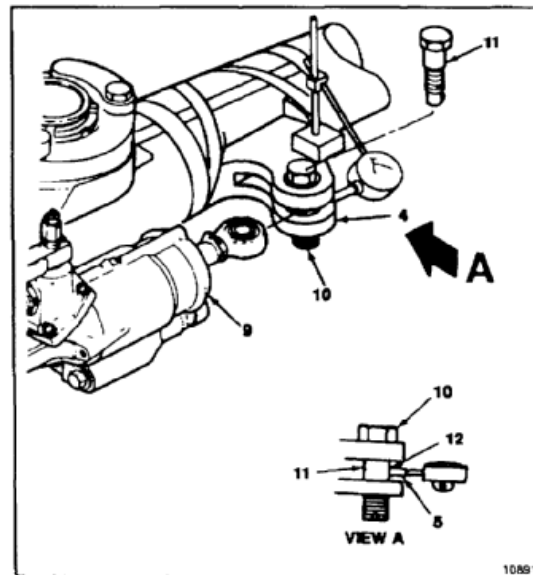
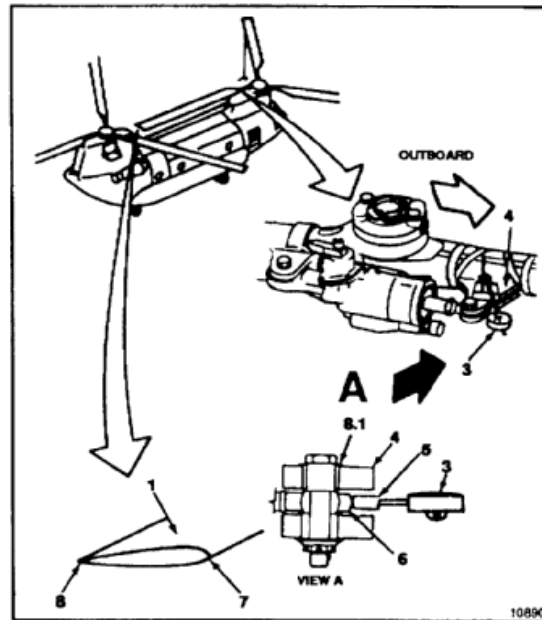
- 1.1. Check for oil leakage. Static leakage at any location shall not exceed a slight wetting. Leakage shall be less than one drop. If more, replace shock absorber (Tasks 5-87 and 5-93). Perform operational leakage inspection (Task 1-58).

2. Mount dial indicator (3) on outboard bracket (4). Position indicator plunger (5) against outboard end of rod end (6), at mid-stroke of plunger. Align with rod end axis.
3. Record indicator (3) reading.
4. Have helper apply force to tip of blade (1) at leading edge (7). Blade should just move. Record indicator (3) reading A.
5. Have helper apply force to tip of blade (1) at trailing edge (8). Blade should just move. Record indicator (3) reading B.

**NOTE**

A gap between top of bracket (4) and flange of bushing (8.1) is allowed. Bushing may contact bolt head. Bushing (8.1) is not allowed to rotate. If bushing (8.1) rotates, replacement is mandatory.

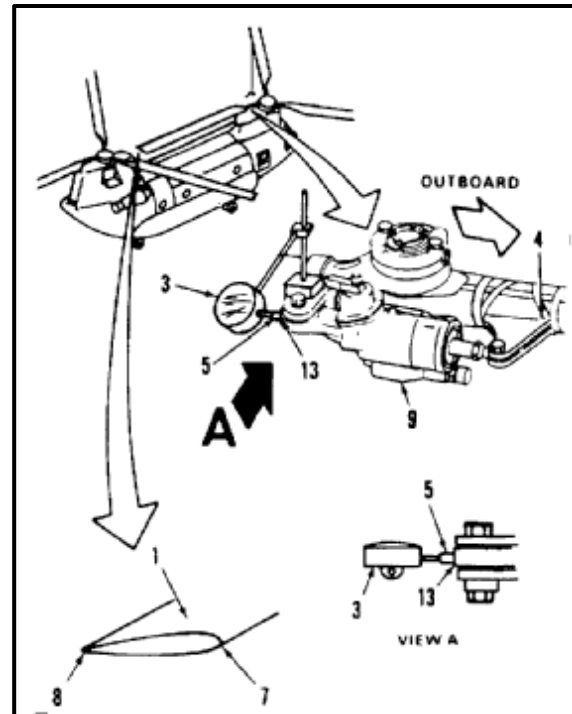
6. Subtract reading B of step 5, from reading A of step 4. Result must not be more than **0.010 inch**. If not more, go to step 12. If more, perform steps 7 thru 11 then go to step 12.
7. Disconnect shock absorber (9) at outboard bracket (4) (Task 5-87).
8. Check bolt (10) for wear. Bolt bushing (11) shall be smooth with no radial wear marks. Measure diameter of bushing at several places. Use a micrometer. Minimum diameter of bushing shall be **1.090 inch**.
9. Install bolt (10) in bracket (4). Position indicator plunger (5) against shank of bolt (10). Align with bolt axis. Use plunger with flat end (12).
10. Check bolt (10) movement. Attempt to move bolt toward, then away from plunger (5). Movement shall not be more than **0.0015 inch**.
11. If results from steps 9 and 10 are not cause of excess movement, replace rod end (6) (Task 5-88).



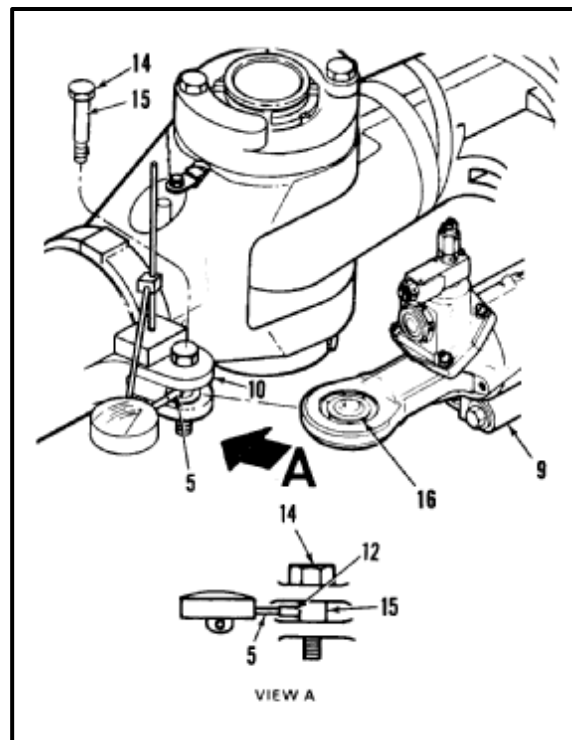
## 5-87.1 INSPECT SHOCK ABSORBER WITH TEFLON BEARINGS (Continued)

5-87.1

12. Connect shock absorber (9) at bracket (4) (Task 5-93).
13. Mount indicator (3) on inboard lug (10). Position indicator plunger (5) against inboard end (13) of absorber (9), at midstroke of plunger. Align with absorber axis.
14. Record indicator (3) reading.
15. Have helper apply force to tip of blade (1) at leading edge (7). Blade should just move. Record indicator (3) reading C.
16. Have helper apply force to tip of blade (1) at trailing edge (8). Blade should just move. Record indicator reading D.
17. Subtract reading D of step 16 from reading C of step 15. Result must not be more than **0.010 inch**. If not more, go to step 23. If more, perform steps 18 thru 22, then go to step 23.



18. Disconnect absorber (9) at unboard lug (10) (Task 5-87).
19. Check bolt (14) for wear. Bolt shank (15) shall be smooth, with no radial wear marks.
20. Install bolt (14) in lug (10). Position indicator plunger (5) against bolt shank (15). Align with bolt axis. Use plunger with flat end (12).
21. Check bolt (14) movement. Attempt to move bolt toward, then away from plunger (5). Movement shall not be more than **0.0015 inch**.
22. If results from steps 19 and 21 are not cause of excess movement, replace absorber inboard bearing (16) (Task 5-89.2).
23. Connect shock absorber (9) at inboard lug (10) (Task 5-93).

**FOLLOW-ON MAINTENANCE:**

- Remove tiedown lines from blades (Task 1-26).
- Close work platforms (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

With **45**

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rope Guidelines  
 Dial Indicator, 0 to 0.030 Inch, NSN 5210-00-277-8840  
 C-Clamp  
 Micrometer, 0 to 1 Inch

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

Task 1-58  
 Task 1-92  
 Task 5-9  
 Task 5-87  
 Task 5-88  
 Task 5-89  
 Task 5-90

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Tiedown Lines Attached to Three Rotor Blades (Task 1-26)  
 Work Platforms Open (Task 2-2)

**WARNING**

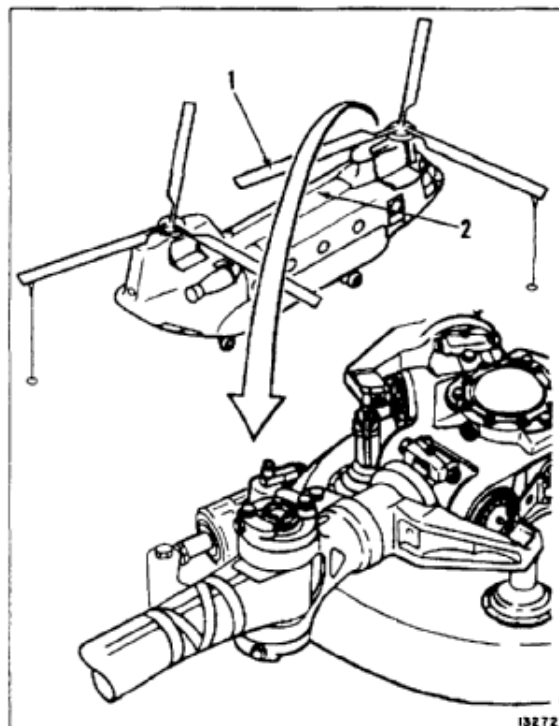
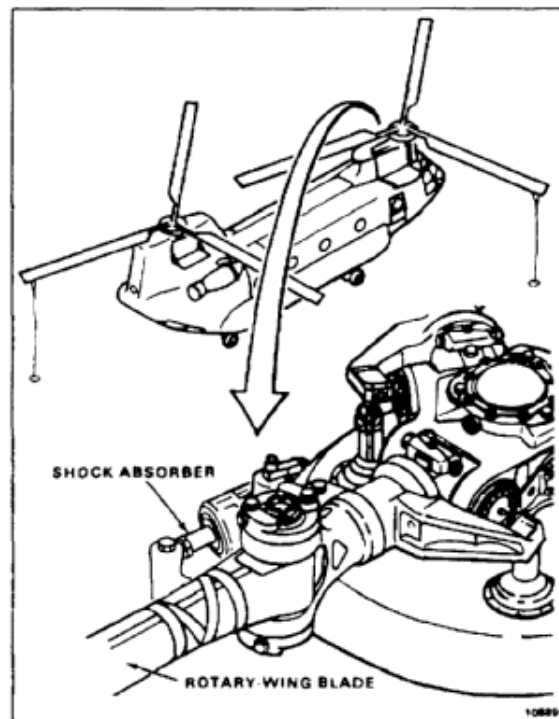
Do not allow blade to swing. Blade can cause injury or damage to components.

**NOTE**

Positive retention bolts are installed in shock absorber bearings. They have a pawl which prevents nut or bolt removal unless the pawl is depressed.

Procedure is same to inspect any shock absorber. There are six shock absorbers.

1. Position rotor blade (1) over fuselage (2). Have helper hold blade in position.





2. Check for oil leakage. Static leakage at any location shall not exceed a slight wetting. Leakage shall be less than **one drop**. If more, replace shock absorber (Tasks 5-87 and 5-93). Perform operational leakage inspection (Task 1-58).
3. Remove nut (2) and bolt (3) securing shock absorber (5) to bracket (6) (Task 5-87).
4. Remove shock absorber rod end bearing (4) from bracket (6). It may be helpful to have helper push on trailing edge of the affected blade to extract rod end from bracket (6).

**NOTE**

The elastomeric bearing is bonded to the shock absorber outboard rod end. If the bearing is found to be unacceptable, replace the entire rod end.

5. Inspect the elastomeric rod end bearing (4) as follows:
  - a. Try to rotate ball (7) by hand. If the ball rotates, it indicates complete unbonding. Reject the bearing.

**NOTE**

If shim is covered by elastomeric material, the bearing is acceptable.

Evidence of dust-like particles of elastomeric material or evidence of small particles breaking away from the surface of the elastomeric material are not causes for rejection.

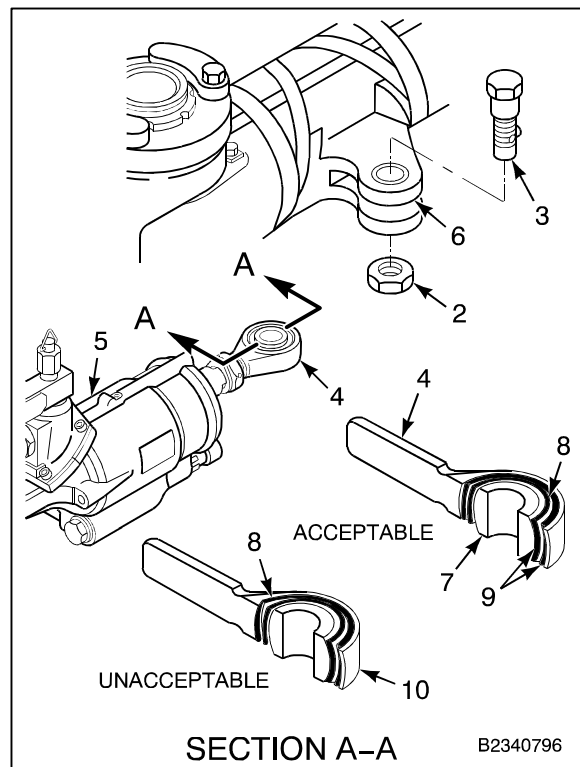
- b. Check if shim (8) is visible. If it protrudes above elastomeric material (9), reject the bearing if any of the following conditions exist:
  - (1) Protrusion of shim above plane of bearing housing (10).
  - (2) Unbonding of shim from elastomeric material.

**NOTE**

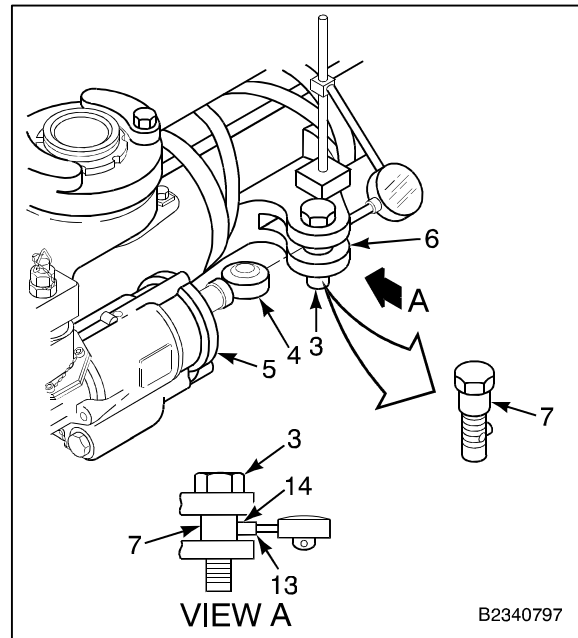
On certain bearings, shims are installed in two pieces. A split between the shim halves is normal.

- (3) Broken shim. Check with a feeler gauge or similar tool.

6. Replace rod end if found unacceptable (Tasks 5-88 and 5-89) and adjust rod end length (Task 5-90). Go to step 8.
7. If bearing is acceptable, reconnect rod end to blade. Go to step 12.

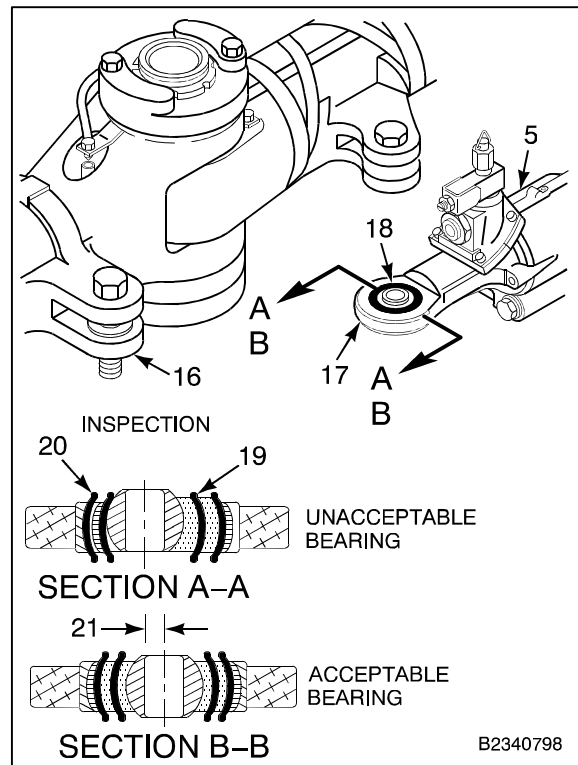


8. With shock absorber rod end (4) free of bracket (6), check bolt (3) for wear. Bolt shank (7) shall be smooth with no wear. Measure diameter of bushing at several places. Use a micrometer. Minimum diameter of bushing shall be **1.090 inch**.
9. Install bolt (3) in bracket (6). Position indicator plunger (13) against bolt shank (7). Align with bolt axis. Use plunger with flat end (14).
10. Check bolt (3) movement. Attempt to move bolt toward, then away from plunger (13). Movement shall not be more than **0.0015 inch**.
11. Replace bolt (3) and/or bushings in bracket (6) if excessive play is detected, and reinstall shock absorber.



B2340797

12. Disconnect shock absorber (5) at inboard bracket (16) (Task 5-87). It may be helpful to have helper push on trailing edge of blade to help extract shock absorber (5) from bracket (16).
13. Inspect the elastomeric bearing (18) and reject it if any of the following conditions exist:
  - a. Evidence of shim displacement on distortion (19) with raising of elastomer (20).
  - b. Permanent offset (21) of inner bushing.
  - c. Loss of elastomer material exceeding **20 percent** of the bearing thickness.
  - d. Separation of inner race and elastomeric (inner race turns by hand with elastomeric).

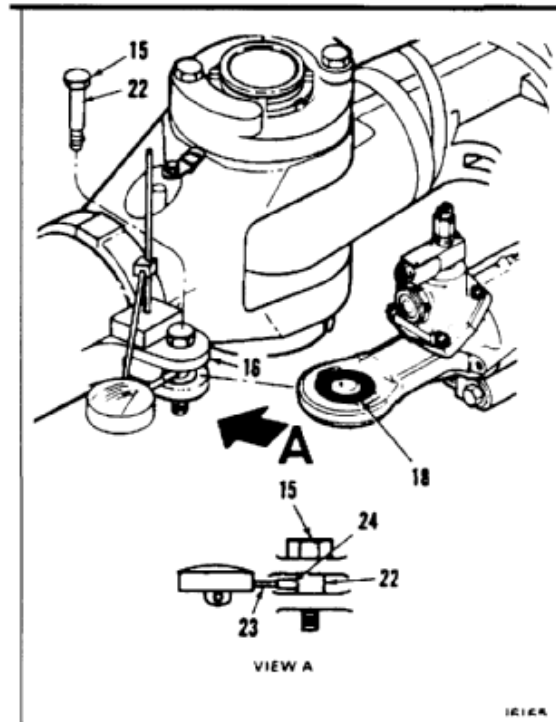


B2340798

**NOTE**

Evidence of small or dust-like elastomeric particles breaking away from the surfaces of the bearing are not cause for rejection.

14. If bearing fails inspection, replace shock absorber (Task 5-93). Go to step 16.
15. If bearing is acceptable, reconnect shock absorber to bracket (16) (Task 5-93).
16. If the inboard bearing fails inspection, check bolt (15) for wear. Bolt shank (22) shall be smooth with no radial wear marks.
17. Install bolt (15) in bracket (16). Position dial indicator plunger (23) against bolt shank (22). Align with bolt axis and use plunger with flat end (24).
18. Check bolt (15) movement. Attempt to move bolt toward, then away from plunger (23). Movement shall not be more than **0.0015 inch**.
19. Replace bolt if movement is more than **0.0015 inch**.
20. Replace rotor head if after replacing bolt movement is more than **0.0015 inch** (Task 5-9).
21. Replace rotor head if bushing is loose (Task 5-9).

**FOLLOW-ON MAINTENANCE:**

- Remove tiedown lines from blades (Task 1-26).
- Close work platforms (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Wrench, 1-5/16 Inch

**Materials:**

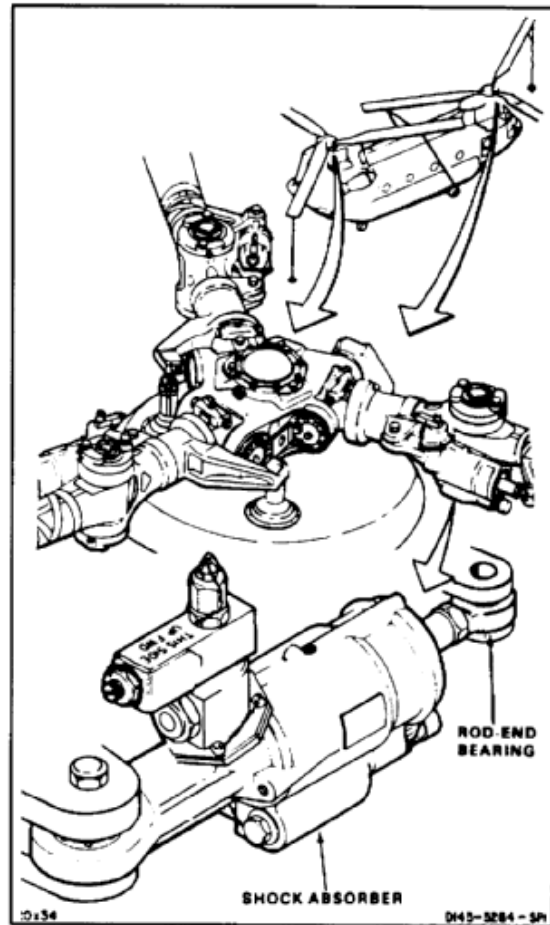
None

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

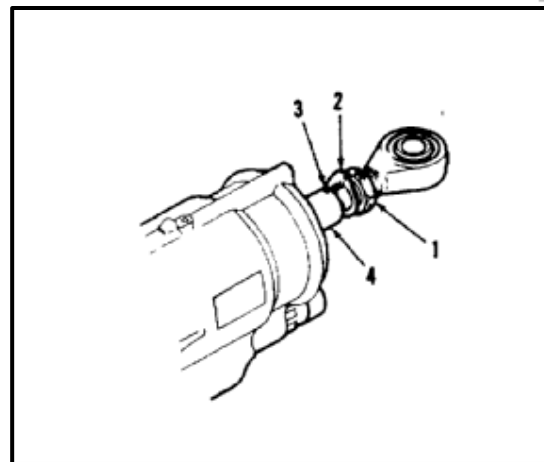
Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward or Aft Work Platform Open (Task 2-2)  
Shock Absorber Disconnected (Task 5-87)



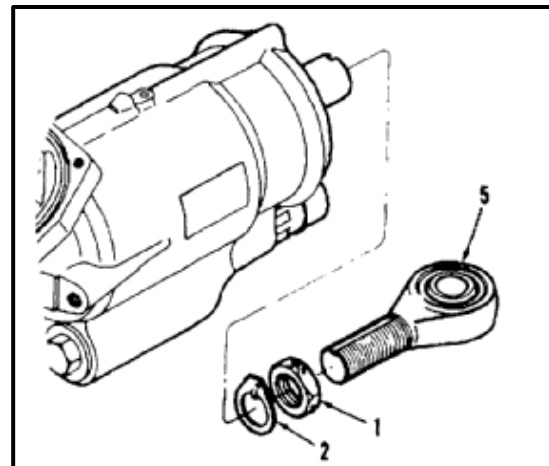
**NOTE**

Procedure is same to remove rod end from any shock absorber. Forward rotary-wing head shock absorber is shown here.

1. Remove lockwire from rod end nut (1). Loosen nut. Move locking washer (2) away from notch (3) in piston (4).



2. Remove rod end (5).
3. Remove locking washer (2) and nut (1).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**Without **45****Tools:**Arbor Press  
Pusher (APP E-41)**Materials:**

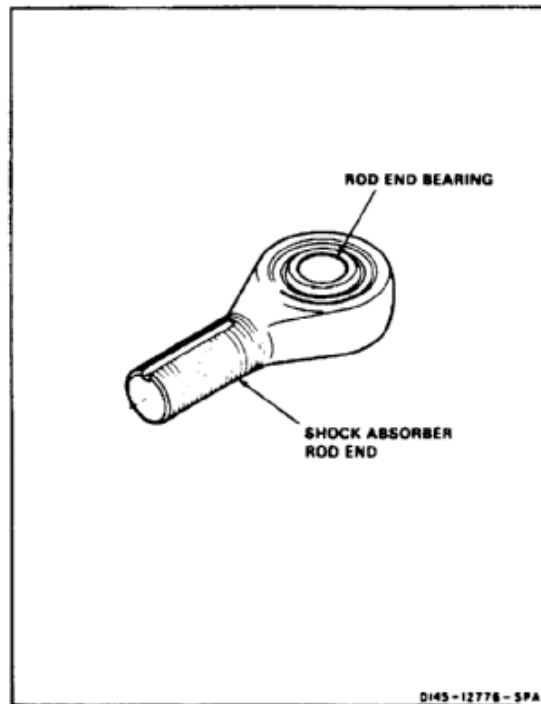
None

**Personnel Required:**

Medium Helicopter Repairer

**References:**Appendix E  
TM 55-1500-322-24**Equipment Condition:**

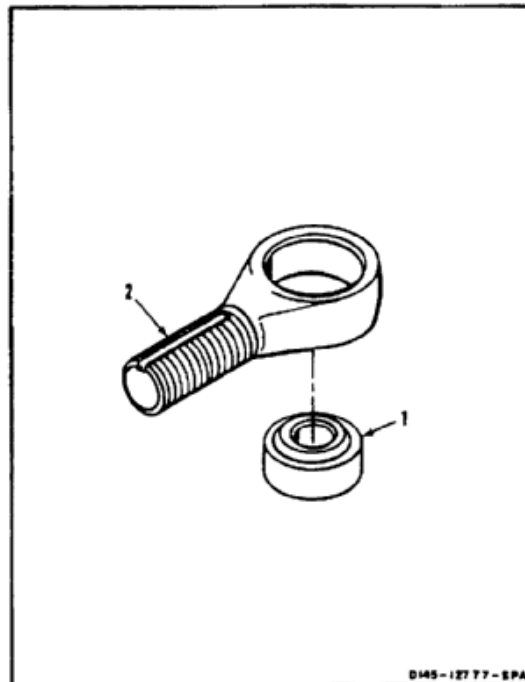
Off Helicopter Task



Remove bearing (1) from rod end (2). Use arbor press and adapter (APP E-41) (TM 55-1500-322-24).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-534

**5-88.2 INSTALL SHOCK ABSORBER ROD END BEARING (AVIM)**

5-88.2

**INITIAL SETUP****Applicable Configurations:**Without **45****Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Arbor Press  
 Pusher (APP E-41)  
 Styrofoam Container or Equivalent  
 Vise, Soft Jaws  
 Dial Indicating Scale, 0 to 100 Pounds  
 Torque Wrench, 0 to 150 Inch-Pounds

**Materials:**

Gloves (E186)  
 Solvent (E162)  
 Cloths (E120)  
 Kevlar Gloves (E187)  
 Dry Ice (E92)  
 Methanol (E243)  
 Liquid Nitrogen (E247) (Alternate Coolant)

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

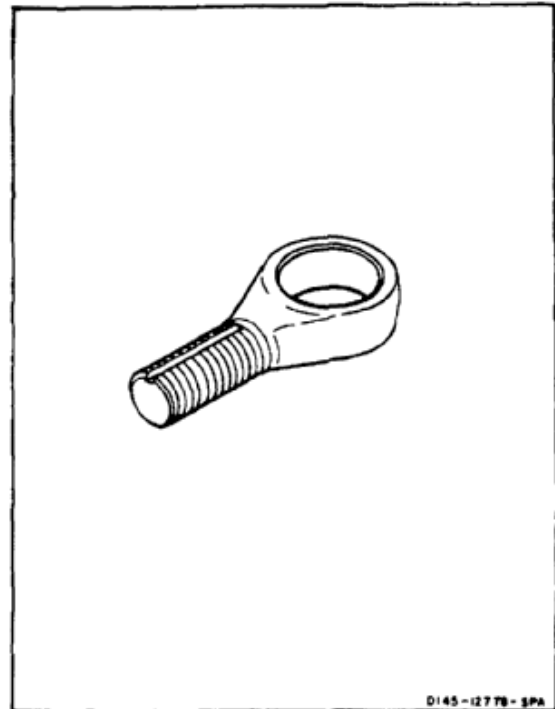
TM 55-1500-322-24  
 TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Carbon dioxide (dry ice) (E92) in methanol (E243) is flammable, causes severe burns (frost bite), and gives off toxic fumes. Use only in well-ventilated area, away from heat and open flame. Do not get in eyes, on skin, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Liquid nitrogen (E247) causes severe burns (frost bite). Do not get in eyes, on skin, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Wear Kevlar gloves (E187) when handling chilled parts. Chilled parts can injure unprotected skin.

**WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

1. Wipe rod end (1) clean. Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
2. Check rod end bore (2). Diameter shall be **1.7485 to 1.7489 inches**.
3. Cool bearing (3) completely in mixture of dry ice (E92) and methanol (E243). Wear gloves (E187).
4. Position rod end (1) with groove (4) down.

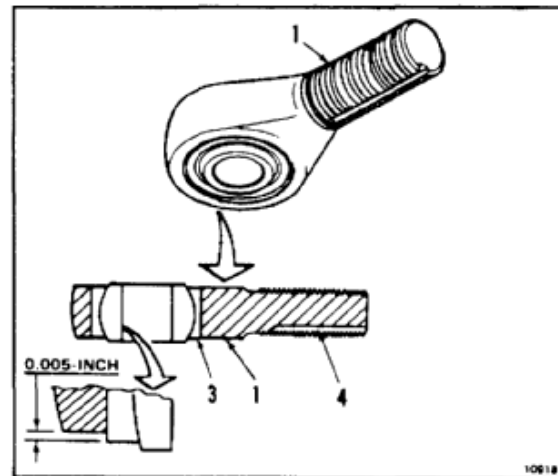
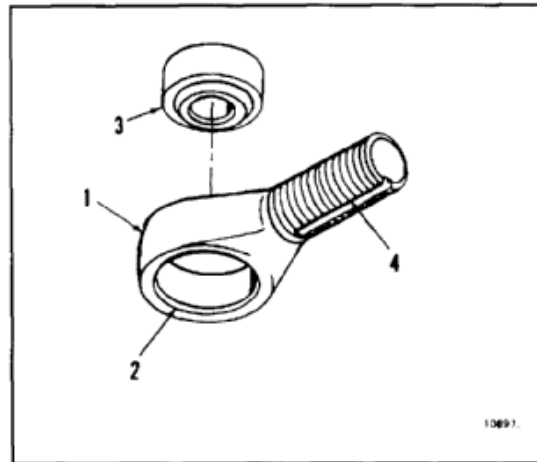
**CAUTION**

Do not press bearing on any surface but outer race. Bearing damage will result.

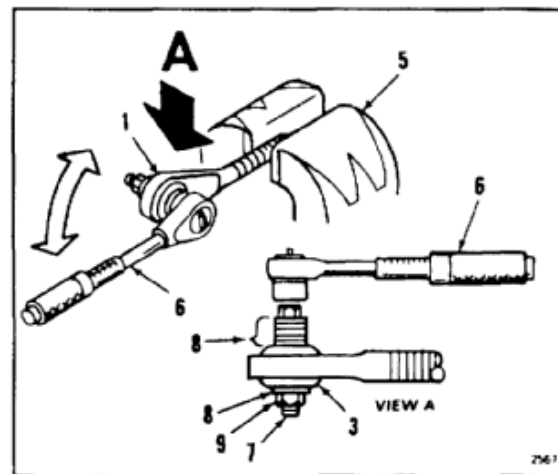
5. Press bearing (3) into rod end (1). Use arbor press and pusher (APP E-41) (TM 55-1500-322-24).
6. Check that bearing (3) is flush with rod end (1), within **0.005 inch**, on same side as groove (4).

**WARNING**

Do not stake bearing. Staking marks cause failure of rod end. This results in injury to personnel and damage to equipment.



7. Check torque needed to rotate bearing (3) as follows:
  - a. Clamp rod end (1) in soft jaw vise (5).
  - b. Install torque wrench (6) on bearing (3). Use bolt (7), washers (8), and nut (9). Use enough washers to keep wrench away from rod end (1) so wrench can be pulled.
  - c. Rotate torque wrench (6). Check torque. Torque shall be **10 to 60 inch-pounds**.
8. Remove rod end (1) from vise (5).



**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-536



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 0 to 600 Foot-Pounds  
 Vernier Caliper  
 Crow's Foot, 1-5/16 Inch

**Materials:**

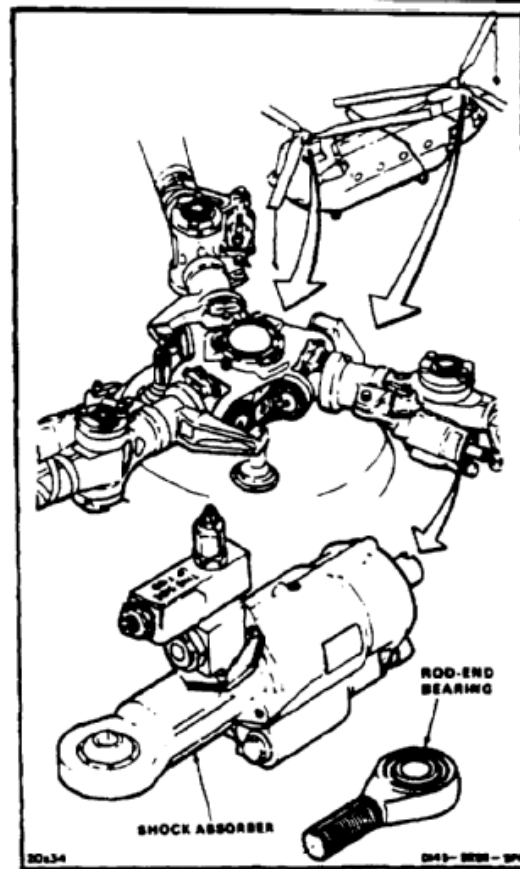
Lockwire (E230)

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

TM 55-1520-240-23P

**WARNING**

Do not allow blade to swing. Blade can injure personnel if not tied.

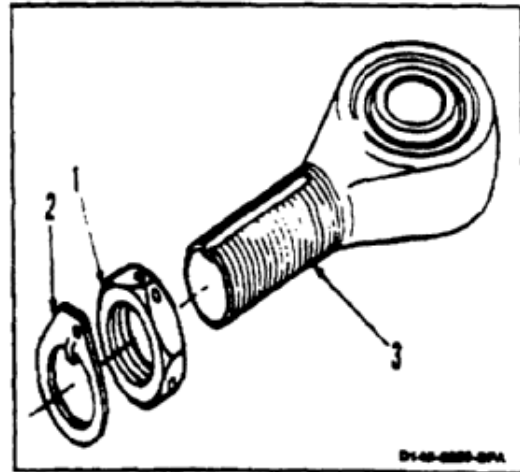
**WARNING**

Do not force nut past last full thread. Rod end can be scored and cause failure of rod end with possible loss of helicopter and loss of life.

**NOTE**

Procedure is same to install rod end on any shock absorber.

1. Install nut (1) and kicking washer (2) on rod end (3).



2. Install rod end (3) in piston (4) until dimension A from end of rod to notched end if the piston is as follows:
  - a. On shock absorbers 114H6800-5 (Teflon rod end bearings outboard), dimension "A" shall be **3.345 inch to 3.435 inch**.
  - b. On shock absorbers 114H6800-11 (elastomeric rod end bearings outboard), dimension "A" shall be **3.095 inch to 3.185 inch**.

**NOTE**

All 114H6800-9 shock absorbers must be modified to 114H6800-11 configuration. To ensure this modification, a thin jam nut (**0.25 inch**) is installed on the lag dampener rod end.

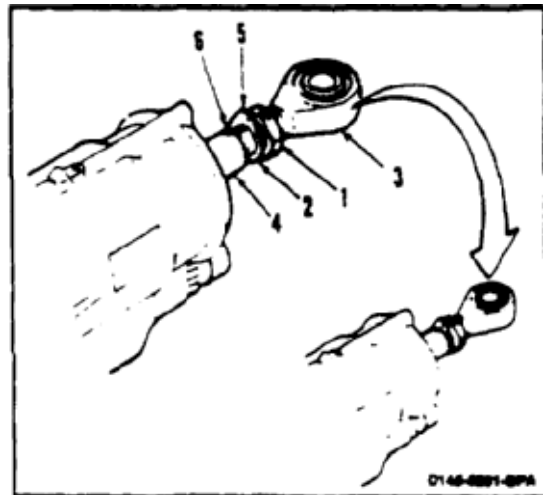
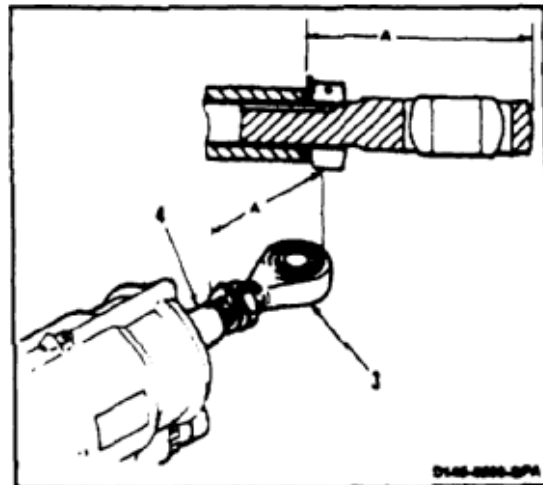
**INSPECT**

3. Align groove (5) in rod end (3) with notch (6) in piston (4).

**WARNING**

Tang of locking washer must be positioned in piston notch, otherwise tang can be broken. This can result in rod end separation with loss of helicopter and loss of personnel.

4. Position locking washer (2) in notch (6). Torque nut (1) to **140 foot-pounds**. Lockwire nut and washer. Use lockwire (E230).

**FOLLOW-ON MAINTENANCE:**

Install shock absorber (Task 5-93).

END OF TASK

5-538

**5-89.1 REPLACE LAG DAMPER LIQUID SIGHT INDICATOR**

5-89.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692

**Materials:**

Lockwire (E231)

**Parts:**

Packing

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

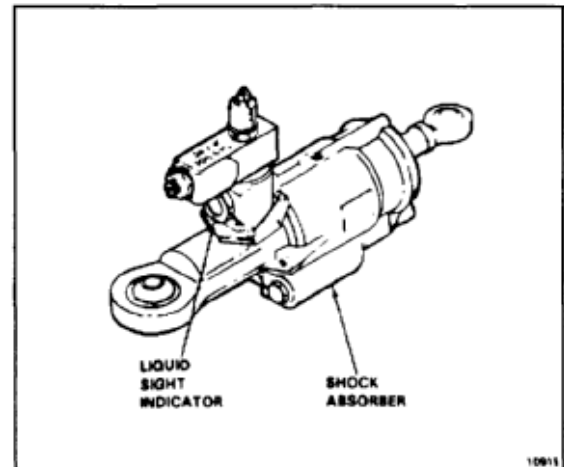
Off Helicopter Task

**General Safety Instructions:****WARNING**

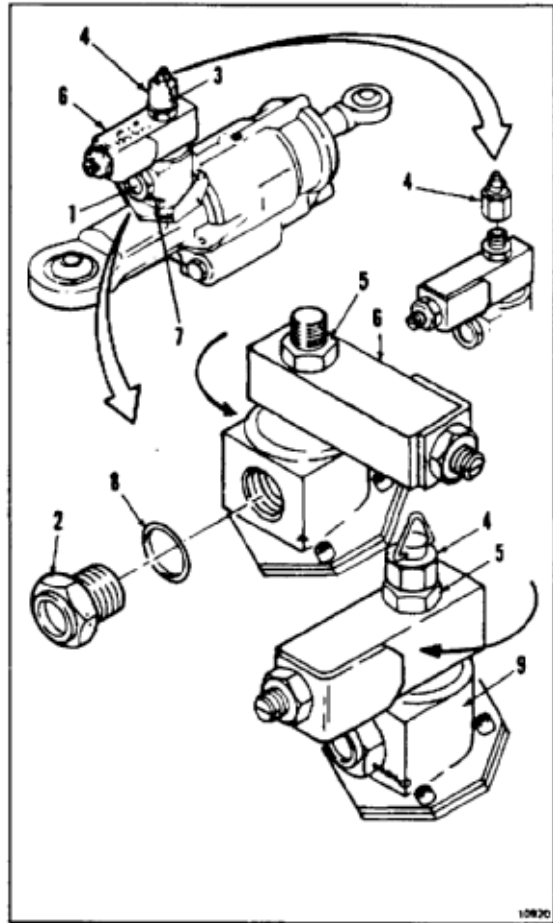
Hydraulic fluid (E197) is moderately flammable. It is toxic if taken internally. It can irritate the skin. In case of contact, immediately flush skin or eyes with water. Get medical attention for eyes.

**CAUTION**

Do not handle shock absorber with vent valve open. Fluid can leak from open valve.



1. Check liquid level (1) in sight glass of indicator (2). If liquid level is below the bottom of the indicator, do the following:
  - a. Remove lockwire (3). Loosen cap (4).
  - b. Loosen nut (5). Turn vent valve (6) 90° counterclockwise.
  - c. Remove lockwire (7). Remove indicator (2) and packing (8) from tank (9).
  - d. Discard packing (8).
  - e. Go to step 3.
2. If liquid level is visible in sight glass (1), do the following:
  - a. Remove lockwire (3) and cap (4).
  - b. Drain tank (9).
  - c. Loosen nut (5). Turn vent valve (6) 90° counterclockwise.
  - d. Remove lockwire (7). Remove indicator (2) and packing (8) from tank (9).
  - e. Discard packing (8).
3. Install replacement indicator (2) and new packing (8) in tank (9).
4. Lockwire indicator (2) to tank (9). Use lockwire (E231).
5. Rotate vent valve (6) over sight indicator (2). Tighten nut (5).
6. Tighten or install cap (4), as applicable. Lockwire cap to nut (5). Use lockwire (E231).

**FOLLOW-ON MAINTENANCE:**

Service lag damper (Task 5-92).

END OF TASK

5-540

**5-89.2 REMOVE ROTARY-WING BLADE SHOCK ABSORBER INBOARD BEARING AND BUSHING (AVIM)**

5-89.2

## INITIAL SETUP

**Applicable Configurations:**Without **45****Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
Arbor Press

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer (2)

**References:**

TM 55-1500-322-24

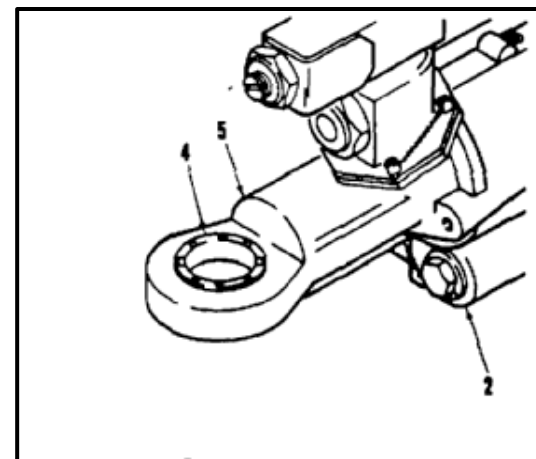
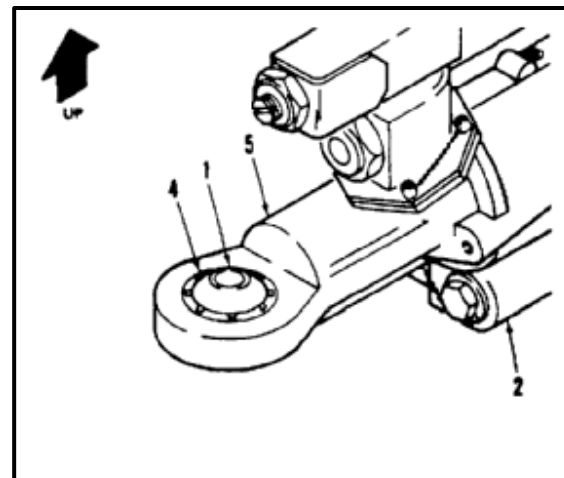
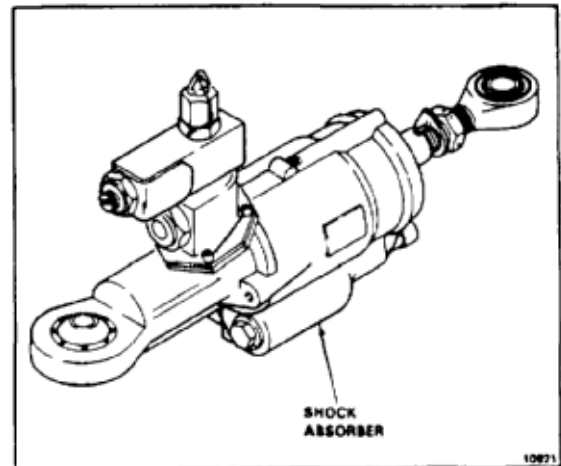
**Equipment Condition:**

Off Helicopter Task



Do not heat housing for bearing or bushing removal.

1. Position inboard bearing (1) of shock absorber (2) in arbor press with flange of bushing (4) up.
2. Press out bearing (1) from housing (5). Use arbor press (TM 55-1500-322-24).
3. Position housing (5) in arbor press with flange of bushing (4) down.
4. Press out bushing (4) from housing (5). Use arbor press (TM 55-1500-322-24).
5. Remove absorber (2) from arbor press.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**Without **45****Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Arbor Press  
 Staking Die (T108)  
 Heat Gun, NSN 4940-00-785-1162

**Materials:**

Corrosion Preventive Compound (E153)  
 Cleaning Cloths (E120)  
 Gloves (E186)  
 Gloves (E187)  
 Solvent (E162)

**Personnel Required:**

Medium Helicopter Repairer (2)  
 Inspector

**References:**

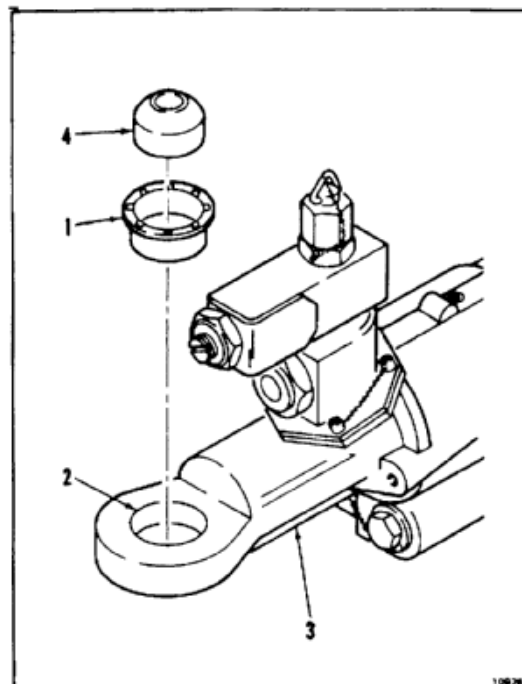
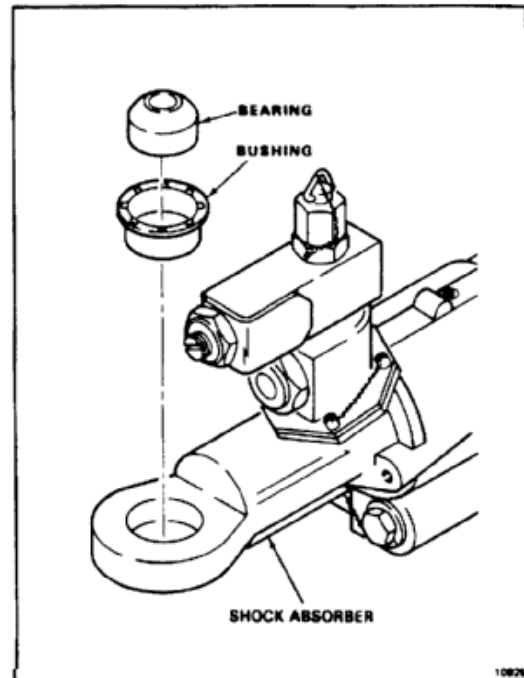
TM 55-1500-322-24  
 TM 55-1520-240-23P

1. If bushing (1) is not being replaced, remove burrs and stake marks from inside and outside diameter of bushing.

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes. Use gloves (E186).

2. Wipe bore (2) of shock absorber housing (3) and outer diameter of bushing (1) and bearing (4). Use cloth (E120) damp with solvent (E162). Wipe surface with dry cloth before solvent dries. Use gloves (E186).



**5-89.3 INSTALL ROTARY-WING BLADE SHOCK ABSORBER INBOARD BEARING AND BUSHING (AVIM) (Continued)**

5-89.3

**WARNING**

Corrosion preventive compound (E153) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Apply compound (E153) to bore (2) and outer diameter of bushing (1). Wear gloves (E186).
4. Position housing (3) in arbor press with sight indicator (6) up.
5. Press bushing (1) into housing (3) until bushing flange seats on housing. Wear gloves (E186) (TM 55-1500-322-23).
6. Heat housing lug to **250° - 300°F (70° - 86°C)** using heat gun. Press bearing (4) into bushing (1) until bottom outer race of bearing is flush with bottom surface of bushing (TM 55-1500-322-24). Wear protective gloves (E186).

**NOTE**

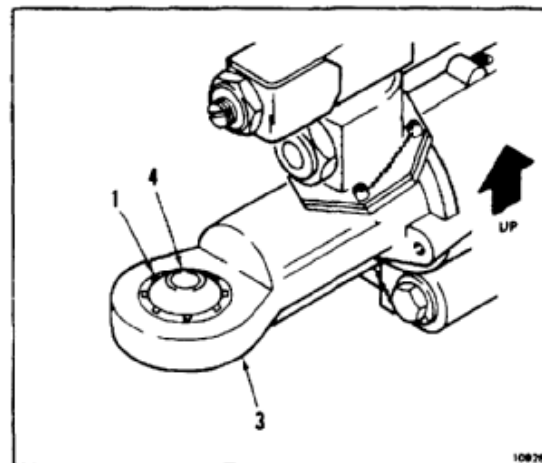
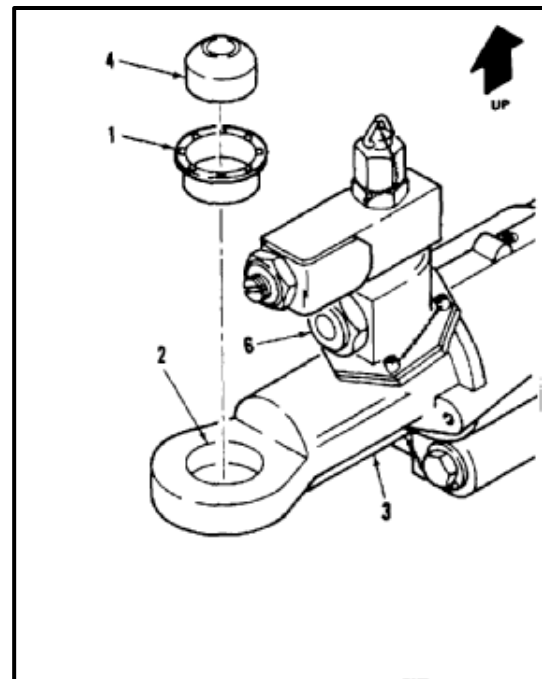
Inner ball of bearing extends beyond bearing outer diameter.

7. Remove excess compound (E153) from bushing (1) and housing (3). Use cloths (E120). Wear gloves (E186).
8. Stake bushing (1) to bearing (4) on flanged side of bushing, at six evenly spaced positions. Use staking die (T108).
9. Stake bushing (1) to flange on opposite side at six evenly spaced positions. Stake next to previous stake marks. Use staking die (T108).

**INSPECT**
**FOLLOW-ON MAINTENANCE:**

None

END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Setting Fixture (T106)  
 Torque Wrench, 0 to 600 Foot-Pounds  
 Open End Wrench, 1-5/16 Inch  
 Crowsfoot, 1-5/16 Inch

**Materials:**

Lockwire (E231)

**Personnel Required:**

Medium Helicopter Repairer (2)  
 Inspector

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electric Power Off  
 Hydraulic Power Off  
 Rotor Blade Positioned Over Fuselage  
 One Forward and One Aft Rotor Blade Tied Down  
 (Task 1-26)  
 Forward or Pylon Work Platform Open (Task 2-2)  
 Shock Absorber Removed (Task 5-87)

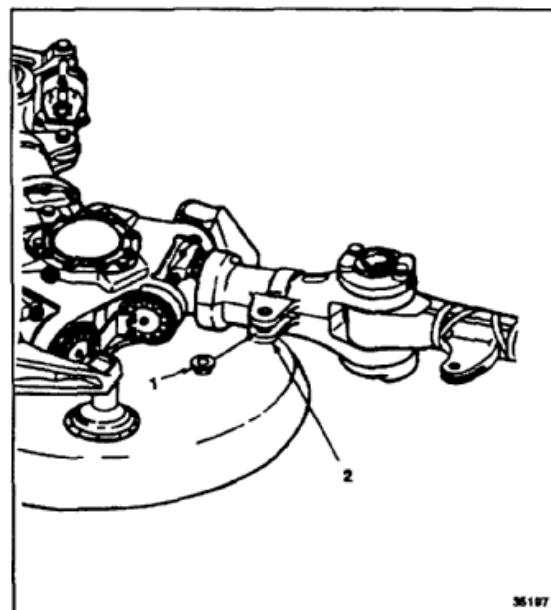
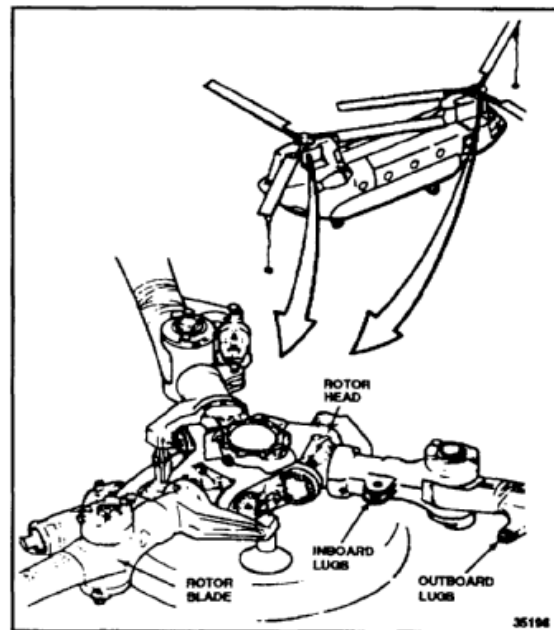
**NOTE**

The procedure is the same to adjust any shock absorber.

1. On helicopters without **50** install sliding bushing (1) inside the bushing in lower inboard lug (2).

**NOTE**

On helicopters with **50** bushings are part of the rotor head.

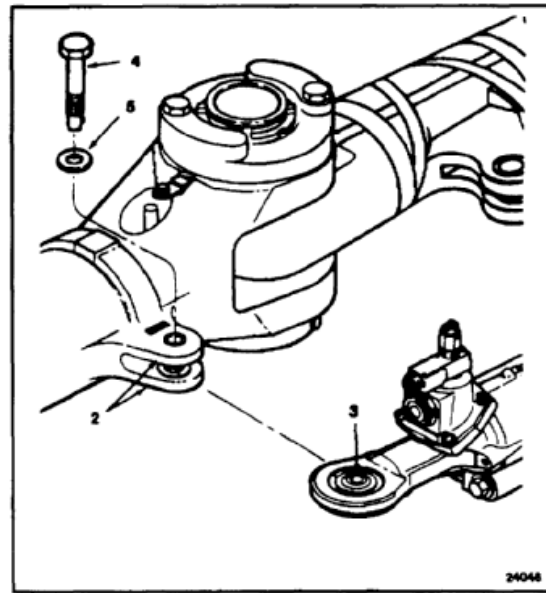




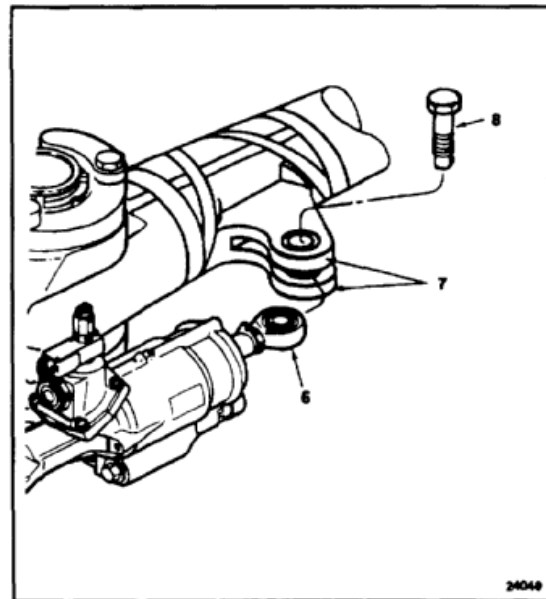
2. Have helper position inboard bearing (3) between inboard lugs (2).
  - a. On helicopters with **50**, install bolt (4) and countersunk washer (5), with countersink against bolt head.
  - b. On helicopters without **50**, install bolt (4).

**NOTE**

Helicopters without **50** use a plain bolt. Helicopters with **50** use a bolt/bushing assembly. A plain bolt is shown.



3. Position rod end bearing (6) between outboard lugs (7). Install bolt (8).

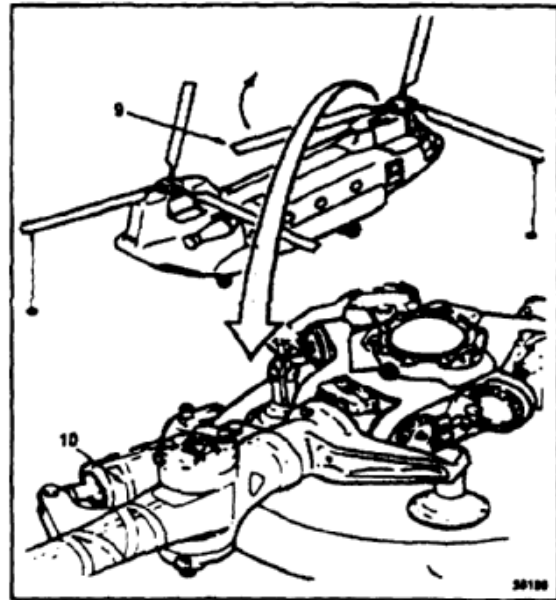


4. Move blade (9) in the direction of shock absorber (10) until absorber is fully compressed. Hold the blade until it remains in place with no pressure applied.

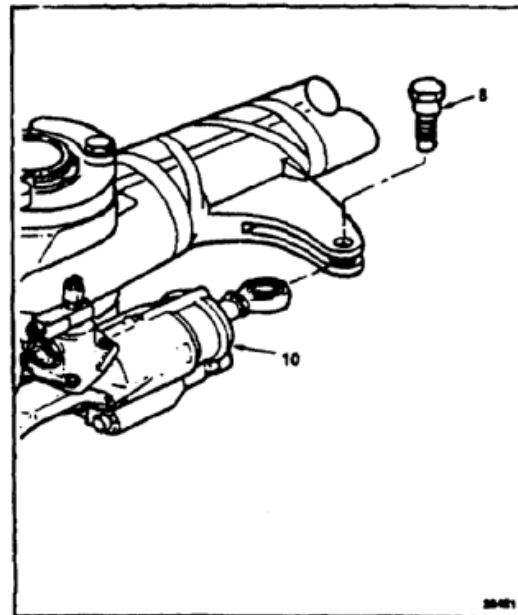
**WARNING**

Do not allow blade to swing. Blade can injure personnel if not tied.

5. Tie blade (9) to the fuselage.



6. Have helper support shock absorber (10). Remove bolt (8).



**NOTE**

Dimension "A" of Task 5-89 cannot be altered to obtain dimension required by Task 5-90.

7. Remove inboard bolt (4) as follows:
  - a. On helicopters without **50**, remove bolt (4) and countersunk washer (5).
  - b. On helicopters with **50**, remove bolt (4). Remove shock absorber (10).

**NOTE**

Helicopters without **50** use a plain bolt. Helicopters with **50** use a bolt bushing assembly. A plain bolt is shown.

**NOTE**

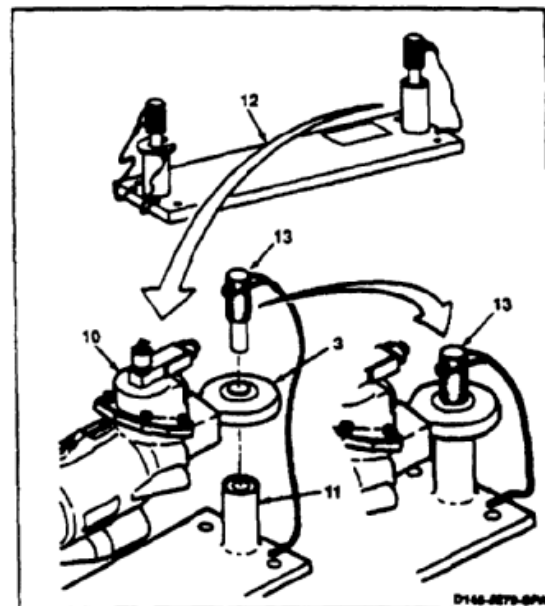
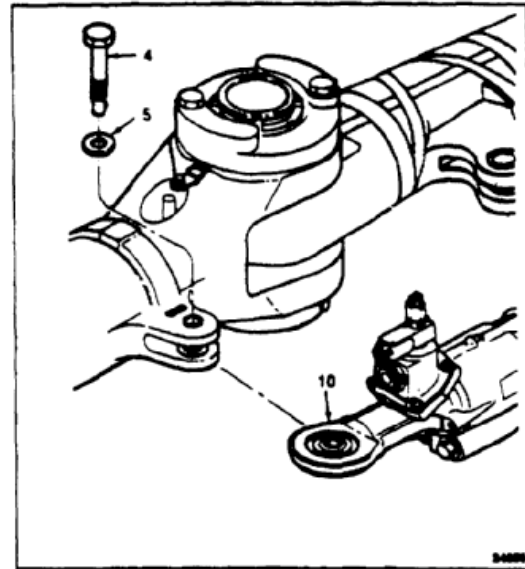
If fixture 114G1306-1 or 114G1306-7 is not available, shock absorbers may be adjusted by measuring from center holes of bearings. With elastomeric bearings, the measurement should be **18.390 inch ±0.005 inch**. Without elastomeric bearings, measurement should be **18.642 inch ±0.005 inch**. Make adjustments in accordance with step 8.

8. Adjust length of shock absorber (10) as follows:

**NOTE**

Shock absorbers 114H6800-5, -6, and -9 (helicopters without **63**) require setting fixture 114G1306-1. Shock absorbers 114H6800-11 (helicopters with **63**) require setting fixture 114G1306-7. Fixture 114G1306-1 is shown.

- a. At setting fixture (T106) (12), position inboard bearing (3) over inboard support (11). Insert inboard pin (13) into inboard support.



- b. Position bearing (6) over support (14).
- c. Remove spacer (15) from support (14). Position bearing (6) on the support.



Do not lift bearing to align rod-end pin. Do not force pin into support. Do not adjust rod-end on fixture. Damage to fixture can result.

#### NOTE

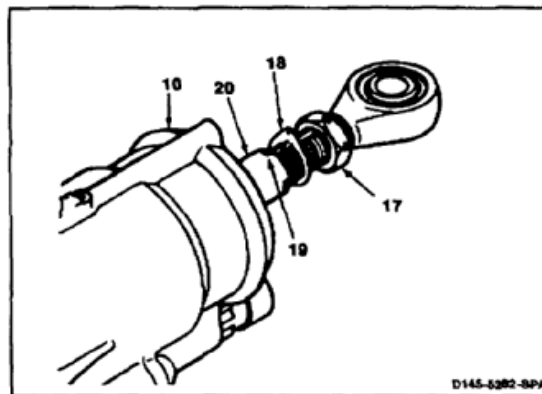
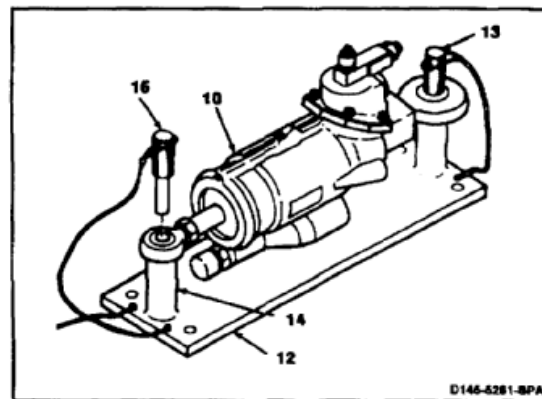
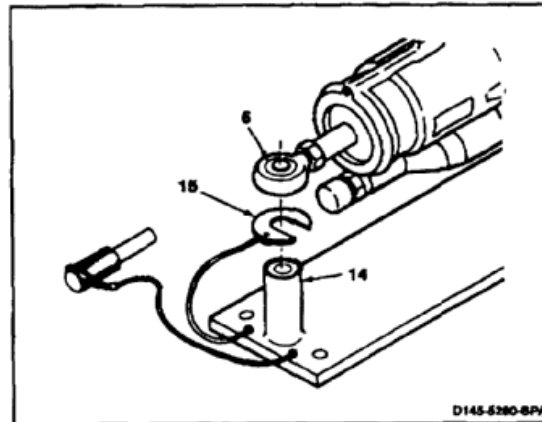
The spacer is not used to adjust this shock absorber.

- d. Insert rod-end pin (16) into rod-end support (14). Check that pin fits freely at least **3/4 inch** into the support.

#### NOTE

Setting fixture 1144G1306-1 is set to a nominal shock absorber length of **18.642 inches**. Setting fixture 114G1306-7 is set to **18.390 inches**. If the pin does not fit freely, the shock absorber is not the correct length.

- e. Remove pins (13 and 16). Remove shock absorber (10) from fixture (12).
9. If the length of shock absorber (10) is not correct, adjust it as follows:
- a. Loosen nut (17). Move locking washer (18) clear of notch (19) in piston (20).



**NOTE**

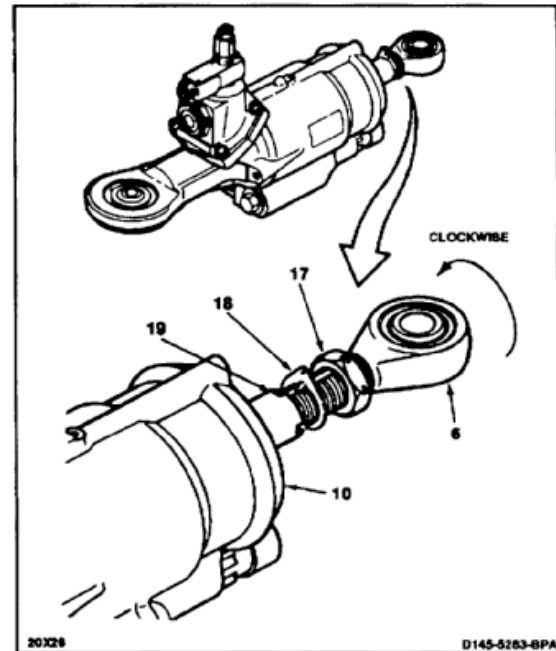
Turning rod-end bearing **1/4-turn** to next piston notch changes shock absorber length **0.018 inch**.

- b. Turn bearing (6) clockwise to shorten shock absorber. Turn it counterclockwise to lengthen shock absorber.
- c. Repeat step 8 to check length of shock absorber (10).



Hold piston flats with wrench when tightening nut. Movement between piston and rod-end will damage locking washer.

10. Position locking washer (18) in notch (19). Torque nut (17) to **140 foot-pounds**. Lockwire nut. Use lockwire (E231).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Container (T107)

**Materials:**

Hydraulic Fluid (E197)  
Cloth (E120)  
Barrier Material (E80)  
Waterproof Tape (E395)  
Lockwire (E231)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:**

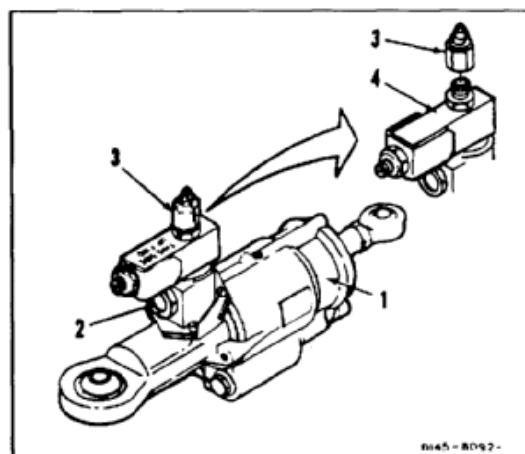
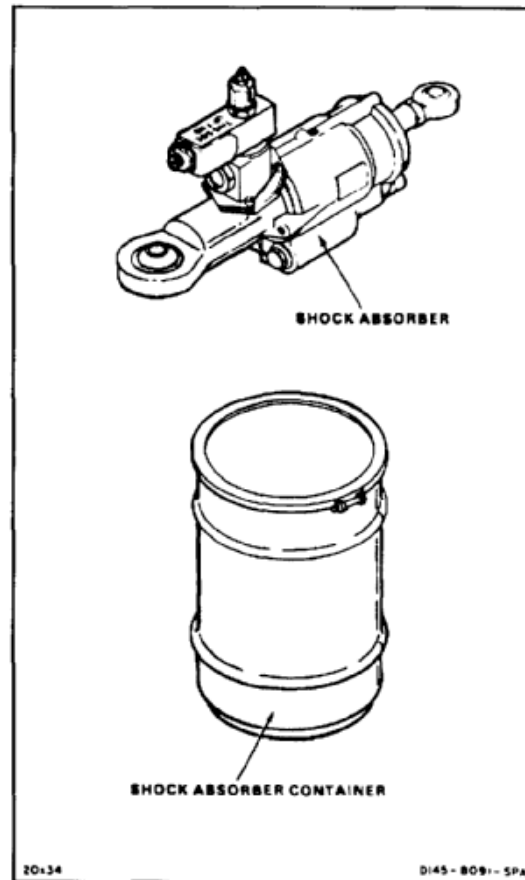


Hydraulic fluid (E197) is moderately flammable. It is toxic if taken internally. It can irritate the skin. In case of contact, immediately flush skin or eyes with water. Get medical attention for eyes.



Do not handle shock absorber with vent valve open. Fluid can leak from open valve.

1. Check fluid level in shock absorber (1). If fluid level is not within midpoint of sight indicator (2), service shock absorber as follows:
  - a. Remove lockwire from cap (3). Remove cap.
  - b. Add hydraulic fluid (E197) to tank (4). Check that fluid level is within midpoint of indicator (2).
  - c. Install cap (3). Lockwire cap. Use lockwire (E231).

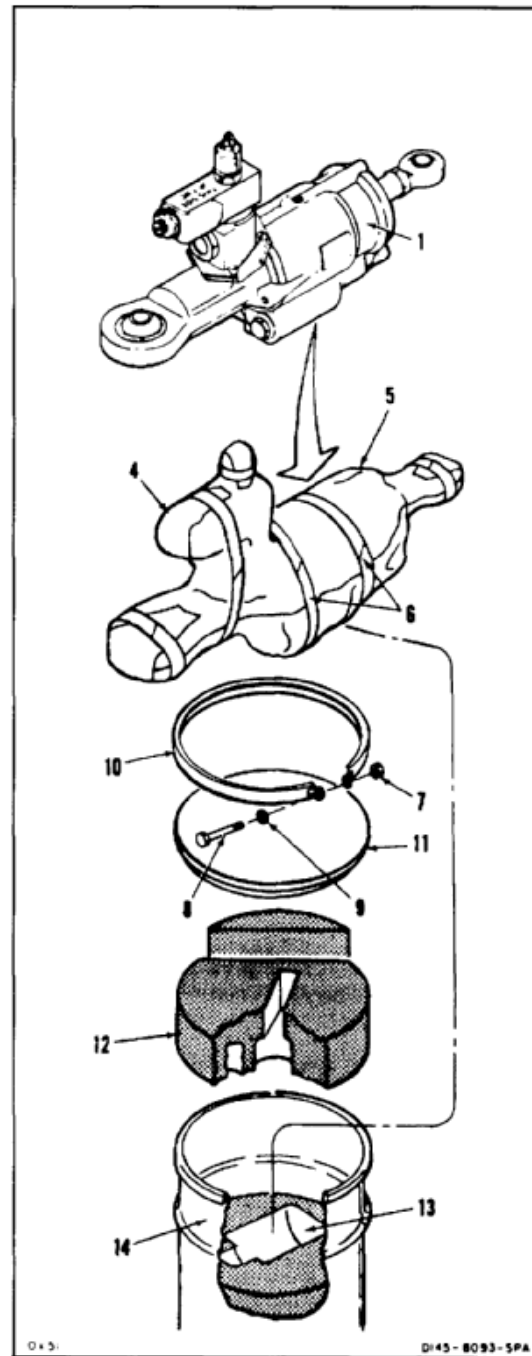


2. Wipe shock absorber (1) clean, including unpainted surfaces. Use cloth (E120) damp with hydraulic fluid (E197).

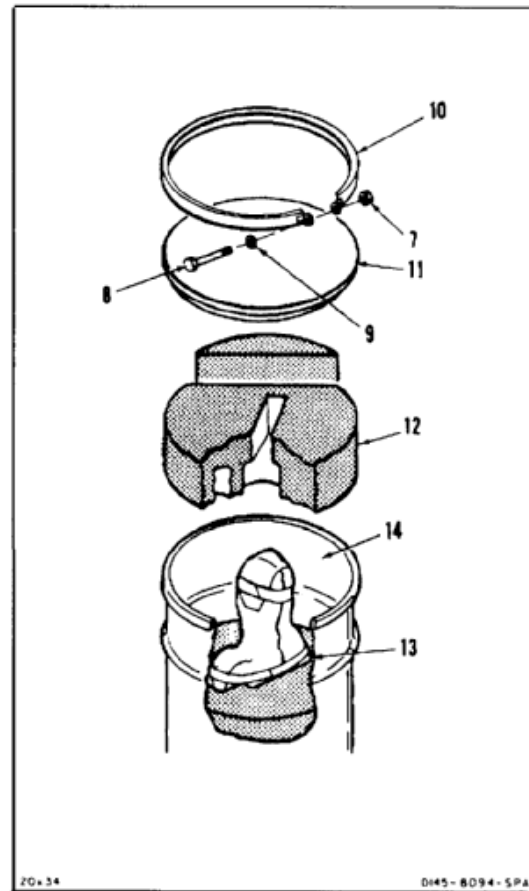


Do not apply preserving compounds as grease to shock absorber. Removal requires solvent which can damage dry-type bearings.

3. Wrap shock absorber (1). Use barrier material (E80) (5). Secure barrier material with tape (E395) (6).
4. Remove nut (7), bolt (8), and washer (9). Remove lockring (10). Remove cover (11). Remove upper cushion (12).
5. Position shock absorber (1) in lower cushion (13) of container (T107) (14) with tank (4) up.



6. Position upper cushion (12) on lower cushion (13).
7. Position cover (11) on container (T107) (14). Install lockring (10), bolt (8), washers (9), and nut (7).
8. Label container (T107) (14) with part number and reason for removal, if required.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-552



**5-92 PLACE SHOCK ABSORBER IN SERVICE**

5-92

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

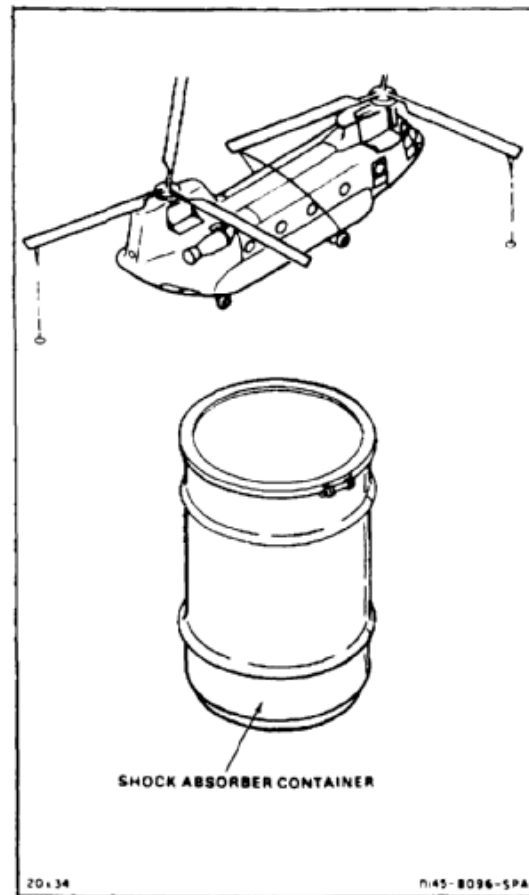
Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692

**Materials:**

None

**Personnel Required:**Medium Helicopter Repairer (5)  
Inspector**Equipment Condition:**Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
One Forward and One Aft Rotary-Wing Blade Tied  
Down, Blade Without Shock Absorber Tied To Two  
Landing Gear Shackles (Task 1-26)  
Work Platforms Open (Task 2-2)**References:**TM 55-1520-240-23P  
Task 5-93

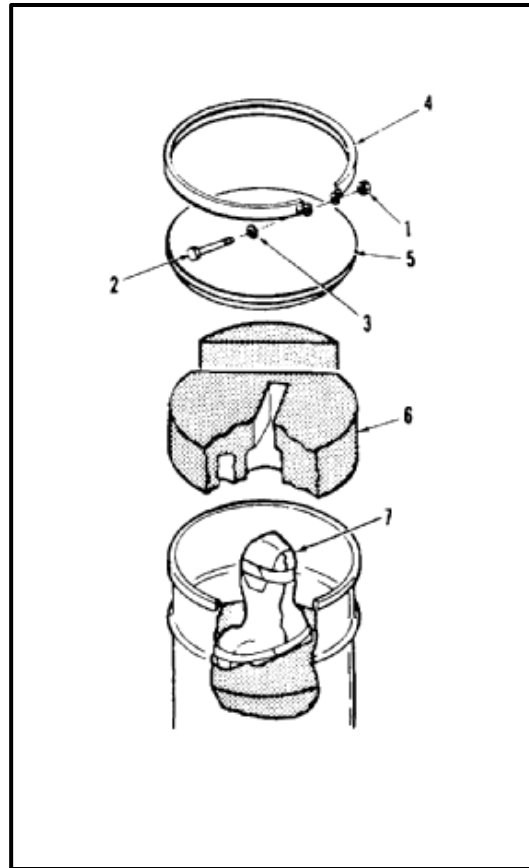
Do not clean shock absorber with any kind of solvent. Damage to dry-type bearings can result.



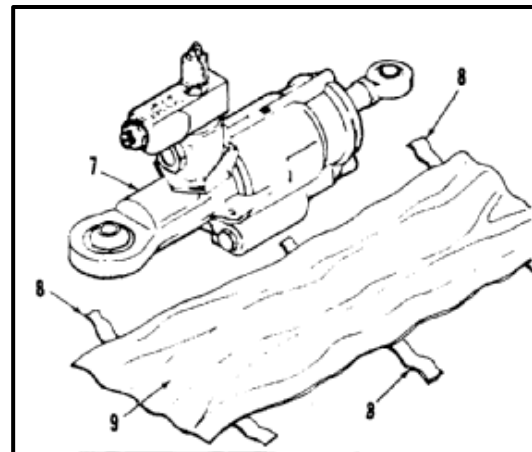
**NOTE**

Procedure is same to place any shock absorber in service. There are six shock absorbers.

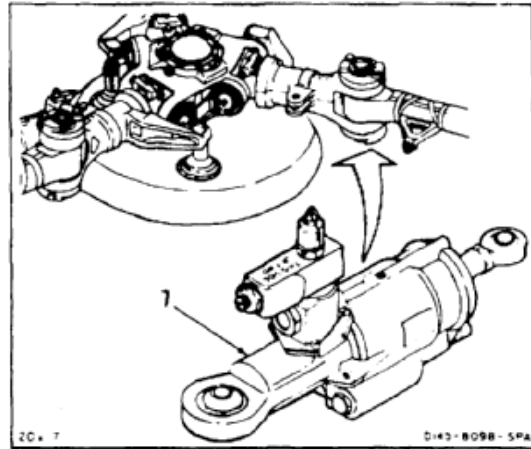
1. Remove nut (1), bolt (2), and washer (3). Remove lockring (4).
2. Remove lid (5). Remove upper cushion (6). Remove shock absorber (7).



3. Remove tape (E395) (8) and barrier material (E80) (9) from shock absorber (7) (Task 5-93).



4. Install shock absorber (7) (Task 5-93).



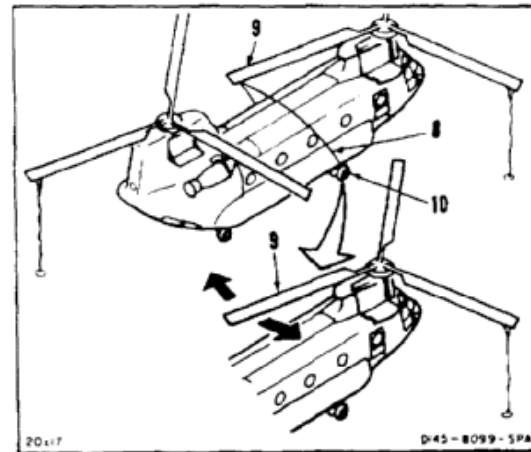
5. Bleed air from shock absorber as follows:

- a. Remove ties (8) from blade (9) to landing gear shackles (10).

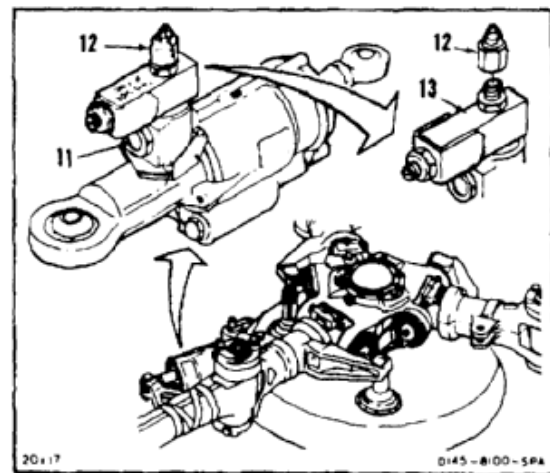
**NOTE**

Blade is used as lever to move shock absorber.

- b. Have helpers lift and move blade (9). Move to full lead and full lag positions. Repeat cycle **five times**. Have helpers lower blade.



- c. Check that fluid level is within center of sight indicator (11). If fluid is within center, go to Follow-On Maintenance.
- d. If fluid is not visible in center of indicator (11), remove lockwire and cap (12).
- e. Add hydraulic fluid (E197) to tank (13) until level is at center of indicator (11). Install cap (12). Lockwire cap. Use lockwire (E231).



- f. Repeat step b.

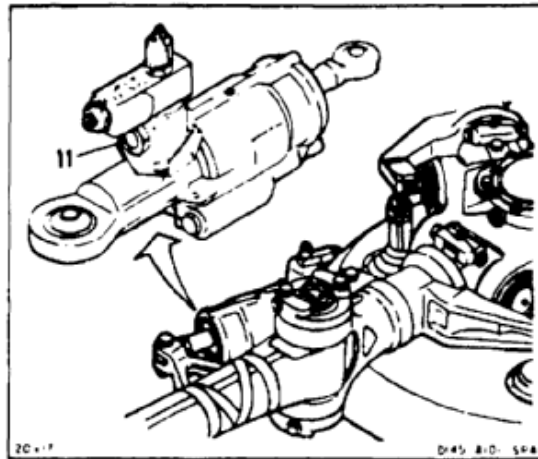
**NOTE**

Fluid level must remain in center of indicator after five shock absorber cycles.

- g. Check that fluid has not dropped below indicator (11).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-556

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 0 to 600 Foot-Pounds  
 Torque Wrench, 0 to 150 Inch-Pounds  
 Micrometer  
 Rotary-Wing Blade Sling (T35)  
 Rigging Tool, Lead-Lag Damper (T72)

**Materials:**

Antiseize Compound (E75)  
 Cloth (E120)  
 Acetone (O-A-51) (E20)  
 Hydraulic Fluid (E197)  
 Lockwire (E231)  
 Gloves (E186)

**Parts:**

Cotter Pins

**Personnel Required:**

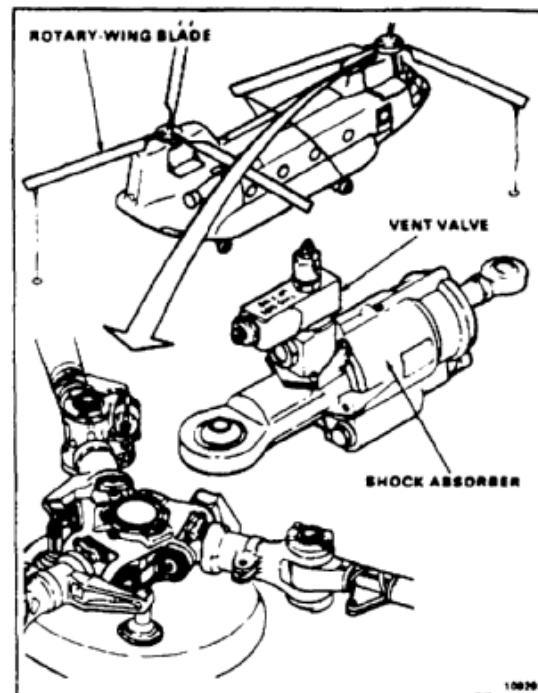
Medium Helicopter Repairer (6)  
 Inspector

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Shock absorber set a nominal length (Task 5-90)  
 Required if installing a replacement shock absorber  
 or replacement of either shock absorber bearing  
 has been accomplished



**NOTE**

Procedure is same to install any shock absorber. There are six shock absorbers.

1. Clean bearing bores (1) of shock absorber (2). Use cloth (E120).

**INSTALL ABSORBER WITHOUT 50 OR WITH 58****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

2. Clean bolts (3 and 4), bushing (5), and washers (6, 7, and 8). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).

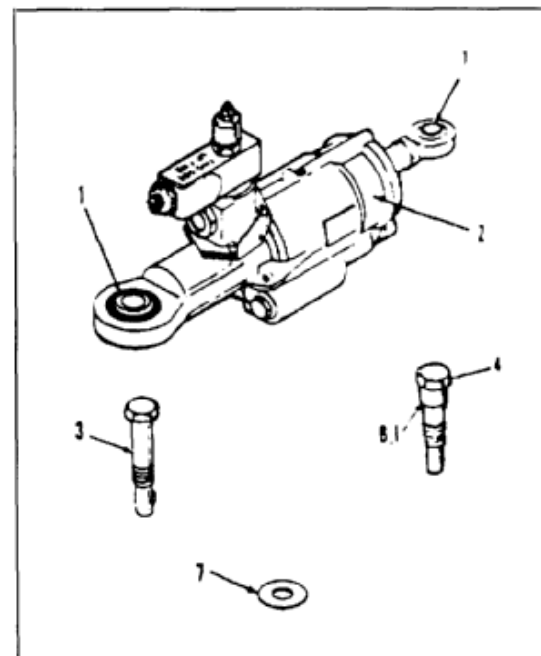
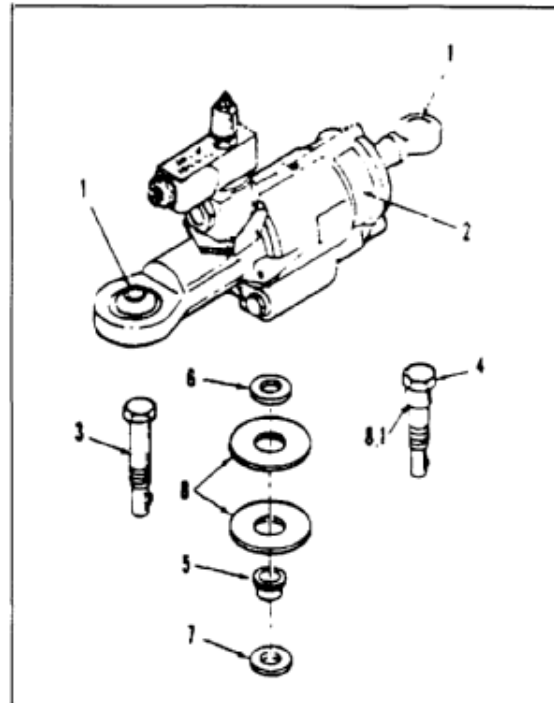
**INSTALL ABSORBER WITH 50**

- 2.1. Measure bushing (8.1) of bolt (4) at several places. Use a micrometer. Minimum diameter of bushing shall be **1.090 inch**.

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

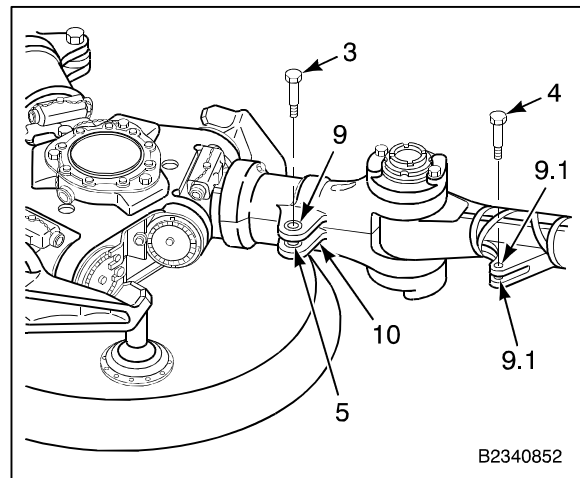
- 2.2. Clean bolts (3 and 4) and washer (7). Use cloth (E120) damp with acetone (E20). Wear gloves (E186).



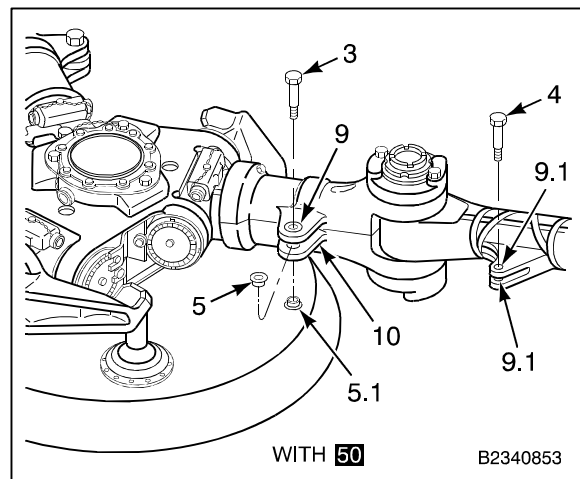
**INSTALL ABSORBER (WITHOUT 50 OR WITH 58)****WARNING**

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

3. Coat inside diameter of two bushings (9 and 9.1), the shank of bolts (3 and 4), and sliding bushing (5). Use a very light coat of antiseize compound (E75). Wear gloves (E186).
4. Have inspector verify that sliding bushing (5) is correctly installed in lower inboard lug (10). Install if necessary.

**INSTALL ABSORBER (WITH 50)**

- 4.1. Coat inside diameter of two bushings (5 and 5.1), the shank of bolts (3 and 4), and bushings (9 and 9.1). With a very light coat of antiseize compound (E75). Wear gloves (E186).
- 4.2. Have inspector verify that bushings (5 and 5.1) are installed in lower inboard lug (10).
- 4.3. Have inspector verify that bushing (9) does not protrude above or below and is tight in upper lug (10). Use straight across surfaces of lug.



**CONNECT SHOCK ABSORBER AT INBOARD LUGS  
(WITHOUT 50 AND WITH 58)**

**WARNING**

Make sure blade is supported by sling during installation; otherwise, damage to helicopter or injury to personnel could result.

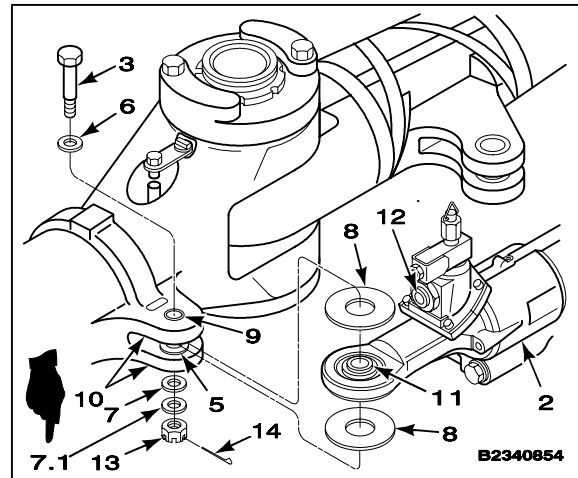
**CAUTION**

Do not mix elastomeric bearings with Teflon bearings on inboard end of shock absorbers (With 45). If elastomeric bearings are installed in inboard end of shock absorber, bushings 114H6803-2 must be installed in shock absorbers.

**NOTE**

Aircraft/rotor heads (With 58) installed or "SK" behind the part number can have either elastomeric or Teflon bearing shock absorber/lag dampers installed. Bolt (3) can either be part number BACB30ST1239, or 145R3119-3, or bolt 145R3650-4 with the bushing removed from the bolt.

- 5. Install shock absorber (2) with bearing (11) and two Teflon washers (8) between inboard lugs (10). Face sight indicator (12) up and inboard.
- 6. Install countersunk washer (6) on bolt (3), with countersink toward bolthead.
- 6.1. Before torquing bolts for shock absorbers (With 45) position the blade over the tunnel cover and install the lead lag tool (T72). This removes the load of the blade and prevents uneven torquing with elastomeric bearings.



**CAUTION**

Positive retention bolts are installed in shock absorber bearings. These bolts require special torque (Task 1-14). Do not torque bolt until a qualified inspector has verified that sliding bushing (5) is installed.

Antiseize compound on thread of bolt or nut may result in over-torquing.

(With 45) Uneven torquing of elastomeric bearings could cause the bearing to become unseated during flight.

- 7. Align holes in lugs (10) and bearing (11). Install bolt (3) and washer (7).
- 7.1. Check that there is no antiseize compound on thread of nut (13). Install nut on bolt (3). Torque nut to **110-250 foot-pounds**. Install cotter pin (14). Washer (7) may be added to align cotter pin.

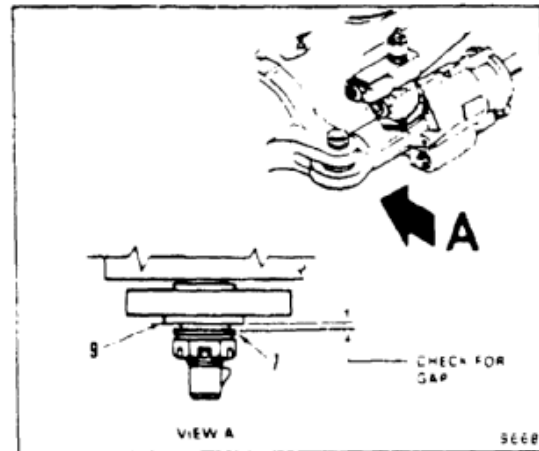
**NOTE**

Use AN960-1216 and/or AN960-1216L washers (7.1) between nut (13) and MS20002-12 washer (7) as required to align cotter pin hole in bolt (3) with slot in nut (13).

- 7.2. Check that Teflon washers (8) are not caught between bearing (11) and bushings (5 or 9). After torque application, the Teflon washers must be free to turn.

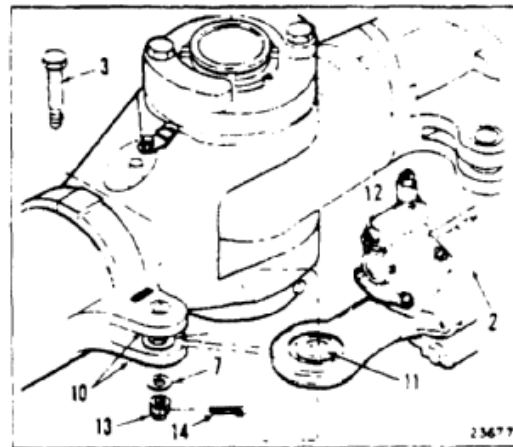


- 7.3. Check that there is a gap between washer (7) and lower bushing (9).



**CONNECT SHOCK ABSORBER AT INBOARD LUGS WITH 50**

- 7.4. Install shock absorber (2) with bearing (11) between reboard lugs (10). Face sight indicator (12) up and inboard.
- 7.5. Align holes in lug (10) and bearing (11). Install bolt (3), washer (7) and nut (13). Torque nut to **100 to 135 foot-pounds**. Install cotter pin (14). Washer (7) may be added to align cotter pin.



**CONNECT SHOCK ABSORBER AT OUTBOARD LUGS**

8. Check that bushing (15) is installed in lower lug (16).

**NOTE**

Positive retention bolts are installed in shock absorber bearings. These bolts require special torque (Task 1-14).

- 8.1. Coat bushings (15 and 15.1) with a very light coat of antiseize compound (E75).



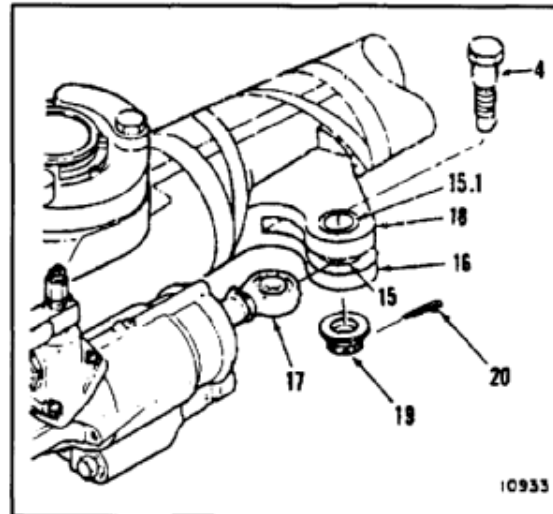
Antiseize compound on thread of bolt or nut may result on over-torquing.

9. Install rod-end bearing (17) between outboard lugs (16 and 18). Align holes in lugs and bearing. Install bolt (4).

**NOTE**

A gap between top of bracket (18) and flange of bushing (15.1) is allowed. Bushing may contact bolt head.

- 9.1. Check that there is no antiseize compound on thread of nut (19).
10. Install nut (19). Torque nut to **60 to 100 foot-pounds**. Install cotter pin (20).



11. If required, position vent valve (21) for forward or aft installation as follows:

**NOTE**

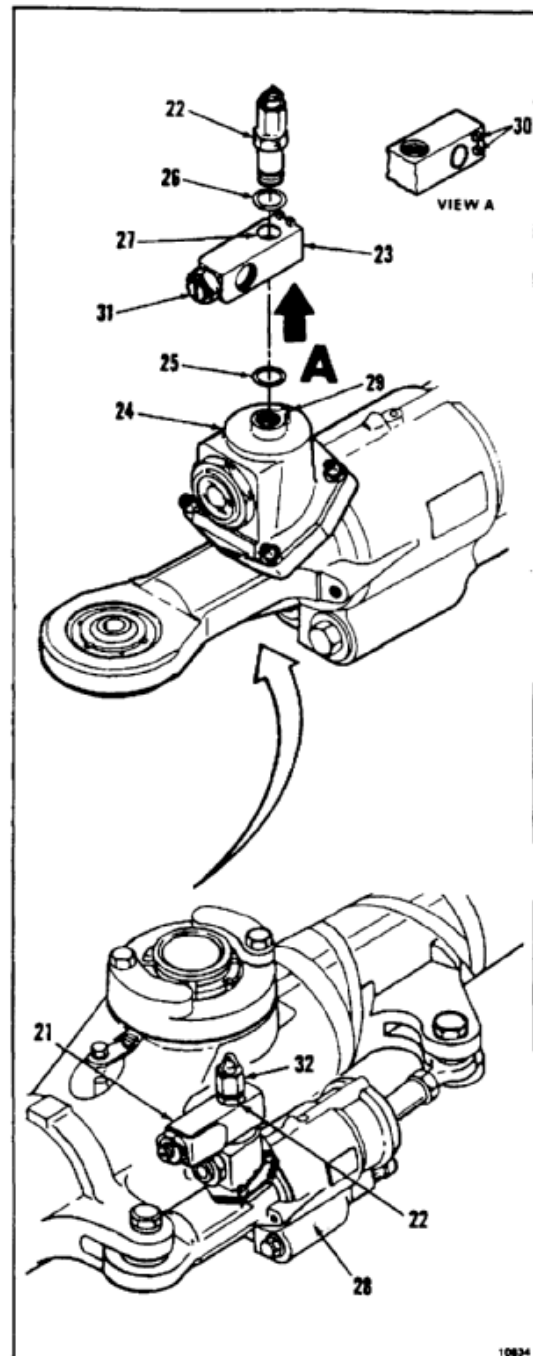
On forward head, vent valve marking THIS SIDE UP FWD must face up.  
On aft head, vent valve marking THIS SIDE UP AFT must face up.

- a. Remove lockwire. Remove bolt fitting (22) and valve body (23). Allow body to lift from tank (24) and turn with filling.
- b. Remove packing (25). Remove fitting (22) and packing (26).
- c. Coat fitting (22), hole (27), and packings (25 and 26). Use hydraulic fluid (E197).



Do not install packings in wrong places. Packing at head of fitting is thicker and smaller in diameter than packing under body. Leakage can occur if packings are installed in wrong places.

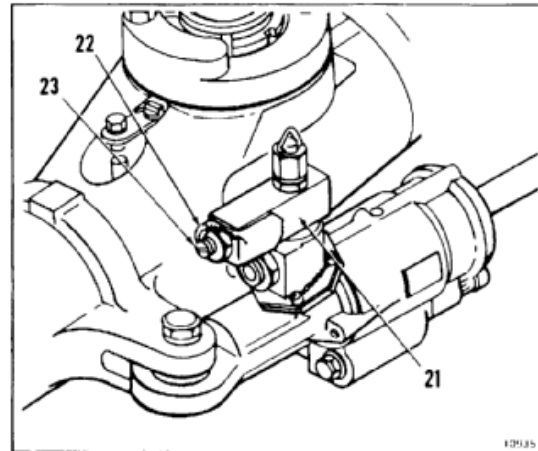
- d. Install packing (26) on fitting (22).
- e. Position body (23) with markings up for head where shock absorber (28) is installed.
- f. Install fitting (22) in body (23). Seat packing.
- g. Install packing (25) on fitting (22).
- h. Screw fitting (22) and body (23) halfway into tank (24). Let body turn.
- i. Position body (23) so index lug (29) on tank (24) is between lugs (30). Screw (31) will face inboard. Hold body. Screw fitting (22) all the way into tank.
- j. Lockwire cap (32) and fitting (22) to lugs (33). Use lockwire (E231).



**WARNING**

Vent valve must be open for operation below **0°F (-18°C)**. Valve must be closed for operation above **30°F (-1°C)**. Dangerous ground and flight conditions can result if valve is in wrong position. At **0° - 30°F (-18° - 1°C)** valve may be open or closed.

12. If operational temperatures are **0°F (-18°C)** or lower, open vent valve (21) as follows:
  - a. Remove lockwire. Loosen nut (22) on adjustment screw (23).
  - b. Turn screw (23) clockwise to close valve (21) completely. Turn screw counterclockwise **1/2-turn** to open valve.
  - c. Torque nut (22) to **25 inch-pounds**. Lockwire nut to screw (23). Use lockwire (E231).
13. If operational temperatures are **30°F (-1°C)** or higher, close vent valve (21) as follows:
  - a. Repeat step 12a.
  - b. Turn screw (23) clockwise to close valve completely.
  - c. Repeat step 12c.

**FOLLOW-ON MAINTENANCE:**

Remove sling from blade.  
 Remove tiedown lines from blade over fuseage (Task 1-26).  
 Close work platforms (Task 2-2).

END OF TASK

5-564

**SECTION V**  
**MAIN ROTOR CONTROLS**

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 700 to 1600 Inch-Pounds  
 Crow-Foot Wrench

**Materials:**

Lockwire (E231)

**Parts:**

Cotter Pin

**Personnel Required:**

Medium Helicopter Repairer (5)  
 Inspector

**Equipment Condition:**

Electrical Power On  
 Hydraulic Power On  
 Battery Connected (Task 1-39)  
 AFCS System Select Switch Off  
 Tiedown Lines Installed on One Forward and One Aft  
 Blade (Task 1-26)  
 Work Platforms Open as Required (Task 2-2)

**References:**

TM 1-6625-724-13&P

**General Safety Instructions:**

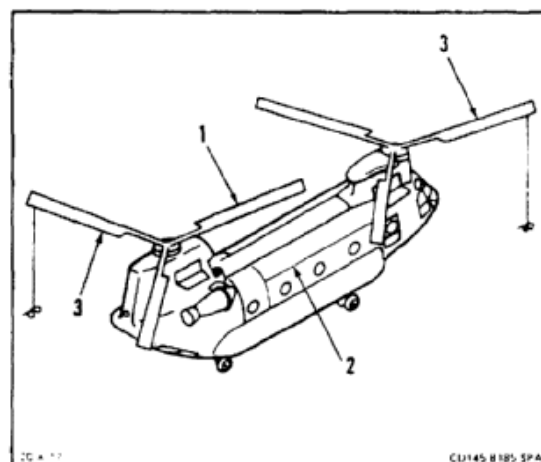
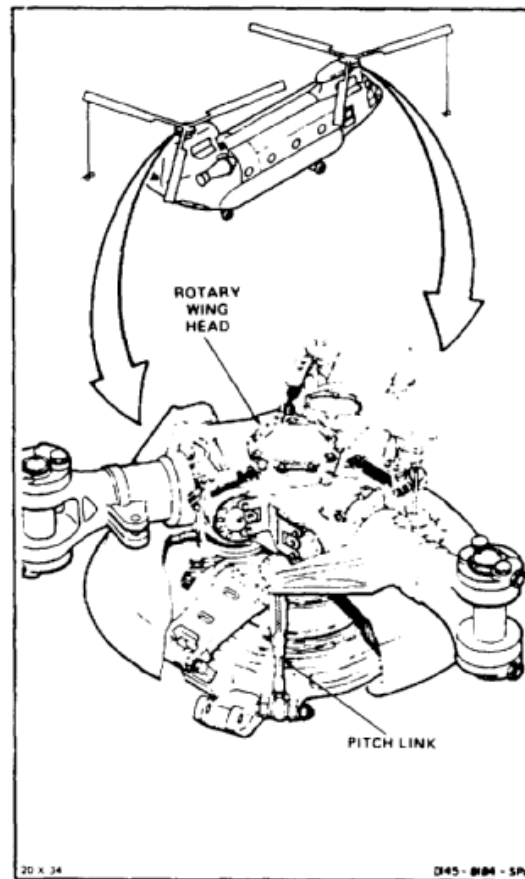
**WARNING**

Do not move controls when adjusting pitch links, serious injury to personnel can result.

**NOTE**

Procedure is same to adjust forward or aft pitch links. Aft pitch link is shown in task.

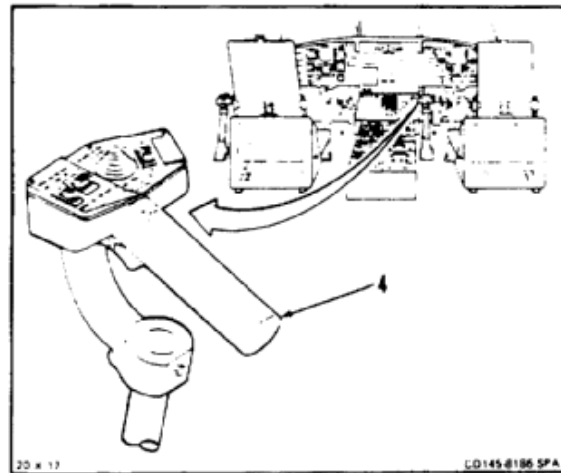
- Center blade (1) over tunnel (2). Tie down one forward and one aft blade (3).



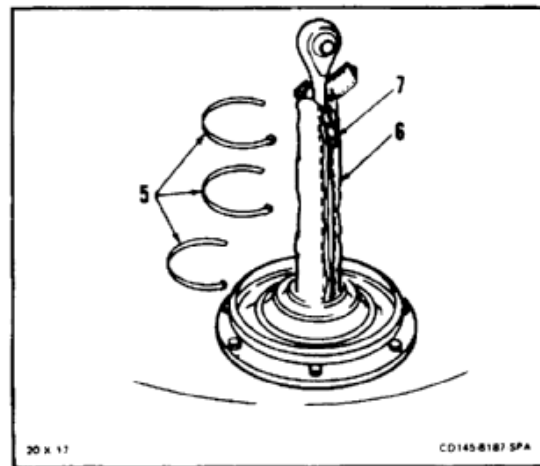
**WARNING**

Restrain blades when thrust control is raised or lowered to prevent injury to personnel and damage to the aircraft. Aft blade can hit the strobe light when thrust control is full up.

2. Raise thrust control (4) all the way up.



3. Cut ties (5) on pitch link boot (6). Pull zipper (7) down.

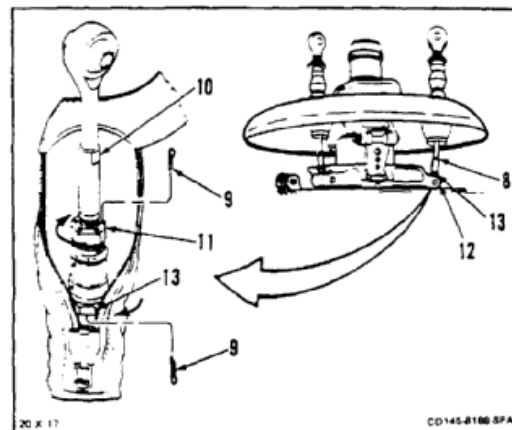


4. Adjust pitch link (8) as follows:
  - a. Remove lockwire and two cotter pins (9).

**CAUTION**

In order to keep from shearing pin in center of pitch link hold rod end closest to the nut and loosen.

- b. Hold rod end (10) closest to the nut and turn upper checknut (11) to loosen.
- c. Hold rod end (12) closest to the nut and turn lower checknut (13) to loosen.



- d. Have helpers raise blade (1).
- e. Turn turnbuckle (14) toward (-) symbol to shorten pitch link (8). Turn turnbuckle toward (+) symbol to lengthen pitch link.
- f. Check that rod ends (10 and 12) are installed deep enough to close inspection holes (15).

**CAUTION**

In order to keep from shearing pin in center of pitch link hold rod end closest to the nut and loosen.

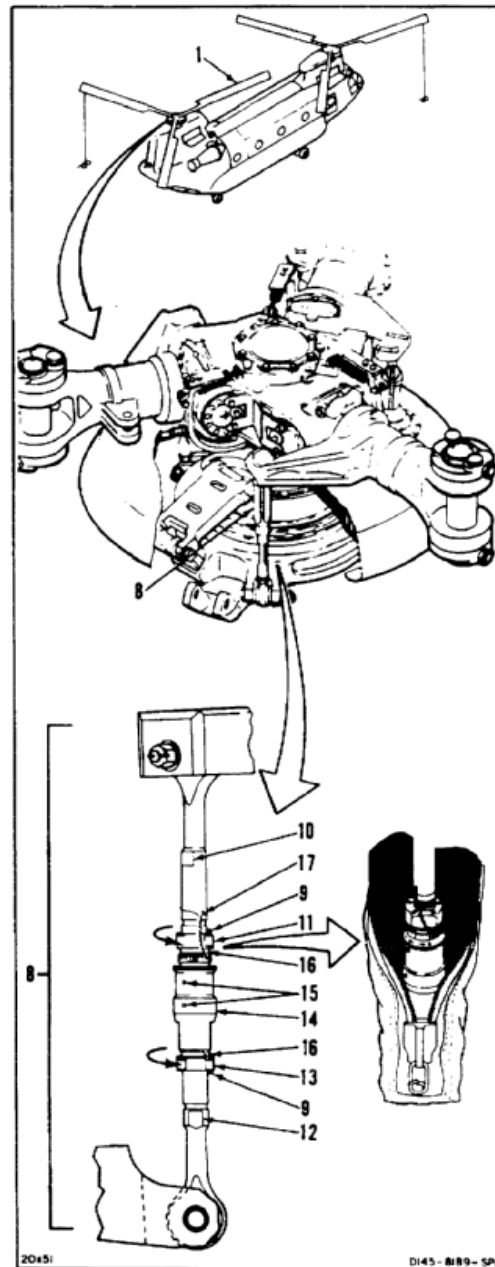
- g. Hold rod end (10) closest to the nut and torque checknut (11). Hold rod end (12) closest to the nut and torque checknut (13). Torque checknuts to **1050 to 1300 inch-pounds**.
- h. Have helpers lower blade (1).

**CAUTION**

Do not bend cotter pin ends outside of indicator sleeves. Pitch link boot can be damaged.

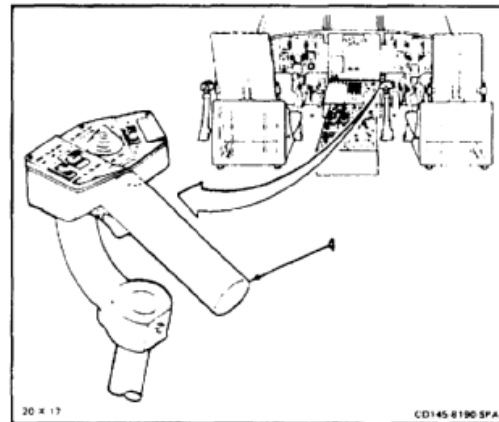
- i. Install two cotter pins (9) through checknuts (11 and 13) and indicator sleeves (16).
- j. Install lockwire (E231) from sleeve (16) through hollow pin (17) to prevent movement of turnbuckle (14) in (+) direction. Cut lockwire at pin.

**INSPECT**





5. Lower thrust control (4).



**FOLLOW-ON MAINTENANCE:**

- Install pitch link boot (Task 5-135).
- Close work platforms (Task 2-2).
- Electrical power off.
- Hydraulic power off.
- Perform tracking and balancing per TM 1-6625-724-13&P.
- Check autorotation % RPM (Task 5-139).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Antiseize Compound (E75)  
Protective Gloves (E186.1)

**Parts:**

Cotter Pins  
Bolts

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**References:**

TM 55-1520-240-23P  
Task 1-14

**Equipment Condition:**

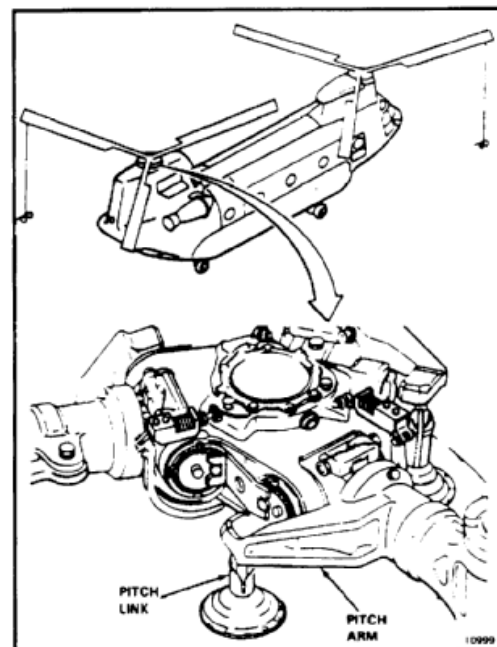
Electrical Power On  
Hydraulic Power On  
Battery Connected (Task 1-39)  
AFCS System Select Switch Off  
Tiedown Lines Installed On One Forward and One Aft  
Blade (Task 1-26)  
Work Platforms Open as Required (Task 2-2)  
Cockpit Flight Controls in Neutral Position (Task  
11-33)  
Safety Blocks (T31) Installed at Dual Actuating  
Cylinders (Task 11-28)

**General Safety Instructions:****WARNING**

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Do not disconnect either end of a pitch link unless the blade load is removed from the pitch link. Injury to personnel and damage to equipment can occur if a pitch link is disconnected without the blade load being supported by other means.

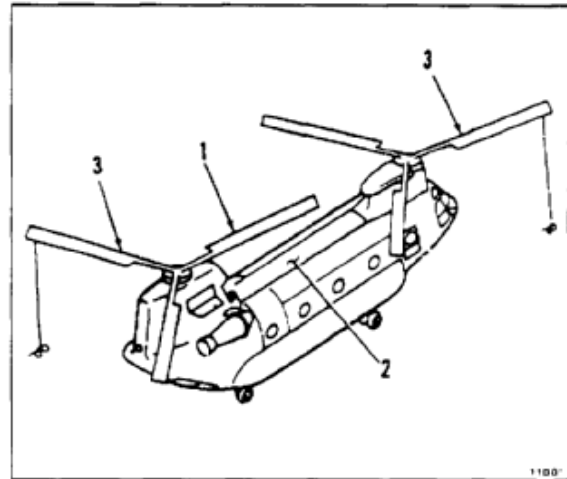


**NOTE**

Procedure is same to install forward or aft pitch links. Aft pitch links are shown in task.

Positive retention bolts are installed in pitch links. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

1. Position blade (1) with bolt to be replaced over tunnel (2). Tie down one forward and one aft blade (3).

**NOTE**

There may be two different five digit codes marked on the part. The five digit code 81966 is not the manufacturer's CAGE Code. If found, the number 81966, identifies the part as having been manufactured in accordance with government technical data package (TDP).

If any bolts part number is 114R3650-13, identify the five digit manufacturer's code or manufacturer's name on the bolt head. If the bolt head is marked with one of the following CAGE Codes or manufacturer's name listed below, the 114R3650-13 bolt is serviceable.

- (A) CAGE Code 84256 (Avibank Manufacturing Co.)
- (B) CAGE Code 77272 (Boeing)

If any bolts part number is 114R3650-15, identify the five digit manufacturer's code or manufacturer's name on the bolt head. If the bolt head is marked with one of the following CAGE Codes or manufacturer's name listed below, the 114R3650-15 bolt is serviceable.

- (A) CAGE Code 56878 (SPS Technologies Inc.)
- (B) CAGE Code 84256 (Avibank Manufacturing Co.)
- (C) CAGE Code 77272 (Boeing)

If any 114R3650-13 or 114R3650-15 bolt is unserviceable, or if the CAGE Code or manufacturer's name cannot be identified, remove and replace the unserviceable 114R3650-13 or 114R3650-15 bolt with a serviceable 114R3650-16 or 114R3650-17 bolt.

**REPLACE LOWER BOLT**

- Remove cotter pin (4), nut (5), and washer (6) from bolt (7) in swashplate (8). Do not remove the bolt at this time.

**NOTE**

Do not lubricate thread.

- Apply antiseize (E75) to sleeve (9) and shank (10) of new bolt (7). Wear gloves (E186.1).
- Have helpers lift blade (1) to permit removal of bolt (7). Remove bolt and limiter (11).
- Check that bushings (12 and 13) remain installed. Install new bolts (7), head toward direction of rotation, and limiter (11). Bolt head (7) does not face direction of rotation on forward rotor head.
- On helicopters with **46** and without **63** check that serrations on bearing (14) engage serrations on bushing (13).
- Install washer (6) and nut (5) on bolt (7). Torque nut to **400 to 660 inch-pounds**. Install cotter pin (4). Lower blade (1).

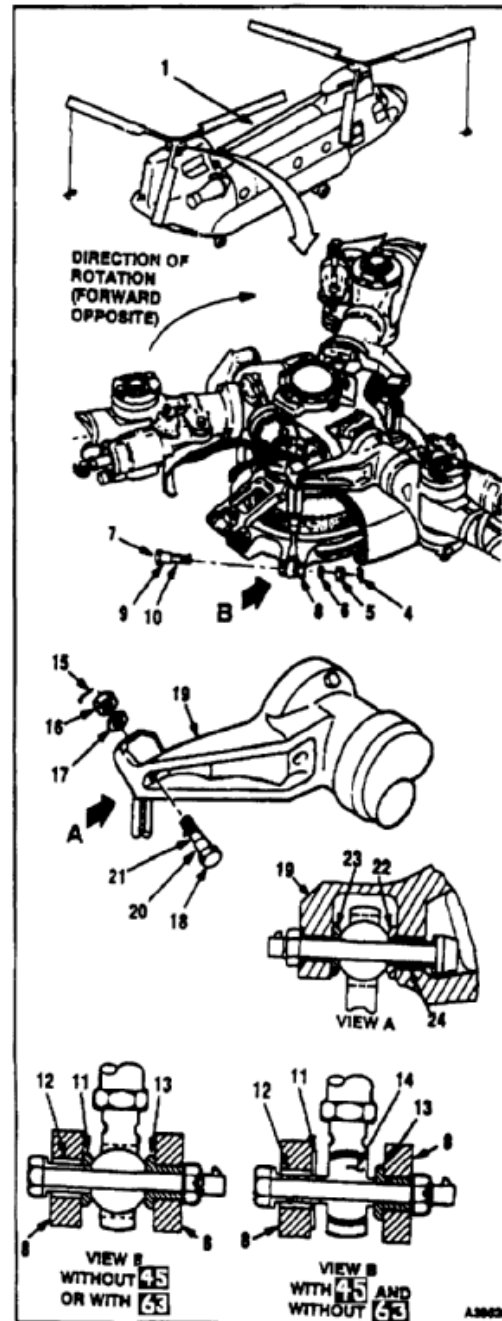
**REPLACE UPPER BOLT**

- Remove cotter pin (15), nut (16), and washer (17) from bolt (18) in the pocket of pitch arm (19). Do not remove the bolt at this time.

**NOTE**

Do not lubricate thread.

- Apply antiseize compound (E75) to sleeve (20) and shank (21) of new bolt (18). Wear gloves (E186.1).
- Have helpers lift blade (1) to permit removal of bolt (18). Remove the bolt.
- Install new bolt (18), with head outboard, and limiter (22). Check that bushings (23 and 24) remain installed.
- Install washer (17) and nut (16) on bolt (18). Torque the nut to **400 to 660 inch-pounds**. Lower blade (1). Install cotter pin (15).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Remove safety blocks at servocylinders (Task 11-29).
- Remove electrical power.
- Remove hydraulic power.
- Close work platforms (Task 2-2).
- Remove tiedown lines from blades (Task 1-26).

END OF TASK

5-572

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

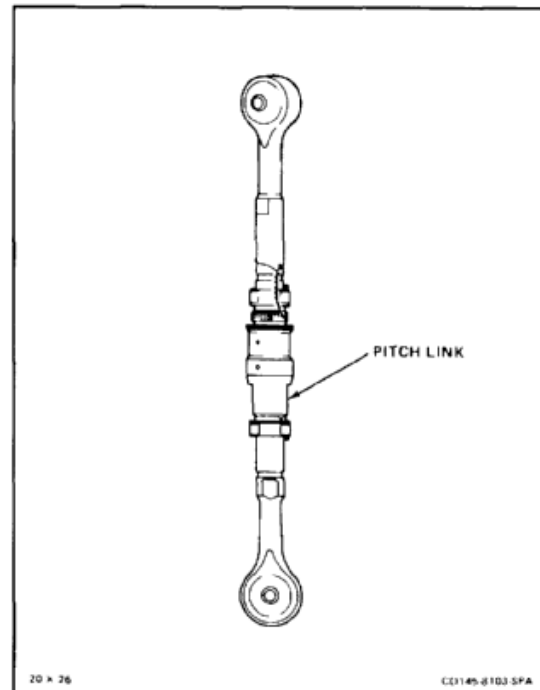
Dry Cleaning Solvent (E162)  
 Cloth (E120)  
 Barrier Material (E80)  
 Waterproof Tape (E395)  
 Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Off Helicopter Task

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Do not apply excess solvent (E162) to pitch link. Contaminants can wash into dry-type bearings.

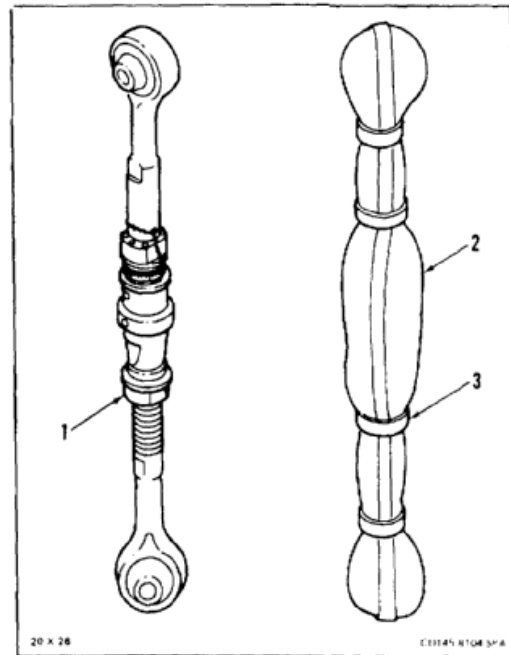
**NOTE**

Procedure is same to prepare any pitch link for storage or shipment.

1. Clean pitch link (1). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).
2. Wrap pitch link (1) tightly in barrier material (E80) (2). Seal with waterproof tape (E395) (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-574

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Vernier Caliper, 24 Inch  
 Assembly Fixture (T18)

**Materials:**

Lockwire (E231)

**Parts:**

Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**Equipment Condition:**

Off Helicopter Task

**References:**

TM 55-1520-240-23P

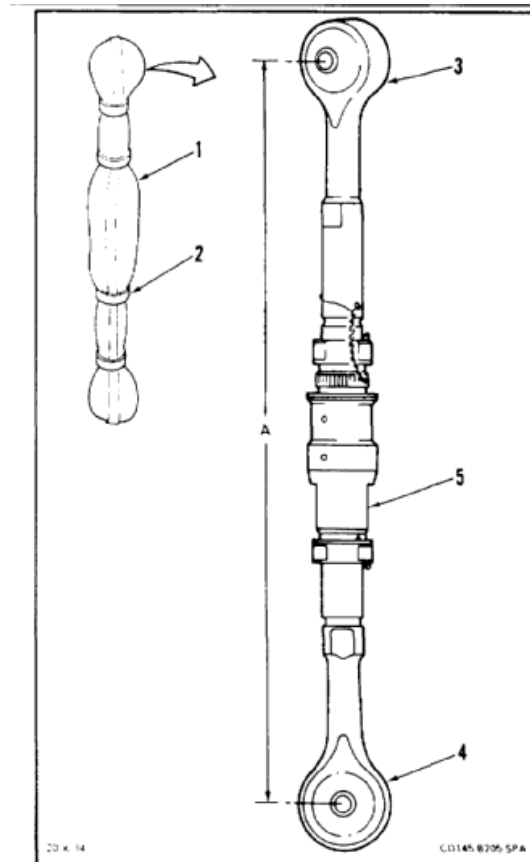
**General Safety Instructions:****WARNING**

Do not stake either rod end. Do not place bearing in service with staked rod end. Staking can cause pitch link failure resulting in damage to helicopter and injury to personnel.

1. Remove barrier material (1) and tape (2).
2. Measure distance A between centers of holes in rod ends (3 and 4) on pitch link (5) to be replaced.

**NOTE**

If pitch link to be replaced is damaged and original length is changed, replacement link should be adjusted to **18.750 inches** (aft) or **18.250 inches** (forward) between rod end centers.



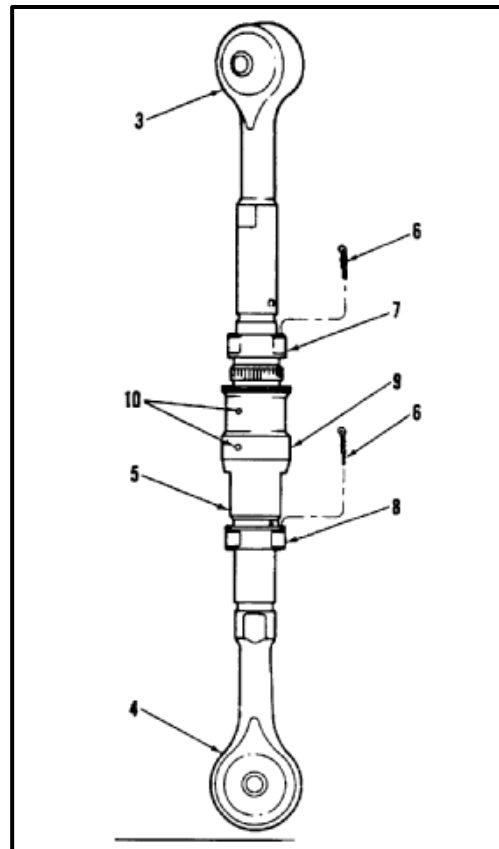
3. Adjust replacement link (5) so distance between centers of rod ends (3 and 4) is same as Distance A. Adjust as follows:
  - a. Remove lockwire and two cotter pins (6) from checknuts (7 and 8).



In order to keep from shearing pin in center of pitch link hold rod end closest to the nut and loosen.

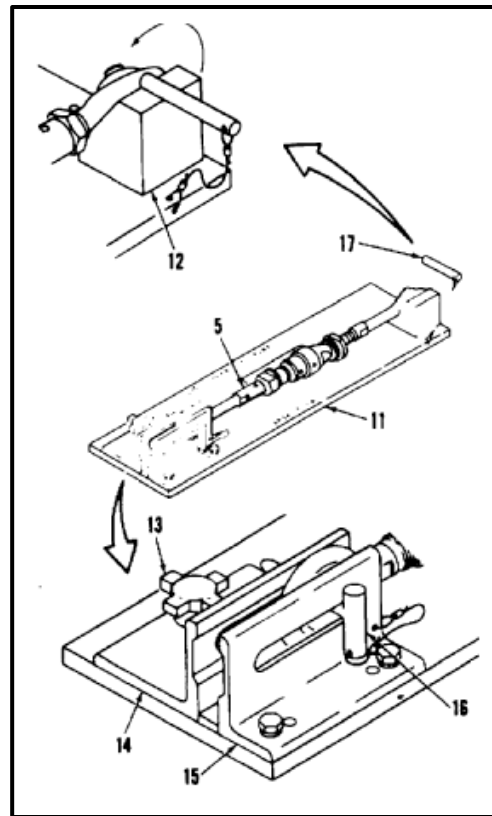
- b. Hold rod end (3) and turn upper checknut (7) to loosen.
- c. Hold rod end (4) and turn lower checknut (8) to loosen.
- d. Turn turnbuckle (9) toward – symbol to shorten pitch link (5). Turn turnbuckle toward + symbol to lengthen pitch link.
- e. Check that rod ends (3 and 4) are installed deep enough to close inspection holes (10). Do not torque checknuts (7 and 8) at this time.

**INSPECT**





4. Position pitch link (5) on assembly fixture (T78) (11) as follows:
  - a. Position block (12) for forward or aft link (5).
  - b. Loosen hand knob (13). Move sliding angle (14) clear of fixed angle (15).
  - c. Position pitch link (5) on fixture (11). Close sliding angle (14). Tighten hand knob (13).
  - d. Install locating pins (16 and 17).



**CAUTION**

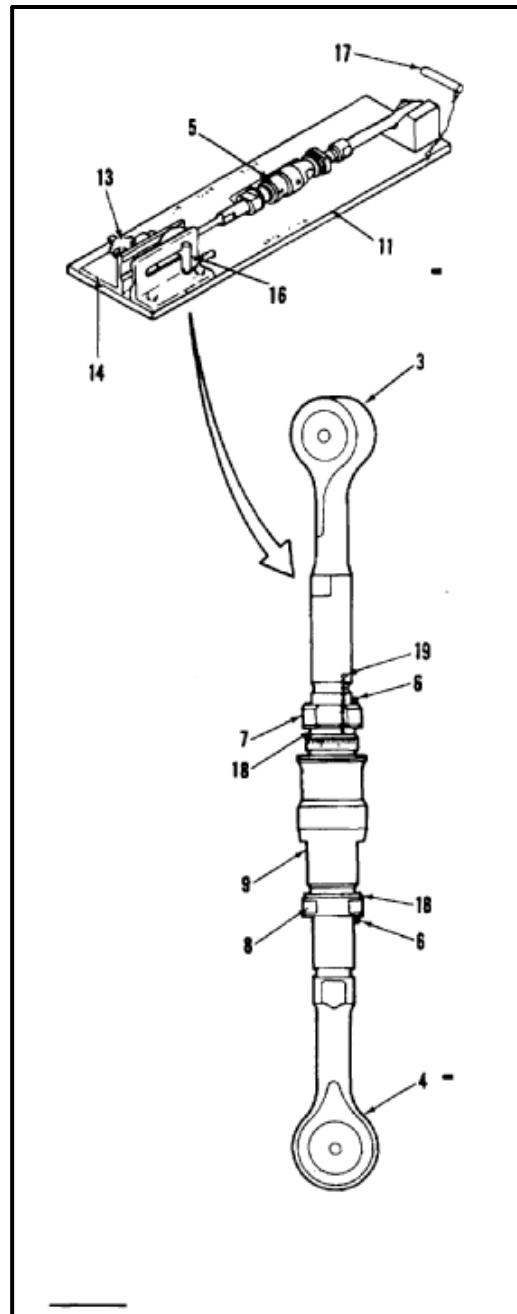
In order to keep from shearing pin in center of pitch link hold rod end closest to the nut and loosen.

5. Hold rod end (3) closest to the nut and turn upper checknut (7) to tighten. Torque checknut to **1050 to 1300 inch-pounds**.
- 5.1. Hold rod end (4) closest to the nut and turn lower checknut (8) to tighten. Torque checknut to **1050 to 1300 inch-pounds**.
6. Install cotter pins (6). Keep split ends within outside of indicator sleeves (18) to avoid boot damage.
7. Lockwire turnbuckle (9) to hole in pin (19). Use lockwire (E231).
8. Remove pitch link (5) from assembly fixture (T78) (11) as follows:
  - a. Remove pins (16 and 17).
  - b. Loosen hand knob (13). Move sliding angle (14) clear.
  - c. Remove pitch link (5).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-578

**5-96.1 INSTALL PITCH LINK LOCKPINS — POWER OFF**

5-96.1

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
Lockpin (T22)

**Materials:**

None

**Personnel Required:**

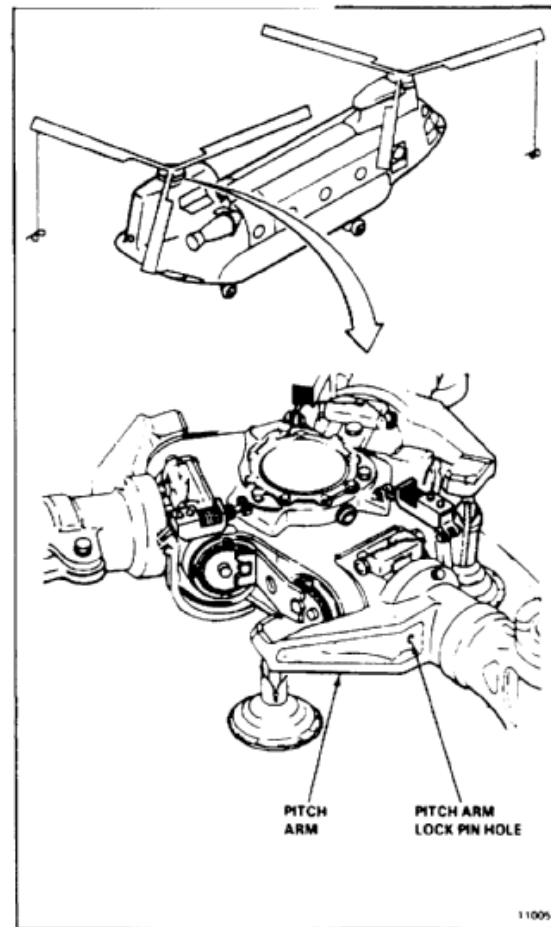
Medium Helicopter Repairer (5)

**References:**

Task 5-97

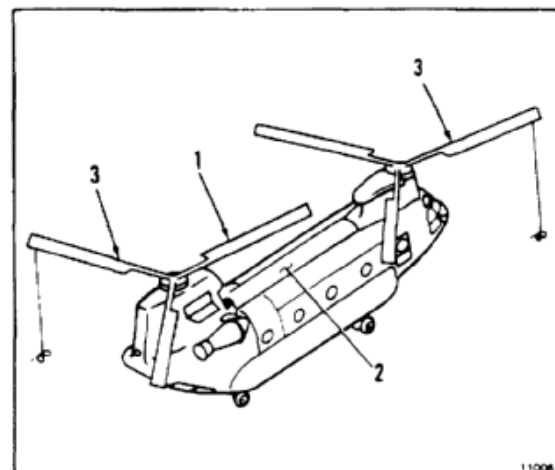
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Tiedown Line on One Forward and One Aft Blade  
(Task 1-26)  
Forward or Aft Work Platform Open (Task 2-2)  
Pitch Links Disconnected (Task 5-97)

**NOTE**

Procedure is same to install pitch lock pins in any pitch arm on either forward or aft rotary-wing head. Installation of pitch lock pin on pitch arm of aft rotary-wing head is shown.

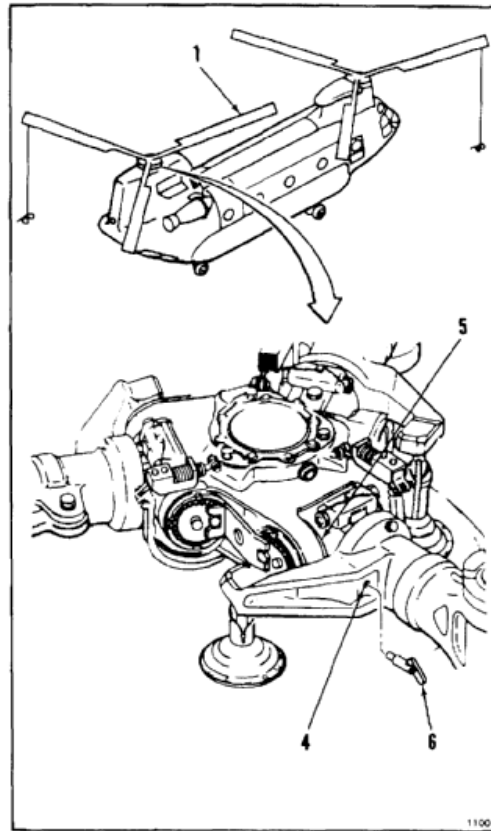
1. Position blade to be locked (1) over tunnel (2). Tie down one forward and one aft blade (3).



2. Have helpers lift and twist blade (1) as required to align holes in pitch arm (4) and pitch shaft (5).
3. Install pitch link lockpin (6).
4. Carefully lower blade (1).

**CAUTION**

Do not let the pitch lockpin stay in the pitch arm with the pitch link installed. If the rotary-wing head is turned or the APU started when both a pitch lockpin and pitch link are installed at the same pitch arm, damage to components will occur.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-580

**5-96.2 REMOVE PITCH LINK LOCKPIN — POWER OFF**

5-96.2

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
Lockpin (T22)

**Materials:**

None

**Personnel Required:**

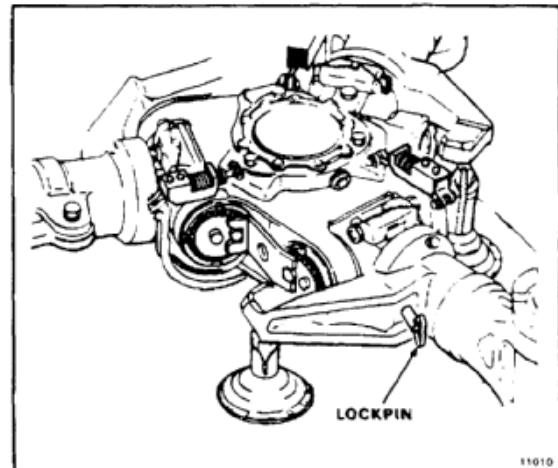
Medium Helicopter Repairer (5)

**References:**

Task 5-99

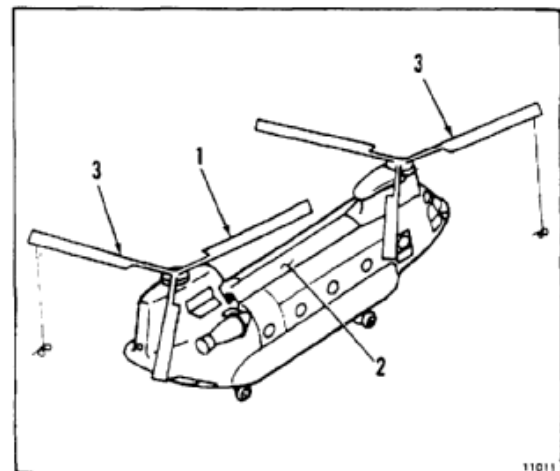
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Tiedown Line on One Forward and One Aft Blade  
(Task 1-26)  
Forward or Aft Work Platform Open (Task 2-2)

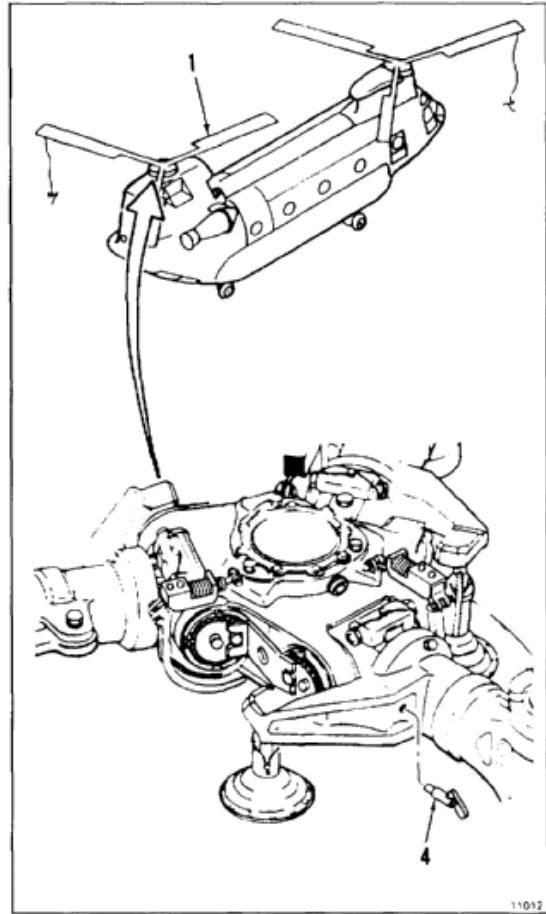
**NOTE**

Procedure is same to remove pitch link lockpins in any pitch arm on either forward or aft rotary-wing head. Removal of pitch lockpins on pitch arm of aft rotary-wing head is shown.

1. Position locked blade (1) over tunnel (2). Tie down one forward and one aft blade (3).



2. Have helpers lift and twist blade (1) as required to remove pitch link lockpin (4).
3. Remove pitch link lockpin (4).
4. Carefully lower blade (1).

***FOLLOW-ON MAINTENANCE:***

Connect pitch links (Task 5-99).

END OF TASK

**5-582**

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 51 80-00-323-4692  
 Lockpin (T22)

**Materials:**

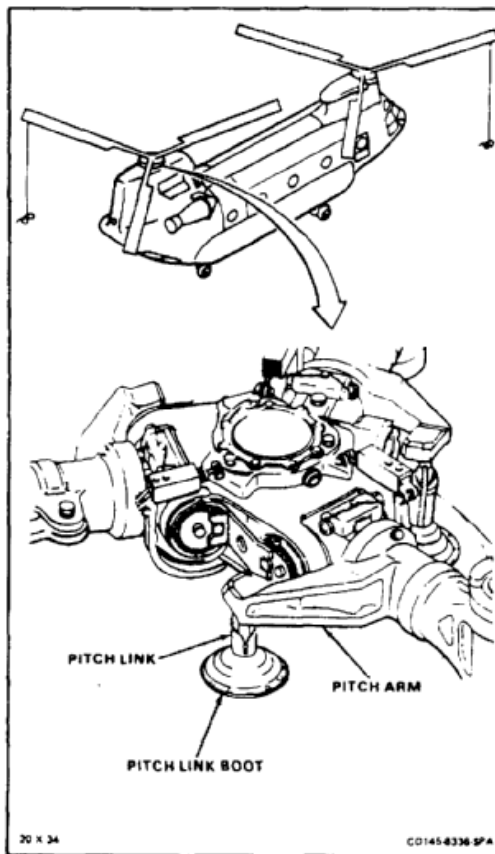
None

**Personnel Required:**

Medium Helicopter Repairer (5)

**Equipment Condition:**

- Electrical Power On
- Hydraulic Power On
- Battery Connected (Task 1-39)
- AFCS System Select Switch Off
- Tiedown Lines Installed on One Forward and One Aft Blade (Task 1-26)
- Work Platforms Open as Required (Task 2-2)
- Cockpit Flight Controls in Neutral Position (Task 11-33)
- Safety Blocks (T31) Installed at Dual Actuating Cylinders (Task 11-28)
- Pitch Link Boot Open as Required (Task 5-134)

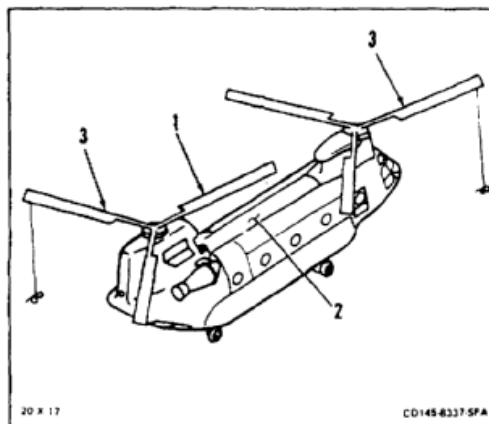


**NOTE**

Procedure is same to remove forward or aft pitch links. Aft pitch links are shown in task.

Positive retention bolts are installed in pitch links. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

1. Position blade (1) over tunnel (2). Tie down one forward and one aft blade (3).



**WARNING**

Do not disconnect either end of a pitch link unless the blade load is removed from the pitch link. Injury to personnel and damage to equipment can occur if a pitch link is disconnected without the blade load being supported by other means.

**CAUTION**

On helicopters with **45** and without **63** the lower end of the pitch link must be disconnected first or damage to equipment may occur.

**DISCONNECT PITCH LINK LOWER END**

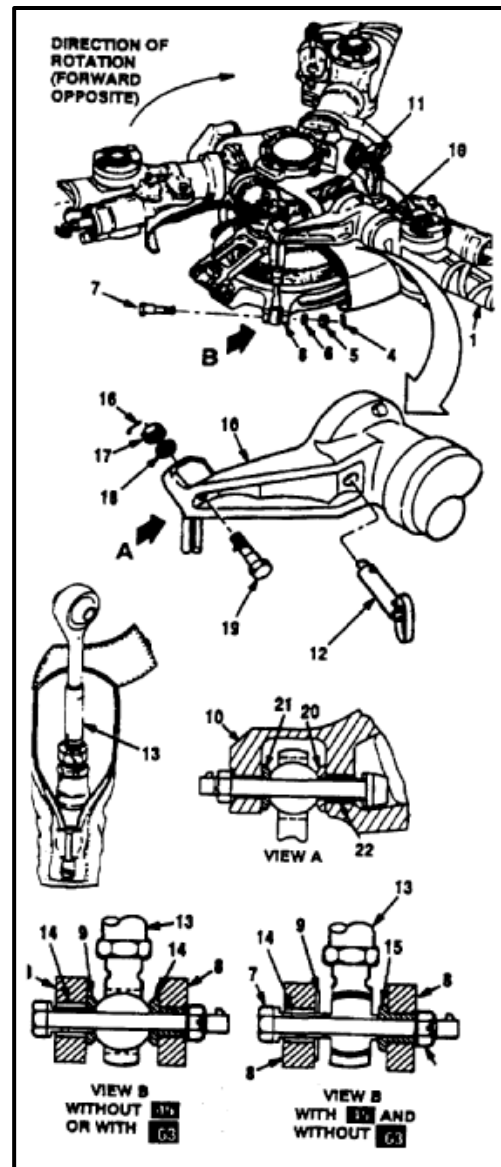
2. Remove cotter pin (4), nut (5), and washer (6) from bolt (7) in swashplate lugs (8). Do not remove the bolt.
3. Position blade (1) at center of lead-lag travel. Have helpers lift and support the blade. Remove bolt (7) and limiter (9).
4. Have helpers twist blade (1) as required to align holes in pitch arm (10) and pitch shaft (11). Install lockpin (12).
5. Remove the lower end of pitch link (13) from swashplate lugs (8). Lower blade (1).
6. Check that bushings (14 and 15) remain installed. Install bolt (7), with limiter (9), through swashplate lugs (8). Loosely install washer (6) and nut (5) on the bolt.

**DISCONNECT PITCH LINK UPPER END**

7. Remove cotter pin (16), nut (17), and washer (18), from bolt (19). Remove the bolt and limiter (20) from the pocket in pitch arm (10). Remove pitch link (13) from the pitch arm pocket.
8. Check that bushings (21 and 22) remain installed. Install bolt (19), with limiter (20) through the pocket of pitch arm (9). Loosely install washer (18) and nut (17) in the pocket of pitch arm (9).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-584



## 5-97.1 INSPECT PITCH LINK WITH TEFLON BEARINGS ON HELICOPTER

5-97.1

## INITIAL SETUP

**Applicable Configurations:**Without **45** and With **63****Tools:**

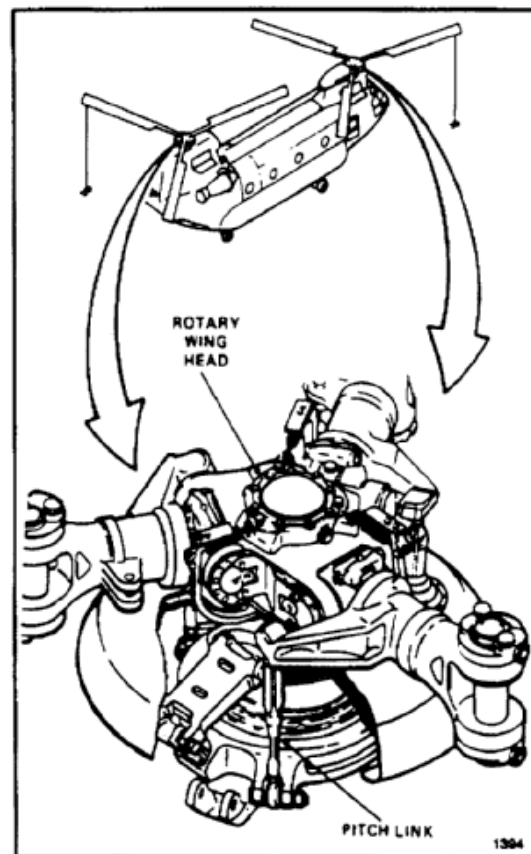
Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Parts:**

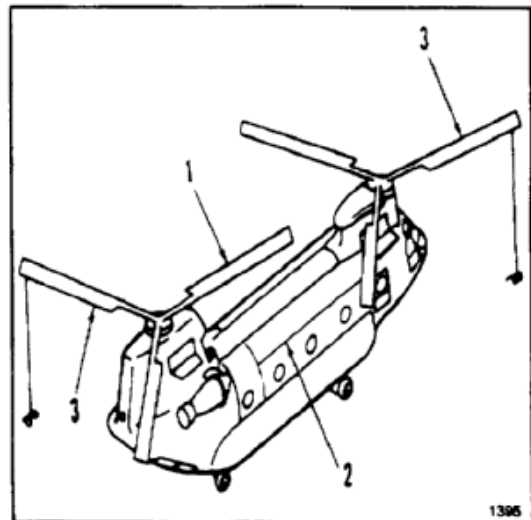
Tie

**Personnel Required:**Medium Helicopter Repairer (4)  
Inspector**References:**Task 5-97  
Task 5-98**Equipment Condition:**Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward or Aft Work Platform Open (Task 2-2)  
Tiedown Line Installed On One Forward and One Aft  
Blade (Task 1-26)**NOTE**

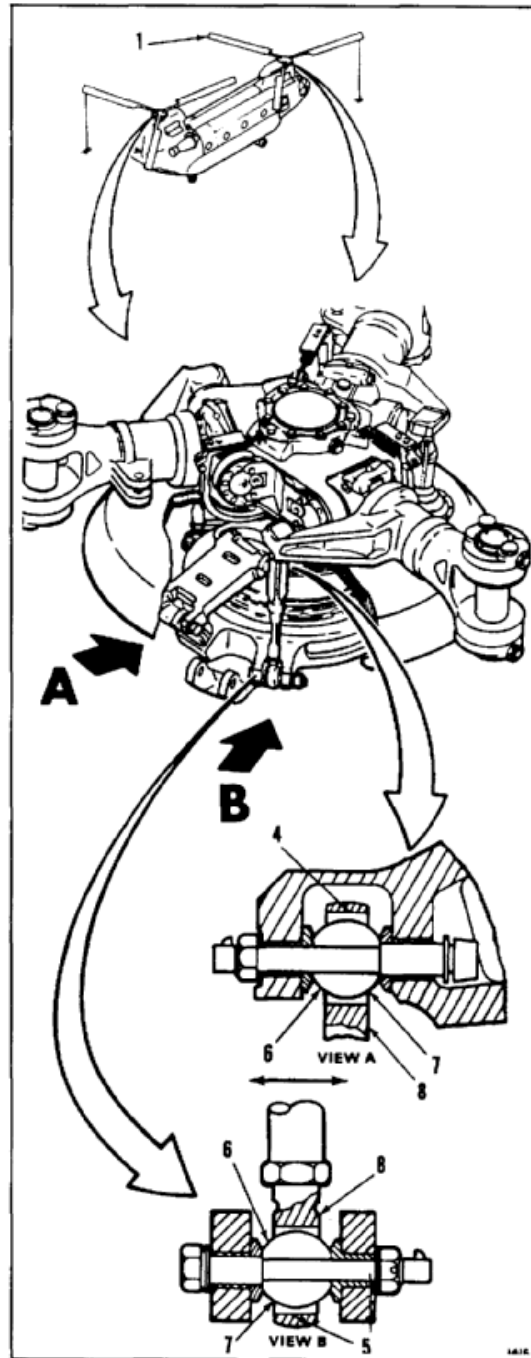
The procedure is same to inspect forward or aft pitch links. Aft pitch link is shown in task.

This task will determine the total lost motion of a bearing, bolt, and bushings. If the check shows excessive lost motion, the bolt and bushings must be replaced and pitch link must be removed and checked (Task 5-98).

1. Position blade (1) over fuselage (2) centered in its lead/lag range. Tie down one forward and one aft blade (3).



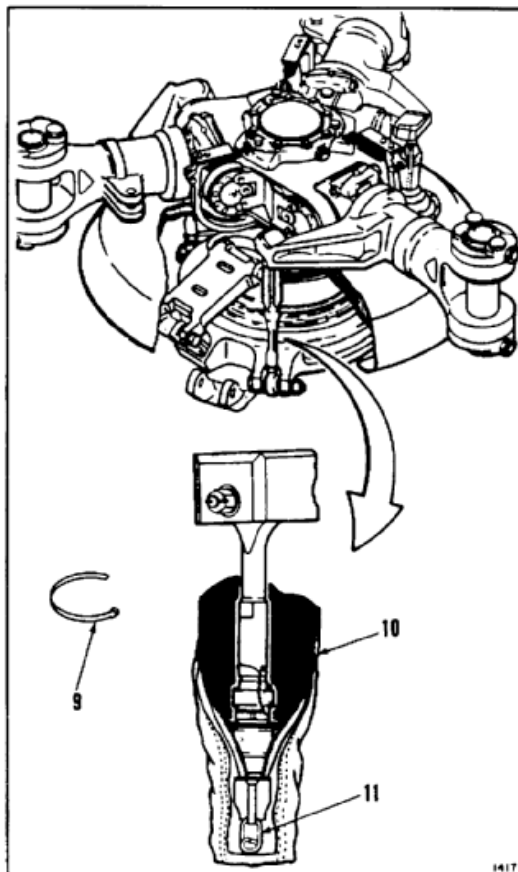
2. Check for bond looseness in upper bearing (4) and lower bearing (5) as follows:
  - a. Check that Teflon liner (7) has not been squeezed out around bearing ball (6). If some cloth threads show, this is not always a sign of bond failure. If strings of fabric are coming out from around bearings (4 and 5), or if liner shows **1/32 inch** or more, replace bearing (4 or 5) (Task 5-98) and go to Follow-On Maintenance. If less than **1/32 inch** of liner shows, go to step b.
  - b. Have helpers support blade (1). Check pitch link rod end (8). If rod end is not centered on bearing ball (6), replace bearing (4 or 5) (Task 5-98). Shake rod end from side-to-side. Movement shows that the Teflon liner (7) is worn or missing. Have helpers lower blade (1). Replace bearing (4 or 5) (Task 5-98). If rod end is centered and will not shake from side-to-side, go to Follow-On Maintenance.



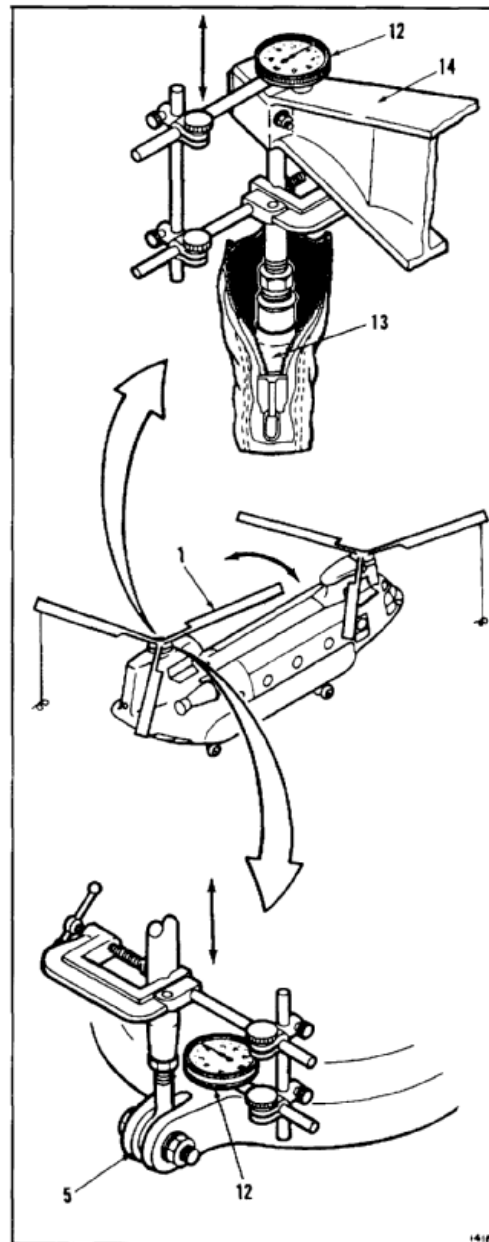
**5-97.1 INSPECT PITCH LINK WITH TEFLON BEARINGS ON HELICOPTER (Continued)**

5-97.1

3. Cut tie (9) on pitch link boot (10). Pull zipper (11) down.



4. To check upper bearing wear, clamp dial indicator (12) at upper end of pitch link (13) as shown.
5. Have helpers support and twist rotary-wing blade (1) to raise pitch arm (14). Note dial indication. Have helpers twist blade to lower pitch arm. Note dial indication. Difference is total looseness.
6. Repeat step 5 two more times. Add total of three indications. Divide by 3.
7. Repeat steps 4, 5, and 6 for lower bearing (5). Remove dial indicator (12).
8. If dial indicator average in step 6 or 7 is more than **0.010 inch**, go to step 9. If dial indicator (12) shows **0.010 inch** or less, go to Follow-On Maintenance.



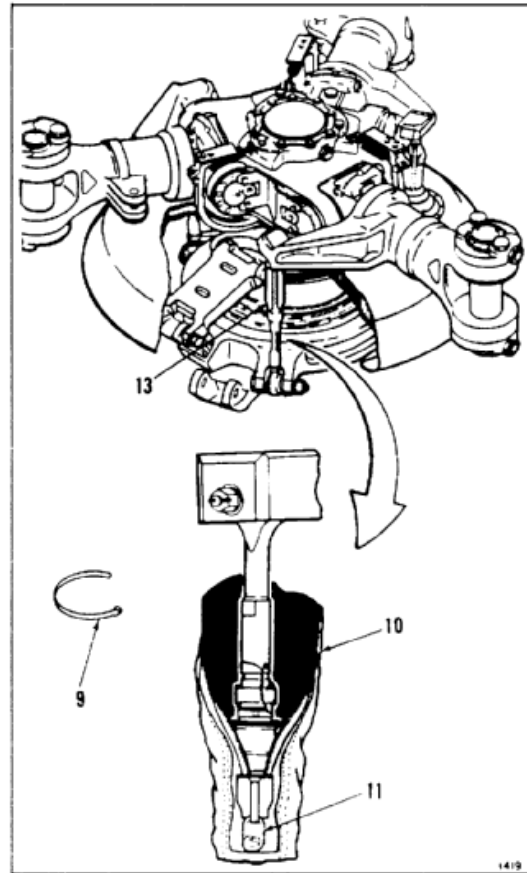
**5-97.1 INSPECT PITCH LINK WITH TEFLON BEARINGS ON HELICOPTER (Continued)**

5-97.1

9. If dial indicator average in step 8 is more than **0.010 inch**, remove pitch link (13) (Task 5-97) and check bearing clearance (Task 5-98).
10. Pull zipper (11) up. Install tie (9) on pitch link boot (10).

**FOLLOW-ON MAINTENANCE:**

Close forward or aft work platform (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

With **45** and Without **63**

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Parts:**

Tie

**Personnel Required:**

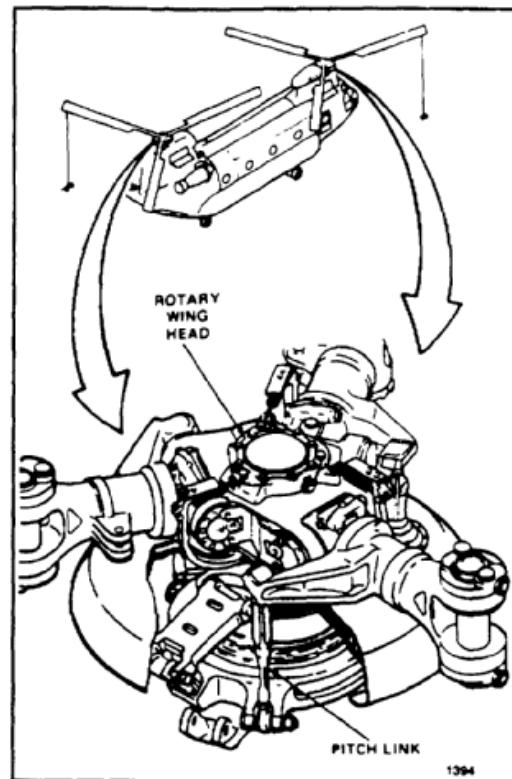
Medium Helicopter Repairer (4)  
Inspector

**References:**

Task 5-97  
Task 5-98  
Task 5-99

**Equipment Condition:**

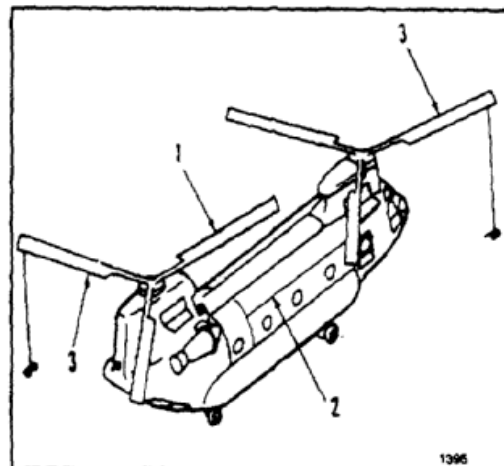
Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward or Aft Work Platform Open (Task 2-2)  
Tiedown Line Installed on One Forward and One Aft  
Blade (Task 1-26)

**NOTE**

Procedure is same to inspect forward or aft pitch links with elastomeric lower bearings.

This procedure is only for pitch links with elastomeric lower bearings.

1. Position blade (1) over fuselage (2) centered in its lead/lag range. Tie down one forward and one aft blade (3).



**5-97.2 INSPECT PITCH LINK WITH ELASTOMERIC BEARINGS ON HELICOPTER (Continued) 5-97.2**

2. Check for bond looseness in lower bearing (4).
3. Remove bolt (5) securing pitch link to swashplate (6) (Task 5-97).
4. Remove pitch link rod end bearing (4) from swashplate (6).

**NOTE**

The elastomeric bearing is bonded to the pitch link lower end. If the bearing is found to be unacceptable, replace the entire rod end.

5. Inspect the elastomeric rod end bearing (4) as follows:
  - a. Try to rotate ball (7) by hand. If the ball rotates, it indicates complete unbonding. Reject the bearing.

**NOTE**

If shim is covered by elastomeric material, the bearing is acceptable.

Evidence of dust-like particles of elastomeric material or evidence of small particles breaking away from the surface of the elastomeric material are not causes for rejection.

- b. Check if shim (8) is visible. If it protrudes above elastomeric material (9), reject the bearing if any of the following conditions exist:
  - (1) Protrusion of shim above plane of bearing housing (10).
  - (2) Unbonding of shim from elastomeric material.

**NOTE**

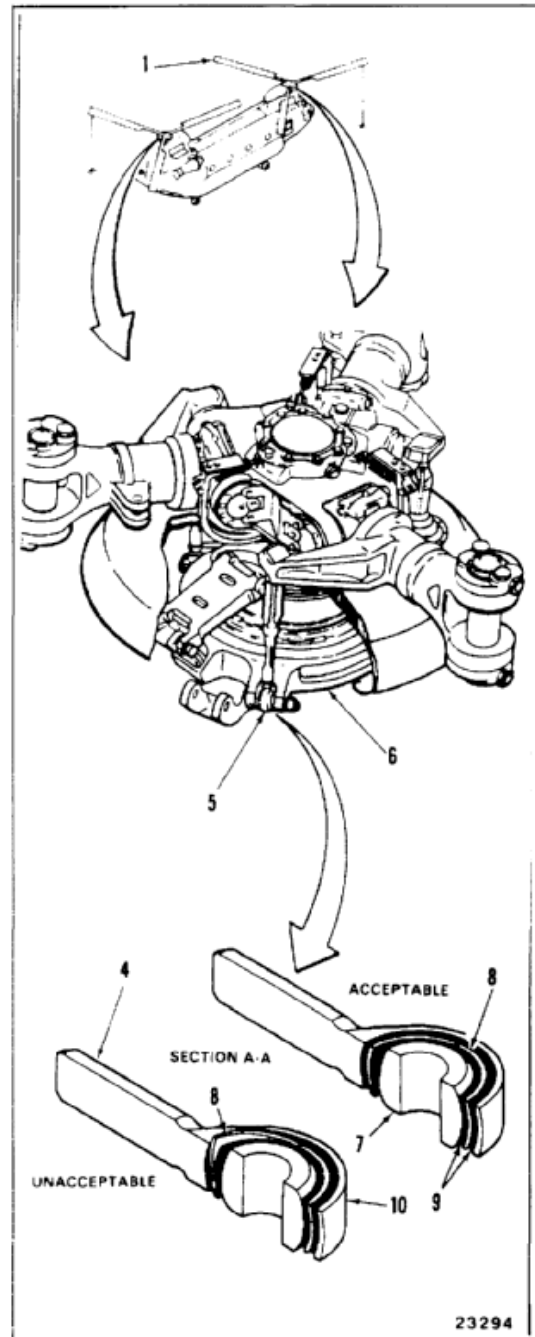
On certain bearings, shims are installed in two pieces. A split between the shim halves is normal.

- (3) Broken shim. Check with a feeler gauge or similar tool.

6. Replace rod end if found unacceptable, and adjust rod end length (Task 5-98).
7. If bearing is acceptable, reconnect pitch link rod end to swashplate (Task 5-99).

**FOLLOW-ON MAINTENANCE:**

None



23294

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Bench Vise  
 Arbor Press  
 Assembly Fixture (T78)  
 Swaging Tool (T105)  
 Pneumatic Drill  
 Twist Drill Set  
 Torque Wrench, 700 to 1600 Inch-Pounds  
 Metal Flaw Detector Kit  
 Drift, 1/8 Inch Diameter  
 Dial Indicating Scale, 0 to 50 Pounds  
 Magnetic Particle Method

**Materials:**

Cloth (E120)  
 Dry Cleaning Solvent (E162)  
 Antiseize Compound (E75)  
 Lockwire (E231)  
 Gloves (E186)

**Parts:**

Cotter Pins

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
 Inspector

**References:**

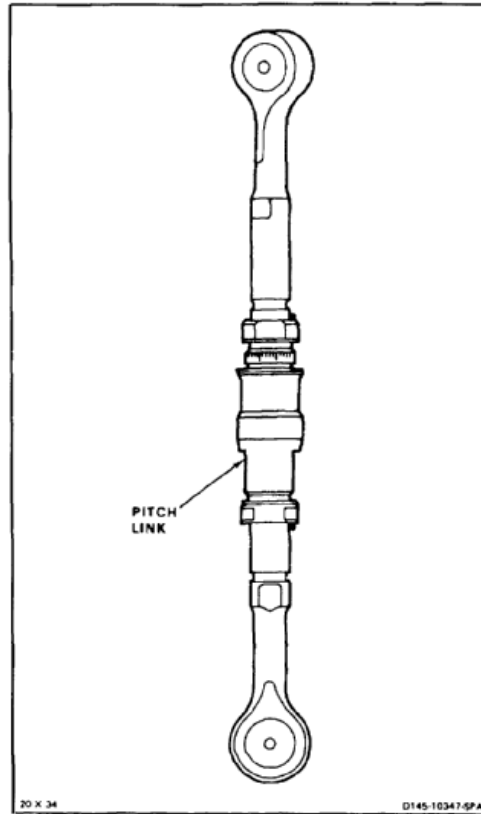
TM 55-1500-322-24  
 TM 55-1520-240-23P  
 TM 1-1520-253-23

**Equipment Condition:**

Off Helicopter Task

**NOTE**

Procedure is same to repair any pitch link.





1. Check the pitch link bearings (1) as follows:
  - a. Clamp inner race (2) in bench vise (3). Use bolt (4), washers (5), and nut (6).
  - b. Attach dial indicator (7) to pitch link (8).
  - c. Place contact point (9) against vise (3).
  - d. Have helper apply load of **50 pounds** in horizontal direction. Use dial indicating scale. Set dial indicator (7) to **0**.
  - e. Apply load in opposite direction. Read bearing clearance on indicator (7).
  - f. Remove pitch link (8) from vise (3).
2. If bearing clearance is less than **0.010 inch**, go to step 5.

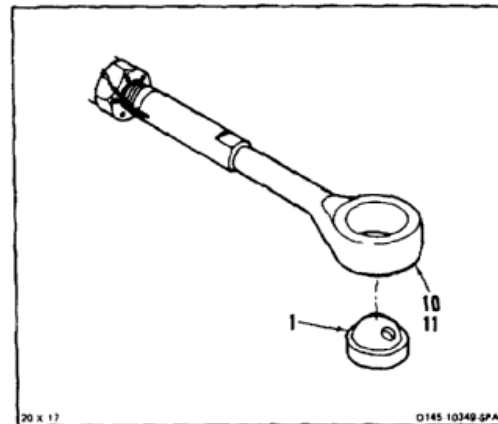
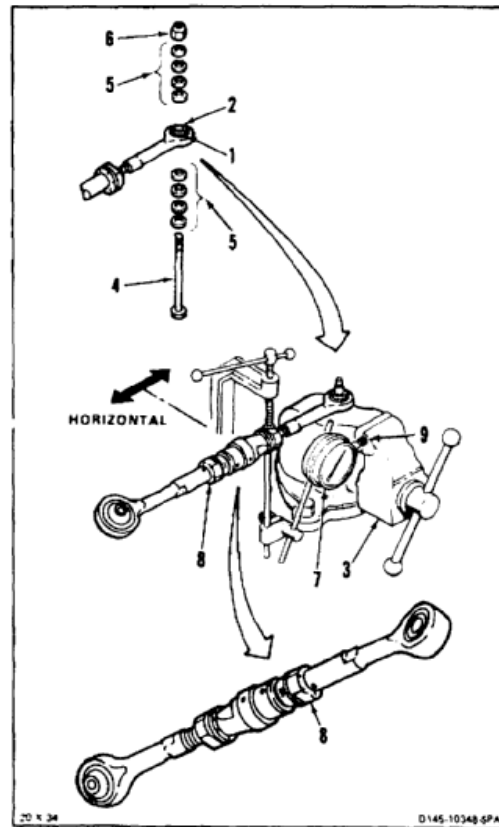
### REPLACE BEARING

3. If bearing clearance is greater than **0.010 inch**, remove and check bearing (1) as follows:
  - a. Press bearing (1) out of rod-end (10 or 11). Use arbor press and adapter (TM 55-1500-322-24).

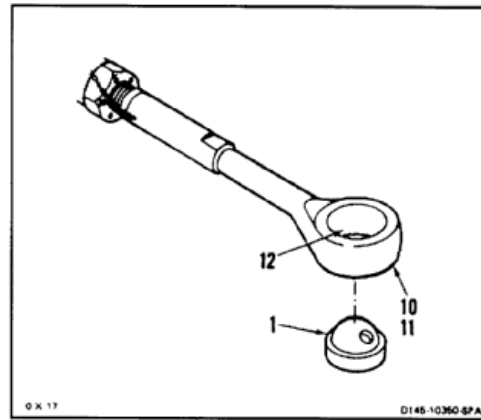
**WARNING**

Dry cleaning solvent (E162) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- b. Wipe rod-end clean. Use cloth (E120) damp with solvent. Wear gloves (E186).
- c. Check rod-ends (10 or 11) for cracks or defects using Magnetic Particle Method. There shall be no cracks or staking marks. If a crack in the rod-end is suspected, refer to TM 1-1520-253-23.



- d. Check bearing (1). Outside diameter shall be **1.7495 to 1.7500 inches**. Check rod-end bore (12). Diameter shall be **1.7482 to 1.7487 inches**.



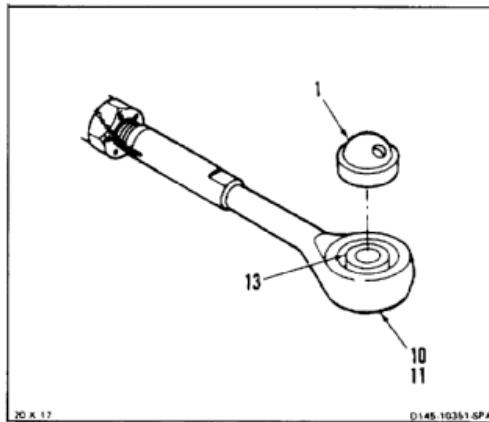
**WARNING**

Do not stake bearing. Staking marks cause failure of rod-end. This results in injury to personnel and damage to equipment.

**CAUTION**

Do not press bearing on any surface but outer race. Bearing damage will result.

- 4. Press replacement bearing (1) into rod-end (10 or 11). Install outer race (13) flush with, or below, face of rod-end. Use arbor press and adapter (TM 55-1500-322-24).



**INSPECT**

5. Measure pitch link length from center-to-center of rod-end bearings (1). Record length.

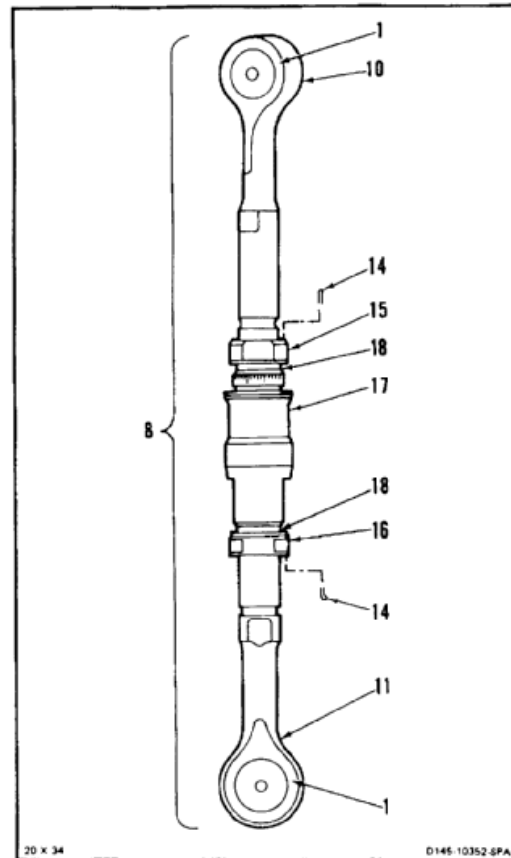
### DISASSEMBLE PITCH LINK

6. Disassemble pitch-link (8) as follows:



Do not hold rod-end at opposite end of pitch link when checknut is being loosened. Do not turn upper checknut clockwise, or lower checknut counterclockwise to loosen. Damage to pitch link can occur if opposite rod-end is held or nut is over torqued.

- a. Remove lockwire and two cotter pins (14).
- b. Hold flats of upper rod-end (10). Turn checknut (15) counterclockwise to loosen.
- c. Hold flats of lower rod-end (10). Turn checknut (16) clockwise to loosen.
- d. Hold rod-end (10). Turn turnbuckle (17) by hand until rod-ends (10 and 11) are removed.
- e. Remove indicator sleeves (18) and checknuts (15 and 16).



**CAUTION**

Do not allow solvents or particles to enter dry-type bearings. Bearings will be damaged.

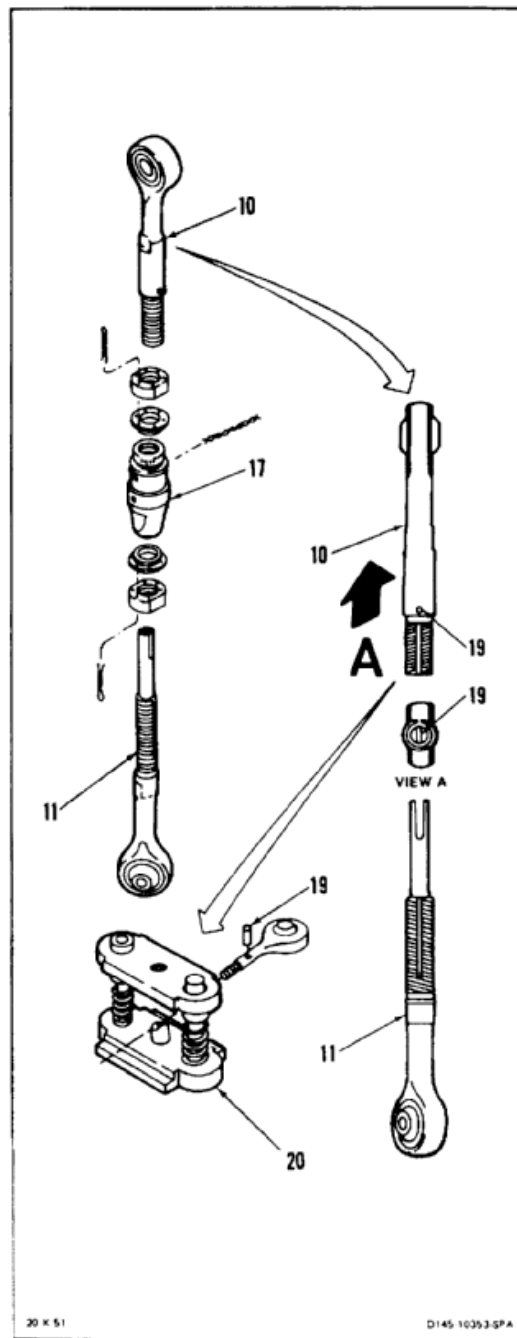
7. Check turnbuckle (17) and rod-ends (10 and 11) for staking marks or cracks. There shall be no staking marks. If cracks are suspected, follow steps 3 a, b, and c.

**REPLACE LOCATOR PIN**

8. If locator pin (19) is damaged, replace as follows:
- a. Drill hole **1/8 inch** deep at spread end of pin (19). Use No. 30 drill.
  - b. Drive out pin (19). Use **1/8 inch** drift punch and hammer.
  - c. Remove any pieces of pin (19).

**INSPECT**

- d. Position replacement pin (19) in rod-end (10).
- e. Spread both ends of pin (19). Use swaging tool (T105) (20) and arbor press.



**ASSEMBLE PITCH LINK**

9. Assemble pitch link as follows:
- Coat thread of rod-ends (10 and 11). Use antiseize compound (E75).

**WARNING**

Do not install rod-end that has bearing staking marks. Staking marks will cause rod-end failure.

**NOTE**

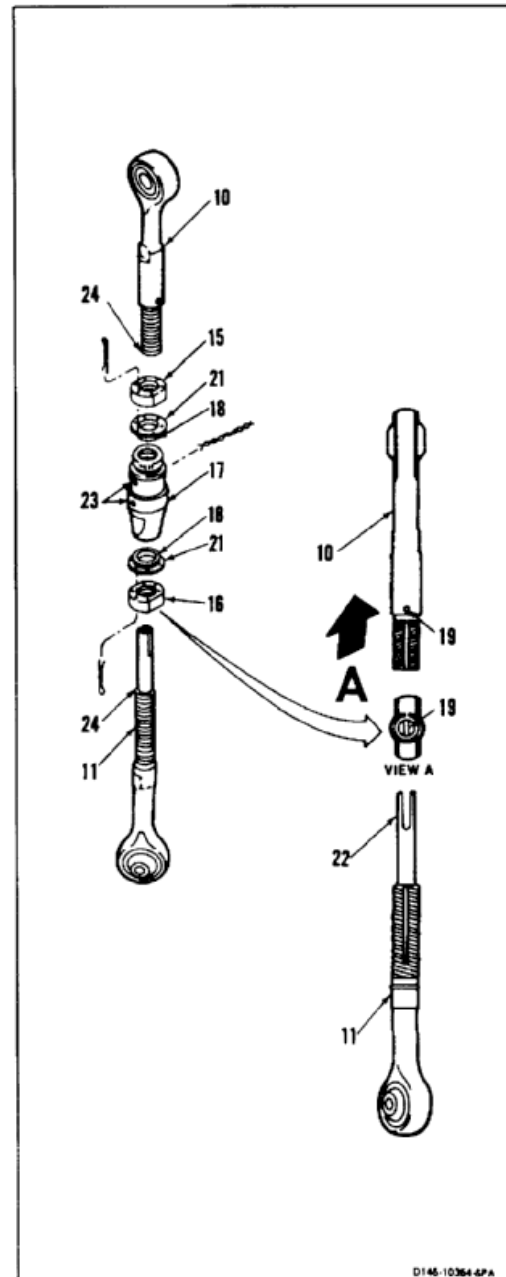
Pitch link 114R3611-1 has a turnbuckle with a lower threaded area longer than the upper threaded area. To assure both inspection holes are covered simultaneously, thread the lower rod end into the turnbuckle **12 turns** before threading the upper rod end.

- Install left-hand thread checknut (15) onto upper rod-end (10). Install right-hand thread checknut (16) onto lower rod-end (11).
- Position indicator sleeves (18) on rod-ends (10 and 11) with flanges (21) toward checknuts (15 and 16).
- Fit lower rod-end (11) through tapered end of turnbuckle (17).
- Align fork on lower rod-end with locator pin in upper rod-end.

**NOTE**

Turnbuckle end with markings has left-hand thread. This screws onto upper rod-end with left-hand thread.

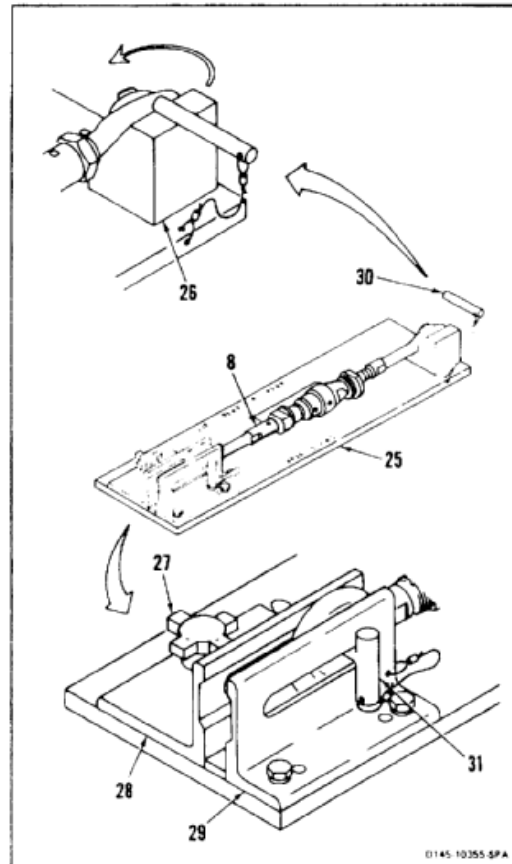
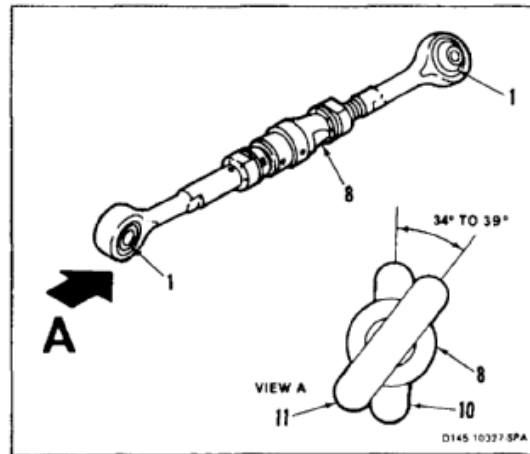
- Have helper keep rod-ends (10 and 11) aligned. Screw turnbuckle (17) onto upper rod-end (10). Turnbuckle will also screw onto lower rod-end (11). Fork (22) must be positioned on pin (19).
- Check inspection holes (23). Turn turnbuckle (17) until shoulders (24) appear in both holes.



**NOTE**

Rod-end shoulders visible in both inspection holes indicates that thread engagement is about equal.

- h. Adjust length of pitch link (8) from center-to-center of rod-end bearings (1) to length of pitch link removed.
  - i. If length is unknown, adjust pitch link (8) in accordance with Task 5-96.
  - j. Check that angle between rod-ends (10 and 11) is within **34° and 39°**. If angle is not within limits, check for pin or fork damage. Follow steps 7, 8, and 9.
10. Position pitch link (8) on assembly fixture (T78) (25) as follows:
    - a. Position block (26) for forward or aft link (8).
    - b. Loosen hand knob (27). Move sliding angle (28) clear of fixed angle (29).
    - c. Position pitch link (8) on fixture (25). Close sliding angle (28). Tighten handknob (27).
    - d. Install locating pins (30 and 31).

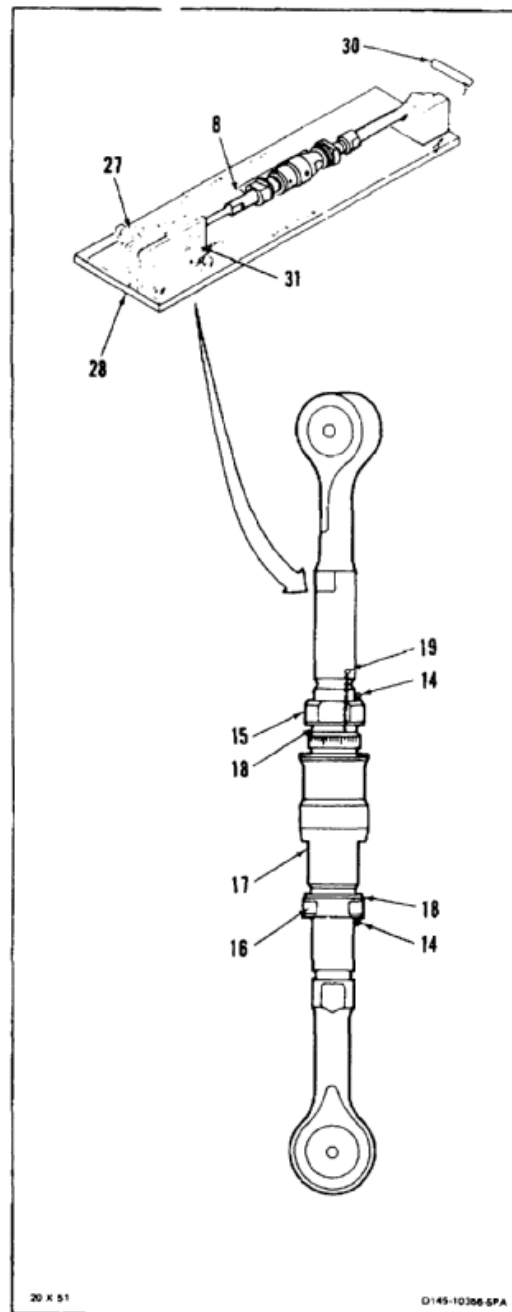




Do not hold rod-end at opposite end of pitch link when checknut is tightened. Do not turn upper checknut clockwise or lower checknut counterclockwise to tighten. Damage to pitch link can occur.

11. Torque upper and lower checknuts (15 and 16) to **1050 to 1300 inch-pounds**.
12. Install cotter pins (14). Keep split ends within outside of indicator sleeves (18) to avoid boot damage.
13. Lockwire tumbuckle (17) to hole in pin (19). Use lockwire (E231).
14. Remove pitch link (8) from assembly fixture (T78) (25) as follows:
  - a. Remove pins (30 and 31).
  - b. Loosen handknob (27). Move sliding angle (28) clear.
  - c. Remove pitch link (8).

#### **INSPECT**



#### **FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Antiseize Compound (E75)  
Protective Gloves (E186.1)

**Parts:**

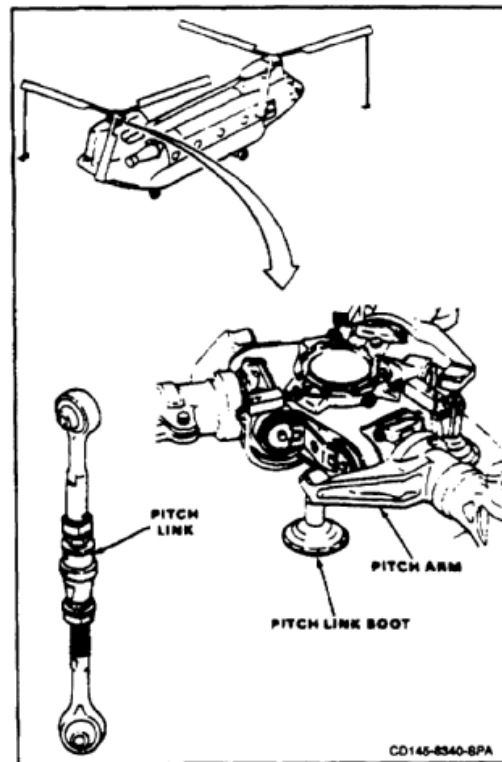
Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer (5)  
Inspector

**References:**

TM 1-6625-724-13&P  
TM 55-1520-240-23P





**General Safety Instructions:****WARNING**

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Pitch links 114R3611-1 and -2 can be installed only on helicopters without **45** or with **63**. Pitch links 114R3611-3 and -4 can be installed only on helicopters with **45** and without **63**.

**NOTE**

Procedure is same to install forward or aft pitch links. Aft pitch links are shown in task. The forward rotor lower pitch link bolts are installed with the head of bolt going in the opposite direction of the rotation.

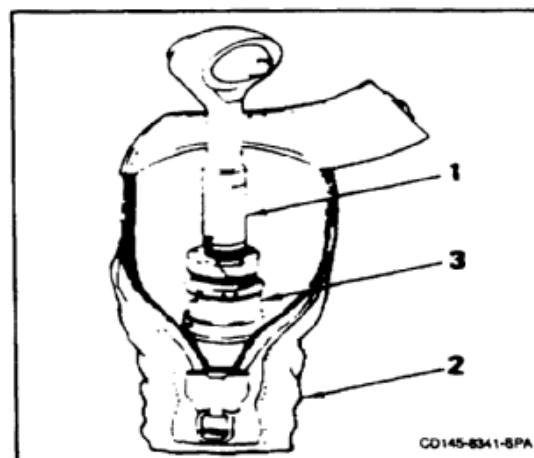
Positive retention bolts are installed in pitch links. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

Pitch link is positioned correctly when markings are above turnbuckle.

1. Push pitch link (1) up through pitch link boot (2) until turnbuckle (3) is within narrow part of boot.

**NOTE**

During this task, have helpers lift the rotor blade as required to permit bolt removal and installation.



CD145-8341-8PA

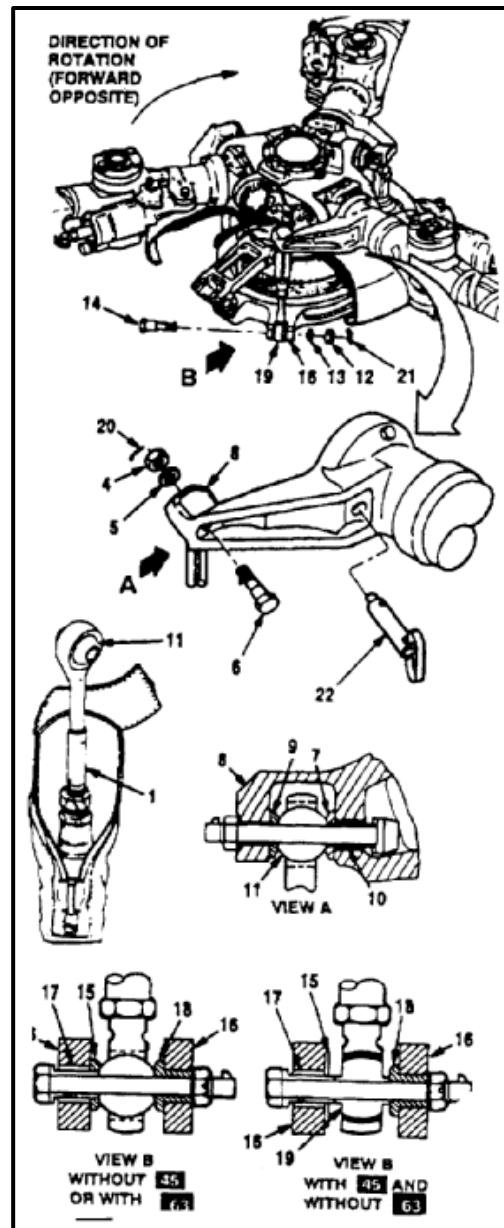
2. Remove nut (4), washer (5), bolt (6), and limiter (7) from the pocket of pitch arm (8). Check that correct bushings (9 and 10) are installed in the pocket.
3. Lubricate the sleeve and shank of bolt (6) with antiseize compound (E75). Do not lubricate thread. Wear gloves (E186.1).
4. Install upper rod-end bearing (11) in the pocket of pitch arm (8). Install bolt (6) (head outboard), with limiter (7), through the pocket and bearing, install washer (5) and nut (4) on the bolt.
5. Remove nut (12), washer (13), bolt (14) and limiter (15) from swashplate lugs (16). Check that correct bushings (17 and 18) are installed in the lugs.
6. Lubricate the sleeve and shank of bolt (14) with antiseize compound (E75). Do not lubricate thread. Wear gloves (E186.1).
7. Have helpers lift and twist the rotor blade as required to remove lockpin (T22) (22). Keep the blade supported.



Do not let lockpin stay in pitch arm with pitch link installed. If the rotor head is turned or APU started when both lockpin and pitch link are installed at the same pitch arm, damage to components will occur.

8. Remove lockpin (22) from pitch arm (8).
9. Position lower rod-end bearing (19) in swashplate lugs (16). Install bolt (14) (head toward direction of rotation on AFT and opposite on FWD), with limiter (15) through the lugs and ball.
10. On helicopters with **45** and without **63** check that serrations on bearing (19) engage serrations on bushing (18). If required, remove upper bolt (6) and rotate pitch link (1) just enough to engage serrations. Repeat step 4.
11. Install washer (13) and nut (12) on bolt (14).
12. Have helpers lift blade. Torque nuts (4 and 12) to **400 to 660 inch-pounds**. Lower blade. Install cotter pins (20 and 21).
13. Have helpers lower the rotary-wing blade.

### INSPECT



### FOLLOW-ON MAINTENANCE:

- Close pitch link boot (Task 5-135).
- Remove safety blocks at dual actuating cylinders (Task 11-29).
- Close work platforms (Task 2-2).
- Perform balancing and tracking per TM 1-6625-724-13&P.

END OF TASK

**5-99.1 PITCH LINK BOLT TORQUE CHECK****5-99.1****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

None

**Parts:**

Cotter Pins

**Personnel Required:**

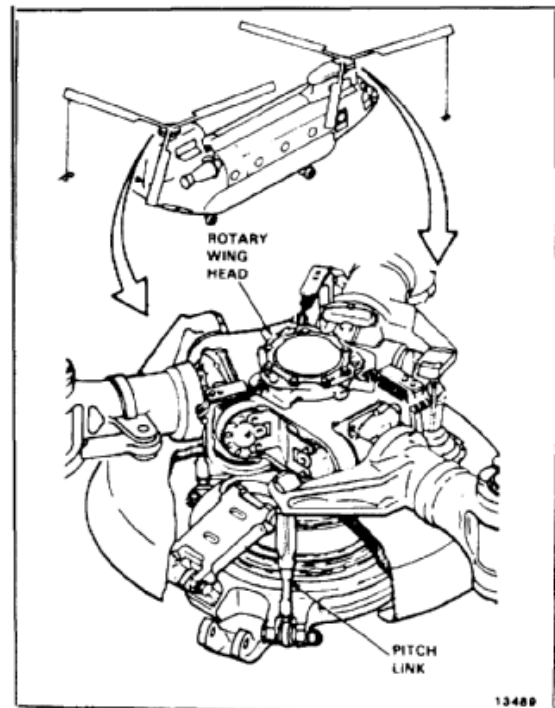
Medium Helicopter Repairer (5)

**References:**

Task 5-94.1  
TM 55-1520-240-23P  
TM 1-1520-253-23

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Forward and Aft Work Platforms Open (Task 2-2)  
Cockpit Flight Controls at Neutral (Task 11-33)  
Tiedown Line Installed On One Forward and One Aft  
Blade



**NOTE**

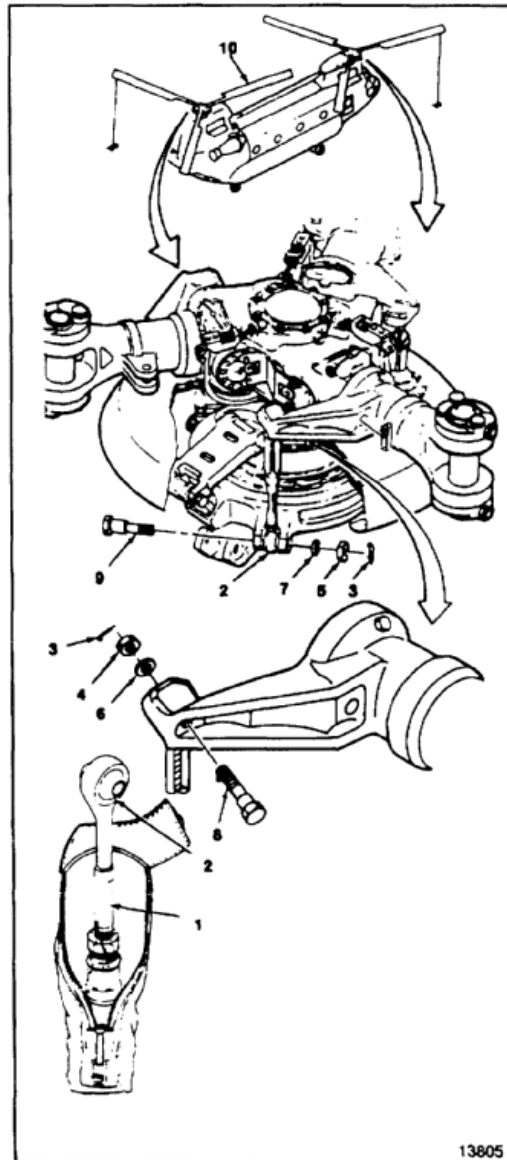
Torque on nuts at upper and lower bolts is checked in the same way for all pitch links.

1. Inspect pitch link (1) for looseness or damage caused by chafing. Inspect bearing (2) at each end of link for liner unbonding and signs of seizing. If a crack in the pitch link is suspected, refer to TM 1-1520-253-23.
2. Remove cotter pin (3) at each end of link (1).
3. Apply **400 inch-pounds** torque to nuts (4 and 5) in the tightening direction.

**NOTE**

The nuts should not move.

4. If nuts (4 and 5) did not move during torque check, install a new cotter pin (3). Go to Follow-On Maintenance.
5. If nuts (4 or 5) moved during torque check, remove nut, washer (6 or 7), and bolt (8 or 9) (Task 5-94.1).
6. Inspect bolt (8 or 9) for obvious wear. If bushing has damage, it may be reworked (Task 1-14). If shank of bolt has scratches or other damage **0.005 inch** deep or more, or has a wear step of **0.005 inch** or more, replace bolt (Task 5-94.1).
  - a. Have helpers lift and twist blade (10) as required to install bolt (8 or 9). Keep blade supported.
  - b. Install new bolt (8 or 9), washer (6 or 7), and new nut (4 or 5). Check that limiter is installed. Torque nut to **400 to 660 inch-pounds**. Install cotter pin (3).
7. Have helpers lower rotary-wing blade (10).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-604

**5-99.2 CHECK DRIVE COLLAR AND DRIVE ARM RADIAL PLAY****5-99.2****INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Dial Indicating Scale, 0 to 50 Pounds  
 Dial Indicator, 0 to 0.002 Inch  
 Torque Wrench, 100 to 750 Inch-Pounds  
 Torque Wrench, 700 to 1600 Inch-Pounds  
 Removal Tool (APP E-24)

**Materials:**

Antiseize Compound (E75)  
 Gloves (E184.1)

**Parts:**

Cotter Pin

**Personnel Required:**

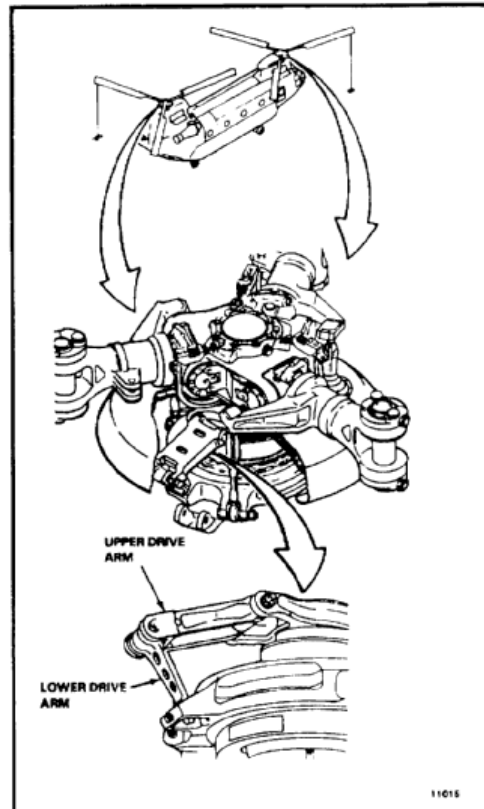
Aircraft Powertrain Repairer  
 Inspector

**References:**

Task 5-96.1  
 Task 5-97

**Equipment Condition:**

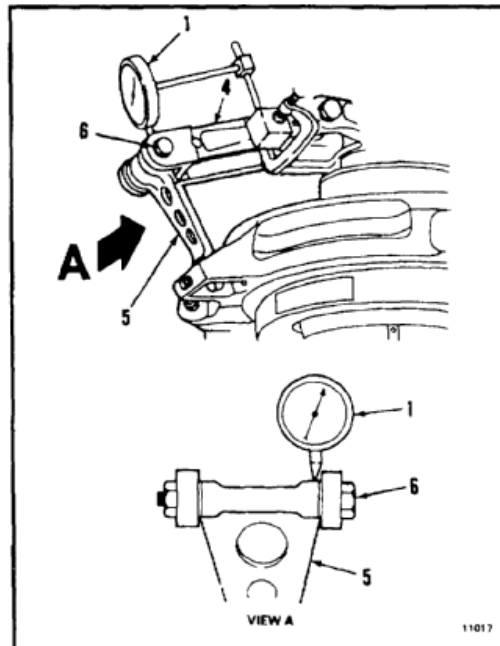
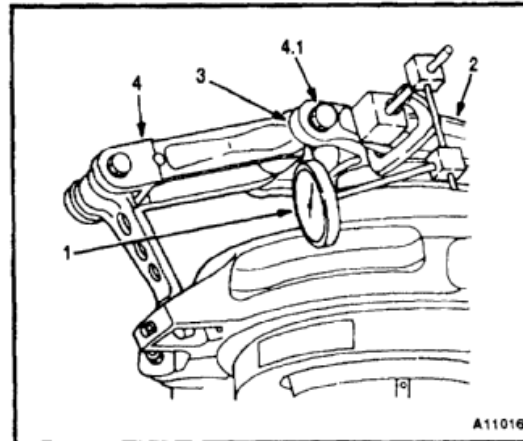
Battery Disconnected (Task 1-39)  
 Hydraulic Power Off  
 Electrical Power Off  
 Cockpit Controls at Neutral (Task 11-42)  
 Forward or Aft Work Platforms Open (Task 2-2)



**NOTE**

Procedure is same to check forward or aft drive collar and drive arm for radial play.

1. Clamp dial indicator (1) to drive arm collar (2).
2. Position indicator (1) on lug (3) of upper drive arm (4), aligned with bolt (4.1). Preload indicator against lug.
3. Pull upper drive arm (4) and collar (2) toward indicator (1). Record indicator reading X.
4. Hold collar (2) down and push upper drive arm (4) away from indicator (1). Record indicator reading Y.
5. Subtract reading Y from reading X. Result shall not be more than **0.010 inch**.
6. Remove indicator (1) from drive arm collar (2).
7. Clamp indicator (1) to upper drive arm (4).
8. Position indicator on lower drive arm (5), aligned with bolt (6). Preload indicator against lower drive arm.
9. Pull upper drive arm (4) and lower drive arm (5) away from indicator (1). Record indicator reading A.
10. Hold upper drive arm (4) down and push upper drive arm (5) toward indicator (1). Record reading B.
11. Subtract reading A from reading B. Result shall not be more than **0.010 inch**.
12. Remove indicator (1) from upper drive arm (4).



**CHECK LOWER DRIVE ARM RADIAL PLAY (WITHOUT 46)**

- 12.1. Disconnect lower end of pitch link from swashplate (Task 5-97).
- 12.2. Install pitch link lockpins (Task 5-96.1).
13. Remove cotter pin (7), washer (7.1), and nut (8) from bolt (9). Remove bolt.



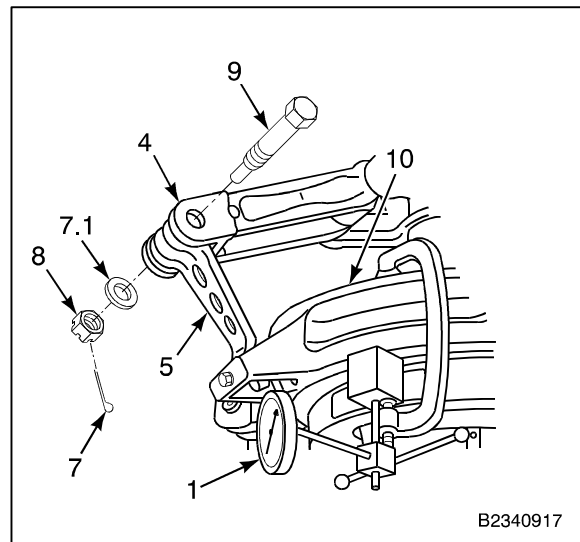
Do not allow swashplate to rotate. Rotor head, pitch links, and swashplate will be damaged.

14. Clamp indicator (1) to swashplate (10).
15. Position indicator (1) on lower end of lower drive arm (5), align with lower drive arm. Preload indicator against lower drive arm.
16. Push lower drive arm (5) toward indicator (1). Record indicator reading C.
17. Hold swashplate (10) down and pull lower drive arm (5) away from indicator (1). Record indicator reading D.
18. Subtract reading D from reading C. Result shall not be more than **0.006 inch**.
19. Remove indicator (1) from swashplate (10).
20. Position lower drive arm (5) in upper drive arm 20 (4).

**WARNING**

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

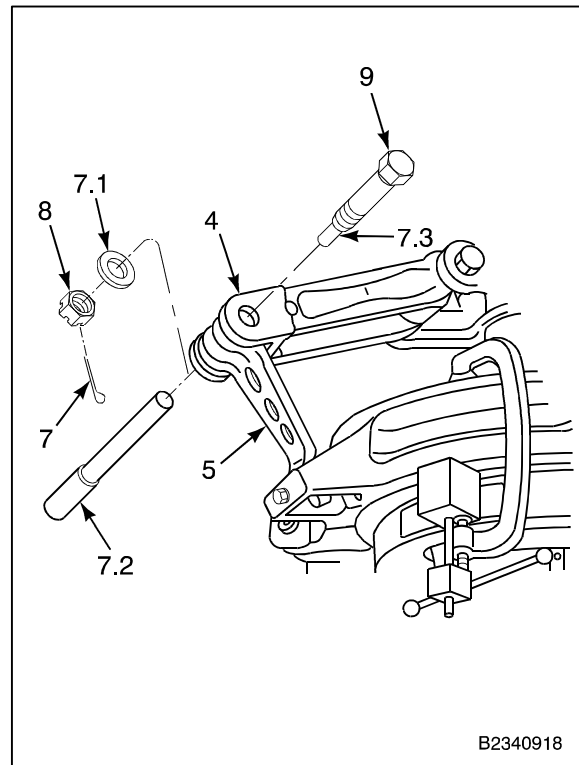
21. Apply antiseize compound (E75) to shank of bolt (9). Wear gloves (E184.1). Do not apply to thread or bushing on bolt.
22. Install bolt (9), washer (7.1), and nut (8) in lower drive arm (5). Torque nut to **500-700 inch-pounds**.
23. Install cotter pin (7) in nut (8). Go to Follow-On Maintenance.

**INSPECT**

B2340917

**CHECK LOWER DRIVE ARM RADIAL PLAY  
(WITH **46**)**

- 23.1. Disconnect lower end of pitch link from swashplate (Task 5-97).
- 23.2. Install pitch link lockpins (Task 5-96.1).
24. Remove cotter pin (7), washer (7.1), and nut (8) from bolt (9).
25. Install bolt removal tool (E-24) (7.2) on bolt (9) so pawl (7.3) is depressed.
26. Tap bolt (9) through upper drive arm (4) and lower drive arm (5) with a rubber mallet until pawl clears bushing. Remove bolt removal tool (E-24) (7.2).



B2340918





Do not allow swashplate to rotate. Rotor head, pitch links, and swash plate will be damaged.

27. Clamp indicator (1) to swashplate (10).
28. Position indicator (1) on lower end of lower drive arm (5), align with lower drive arm. Preload indicator against lower drive arm.
29. Push lower drive arm (5) toward indicator (1). Record indicator reading C.
30. Hold swashplate (10) down and pull lower drive arm (5) away from indicator (1). Record indicator reading D.
31. Subtract reading D from reading C. Result shall not be more than **0.006 inch**.
32. Remove indicator (1) from swashplate (10).
33. Position lower drive arm (5) in upper drive arm (4).
34. Check that flanged sleeve bushing is installed under drive arm lug on nut side. Refer to Task 5-112.

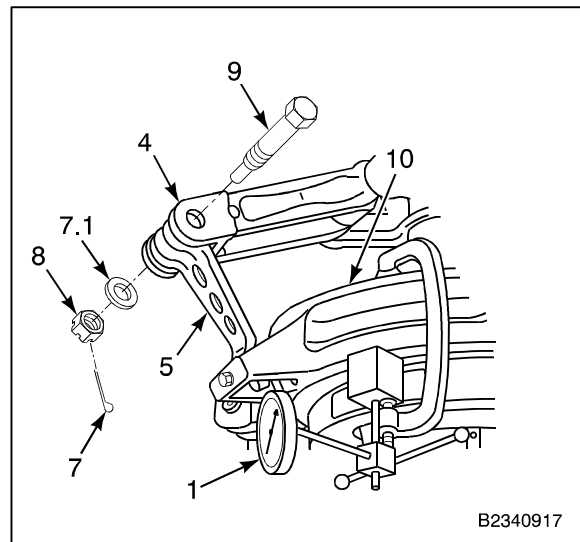
#### WARNING

Antiseize compound (E75) can form toxic vapors if exposed to flame. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



Do not apply antiseize compound to thread of bolt.

35. Apply antiseize compound (E75) to bushing and shank of bolt (9). Wear gloves (E184.1).
36. Install bolt (9), washer (7.1), and nut (8) in lower drive arm (5). Torque nut to **480-900 inch-pounds**. Use additional washers as required for cotter pin hole alignment.
37. Install cotter pin (7) in nut (8).



B2340917

#### INSPECT

#### FOLLOW-ON MAINTENANCE:

Remove pitch link lockpins (Task 5-96.2).  
Connect pitch links to swashplate (Task 5-99).  
Close forward or aft work platforms (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

None

**Personnel Required:**

CH-47 Helicopter Repairer (2)

**References:**

Task 5-101

**Equipment Condition:**

Battery Disconnected (Task 1-39)

Electrical Power Off

Hydraulic Power Off

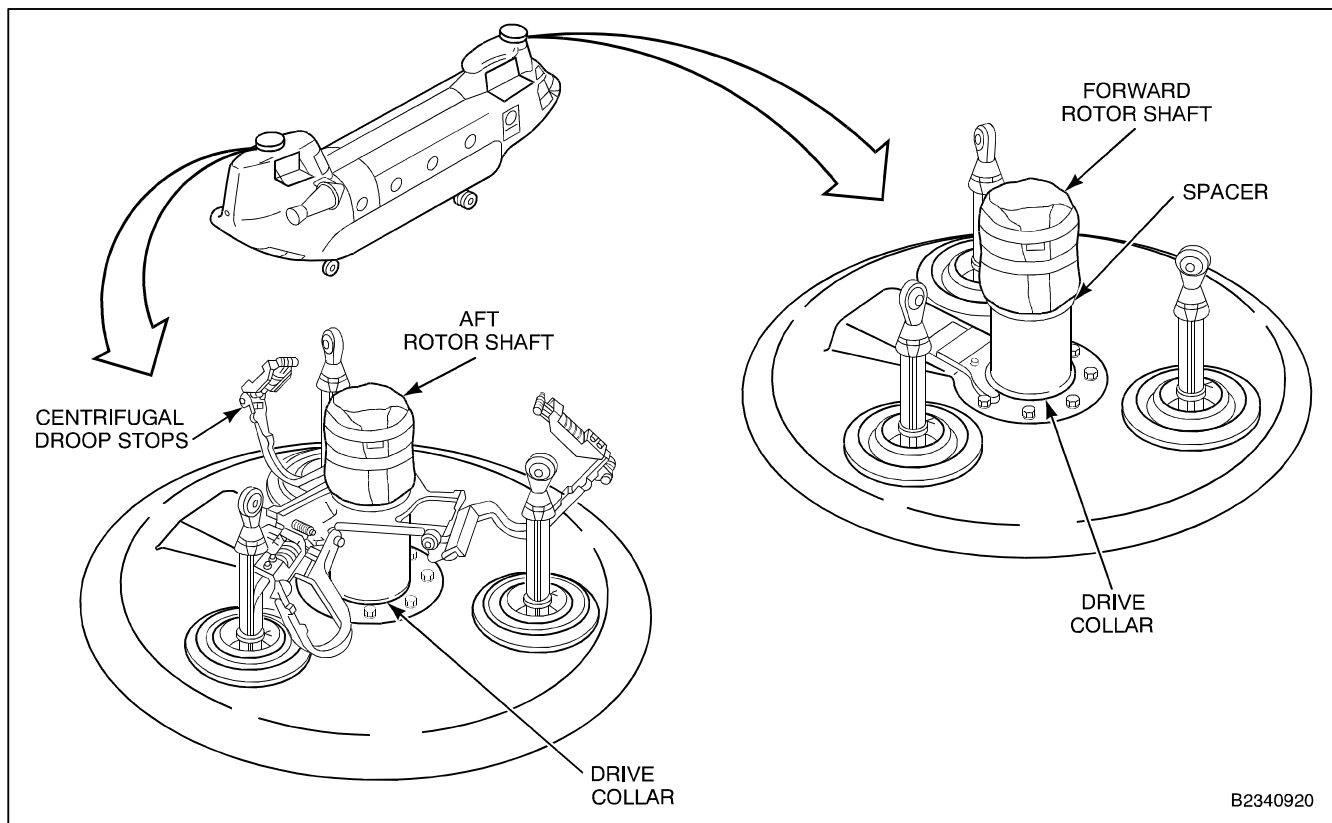
Two Rotary-Wing Blades Tied Down (Task 1-26)

Forward or Pylon Work Platforms Open (Task 2-2)

Rotary-Wing Blades Removed (Task 5-64)

Rotary-Wing Head Removed (Task 5-8)

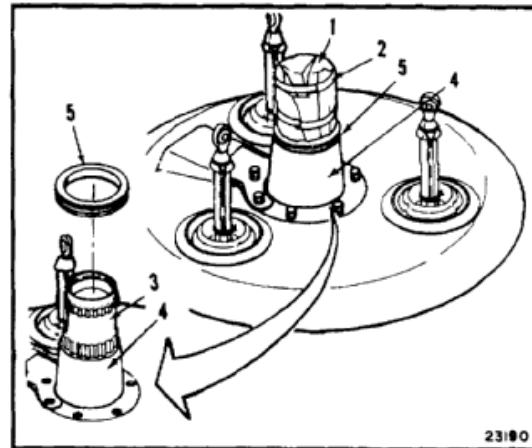
Pitch Links Disconnected From Swashplate (Task 5-97)



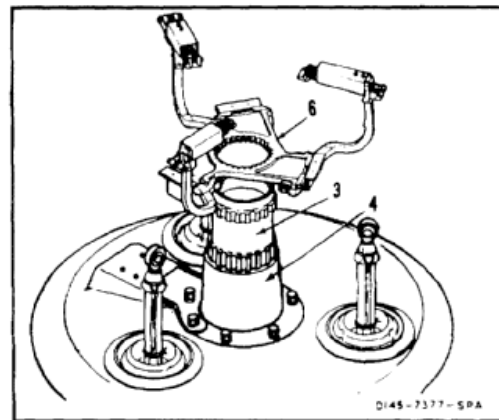
**NOTE**

Procedure is similar to remove a drive collar at the forward or aft rotor head. Differences are noted in the text.

1. If installed, remove barrier material (1) and tape (2) from drive shaft (3).
2. At forward rotor shaft (3) only, remove spacer (5) from drive collar (4). Then go to step 4.



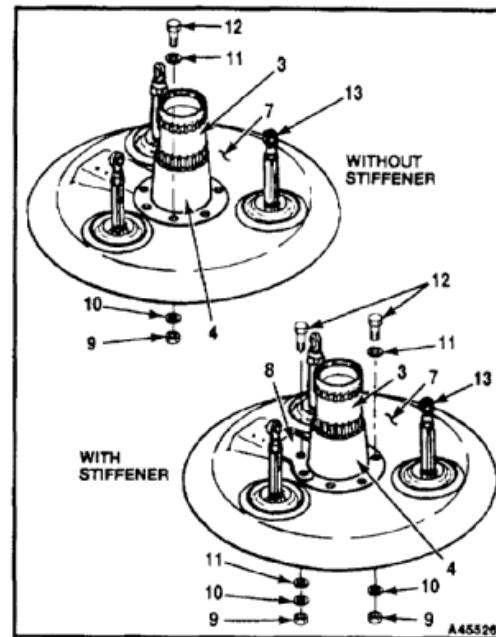
3. At aft drive shaft (3) only, remove centrifugal droop stop assembly (6) from drive collar (4).



**NOTE**

If weather-protective cover (7) has a stiffener (8), go to step 5.

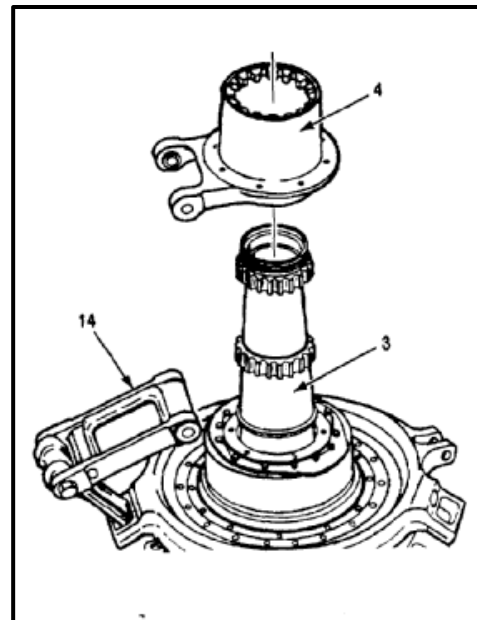
4. Remove nut (9), washer (10), and bolt (12) with washer (11) at each of eight places around weather-protective cover (7). Go to step 6.
5. At stiffener (8), remove nut (9), two washers (10 and 11) (under nut), and bolt (12) at each of four places. At each of the remaining four places, remove nut (9), washer (10), and bolt (12) with washer (11).
6. Rotate cover (7) slightly in each direction as required to free it from drive collar (4).
7. With helper, remove cover (7) by lifting it, with three pitch links (13), carefully over drive shaft (3).



8. Remove upper drive arm (14) from drive collar (4) (Task 5-101).
9. Remove drive collar (4) from drive shaft (3).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-612

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Metal Rod, 1/8 Inch Diameter x 6 Inches Long

**Materials:**

Plastic Strap (E374)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Pitch Links Disconnected From Swashplate (Task 597)  
One Forward and One Aft Blade Tied Down (Task 1-26)  
Pylon or Forward Work Platforms Open (Task 2-2)

**General Safety Instructions:**

**CAUTION**

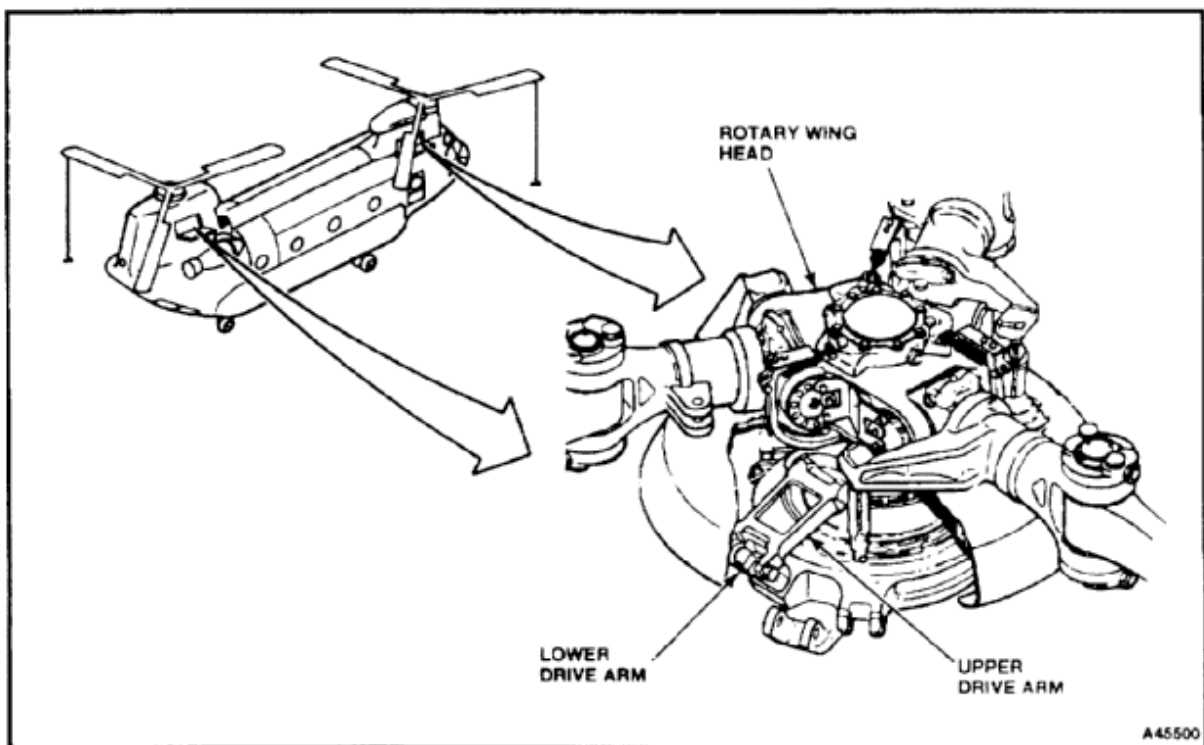
Do not try to pry bolts free.  
Swashplate, drive arm, or drive collar will be damaged.

**NOTE**

The procedure to remove forward or aft drive arms is similar. Removal of forward drive arms is shown here.

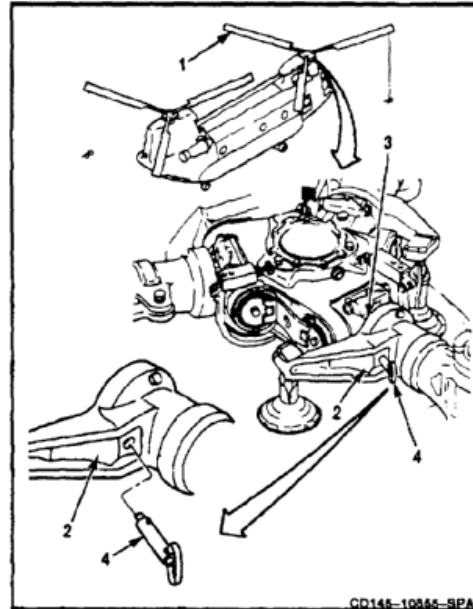
With **46**, a positive retention bolt is installed at each end of the upper drive arm. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

Without **46**, impedance bolts are installed in upper and lower drive arm lugs. These bolts are self-retaining and require a special nut and torque (Task 1-14).



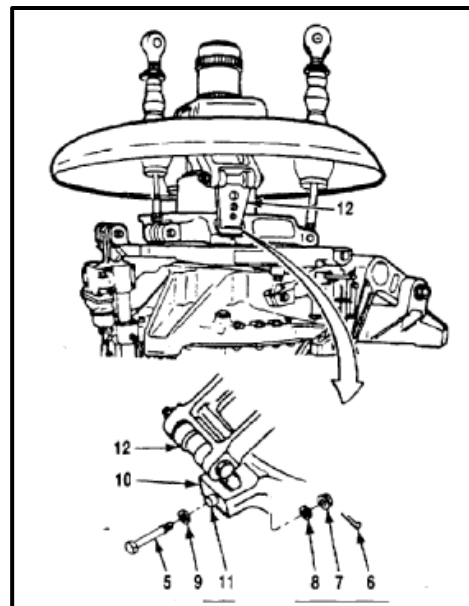
A45500

1. If not previously done, support and twist blade (1) as required to align holes in pitch arm (2) and pitch shaft (3). Install lockpin (4). Lower the blade.



**REMOVE LOWER DRIVE ARM FROM SWASHPLATE**

2. Remove lockwire from bolt (5). Remove cotter pin (6). While holding nut (7) with a wrench, remove the bolt, with washers (8 and 9), from swashplate lug (10). If needed, insert a rod through the head of the bolt and pull.
3. Partially withdraw bushing (11) from swashplate lug (10). Remove lower drive arm (12) from the lug.
4. Retain bushing (11) in lug (10) with plastic strap (E374).

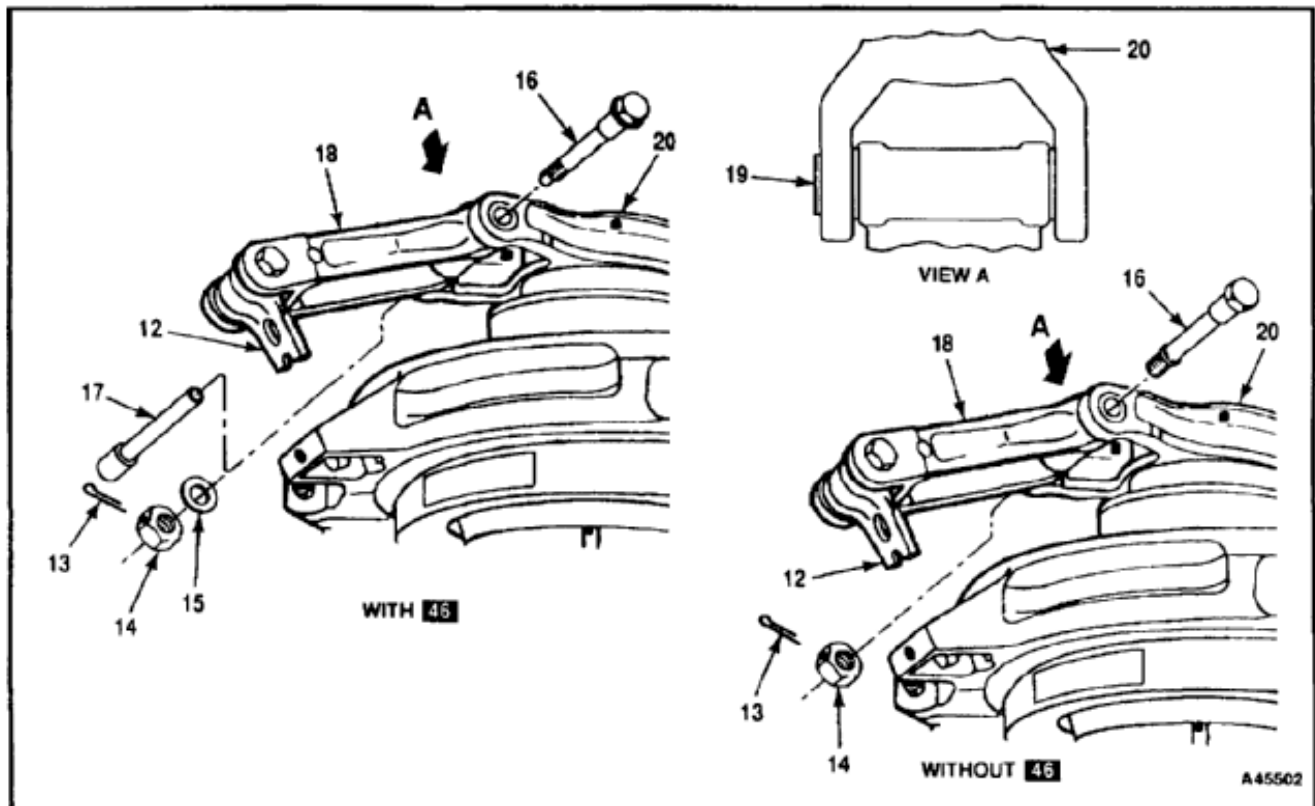


**REMOVE UPPER DRIVE ARM FROM DRIVE COLLAR WITH 46**

5. Remove cotter pin (13), nut (14), and washer (15) from bolt (16).
6. Install bolt removal tool (E-25) (17) on installed bolt (16). Tap the bolt through upper drive arm (18) until it can be removed. Remove the bolt.
7. Remove drive arms (12 and 18) as an assembly. Retain shouldered bushing (19) in the lug of drive collar (20) with plastic strap (E374).

**REMOVE UPPER DRIVE ARM FROM DRIVE COLLAR WITHOUT 46**

8. Remove cotter pin (13) and nut (14) from bolt (16).
9. Remove bolt (16). Do not pry the bolt free. If needed, tap it with a plastic mallet.
10. Remove drive arms (12 and 18) as an assembly. Retain shouldered bushing (19) in the lug of drive collar (20) with plastic strap (E374).



**DISASSEMBLE DRIVE ARMS WITH 46**

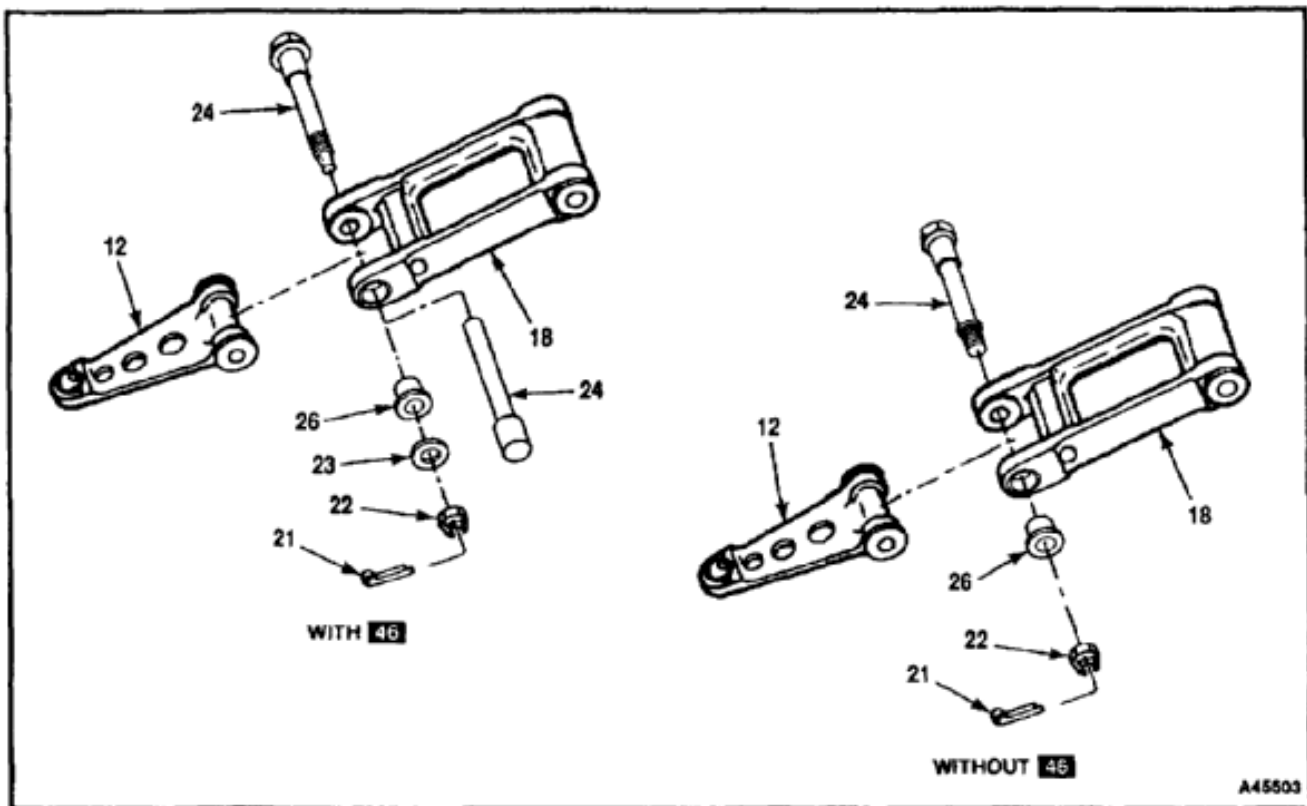
11. Remove cotter pin (21), nut (22), and washer (23) from bolt (24).
12. Install bolt removal tool (E-24) (25) on installed bolt (24). Tap the bolt through upper drive arm (18) until it can be removed. Remove the bolt.
13. Separate lower drive arm (12) from upper drive arm (18).
14. Retain shouldered bushing (26) in the lug of upper drive arm (18) with plastic strap (E374).

**DISASSEMBLE DRIVE ARMS WITHOUT 46**

15. Remove cotter pin (21) and nut (22) from bolt (24).
16. Remove bolt (24). Do not pry the bolt free. If needed, tap it with a plastic mallet.
17. Separate lower drive arm (12) from upper drive arm (18).
18. Retain shouldered bushing (26) in the lug of upper drive arm (18) with plastic strap (E374).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-616



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Arbor Press  
Adapter (APP E-8)

**Materials:**

None

**Personnel Required:**

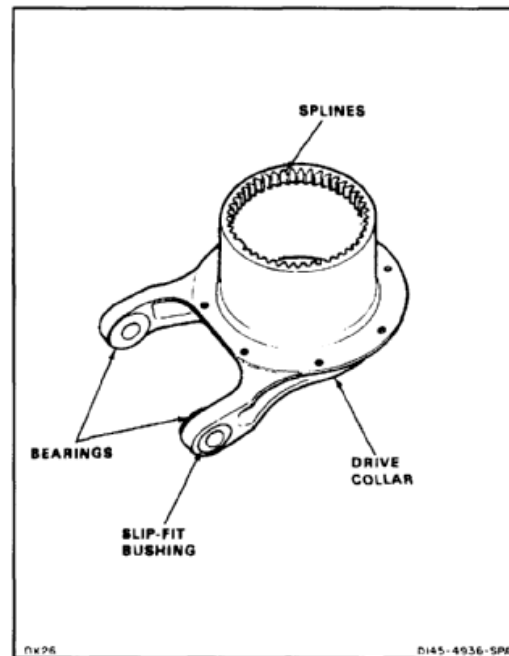
Aircraft Powertrain Repairer (2)

**References:**

Appendix E  
TM 55-1500-322-24

**Equipment Condition:**

Off Helicopter Task

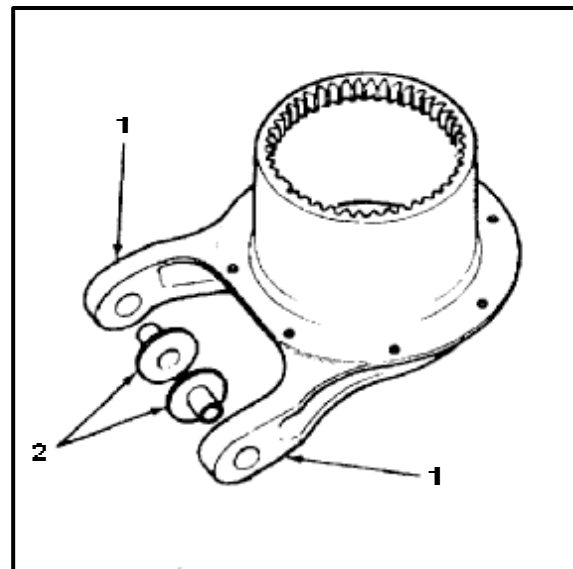
**NOTE**

Procedure is same to disassemble forward or aft drive collar.

1. Deleted.
2. Press two bearings (2) from lugs (1). Use arbor press and adapter (TM 55-1500-322-24).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Vernier Caliper Pins, Two 0.180 Inch

**Materials:**

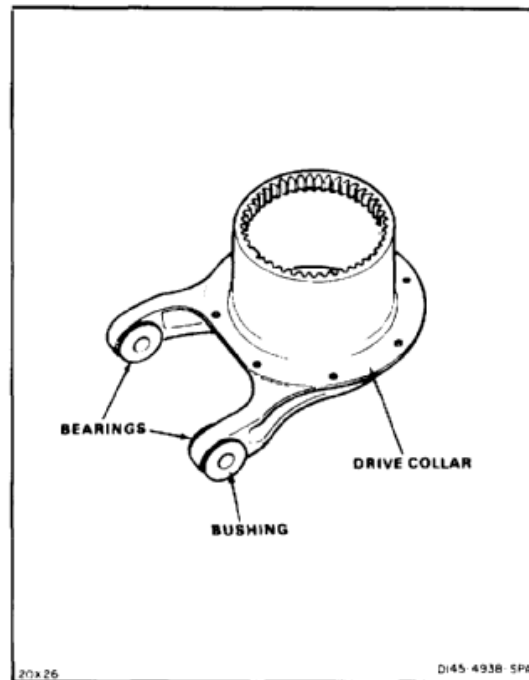
None

**Personnel Required:**

Inspector

**Equipment Condition:**

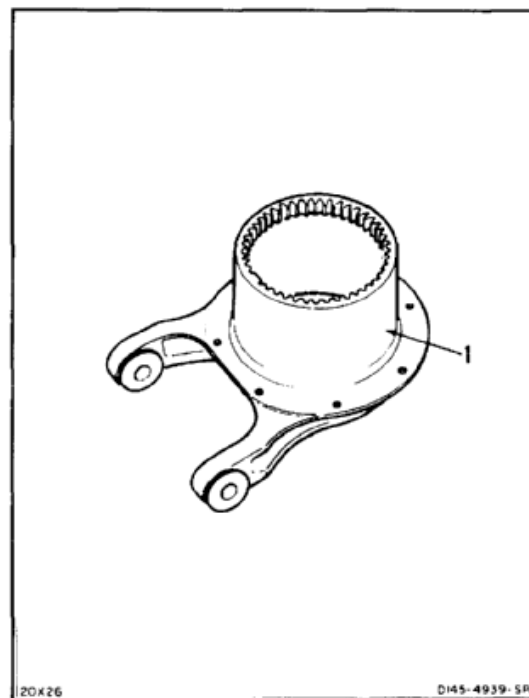
Off Helicopter Task



**NOTE**

Procedure is same to inspect forward or aft drive collar.

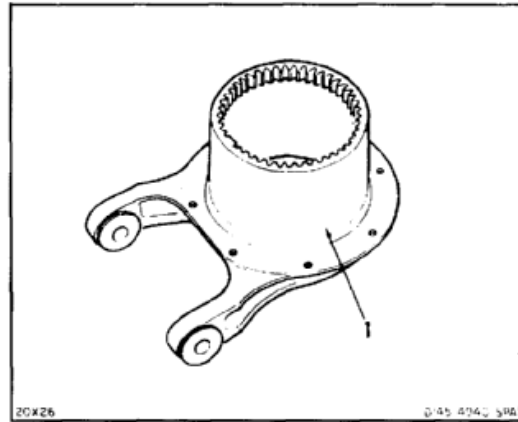
1. Check all areas of drive collar (1) for cracks. There shall be no cracks.



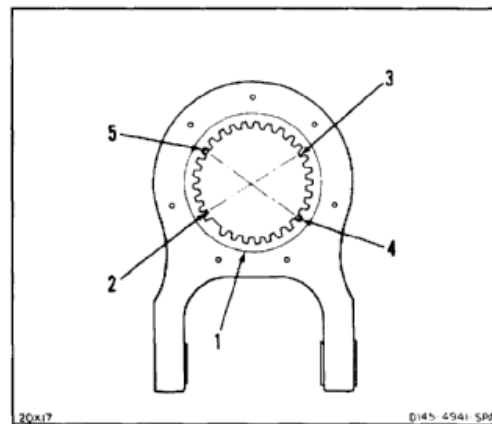
**5-103 INSPECT DRIVE COLLAR (AVIM) (Continued)**

5-103

2. Check all surfaces of collar (1) for other damage. Damage which does not exceed **0.005 inch** in depth shall be accepted without rework. Damage between **0.005 inch** and **0.040 inch** in depth shall be blend repaired. Depth of blend repair shall not exceed **10 percent** of material thickness, or **0.040 inch**, whichever is less. Blend radius must be **1 inch** minimum.



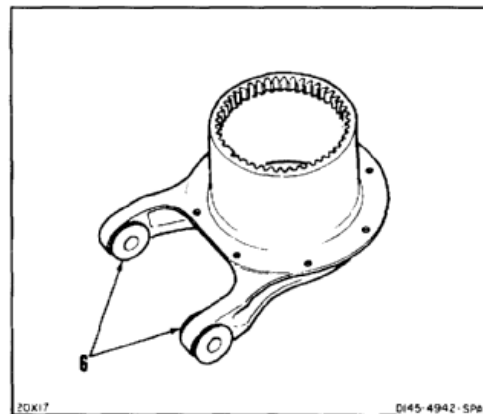
3. Check inside dimensions of drive collar (1) as follows:
- Apex (2) to apex (3) shall not exceed **5.380 inches**.
  - Pin (4) to pin (5) shall not exceed **5.465 inches** using **0.180 inch** diameter pins.



4. Check Teflon coating on bearings (6). Coating shall not be scored, torn or frayed.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-619

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Arbor Press  
 Adapter (APP E-9)

**Materials:**

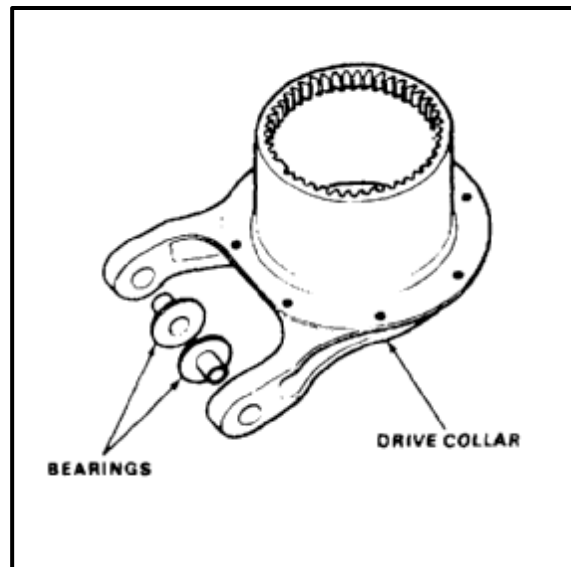
Epoxy Primer (E293)  
 Gloves (E186)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
 Inspector

**References:**

TM 55-1500-322-24  
 TM 55-1520-240-23P  
 Appendix E

**WARNING**

Epoxy primer (E293) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

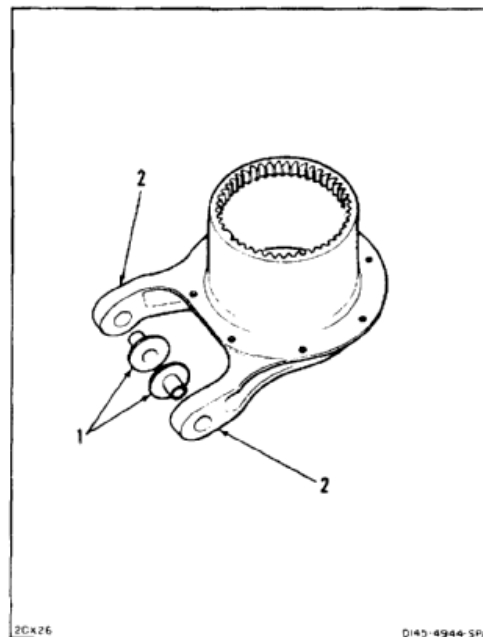
**CAUTION**

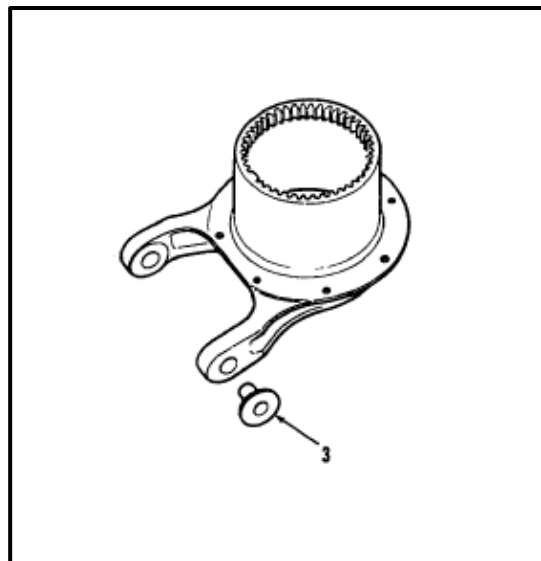
Do not lubricate bearings. Do not apply primer to inside diameter of bearings. Coating of bearing can be damaged.

**NOTE**

Procedure is same to assemble forward or aft drive collar.

1. Apply epoxy primer (E293) to outside diameter of bearings (1) and bore of lugs (2). Use gloves (E186).
2. Press bearings (1) into lugs (2). Use arbor press and adapter (TM 55-1500-322-24).



**INSPECT****FOLLOW-ON MAINTENANCE:**

None

Task 5-105 deleted.

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

Crocus Cloth (E122)

**Personnel Required:**

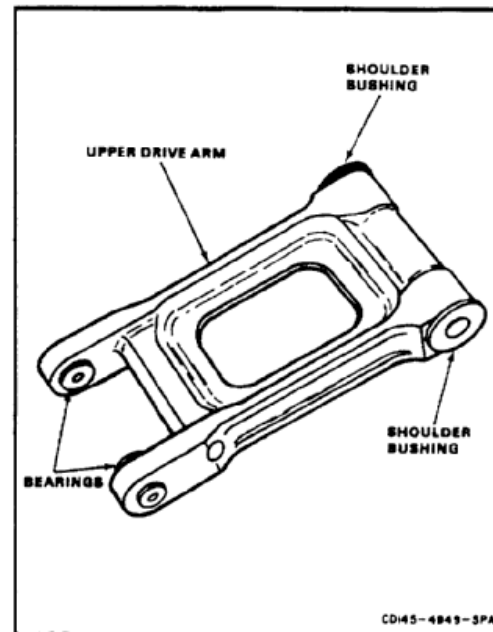
Inspector

**References:**

TM 55-1500-322-24  
 TM 55-1520-240-23P

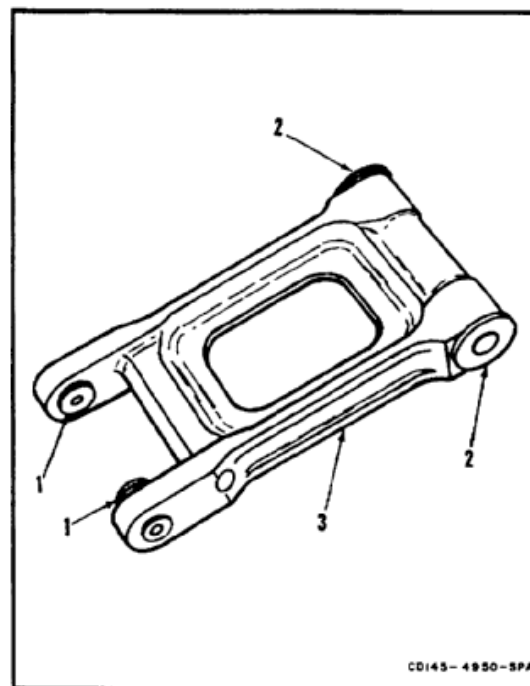
**Equipment Condition:**

Off Helicopter Task

**NOTE**

Procedure is the same to inspect a forward or aft upper drive arm.

1. Check Teflon coating on two bearings (1). Coating shall not be torn, scored, or frayed.
2. Check two shoulder bushings (2) in upper arm (3). Bushings shall not be loose.
3. Check the bearing surface of each bushing (2) for damage. Blend out minor surface damage with crocus cloth (E122). If damage cannot be blended smooth, reject the drive arm.
4. Measure inside diameter of bearings (1) and bushings (2). Inside diameter shall not exceed **0.7537 inch** on bearings and **0.7517 inch** on bushings.
5. Check all surfaces of drive arm (3) for scratches, pits, or other damage. Damage which does not exceed **0.005 inch** in depth shall be accepted without rework. Damage between **0.005 inch** in depth and **0.040 inch** in depth shall be blend repaired. Depth of blend repair shall not exceed **0.040 inch** or **10 percent** of material thickness, whichever is less. Blend radius must be **1 inch** minimum.

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-622

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
Arbor Press  
Adapter (APP E-9)

**Materials:**

Cloth (E120)  
Kevlar Gloves (E187)  
Dry Cleaning Solvent (E162)  
Epoxy Primer (E293)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 1-1520-252-23P  
TM 55-1500-322-24  
Appendix E

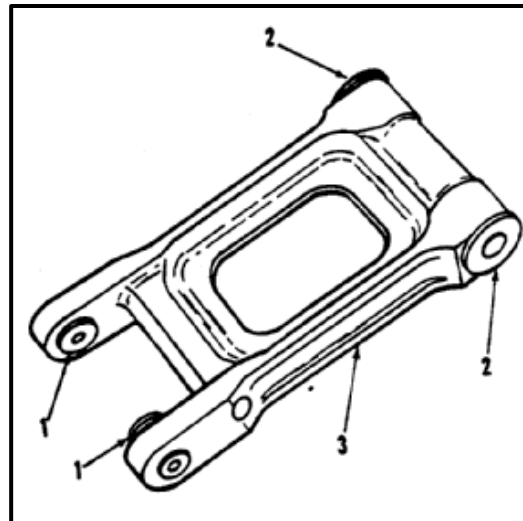
**General Safety Instructions:****WARNING**

Epoxy primer (E293) and dry cleaning solvent (E162) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

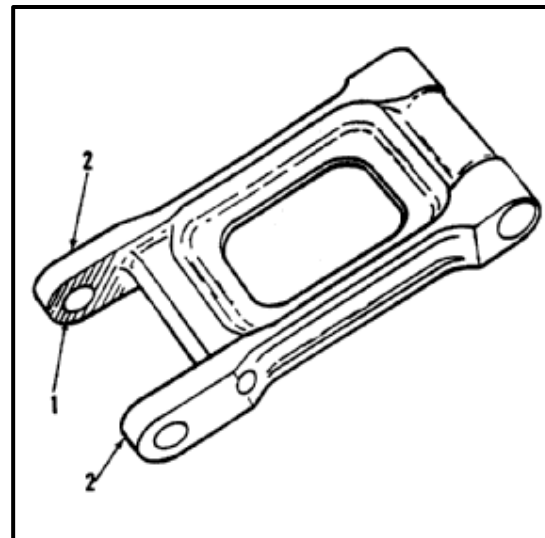
1. Check Teflon coating on two bearings (1). Coating shall not be torn, scored, or frayed.
2. Remove two bearings (1) from upper drive arm (3). Use arbor press and adapter (TM 55-1500-322-24).

**NOTE**

Bushing sleeves 114R3116-182 (2) are not replaceable.



3. Clean bearing seat areas (1) of lugs (2). Use cloth (E120) damp with dry cleaning solvent (E162). Use Kevlar gloves (E187).

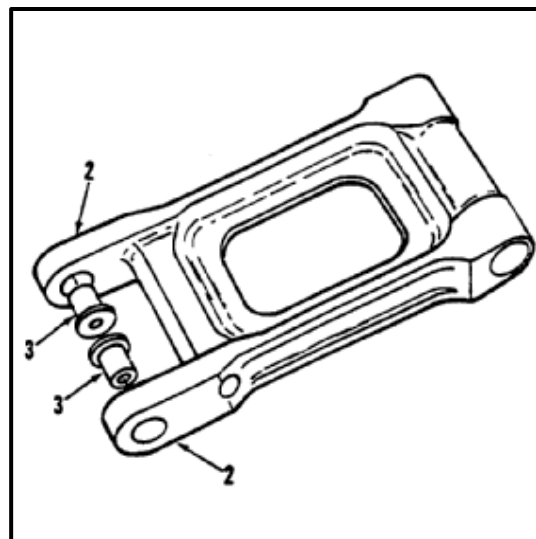
**CAUTION**

Do not apply primer to inside diameter or flange of bearings. Bearing coating will be damaged.

4. Apply epoxy primer (E293) to bore of lugs (2) and outside diameter of bearings (3). Use Kevlar gloves (E187).
5. Press two bearings (3) into lugs (2). Use arbor press and adapter (TM 55-1500-322-24).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None



END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Portable Electric Drill  
 Twist Drill Set  
 Arbor Press  
 Adapter (APP E-10)  
 Machinist's Vise  
 Vise Jaw Caps  
 Slide Hammer  
 Electric Heat Gun

**Materials:**

Temperature Indicating Strips (E483)

**Personnel Required:**

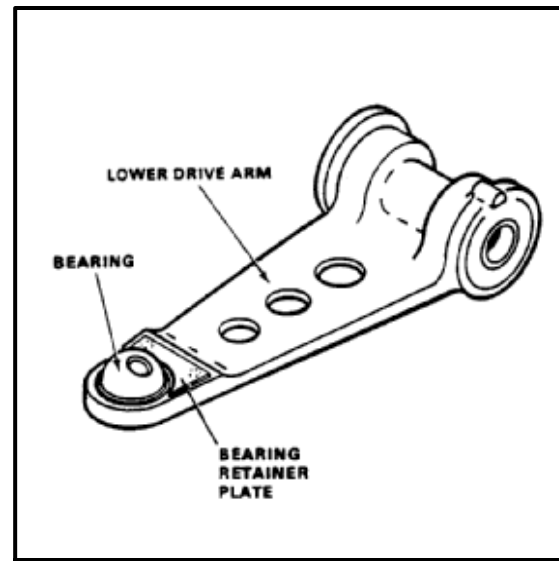
Aircraft Powertrain Repairer (2)

**References:**

Appendix E  
 TM 55-1500-322-24

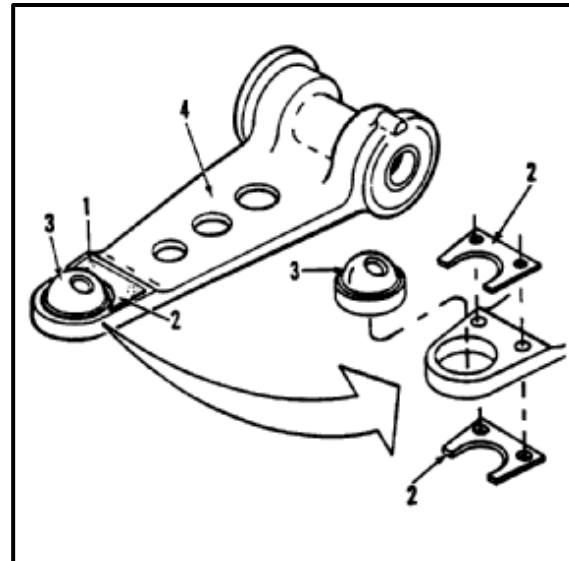
**Equipment Conditions:**

Off Helicopter Task

**NOTE**

Procedure is same to disassemble forward or aft lower drive arm.

1. Drill out two rivets (1). Remove two plates (2).
2. Press bearing (3) from arm (4). Use arbor press and adapter (APP E-10) (TM 55-1500-322-24).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Bench Vise  
 Goggles  
 Vernier Caliper, 3 Inch

**Materials:**

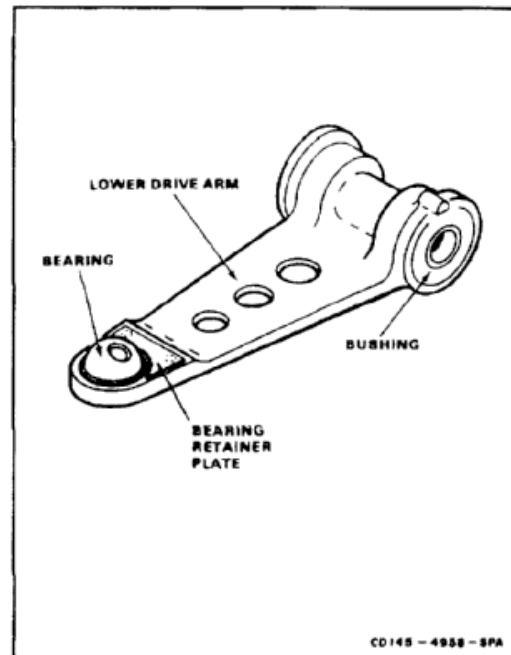
Crocus Cloth (E122)

**Personnel Required:**

Aircraft Powertrain Repairer  
 Inspector

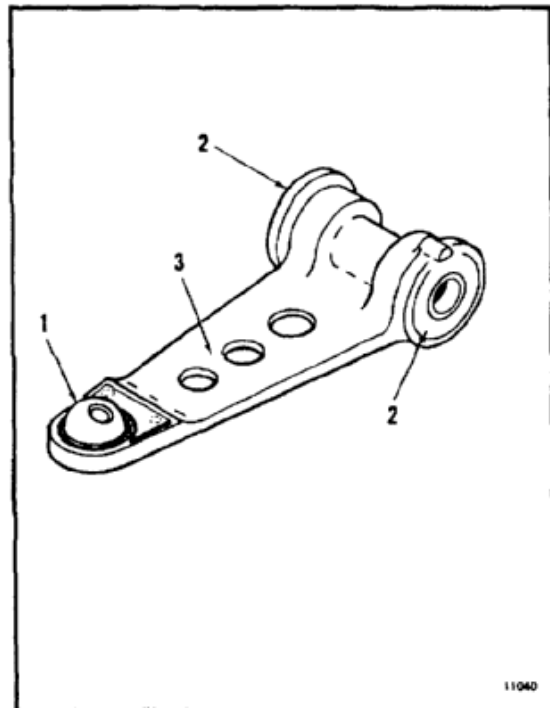
**Equipment Condition:**

Off Helicopter Task

**NOTE**

Procedure is the same to inspect a forward or aft lower drive arm.

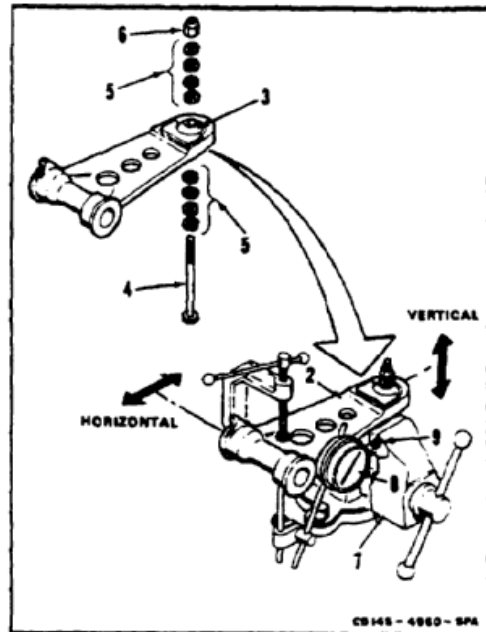
1. Check Teflon coating on bearing (1). Coating shall not be torn, scored, or frayed.
2. Check two shoulder bushings (2) in lower drive arm (3). Bushings shall not be loose.
3. Measure inside diameter of bearing (1). Diameter shall not exceed **0.3755 inch**.
4. Measure inside diameter of bushings (2). Diameter shall not exceed **0.5647 inch**.
5. Check the bearing surface of each bushing (2) for damage. Blend out minor surface damage with crocus cloth (E122). If damage cannot be blended smooth, reject the drive arm.
6. Check all surfaces of drive arm (3) for scratches, pits, or other damage. Damage not exceeding **0.005 inch** deep shall be accepted without rework. Damage between **0.005 inch** and **0.040 inch** deep shall be blend repaired. Depth of blend repair shall not exceed **0.040 inch** or **10 percent** of material thickness, whichever is less. Blend radius must be at least **1 inch**.



7. Check axial and radial play in lower drive arm bearing (3) as follows:
  - a. Install bolt (4), eight washers (5), and nut (6) in bearing (3).
  - b. Clamp bolt (4) in bench vise (7).
  - c. Clamp dial indicator (8) on drive arm (2). Position contact point (9) against vise (7).
  - d. Try to move arm (2) in horizontal direction. Check dial indicator (8) for movement. Movement shall not exceed **0.006 inch**. Make sure bolt (4) does not move in vise (7).
  - e. Try to move arm (2) in vertical direction. Use feeler gage between arm and jaws of vise (7) to measure movement. Movement shall not exceed **0.003 inch**.
  - f. Remove arm (2) and bolt (4) from vise (7).
  - g. Remove bolt (4), washers (5), and nut (6) from arm (2).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Arbor Press  
 Adapter (APP E-10)  
 Container, 2 Quart  
 Goggles

**Materials:**

Cloth (E120)  
 Gloves (E184.1)  
 Kevlar Gloves (E187)  
 Dry Ice (E92)  
 Methanol (E243)  
 Epoxy Primer (E292)  
 Epoxy Primer (E293)  
 Dry Cleaning Solvent (E162)  
 Liquid Nitrogen (E47)

**Parts:**

Rivets

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
 Inspector

**References:**

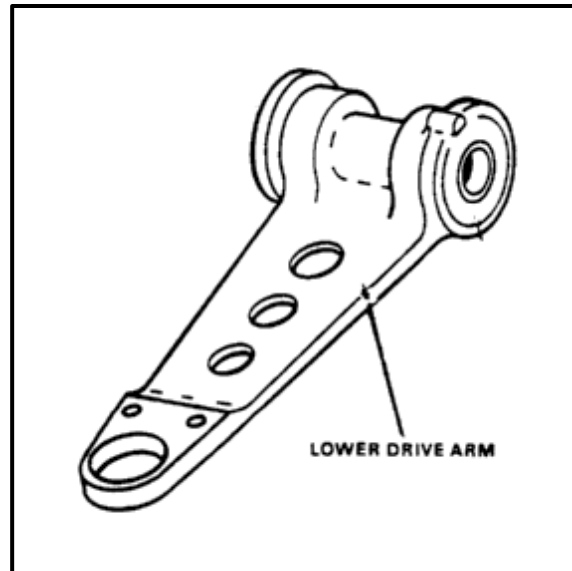
TM 1-1520-252-23P  
 TM 55-1500-322-24  
 Appendix E

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Epoxy primer (E292), epoxy primer (E293), and dry cleaning solvent (E162) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated areas, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Carbon dioxide (dry ice) (E92) in methanol (E243) is flammable, causes severe burns (frost bite), and gives off toxic fumes. Use only in well-ventilated area, away from heat and open flame. Do not get in eyes, on skin, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Liquid nitrogen (E247) causes severe burns (frost bite). Do not get in eyes, on skin, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

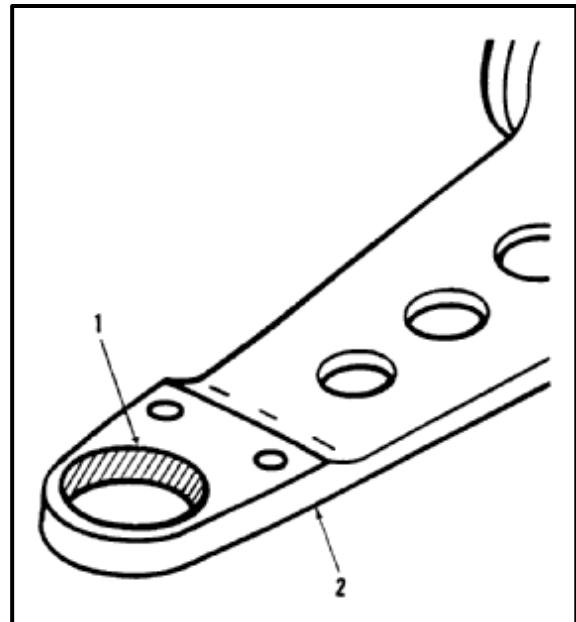
**WARNING**

Wear Kevlar gloves (E187) when handling chilled parts. Chilled parts can injure unprotected skin.

**NOTE**

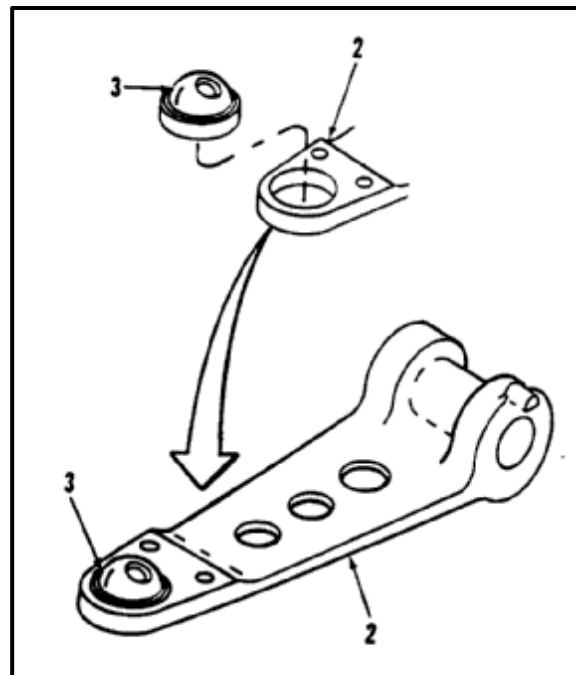
Procedure is same to assemble forward or aft lower arm drive.

1. Apply epoxy primer (E293) to bearing seat area (1) of lower drive arm (2). Wear gloves (E184.1).

**NOTE**

Bearing must be installed while epoxy primer is wet.

2. Chill bearing (3) in mixture of dry ice (E92) and methanol (E243). Wear goggles for eyes. Wear Kevlar gloves (E187).
3. Wipe bearing (3) dry. Use cloth (E120).
4. Install chilled bearing (3) in lower arm (2). Use arbor press and adapter. Make sure bearing is aligned (TM 55-1500-322-24). Wear gloves (E187).
5. Wipe excess epoxy primer (E293) from bearing (3). Use cloth (E120) damp with solvent (E162). Wear gloves (E184.1).

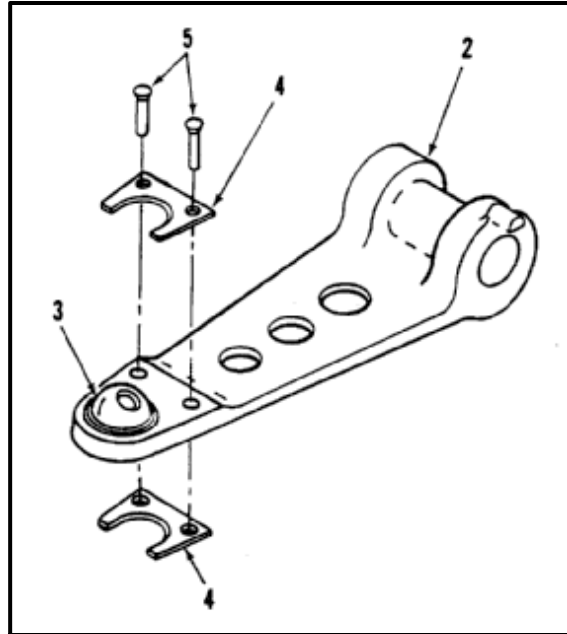


6. Wait until bearing (3) warms to room temperature.
7. Apply epoxy primer (E292) to faying surfaces of two retainer plates (4). Wear gloves (E184.1).

**NOTE**

Holes in plates and arm may be enlarged for **5/32 inch** oversized rivets.

8. Position two plates (4) on lower arm (3).
9. Apply epoxy primer (E292) to two rivets (5). Install two rivets in two plates and arm, while rivets are wet. Wear gloves (E184.1).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-630

## 5-111 INSTALL DRIVE COLLAR

5-111

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

Brush (E86)  
 Grease (E190)  
 Twine (E433)  
 Cloth (E120)  
 Toluene (E423)  
 Sealant (E336)  
 Gloves (E184.1)

**Personnel Required:**

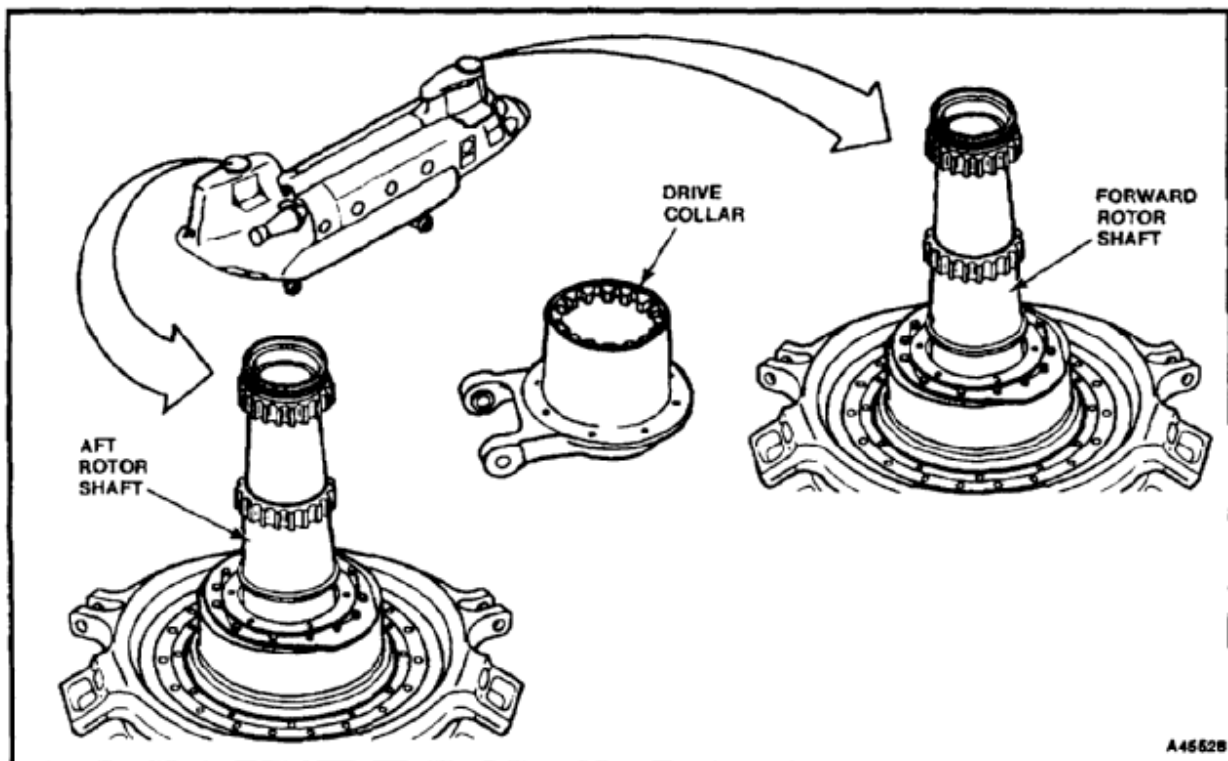
Medium Helicopter Repairer (2)  
 Inspector

**References:**

Task 5-112  
 TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

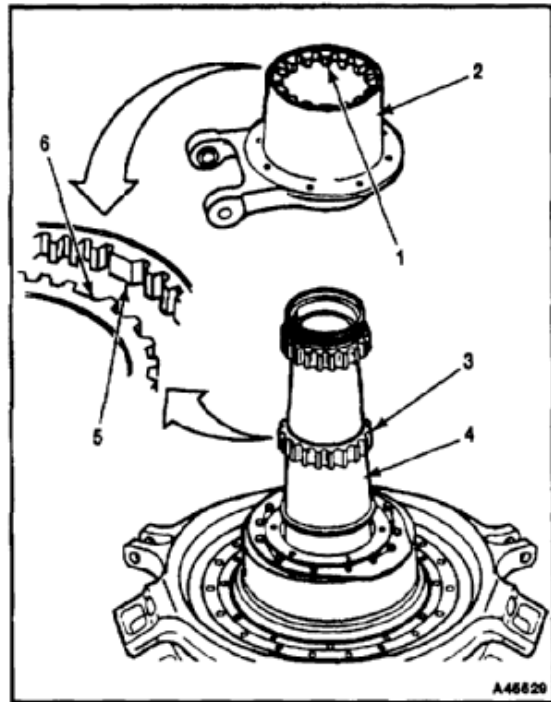
Toluene (E423) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



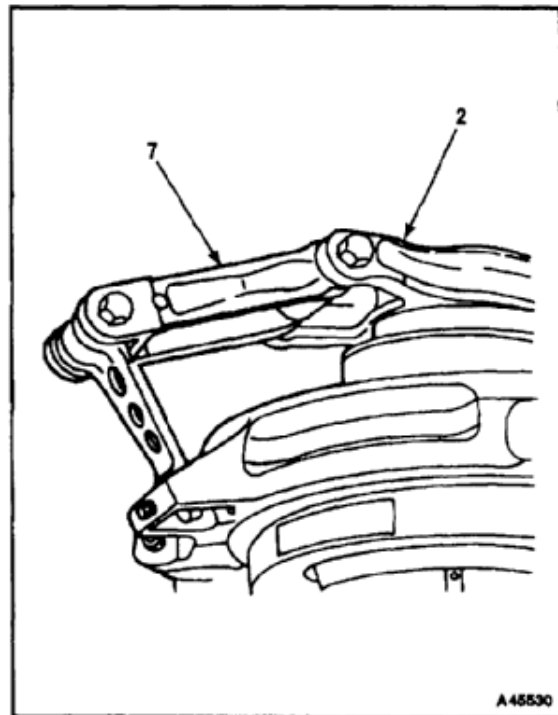
**NOTE**

Procedure is similar to install a drive collar at the forward or aft head.

1. Clean splines (1) of drive collar (2) and splines (3) of drive shaft (4). Use cloth (E120) damp with toluene (E423). Wear gloves (E184.1).
2. Apply a thick coat of grease (E190) to splines (1 and 3). Use brush (E86). Make sure spline grooves are full of grease.
3. Align master splines (5 and 6) of drive collar (2) and drive shaft (4). Slide the collar onto the shaft. Wipe off excess grease with cloth (E120).



4. Connect upper drive arm (7) to drive collar (2). Check clearance at drive arm lugs (Task 5-112).





**WARNING**

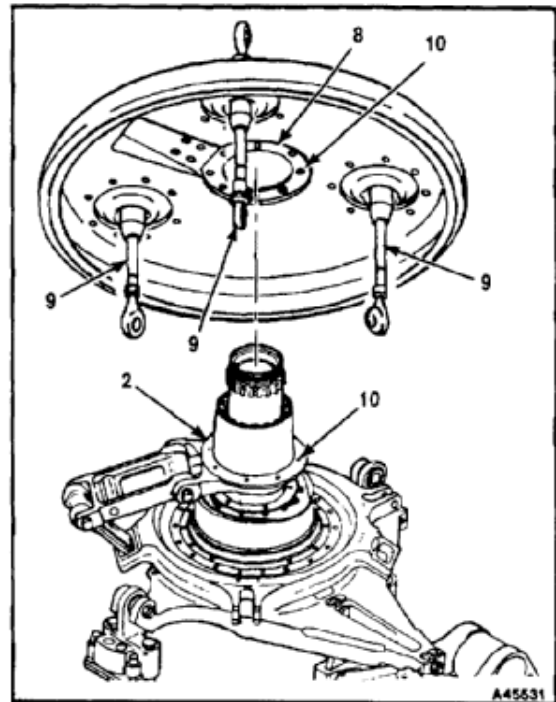
Toluene (E423) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Clean the mating surfaces of drive collar (2) and weather-protective cover (8). Use cloth (E120) damp with toluene (E423). Wear gloves (E184.1).

**NOTE**

Holes are not equally spaced.

- Carefully lower cover (8), with pitch links (9), over drive collar (3). Align holes (10) in the drive collar and cover.

**NOTE**

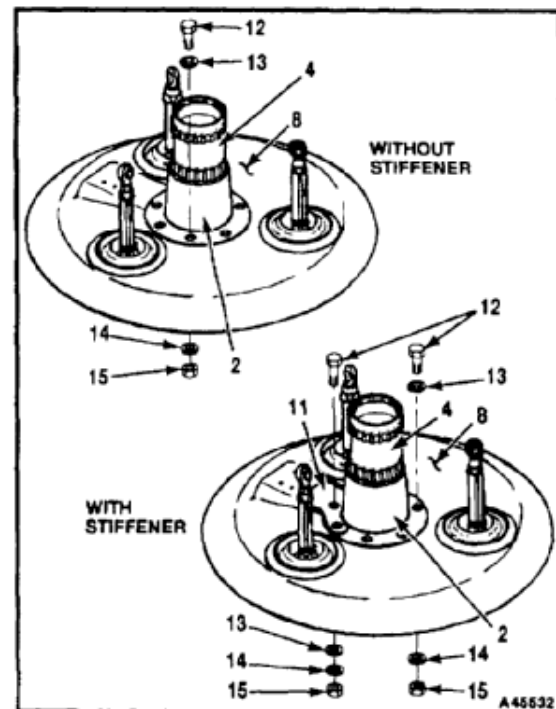
If weather-protective cover (8) has a stiffener (11), go to step 8.

- Install bolt (12), with washer (13) (under head) washer (14), and nut (15) at each of eight places around cover (8). Torque the bolts to **100 inch-pounds**. Go to step 9.
- At stiffener (11), install bolt (12), washers (13 and 14) (under nut), and nut (15) at four places. Install bolt (12), with washer (13) (under head), washer (14), and nut (15) at the remaining four places. Torque all bolts to **100 inch-pounds**.

**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

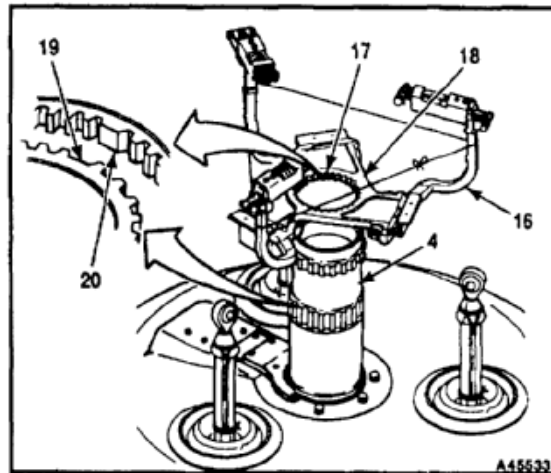
- Apply sealant (E336) at the junction of drive collar (2) and cover (8). Wear gloves (E184.1).



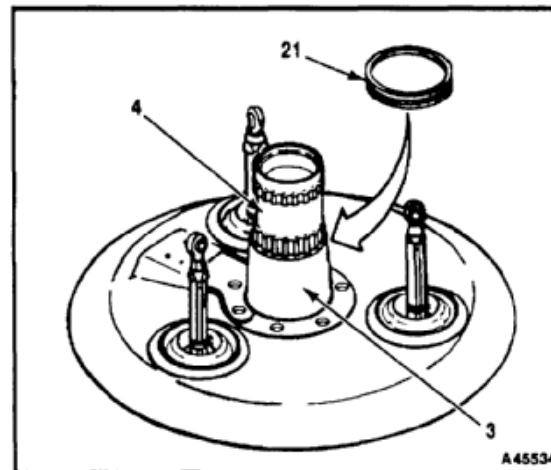
**NOTE**

If installing an aft drive collar, perform steps 10 thru 12. If installing a forward drive collar, go to step 13.

10. At aft rotor shaft (4) only, tie three balancing arms (16) together as shown. Use twine (E433).
  11. Apply grease (E190) to splines (17) of centrifugal droop stop plate (18). Wipe excess grease from the top and bottom of the plate.
  12. Align master splines (19 and 20) of drive shaft (4) and droop stop plate (18). Install the droop stop plate.
13. At forward rotor shaft (4) only, install spacer (21) on drive collar (2).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Connect pitch link upper end (Task 5-99).
- Install rotary-wing head (Task 5-9).
- Install rotary-wing blades (Task 5-84).
- Close forward or pylon work platforms (Task 2-2).



END OF TASK

5-634

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Torque Wrench, 30 to 150 Inch-Pounds  
 Torque Wrench, 100 to 750 Inch-Pounds  
 Torque Wrench, 700 to 1600 Inch-Pounds  
 Torque Wrench, 100 to 500 Foot-Pounds  
 Depth Gage, Dial Indicating, 0 to 0.125 Inch

**Materials:**

Lockwire (E231)  
 Antiseize Compound (E75)  
 Gloves (E184.1)

**Parts:**

Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer  
 Inspector

**References:**

Task 1-14  
 TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

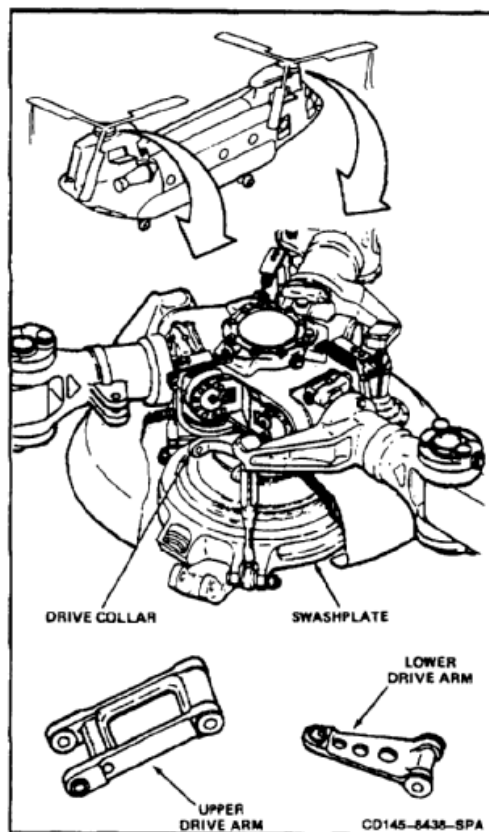
Antiseize compound (E75) can irritate skin and cause burns. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

The procedure to install forward or aft drive arms is similar. Differences are noted in the text.

With **46** positive retention bolt is installed at each end of the upper drive arm. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

Without **46** impedance bolts are installed in upper and lower drive arm lugs. These bolts are self-retaining and require a special nut and torque (Task 1-14).



1. Check that shouldered bushing (1) is installed in each drive collar lug (2).
2. Remove retaining strap from shouldered bushing (3). Position upper drive arm (4) between drive collar lugs (2).

**NOTE**

The heads of the two attaching bolts in the upper drive arm shall face the direction of rotation. A forward head is shown. Bolt direction is reversed on the aft head, since rotation is opposite.

Do not lubricate thread of bolt.

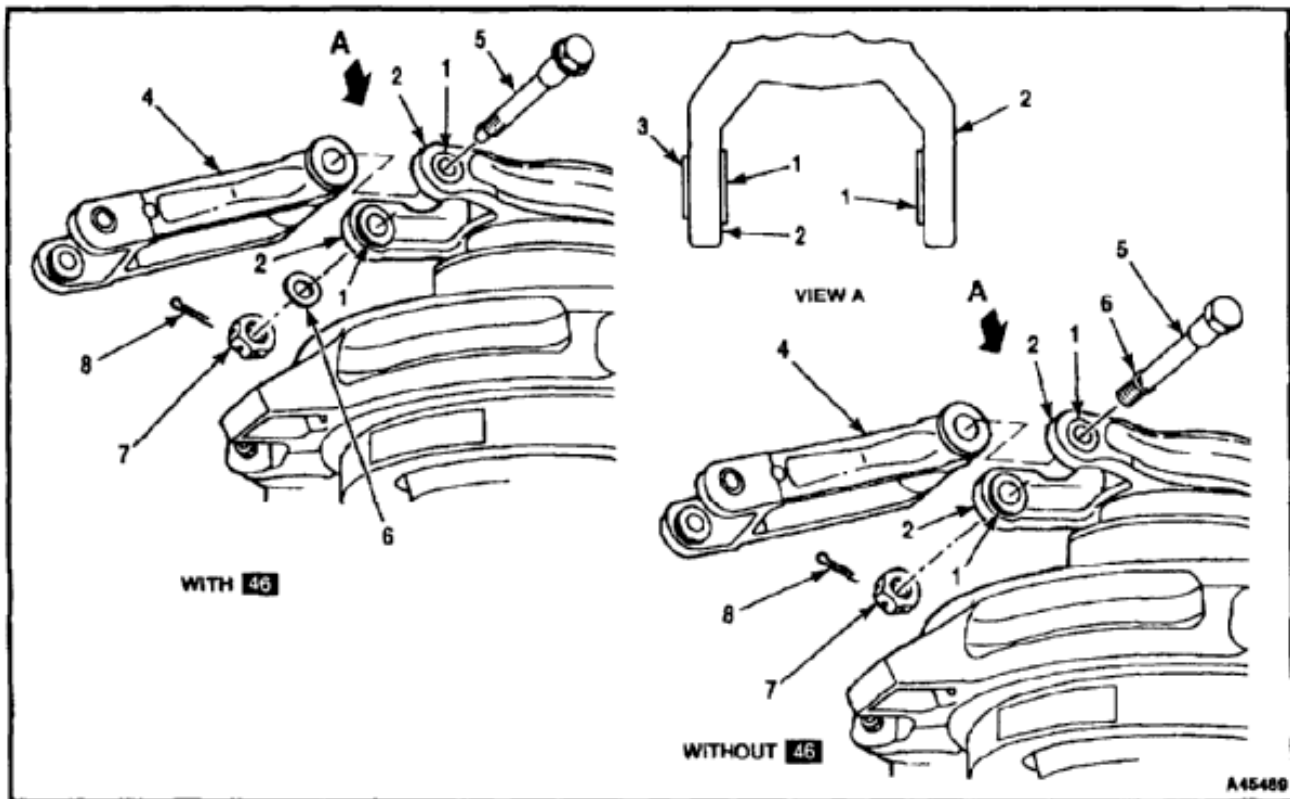
**CONNECT UPPER DRIVE ARM TO DRIVE COLLAR WITH 46**

3. Apply a light coat of antiseize compound (E75) to the bushing and shank of bolt (5). Wear gloves (E184.1).

4. Check that bushing (3) is in place. Install bolt (5), washer (6), and nut (7). Torque the nut to **108 foot-pounds**. Continue tightening the nut as needed to align cotter pin holes in the nut and bolt. Do not exceed **250 foot-pounds**. Install cotter pin (8).

**CONNECT UPPER DRIVE ARM TO DRIVE COLLAR WITHOUT 46**

5. Apply a light coat of antiseize compound (E75) to only the shank of bolt (5). Wear gloves (E184.1).
6. Check that bushing (3) is in place. Install bolt (5). Check that retaining ring (6) is clear of shouldered bushing (3) and is free to turn.
7. Install nut (7). Torque the nut to **500 inch-pounds**. Continue tightening the nut as needed to align cotter pin holes in the nut and bolt (5). Do not exceed **700 inch-pounds**. Install cotter pin (8).
8. Apply torque of **165 inch-pounds** to the head of bolt (5). The bolt shall not turn.



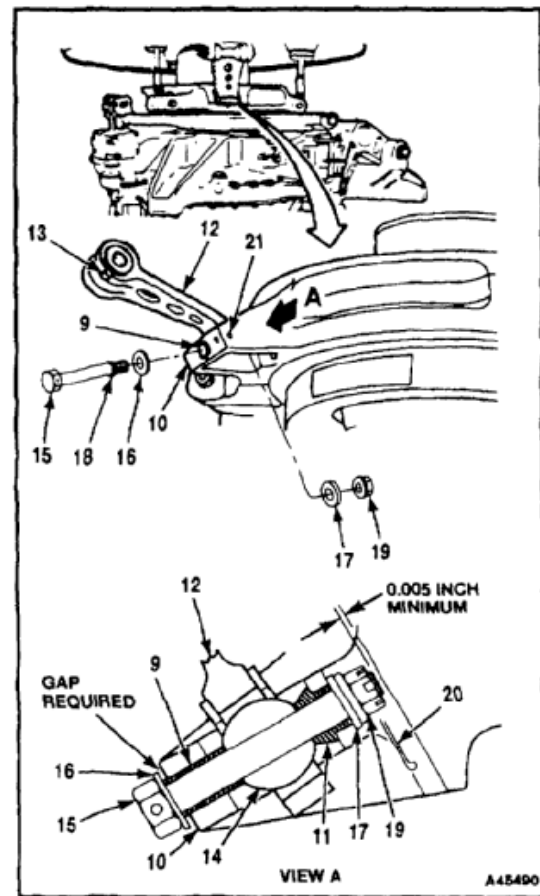
**CONNECT LOWER DRIVE ARM TO SWASHPLATE****WARNING**

If bushing (9) is not installed in swashplate lug (10), personal injury or loss of life could occur.

**NOTE**

At the forward swashplate, make sure lower drive arm is installed in lug marked FWD. At the aft swashplate, make sure lower drive arm is installed in lug marked AFT. Installation at a forward swashplate is shown here.

9. Remove the retaining strap from bushing (9) in swashplate lug (10). If a new swashplate has been installed, check that a bushing (9) is in lug (10). Check for the presence of shouldered bushing (11). Position lower drive arm (12), with mechanical stop (13) outboard, in the swashplate lug. Align bearing (14) with bushings (9 and 11).
10. Install bolt (15), with thin, smaller-inside diameter washer (16) under the head, and larger-inside diameter washer (17) over retaining ring (18). With the bolt fully inserted, check that the retaining ring protrudes past washer (17) and is free to turn.
11. Install nut (19). While holding the nut, torque bolt (15) to **190 inch-pounds**. Continue tightening the bolt as needed to align cotter pin holes in the nut and bolt. Do not exceed **270 inch-pounds**.
12. Check for clearance between the threaded end of bolt (15) and the inside face of the swashplate, as shown. Clearance shall be at least **0.005 inch**. Add a thin or thick washer under the bolt head if needed. Install cotter pin (20).
13. Check that there is a gap between washer (16) and lug (10) as shown.
14. Apply a torque of **65 inch-pounds** to the head of bolt (15). The bolt shall not turn.
15. Lockwire bolt (15) to hole (21) in lug (10). Use lockwire (E231).

**INSPECT**

16. Check that shouldered bushing (22) is in place in each upper drive arm lug (23). Check that a shouldered bushing is in place at each side of lower drive arm (12).
17. Remove the retaining strap from shouldered bushing (24). Position lower drive arm (12) between upper drive arm lugs (23).

**CONNECT UPPER AND LOWER DRIVE ARMS WITH**

**46**



Do not lubricate thread of bolt.

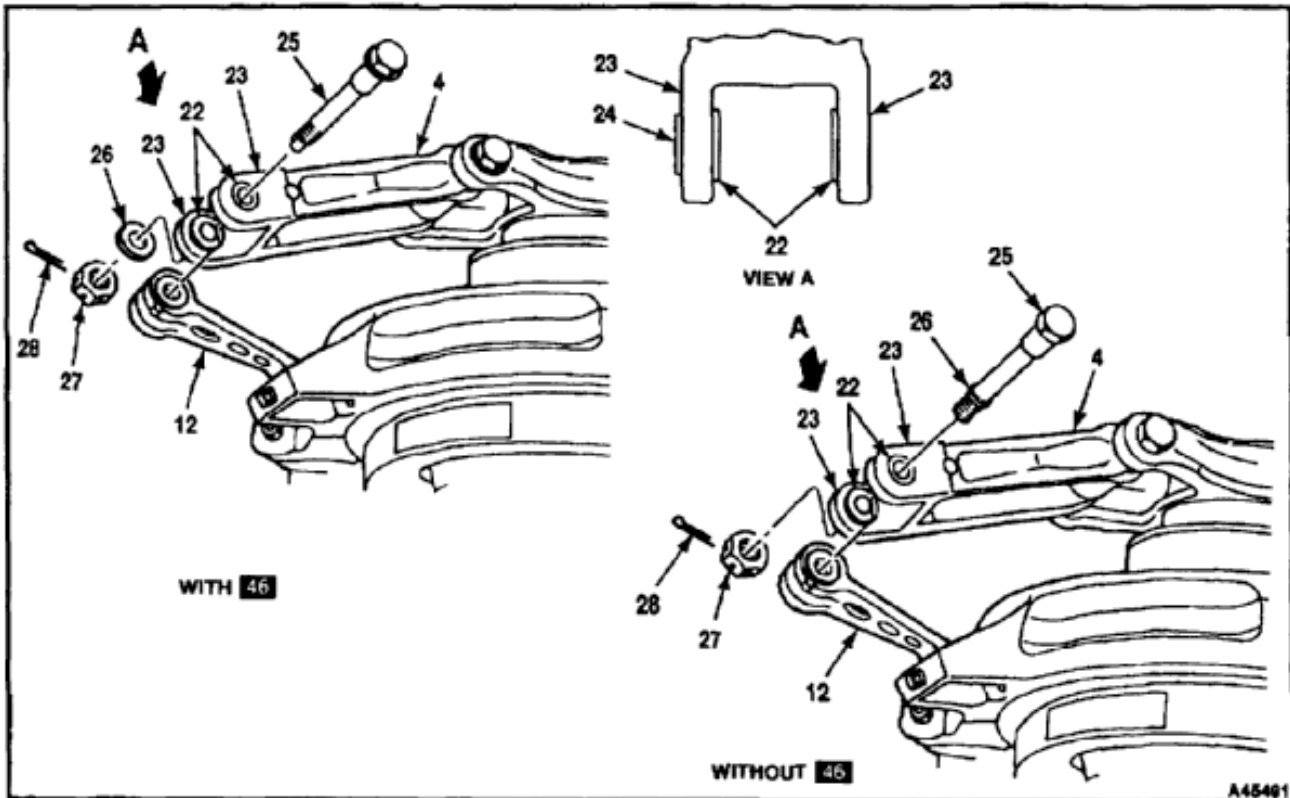
18. Apply a light coat of antiseize compound (E75) to the shank and bushing of bolt (25). Wear gloves (E184.1).
19. Check that bushing (24) is in place. Install bolt (25), washer (26), and nut (27). Torque the nut to **480 inch-pounds**. Continue tightening the nut as needed to align cotter pin holes in the nut and bolt. Do not exceed **900 inch-pounds**. Install cotter pin (28). Check that there is a gap between the flange of bushing (24) and the surface of lug (23).

**CONNECT UPPER AND LOWER DRIVE ARMS WITHOUT 46**



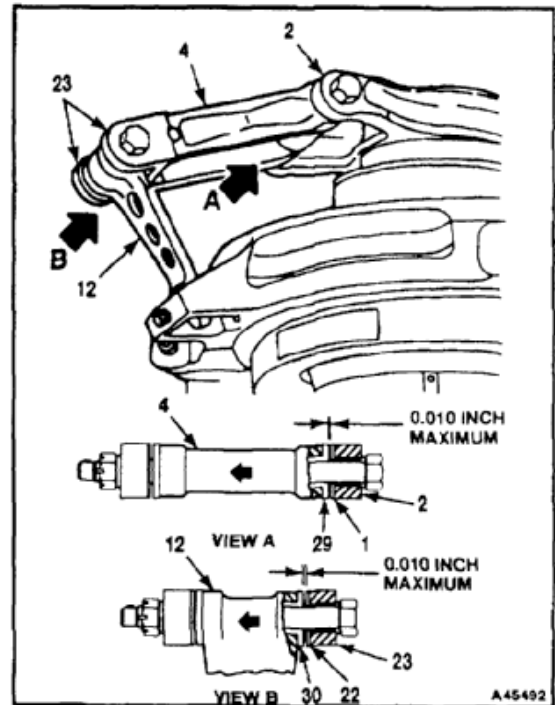
Do not lubricate thread of bolt.

20. Apply a light coat of antiseize compound (E75) to the shank of bolt (25). Wear gloves (E184.1).
21. Check that bushing (24) is in place. Install bolt (25). Check that retaining ring (26) on the bolt is clear of shouldered bushing (24) and is free to turn.
22. Install nut (27). Torque the nut to **500 inch-pounds**. Continue tightening the nut as needed to align cotter pin holes in the nut and bolt (25). Do not exceed **700 inch-pounds**.
23. Install cotter pin (28).
24. Apply torque of **165 inch-pounds** to the head of bolt (25). The bolt shall not turn.



**CHECK CLEARANCE AT DRIVE ARM LUGS WITH 46**

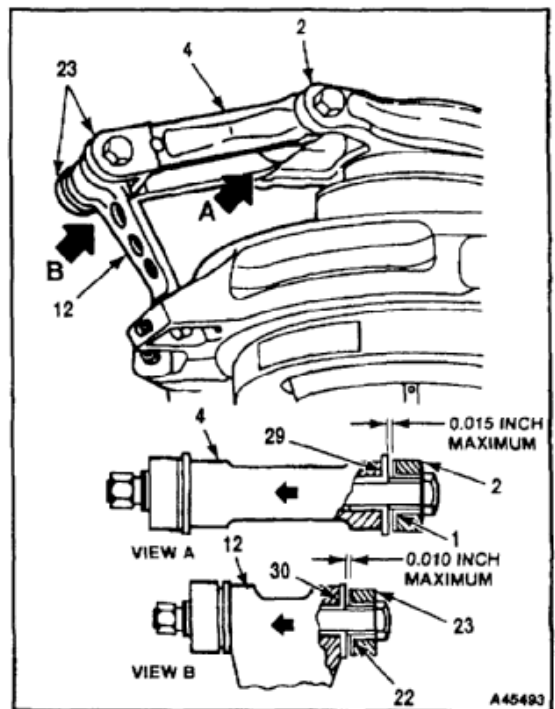
25. Check clearance between upper drive arm (4) and drive collar lugs (2) as follows:
  - a. Press drive arm (4) all the way to one side.
  - b. Measure the gap between drive arm bushing (29) and drive collar lug bushing (1). The gap shall not be greater than **0.010 inch**.
26. Check clearance between upper drive arm lugs (23) and lower drive arm (12) as follows:
  - a. Press drive arm (4) all the way to one side.
  - b. Measure distance between upper drive arm bushing (22) and lower drive arm bushing (30). The gap shall not be greater than **0.010 inch**.

**CHECK CLEARANCE AT DRIVE ARM LUGS WITHOUT 46**

27. Check clearance between upper drive arm (4) and drive collar lugs (2) as follows:
  - a. Press drive arm (4) all the way to one side.
  - b. Measure the gap between drive arm bushing (29) and drive collar lug bushing (1). The gap shall not be greater than **0.015 inch**.
28. Check clearance between upper drive arm lugs (23) and lower drive arm (12) as follows:
  - a. Press drive arm (4) all the way to one side.
  - b. Measure the gap between upper drive arm bushing (22) and lower drive arm bushing (30). The gap shall not be greater than **0.010 inch**.

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Connect pitch links to swashplate (Task 5-99).
- Close work platforms (Task 2-2).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

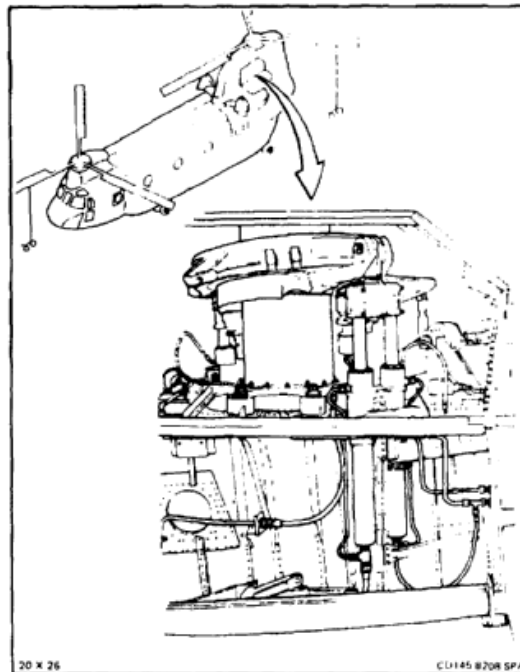
Cloth (E120)  
 Dry Cleaning Solvent (E162)  
 Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 One Forward and One Aft Rotary-Wing Blade Tied  
 Down (Task 1-26)  
 Work Platform Open As Required (Task 2-2)

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Do not use excessive solvent (E162). Too much solvent can wash foreign material into bearing and seal area.

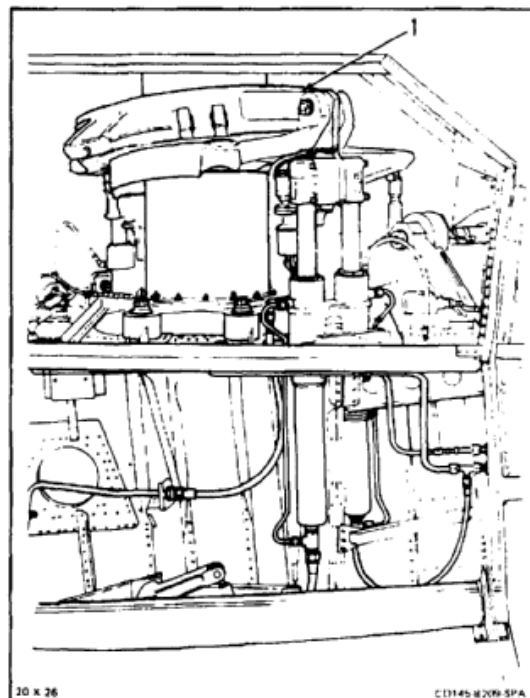
**NOTE**

Procedure is same to clean forward or aft swashplate. Aft swashplate is shown in task.

1. Clean swashplate (1). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-640



**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Technical Inspection Tool Kit, NSN 5180-00-323-5114  
 Dial Indicating Scale, 0 to 100 Pounds  
 Torque Wrench, 100 to 750 Inch-Pounds  
 Wood Blocks (2), 5 x 2 x 3/4 Inches  
 Web Strap

**Materials:**

Twine (E433)

**Parts:**

Cotter Pins

**Personnel Required:**

Medium Helicopter Repairer (2)  
 Inspector

**References:**

Task 5-97  
 Task 5-99  
 Task 5-115  
 Task 5-116  
 Task 5-123.1  
 Task 5-132  
 Task 5-133

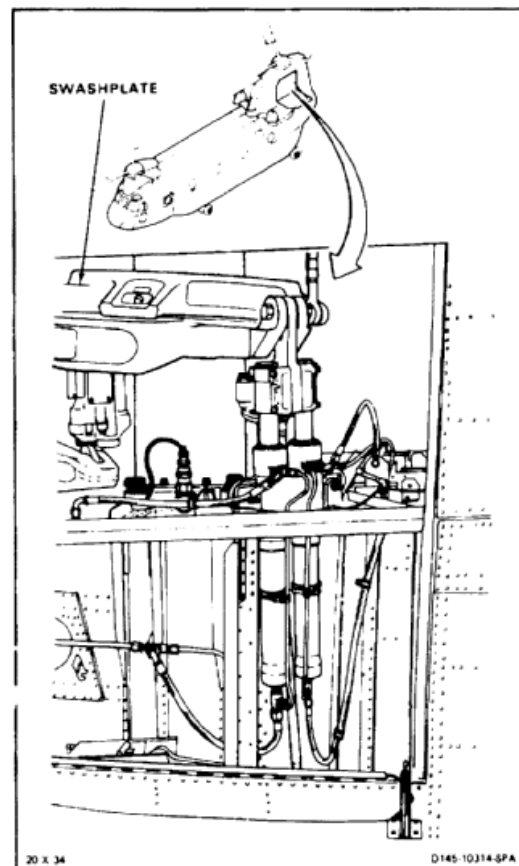
**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 One Forward and One Aft Rotary-Wing Blade  
 Tied-Down (Task 1-26)  
 Work Platform Open (Task 2-2)  
 Safety Blocks Removed (Task 11-29)

**NOTE**

Ball spherical friction check may be performed off helicopter with washplate temporarily installed on slider shaft.

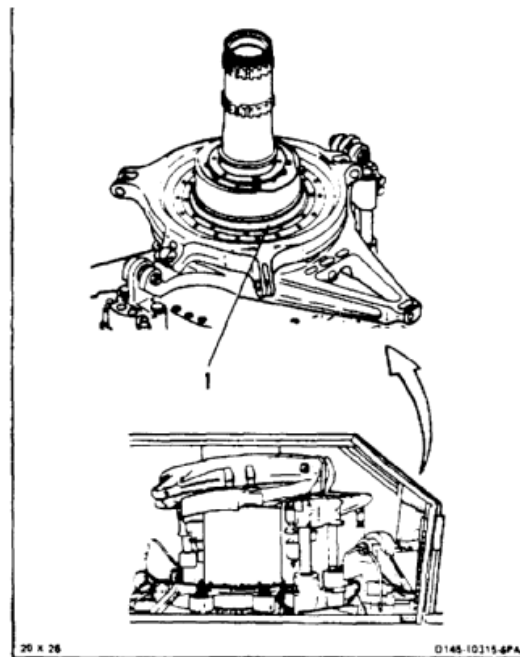
Spherical bearing friction check is same for forward and aft washplates. Aft washplate is shown here.



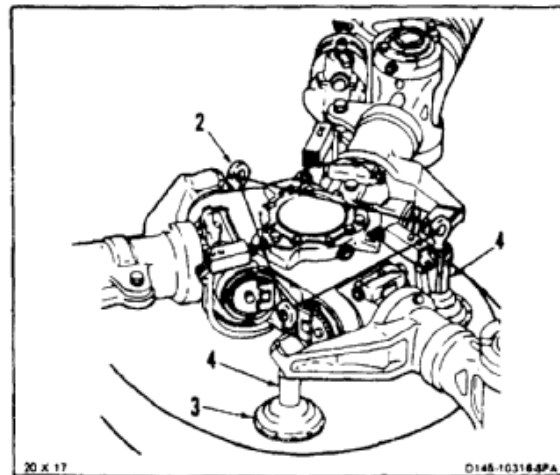
**NOTE**

Rotary-wing head removed for clarity.

1. Check ball spherical bearing (1). Refer to Task 5-123.1 for repair criteria of bearing.



2. Disconnect three pitch links (2). Have helper guide pitch links. Do not remove pitch link boots (3) (Task 5-97).
3. Pull pitch links (2) up as far as they will go without damage to boots (3) and covers (4). Tie links together. Use twine (E433).



4. Apply electrical power to helicopter.

**CAUTION**

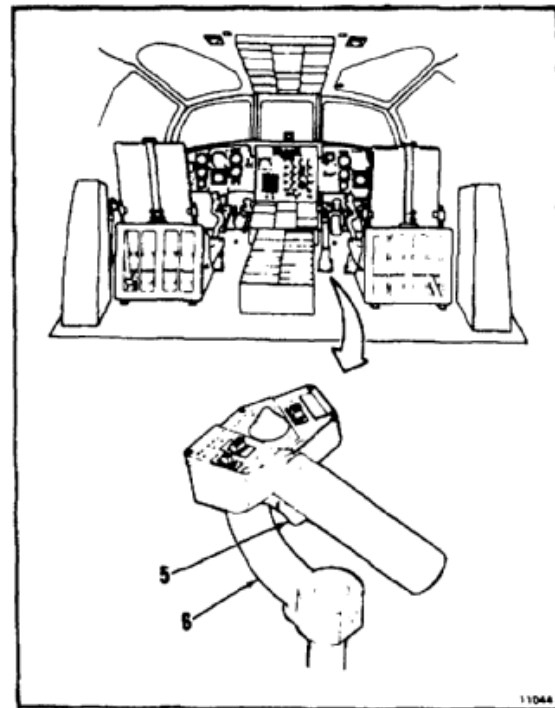
Have helper guide pitch links.  
Components can be damaged if forced together under pressure.

5. Apply hydraulic power to flight control system.

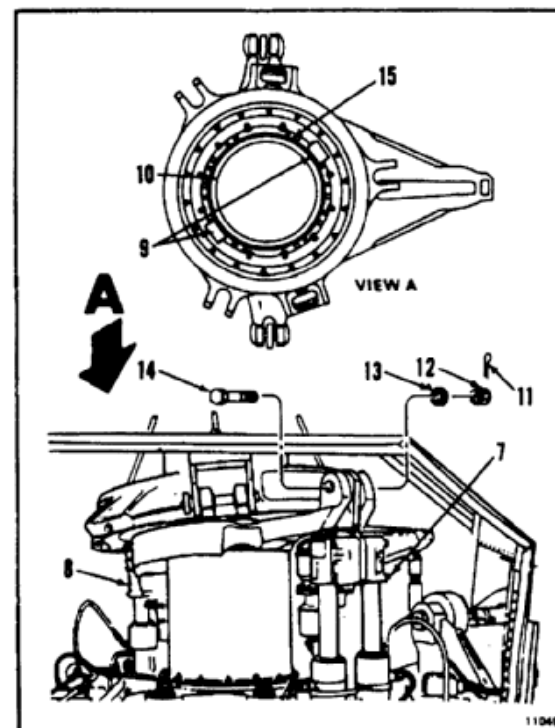
**CAUTION**

Do not move thrust control quickly.  
Thrust control must be raised very slowly when pitch links are disconnected, or controls can be damaged.

6. Press THRUST CONT BRAKE TRIGGER switch (5). Raise thrust control (6) slowly to full up position. Release switch.



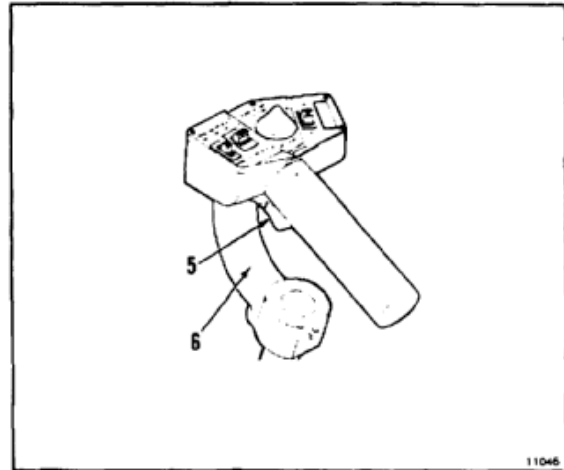
7. Position two support blocks (9) on slider shaft (10). Secure blocks. Use web strap.
8. Remove cotter pin (11), nut (12), washer (13), and bolt (14) from upper end of two actuating cylinders (7 and 8).



**NOTE**

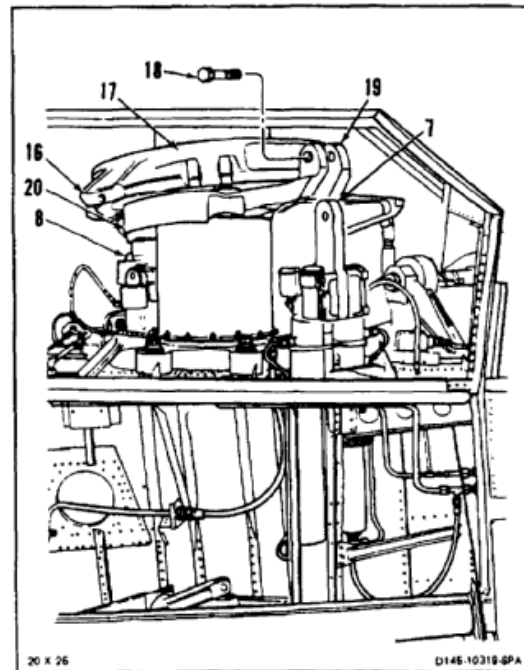
Moving thrust control down lowers actuating cylinders to simplify friction check.

9. Press THRUST CONT BRAKE TRIGGER switch (5). Move thrust control (6) slowly to full down position. Release switch.
10. Remove hydraulic and electrical power from helicopter.

**WARNING**

Do not apply hydraulic boost pressure to move actuating cylinders when personnel are making swashplate friction check. Injury to personnel can result.

11. Move swashplate (16) so rotating ring (17) is clear of actuating cylinders (7 and 8).
12. Install two bolts (18) through actuating cylinder lugs (19) on stationary ring (20).
13. Lift lugs (19) all the way up. Use bolt (18).



14. Attach dial indicating scale (21) to bolt (18).
15. Pull scale (21) down in curved motion following path of swashplate (16) as it tilts. Read scale after ring begins to move. Force needed to keep swashplate moving shall be between **1.25 and 63.5 pounds**.

**NOTE**

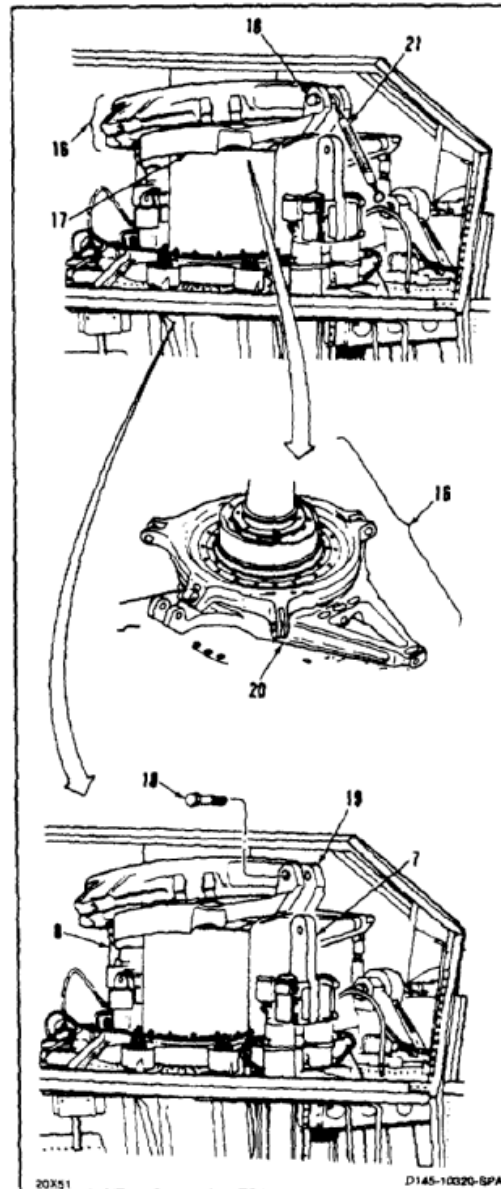
Do not read force needed to start swashplate tilt. This includes added force needed to overcome inertia.

16. If force in step 15 is **1.25 pounds** or less, check axial movement of swashplate stationary ring (20). If movement is more than **1/8 inch**, replace swashplate (16) (Tasks 5-115 and 5-132, or Tasks 5-166 and 5-133).
17. If force in step 15 is more than **63.5 pounds**, replace spherical bearing (Task 5-125).

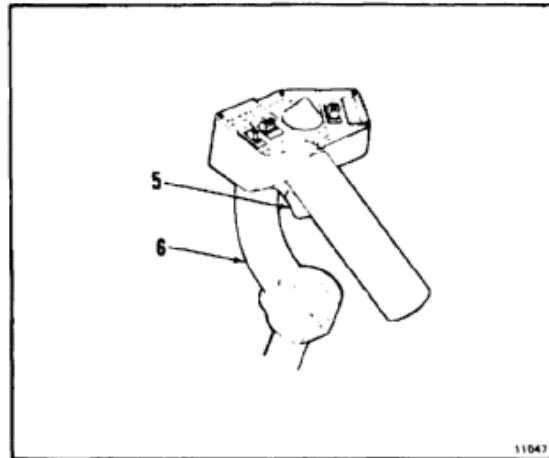
**NOTE**

If bearing replacement does not reduce force to move swashplate to within limits, replacement of the swashplate (16) may be necessary. (There is no limit to the number of bearing replacements that can be accomplished; however, good judgment should be used.)

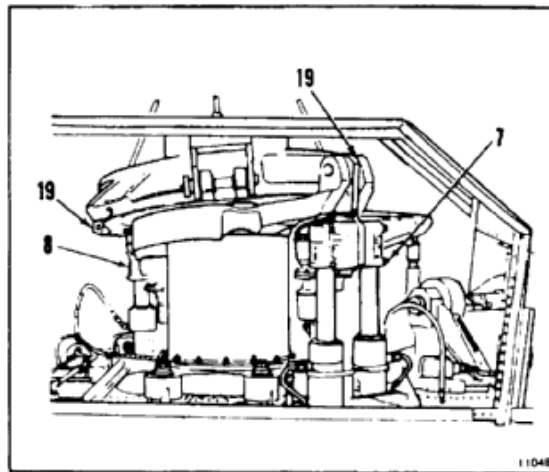
18. Remove scale (21). Remove bolts (18).
19. Position lugs (19) over actuating cylinders (7 and 8).



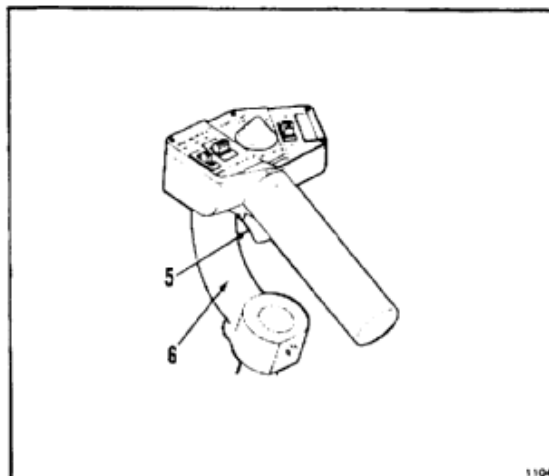
20. Apply electrical power to helicopter.
21. Apply hydraulic power to helicopter.
22. Press THRUST CONT BRAKE TRIGGER switch (5). Raise thrust control (6) slowly.



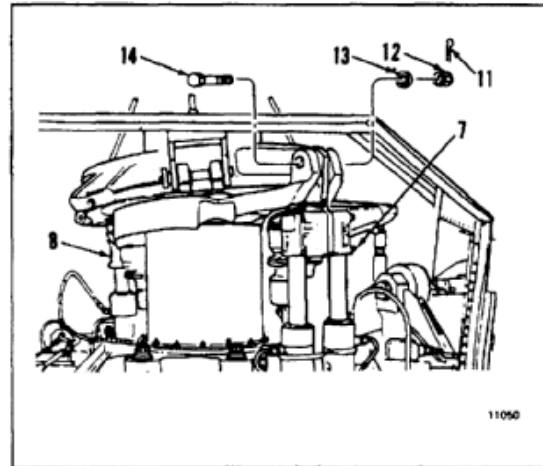
23. Align actuating cylinders (7 and 8) with swashplate lugs (19).



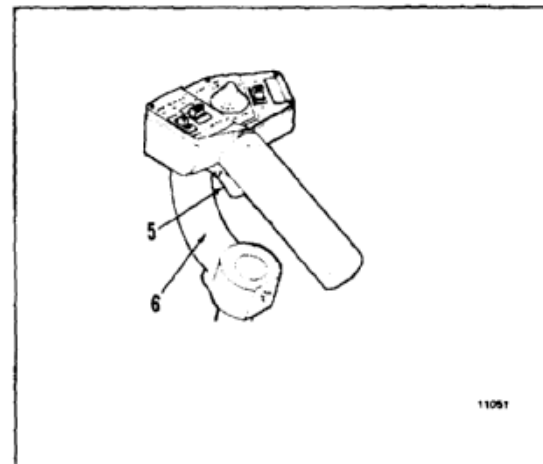
24. Release THRUST CONT BRAKE TRIGGER switch (5) of thrust control (6).



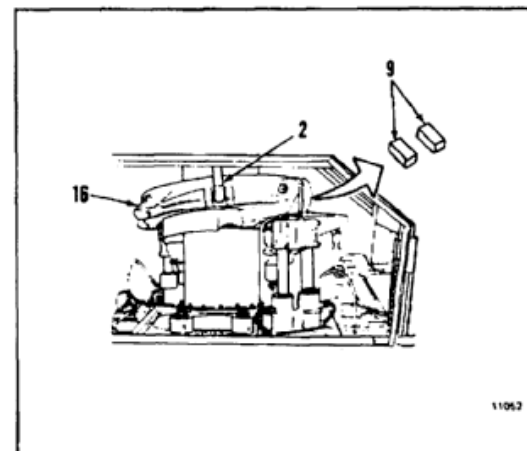
25. Install bolts (14), washers (13), and nuts (12) in actuating cylinders (7 and 8). Torque nuts in aft swashplate to **660 to 780 inch-pounds**. (1400 inch-pounds maximum for cotter pin alignment.) Install cotter pins (11).
- 25.1. Torque nuts in forward swashplate to **400 to 660 inch-pounds**. A third washer, AN960-816L, may be required for cotter pin alignment. Install cotter pins.



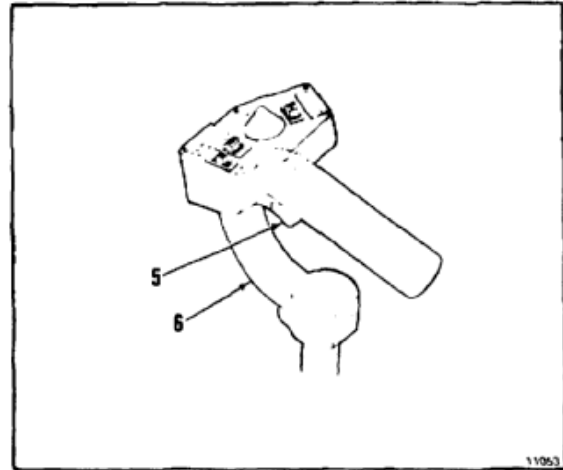
26. Press THRUST CONT BRAKE TRIGGER switch (5). Raise thrust control (6) slowly.



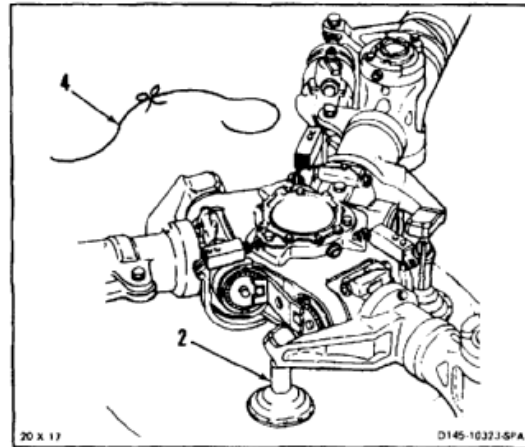
27. Remove two support blocks (9).
28. Position swashplate (16) for pitch link (2) installation.



29. Release THRUST CONT BRAKE TRIGGER switch (5).
30. Remove electrical and hydraulic power from helicopter.



31. Remove twine (E433) (4). Lower three pitch links (2).

**FOLLOW-ON MAINTENANCE:**

- Connect pitch link upper end (Task 5-99).
- Close work platforms (Task 2-2).
- Remove tiedown lines from forward and aft blades (Task 1-26).

END OF TASK



## 5-114.1 SPHERICAL BALL/SPHERICAL BALL BEARING AXIAL PLAY CHECK

5-114.1

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Pencil

**Materials:**

Cardboard

**Personnel Required:**

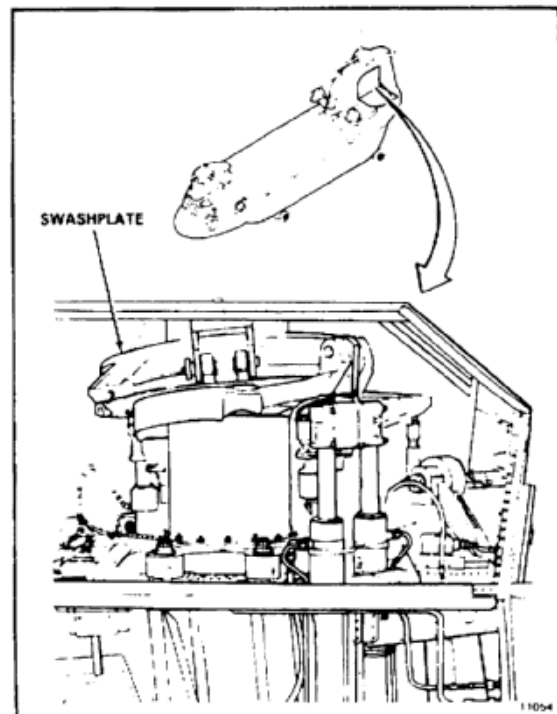
Medium Helicopter Repairer (2)  
Inspector

**References:**

Task 5-122  
Task 5-123.1  
Task 5-125

**Equipment Condition:**

Battery Connected (Task 1-39)  
Electrical Power On  
Hydraulic Power On  
Work Platform Open, as Required (Task 2-2)  
Tiedown Lines Installed On One Forward and One Aft  
Blade (Task 1-26)

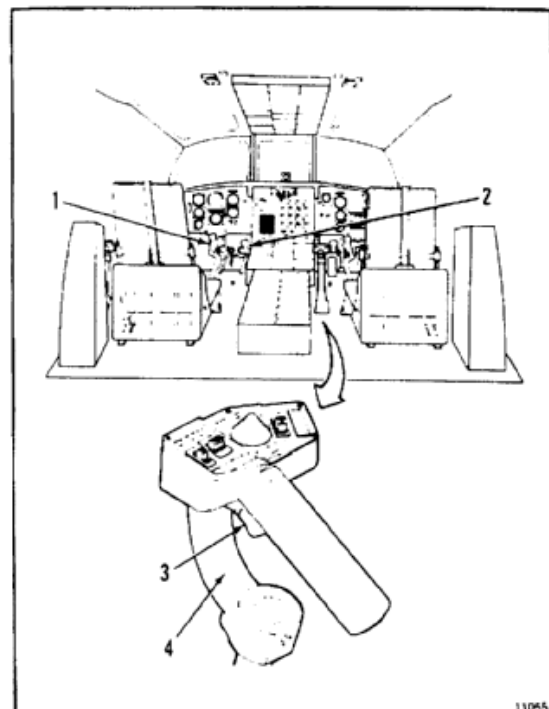
**WARNING**

Restrain blades when thrust control is raised or lowered to prevent injury to personnel and damage to the aircraft. Aft blade can hit the strobe light when thrust control is full up.

**NOTE**

Spherical ball/spherical ball bearing axial play check is same for forward or aft swashplate. Aft is shown here.

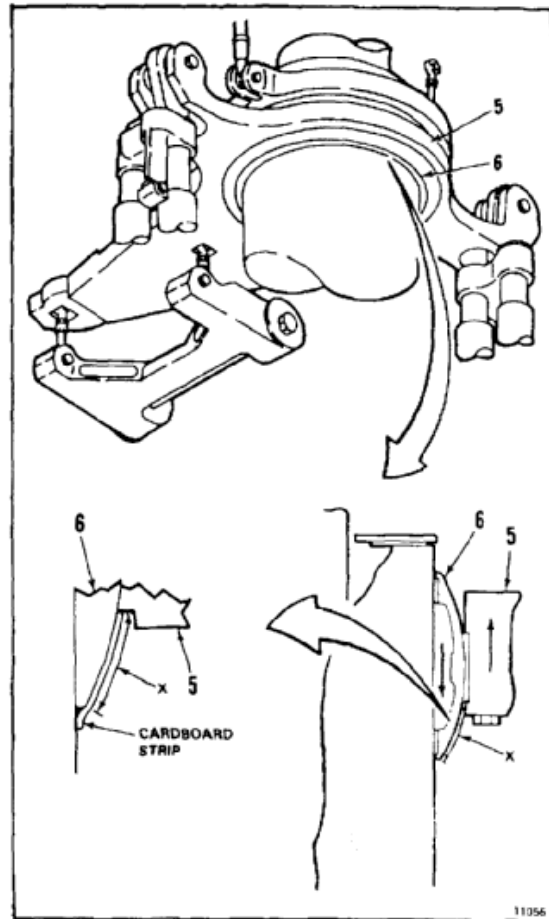
1. Keep the control stick (1) and directional pedals (2) at neutral position.
2. Press the thrust control brake trigger (3). Raise the thrust control (4) to full up.



3. With the swashplate stationary inner ring (5) full up, measure the height (X) of the exposed spherical ball (6) below the swashplate stationary inner ring (5) at two places 180° apart. Record height.

**NOTE**

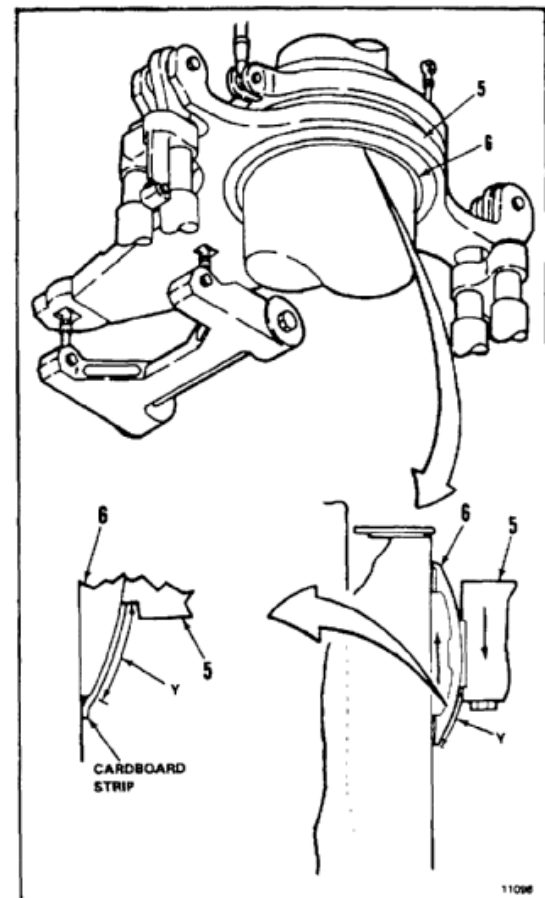
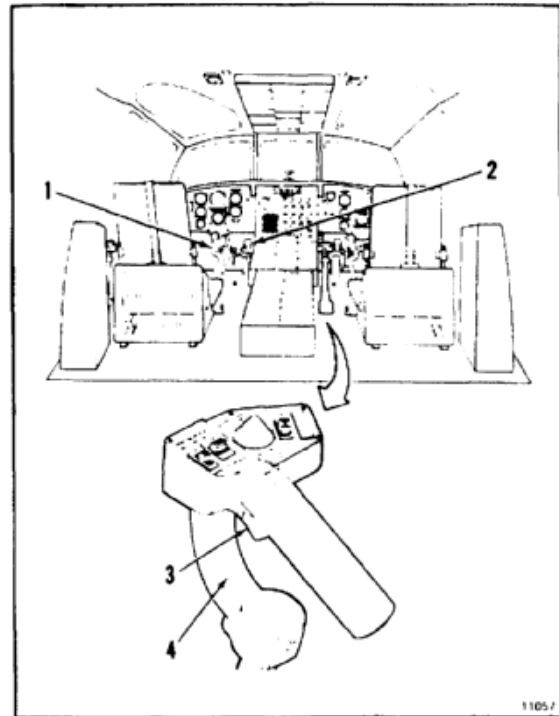
Small cardboard strips can be used to measure the height.



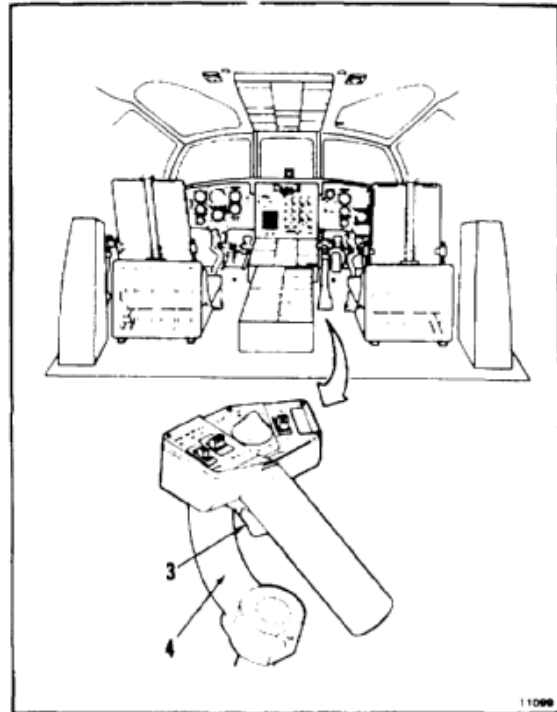
## 5-114.1 SPHERICAL BALL/SPHERICAL BALL BEARING AXIAL PLAY CHECK (Continued)

5-114.1

4. Keep the control stick (1) and directional control pedals (2) at neutral position.
5. Press the thrust control brake trigger (3). Lower the thrust control (4) to mid-travel position.
6. With the swashplate stationary inner ring (5) at mid-travel position, measure the height (Y) of the exposed spherical ball (6) below the swashplate stationary inner ring (5) at two places **180°** apart. Use cardboard. Record height. If the spherical ball (6) moves down after the swashplate movement has stopped, support the ball in its uppermost position before making the measurement.
7. Subtract Y in step 6 from X in step 3 to determine axial play. If the dimension indicates that axial play is more than **1/8 inch**, replace the dry-type bearings (Task 5-122).
8. If the axial play is greater than **0.050 inch**, following replacement of the bearing, check for correct bearing installation (Task 5-125).
9. If the bearings are installed correctly, check the swashplate for excessively worn spherical ball bearing (Task 5-123.1).



10. Press thrust control brake trigger (3) and move thrust control (4) down.



***FOLLOW-ON MAINTENANCE:***

- Remove electrical power.
- Remove hydraulic power.
- Close work platforms (Task 2-2).

END OF TASK

5-652

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Drift Punch, 1/8 Inch  
 Dial Indicating Scale, 0 to 50 Pounds  
 Torque Wrench, 30 to 150 Inch-Pounds  
 Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Grease (E190)

**Parts:**

Cotter Pin

**Personnel Required:**

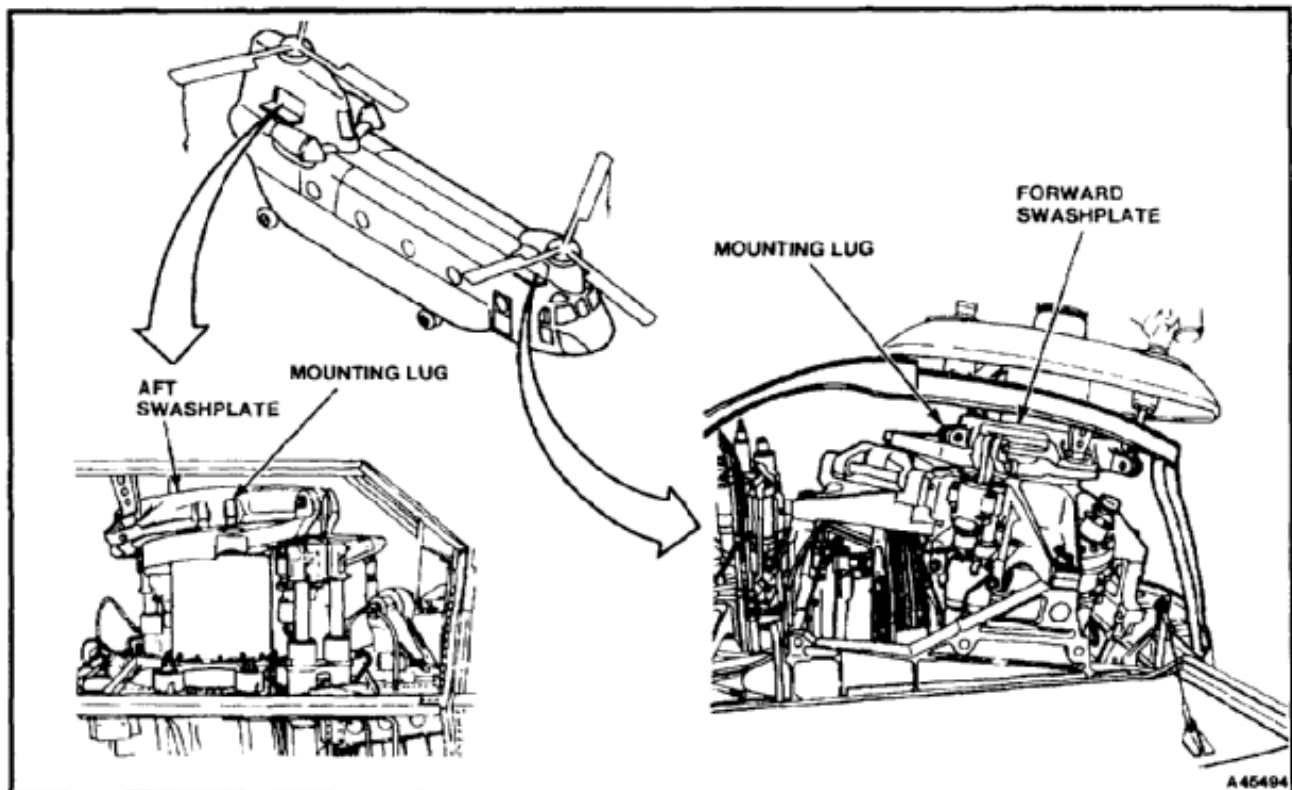
Medium Helicopter Repairer  
 Rotary-Wing Aviator (2)  
 Inspector

**References:**

TM 55-1520-240-10  
 TM 55-1520-240-23P  
 TM 1-1500-204-23  
 Task 1-26  
 Task 1-39  
 Task 1-90  
 Task 2-2  
 Task 5-97  
 Task 5-99  
 Task 5-101  
 Task 5-112  
 Task 5-116  
 Task 5-117  
 Task 5-132  
 Task 5-133

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 One Forward and One Aft Blade Tied Down (Task 1-26)  
 Work Platforms Open as Required (Task 2-2)  
 Forward and Aft Pitch Links Disconnected at Lower End, as Required (Task 5-97)

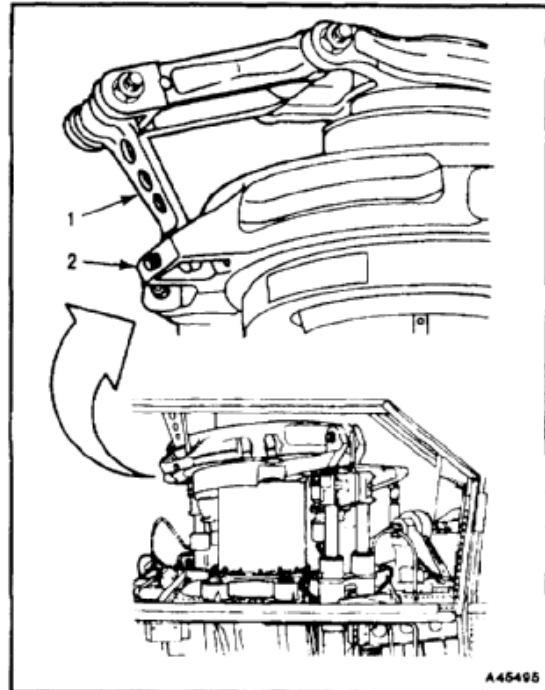


**NOTE**

Forward and aft swashplates are checked in the same manner. Differences are noted in the text. An aft swashplate is shown.

**CHECK SWASHPLATE BEARING FRICTION**

1. Remove lower drive arm (1) from swashplate lug (2) (Task 5-101).

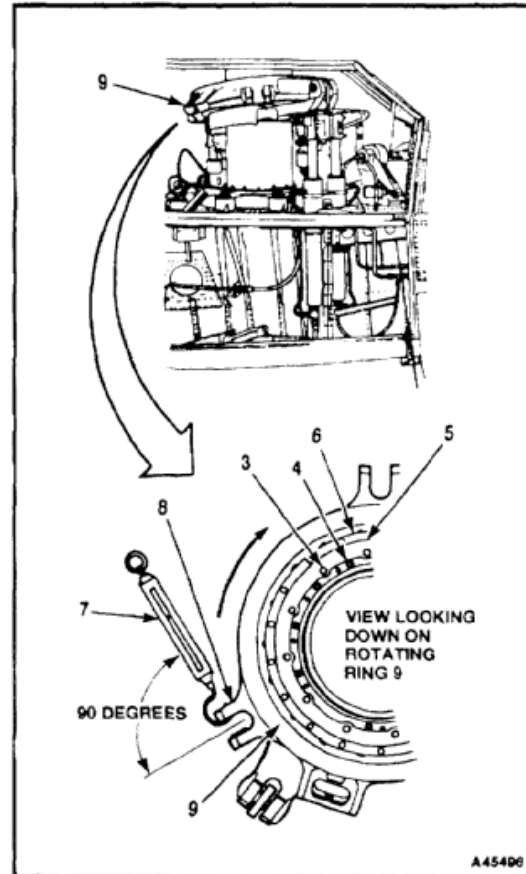


2. On the aft swashplate only, check that bolts (3) and bolts (4) are lockwired.
3. Check that grease appears in a continuous bead all around overlap between stationary seal (5) and rotating seal (6).
4. Hook dial scale (7) to a pitch link lug (8). Position the scale at **90°** to the lug.

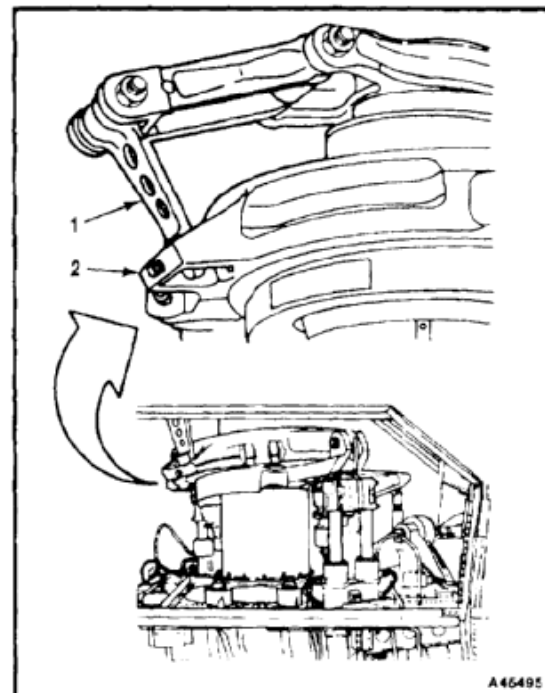
**NOTE**

Do not use the reading indicated as the swashplate starts to move. Starting friction force is greater than rotating friction force.

5. Pull scale (7) to move rotating ring (9). Read the scale while the ring is moving. While the ring is moving, keep the scale at **90°** to lug (8). If the indicated force is less than **30 pounds**, continue with step 6. If the force is more than **30 pounds**, go to step 7.

**INSPECT**

6. Connect lower drive arm (1) to swashplate lug (2) (Task 5-112). Go to Follow-On Maintenance.

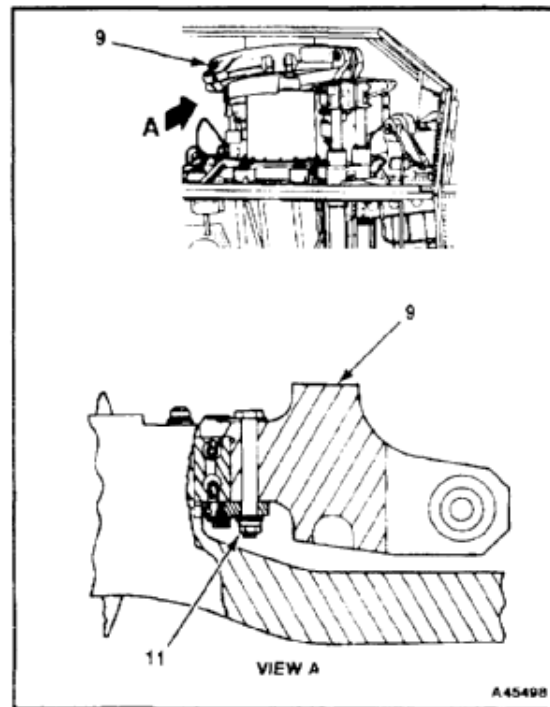
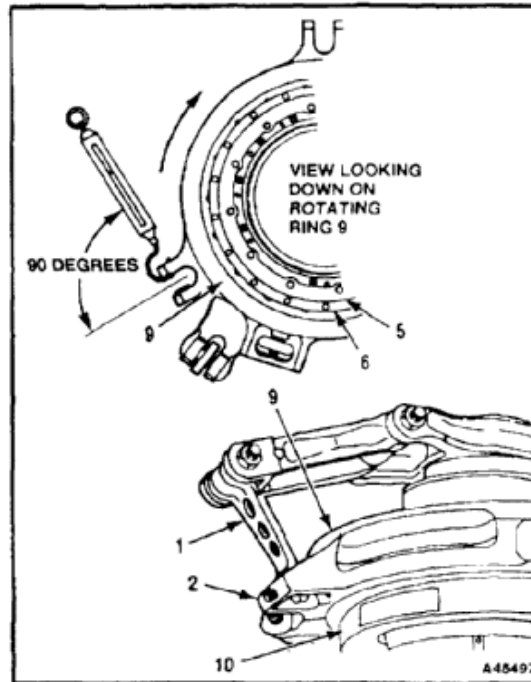
**INSPECT**

**RECHECK SWASHPLATE BEARING FRICTION**

**NOTE**

The force needed to move the swashplate may not exceed **30 pounds**. Step 7 may not be performed more than once.

7. If the force required to move swashplate ring (9) in step 5 exceeded **30 pounds**, proceed as follows:
  - a. Pump grease (E190) into swashplate stationary ring (10) to purge old grease (Task 1-90). Rotate ring (9) **360°** as grease is pumped. Fill until clean grease appears at least **3/4 of the distance** around seals (5 and 6).
  - b. Check purged grease for metal particles. There shall be no metal particles. If metal particles are found, replace the swashplate (Tasks 5-116 and 5-132 (forward) or Tasks 5-117 and 5-133 (aft)).
  - c. Repeat steps 4 and 5. If required force does not exceed **30 pounds**, go to step d. If it exceeds **30 pounds**, replace the swashplate.
  - d. Connect lower drive arm (1) to swashplate lug (2) (Task 5-112). Connect pitch links at the lower end (Task 5-99).
  - e. Check that 18 nuts (11) at the bottom of rotating ring (9) are torqued to **365 inch-pounds** (TM 1-1500-204-23).

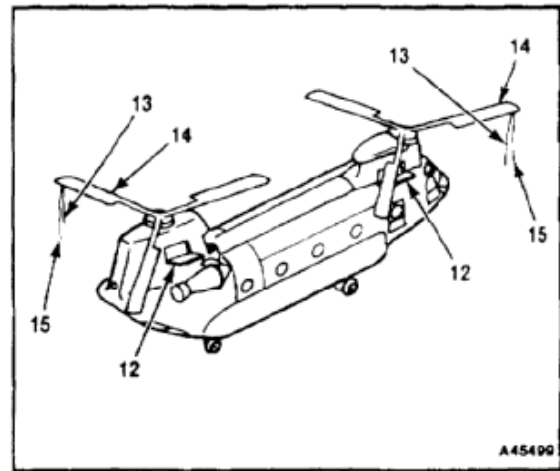




**5-115 CHECK SWASHPLATE BEARING FRICTION (Continued)**

5-115

- f. Close work platforms (12) (Task 2-2).
- g. Pull lanyard (13) on each of two blades (14) and release two tiedown lines (15).
- h. Apply electrical power to the helicopter.
- i. Have pilot start engines and operate at ground idle for **5 minutes** (TM 55-1520-240-10).
- j. Shut down electrical and hydraulic power. Disconnect the battery (Task 1-39).
- k. Open work platforms (12) as required (Task 2-2).
- l. Tie down one forward and one aft blade (14) (Task 1-26). Disconnect pitch links from the lower end of the affected swashplate (Task 5-97).
- m. Repeat steps 1 thru 5. If the force required is less than **30 pounds**, go to Follow-On Maintenance. If the force is more than **30 pounds**, replace the swashplate (Tasks 5-116 and 5-132 or Tasks 5-117 and 5-133).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Connect lower drive arm to swashplate lug (Task 5-112).
- Connect forward or aft pitch links at lower end, as required (Task 5-99).
- Remove blade tiedown lines (Task 1-26).
- Close work platforms (Task 2-2).

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Controls Sling (T14)  
Hoist

**Materials:**

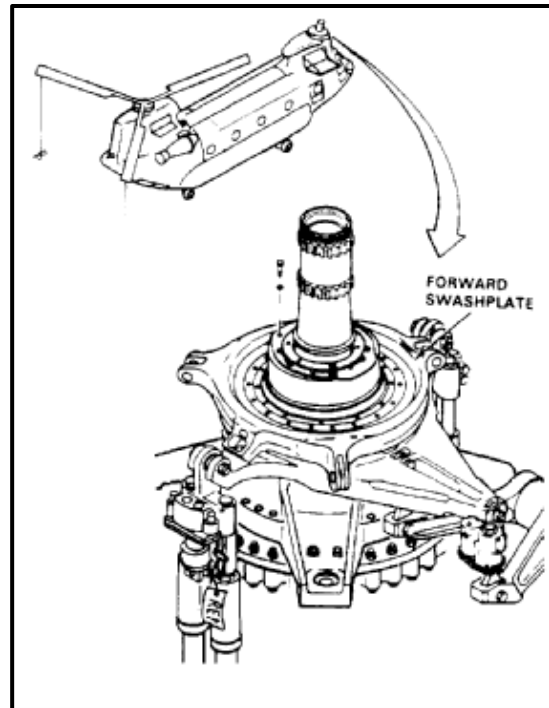
None

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

Battery Disconnected (Task 1-39)  
Electrical Power Off  
Hydraulic Power Off  
Two Aft Rotary-Wing Blades Tied Down (Task 1-26)  
Forward Work Platforms Open (Task 2-2)  
Forward Rotary-Wing Blades Removed (Task 5-64)  
Forward Rotary-Wing Head Removed (Task 5-8)  
Forward Drive Arms Removed (Task 5-101)  
Forward Weather-Protective Cover, Drive Collar, and  
Pitch Links Removed (Task 5-100)  
Servocylinder Safety Blocks Installed (Task 11-28)

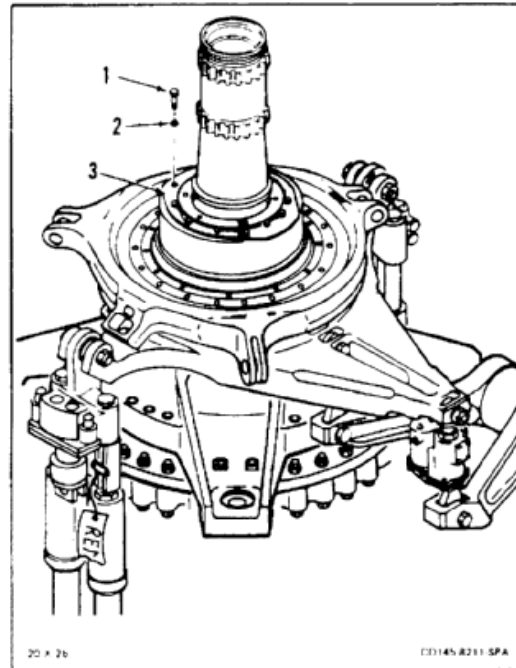


**NOTE**

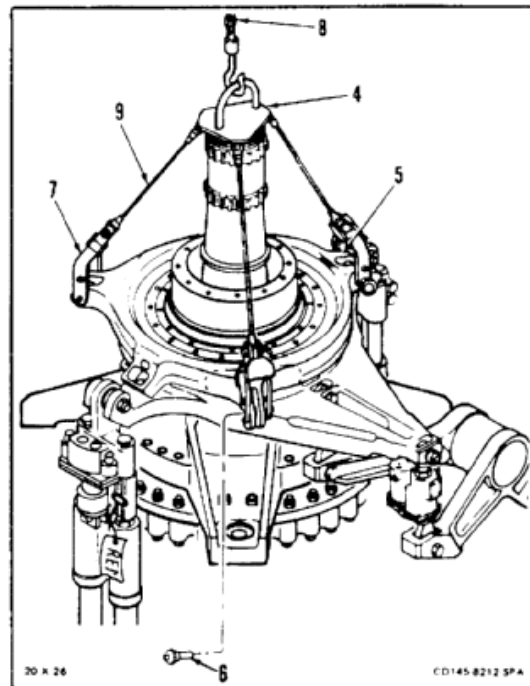
Positive retention bolts are installed in the upper controls. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

Swashplate is also removed as part of forward transmission package (Task 6-47).

1. Remove lockwire. Remove 12 bolts (1) and washers (2). Remove slider shaft seal (3).



2. Attach sling (T14) (4) to three lugs (5) as follows:
  - a. Remove three quick-release pins (6).
  - b. Position links (7) on lugs (5).
  - c. Install pins (6).
3. Attach hoist chain (8) to sling (T14) (4). Raise hoist to take-up slack from sling cables (9).

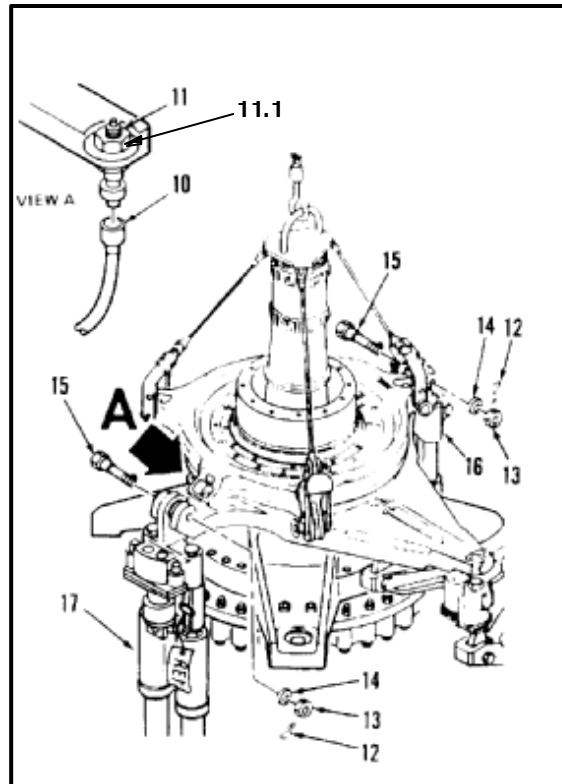


4. Remove connector (10) from magnetic phase detector (11).

**NOTE**

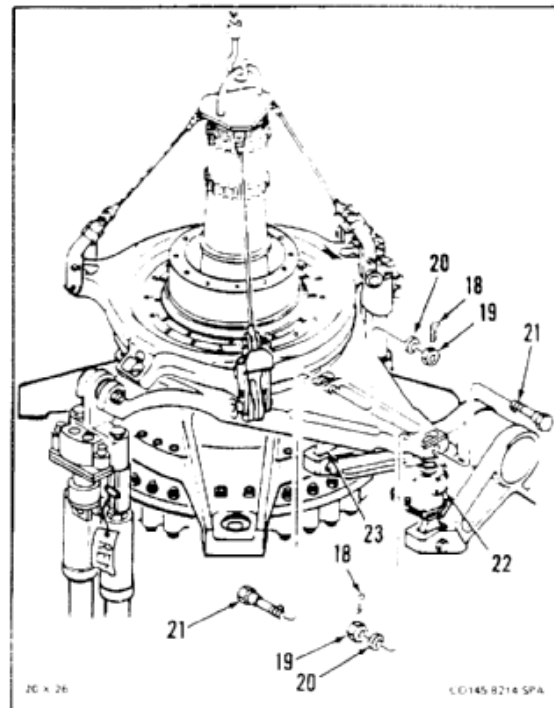
If magnetic phase detector needs replacing, remove, replace, and torque nut (11.1) to **44 to 45 inch-pounds**.

5. Remove cotter pin (12), nut (13), washer (14), and bolt (15) from upper end of both servocylinders (16 and 17).

**CAUTION**

If actuator or link drop, they can be damaged or cause damage to other components.

6. Remove cotter pins (18), nuts (19), washers (20), and bolts (21) from actuator (22) and link (23). Have helper support actuator and link and lower slowly.



7. Install guide rope (24).

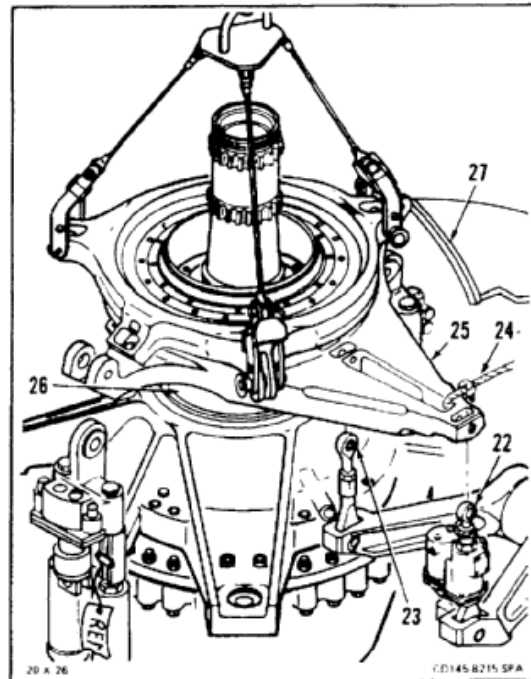
**WARNING**

Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury to personnel.

**CAUTION**

If bearing hits or binds on slider shaft, bearing surfaces can be damaged.

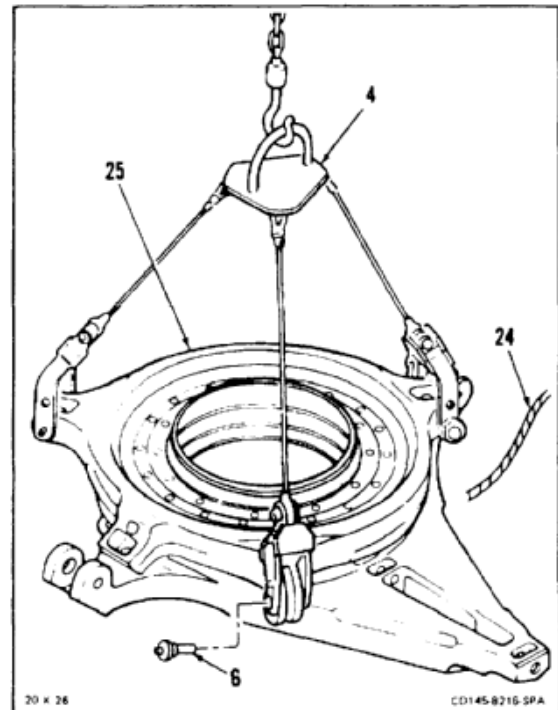
8. Lift swashplate (25) from shaft (26). Do not let actuator (22) or link (23) fall. Have helper lower yoke end of swashplate to clear fairing (27). Do not let swashplate hit or bind on shaft.



9. Lower swashplate (25) onto wood or other soft surface. Remove guide line (24).
10. Remove pins (6). Remove controls sling (T14) (4).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Controls Sling (T14)  
 Hoist

**Materials:**

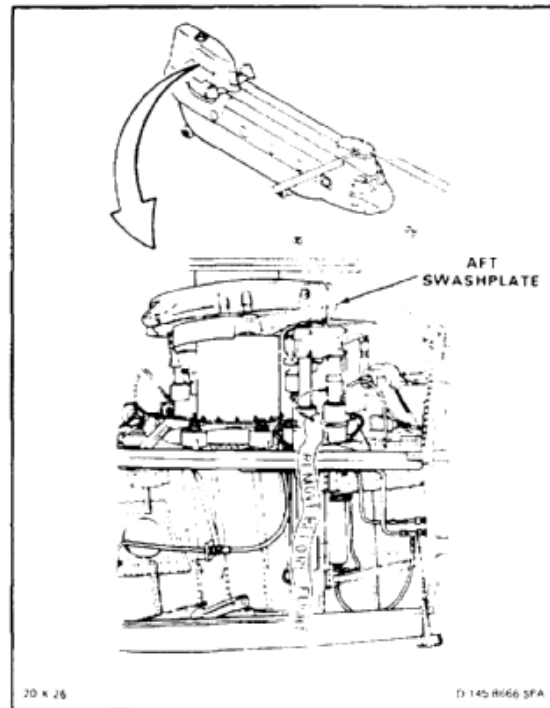
None

**Personnel Required:**

Medium Helicopter Repairer (3)

**Equipment Condition:**

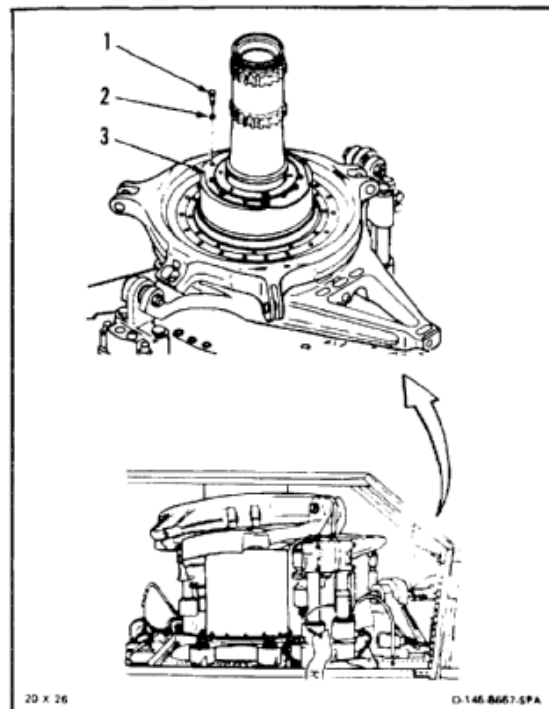
Battery Disconnected (Task 1-39)  
 Electrical Power Off  
 Hydraulic Power Off  
 Two Forward Rotary-Wing Blades Tied Down (Task 1-26)  
 Pylon Work Platforms Open (Task 2-2)  
 Aft Rotary-Wing Blades Removed (Task 5-64)  
 Aft Rotary-Wing Head Removed (Task 5-8)  
 Aft Drive Arms Removed (Task 5-101)  
 Aft Weather-Protective Cover, Drive Collar, and Pitch Links Removed (Task 5-100)  
 Servocylinder Safety Blocks Installed (Task 11-28)



**NOTE**

Positive retention bolts are installed in upper controls. They have a pawl which prevents nut or bolt removal unless pawl is depressed (Task 1-14).

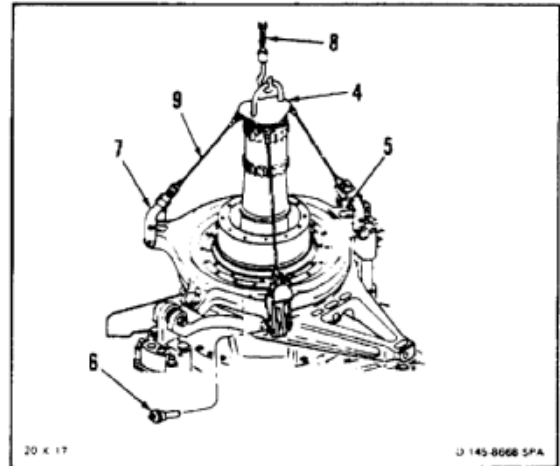
1. Remove lockwire. Remove 12 bolts (1) and washers (2). Remove shaft seal (3).



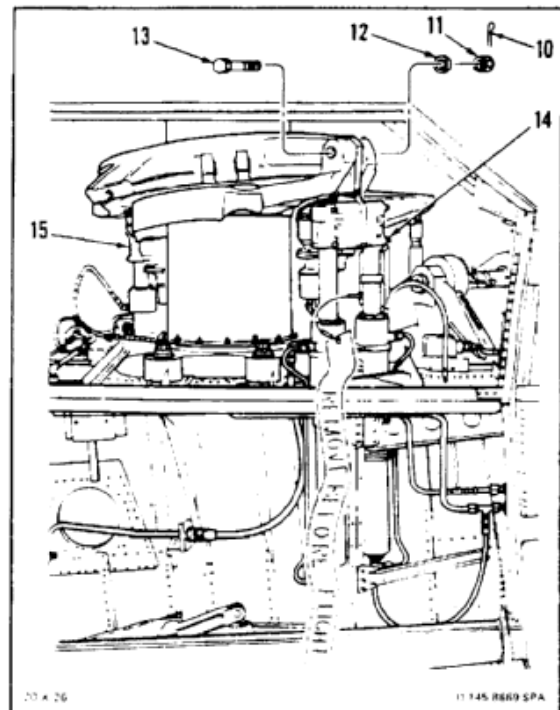
**5-117 REMOVE AFT SWASHPLATE (Continued)**

5-117

2. Attach controls sling (T14) (4) to three lugs (5) as follows:
  - a. Remove three quick-release pins (6).
  - b. Position links (7) on lugs (5).
  - c. Install pins (6).
3. Attach hoist chain (8) to sling (T14) (4). Raise hoist to take up slack from sling cables (9).



4. Remove cotter pin (10), nut (11), washer (12), and bolt (13) from upper end of two servocylinders (14 and 15).



**CAUTION**

Check bolt (19) for the 5 digit manufacturer's code on the bolt head. If manufacturer's code is 56878 (SPS Technologies) or 84256 (AVIBANK Manufacturing Inc.), the bolt is serviceable. If manufacturer's code is anything other than 56878 or 84256 or the manufacturer's code cannot be determined, replace bolt. The five digit code 81996 is not a manufacturer's code.

5. Remove cotter pins (16), nuts (17), washers (18), and bolts (19) from actuator (20) and link (21). Have helper support actuator and link and lower slowly.
6. Install guide rope (22).

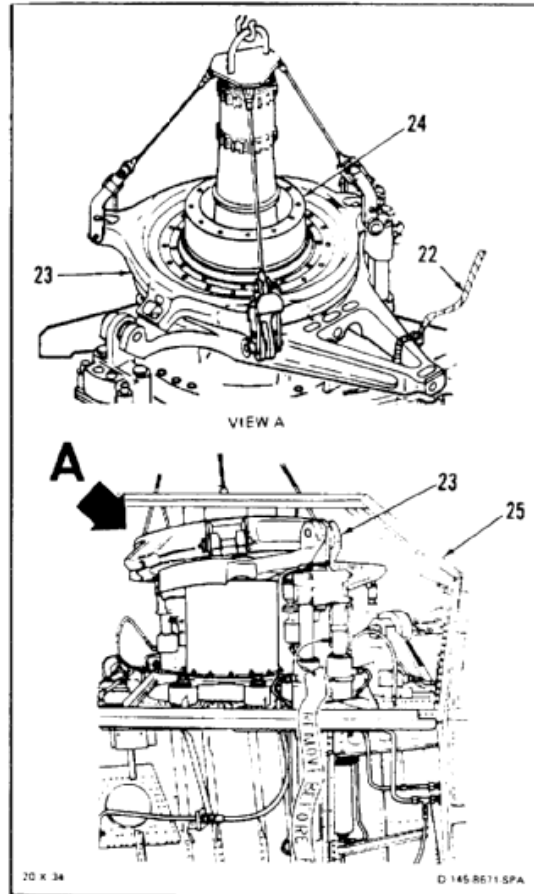
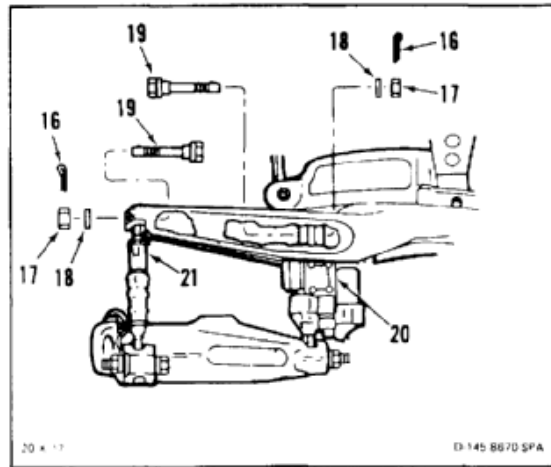
**WARNING**

Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury to personnel.

**CAUTION**

If bearing hits or binds on slider shaft, bearing surfaces can be damaged.

7. Lift swashplate (23) from shaft (24). Have helper lower yoke end of swashplate to clear pylon (25). Do not let swashplate hit or bind on shaft.

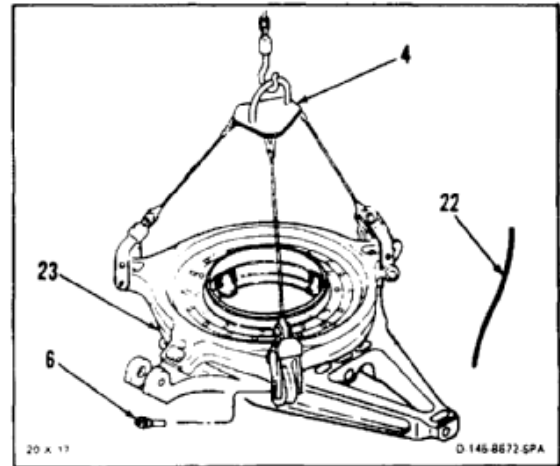




**5-117 REMOVE AFT SWASHPLATE (Continued)**

5-117

8. Lower swashplate (23) onto wood or other soft surface. Remove guide line (22).
9. Remove pins (6). Remove controls sling (T14) (4).

***FOLLOW-ON MAINTENANCE:***

None

END OF TASK

**INITIAL SETUP****Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Hand Lubricating Gun  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Cloth (E134.1)  
Brush (E86)  
Alodine (E65)  
Acetone (E20)  
Gloves (E184.1)  
Grease (E190)  
Lockwire (E233)  
Epoxy Primer (E292.1)  
Abrasive Paper (E14)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

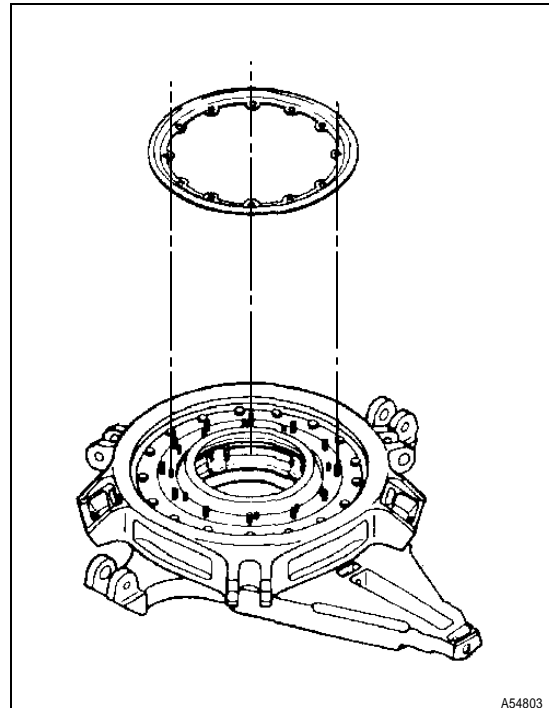
TM 55-1520-240-23P

**Equipment Condition:**

Install Servo Cylinder Safety Blocks (Task 11-28)  
Pitch Link Lockpins Installed (Task 5-96.1)

**General Safety Instructions:****WARNING**

Alodine (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**5-117.1 DISASSEMBLE AND INSPECT FWD AND AFT SWASHPLATE ASSEMBLY BEARINGS (Continued)**

5-117.1

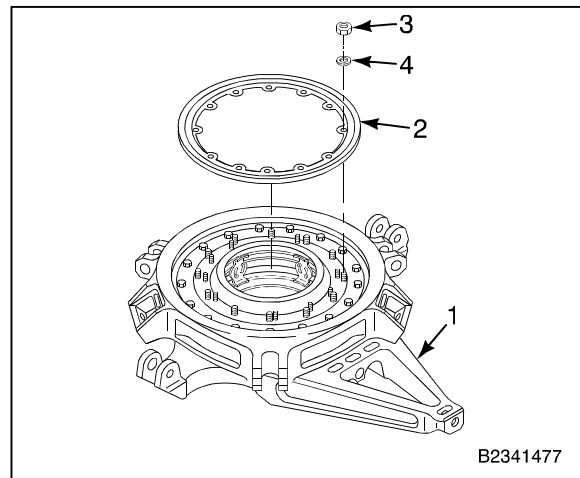
**DISASSEMBLE SWASHPLATE**

1. Prior to removing hardware, thoroughly clean all upper seal surfaces by hand, using a clean lint free cloth (E134.1).

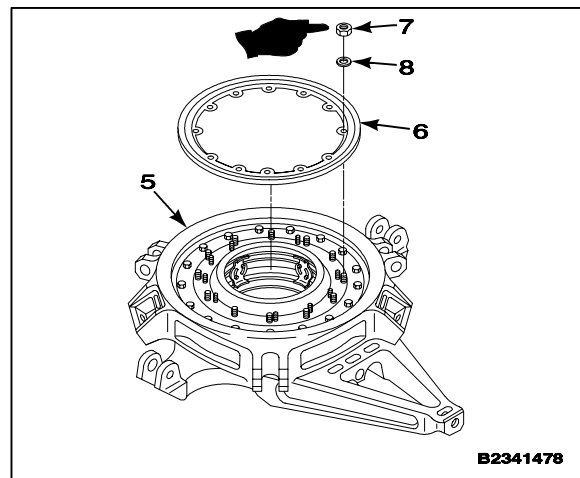


Do not use solvent to clean grease from bearing.

2. For forward swashplate (1) only, remove seal (2) as follows:
  - a. Remove and discard 12 nuts (3) and washers (4). Remove seal (2).
  
3. For aft swashplate (5) only, remove seal (6) as follows:
  - a. Remove lockwire. Remove 12 bolts (7) and washers (8). Remove seal (6).



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**INSPECT BEARING**

Replace swashplate assembly if any of the conditions in step 4 are found.

**NOTE**

Do not attempt to clean or wipe the grease from bearing prior to performing the next step.

4. Visually inspect grease for debris and bearing (9) for damage. Use a flashlight or other suitable light source. Inspect for orange/red pieces of debris. The lower grease seal is elastomeric orange/red in color; therefore this type of rubber debris may be indicative of damage to the lower seal. Inspect the bearing ball separator cages (10) for damage, such as raised, overlapping, or broken cage segments, or multiple adjacent uncaged ball bearings.

**WARNING**

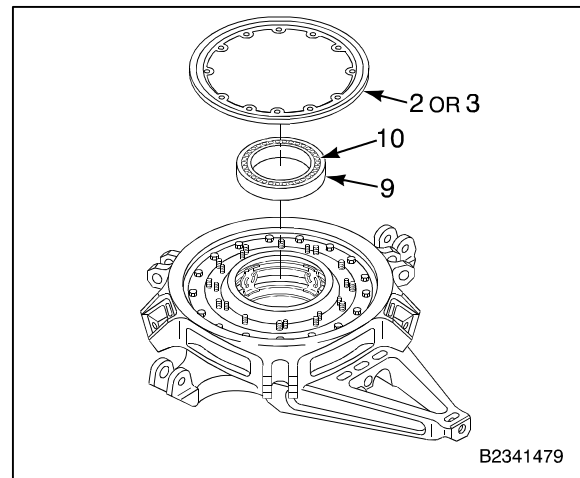
Do not use cloths or rags to clean the bearing area as this may snag or catch on the bearing cage.

5. Using fingers, wipe away excess grease in cavity and repeat instructions in step 4 above.



Replace grease seal if crack is found.

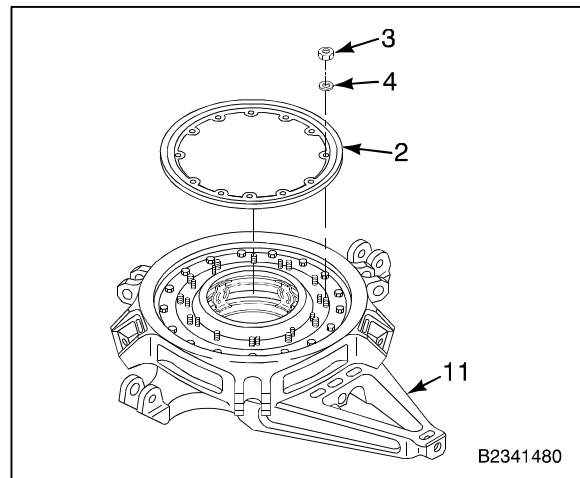
6. Inspect grease seal (2 or 6) for nicks, scratches, gouges, distortion, and cracks around bolt/stud holes.
  - a. Blend out minor nicks, scratches, and gouges with abrasive paper (E14).
  - b. Apply alodine (E65) with brush (E86) to repaired area of grease seal (2 or 6). Wear gloves (E184.1).
  - c. Apply **one coat** of epoxy primer (E292.1) to repaired area of grease seal (2 or 6). Allow primer to dry for **30 minutes**. Wear gloves (E184.1).



**ASSEMBLE SWASHPLATE**

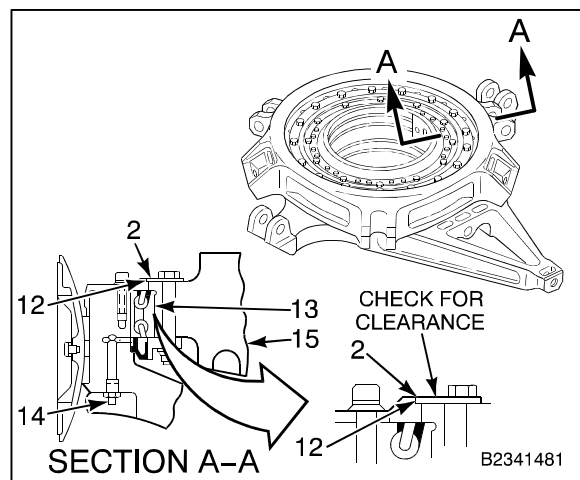
7. For forward swashplate assembly only, assemble as follows:
  - a. Use cloths (E134.1) damp with acetone (E20). Clean stationary ring assembly (11) studs. Wipe area dry with clean cloth (E134.1). Wear gloves (E184.1).
  - b. Position seal (2) on stationary ring (11).
  - c. Install 12 nuts (3) and washers (4). Torque nuts **190-200 inch-pounds**.

**INSPECT**

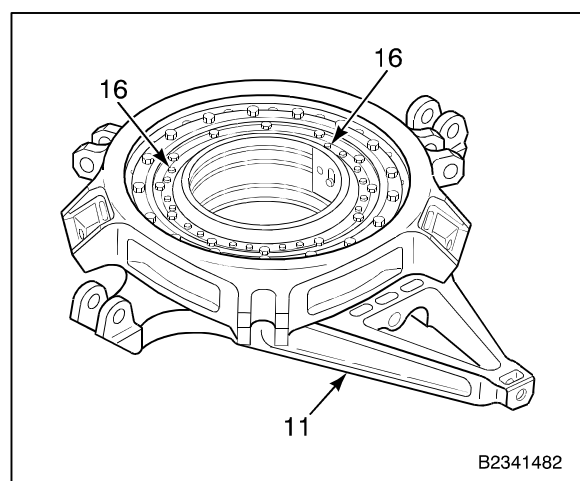


- d. Check that clearance between seal (2) and seal (12) is **0.005 to 0.070 inch**.
- e. Lubricate bearing (13) through fitting (14) (Task 1-90). Use grease (E190). Turn rotating ring (15) one full circle while greasing until a fillet of grease appears between grease seals (2 and 12). Use hand lubricating gun.

**INSPECT**

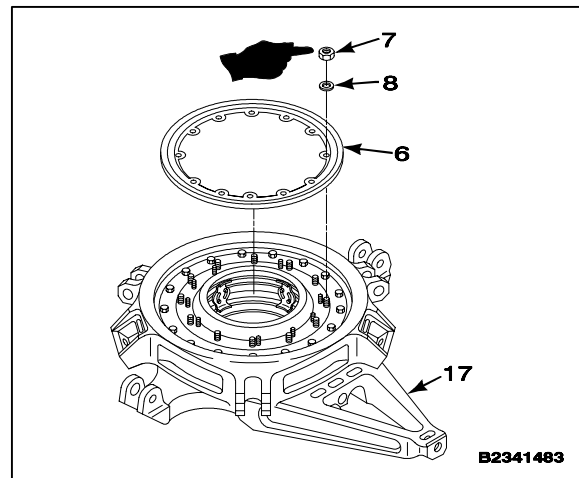


- f. Wipe off excess grease around stationary grease seal. Use cloth (E134.1). Wear gloves (E184.1).
- g. Use cloths (E134.1) damp with acetone (E20). Clean stationary ring assembly (11) hardware and studs (16). Wipe area dry with clean cloth (E134.1). Wear gloves (E184.1).
- h. Touch up hardware using **one coat** of epoxy primer (E292.1). Wear gloves (E184.1).



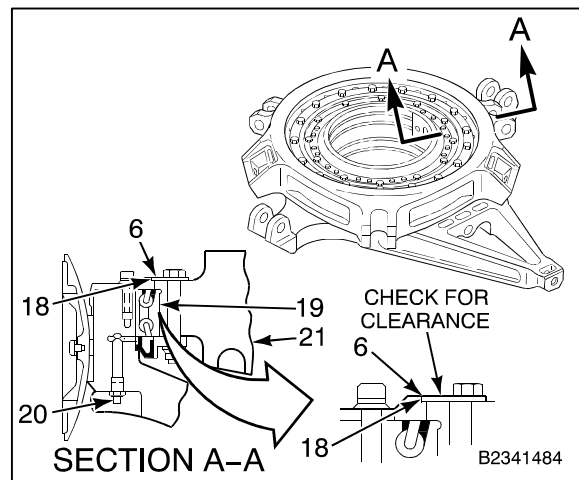
**ASSEMBLE SWASHPLATE**

8. For aft swashplate assembly only, assembly as follows:
  - a. Use cloths (E134.1) damp with acetone (E20). Clean stationary ring assembly (17) bolt hole threads. Wipe area dry with clean cloth (E134.1). Wear gloves (E184.1).
  - b. Position seal (6) on stationary ring (17).
  - c. Coat 12 bolts (7) with epoxy primer (E292.1). Wear gloves (E184.1).
  - d. Install 12 bolts (7) wet with epoxy primer (E292.1) and washers (8). Torque bolts to **260-280 inch-pounds**. Lockwire bolts. Use lockwire (E233).



**INSPECT**

- e. Check that clearance between seal (6) and seal (18) is **0.005 to 0.070 inch**.
- f. Lubricate bearing (19) through fitting (20) (Task 1-90). Use grease (E190). Turn rotating ring (21) one full circle while greasing until a fillet of grease appears between grease seals (6 and 18). Use hand lubricating gun.

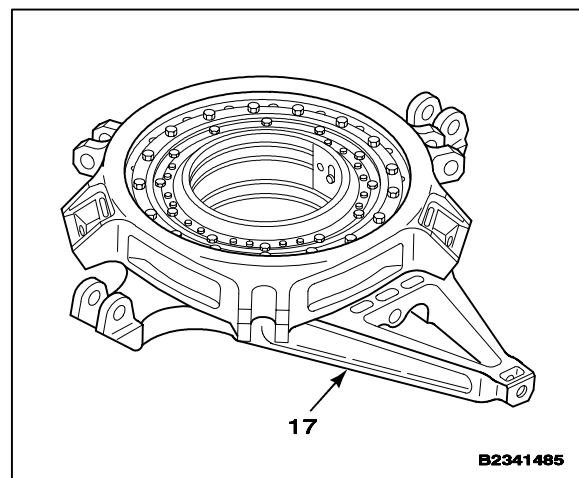


**INSPECT**

- g. Wipe off excess grease around stationary grease seal. Use cloth (E134.1). Wear gloves (E184.1).
- h. Use cloths (E134.1) damp with acetone (E20). Clean stationary ring assembly (17) hardware. Wipe area dry with clean cloth (E134.1). Wear gloves (E184.1).
- i. Touch up hardware using **one coat** of epoxy primer (E292.1). Wear gloves (E184.1).

**FOLLOW-ON MAINTENANCE:**

Remove servocylinder safety blocks (Task 11-29).  
Remove pitch link lockpins (Task 5-96.1).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Fiber Brush  
Goggles

**Materials:**

Cloth (E120)  
Dry Cleaning Solvent (E162)  
Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Off Helicopter Task

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

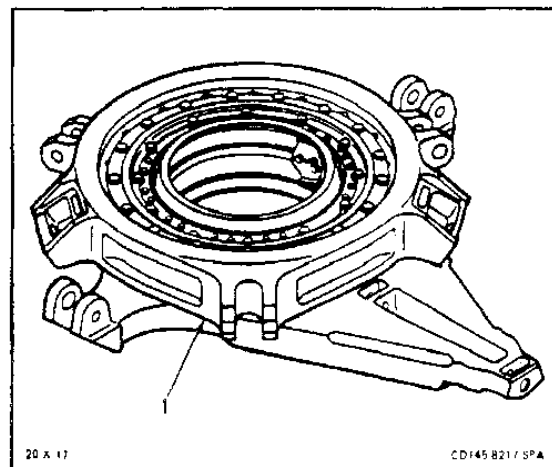
**CAUTION**

Do not use excessive solvent (E162). Too much solvent can wash foreign material into bearing and seal areas.

1. Clean swashplate (1). Use cloth (E120) fiber brush, and solvent (E162). Wear goggles. Wear gloves (E186).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK





## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Personnel Required:**

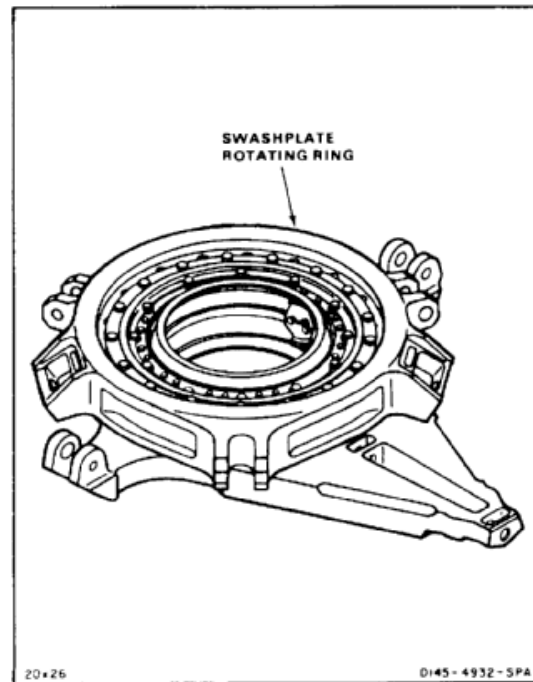
Inspector

**References:**

Task 5-120

**Equipment Condition:**

Off Helicopter Task

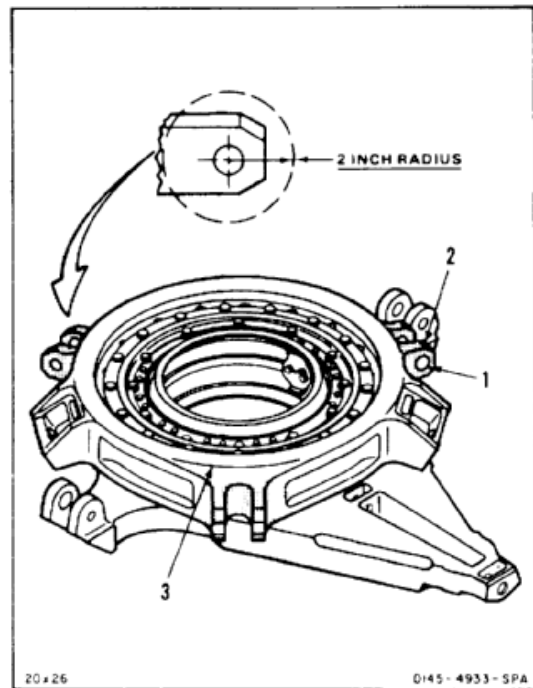
**NOTE**

Procedure is same to inspect forward or aft swashplate rotating rings.

1. Check for nicks or scratches within **2 inches** of center of holes (1) in six lugs (2) of rotating ring (3). Damage less than **0.005 inch** in depth shall be accepted without rework. Repair damage **0.005 inch to 0.020 inch** in depth (Task 5-120).
2. Check for nicks or scratches in all other surface areas of rotating ring (3). Damage less than **0.010 inch** in depth shall be accepted without rework. Repair damage **0.010 inch to 0.020 inch** in depth (Task 5-120).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

Cloth (E120)

**Personnel Required:**

Inspector

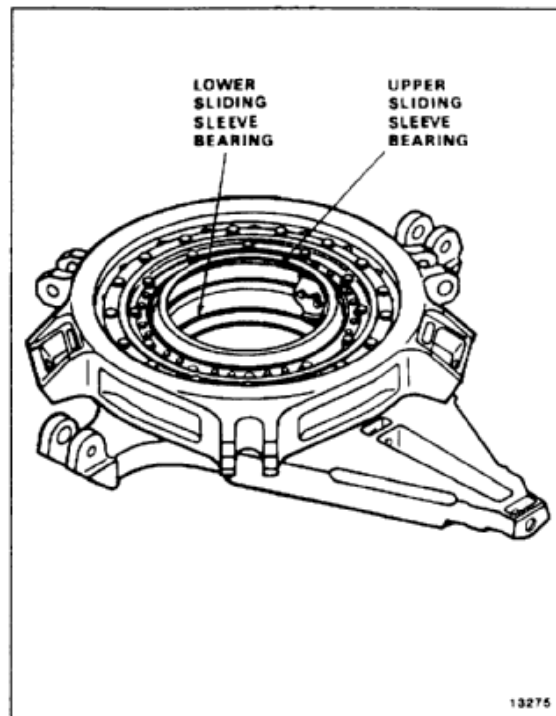
**References:**

Task 5-123

Task 5-124

**Equipment Condition:**

Off Helicopter Task

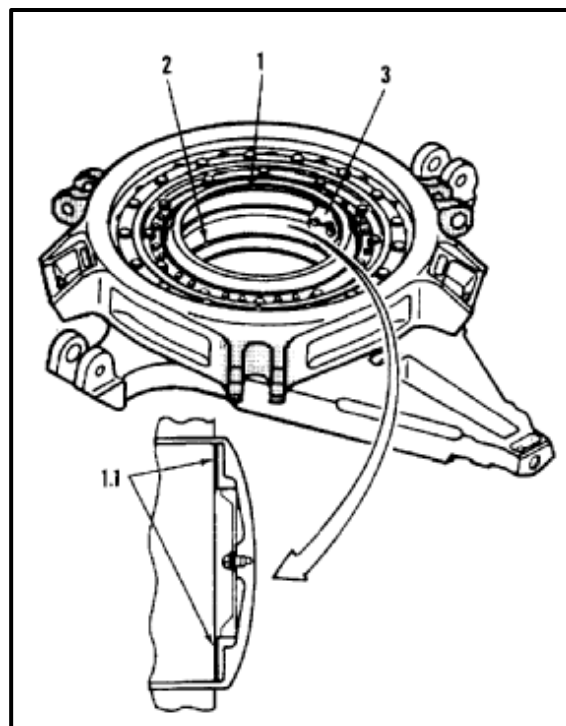
**NOTE**

Procedure is same to inspect forward or aft swashplate rotating rings.

1. Inspect bonded surface of upper and lower bearings (1 and 2) for the following:
  - a. Unbending.
  - b. Nicks, scratches, or cracks.
  - c. Abrasions or material worn to metal backing.
  - d. Grease, oil, or solvent contamination that can not be removed with a dry cloth (E120).
- 1.1. Teflon liner (1.1) on upper and lower bearing (1 and 2) must not be frayed more than **0.10 inch** long.
2. If any of the above conditions are found, have the bearing replaced (Tasks 5-123 and 5-124).
3. Check screws and lockwire at each of three retainers (3) for security. Tighten if needed (Task 5-124).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-668

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

Abrasive Paper (E10)

Alodine (E65)

Wash Primer (E302)

Primer (E292.1)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

Inspector

**References:**

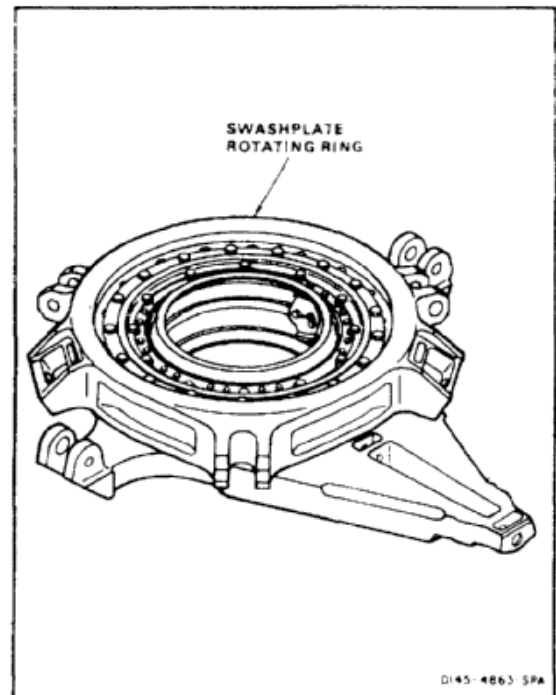
TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

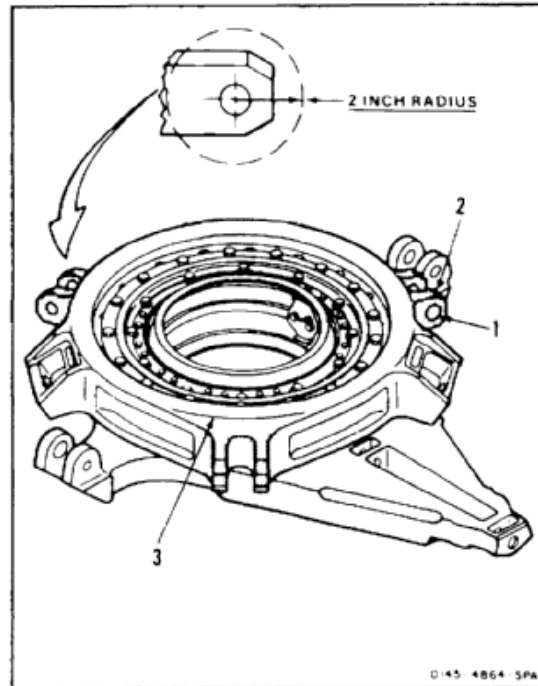
Wash primer (E302) and epoxy primer (E292.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



**NOTE**

Procedure is same to repair forward or aft swashplate rotating rings.

1. Blend repair damage **0.005 inch to 0.020 inch** in depth within **2 inches** of hole center (1) in lugs (2). Blend smooth. Use abrasive paper (E10). Rework shall not exceed **0.020 inch** in depth.
2. Check thickness of lugs (2) after rework. Lug thickness shall not be less than **0.750 inch**.
3. Blend repair damage **0.010 inch to 0.020 inch** in depth in all other areas of rotating ring (3). Blend smooth. Use abrasive paper (E10). Rework shall not exceed **0.020 inch** in depth.

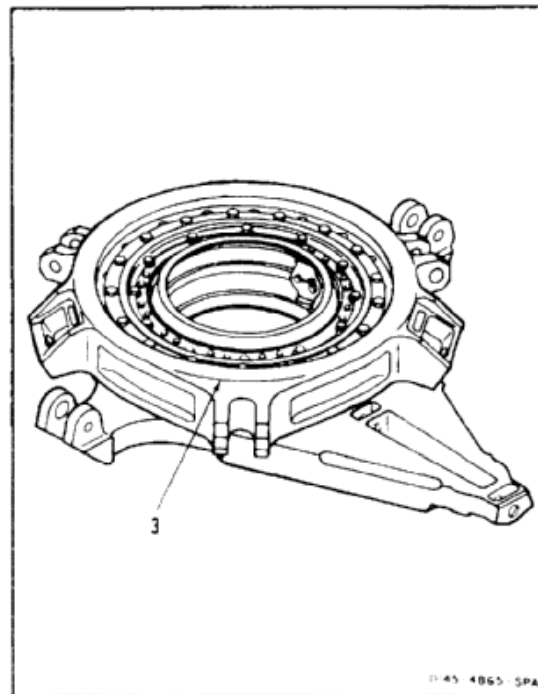
**INSPECT****WARNING**

Alodine (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

4. Apply alodine (E65) to repaired area of ring (3). Wear gloves (E184.1).
5. Apply one coat of wash primer (E302) to repaired area of ring (3). Allow primer to dry for **30 minutes**. Wear gloves (E184.1).
6. Apply one coat of epoxy primer (E292.1) to repaired area of ring (3). Allow primer to dry for **1 hour**. Wear gloves (E184.1).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-670

## 5-121 CHECK BALL SPHERICAL BEARING AXIAL PLAY

5-121

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114  
Pencil  
Wood Blocks (3), 6 x 6 x 10 Inches

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer  
Inspector

**Equipment Condition:**

Off Helicopter Task  
Task 5-117

**References:**

TM 55-1520-240-23P  
Task 5-122  
Task 5-123.1  
Task 5-125

**NOTE**

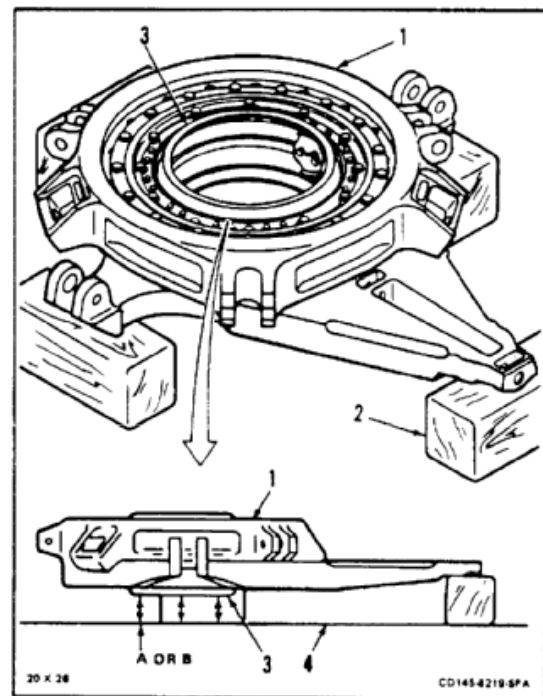
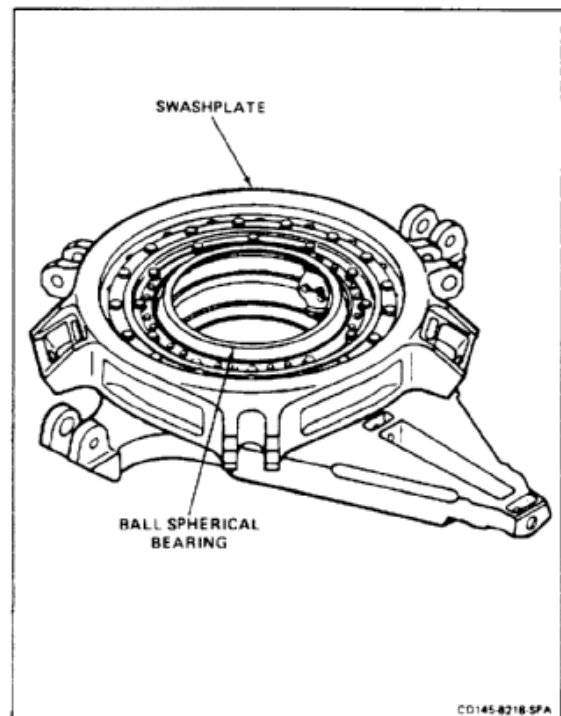
Procedure is same to check axial play in ball spherical bearing on forward or aft swashplate.

1. Place swashplate (1) on three wood blocks (2).
2. Measure distance A from bottom of ball spherical bearing (3) and flat work surface (4). Measure at three places. Record average measurement.
3. Have helper lift and support ball spherical bearing (3) as high as possible. Measure distance B at three places. Record average measurement.
4. Subtract average distance A in step 2 from average distance B measured in step 3. If the dimension indicates that axial play is more than **1/8 inch**, replace the dry-type bearings (Task 5-122).
5. If the axial play is more than **0.050 inch**, following replacement of the bearing, check for correct bearing installation (Task 5-125).
6. If the bearings are installed correctly and axial play is more than **0.050 inch**, check the swashplate for excessively worn spherical ball bearing ring (Task 5-123.1).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK



## INITIAL SETUP

**Applicable Configurations:**Without **83****Tools:**Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267

Mallet

Phenolic Drift, 1/2 Inch x 2 Inches x 10 Inches

Wood Blocks (9), 2 Inches x 4 Inches x 10 Inches

**Materials:**

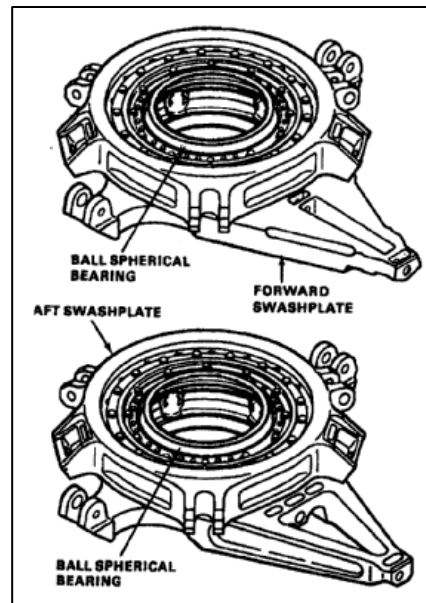
Marking Pencil (E271)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

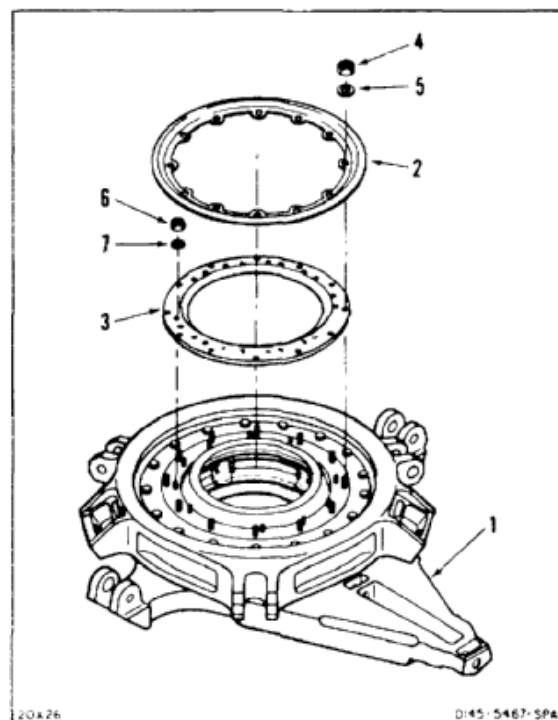
**Equipment Condition:**

Off Helicopter Task

**NOTE**

Procedure is similar to remove forward or aft swashplate ball spherical bearing. Differences are noted in text.

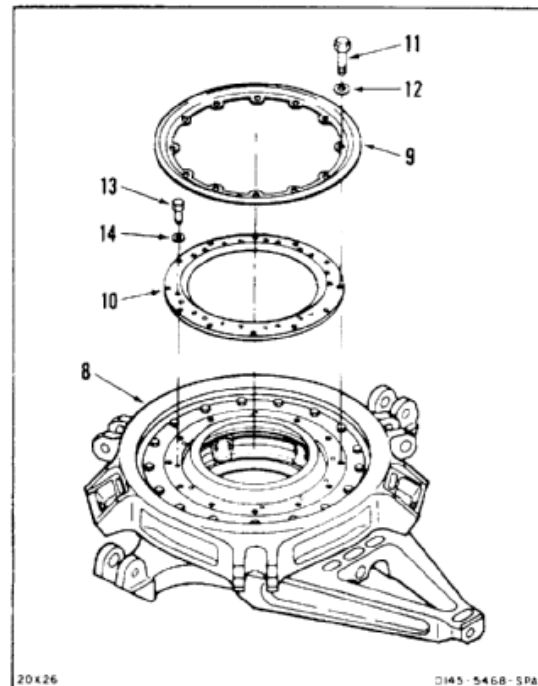
1. For forward swashplate (1) only, remove seal (2) and upper retainer (3) as follows:
  - a. Remove 12 nuts (4) and washers (5). Remove seal (2).
  - b. Remove 10 nuts (6) and washers (7). Remove upper retainer (3). Go to step 3.



**5-122 REMOVE SWASHPLATE BALL SPHERICAL BEARING (Continued)**

5-122

2. For aft swashplate (8) only, remove seal (9) and upper retainer (10) as follows:
  - a. Remove lockwire. Remove 12 bolts (11) and washers (12). Remove seal (9).
  - b. Remove lockwire. Remove 10 bolts (13) and washers (14). Remove upper retainer (10). Go to step 3.



3. Turn swashplate (1 or 8) over. Rest swashplate on blocks (15).
4. Matchmark spherical bearing (16), upper bearing (17), and retaining spacer (18) to stationary ring (19). Use marking pencil (E271). Remove bearings and spacer from stationary ring by hand.

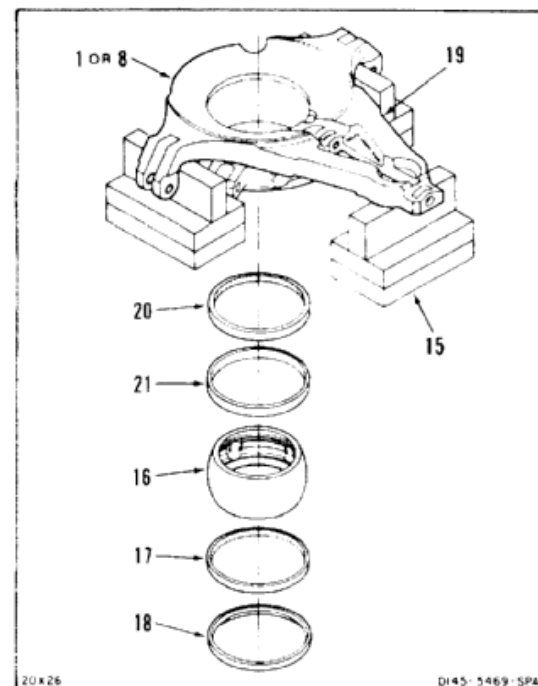
**NOTE**

If hand pressure will not remove bearing parts, use mallet against wood block across spherical bearing.

5. Matchmark lower bearing (20) and bearing spacer (21) to stationary ring (19). Use marking pencil (E271). Tap out bearing and spacer from stationary ring. Use phenolic drift.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-673

## INITIAL SETUP

**Applicable Configurations:**With **83****Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Mallet  
Phenolic Drift, 1/2 Inch x 2 Inches x 10 Inches  
Wood Blocks (9), 2 Inches x 4 Inches x 10 Inches

**Materials:**

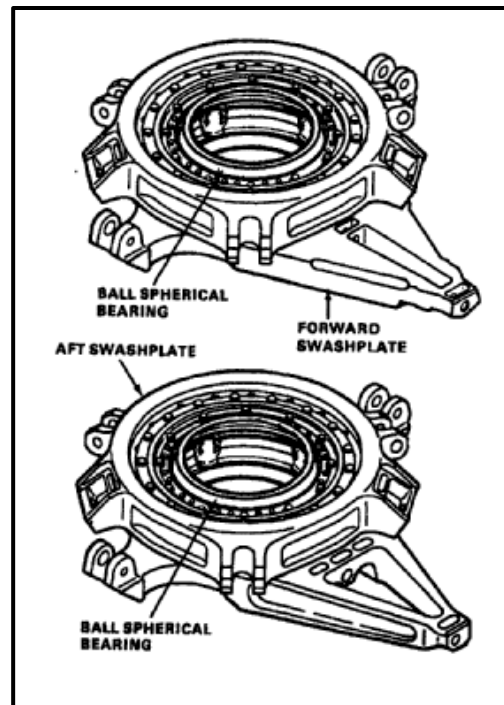
Marking Pencil (E271)

**Personnel Required:**

Aircraft Powertrain Repairer (2)

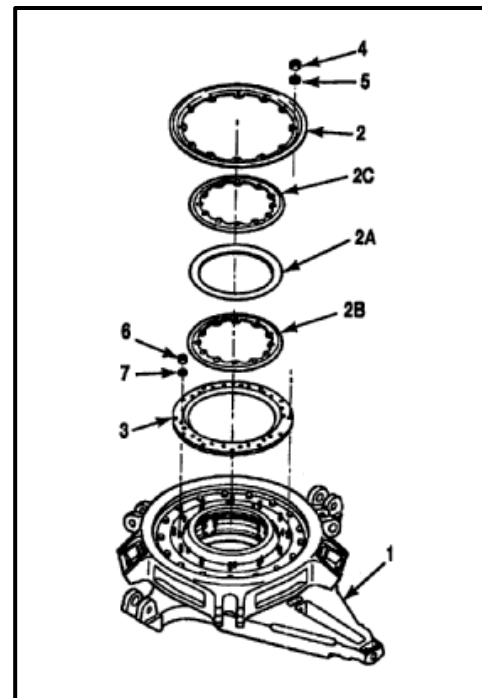
**Equipment Conditions:**

Off Helicopter Task

**NOTE**

Procedure is similar to remove forward or aft swashplate ball spherical bearing. Differences are noted in text.

1. For forward swashplate (1) only, remove seal (2) and upper retainer (3) as follows:
  - a. Remove 12 nuts (4) and washers (5).  
Remove seal (2).
  - b. Remove 10 nuts (6) and washers (7).  
Remove ring assembly (2C), seal (2A),  
retainer (2B), and upper retainer (3).

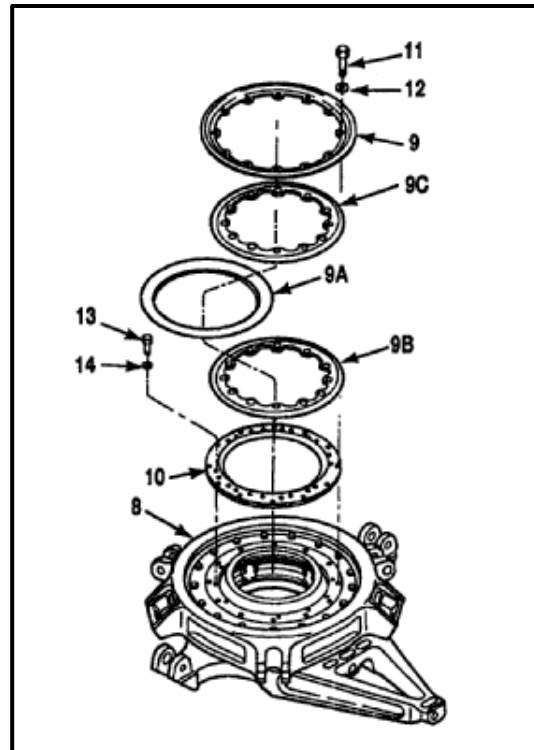




5-122.1 REMOVE SWASHPLATE BALL SPHERICAL BEARING (Continued)

5-122.1

2. For aft swashplate (8) only, remove seal (9) and upper retainer (10) as follows:
  - a. Remove lockwire. Remove 12 bolts (11) and washers (12). Remove seal (9).
  - b. Remove lockwire. Remove 10 bolts (13) and washers (14). Remove ring assembly (9C), seal (9A), retainer (9B), and upper retainer (10).

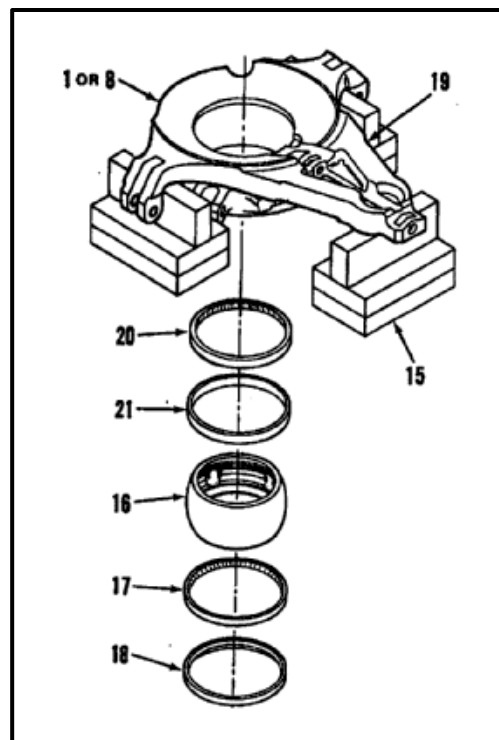


3. Turn swashplate (1 or 8) over. Rest swashplate on blocks (15).
4. Matchmark spherical bearing (16), upper bearing (17), and retaining spacer (18) to stationary ring (19). Use marking pencil (E271). Remove bearings and spacer from stationary ring by hand.

**NOTE**

If hand pressure will not remove bearing parts, use mallet against wood block across spherical bearing.

5. Matchmark lower bearing (20) and bearing spacer (21) to stationary ring (19). Use marking pencil (E271). Tap out bearing and spacer from stationary ring. Use phenolic drift.



**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Powertrain Repairer's Tool Kit, NSN 5180-00-003-5267
- Arbor Press
- Sleeve Bearing Removal Adapter (APP E8)

**Personnel Required:**

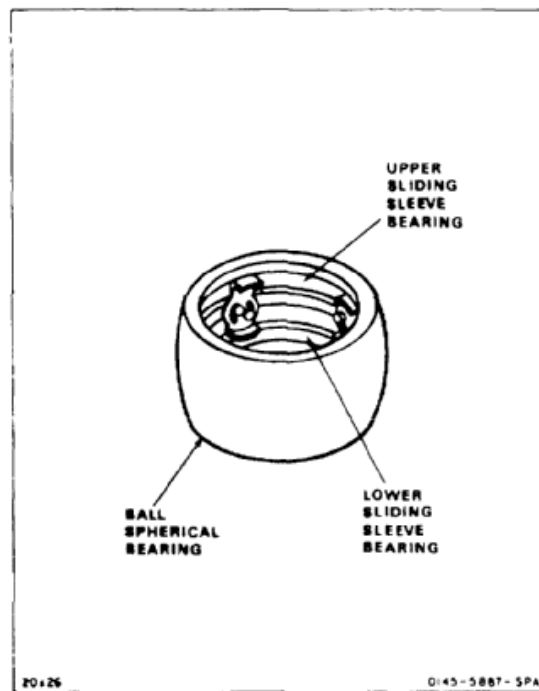
Aircraft Powertrain Repairer (2)

**References:**

Appendix E

**Equipment Condition:**

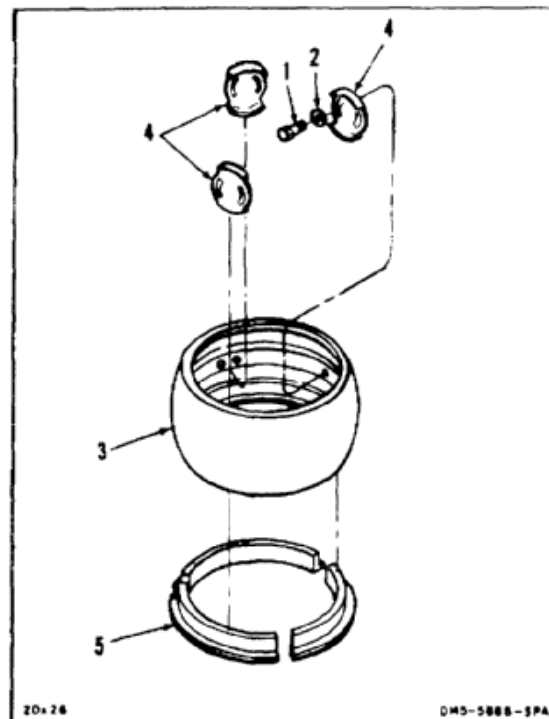
- Off Helicopter Task
- Swashplate Ball Spherical Bearing Removed (Task 5-122)



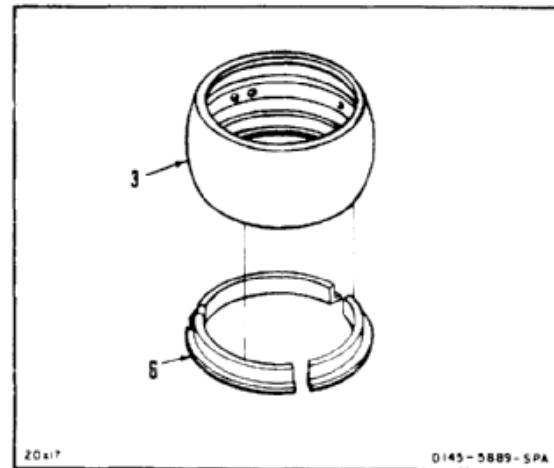
**NOTE**

Procedure is same to remove forward and aft swashplate sliding sleeve bearings.

1. Remove lockwire from six screws (1). Remove screws and washers (2) from ball spherical bearing (3). Remove three retainers (4).
2. Press out three upper sliding sleeve bearing segments (5) from spherical bearing (3). Use arbor press and adapter (E8) (APP E).



3. Turn ball spherical bearing (3) over and press out three lower sleeve bearing segments (6). Use arbor press and adapter (E8).



***FOLLOW-ON MAINTENANCE:***

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Dial Indicating Gage 643J  
Fluorescent Penetrant Method

**Materials:**

Naphtha (E245)  
Emery Cloth (E123) or  
Abrasive Paper (E13)  
Crocus Cloth (E122)  
Cloths (E120)  
Gauze Sponges (E184)  
Gloves (E186)  
Acetic Acid (E21)  
Alodine Powder (E65)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

TM 1-1500-335-23  
TM 1-1520-253-23

**Equipment Condition:**

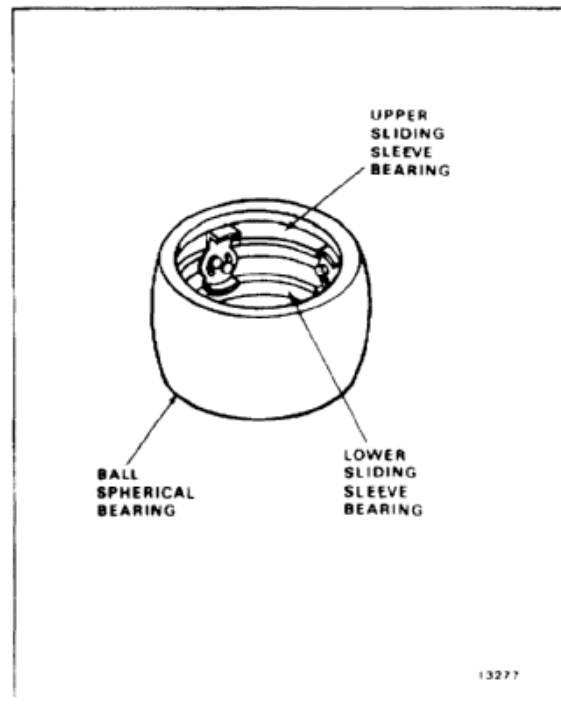
Off Helicopter Task

**General Safety Instructions:****WARNING**

Naphtha (E245) is combustible and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**CAUTION**

Do not wear photogray glasses when fluorescent inspecting. They reduce ability to see cracks.

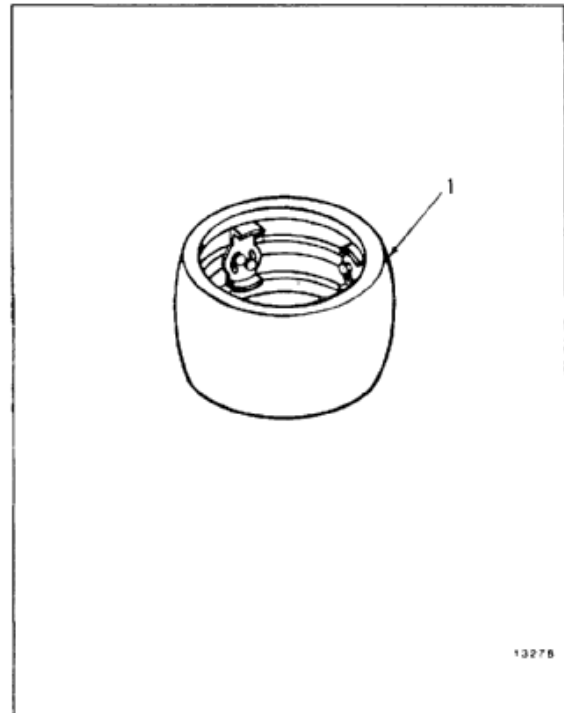


1. Clean oil and grease from surface of bearing (1). Use naphtha (E245) and clean cloths (E120). Wear gloves (E186).
2. Inspect surface of bearing (1) for nicks, scratches, and minor pitting or corrosion of coating. Observe the following definitions:
  - a. *Nick* — A surface indentation with a sharp crease at the bottom. Surface finish is not broken. Caused by pressure or impact from a hard object with a sharp edge.
  - b. *Scratch* — A light, narrow mark on the surface. Surface finish is broken, but not removed. Caused by a hard, sharp particle moving across the surface.
  - c. *Pit* — A small irregular cavity where material is removed from the surface. Usually caused by corrosion. Pits are usually dark in appearance.
  - d. *Corrosion* — A broken or pitted surface, discolored around the edge. Corrosion is caused by chemical action.
3. Note extent and location of damage:

**NOTE**

Limits in this step refer to depth of damage after rework.

- a. Depth of damage on bearing surface (1) shall not be more than **0.020 inch**.
- b. Damage shall not extend to edge of bearing surface.
- c. Sum of length plus width of any one damaged area shall not be more than **1-1/4 inches**.
- d. Distance between two damaged areas shall not be less than half the length of the larger area.

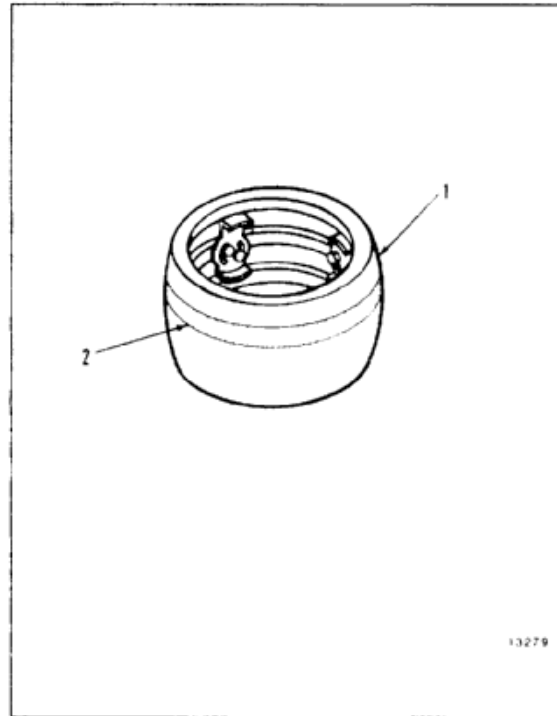


- e. There shall be no more than 20 damaged areas in any **3/4 inch** wide band (2) around surface of bearing (1). There shall be no more than five damaged areas in any quarter-section of the band. The total of length plus width of all five areas shall not be more than **5-1/2 inches**.
  - f. There shall be no more than 75 damaged areas over entire surface.
4. Fluorescent inspect damaged area to check for cracks. (Refer to TM 1-1500-335-23.) There shall be no cracks. If a crack in the ball spherical bearing is suspected, refer to TM 1-1520-253-23.
  5. Blend out damage with emery cloth (E123) or abrasive paper (E13). Observe limits of step 3.
  6. Smooth blended area with crocus cloth (E122). Do not leave any sharp edges.
  7. Acid etch reworked area as follows:

**WARNING**

Acetic acid (E21) is combustible and toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation, away from open flame. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- a. Prepare solution of **3 parts** acetic acid (E21) to **7 parts** water. Wear gloves (E186) and goggles.
- b. Swab area with solution for **2 minutes**. Use gauze sponges (E184).
- c. Rinse area with cold water.



**5-123.1 INSPECT AND REPAIR BALL SPHERICAL BEARING (Continued)**

5-123.1

8. Fluorescent inspect reworked area to check for cracks (TM 1-1500-335-23). There shall be no cracks. If a crack in the ball spherical bearing is suspected, refer to TM 1-1520-253-23.
9. Apply surface treatment to reworked area as follows:
  - a. Clean area with naphtha (E245) and clean cloths (E120). Let area air dry. Wear gloves (E186).

**WARNING**

Alodine powder (E65) is an oxidizer. Discard cloths which contain this material in a separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- b. Swab solution of alodine powder (E65) in water on area. Swab for **2 to 5 minutes**. Use gauze sponges (E184). Wear gloves (E186).
- c. Rinse area with cold water. Let air dry.

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Sliding Bearing Locating Fixture (T110)  
Torque Wrench, 5 to 50 Inch-Pounds  
Vernier Calipers  
Soft Aluminum Scraper

**Materials:**

Dry Cleaning Solvent (E162)  
Methyl-Ethyl-Ketone (E244)  
Scrim Cloth (E326)  
Adhesive (E43)  
Cloth (E120)  
Lockwire (E231)  
Gloves (E186)

**Personnel Required:**

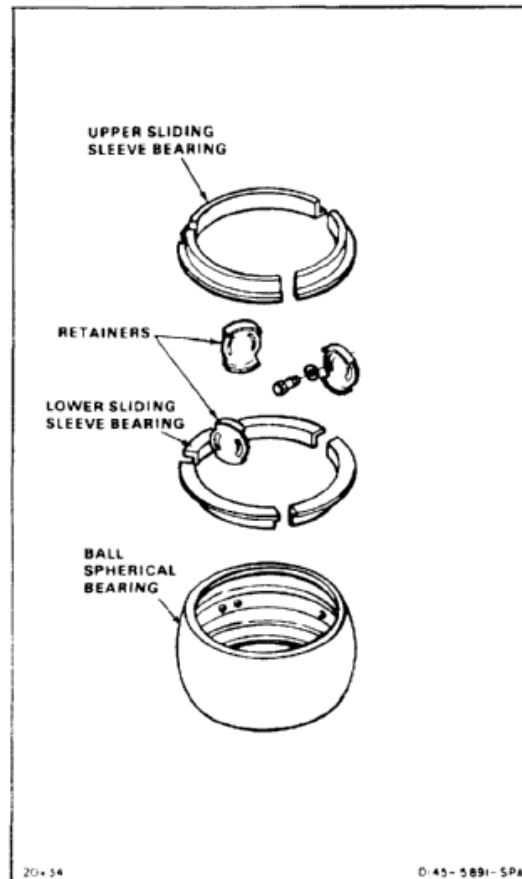
Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

**General Safety Instructions:****WARNING**

Methyl-ethyl-ketone (E244) and dry cleaning solvent (E162) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

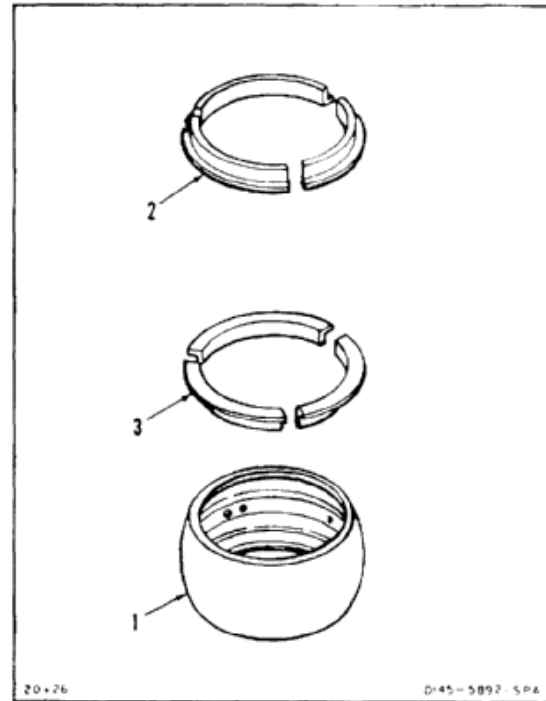




**NOTE**

Procedure is same to install forward and aft swashplate sliding sleeve bearings.

1. Clean inside of ball spherical bearing (1). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
2. Clean mating surfaces of six sliding sleeve bearing segments (2 and 3) and spherical bearing (1). Use cloth (E120) damp with methyl-ethyl-ketone (E244).
3. Scrape any scrim cloth from inside of spherical bearing (1). Use soft aluminum scraper.

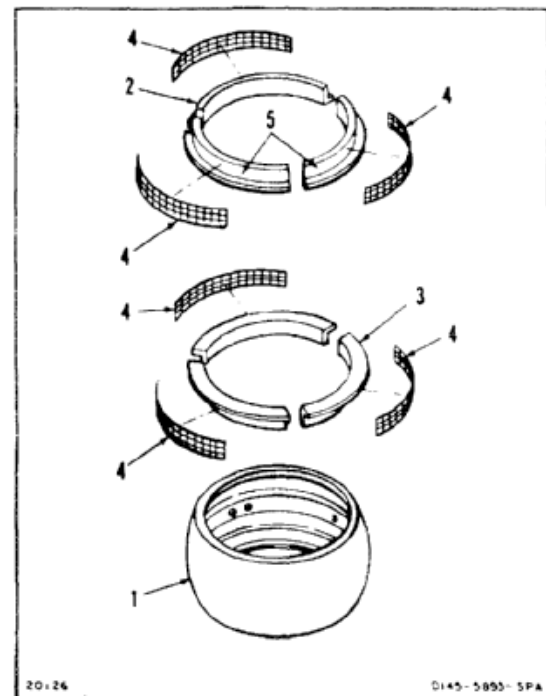


4. Cut six strips of scrim cloth (E326) (4) to size of curved mating surfaces of sleeve bearing segments (2 and 3).

**NOTE**

Pot life of mixed adhesive (E43) is **2 hours at 72°F (22°C)**.

5. Apply even coat of adhesive (E43) to mating surfaces of spherical bearing (1) and sleeve bearing segments (2 and 3). Wear gloves (E186).
6. Press scrim cloth (E326) (4) into adhesive on curved outside surfaces (5) of sleeve bearing segments (2 and 3) by hand.

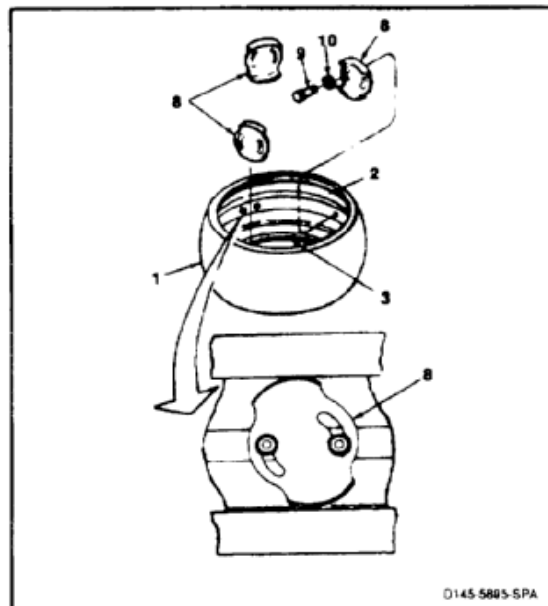
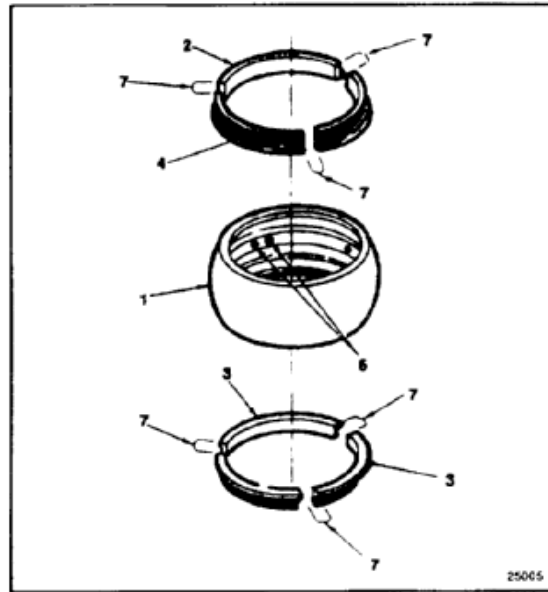


7. Apply even coat of adhesive (E43) over scrim cloth (E326) (4). Do not allow bubbles or lumps to form. Wear gloves (E186).

**NOTE**

Bearing segments are issued as a set of three, all with the same serial number. If one segment is damaged, all three must be replaced.

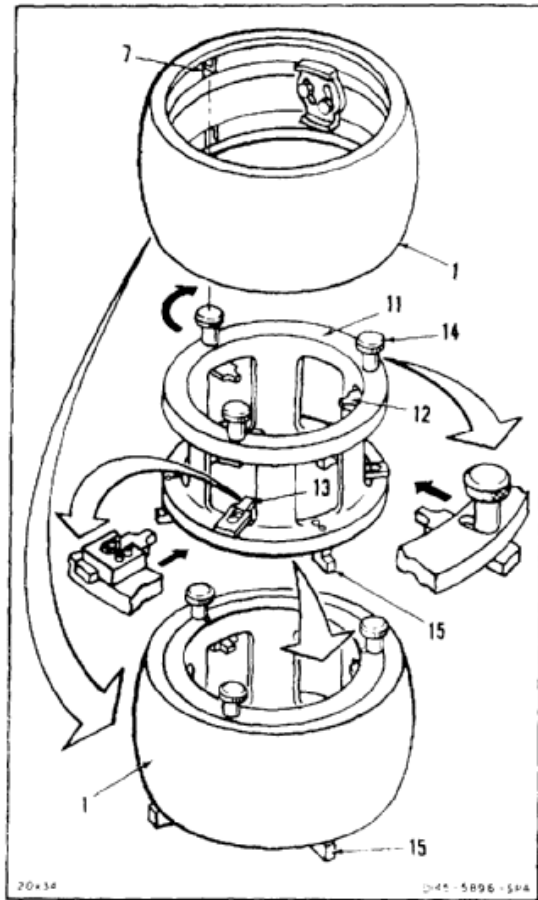
8. Install sleeve bearing segments (2 and 3) as follows:
- Position three upper segments (2) and three lower segments (3) in ball spherical bearing (1). Align center of each segment between holes (6). The gaps (7) between segments do not have to be equal but the deviation between the size of the gaps must be within **0.050 inch** tolerance.
  - Apply pressure to seat each segment (2 and 3). Squeeze out excess adhesive. Make sure segments do not move.
  - Wipe excess adhesive from bearing (1). Use cloth (E120) damp with methyl-ethyl-ketone (E244). Wear gloves (E186).
  - Position three retainers (8) in bearing (1). Install two screws (9) and washers (10) loosely. Turn retainers clockwise until retainers hold segments (2 and 3) securely in position.
  - Torque screws (9) to **15 inch-pounds**. Do not lockwire screws at this time.



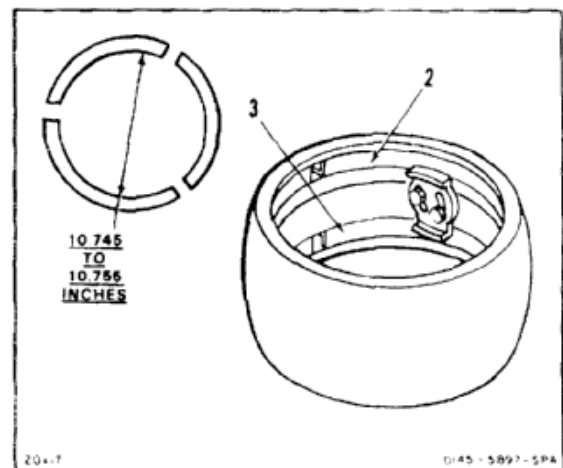
**5-124 INSTALL SWASHPLATE SLIDING SLEEVE BEARING (AVIM) (Continued)**

5-124

9. Install bearing (1) on locating fixture (T110) (11) as follows:
  - a. Rest fixture (T110) (11) on flat surface.
  - b. Pull three clamps (12) and three supports (13) toward center.
  - c. Align spherical bearing (1) so three gaps (7) center on three handknobs (14). Rest bearing on three feet (15) of fixture (T110) (11).
  - d. Push three supports (13) and three clamps (12) outboard under slots. Turn three handknobs (14) clockwise to tighten clamps.
  - e. Remove adhesive squeeze out from spherical bearing (1). Use cloth (E120) damp with dry cleaning solvent (E162). Wear gloves (E186).
  - f. Allow adhesive to cure **24 hours**.
  - g. Loosen handknobs (14). Pull clamps (12) and supports (13) inward until clear of bearing (1).
  - h. Remove bearing (1) from fixture (T110) (11).



10. Check that location and spacing of six segments (2 and 3) is as described in step 8a.
11. Check inside diameter across segments (2 and 3). Inside diameter shall be **10.745 to 10.755 inches**.

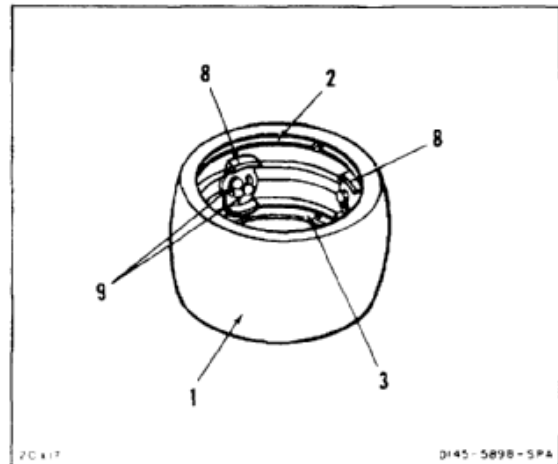


12. Check installation of three retainers (8) as follows:
- Loosen six screws (9).
  - Hold each retainer (8) firmly against segments (2 and 3).



Do not turn lockwire ends inboard of bolt heads. Make sure retainers are not inboard of sleeve bearing surface. Contact with lockwire or retainer will damage slider shaft.

- Torque screws (9) to **15 inch-pounds**. Lockwire screws. Use lockwire (E231). Tuck end under crosswire.
13. Clean adhesive from bearing (1). Use cloth (E120) damp with methyl-ethyl-ketone (E244). Use soft aluminum scraper, if needed. Wear gloves (E186).



### **INSPECT**

### **FOLLOW-ON MAINTENANCE:**

None

END OF TASK

## INITIAL SETUP

**Applicable Configurations:**Without **83****Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Mallet  
Phenolic Drift, 1/2 Inch x 2 Inches x 10 Inches  
Wood Blocks (9), 2 Inches x 4 Inches x 10 Inches  
Each  
Goggles  
Torque Wrench, 0 to 150 Inch-Pounds  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Lockwire (E231)  
Lockwire (E233)  
Epoxy Primer (E292)  
Gloves (E184.1)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

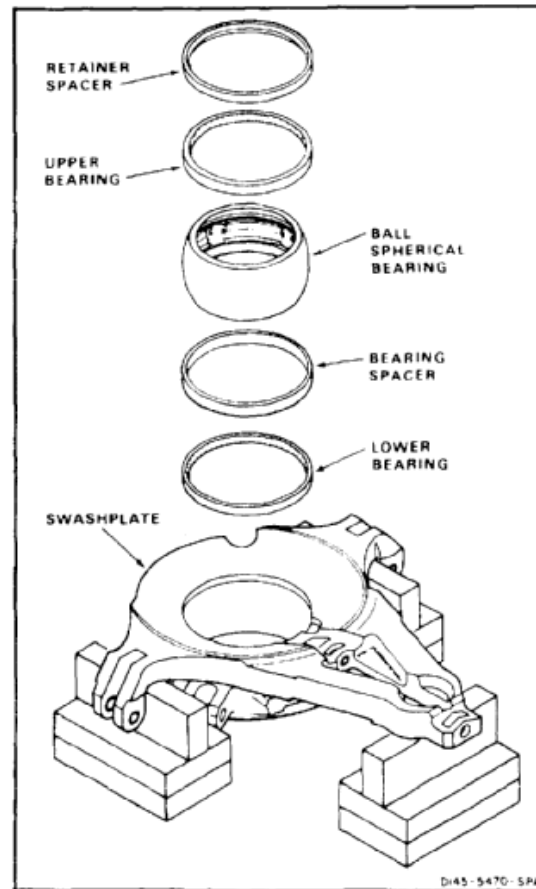
**General Safety Instructions:****WARNING**

## FLIGHT SAFETY PARTS

This is an installation critical flight safety part. All aspects of its inspection, assembly, and installation must be adhered to.

**WARNING**

Epoxy primer (E292) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



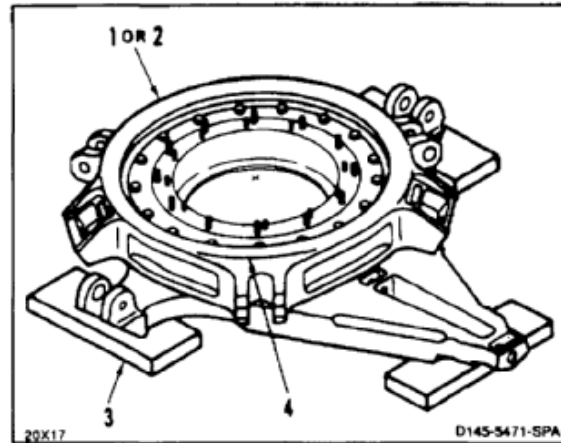
**NOTE**

Procedure is similar to install forward or aft swashplate ball spherical bearing. Differences are noted in text.

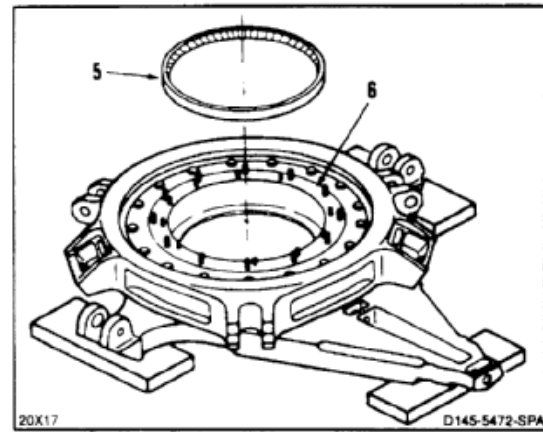
Lower bearing, bearing spacer, and upper bearing are matched set. Keep parts together.

If removed bearings and spacers are being reinstalled, align matchmarks with matchmark on stationary ring.

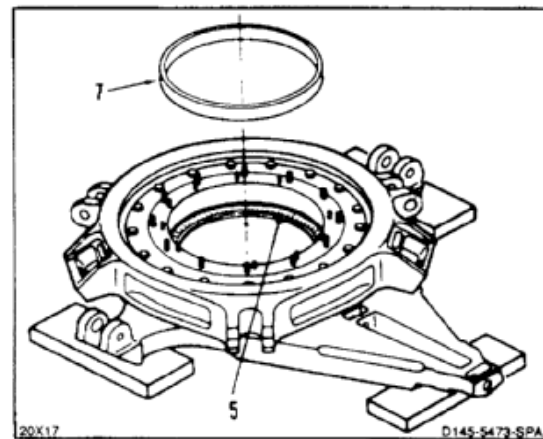
1. Position swashplate (1 or 2) on blocks (3), rotating ring (4) up.



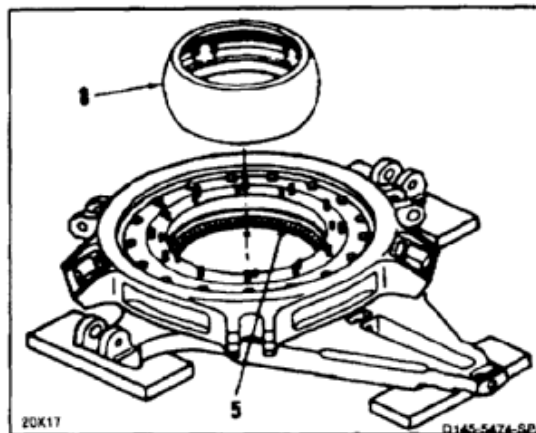
2. Lightly coat outside surfaces of lower spherical bearing (5) with epoxy primer (E292) and allow to dry before installation. Tap lower bearing (5), thickest edge down, into stationary ring (6). Use phenolic drift.



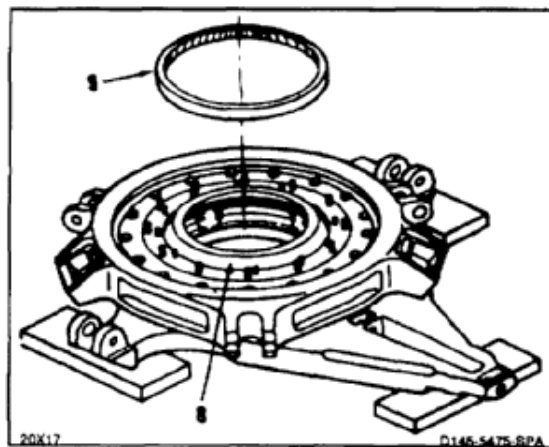
3. Tap bearing spacer (7) into position against lower bearing (5) if necessary. Use phenolic drift.



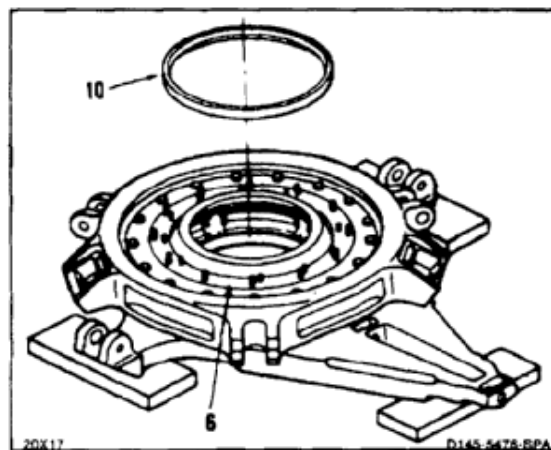
4. Position spherical bearing (8) on lower bearing (5).



5. Lightly coat outside surfaces of upper spherical bearing (9) with epoxy primer (E292) and allow to dry before installation. Tap upper bearing (9), thickest edge up, into position over spherical bearing (8) if necessary. Use phenolic drift.



6. Tap retaining spacer (10) into stationary ring (6) if necessary. Use phenolic drift. Ensure that the thick edge of spacer (10) is at the top.

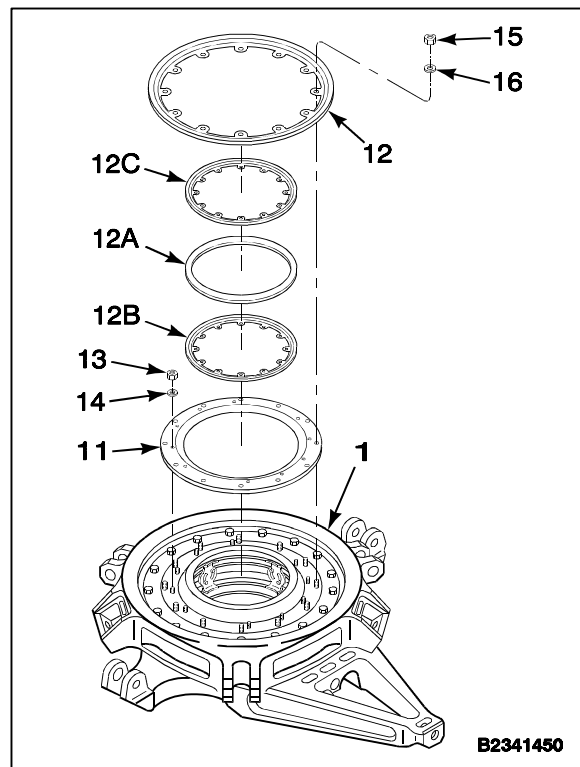


7. For forward swashplate (1) only, install upper retainer (11) and seal (12) as follows:

**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

- a. Heat retainer (12B) to **170° to 190°F (77° to 88°C)**. Use an oven.
- b. Install seal (12A) in retainer (12C). Use a phenolic drift and mallet.
- c. Install ring (12B) on stationary ring.
- d. Install retainer (12C) with seal (12A) on stationary ring.
- e. Install upper retainer (11). Install 10 nuts (13) and washers (14). Torque 10 nuts to **117 inch-pounds**.
- f. Install seal (12). Install 12 nuts (15) and washers (16). Torque 12 nuts to **195 inch-pounds**.



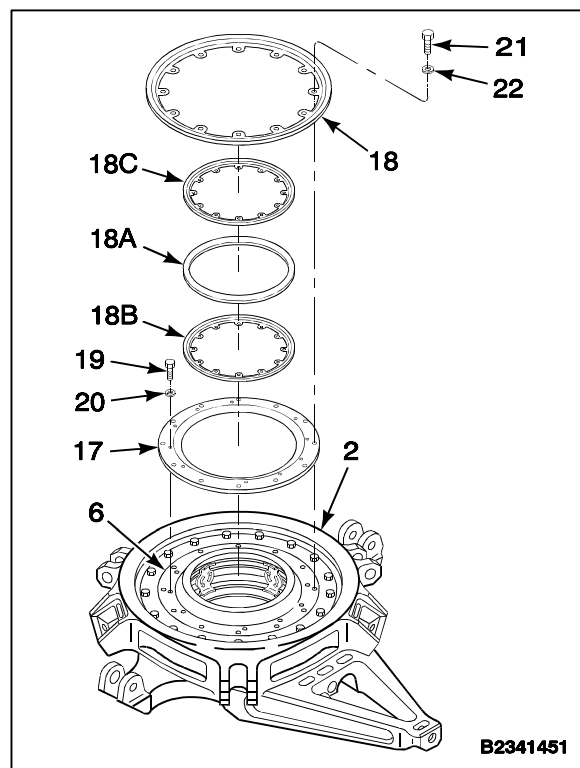
**INSPECT**

8. For aft swashplate (2) only, install upper retainer (17) and seal (18) as follows:

**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

- a. Heat retainer (18B) to **170° to 190°F (77° to 88°C)**. Use an oven.
- b. Install seal (18A) in retainer (18C). Use a phenolic drift and mallet.
- c. Install ring (18B) on stationary ring.
- d. Install retainer (18C) with seal (18A) on stationary ring.
- e. Position upper retainer (17) on stationary ring (6).
- f. Coat 10 bolts (19) with epoxy primer (E292). Wear gloves (E184.1).
- g. Install 10 bolts (19) and washers (20).
- h. Torque 10 bolts (19) to **135 inch-pounds**. Lockwire bolts. Use lockwire (E231).
- i. Position seal (18) on stationary ring (6).
- j. Coat 12 bolts (21) with epoxy primer (E292). Wear gloves (E184.1).
- k. Install 12 bolts (21) and washers (22).
- l. Torque 12 bolts (21) to **270 inch-pounds**. Lockwire bolts. Use lockwire (E233).

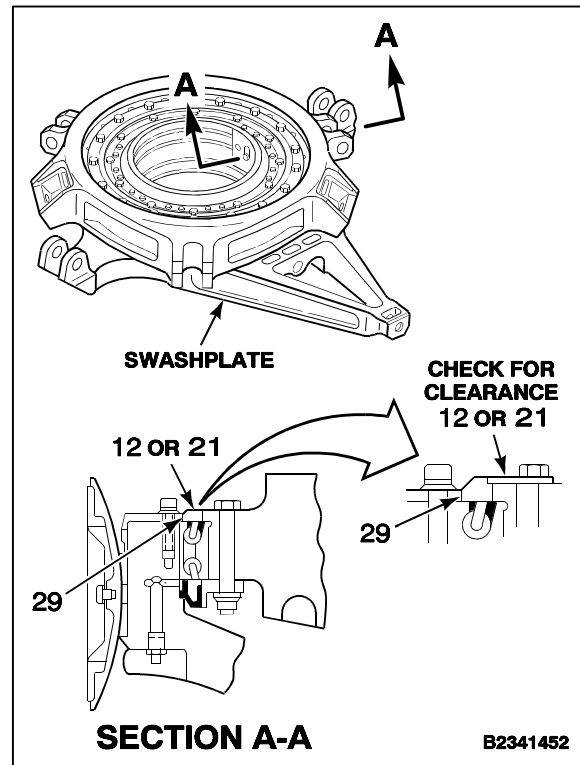




9. Check that clearance between seal (12 or 18) and seal (23) is **0.005 to 0.070 inch**.

**NOTE**

Upon reassembly if the 114R3428 seal becomes distorted because of the torque applied to the fasteners then it is permissible to use a phenolic block and hammer to tap the seal down to achieve the correct gap, the 114R3428 seal may still have distortion after achieving the gap tolerance which is acceptable. The swashplate is to be rotated to ensure the 114R3428 and the 114R3427 are not chafing.



**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Check friction of ball spherical bearing (Task 5-114).

END OF TASK

5-696 Change 2

## INITIAL SETUP

**Applicable Configurations:**With **83****Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267  
Mallet  
Phenolic Drift, 1/2 Inch x 2 Inches x 10 Inches  
Wood Blocks (9), 2 Inches x 4 Inches x 10 Inches  
Each  
Goggles  
Torque Wrench, 0 to 150 Inch-Pounds  
Torque Wrench, 100 to 750 Inch-Pounds

**Materials:**

Lockwire (E231)  
Lockwire (E233)  
Epoxy Primer (E292)  
Gloves (E184.1)  
Kevlar Gloves (E187)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

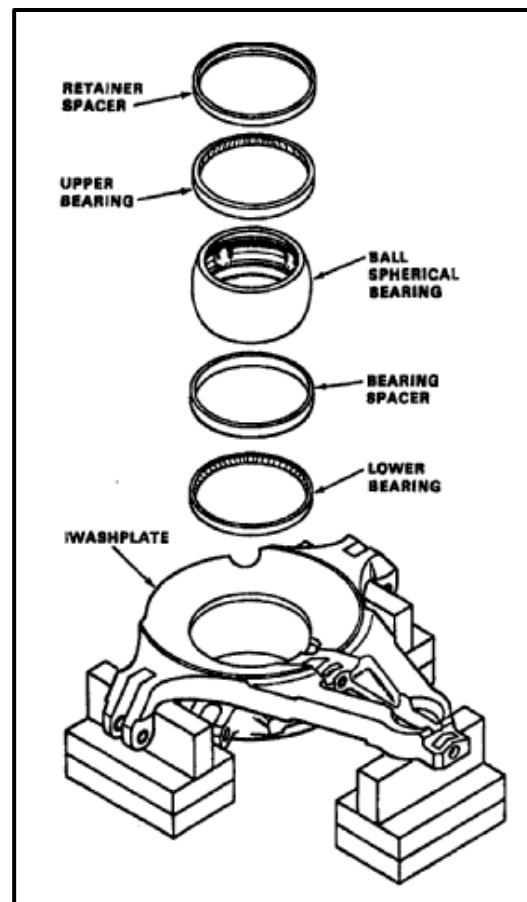
**General Safety Instructions:****WARNING**

## FLIGHT SAFETY PARTS

This is an installation critical flight safety part. All aspects of its inspection, assembly, and installation must be adhered to.

**WARNING**

Epoxy primer (E292) is flammable and very toxic. It can irritate skin and cause burns. Protective clothing or body suit with respirator and eye protection is required if material is to be applied by spraying. Use only in well-ventilated area, away from open flame and excessive heat. In case of contact, immediately flush skin or eyes with plenty of water for at least **15 minutes**. Get medical attention for eyes.



## 5-125.1 INSTALL SWASHPLATE BALL SPHERICAL BEARING (Continued)

5-125.1

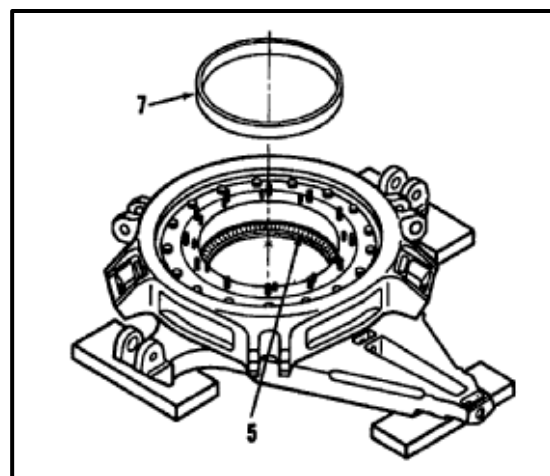
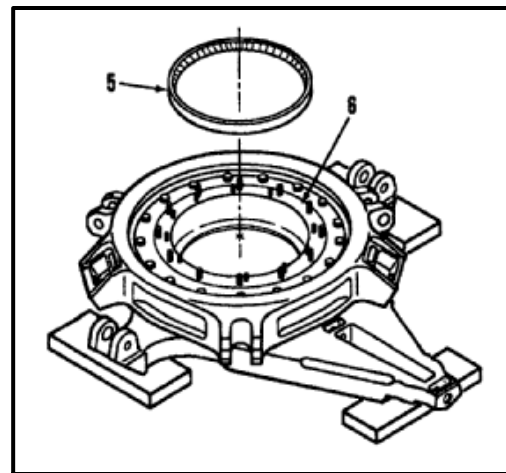
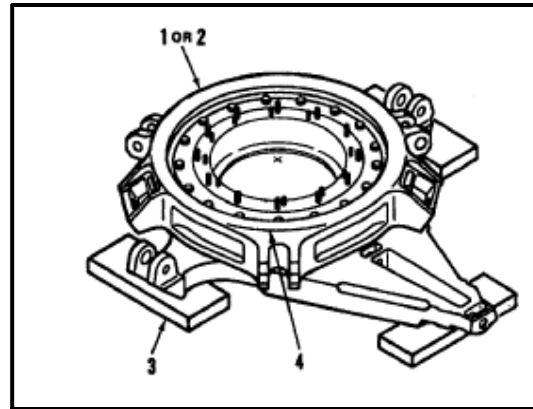
**NOTE**

Procedure is similar to install forward or aft swashplate ball spherical bearing. Differences are noted in text.

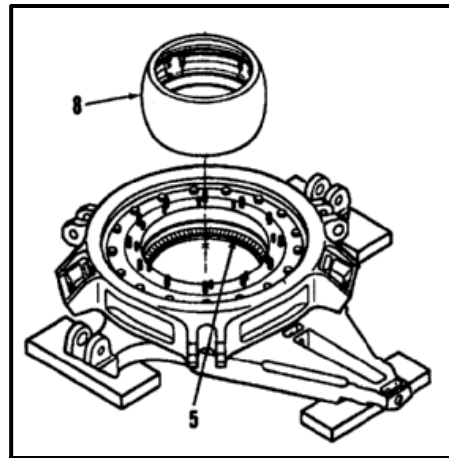
Lower bearing, bearing spacer, and upper bearing are matched set. Keep parts together.

If removed bearings and spacers are being reinstalled, align matchmarks with matchmark on stationary ring.

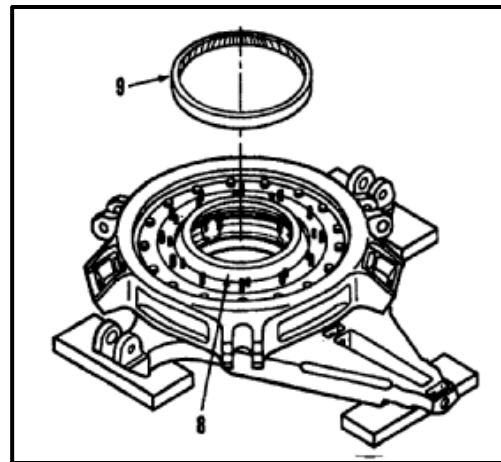
1. Position swashplate (1 or 2) on blocks (3), rotating ring (4) up.
2. Lightly coat outside surfaces of lower spherical bearing (5) with epoxy primer (E292) and allow to dry before installation. Tap lower bearing (5), thickest edge down, into stationary ring (6). Use phenolic drift.
3. Tap bearing spacer (7) into position against lower bearing (5) if necessary. Use phenolic drift.



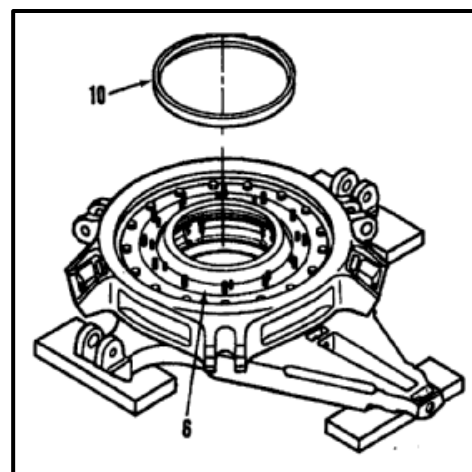
4. Position spherical bearing (8) on lower bearing (5).



5. Lightly coat outside surfaces of upper spherical bearing (9) with epoxy primer (E292) and allow to dry before installation. Tap upper bearing (9), thickest edge up, into position over spherical bearing (8) if necessary. Use phenolic drift.



6. Tap retaining spacer (10) into stationary ring (6) if necessary. Use phenolic drift. Ensure that the thick edge of spacer (10) is at the top.



## 5-125.1 INSTALL SWASHPLATE BALL SPHERICAL BEARING (Continued)

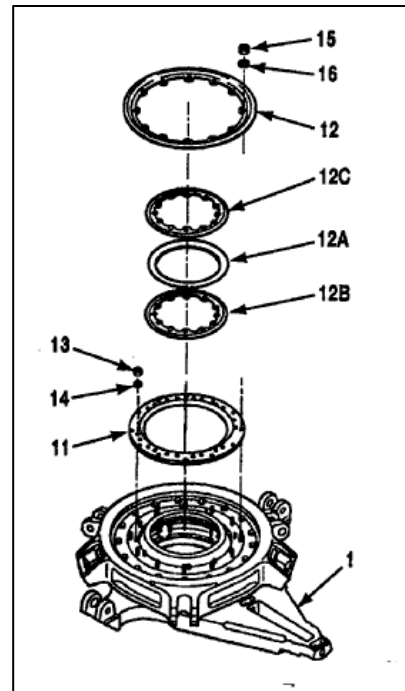
5-125.1

7. For forward swashplate (1) only, install upper retainer (11) and seal (12) as follows:

**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

- Heat retainer (12B) to **170° - 190°F (77° - 88°C)**. Use an oven.
- Install seal (12A) in retainer (12C). Use a phenolic drift and mallet.
- Install ring (12B) on stationary ring.
- Install retainer (12C) with seal (12A) on stationary ring.
- Install upper retainer (11). Install 10 nuts (13) and washers (14). Torque 10 nuts to **117 inch-pounds**.
- Install seal (12). Install 12 nuts (15) and washers (16). Torque 12 nuts to **195 inch-pounds**.

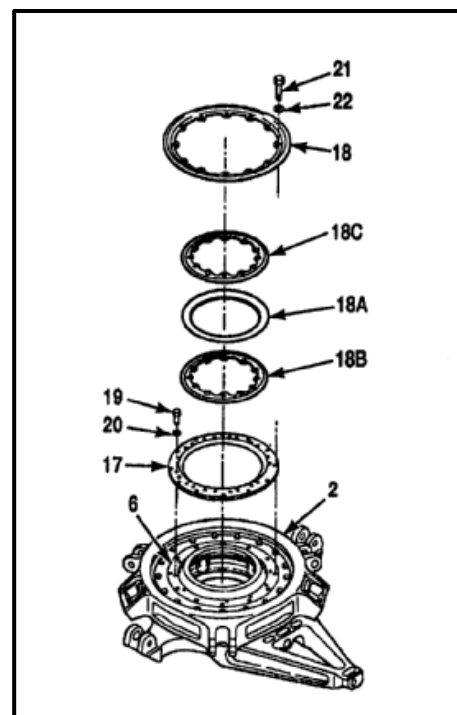
**INSPECT**

8. For aft swashplate (2) only, install upper retainer (17) and seal (18) as follows:

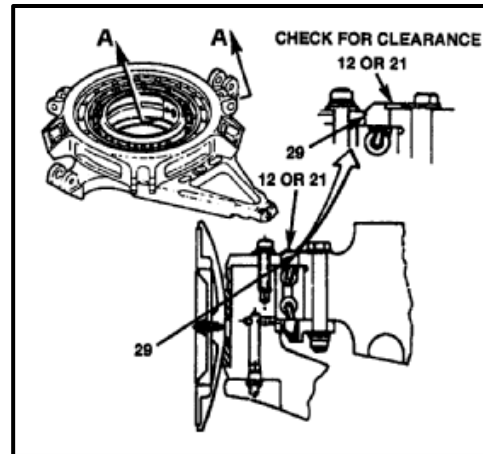
**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

- Heat retainer (18B) to **170° - 190°F (77° - 88°C)**. Use an oven.
- Install seal (18A) in retainer (18C). Use a phenolic drift and mallet.
- Install ring (18B) on stationary ring.
- Install retainer (18C) with seal (18A) on stationary ring.
- Position upper retainer (17) on stationary ring (6).
- Coat 10 bolts (19) with epoxy primer (E292). Wear gloves (E184.1).
- Install 10 bolts (19) and washers (20).
- Torque 10 bolts (19) to **135 inch-pounds**. Lockwire bolts. Use lockwire (E231).
- Position seal (18) on stationary ring (6).
- Coat 12 bolts (21) with epoxy primer (E292). Wear gloves (E184.1).
- Install 12 bolts (21) and washers (22).
- Torque 12 bolts (21) to **270 inch-pounds**. Lockwire bolts. Use lockwire (E233).



9. Check that clearance between seal (12 or 18) and seal (23) is **0.005 to 0.070 inch**.



**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Check friction of ball spherical bearing (Task 5-114).

END OF TASK

5-696

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

None

**Personnel Required:**

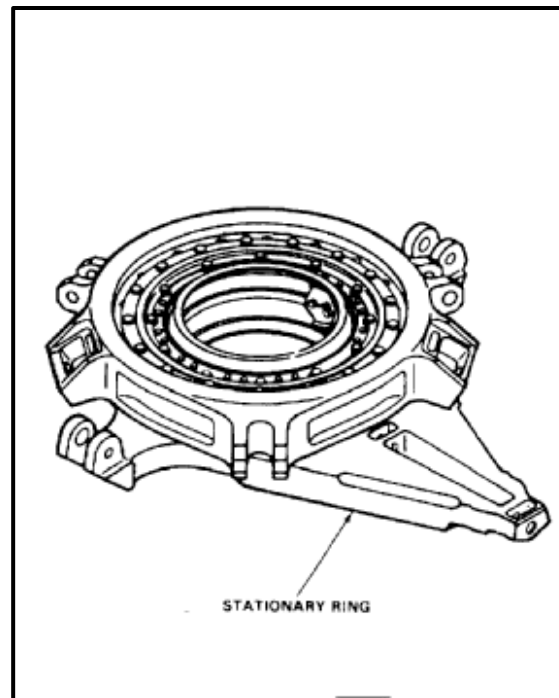
Inspector

**References:**

Task 5-127

**Equipment Condition:**

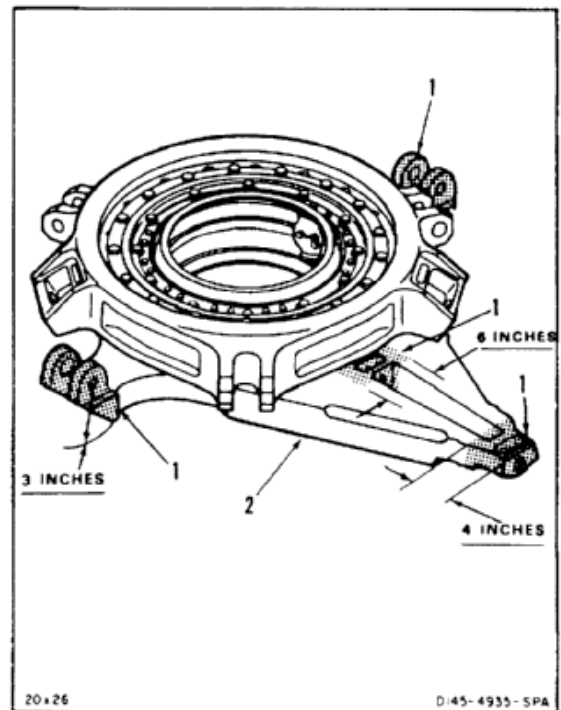
Off Helicopter Task



1. Check for nicks or scratches in critical areas (1) of stationary ring (2). Repair damage up to **0.020 inch** in depth (Task 5-127).
2. Check for nicks or scratches in all other areas of stationary ring (2). Damage up to **0.005 inch** in depth shall be accepted without rework. Repair damage within **0.005 inch to 0.020 inch** in depth (Task 5-127).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

Without **83**

**Tools:**

- Powertrain Repairer's Tool Kit, NSN 5180-00-003-5267
- Phenolic Drift
- Oven

**Materials:**

- Dry Cleaning Solvent (E162)
- Cloths (E120)
- Grease (E190)
- Gloves (E184.1)
- Kevlar Gloves (E187)

**Personnel Required:**

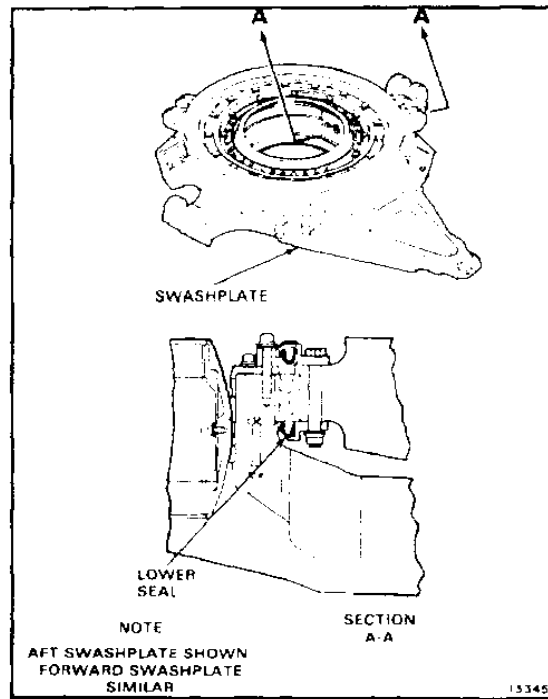
Aircraft Powertrain Repairer (2)

**References:**

- Task 5-122
- Task 5-125
- TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

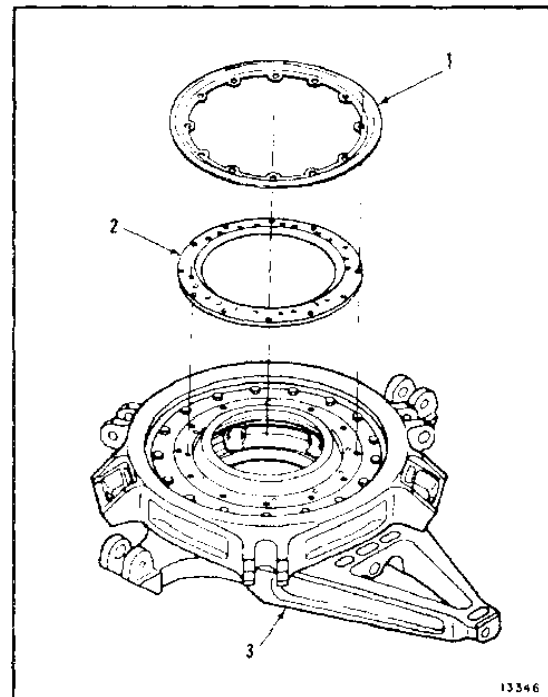


**NOTE**

Procedure is same to replace lower seal on forward or aft swashplate. Aft swashplate shown.

**REMOVE SEAL**

1. Remove seal (1) and upper retainer (2) from stationary ring assembly (3) (Task 5-122).

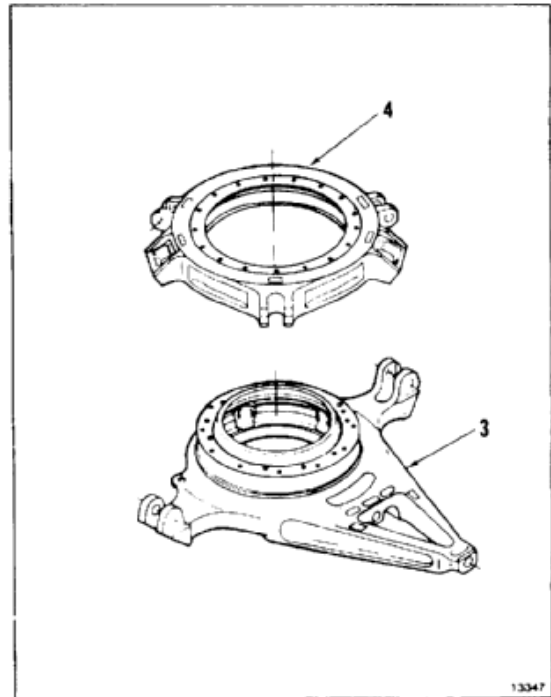




## 5-126.1 REPLACE SWASHPLATE LOWER SEAL (AVIM) (Continued)

5-126.1

2. Carefully lift rotating ring assembly (4) from stationary ring (3). Use a mallet to separate the rings, if needed.

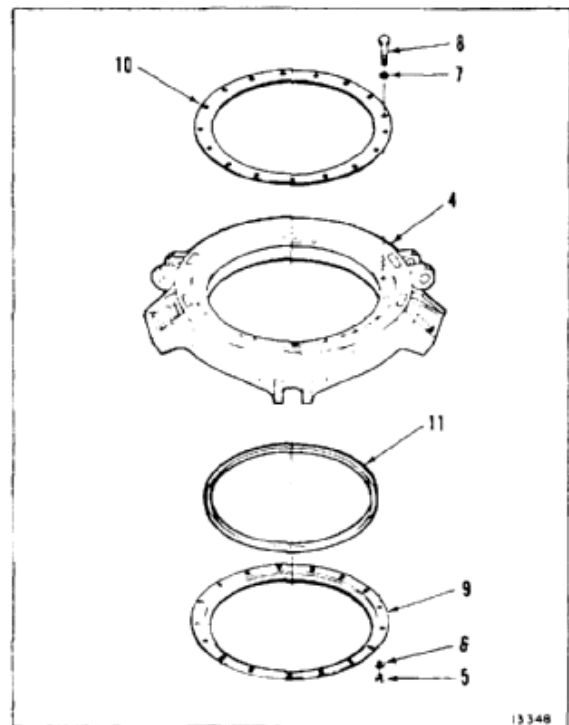


3. Remove nuts (5), washers (6 and 7), and bolts (8). Remove lower seal retainer (9) and rotating grease seal (10) from rotating ring (4).



Do not insert a screwdriver or other sharp tool between the seal and the retainer. Serious damage to the seal seating surface can result.

4. Remove seal (11) from lower seal retainer (9). Use a mallet and phenolic drift.



**INSTALL LOWER SEAL****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. Clean mating surfaces of seal (11), retainer (9), grease seal (10) and rotating ring (4). Use dry cleaning solvent (E162) and clean cloths (E120). Wear gloves (E184.1). Allow solvent to dry.

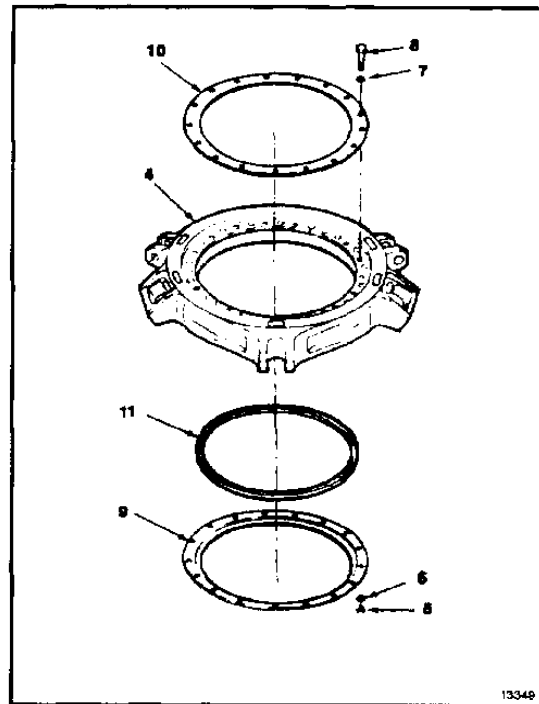
**WARNING**

Wear Kelvar gloves (E187) when handling heated parts.

6. Heat retainer (9) to **170° - 190°F (77° - 88°C)**. Use an oven.
7. Install seal (11) in retainer (9). Use a phenolic block and mallet.

**WARNING**

Deleted.

**NOTE**

If seal distorts while tightening, straighten the seal by tapping down using a phenolic block and hammer.

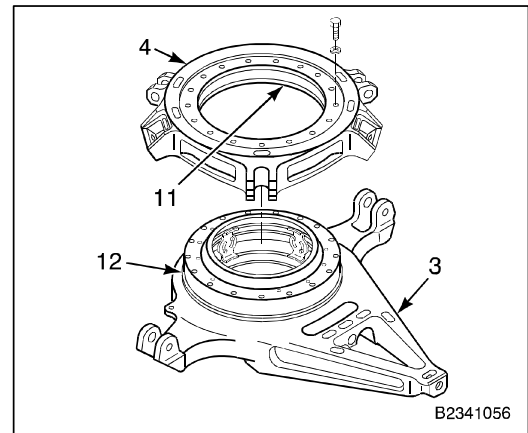
8. Install grease seal (10) and lower seal retainer (9), with seal (11) installed in rotating ring assembly (4). Install bolts (8), washers (7 and 6), and nuts (5).

**NOTE**

Do not re-use any nut (5) after it has been installed once.

9. Progressively tighten nuts (5). Do not apply full torque to any one nut until all nuts are ready for final torqueing.
10. Tighten nuts (5) evenly to **350 inch-pounds** above friction torque.

11. Coat lip of seal (11) and running surface (12) on stationary ring (3) with grease (E190).
12. Install rotating ring assembly (4) on stationary ring (3). Use a mallet, if needed.
13. Install upper retainer (2) and seal (1) on stationary ring (3) (Task 5-125).

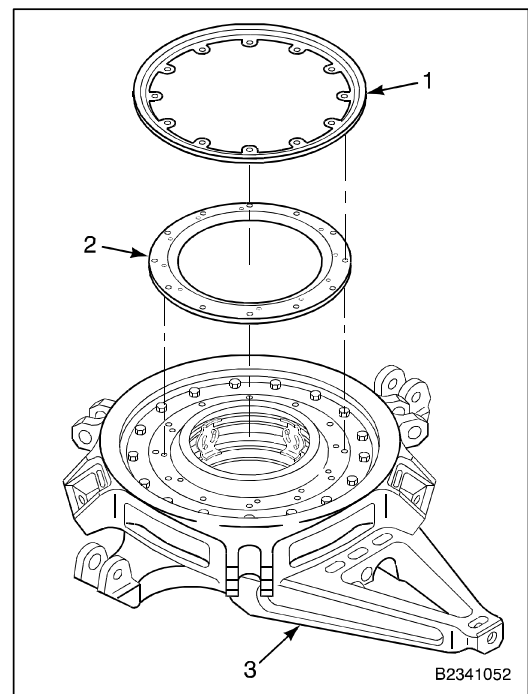


A bolt that is too long can damage the stationary ring.

14. Check that clearance between end of bolt (8) and stationary ring (3) is at least **0.180 inch**. Check that clearance between seals (1 and 10) is **0.005 to 0.070 inch**.

**NOTE**

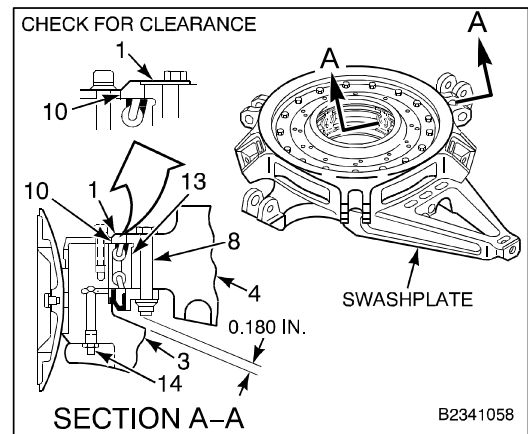
Upon reassembly if the 114R3428 seal becomes distorted because of the torque applied to the fasteners then it is permissible to use a phenolic block and hammer to tap the seal down to achieve the correct gap, the 114R3428 seal may still have distortion after achieving the gap tolerance which is acceptable. The swashplate is to be rotated to ensure the 114R3428 and the 114R3427 are not chafing.



15. Lubricate bearing (13) through fitting (14). Use grease (E190). Turn rotating ring (4) while greasing until a fillet of grease appears between grease seals (1 and 10).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

With **83**

**Tools:**

- Powertrain Repairer's Tool Kit, NSN 5180-01-375-6928
- Phenolic Drift
- Oven
- Mallet

**Materials:**

- Dry Cleaning Solvent (E162)
- Cloth, Cleaning (E120)
- Grease (E190)
- Gloves (E184.1)
- Kevlar Gloves (E187)
- Goggles (E473)

**Personnel Required:**

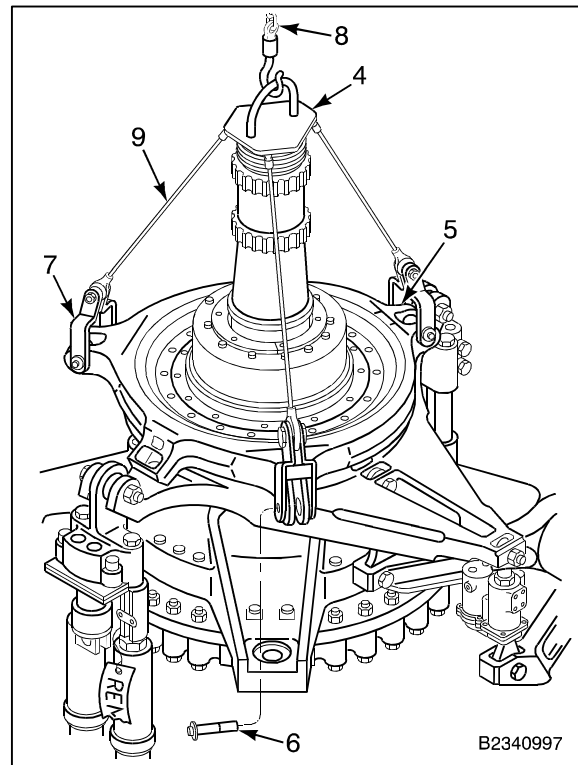
Aircraft Powertrain Repairer (2)

**References:**

- Task 5-122
- Task 5-125
- TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task



B2340997

**NOTE**

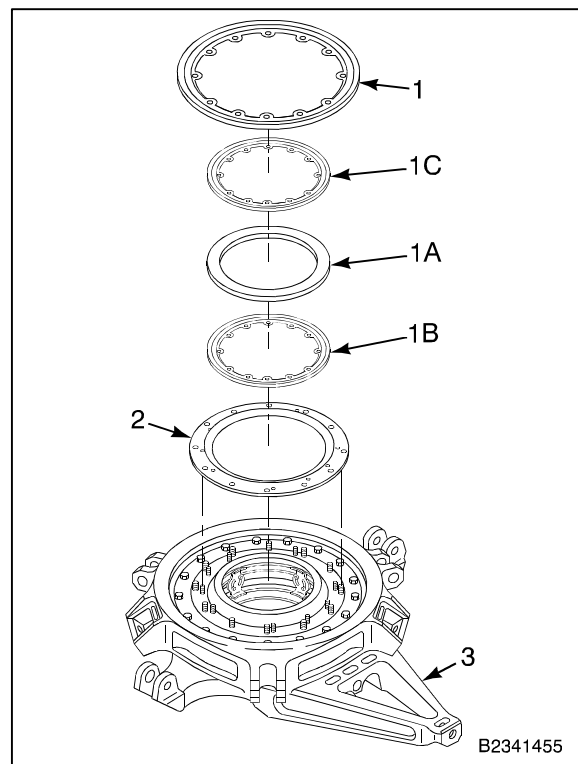
Procedure is similar to replace lower seal on forward or aft swashplate. Aft swashplate shown.

**REMOVE SEAL**



Do not insert a screwdriver or other sharp tool between the seal and the retainer. Serious damage to the seal seating surface can result.

1. Remove seal (1), retainer (1C), seal (1A), ring (1B), and upper retainer (2) from stationary ring assembly (3) (Task 5-122.1).

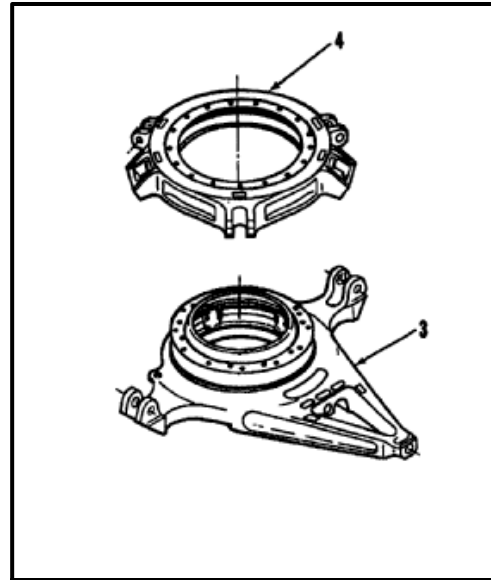


B2341455

5-126.1.1 REPLACE SWASHPLATE LOWER SEAL (AVIM) (Continued)

5-126.1.1

2. Carefully lift rotating ring assembly (4) from stationary ring (3). Use a mallet to separate the rings, if needed.

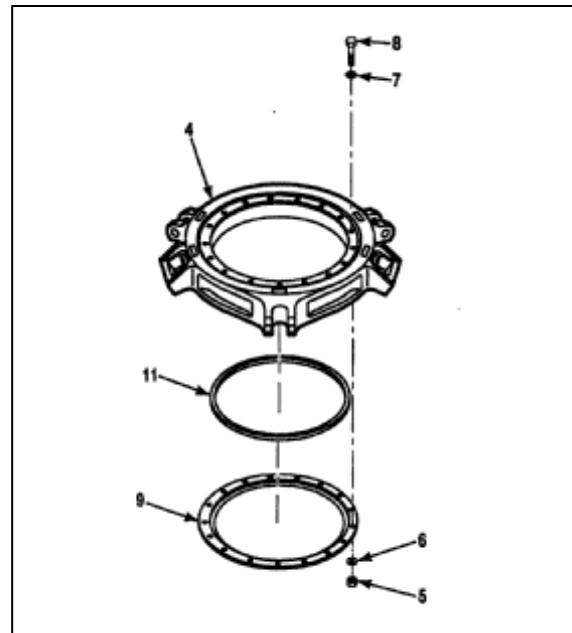


3. Remove nuts (5), washers (6 and 7), and bolts (8). Remove lower seal retainer (9) from rotating ring (4).

**CAUTION**

Do not insert a screwdriver or other sharp tool between the seal and the retainer. Serious damage to the seal seating surface can result.

4. Remove seal (11) from lower seal retainer (9). Use a mallet and phenolic drift.



**INSTALL LOWER SEAL**

**WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated areas, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

5. Clean mating surfaces of seal (11), retainer (9), and rotating ring (4). Use dry cleaning solvent (E162) and clean cloths (E120). Wear gloves (E184.1). Allow solvent to dry.

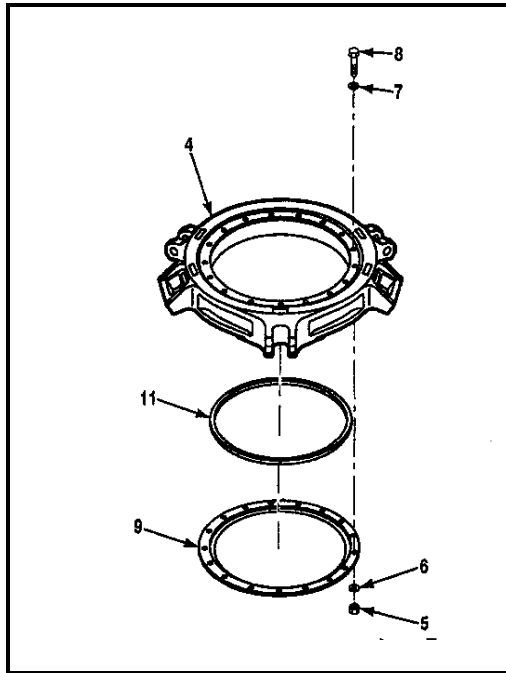
**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

6. Heat retainer (9) to **170° - 190°F (77° - 88°C)**. Use an oven.
7. Install seal (11) in retainer (9). Use a phenolic drift and mallet.

**WARNING**

Deleted.



**NOTE**

If seal distorts while tightening, straighten the seal by tapping down using a phenolic drift and hammer.

8. Install grease seal (10) and lower seal retainer (9), with seal (11) installed in rotating ring assembly (4). Install bolts (8), washers (7 and 6), and nuts (5).

**NOTE**

Do not re-use any nut (5) after it has been installed once.

9. Progressively tighten nuts (5). Do not apply full torque to any one nut until all nuts are ready for final torqueing.
10. Tighten nuts (5) evenly to **350 inch-pounds** above friction torque.

## 5-126.1.1 REPLACE SWASHPLATE LOWER SEAL (AVIM) (Continued)

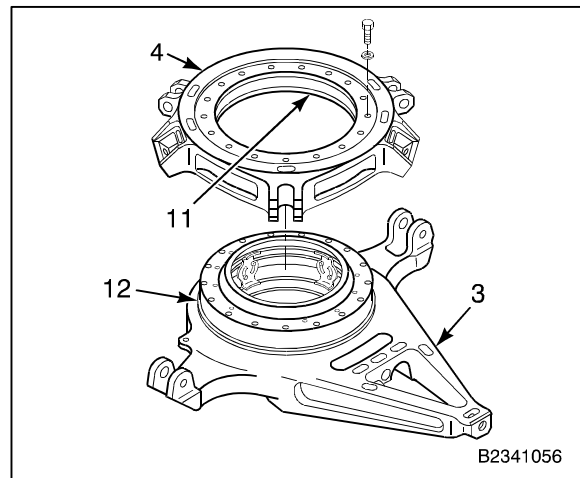
5-126.1.1

11. Coat lip of seal (11) and running surface (12) on stationary ring (3) with grease (E190).
12. Install rotating ring assembly (4) on stationary ring (3). Use a mallet, if needed.

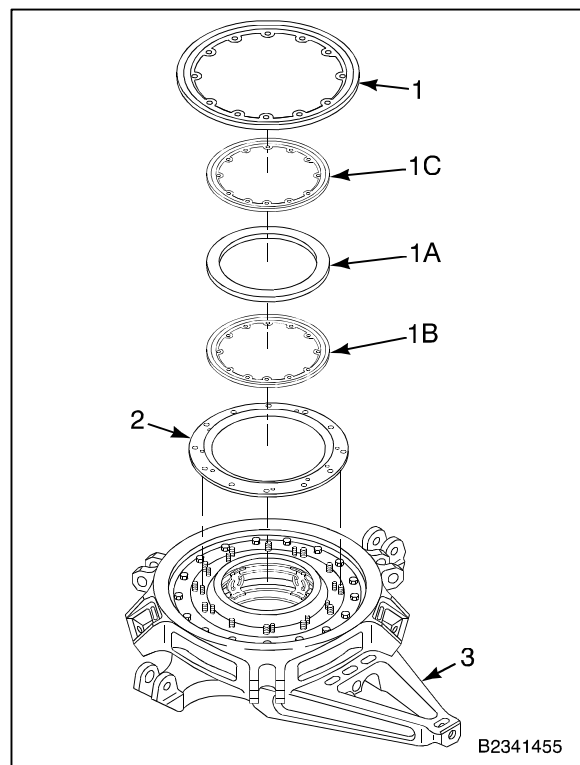
**WARNING**

Wear Kevlar gloves (E187) when handling heated parts.

13. Heat retainer (12) to **170° to 190°F (77° to 88°C)**. Use an oven.



14. Install seal (1A) in retainer (1C). Use a phenolic drift and mallet.
15. Install ring (1B) on stationary ring.
16. Install retainer (1C) with seal (1A) on stationary ring.
17. Install upper retainer (2) and seal (1) on stationary ring (3) (Task 5-125.1).





A bolt that is too long can damage the stationary ring.

18. Check that clearance between end of bolt (8) and stationary ring (3) is at least **0.180 inch**. Check that clearance between seals (1 and 10) is **0.005 to 0.070 inch**.

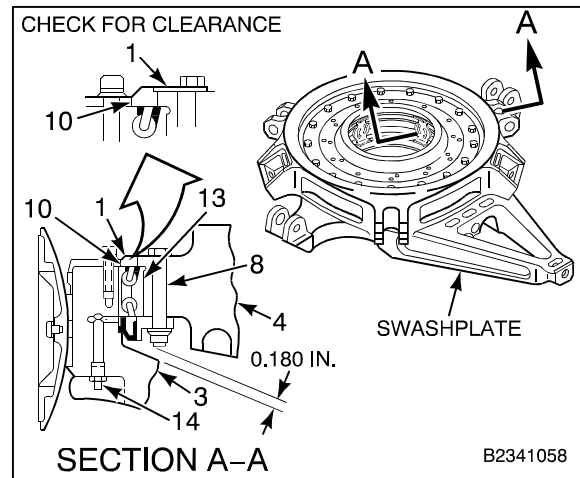
**NOTE**

Upon reassembly if the 114R3428 seal becomes distorted because of the torque applied to the fasteners then it is permissible to use a phenolic block and hammer to tap the seal down to achieve the correct gap, the 114R3428 seal may still have distortion after achieving the gap tolerance which is acceptable. The swashplate is to be rotated to ensure the 114R3428 and the 114R3427 are not chafing.

19. Lubricate bearing (13) through fitting (14). Use grease (E190). Turn rotating ring (4) while greasing until a fillet of grease appears between grease seals (1 and 10).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-01-375-6928  
Scissors  
Trip Balance, NSN 6670-00-401-7195

**Materials:**

Abrasive Paper (E6, E7)  
Methyl-Ethyl-Ketone (E244)  
Scrim Cloth (E326)  
Adhesive (E43)  
Cloth, Cleaning (E120)  
Wood Spatula (E424)  
Gloves (E186)  
Polyethylene Cup (E157)  
Acetone (E20)  
Temperature Indicating Strips (E413)  
Grease (E190)  
Goggles (E473)

**Personnel Required:**

Aircraft Powertrain Repairer  
Inspector

**References:**

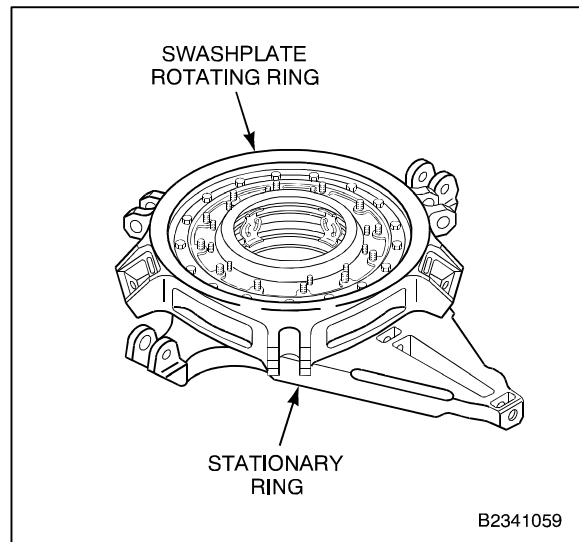
TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesive (E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Methyl-ethyl-ketone (E244) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated areas, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Carefully lift rotating ring assembly (4) from stationary ring (3). Use a mallet to separate the rings, if needed.
- Mark bracket locations on the bottom of rotating ring (4).

**NOTE**

Three brackets are installed on forward swashplate only. One bracket has two interrupters. The dual interrupter is installed at the first pitch change link mount (4.1) (clockwise) from the forward drive arm mounting lug (4.2). The single interrupters are installed at the remaining pitch change link mounting locations (4.3).

- Sand rotating ring surface lightly to remove adhesive. Use abrasive paper (E7).
- Sand bracket surface lightly to remove adhesive. Use abrasive paper (E6).
- Wipe sanded area with cloth (E120) damp with acetone (E20). Wipe dry with a clean cloth before acetone evaporates. Wear gloves (E186).
- Cut scrim cloth (E326) to size of brackets.
- Mix a small amount of adhesive (E43) as follows:

**WARNING**

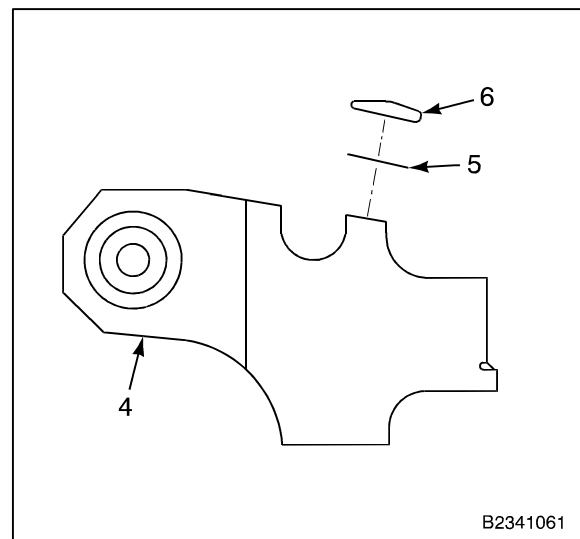
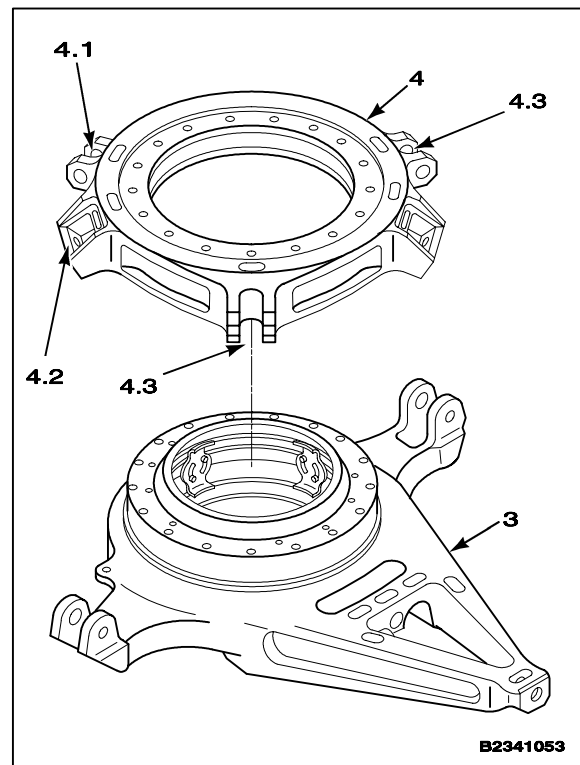
Adhesive (E43) is toxic. It can irritate skin and cause burns. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- If adhesive (E43) is used, mix **5 parts** of white base and **7 parts** of gray hardener. Use trip balance. Stir in polyethylene cup (E157) with wood spatula (E424) until color is uniform. Use gloves (E186).

**NOTE**

Working life of adhesive (E43) is about **30 minutes**.

- Apply even coat of adhesive (E42) to mating surfaces of brackets (6) and rotating ring (4). Wear gloves (E186).
- Press scrim cloth (E326) (5) into adhesive on rotating ring by hand.
- Apply even coat of adhesive over scrim cloth (E326) (5). Do not allow bubbles or lumps to form. Wear gloves (E186).



**5-126.2 INSTALL SWASHPLATE ROTATING RING INTERRUPTER BRACKETS (AVIM) (Continued)**

11. Install brackets (6) on rotating ring (4) by hand.
12. Check that clearance between end of brackets (6) and rotating ring (4) is **0.150 inch**.
13. Apply pressure to seat each bracket and squeeze out excess adhesive. Make sure brackets do not move.
14. Wipe excess adhesive from brackets. Use cloth (E120) damp with methyl-ethyl-ketone (E244). Wear gloves (E186).
15. Cure adhesive at **150° to 160°F (66° to 71°C) for 2 hours**. Use heat lamp. Monitor temperature. Use temperature indicating strips (E413).



Curing time increases rapidly as temperature decreases. Adhesive (E43 or E47.1) will not cure below **60°F (15°C)**. Do not count as cure time any period when temperature is below **70°F (21°C)**.

**NOTE**

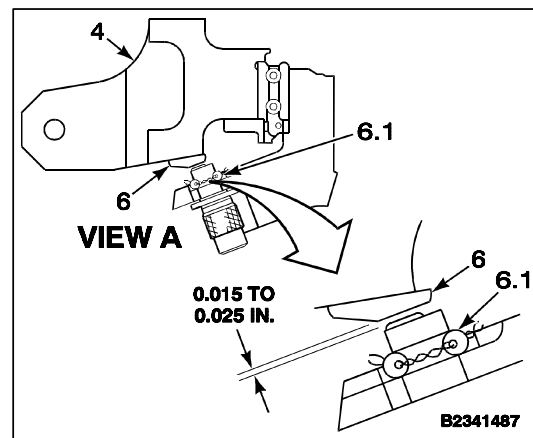
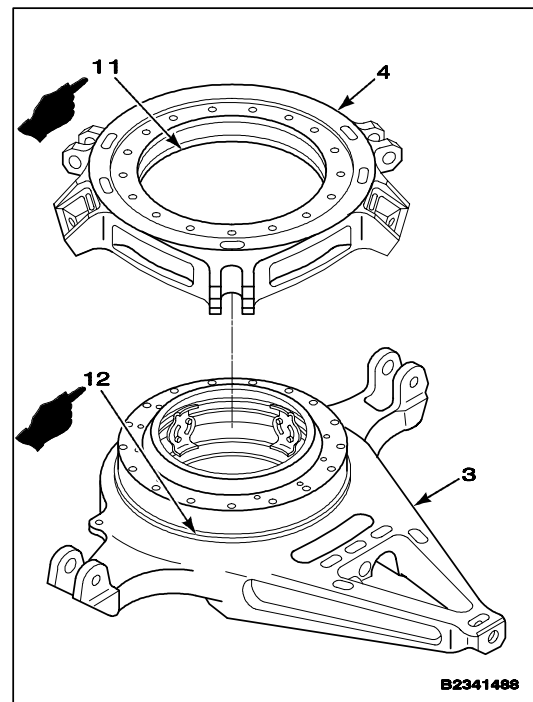
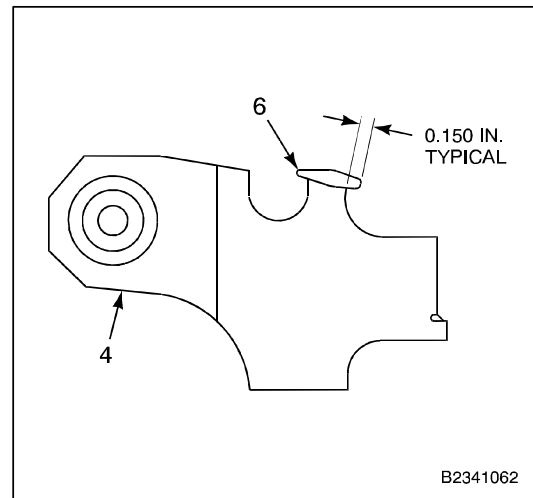
If heat lamp is not available, a serviceable cure can be achieved at **70° to 80°F (21° to 27°C) in 24 hours**.

16. Coat lip of seal (11) and running surface (12) on stationary ring (3) with grease (E190).
17. Install rotating ring assembly (4) on stationary ring (3). Use a mallet, if needed.
- 17.1. Position bracket (6) over phase detector (6.1) by turning rotating ring (4) by hand. Check clearance between each of the three interrupter brackets (6) and phase detector (Magnetic Pickup (6.1)). Clearance should be **0.015 to 0.025 inch**.

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Maintenance Tool Kit, NSN 5180-00-323-5114  
 Powertrain Repairer's Tool Kit, NSN  
 5180-01-375-6928

**Materials:**

Abrasive Paper (E10)  
 Alodine (E65)  
 Wash Primer (E302)  
 Epoxy Primer (E292.1)  
 Gloves (E184.1)  
 Goggles (E473)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
 Inspector

**References:**

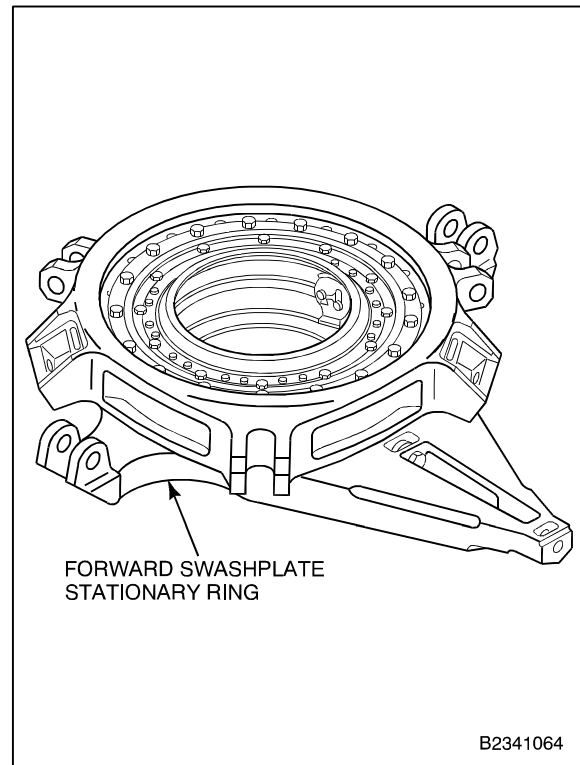
TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

**General Safety Instructions:****WARNING**

Wash primer (E302) and epoxy primer (E292.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



- Blend repair damage on stationary ring (1) **0.005 inch to 0.020 inch** in depth. Blend smooth with minimum blend radius of **1 inch**. Use abrasive paper (E10). Rework shall not exceed **0.020 inch** in depth.

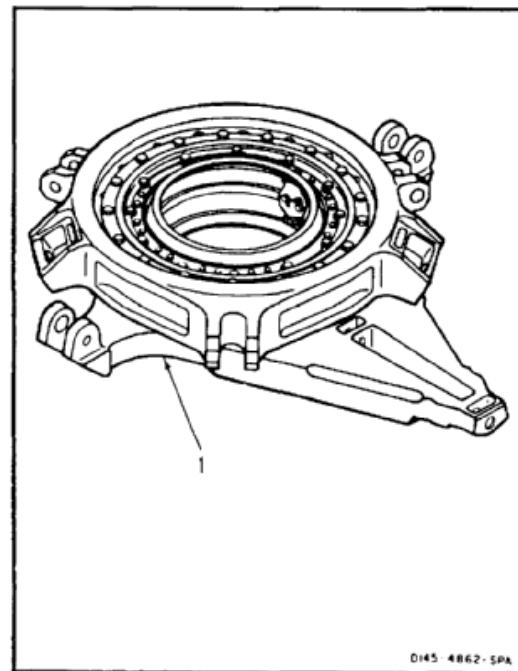
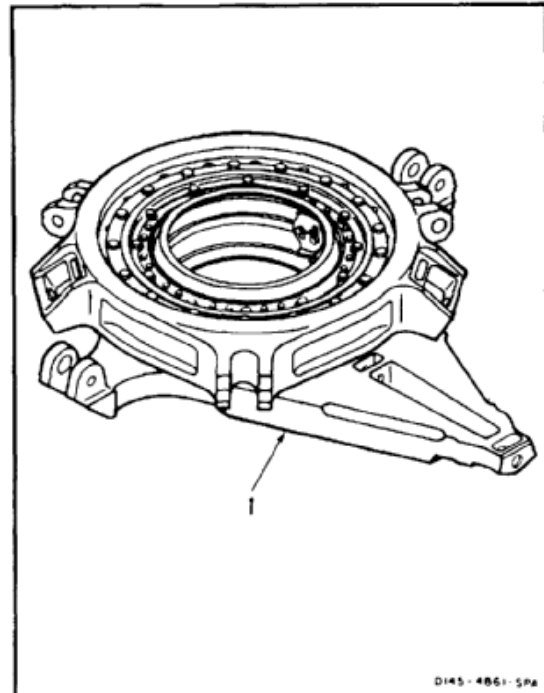
**INSPECT****WARNING**

Alodine (E65) is an oxidizer. Discard cloths which contain this material in separate container. If discarded with cloths contaminated with acetone, MEK, or other organic solvents, combustion can result. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Apply alodine (E65) to repaired area of ring (1). Wear gloves (E184.1).
- Apply one coat of wash primer (E302) to repaired area of ring (1). Wear gloves (E184.1). Allow primer to dry for **30 minutes**.
- Apply one coat of epoxy primer (E292.1) to repaired area of ring (1). Wear gloves (E184.1). Allow primer to dry for **1 hour**.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Technical Inspection Tool Kit, NSN 5180-00-323-5114

**Materials:**

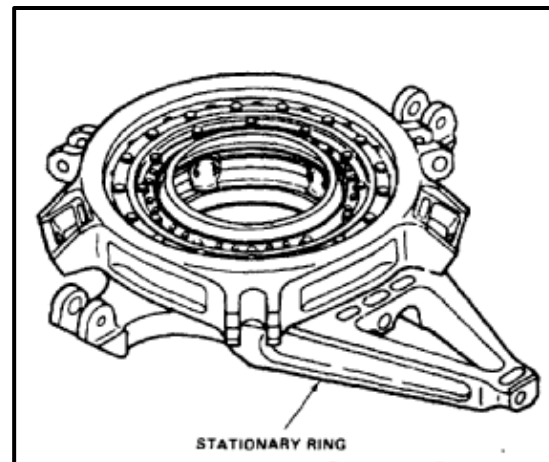
None

**Personnel Required:**

Inspector

**Equipment Condition:**

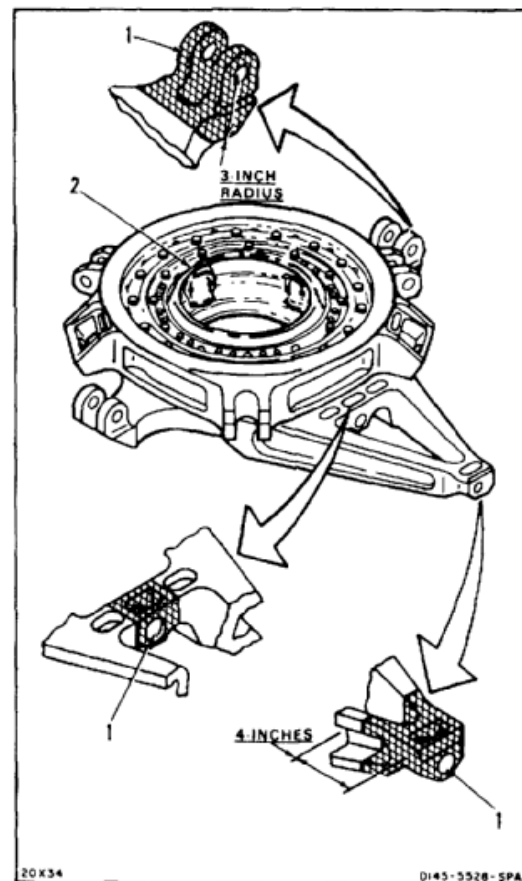
Off Helicopter Task



1. Check for nicks or scratches in critical areas (1) of stationary ring (2). Damage less than **0.005 inch** in depth shall be accepted without rework. Blend repair damage **0.005 inch to 0.040 inch** in depth without exceeding **10 percent** of material thickness (Task 5-129).
2. Check for nicks or scratches in all other surfaces of stationary ring (2). Damage less than **0.015 inch** in depth shall be accepted without rework. Blend repair damage, **0.015 inch to 0.040 inch** in depth without exceeding **10 percent** of material thickness (Task 5-129).

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-712

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Powertrain Repairer's Tool Kit, NSN  
5180-00-003-5267

**Materials:**

Abrasive Paper (E10)  
Wash Primer (E302)  
Epoxy Primer (E292.1)  
Gloves (E184.1)

**Personnel Required:**

Aircraft Powertrain Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

**Equipment Condition:**

Off Helicopter Task

- Blend-repair damage in critical areas (1) of stationary ring (2) **0.005 inch to 0.040 inch** in depth. Use abrasive paper (E10). Make sure depth of repair does not exceed **10 percent** of material thickness.

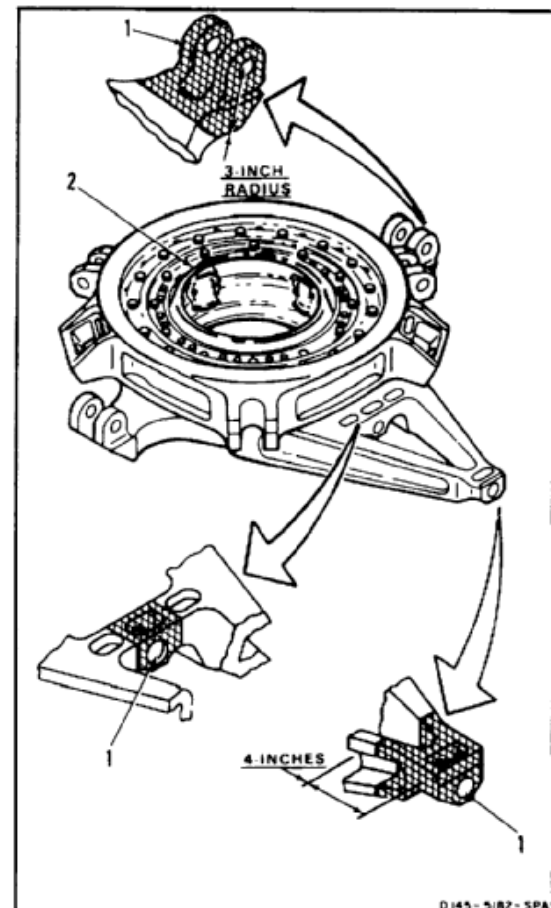
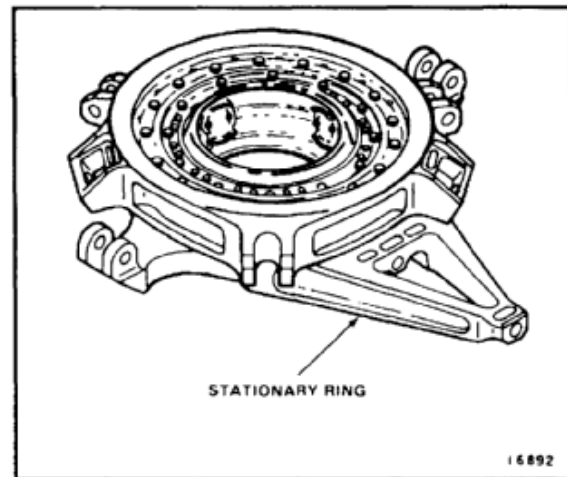
**INSPECT**

- Blend-repair damage in all other surfaces of stationary ring (2) **0.015 inch to 0.040 inch** in depth without exceeding **10 percent** of material thickness. Use abrasive paper (E10).

**INSPECT****WARNING**

Wash primer (E302) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

- Apply one coat of wash primer (E302) to repaired areas of stationary ring (2). Wear gloves (E184.1). Allow primer to dry for **30 minutes**.



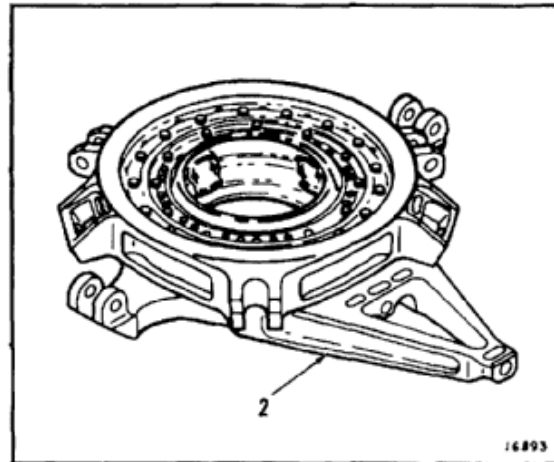
**WARNING**

Epoxy primer (E292.1) is flammable and toxic. It can irritate skin and cause burns. Use only with adequate ventilation, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

4. Apply three coats of epoxy primer (E292.1) to repaired areas of stationary ring (2). Wear gloves (184.1). Allow primer to dry for **1 hour** after each coat.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-714



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotary-Wing Controls Sling (T14)  
 Hoist  
 Container (T107) or Wood Box

**Materials:**

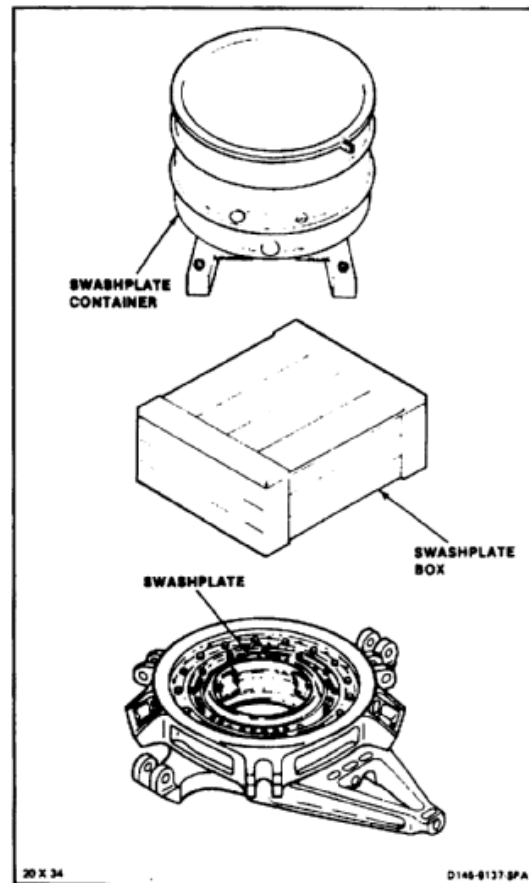
Corrosion Preventive Compound (E153)  
 Barrier Material (E80)  
 Cushioning Material (E241)  
 Tape (E395)

**Personnel Required:**

Medium Helicopter Repairer

**Equipment Condition:**

Off Helicopter Task  
 Swashplate Cleaned (Task 5-118)  
 Swashplate Lubricated (Task 1-90)



**WARNING**

Corrosion preventive compound (E153) is flammable and toxic. Avoid inhaling. Use only with adequate ventilation. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

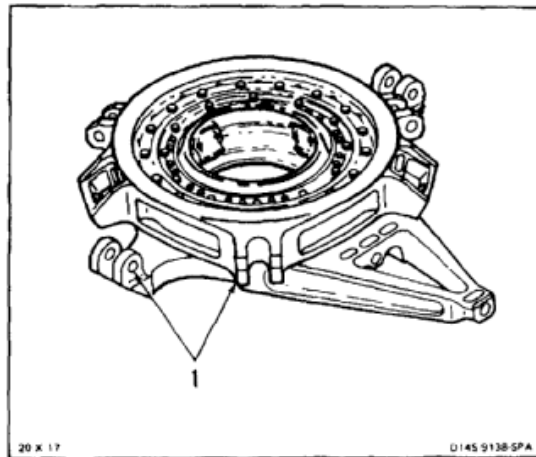
**CAUTION**

Do not allow corrosion preventive compound (E153) to contact dry-type bearings. Bearings can be damaged.

**NOTE**

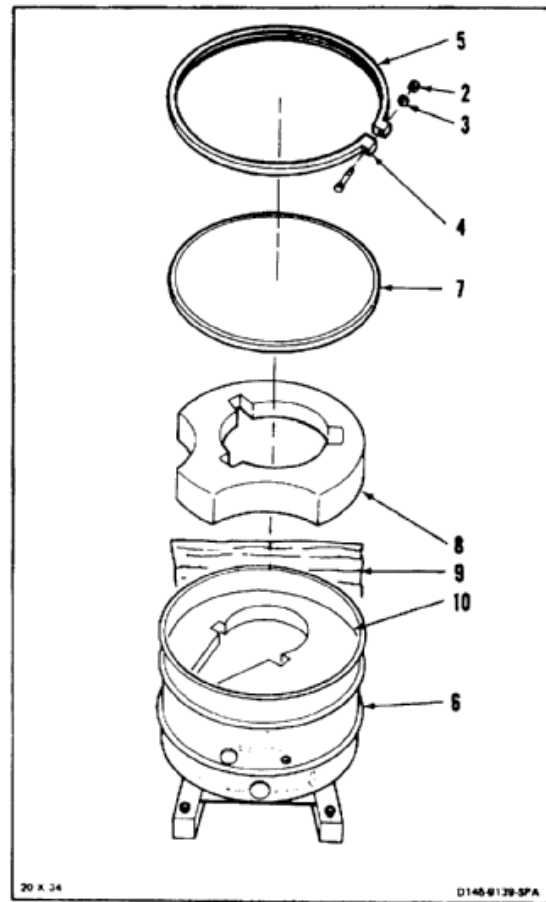
Procedure is same to prepare forward or aft swashplate for storage and shipment.

1. Apply corrosion preventive compound (E153) to unpainted surfaces of swashplate lugs (1).



**PACK SWASHPLATE IN CONTAINER (T107)**

2. Remove nut (2), washer (3), bolt (4), and clamp ring (5) from container (T107) (6).
3. Remove cover (7).
4. Remove cushion (8).
5. Place barrier material (E80) (9) on lower cushion (10).

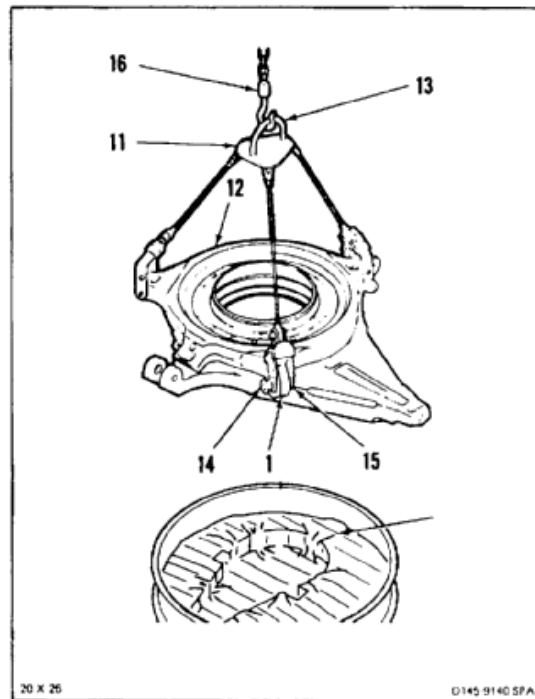


6. Install sling (T14) (11) on swashplate (12) as follows:
  - a. Position lifting eye (13) over swashplate (12).
  - b. Remove three quick-release pins (14) from links (15).
  - c. Position three links (15) outside of swashplate lugs (1).
  - d. Install three quick-release pins (14).
7. Attach hoist (16) to sling (T14) (11).

**WARNING**

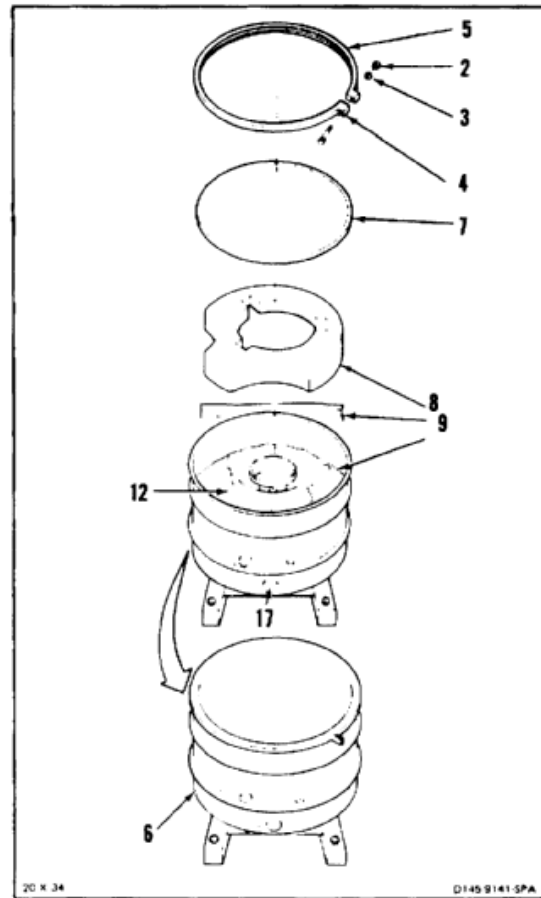
Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury.

8. Raise swashplate (12), align and lower into container (T107) (6).
9. Remove pins (14). Remove sling (T14) (11).



**5-130 PREPARE SWASHPLATE FOR STORAGE AND SHIPMENT (Continued)****5-130**

10. Place barrier material (E80) (9) over swashplate (12).
11. Position upper cushion (8).
12. Position cover (7) on container (T107) (6). Install ring (5). Use bolt (4), washer (3), and nut (2).
13. Place swashplate records in receptacle (17).



13.1. Pressurize container (6) as follows:

- a. Remove plug (17.1) from container. Connect air test line (17.2) to container.



Low pressure air supply must be used. Exceeding test pressure can damage container.

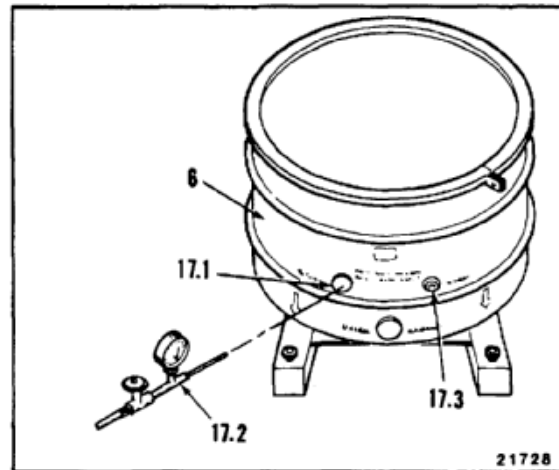
- b. Pressurize container (6) to **3 psi** max. Check container for leaks. Container must hold **3 psi for 1 hour**.

A rectangular label with a solid black background and white text containing the word "WARNING" in bold, uppercase letters.

**WARNING**

Be careful when releasing air under pressure. Personal injury can result. Wear goggles.

- c. Push pressure relief valve (17.3) until pressure in container is **0 psi**.
- d. Disconnect air line (17.2) from container. Install plug (17.1).



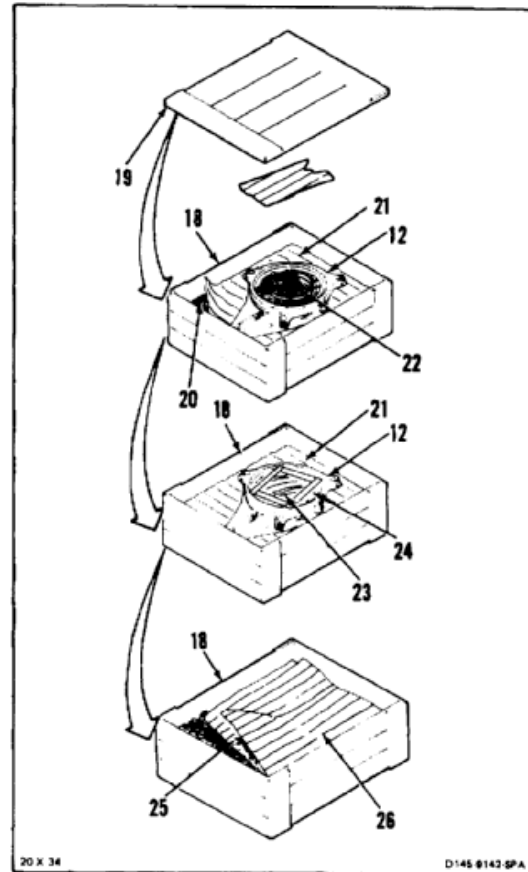
**PACK SWASHPLATE IN WOOD BOX**

14. If container (T107) (6) is not available, use wood box **32 x 30 x 12 inches** (18).
15. Remove cover (19).
16. Place layer of cushioning material (E241) (20) in box (18).
17. Place barrier material (E80) (21) over cushioning material (E241) (20).
18. Place swashplate (12) in box (18) (steps 6 thru 9).
19. Pack cushioning material (E241) (22) in and around dry bearing area of swashplate (12).
20. Cover bearing area of swashplate (12). Use barrier material (E80) (23).



Do not apply tape (E395) to dry bearings. Surface of bearings can be damaged.

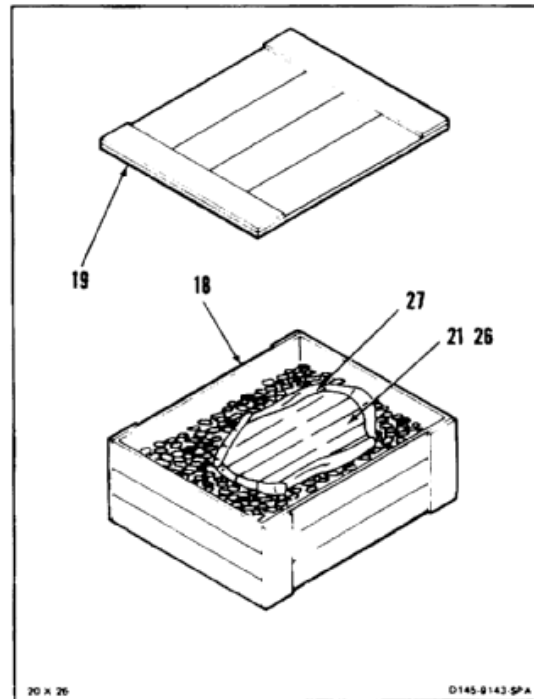
21. Apply tape (E395) (24) to install barrier material (E80) (23).
22. Cover swashplate (12). Use cushioning material (E241) (25).
23. Cover cushioning material (E241) (25). Use barrier material (E80) (26).



20 X 34

D145 8142 SPA

24. Fold layers of barrier material (E80) (21 and 26) together, and seal with tape (E395) (27).
25. Install cover (19) on box (18).

**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-722



## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
 Rotary-Wing Controls Sling (T14)  
 Hoist  
 Hand Lubricating Gun

**Materials:**

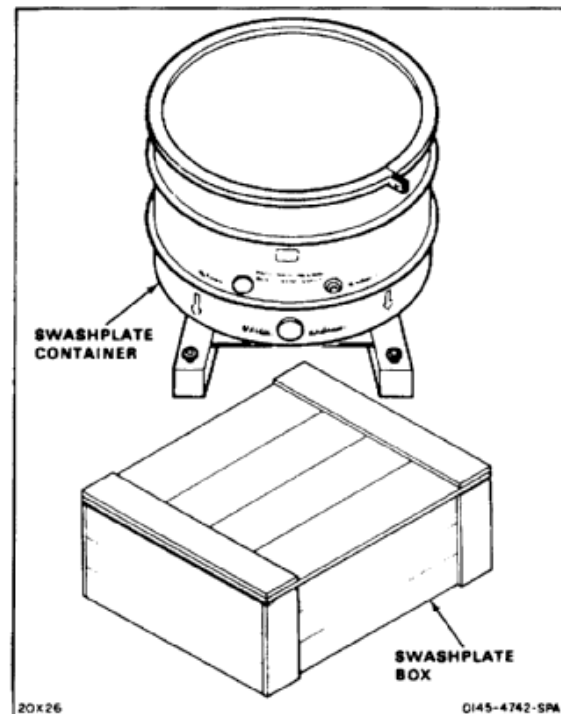
Cloth (E120)  
 Grease (E189)

**Personnel Required:**

Medium Helicopter Repairer (2)

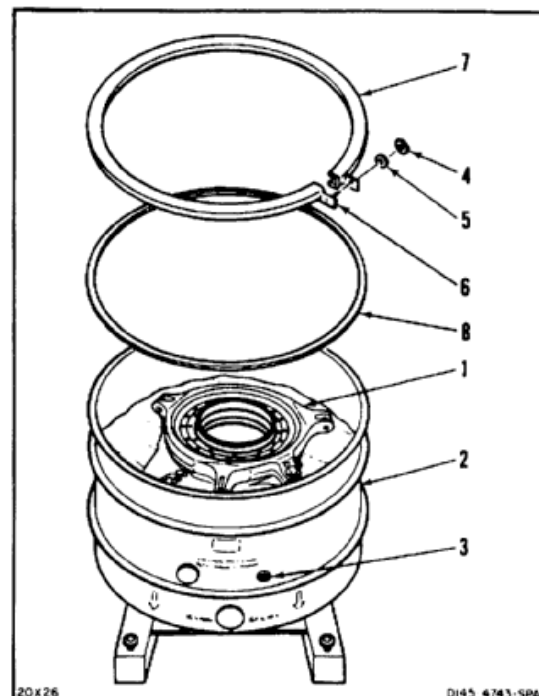
**Equipment Condition:**

Off Helicopter Task

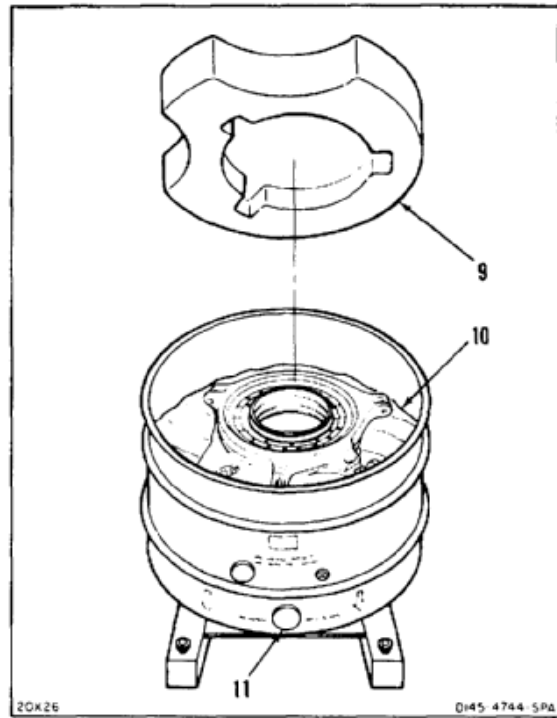
**NOTE**

Procedure is same to place forward or aft swashplate in service.

1. If swashplate (1) is packed in shipping container (T107) (2), do the following:
  - a. Press relief valve plunger (3).
  - b. Remove nut (4), washer (5), bolt (6), and clamp ring (7).
  - c. Remove cover (8).

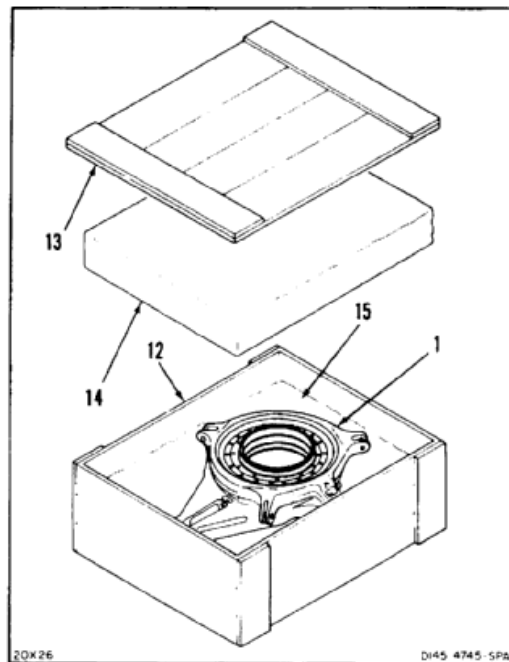


- d. Remove top cushion (9) and unwrap barrier material (10).
- e. Remove swashplate records from receptacle (11).



- 2. If swashplate (1) is packed in box (12), do the following:

- a. Remove cover (13) from box (12).
- b. Remove cushioning material (14) and unwrap barrier material (15).

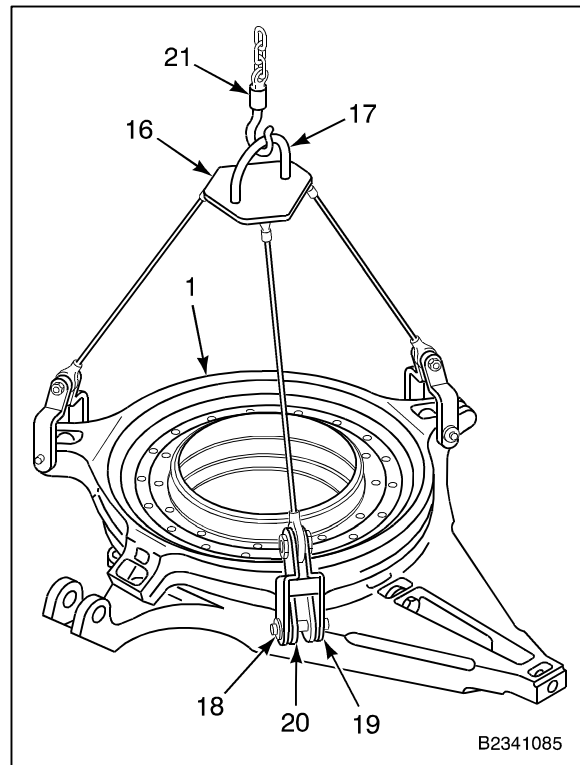


3. Install sling (T14) (16) on swashplate (1) as follows:
  - a. Position lifting eye (17) over swashplate (1).
  - b. Remove three quick-release pins (18) from links (19).
  - c. Position three links (19) outside of swashplate lugs (20).
  - d. Install three quick-release pins (18).
4. Attach hoist (21) to sling (T14) (16).

**WARNING**

Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury.

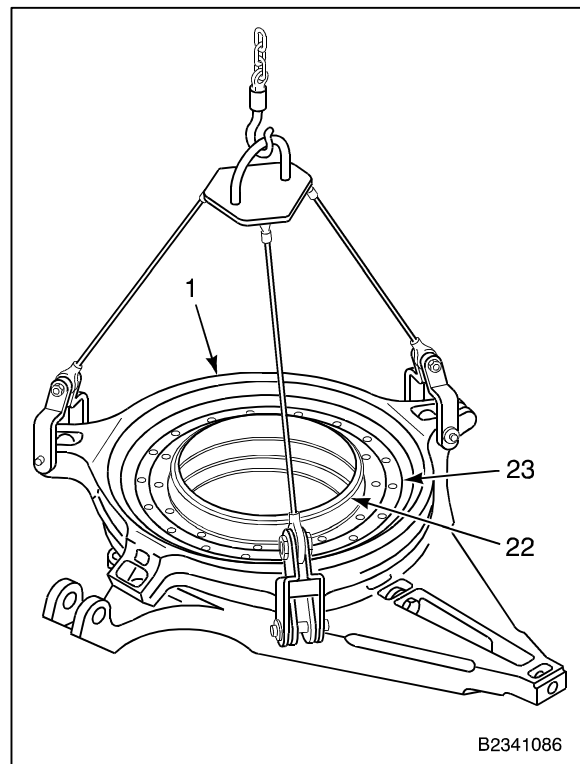
5. Lift and support swashplate (1).



6. Fill swashplate (1) with grease (E190) while turning rotating ring (22) one full circle. Fill until grease appears all around stationary grease seal (23). Use hand lubricating gun.
7. Wipe off excess grease around stationary grease seal (23). Use cloth (E120).

**FOLLOW-ON MAINTENANCE:**

Install swashplate (Task 5-132 or 5-133).



END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692
- Controls Sling (T14)
- Torque Wrench, 30-150 Inch-Pounds
- Torque Wrench, 100-750 Inch-Pounds
- Hoist
- Guide Line

**Materials:**

- Lockwire (E231)
- Antiseize Compound (E75)

**Parts:**

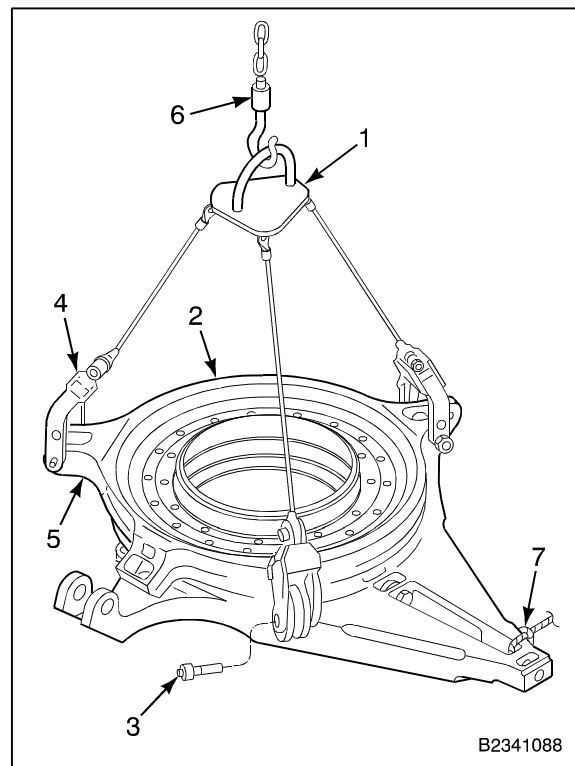
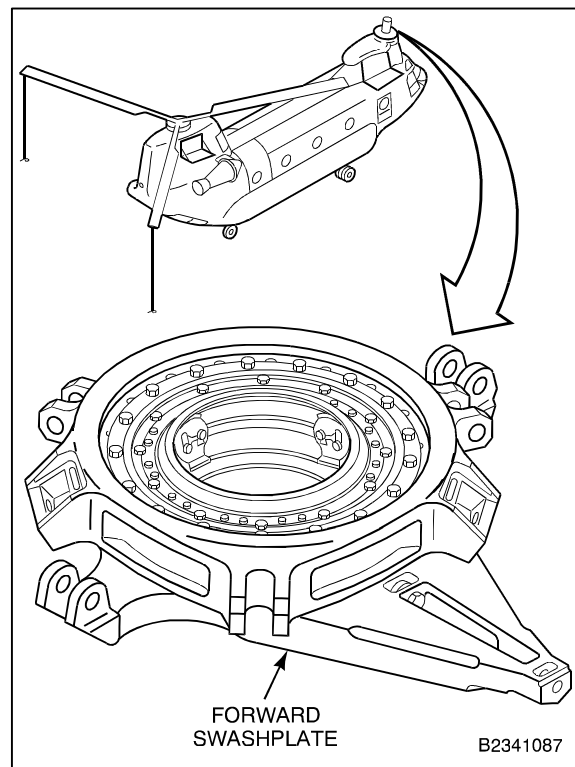
Cotter Pins

**Personnel Required:**

- CH-47 Helicopter Repairer (3)
- Inspector

**References:**

- TM 55-1520-240-23P
- Task 5-114
- Task 5-114.1
- Task 5-115
- Task 5-131



**NOTE**

Positive retention bolts are installed in the upper controls. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

1. Install control sling (T14) (1) on swashplate (2) as follows:
  - a. Remove three quick-release pins (3).
  - b. Position three links (4) on lugs (5).
  - c. Install pins (3).
2. Attach hoist chain (6) to sling (T14) (1).
3. Attach guide line (7) to swashplate (2).

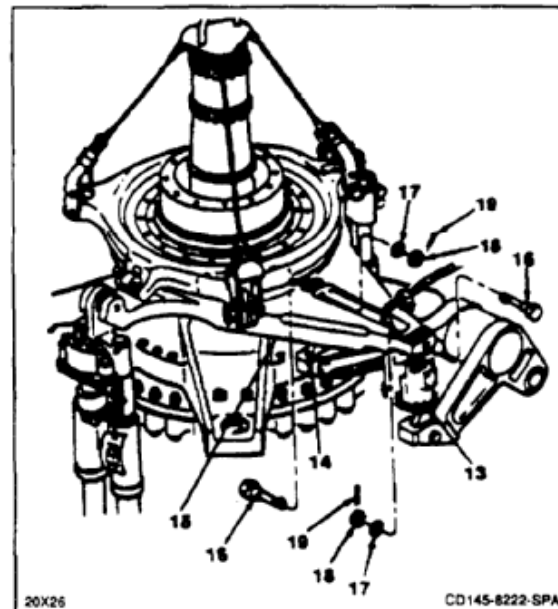
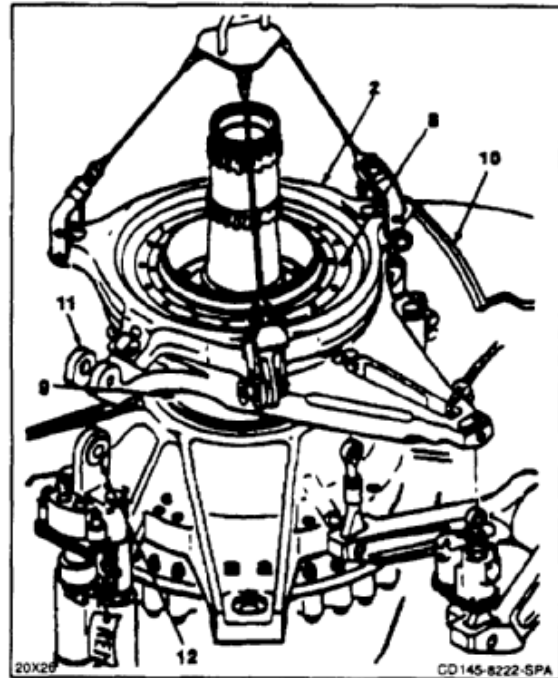
**WARNING**

Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury to personnel.

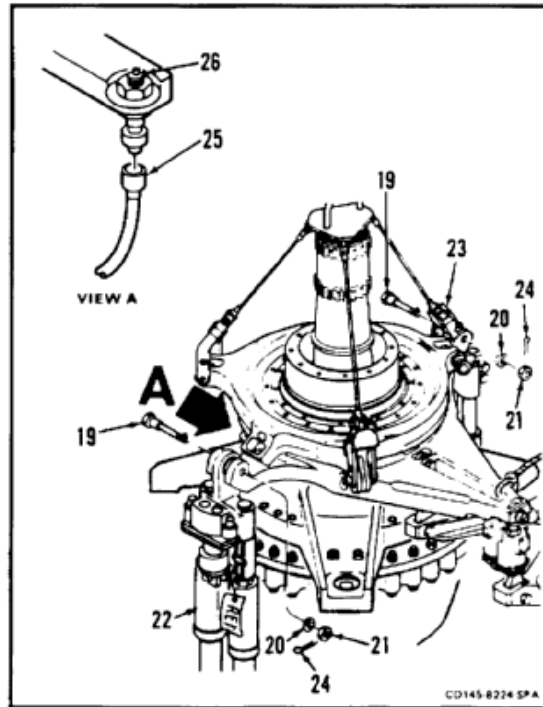
**CAUTION**

If bearing hits or binds on slider shaft, bearing surfaces can be damaged.

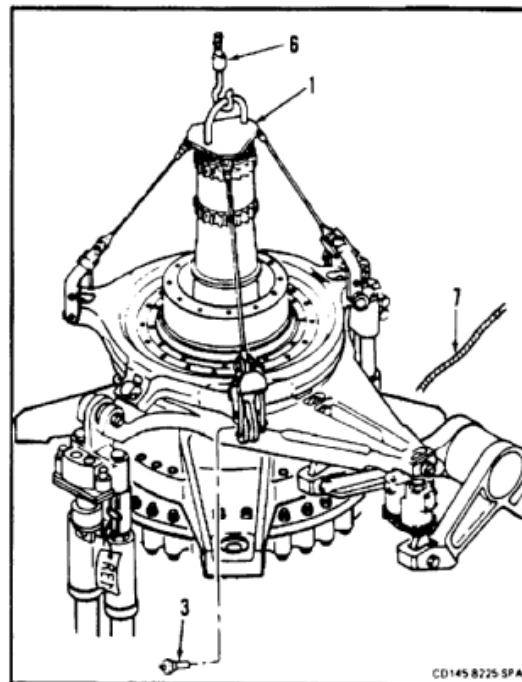
4. Lift swashplate (2) and guide ball spherical bearing (8) onto slider shaft (9). Have helper lower yoke end of swashplate to clear fairing (10). Guide lugs (11) onto two actuating cylinder lugs (12).
- 4.1. Perform ball spherical bearing friction check (Task 5-114), spherical ball/spherical ball bearing axial play check (Task 5-114.1) and swashplate bearing friction check (Task 5-115).
5. Have helper lift actuator (13) and link (14) and position in swashplate stationary ring (15). Install two bolts (16) with heads apart. Install two washers (17) and nuts (18). Torque nuts to **400 to 660 inch-pounds**. (Include cotter pin installation.) A third washer AN960-816L may be required for cotter pin alignment.



- 5.1. Coat bushing OD and bolt shank with antiseize compound (E75). Do not get antiseize compound on bolt thread.
6. Install bolts (19), washers (20), and nuts (21) in actuating cylinders (22 and 23). Torque nuts to **400 to 680 inch-pounds** (including cotter pin installation). A third washer (AN960-816L) may be required for cotter pin alignment. Install cotter pins (24).
7. Connect connector (25) to magnetic phase detector (26).



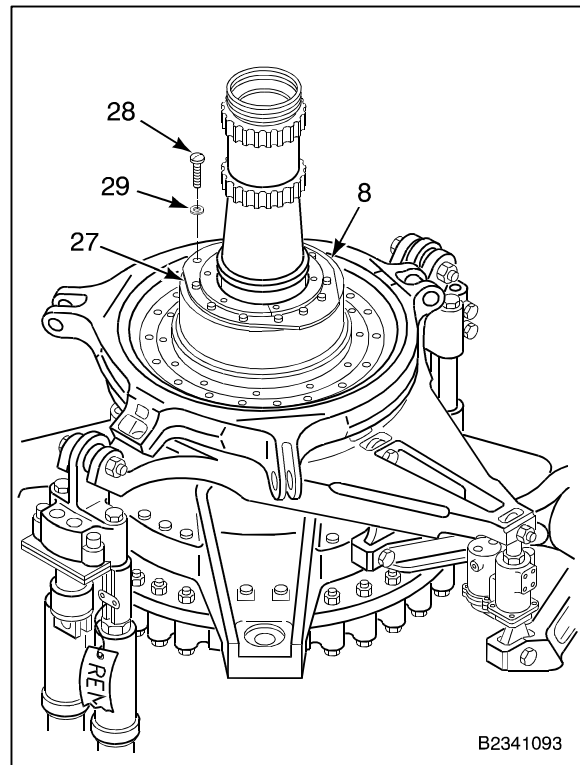
8. Lower hoist chain (6).
9. Remove guide line (7).
10. Remove three quick-release pins (3). Remove controls sling (T14) (1).



**NOTE**

Bolt holes for shaft seal are not evenly spaced. Holes must be aligned.

11. Install two halves of shaft seal (27) on slider shaft (8). Install 12 bolts (28) and washers (29). Torque bolts to **60 inch-pounds**. Inspect seal clearance per Task 6-58.
12. Lockwire bolts (28) on each half of seal (27) together in groups of three. Use lockwire (E231).

**INSPECT**

B2341093

**FOLLOW-ON MAINTENANCE:**

- Install weather-protective cover, drive collar, and pitch links (Task 5-111).
- Install drive arms (Task 5-112).
- Install rotary-wing head (Task 5-9).
- Install forward rotary-wing blades (Task 5-84).
- Remove servocylinder safety blocks (Task 11-29).
- Close forward work platforms (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

- Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692
- Controls Sling (T14)
- Torque Wrench, 30-150 Inch-Pounds
- Torque Wrench, 100-750 Inch-Pounds
- Torque Wrench, 300-2500 Inch-Pounds

**Materials:**

- Lockwire (E231)
- Antiseize Compound (E75)
- Hoist
- Guide Line

**Parts:**

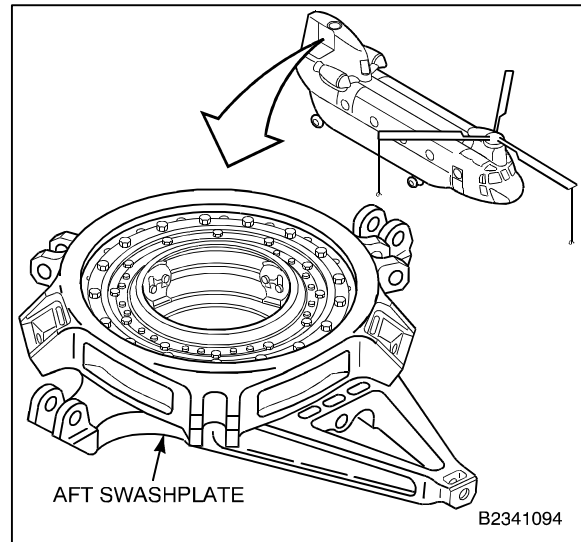
Cotter Pins

**Personnel Required:**

- CH-47 Helicopter Repairer (3)
- Inspector

**References:**

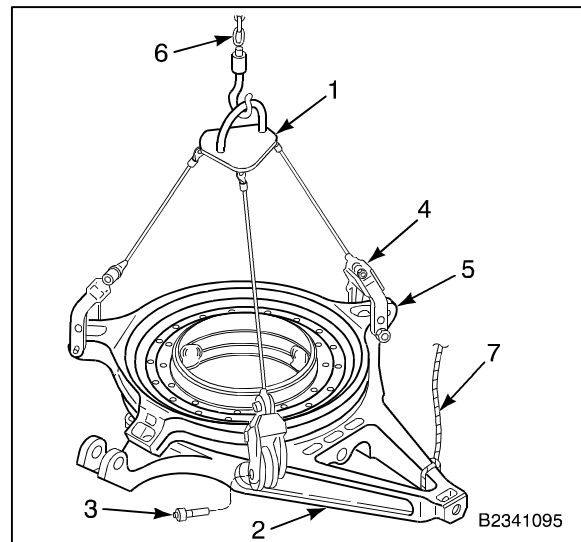
- TM 55-1520-240-23P
- Task 5-114
- Task 5-114.1
- Task 5-115
- Task 5-131



**NOTE**

Positive retention bolts are installed in the upper controls. They have a pawl which prevents nut or bolt removal unless the pawl is depressed (Task 1-14).

1. Install control sling (T14) (1) on swashplate (2) as follows:
  - a. Remove three quick-release pins (3).
  - b. Position three links (4) on lugs (5).
  - c. Install pins (3).
2. Attach hoist chain (6) to sling (T14) (1).
3. Attach guide line (7) to swashplate (2).





**WARNING**

Swashplate is heavy and can injure personnel if it drops. Swashplate must be supported by hoist and moved carefully to prevent injury to personnel.

**CAUTION**

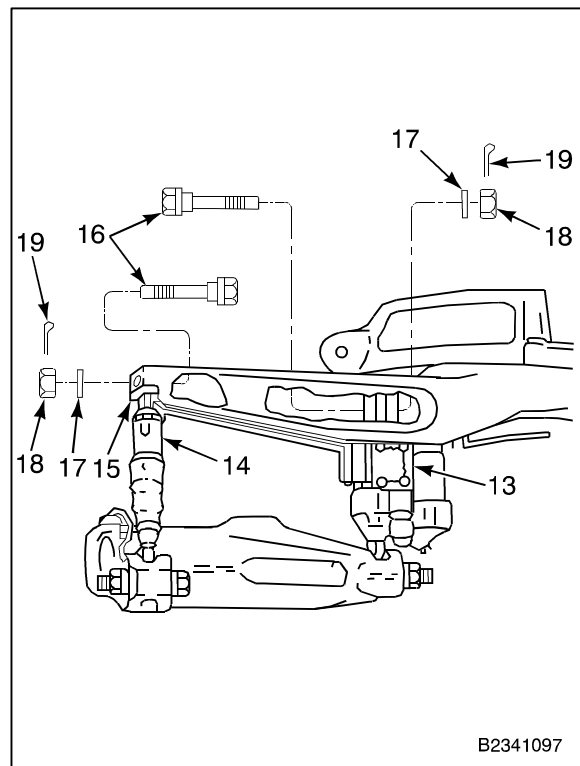
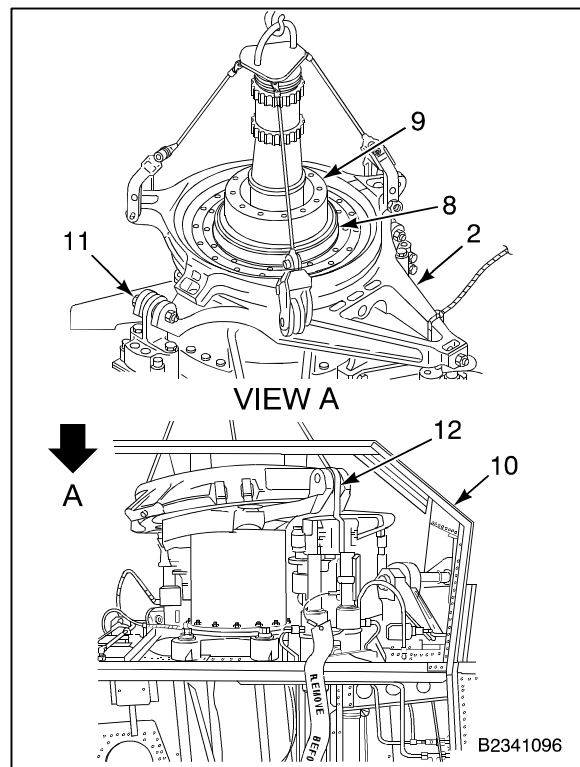
If bearing hits or binds on slider shaft, bearing surfaces can be damaged.

4. Lift swashplate (2) and guide ball spherical bearing (8) onto slider shaft (9). Have helper lower yoke end of swashplate to clear pylon (10). Guide lugs (11) onto two actuating cylinder lugs (12).
- 4.1. Perform ball spherical bearing friction check (Task 5-114), spherical ball/spherical ball bearing axial play check (Task 5-114.1) and swashplate bearing friction check (Task 5-115).

**CAUTION**

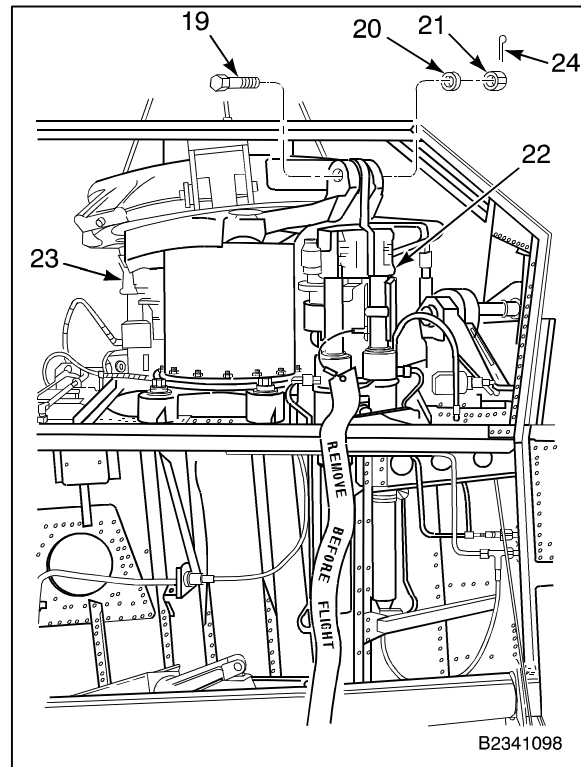
Check bolt (16) for the 5 digit manufacturer's code on the bolt head. If manufacturer's code is 56878 (SPS Technologies) or 84256 (AVIBANK Manufacturing Inc.), the bolt is serviceable. If manufacturer's code is anything other than the 56878 or 84256 or the manufacturer's code cannot be determined, replace bolt. The five digit code 81966 is not the manufacturer's code.

- 4.2. Coat bushing OD and bolt shank with antiseize compound (E75). Do not get antiseize compound on bolt threads.
5. Have helper lift actuator (13) and link (14) and position in swashplate stationary ring (15). Install two bolts (16) with head to head. Install two washers (17) and nuts (18). Torque nuts to **660-780 inch-pounds**. Do not exceed **1400 inch-pounds** for cotter pin alignment. Install two cotter pins (19).

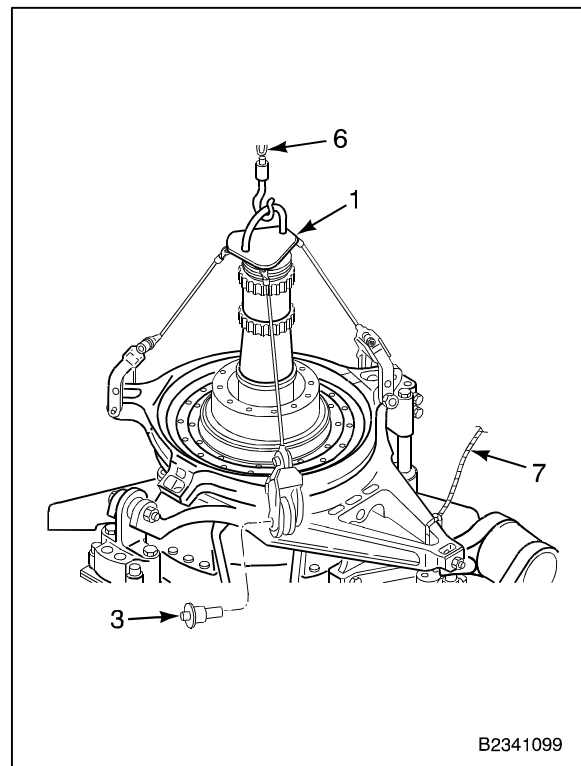


- 5.1. Coat bushing OD and bolt shank with antiseize compound (E75). Do not get antiseize compound on bolt thread.
6. Install bolts (19), washers (20), and nuts (21) in actuating cylinders (22 and 23). Torque nuts to **660-780 inch-pounds**. Continue tightening only as needed to align cotter pin hole. Do not exceed **1400 inch-pounds**. Install cotter pins (24).

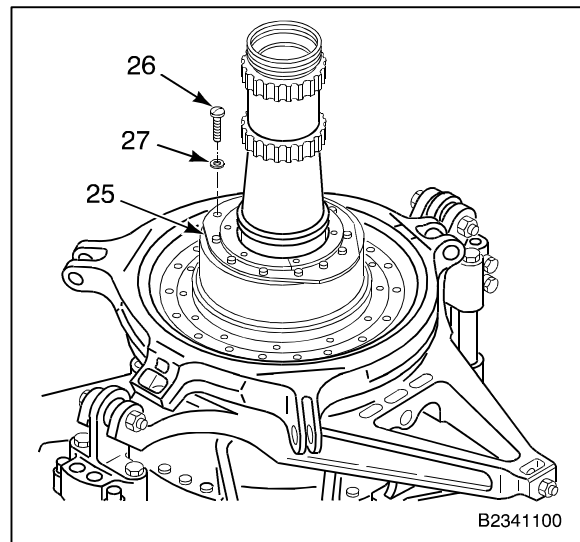
**INSPECT**



7. Lower hoist chain (6).
8. Remove guide line (7).
9. Remove three quick-release pins (3). Remove controls sling (T14) (1).



10. Install slider shaft seal (25). Use 12 bolts (26) and washers (27). Torque bolts to **60 inch-pounds**.
11. Lockwire six bolts (26) on each half of seal (25) together in pairs of three. Use lockwire (E231). Inspect seal clearance per Task 6-58.



***FOLLOW-ON MAINTENANCE:***

- Remove servocylinder safety blocks (Task 11-29).
- Install weather-protective cover, drive collar, and pitch links (Task 5-111).
- Install aft drive arms (Task 5-112).
- Install aft rotary-wing head (Task 5-9).
- Install aft rotary-wing blades (Task 5-84).
- Close work platforms (Task 2-2).

END OF TASK

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

None

**Personnel Required:**

CH-47 Helicopter Repairer

**Equipment Condition:**

- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- One Forward and One Aft Blade Tied Down (Task 1-26)
- Forward or Pylon Work Platform Open (Task 2-2)
- Pitch Link Disconnected From Swashplate (Task 5-97)

**General Safety Instructions:**

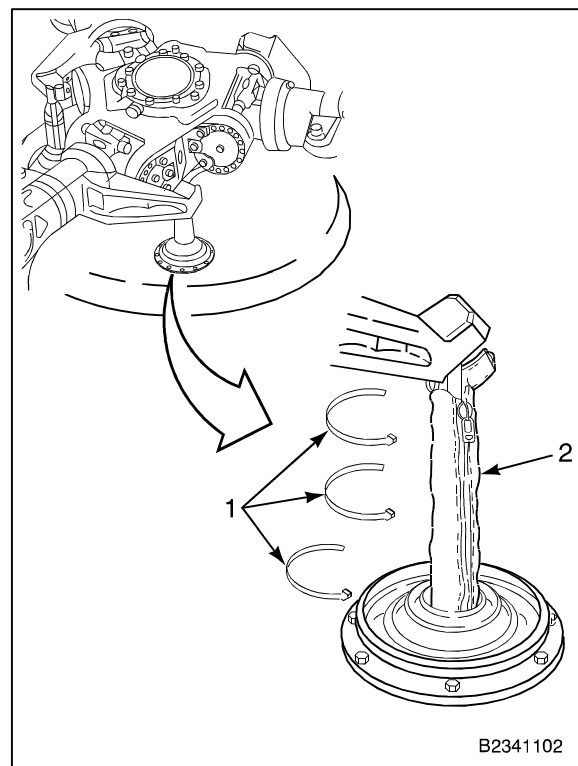
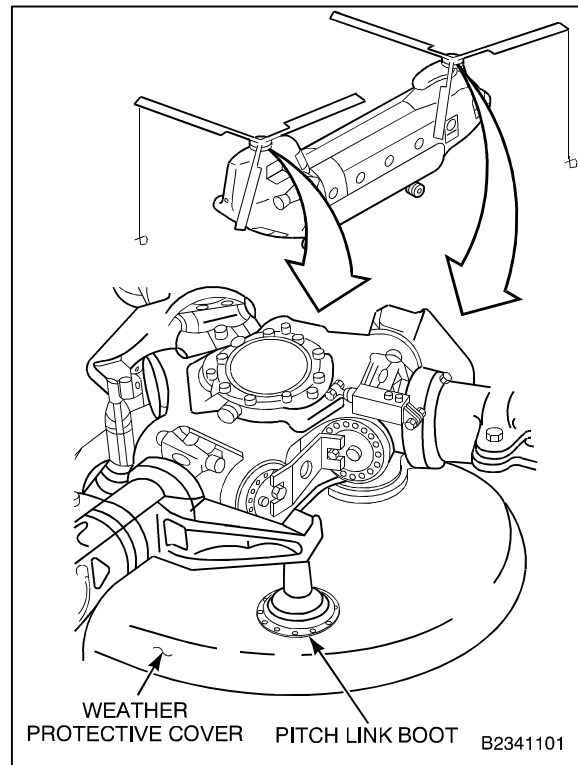
**WARNING**

Pitch link must be disconnected before performing this task.

**NOTE**

Procedure is same to remove all six pitch link boots. Removal of pitch link boot on forward weather-protective cover is shown here.

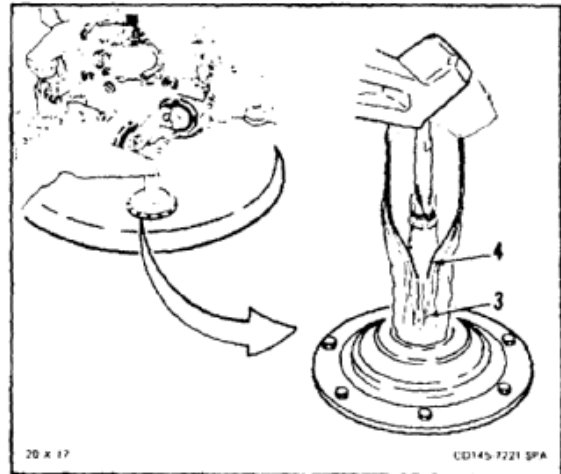
1. Remove ties (1) from pitch link boot (2).



## 5-134 REMOVE PITCH LINK BOOT (Continued)

5-134

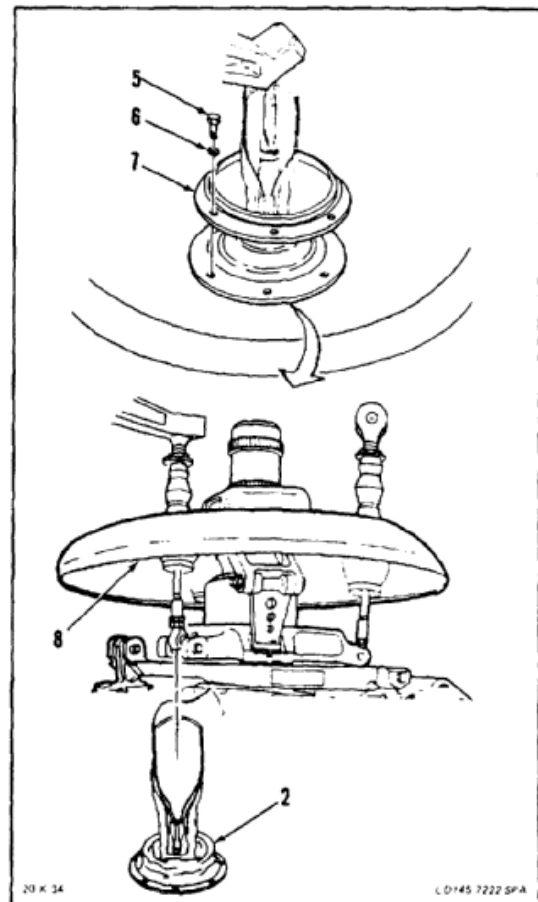
2. Pull tab (3) on interlocking slide fasteners (zipper) (4) all the way down.



3. Remove eight screws (5) and washers (6). Lift retaining ring (7).
4. Pull boot (2) loose and down through weather-protective cover (8). Remove boot.

**FOLLOW-ON MAINTENANCE:**

None



END OF TASK

5-735

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

Straps (E374) or Twine (E433)

Gloves (E186)

Cloth (E120)

Dry Cleaning Solvent (E162)

**Personnel Required:**Medium Helicopter Repairer  
Inspector**References:**

TM 55-1520-240-23P

Task 5-99

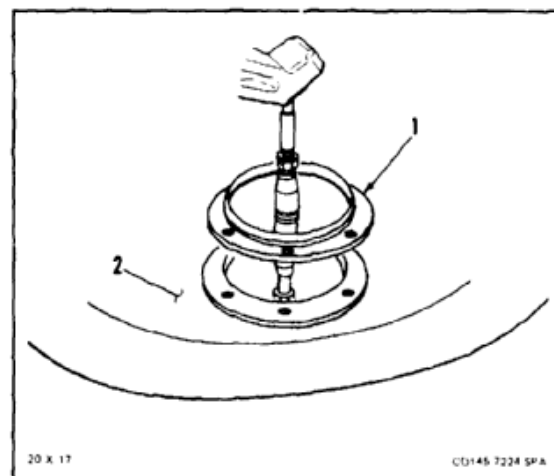
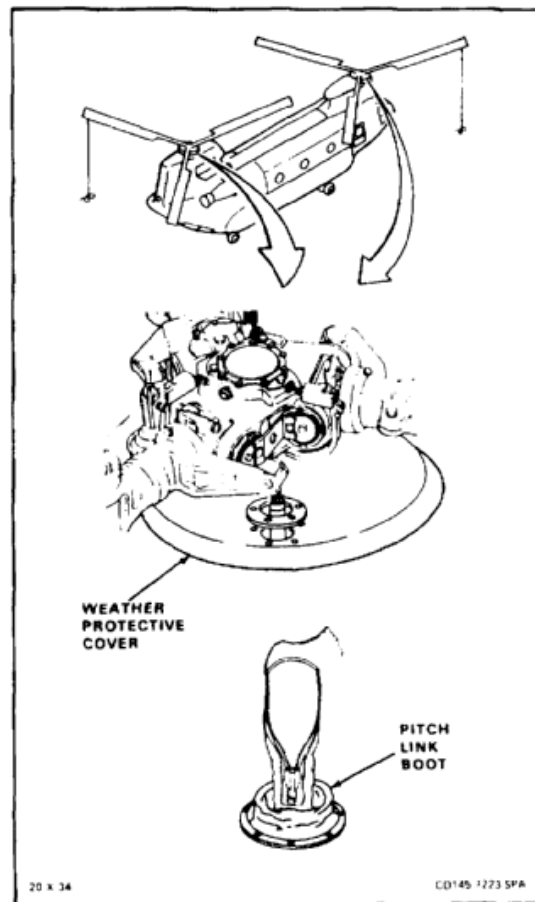
**General Safety Instructions:****WARNING**

Dry cleaning solvent (E162) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

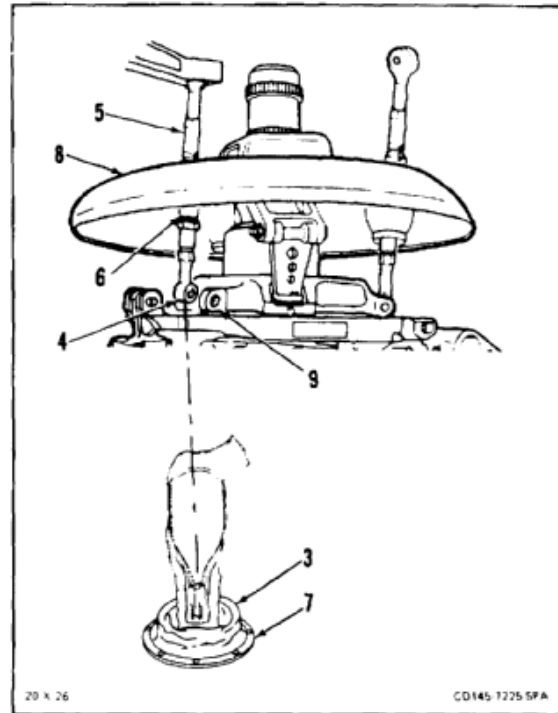
**NOTE**

Procedure is same to install all six pitch link boots. Installation of pitch link boot on forward weather-protective cover is shown here.

1. Clean contact surfaces of retaining ring (1) and cover (2). Use cloth (E120) damp with solvent (E162). Wear gloves (E186).



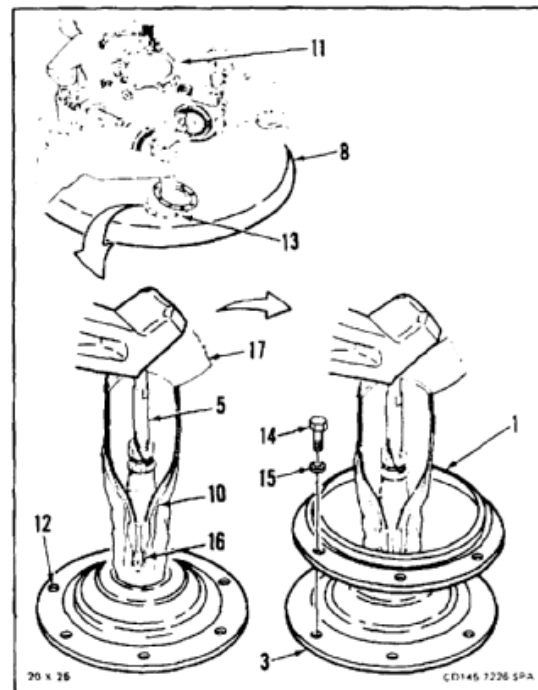
2. Position pitch link boot (3) up over lower rod end (4) of pitch link (5). Pull boot over tumbuckle (6). Pull flange (7) of boot up through weather-protective cover (8).
3. Connect pitch link (5) to swashplate (9) (Task 5-99).



**NOTE**

Interlocking slide fasteners (zipper) must be positioned away from rotary-wing head. Pitch link adjustment will be difficult if zipper is not accessible.

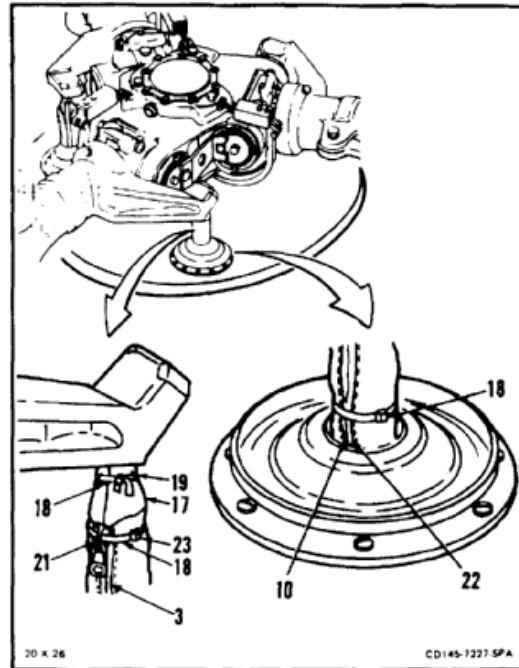
4. Position boot (3) with zipper (10) facing away from rotary-wing head (11). Align boot holes (12) with holes (13) in cover (8).
5. Position retaining ring (1) on boot (3). Install eight screws (14) and washers (15).
6. Pull tab (16) of zipper (10) all the way up.
7. Close cone (17) around pitch link (5).



**NOTE**

If straps (E374) are used to tie pitch link boot, perform step 8. If twine (E433) is used to tie pitch link boot, perform step 9.

8. If using straps (E374) (18) tie pitch link boot (3) as follows:
  - a. Install upper strap (E374) (18) through loops (19) in cone (17).
  - b. Install middle strap (E374) (18) through zipper slider (21).
  - c. Install lower strap (E374) (18) at bottom of zipper (10) over zipper pull (22).
  - d. Cut off straps (E374) (18) **1/4 inch** from locks (23).

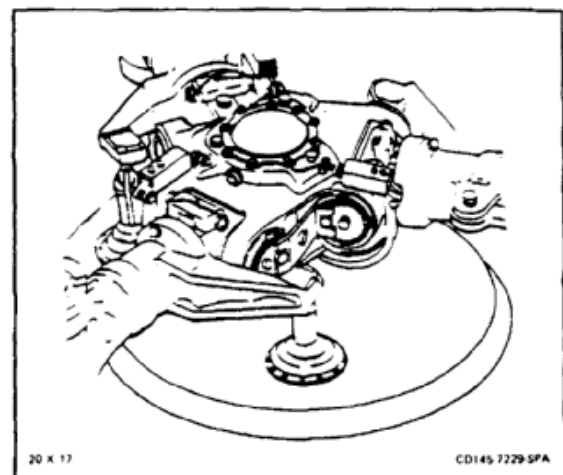
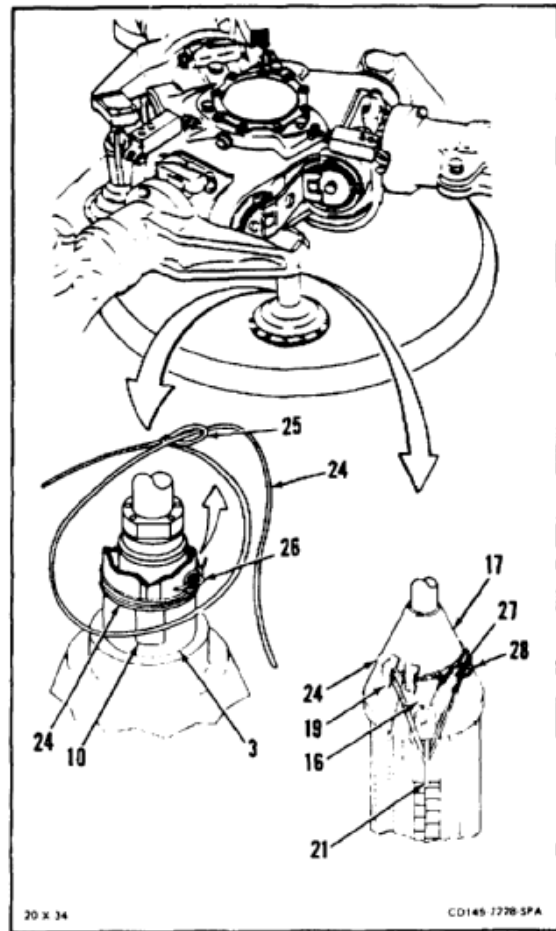




**5-135 INSTALL PITCH LINK BOOT (Continued)**

5-135

9. If using twine (E433) (24) tie pitch link boot (3) as follows:
  - a. Cut two **24 inch** lengths of twine (E433) (24).
  - b. Tie one **1 inch** loop (25) **6 inches** from one end of length of twine (E433) (24).
  - c. Pass long end of twine (E433) (24) around boot (3) at bottom of zipper (10), and through loop (25).
  - d. Pull twine (E433) (24) tight and wrap around boot (3) four to five times.
  - e. Tie ends of twine (E433) (24) together with double square knot (26).
  - f. Cut off ends of twine (E433) (24) **1/4 inch** from knot (26).
  - g. Pass end of another length of twine (E433) (24) around cone (17) through loops (19) three times.
  - h. Tie ends of twine (E433) (24) together with square knot (27).
  - i. Pass long end of twine (E433) (24) through tab (16) of zipper (10), then through loops (19) around cone (17).
  - j. Pass twine (E433) (24) down through zipper slider (21) and back through loops (19) around cone (17).
  - k. Tie ends of twine (E433) (24) together with double square knot (28).
  - l. Cut off twine (E433) (24) **1/4 inch** from knot (28).

**INSPECT****FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-739

INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692

**Materials:**

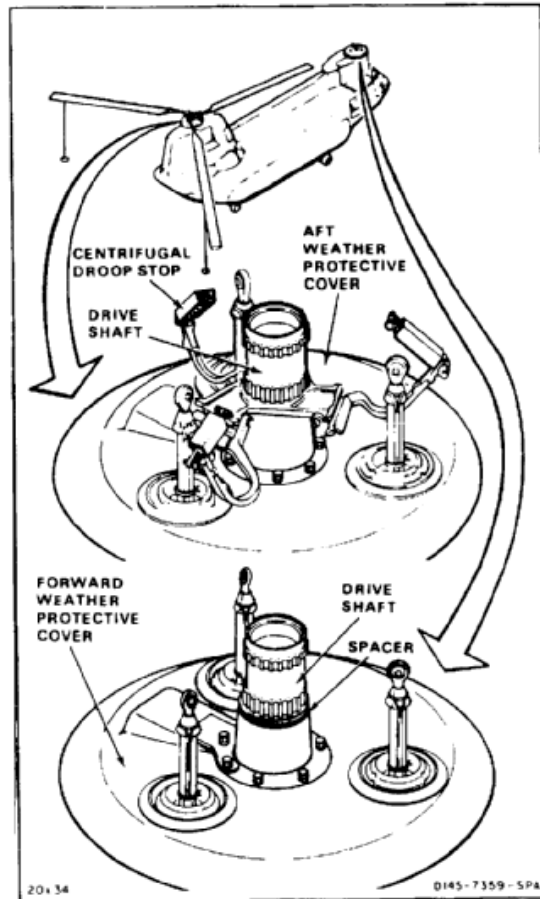
None

**Personnel Required:**

Medium Helicopter Repairer (2)

**Equipment Condition:**

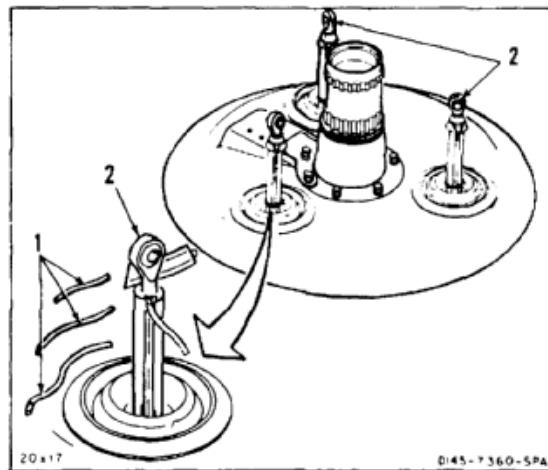
- Battery Disconnected (Task 1-39)
- Electrical Power Off
- Hydraulic Power Off
- Two Forward or Two Aft Blades Tied Down (Task 1-26)
- Forward or Pylon Work Platforms Open (Task 2-2)
- Rotary-Wing Blades Removed (Task 5-64)
- Rotary-Wing Head Removed (Task 5-8)



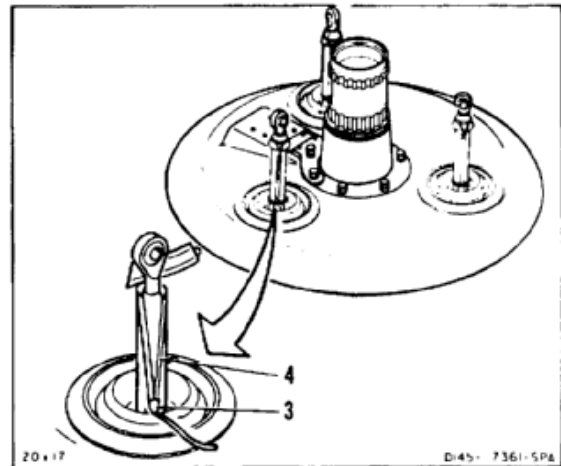
**NOTE**

Procedure is similar to remove forward or aft weather-protective covers. Differences are noted in text.

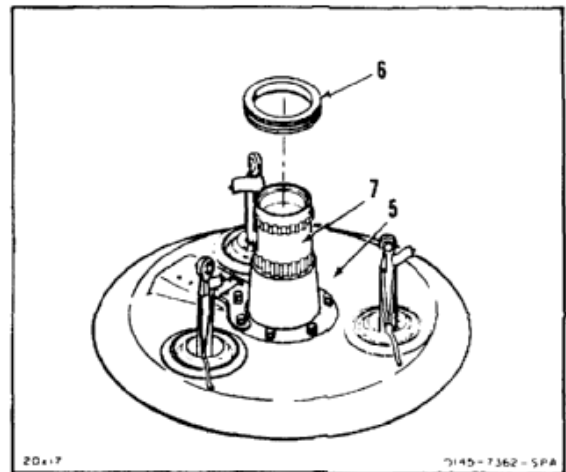
1. Remove ties (1) from three pitch link boots (2).



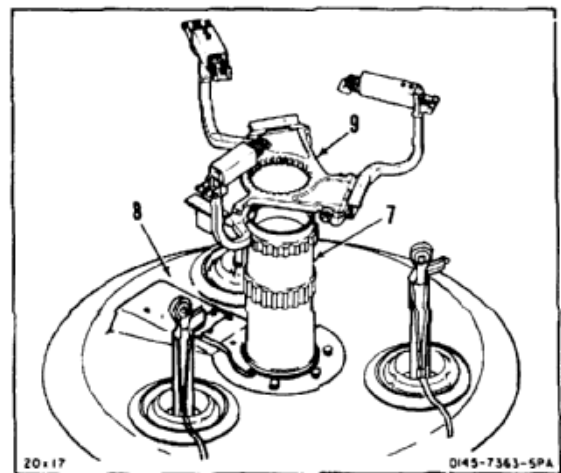
2. Pull tabs (3) down to open interlocking slide fasteners (zippers) (4).



3. For forward weather-protective cover (5) only, remove spacers (6) from drive shaft (7). Then go to step 5.



4. For aft weather-protective cover (8) only, remove centrifugal droop stop (9) from drive shaft (7).

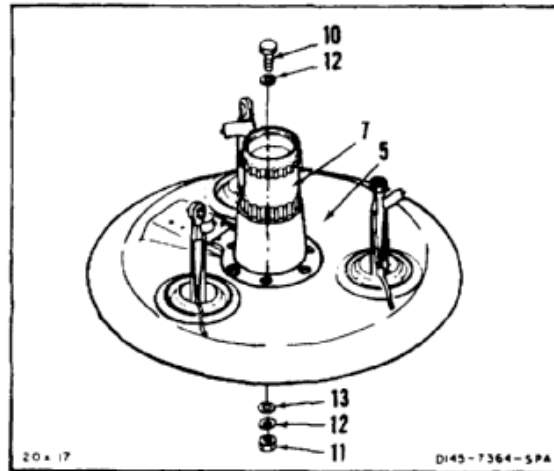


5. Remove 8 bolts (10), 8 nuts (11), and 24 washers (12 and 13).



Do not damage pitch link or boots when removing cover.

6. With helper, lift cover (5) over drive shaft (7). Remove cover.



**FOLLOW-ON MAINTENANCE:**

None

END OF TASK

5-742

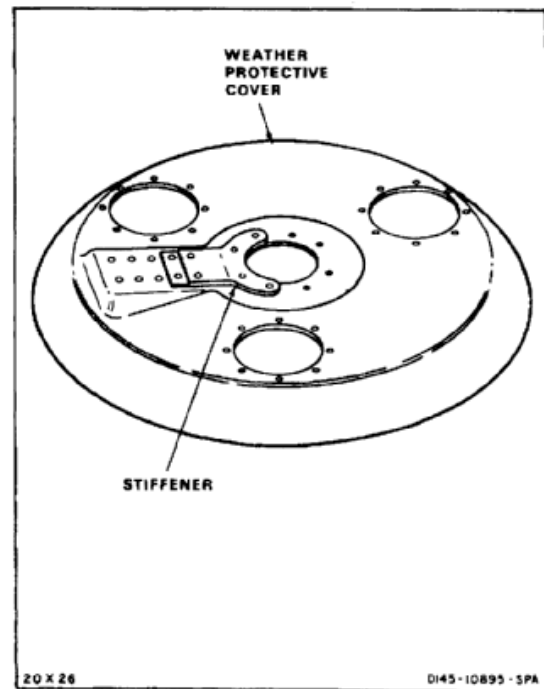
## INITIAL SETUP

**Applicable Configurations:**Without **15****Tools:**

Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Hypodermic Syringe  
 Heat Lamp  
 Scissors  
 Trip Balance, NSN 6670-00-401-7195  
 Electric Drill  
 Drill Bits  
 Shot Bags  
 Aluminum Wedges, 0.040 Inch Tapered to 0.016 Inch  
 Aluminum Wedges, 0.125 Inch Tapered to 0.016 Inch  
 Vacuum Supply and Vacuum Gage, 0 to 30 Inches Hg  
 Stopwatch  
 Stiff-Bristle Brush  
 Bolts AN3-4A (2)  
 Nuts EWSN22-3 (2)  
 Washers AN960-PD10 (2)  
 C-Clamps

**Materials:**

Abrasive Paper (E6 and E7)  
 Acetone (E20)  
 Adhesive (E27)  
 Adhesive (E40 and E41)  
 Adhesive (E47)  
 Adhesive Pack (E50)  
 Cloth (E120)  
 Filler (E171)  
 Polyvinyl Sheet (E284)  
 Glass Cloth (E130 and E132)  
 Gauze (E183)  
 Gloves (E186)  
 Hardener (E191)  
 Hardener (E193)  
 Hardener (E194)  
 Teflon Fabric (E170)  
 Rubber Sheet (E321)  
 Sealing Tape (E396)  
 Plastic Cups (E157)  
 Toluene (E423)  
 Tongue Depressors (E424)  
 Temperature Indicating Strips (E413)  
 Squeeze Bottle (E366)  
 Resin (E312)

**Personnel Required:**

Aircraft Structural Repairer (2)  
 Inspector

**References:**

TM 55-1520-240-23P  
 TM 1-1520-253-23

**Equipment Condition:**

Off Helicopter Task  
 Pitch Link Boots Removed (Task 5-134)

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesives (E27, E40, E41, E47, and E50) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is same to repair forward or aft weather-protective cover.

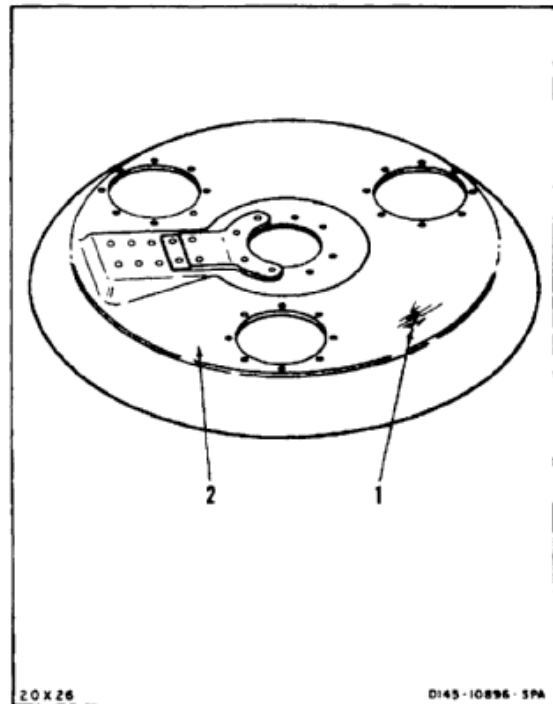
**REPAIR SKIN SURFACE DAMAGE**

1. Check surface damage. Damage is limited to surface scratches, cuts less than **3 inches** long, and single-ply breaks less than **1/2 square-inch**.

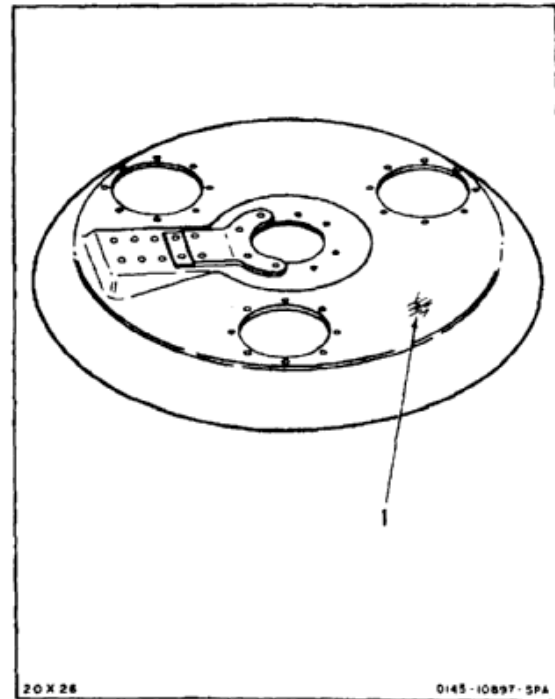
**CAUTION**

Do not sand into glass cloth. Cloth will be damaged.

2. Sand damaged surface (1) of cover (2). Remove finish and loose fibers. Use abrasive paper (E6).
3. Clean surface (1). Use cloth (E120) damp with acetone (E20). Wear gloves (E186).



4. Mix adhesive as follows:
  - a. Weigh **5 grams** of filler (E171) and **100 grams** of adhesive (E47). Mix filler with adhesive, slowly in cup (E157). Use tongue depressor (E424). Mix until color is uniform. Wear gloves (E186).
  - b. Weigh **16 grams** of hardener (E193). Mix hardener with mixture from step a until color is uniform. Use cup (E157) and tongue depressor (E424). Allow mixture to set for **12 hours**.
  - c. Weigh **7 grams** of hardener (E194). Mix hardener thoroughly with mixture from step b. Use tongue depressor (E424).
5. Apply one coat of adhesive mix to damaged surface (1).
6. Cure adhesive mix as follows:
  - a. Allow adhesive mix to gel at **80° - 150°F (27° - 66°C)**. Use heat lamp.
  - b. Cure gelled adhesive at **120° - 150°F (49° - 66°C) for 30 minutes**. Use heat lamp and temperature indicating strips (E356.1).
  - c. Raise temperature to **200° - 230°F (93° - 110°C) for 30 minutes**. Use heat lamp and temperature indicating strips (E413).



**INSPECT**

**REPAIR SKIN DAMAGE EXTENDING INTO CORE**

7. Check for skin areas with lighter color and broken surface. This shows that damage reaches to core. Damage shall be less than **1/2 square-inch**.
8. Sand damaged area (3). Remove finish and loose fibers. Use 80 grit abrasive paper (E6).
9. Drill **0.028 inch** holes (4) through skin only. Space holes throughout damaged area (3).
10. Mix adhesive as follows:
  - a. Weigh **100 grams** of adhesive (E47). Place in cup (E157). Weigh **50 grams** of resin (E312) and **30 grams** of hardener (E193). Mix resin and hardener in cup with adhesive. Use tongue depressor (E424). Wear gloves (E186).

**NOTE**

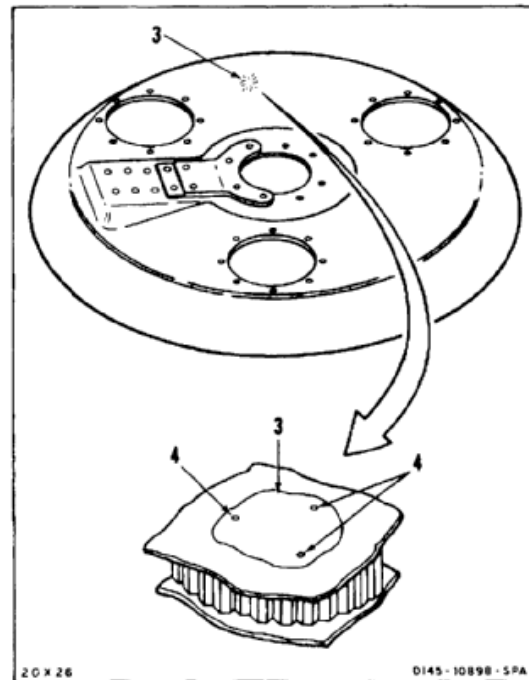
Mixture from step 10 has indefinite pot life without refrigeration.

- b. Weigh **12 grams** of hardener (E194) and **100 grams** of resin (E312). Mix in clean cup (E157). Use tongue depressor (E424). Wear gloves (E186).

**NOTE**

Mixture from step 10b has pot life of **3 months** without refrigeration.

- c. Weigh **100 grams** of mixture from step 10a and **25 grams** of mixture from step 10b. Mix thoroughly in cup (E157). Use tongue depressor (E424). Wear gloves (E186).





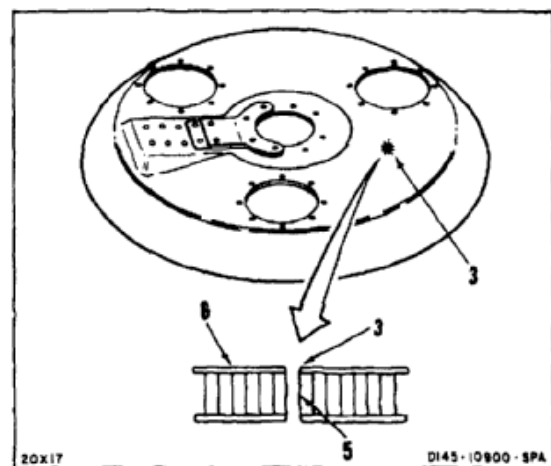
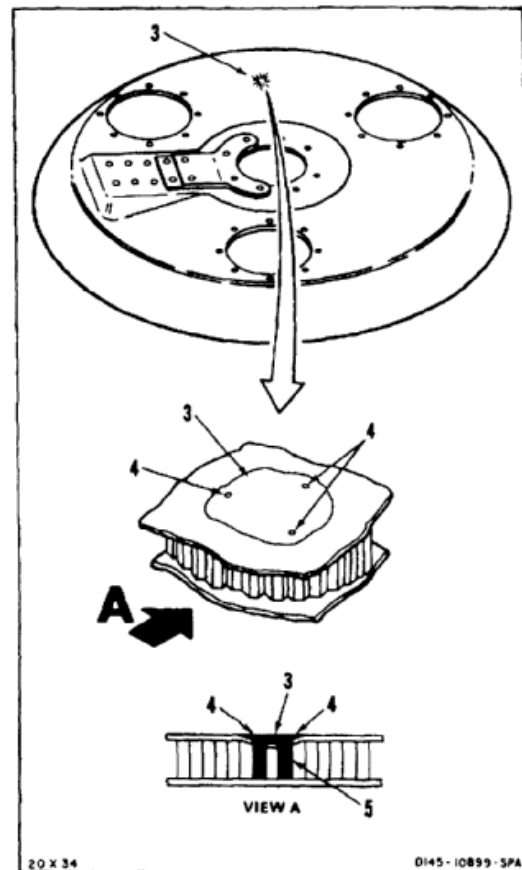
**NOTE**

Mixture from step 10c has pot life of **10 hours**.

11. Inject enough adhesive from step 8c into holes (4) to fill damaged core cells (5).
12. Cure adhesive mixture as follows:
  - a. Heat damaged area (3) at **180° - 200°F (82° - 93°C) for 4 hours** minimum until mixture gels. Use heat lamp.
  - b. Raise temperature from **200° - 230°F (93° - 110°C) for 1 hour**. Use heat lamp.
13. Roughen damaged area (3). Use 80 grit abrasive paper (E6).
14. Fill drilled holes (4) and any remaining skin damage. Use adhesive from step 10.
15. Cure adhesive mixture at **70° to 80° F (21° to 27° C) for 24 hours**.

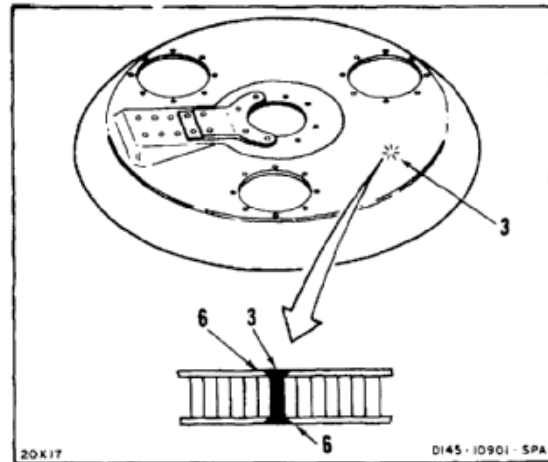
**INSPECT****REPAIR SKIN AND CORE DAMAGE**

16. Check for punctures or breaks in one skin and core. Damage shall not exceed **1/2 square-inch**. Check for damage through both skins and core. Damage shall not exceed **1/4 square-inch**.
17. Clean damaged area (3). Use cloth (E120) damp with acetone (E20). Remove any loose pieces of core (5) or skin (6).

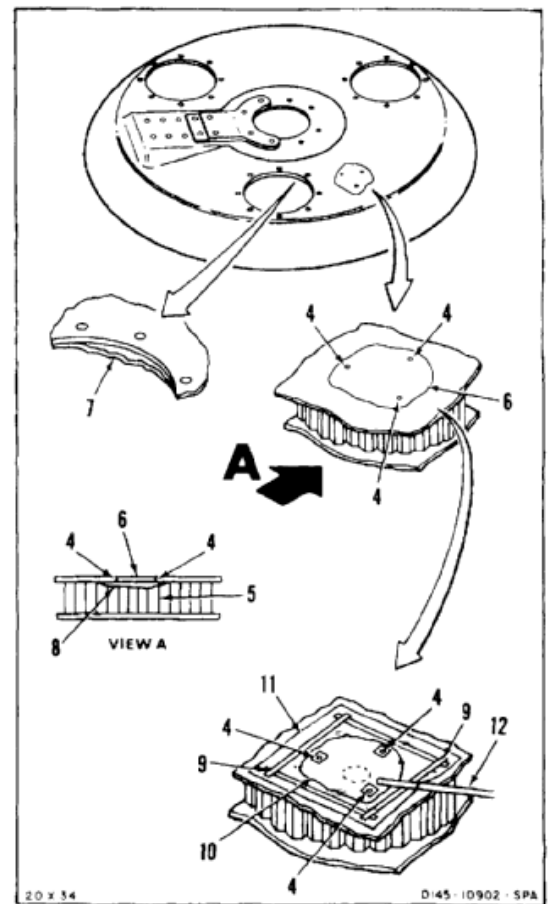


18. Fill damaged area (3) with adhesive pack (E50). Use tongue depressor (E424).
19. Cure adhesive pack at **70° - 80°F (21° - 27°C) for 24 hours.**
20. Sand adhesive pack to blend repaired area (3) into skin (6).

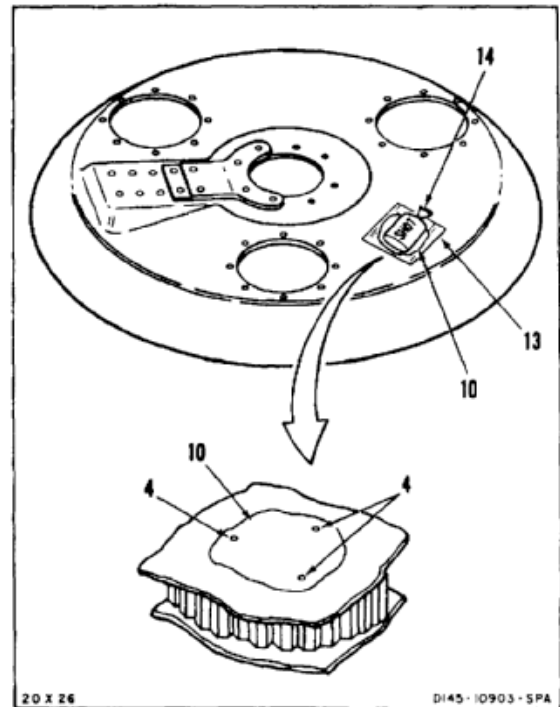
**INSPECT**



21. Repair delamination (7) around openings. Delaminations shall not exceed **1 square-inch**. Find bond voids (8) by tapping suspect area with edge of coin. Bond voids shall not exceed **9 square-inches** and there shall be no skin damage. If a void is suspected, refer to TM 1-1520-253-23.
22. For voids only, drill **0.028 inch** holes (4) **2 inches**, apart through skin (6) over void (8).
23. Mix adhesive as in step 10.
24. Fill delamination (7) or void (8) with adhesive. Use hypodermic syringe. For delamination, apply clamp and go to step 28. For void, go to step 25.
25. If void (8) does not fill completely, apply vacuum as follows:
  - a. Tape all holes (4). Use sealing tape (E396) (9). Drill hole in center of repair area that has not filled.
  - b. Apply sealing tape (E396) (9) around repair area (10).
  - c. Apply polyvinyl sheet (E284) (11) over repair area (10).
  - d. Insert hose (12) of vacuum pump under polyvinyl sheet (E284) (11). Apply vacuum to draw adhesive mix into unfilled part of repair area (10).
  - e. Remove hose (12), sheet (11), and tape (9).



26. Remove adhesive from holes (4). Use hypodermic syringe.
27. Apply polyvinyl sheet (E284) (13) over repair area (10). Secure sheet with shot bags (14).
28. Cure adhesive as in step 12.
29. Mix adhesive as in step 10. Fill holes (4) with adhesive mix. Use hypodermic syringe.
30. Cure adhesive at **70° - 80°F (21° - 27°C) for 24 hours.**

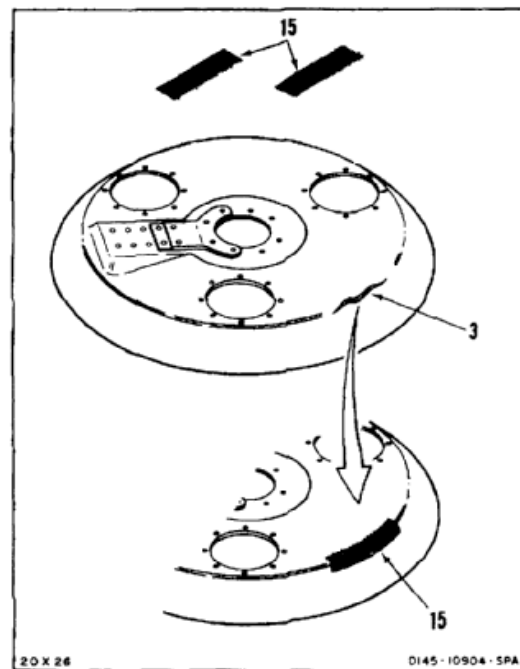
**INSPECT****REPAIR SKIN CRACKS**

31. Repair cracks at edge of honeycomb. Cracks may appear under cover.
32. Cut two strips (15) of glass cloth (E130) **1 inch** larger than crack on all sides.
33. Sand damaged area (3). Use 120 grit abrasive paper (E7). Remove dust. Use vacuum cleaner.

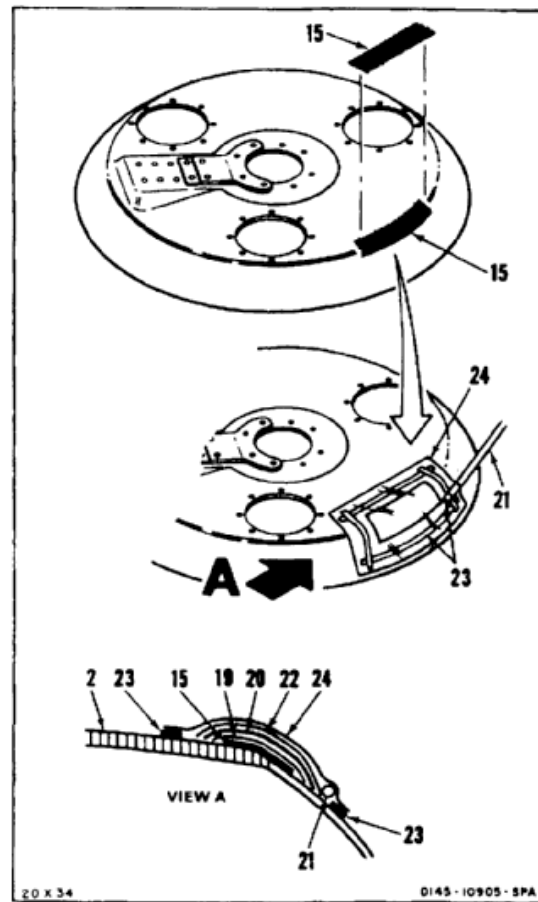


Do not wipe contaminants into damaged area.

34. Clean surface around damaged area (3). Use cloth (E120) damp with acetone (E20). Work away from damage. Wear gloves (E186).
35. Wipe damaged area (3) clean. Use dry cloth (E120). Turn cloth often. Wipe until no color is on cloth.
36. Mix adhesive (E40). Follow instructions on container. Wear gloves (E186).
37. Apply adhesive (E40) to damaged area (3).
38. Position one piece of glass cloth (E130) (15) on damaged area (3). Coat cloth with adhesive (E40). Tamp cloth. Use adhesive brush.



39. Position second glass cloth (E130) (15) over cloth in place. Soak cloths with adhesive (E40). Tamp cloth. Use adhesive brush.
40. Apply pressure to glass cloth (15) as follows:
  - a. Apply piece of Teflon fabric (E170) (19) over cloth (15).
  - b. Apply rubber sheet (E321) (20) over Teflon fabric (19).
  - c. Wrap end of tube (21). Use glass cloth (E132) (22).
  - d. Apply glass cloth (E132) (22) over sheet (E321) (20).
  - e. Wrap tube (21) at point outside of repair area. Use sealing tape (E396) (23). Make border around repair. Use tape (E396). Press tape on tubes into border tape.
  - f. Press polyvinyl sheet (E284) (24) onto tape border (23).
  - g. Apply vacuum source of **3 inches Hg** to repair.
41. Cure adhesive **24 hours at 70°F (21°C)**.

**INSPECT**

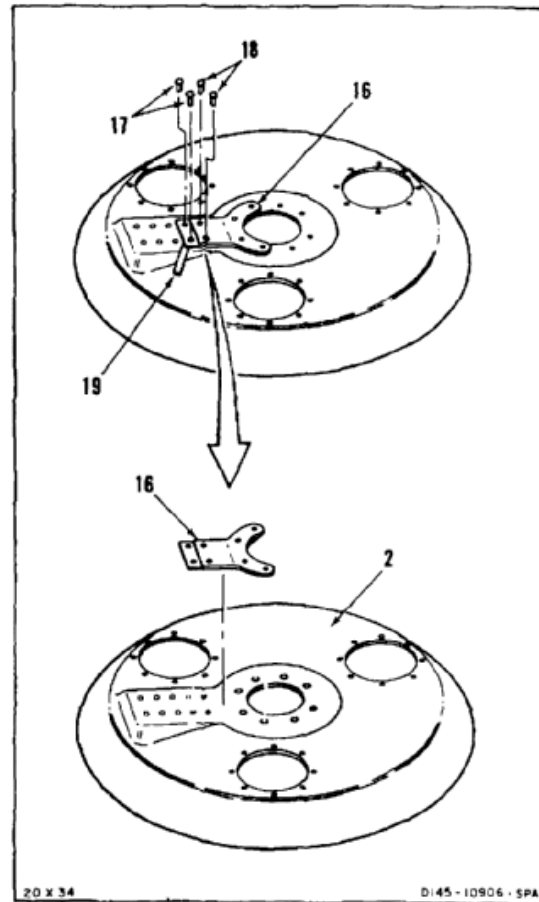
**REPLACE STIFFENER**

42. Replace cracked stiffener (16).
43. Remove two rivets (17) and two rivets (18).
44. Remove paint at edge of stiffener (16). Use acetone (E20). Wear gloves (E186).
45. Slowly drive **0.040 inch** wedge (19) under edge of stiffener. Keep wedge close to stiffeners to prevent damage to skin. Open joint slightly.
46. Apply warm water at **130°F (55°C)** into gap under stiffener (18). Use squeeze bottle (E366).



Do not force wedges. Skin can become delaminated.

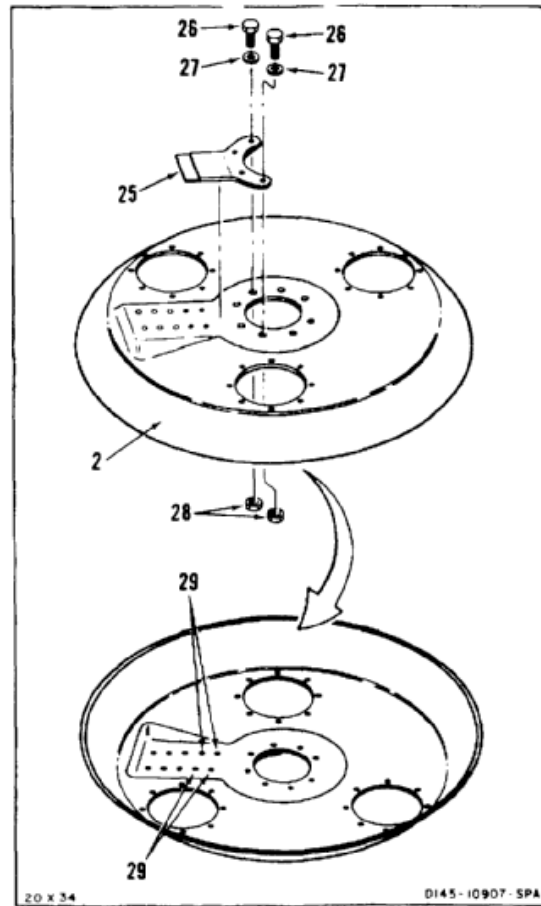
47. Position **0.125 inch** wedges in gap. Apply warm water in gap. Slowly insert wedges into gap. Do not force separation.



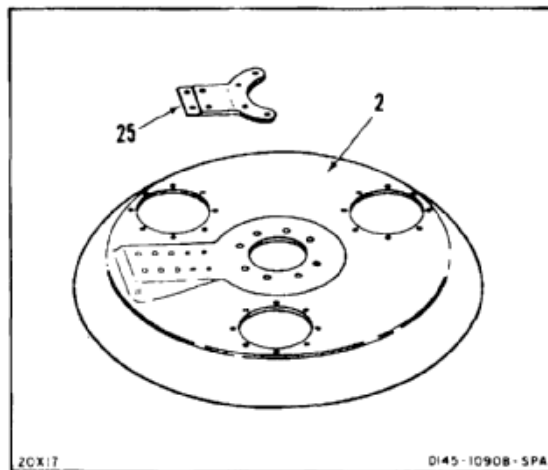
20 X 34

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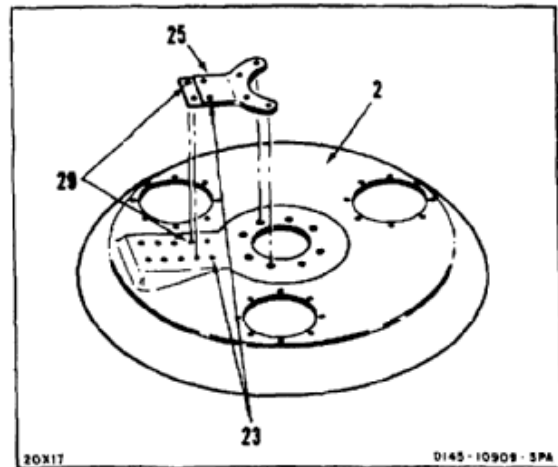
48. Check cover (2) for damage where stiffener was removed. Repair if required.
49. Position stiffener (25) on cover (2). Install two bolts (26), washers (27), and nuts (28).
50. Turn cover (2) over and drill 4 holes (29) in stiffener (25). Use existing holes in cover as a guide.
51. Remove nuts (28), bolts (26), and washers (27), and stiffener (25). Turn cover (2) right side up.
52. Roughen mating surface of cover (2). Use 80 grit abrasive paper (E6).
53. Clean mating surface of cover (2). Use cloth (E120) damp with acetone (E20). Wear gloves (E186).



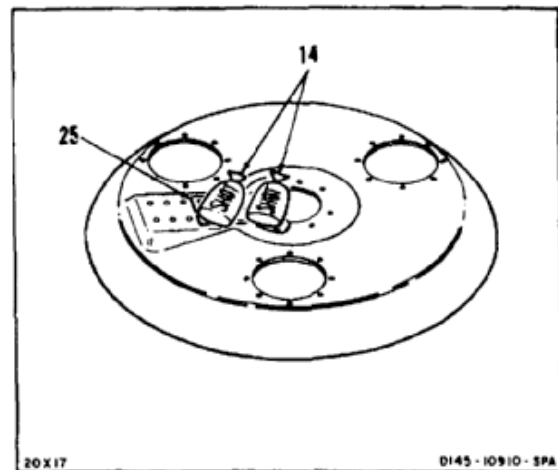
54. Apply uniform coat of adhesive (E41) to mating surfaces of stiffener (25) and cover (2).



55. Position stiffener (25) on cover (2). Align holes (29).



56. Apply pressure to stiffener (25). Use shot bags (14).
57. Cure adhesive for **24 hours at 70° - 80°F (21° - 27°C)**. Remove shot bags (14).

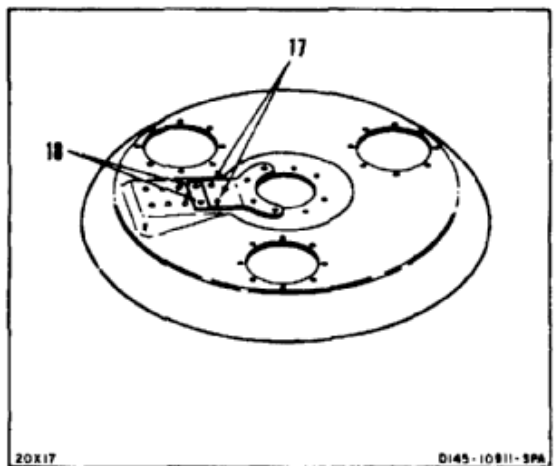


58. Install four rivets (17 and 18).

**INSPECT**

**FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 2-353).



END OF TASK

## INITIAL SETUP

**Applicable Configurations:**

With **15**

**Tools:**

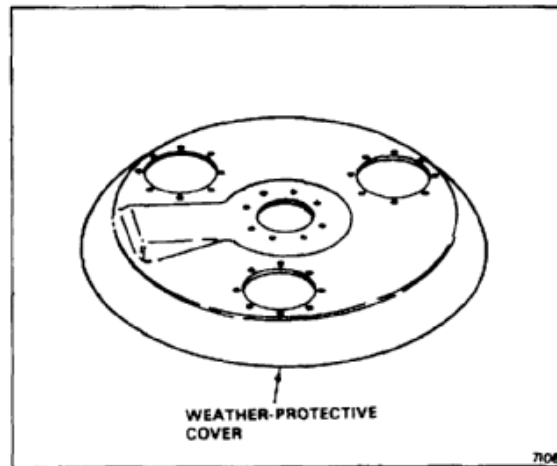
Airframe Repairer's Tool Kit, NSN 5180-00-323-4876  
 Pencil Compass  
 Straightedge  
 Heat Lamp  
 Scissors  
 Trip Balance, NSN 6670-00-401-7195  
 Electric Drill  
 Drill Bits  
 Shot Bags  
 C-Clamps  
 Plastic Squeeze Bottle (E366)  
 Vacuum Cleaner  
 Craftsman's Knife  
 Chisel  
 Vacuum Pump

**Materials:**

Abrasive Paper (E6 thru E9)  
 Acetone (E20)  
 Cloth (E120)  
 Peel Ply (E270)  
 Gloves (E186)  
 Glass Cloth (E130 and E132)  
 Teflon-Impregnated Fabric (E170)  
 Nomex Honeycomb Core (E150.3 or E150.1)  
 Fiberglass Laminate (E168.1)  
 Rubber Pad (E318)  
 Masking Tape (E388)  
 Sealing Tape (E396)  
 Nylon Tape (E390.1)  
 Aluminum Plate (E71)  
 Hypodermic Syringe (E380)  
 Adhesive (E27, E40, E41, or E47.1)  
 Hardener (E194.1)  
 Wood Spatula (E424)  
 Temperature Indicating Strips (E413)  
 Polyethylene Cup (E157)  
 Polyvinyl Sheet (E284)

**Personnel Required:**

Aircraft Structural Repairer  
 Inspector

**References:**

TM 55-1520-240-23P  
 TM 1-1520-253-23

**Equipment Condition:**

Off Helicopter Task  
 Pitch Link Boots Removed (Task 5-134)

**General Safety Instructions:****WARNING**

Acetone (E20) is extremely flammable. It can be toxic. Avoid inhaling. Use only with adequate ventilation. Avoid contact with skin, eyes, or clothing. Keep away from heat, sparks, or open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**WARNING**

Adhesives (E27, E40, E41, and E47.1) are flammable and toxic. They can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.



1. Repair of composite weather-protective cover (1) includes the following procedures:

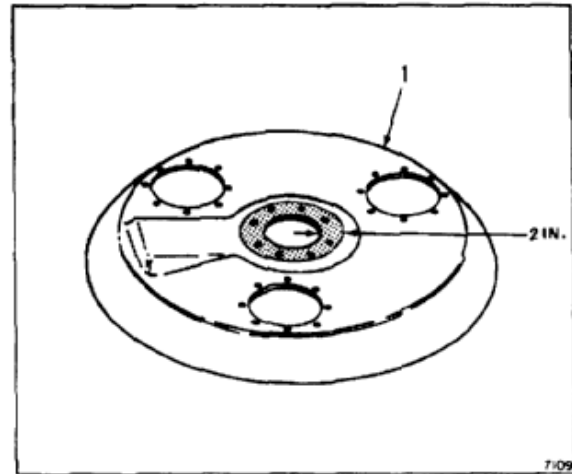
**NOTE**

Repair within **2 inches** of center hole are not permitted.

Damage	Steps
Surface Abrasion	2-9
Edge Delamination	10-17
Bond Void (To 2 Square-Inches)	18-28
Bond Void (Over 2 Square-Inches)	29-58
Puncture Through One Skin and Core (To 1 Square-Inch)	59-70
Puncture Through One Skin and Core (Over 1 Square-Inch)	71-75
Puncture Through Both Skins and Core (To 1 Square-Inch)	76-87
Puncture Through Both Skins and Core (Over 2 Square-Inches)	88-105

**NOTE**

Procedure is same to repair forward or aft weather-protective cover.



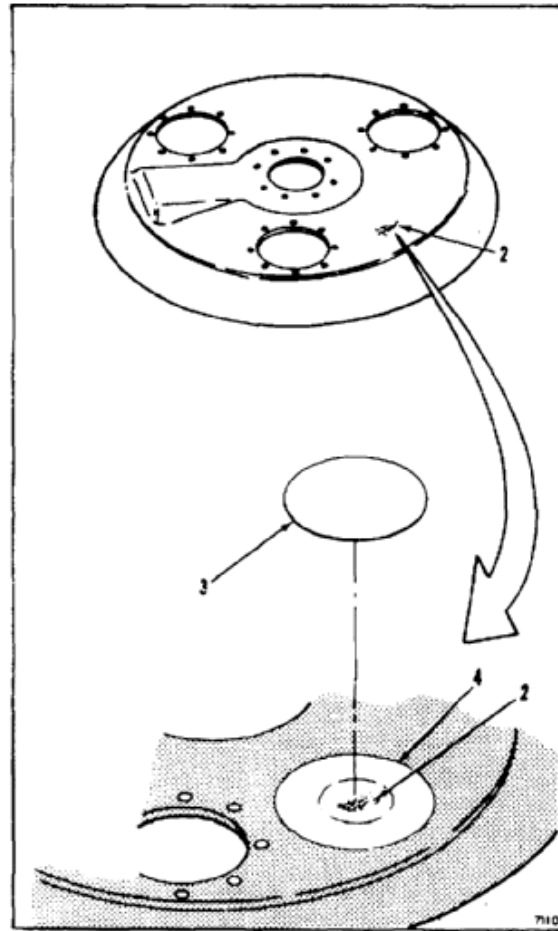
**SURFACE ABRASION**

2. Outline area of damage (2) with circle or oblong. Use pencil compass and straightedge.
3. Cut a piece of fiberglass laminate (E168.1) (3) large enough to overlap outline of damaged area (2) by **1.0 inch** in all directions.

**NOTE**

Do not sand into glass fibers.  
Complete removal of primer is not necessary.

4. Remove finish down to primer from an area around damage (2) **1.5 inches** larger in all directions than damage. Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
5. Clean area of finish removal (4). Use clean cloth (E120) damp with acetone (E20). Wipe area dry with a clean cloth. Repeat until there is no residue on dry cloth.
6. Prepare adhesive mixture. (Refer to steps 106 thru 109.) Apply coat of adhesive to area of finish removal (4).
7. Remove protective film from both sides of laminate piece (3). Carefully pull at right angle to direction of fibers.
8. Apply coat of adhesive to underside of laminate piece (3). Center piece over damage (2) and press down.
9. Bond and cure repair. (Refer to steps 110 thru 122.)



**EDGE DELAMINATION**

10. Clean delamination (5). Flush void (6) with acetone (E20) from plastic squeeze bottle (E366). Allow to dry for **15 minutes**.
11. Prepare adhesive mixture. (Refer to steps 105 thru 108.)
12. Fill void (6) with adhesive. Use a length of clean shim stock to work adhesive into void. Fill deepest part of void first to avoid trapping air.
13. Close void (6) by hand. Remove adhesive squeezeout. Use cloth (E120).
14. Cover void (6) with peel ply (E270) (7). Maintain pressure on closed void. Use clamps at light pressure.



Do not heat cover surface over **160°F (71°C)**. Higher temperatures can damage cover.

15. Cure adhesive at **150° - 160°F (66° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature with temperature indicating strips (E413).

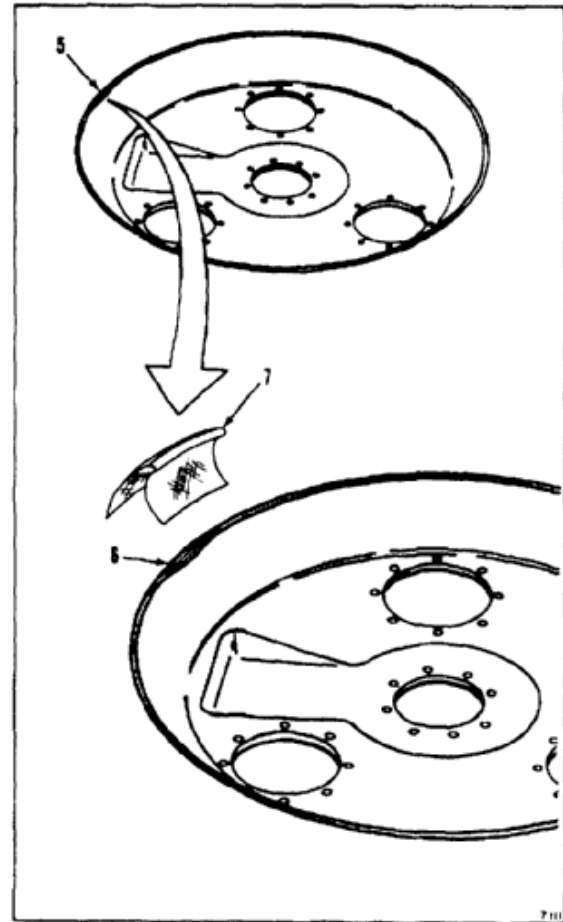
**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**. Pressure may be removed after **12 hours**.

16. Remove clamps and peel ply (7).

**INSPECT**

17. Go to Follow-On Maintenance.



**BOND VOID (TO 2 SQUARE-INCHES)**

18. Determine extent of void (8) by tapping area with coin. Outline area of void with circle or oblong. Use pencil compass and straightedge. If a void is suspected, refer to TM 1-1520-253-23.

**NOTE**

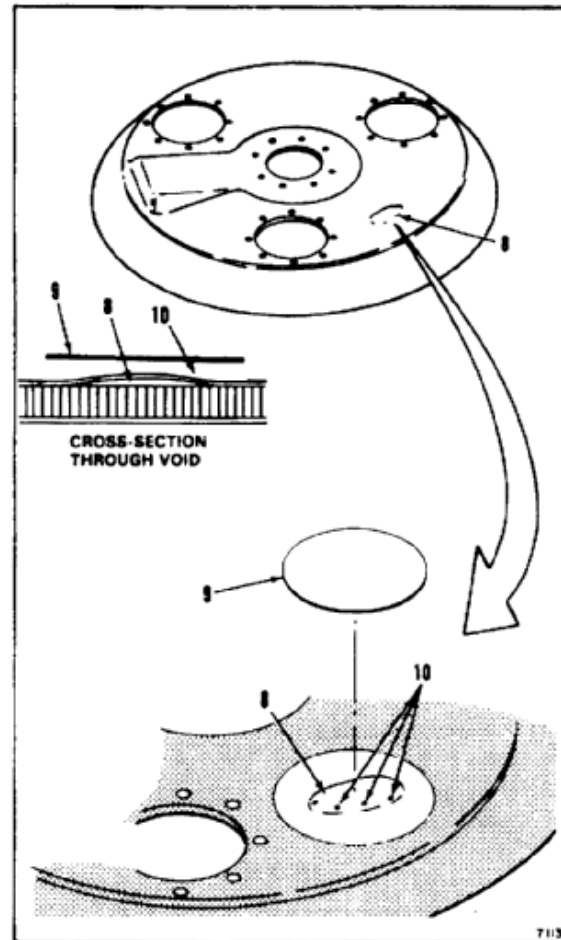
If area of void is greater than **2 square-inches**, go to step 40.

19. Cut a piece of fiberglass laminate (E168.1) (9) large enough to overlap outline of void (8) by **1.0 inch** in all directions.

**NOTE**

Do not sand into glass fibers.  
Complete removal of primer is not necessary.

20. Remove finish down to primer from an area **1.5 inches** larger in all directions than outline of void (8). Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
21. Drill several small holes (10) through void (8) near edge. Use a number 30 or 40 drill.
22. Clean area with a clean cloth (E120) damp with acetone (E20). Wipe area dry with clean dry cloth.
23. Prepare mixture of adhesive. (Refer to steps 106 thru 109.) Inject adhesive into void (8) through holes (10) until void is full. Use hypodermic syringe (E380).
24. Cover holes (10) with tape (E390.1). Turn cover (1) over to prevent adhesive from running into core.
25. Press down firmly on void (8). Let excess adhesive squeeze out through holes (10).
26. Remove protective film from both sides of laminate piece (9). Carefully pull at right angle to direction of fibers.
27. Apply coat of adhesive to underside of laminate piece (9). Center piece over void (8) and press down.
28. Bond and cure repair. (Refer to steps 110 thru 122.)



**BOND VOID (OVER 2 SQUARE-INCHES)**

29. Determine extent of void (11) by tapping area with coin. Outline area (12) of void with a circle or oblong. Use pencil compass or straightedge. If a void is suspected, refer to TM 1-1520-253-23.

**NOTE**

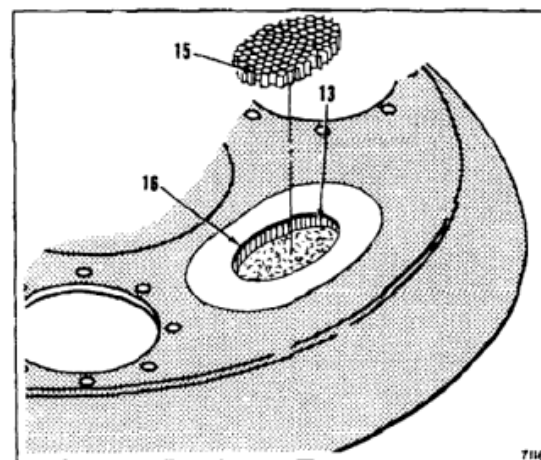
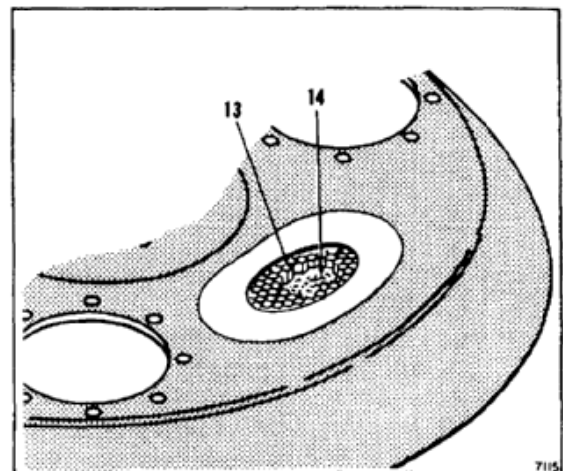
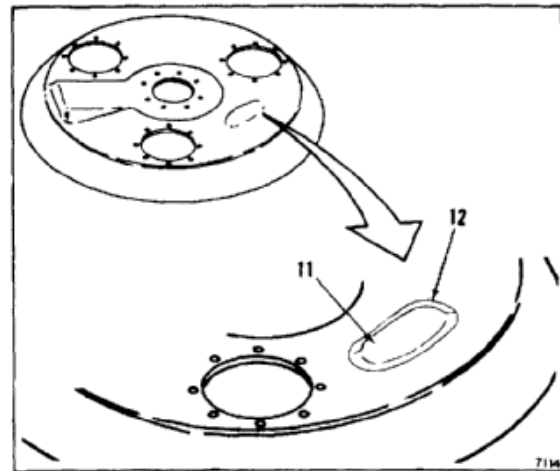
Do not sand into glass fibers.  
Complete removal of primer is not necessary.

30. Remove finish to primer from an area **1.5 inches** larger in all directions than outline (12). Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
31. Cut away unbonded skin. Use craftsman's knife.
32. Examine exposed core material (13). If core is not damaged, clean the core and surrounding area with clean cloths (E120) damp with acetone (E20). Wipe dry with clean dry cloth. Go to step 47.
33. If core (13) is damaged, cut out core to layer of adhesive on opposite skin (14). Be careful not to damage skin. Use a chisel.
34. Roughen surface of adhesive on opposite skin (14) to remove gloss.

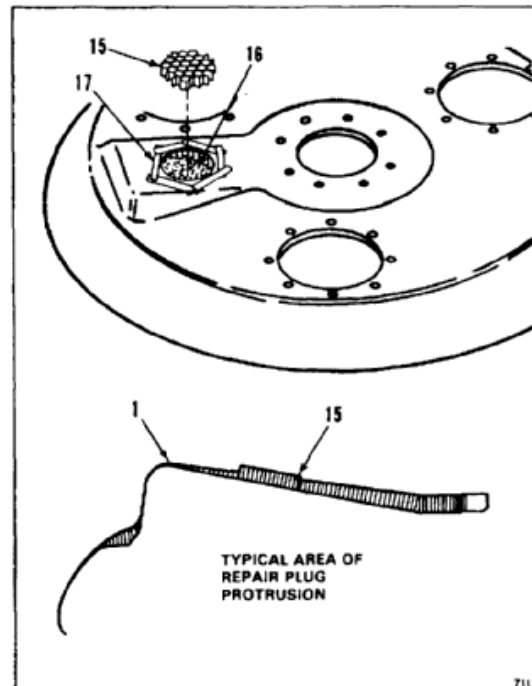
**NOTE**

Core material must be clean and dry for adhesive to hold.

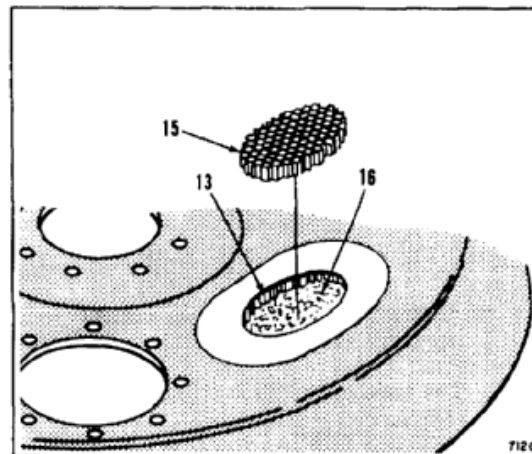
35. Cut core plug (15) in shape of cavity (16) but **1/8 inch** larger all around. Use core material (E150.3 or E150.1).
36. Fit core plug (15) into cavity (16). If plug does not protrude above level of existing core (13), go to step 43. If plug protrudes above level of core, go to step 37.



37. Apply nylon tape (E390.1) (17) around cavity (16). Sand core plug (15) flush with tape. Use abrasive paper (E6) and sanding block long enough to span plug.
38. Remove tape (17). Matchmark core plug (15) to cover (1). Remove plug.
39. Clean cavity (16), surrounding area, and core plug (15). Use a vacuum cleaner and a clean cloth (E120) damp with acetone (E20). Wipe dry with a clean dry cloth. Repeat until there is no residue on dry cloth.
40. Prepare mixture of adhesive. (Refer to steps 106 thru 109.) Apply coat of adhesive to sides and bottom of cavity (16).
41. Apply coat of adhesive to sides and bottom of core plug (15). Set plug in cavity (16). Align matchmarks if applicable.
42. Go to step 53.

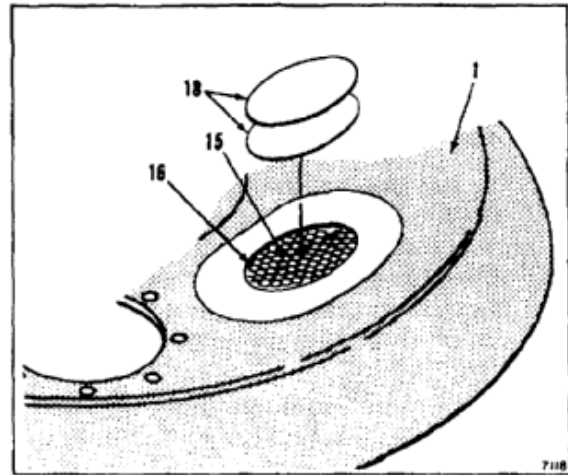


43. If core plug (15) is level with existing core (13), remove plug.
44. Clean cavity (16), surrounding area, and core plug (15). Use a vacuum cleaner and a clean cloth (E120) damp with acetone (E20). Wipe dry with a clean dry cloth. Repeat until there is no residue on dry cloth.
45. Prepare mixture of adhesive. (Refer to steps 106 thru 109.) Apply coat of adhesive to sides and bottom of cavity (16).
46. Apply coat of adhesive to sides and bottom of core plug (15). Set plug in cavity. Align matchmarks if applicable.



**5-137.1 REPAIR COMPOSITE WEATHER-PROTECTIVE COVER (AVIM) (Continued)****5-137.1**

47. Cut two pieces of fiberglass laminate (E168.1) (18) to fit in cavity (16) over core (15).
48. Check that pieces (18) fit flush with cover (1). Remove pieces.
49. Remove protective film from both sides of two laminate pieces (18). Carefully pull at right angle to direction of fibers.
50. Prepare mixture of adhesive. (Refer to steps 106 thru 109.)
51. Coat underside of one piece (18) with adhesive. Press piece against plug (15) in cavity (16).
52. Apply coat of adhesive to top of installed piece (18) and underside of second piece. Install second piece in cavity over first piece. Press against piece to seat it flush with cover (1).



**NOTE**

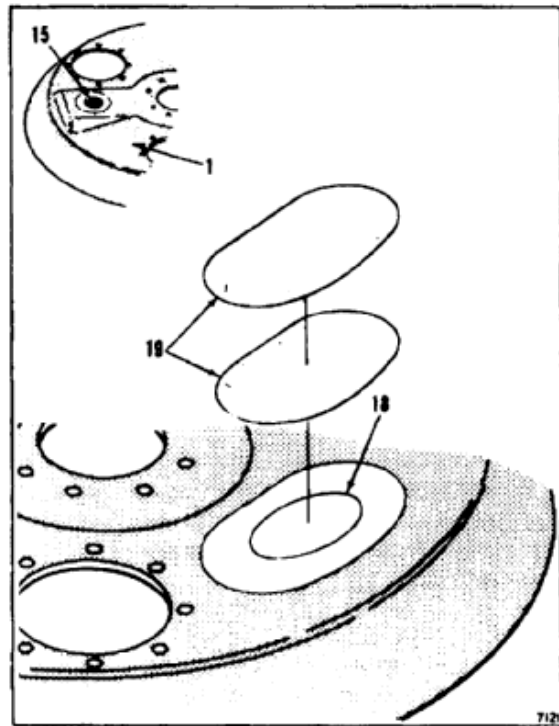
At this point, repair surface may consist of flush core or fiberglass laminate. Laminate shown.

53. Cut two pieces of fiberglass laminate (E168.1) (19) large enough to overlap core (15) or laminate piece (18) **1.0 inch** in all directions. If cutout is not circular, cut pieces so that fiber orientation between pieces will be **45°** when they are installed.
54. Apply coat of adhesive to top of laminate piece (18) or core plug (15), as applicable, and to surrounding area of cover (1) to within **0.5 inch** of finish removal line.
55. Remove protective film from each side of two fiberglass laminate pieces (19). Carefully pull at right angle to direction of fibers.

**NOTE**

Laminate pieces must be installed so that fiber orientation between the two pieces will be **45°** when they are installed.

56. Coat underside of one laminate piece (19) with adhesive. Center piece over repair area and press in place.
57. Apply adhesive to top of installed piece (19) and underside of second piece. Position second piece on first and press in place.
58. Bond and cure repair. (Refer to steps 110 thru 122.)





**PUNCTURE THROUGH ONE SKIN AND CORE (TO 1 SQUARE-INCH)**

59. Outline area of puncture (20) with circle or oblong. Use pencil compass and straightedge.
60. Remove finish down to primer from an area **1.5 inches** larger in all directions than outline around puncture (20). Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
61. Prepare mixture of adhesive. (Refer to steps 106 thru 109.) Fill puncture (20) with adhesive mixture to surface of cover (1).

**CAUTION**

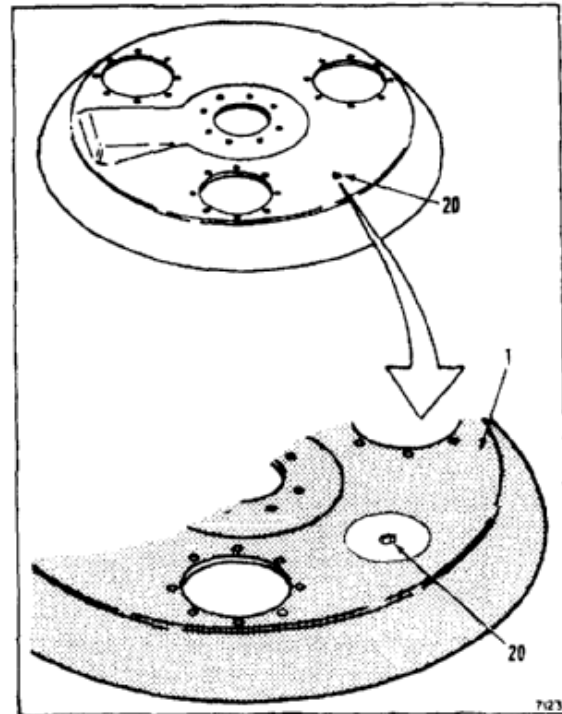
Do not heat cover surface over **160°F (71°C)**. Higher temperatures can damage cover.

62. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature with temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**.

63. Fair cured adhesive to surface of cover (1). Use abrasive paper (E9).
64. Clean area of finish removal. Use clean cloth (E120) damp with acetone (E20). Wipe area dry with clean dry cloth. Repeat until there is no residue on dry cloth.

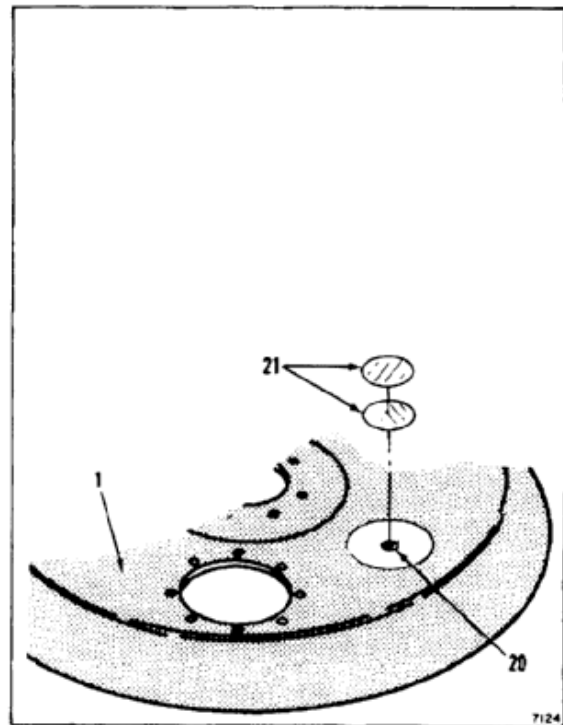


65. Cut two pieces of fiberglass laminate (E168.1) (21) large enough to overlap puncture (20) **1.0 inch** in all directions. If cutout is not circular, cut pieces so that fiber orientation between pieces will be **45°** when they are installed.
66. Apply coat of adhesive to top of filled puncture (20) and to surrounding area of cover (1) to within **0.5 inch** of finish removal line.
67. Remove protective film from each side of two fiberglass laminate pieces (21). Carefully pull at right angle to direction of fibers.

**NOTE**

Laminate pieces must be installed so that fiber orientation between the two pieces will be **45°** when they are installed.

68. Coat underside of one laminate piece (21) with adhesive. Center piece over repair area and press in place.
69. Apply adhesive to top of installed piece (21) and underside of second piece. Position second piece on first and press in place.
70. Bond and cure repair. (Refer to steps 110 thru 122.)



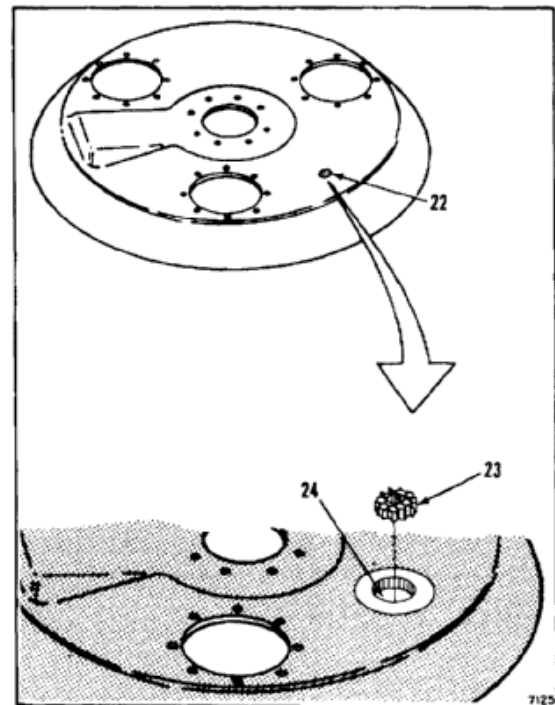
**PUNCTURE THROUGH ONE SKIN AND CORE (OVER 2 SQUARE-INCHES)**

71. Outline area of puncture (22) with a circle or oblong. Use pencil compass and straightedge.

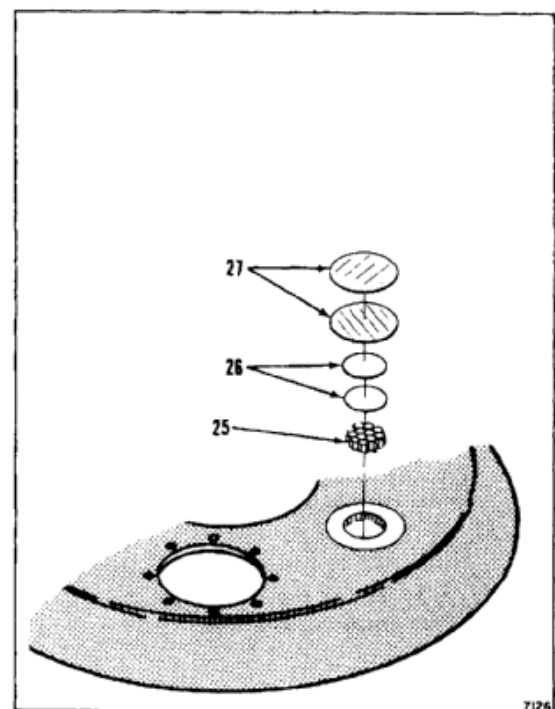
**NOTE**

Do not sand into glass fibers.  
Complete removal of primer is not necessary.

72. Remove finish to primer from an area **1.5 inches** larger in all directions than outline. Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
73. Cut out punctured skin and core plug (23) to layer of adhesive on opposite skin (24). Use craftsman's knife and chisel. Be careful not to damage skin.
74. Roughen surface of adhesive on opposite skin (24) to remove gloss.



75. Complete repair with core plug (25) and fiberglass laminate (26 and 27). (Refer to steps 35 thru 58.)



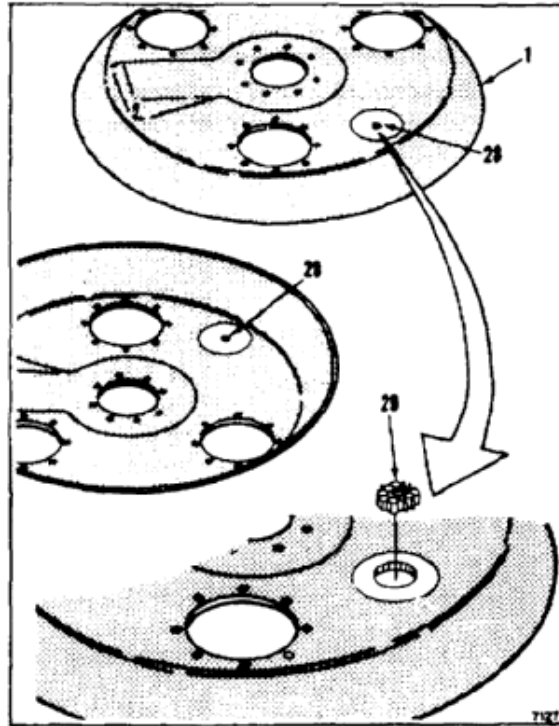
**PUNCTURE THROUGH BOTH SKINS AND CORE (UP TO 2 SQUARE-INCHES)**

- 76. Outline area of puncture (28) on both sides of cover (1) with a circle or oblong. Use pencil compass and straightedge.

**NOTE**

Do not sand into glass fibers.  
Complete removal of primer is not necessary.

- 77. Remove finish down to primer from an area on both sides of cover (1) **1.5 inches** larger in all directions than outline. Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
- 78. Cut out punctured skin and core plug (29). Work from both sides of cover (1) as needed. Use craftsman's knife.



- 79. Cover cutout (30) on top of cover (1). Use nylon tape (E390.1) (31).
- 80. Prepare mixture of adhesive. (Refer to steps 105 thru 108.) Fill cutout (30) from bottom of cover (1) to bottom surface (32) with adhesive (33).



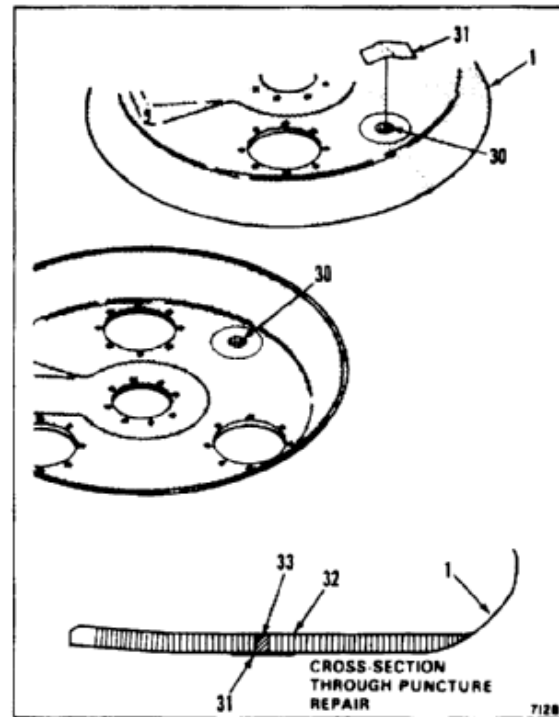
Do not heat cover surface over **160°F (71°C)**. Higher temperatures can damage cover.

- 81. Cure adhesive at **140° - 160°F (60° - 71°C) for 2 hours**. Use heat lamp. Monitor temperature with temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C) in 24 hours**.

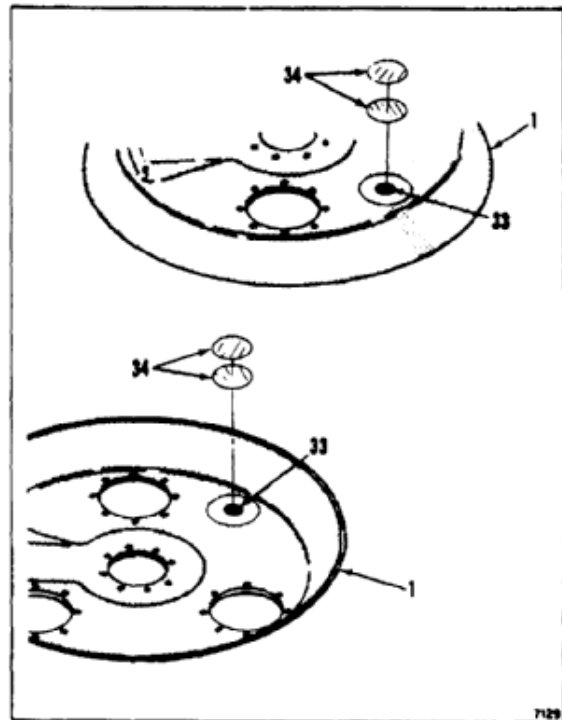
- 82. Remove tape (31). Fair cured adhesive to cover surface on top and bottom of cover (1). Use abrasive paper (E9).



## 5-137.1 REPAIR COMPOSITE WEATHER-PROTECTIVE COVER (AVIM) (Continued)

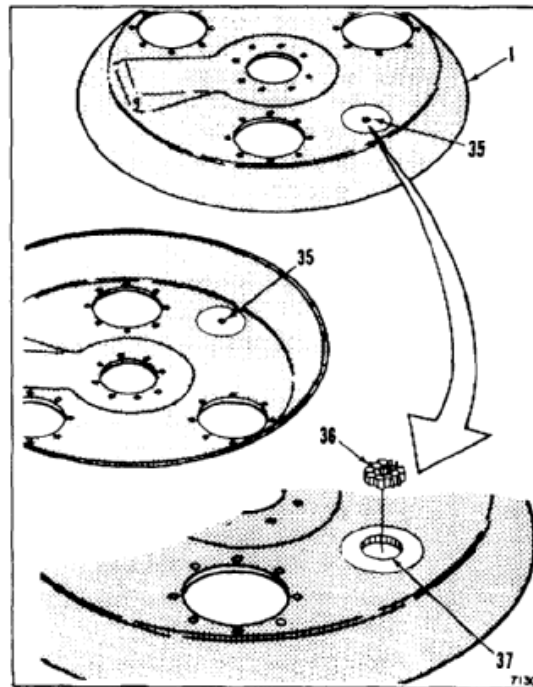
5-137.1

83. Clean area of finish removal on both sides of cover (1). Use clean cloths (E120) damp with acetone (E20). Wipe area dry with clean dry cloth. Repeat until there is no residue on dry cloth.
84. Cut two pieces of fiberglass laminate (E168.1) (34) for each side of cover (1) large enough to overlap adhesive (33) **1.0 inch** in all directions.
85. Prepare new mixture of adhesive. (Refer to steps 106 thru 109.)
86. Cover each side of puncture repair as follows:
  - a. Apply a coat of adhesive to cured adhesive (33) and area of finish removal.
  - b. Remove protective film from each side of two fiberglass laminate pieces (34). Carefully pull at right angle to direction of fibers.
  - c. Center one piece (34) over repair. Press down against cover (1).
  - d. Apply adhesive over installed piece (34). Position second piece on installed piece so that fiber orientation between pieces is **45°**. Press down against installed piece.
87. Bond and cure repair. (Refer to steps 110 thru 122.)

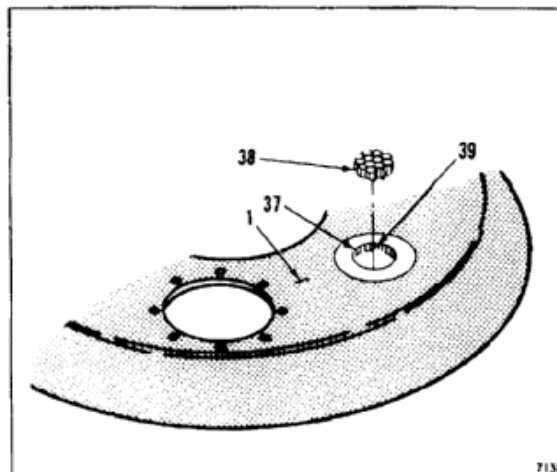


**PUNCTURE THROUGH BOTH SKINS AND CORE  
(OVER 2 SQUARE-INCHES)**

88. Outline area of puncture (35) on both sides of cover (1) with a circle or oblong. Use pencil compass and straightedge.
89. Remove finish from an area on both sides of cover (1) **1.5 inches** larger in all directions than puncture (35). Use abrasive paper (E8). Use cloths (E120) damp with acetone (E20) as needed to soften finish. Wear gloves (E186).
90. Remove punctured skin and core plug (36) from cutout (37). Work from both sides of cover (1) as needed. Use craftsman's knife.



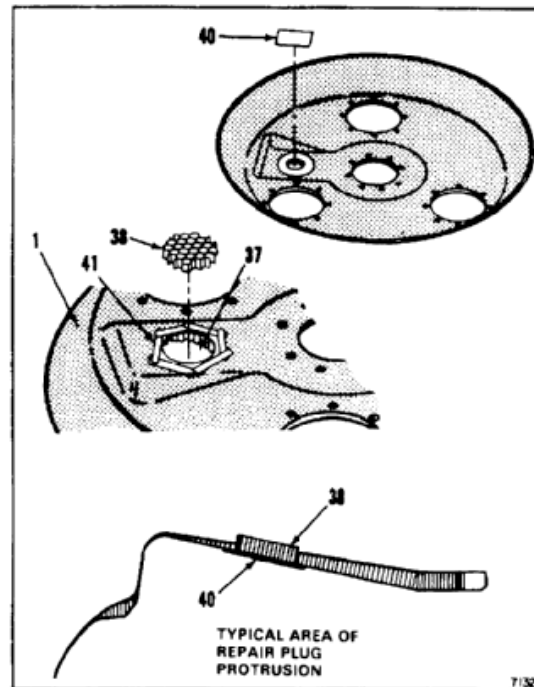
91. Cut new core plug (38) in shape of cutout (37) but **1/8 inch** larger all around. Use core material (E150.3).
92. Fit core plug (38) into cutout (37). If plug is same height as surrounding core (39), go to step 97. If plug protrudes beyond thickness of cover (1), go to step 93.



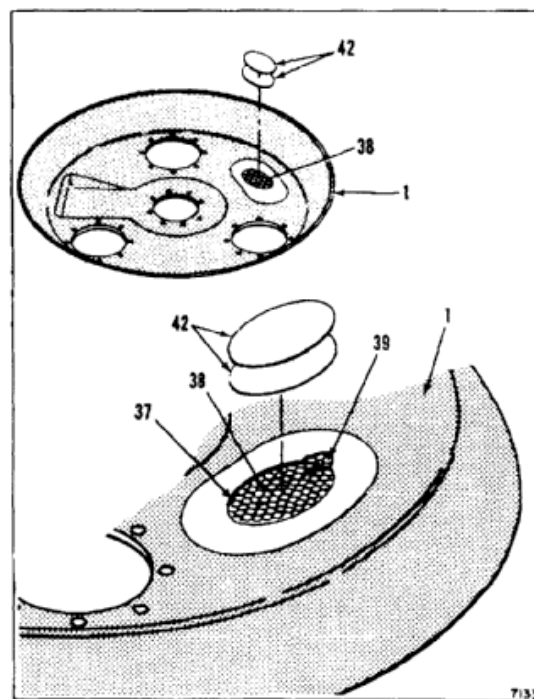
## 5-137.1 REPAIR COMPOSITE WEATHER-PROTECTIVE COVER (AVIM) (Continued)

5-137.1

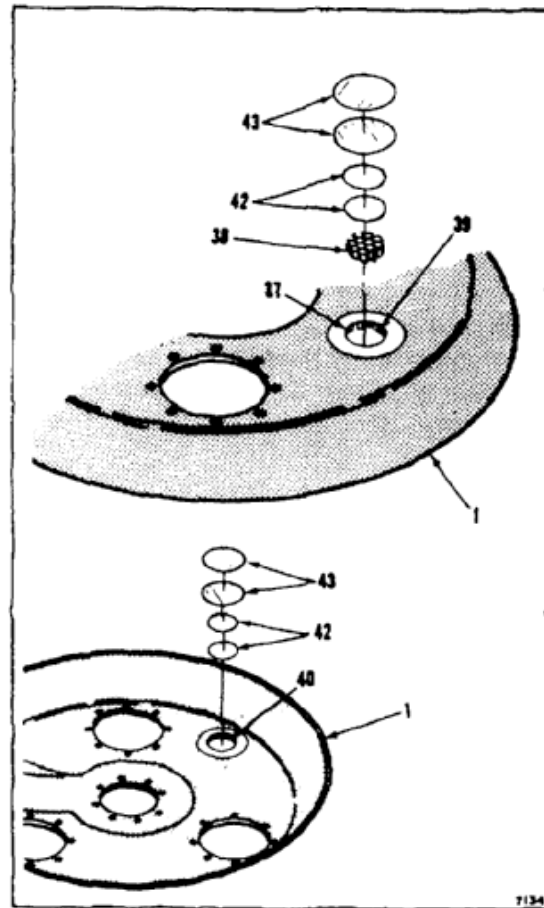
93. Remove plug (38) from cutout (37). Tape an aluminum plate (E71) (40) against cutout on underside of cover (1). Use nylon tape (E390.1).
94. Apply nylon tape (E390.1) (41) around cutout (37) on top side of cover (1). Install core plug (38) in cutout against aluminum plate (40). Sand plug flush with tape. Use abrasive paper (E6) and sanding block long enough to span plug.
95. Remove tape (41). Matchmark core plug (38) to cover (1). Remove plug.
96. Go to step 99.



97. If core plug (38) is same height as surrounding core (39), cut two pieces of fiberglass laminate (E168.1) (42) to fit cutout (37) at top and bottom of cover (1).
98. Check that pieces of laminate (E168.1) (42) fit against installed core plug (38) flush with cover (1) on both sides. Remove laminate and plug.



99. Cut two pieces of fiberglass laminate (E168.1) (43) for each side of cover (1) large enough to overlap cutout (37) **1.0 inch** in all directions. If cutout is not circular, cut pieces so that fiber orientation between pieces will be **45°** when they are in position.
100. Clean cutout (37) and surrounding area, core plug (38), and laminate (42) (if applicable). Use clean cloths (E120) damp with acetone (E20). Wipe dry with a clean dry cloth. Repeat until there is no residue on dry cloth.
101. Prepare mixture of adhesive. (Refer to steps 106 thru 109.)
102. Apply coat of adhesive to sides of core plug (38). Set plug in cutout (37) flush with surrounding core (39) or top and bottom surfaces of cover (1), as applicable. Align matchmarks, if applicable.
103. If laminate pieces (42) are needed for filler, install over core (38) on each side of cover as follows:
  - a. Remove protective film from each side of two fiberglass laminate pieces (42). Carefully pull at right angle to direction of fibers.
  - b. Apply a coat of adhesive to underside or one installed piece (42). Press piece against plug (38).
  - c. Apply coat of adhesive to top of installed piece (42) and underside of second piece. Press against second piece to firmly seat flush with surrounding skin of cover (1).



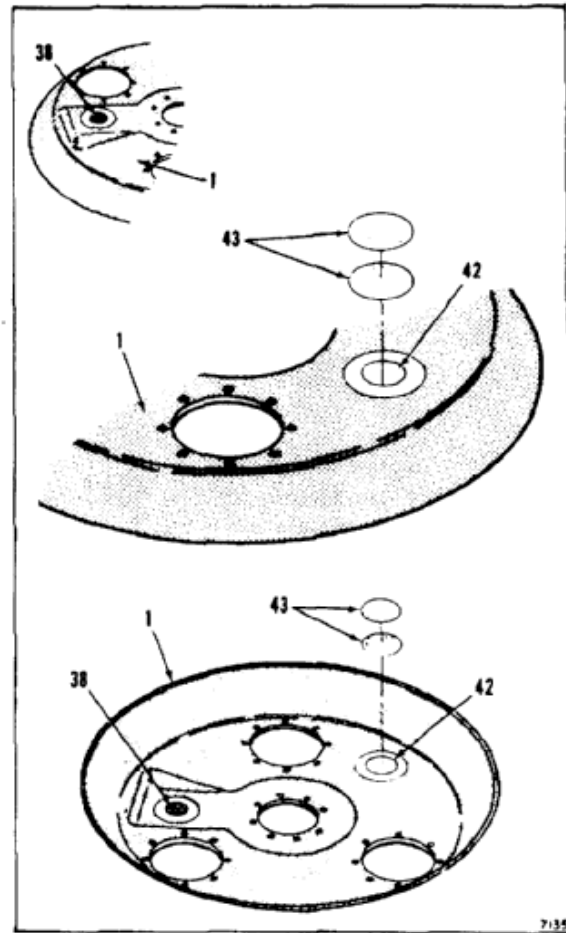


104. Cover each side of repair as follows:
- Apply coat of adhesive to top of laminate piece (42) or core plug (38), as applicable, and to surrounding area of cover (1) within **0.5 inch** of finish removal line.
  - Remove protective film from each side of two fiberglass laminate pieces (43). Carefully pull at right angle to direction of fibers.

**NOTE**

Laminate pieces must be installed so that fiber orientation between the two pieces will be at **45°** when the pieces are installed.

- Coat underside of one laminate piece (43) with adhesive. Center piece over repair area and press in place.
  - Apply coat of adhesive to top of installed piece (43) and underside of second piece. Position second piece on first piece and press it in place.
105. Bond and cure repair. (Refer to steps 110 thru 122.)



**ADHESIVE PREPARATION**

106. Use any of three adhesive mixtures for repair of weather-protective cover.

**NOTE**

All three adhesives cure in **2 hours at 150° - 160°F (66° - 71°C)**. A serviceable cure can be achieved at **70° - 80° F (21° - 27°C) in 24 hours**. Pressure may be removed after **2 hours**.

107. Mix adhesive EA9309.3NA (E40 or E41) as follows:

**NOTE**

Prepackaged adhesive (E40) is preferred. Use adhesive (E41) only if prepackaged kit is not available.

- a. Mix tube of adhesive (E40) according to instructions on kit.
- b. Prepare adhesive (E41) as follows:
  - (1) Weigh **100 parts** of resin (pink paste) and **23 parts** of hardener (blue liquid). Use trip balance.

- (2) Mix parts in polyethylene cup (E157) until color is uniform dark pink. Use wood spatula (E424).

**NOTE**

Working life of adhesive (E41) is **30 minutes**.

108. Mix adhesive EC-2216 (E27) as follows:

- a. Weigh **7 parts** of Part A hardener (grey paste) and **5 parts** of Part B base (cream paste). Use trip balance.
- b. Mix parts in polyethylene cup (E157) until color is uniform medium grey. Use wood spatula.

**NOTE**

Working life of adhesive (E43) is **1 to 2 hours**.

109. Mix adhesive EPON 828 (E47.1) and hardener Versamid 125 (E194.1) as follows:

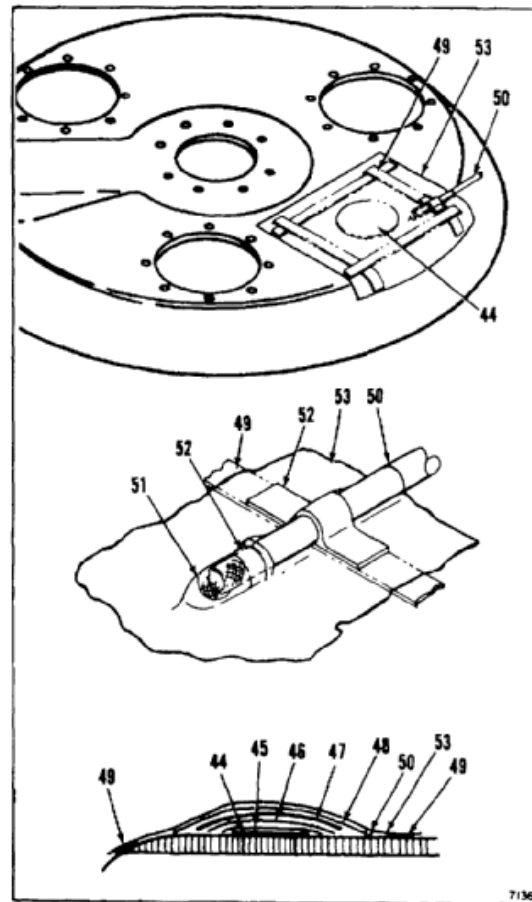
- a. Weigh **equal parts** of adhesive (light amber resin) and hardener (dark amber resin). Use trip balance.
- b. Mix parts in polyethylene cup (E157) until color is uniform. Use wood spatula (E424).

**NOTE**

Working life of adhesive is **1 hour**.

**BOND AND CURE REPAIR**

110. Cover repair (44) with sheet of peel ply (E270) (45) and sheet of Teflon-impregnated fabric (E170) (46). Each sheet shall be large enough to overlap repair **1 inch** in all directions.
111. Cover Teflon-impregnated fabric (E170) (46) with rubber pad (E318) (47). Cover rubber pad with glass cloth (E132) (48).
112. Surround cloth (E132) (48) with border (49) of sealing tape (E396). Keep tape clear of cloth.
113. Attach tube (50) to vacuum pump hose. Wrap end of tube with two layers of glass cloth (E132) (51). Secure cloth to tube with masking tape (E388) (52).
114. Place tube (50) on glass cloth (E132) (48). Wrap tube with sealing tape (E396) (52) where tube crosses border (49) of sealing tape (E396).
115. Press tube (50) against tape (49 and 52) to make an airtight seal. Check that glass cloth (51) on end of tube (50) is in direct contact with layer of glass cloth (48).
116. Cover area with polyvinyl sheet (E284) (53). Press sheet smoothly against tape (49) to make an airtight seal.
117. Start vacuum pump. Set pump for vacuum of about **30 inches Hg**.
118. Shut off pump. Vacuum shall not drop more than **5 inches Hg** in **5 minutes**. Reposition polyvinyl sheet (53) or add tape (E396) (49 or 52) as needed.
119. Start pump again. Maintain vacuum of at least **20 inches Hg** throughout adhesive cure.



**CAUTION**

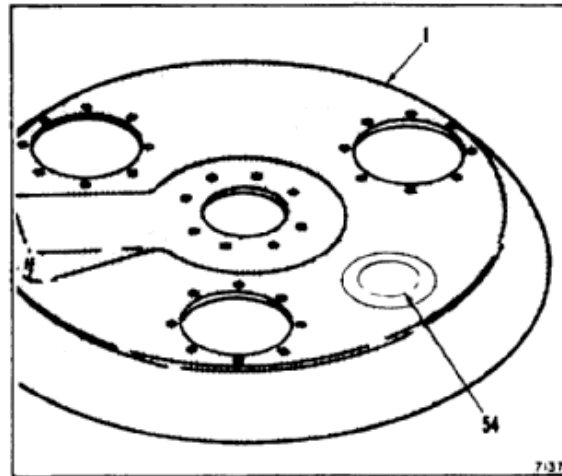
Do not exceed **160°F (71°C)** at surface of cover. Damage to cover can occur.

120. Cure adhesive at **140° - 160°F (60° - 71°C)** for **2 hours**. Use heat lamp. Monitor temperature with temperature indicating strips (E413).

**NOTE**

Serviceable cure can be achieved without heat at **70° - 80°F (21° - 27°C)** in **24 hours**. Vacuum may be removed after **2 hours**.

121. Turn off vacuum pump. Remove vacuum bagging materials.
122. Chamfer circumference of fiberglass laminate patch (54). Fair adhesive squeezeout to cover (1) if needed. Use abrasive paper (E7).

**INSPECT****FOLLOW-ON MAINTENANCE:**

Refinish repaired area (Task 5-82).

END OF TASK

5-774

## INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

Aircraft Mechanic's Tool Kit, NSN 5180-00-323-4692  
Torque Wrench, 30 to 150 Inch-Pounds

**Materials:**

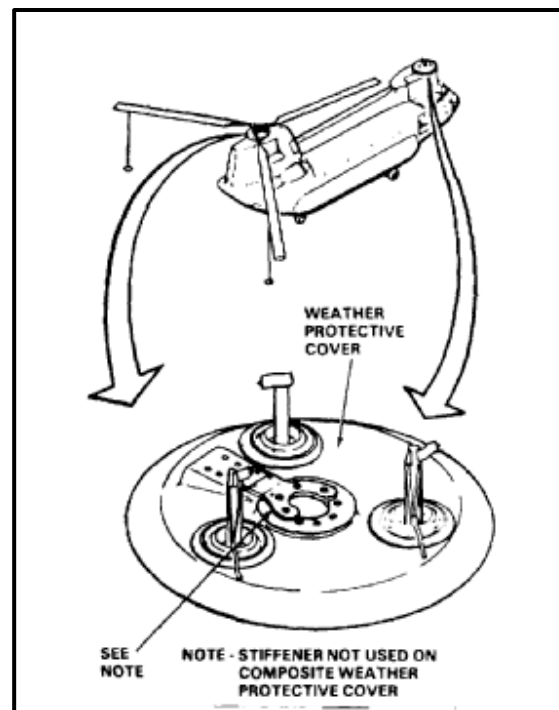
Toluene (E423)  
Twine (E433) or Straps (E374)  
Sealant (E336)  
Cloth (E120)  
Gloves (E186)

**Personnel Required:**

Medium Helicopter Repairer (2)  
Inspector

**References:**

TM 55-1520-240-23P

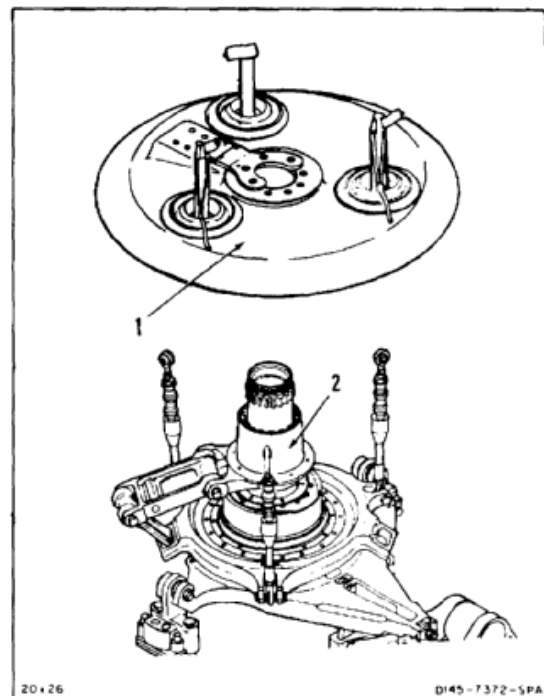
**WARNING**

Toluene (E423) can form toxic vapors if exposed to flame. Use in well-ventilated area, away from open flame. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

**NOTE**

Procedure is similar to install forward or aft weather-protective cover. Differences are noted in text.

1. Clean mating surfaces of weather-protective cover (1) and drive collar (2). Use cloth (E120) damp with toluene (E423). Wear gloves (E186).



2. Install weather-protective cover (1) as follows:
  - a. Position raised section (3) of cover (1) over drive arms (4).
  - b. Lower cover (1) slowly guiding three pitch links (5) through boots (6).

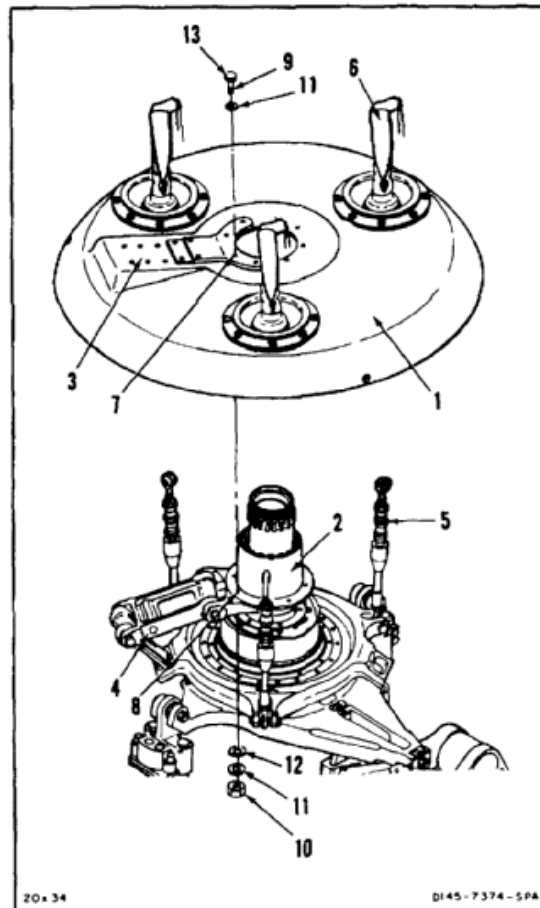
**NOTE**

Holes are not equally spaced.

- c. Align holes (7) in cover (1) with holes (8) in drive collar (2).
- d. Install 8 bolts (9), 8 nuts (10), and 24 washers (11 and 12). Install bolts with head (13) up and one washer (11) under head. Torque bolts to **100 inch-pounds**.

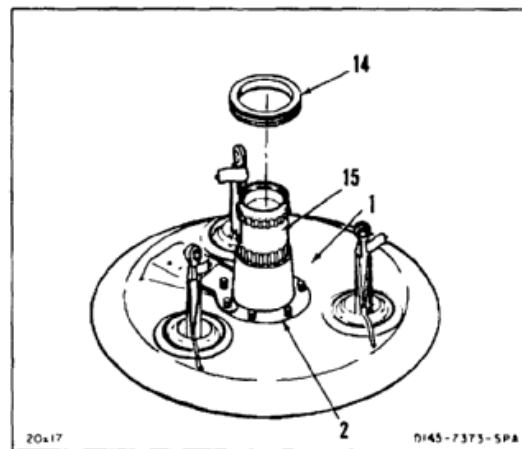
**WARNING**

Sealant (E336) can irritate skin and cause burns. Avoid contact with skin, eyes, and clothing. In case of contact, immediately flush skin or eyes with water for at least **15 minutes**. Get medical attention for eyes.

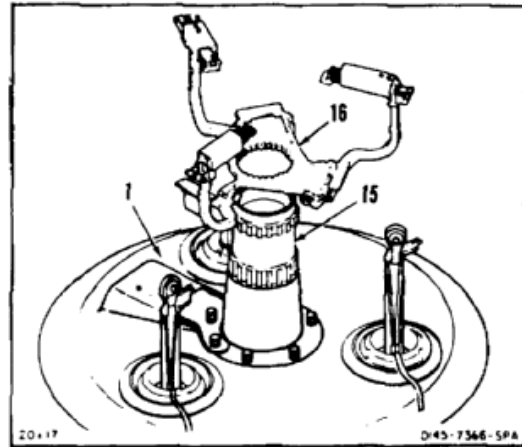
**NOTE**

Three rivets (formerly used for phasing) are installed on the outer rim of the weather-protective covers. If the word PHASING is stenciled on the cover, paint over with black lusterless paint (E215).

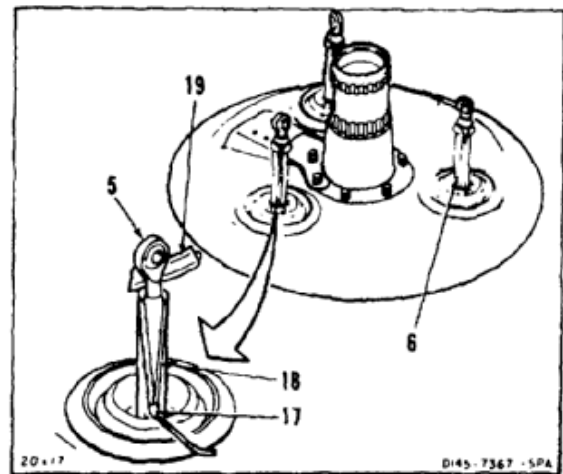
3. Apply sealant (E336) at junction of drive collar (2) and cover (1). Wear gloves (E186).
4. For forward cover (1) only, install spacer (14) on drive shaft (15). Then go to step 6.



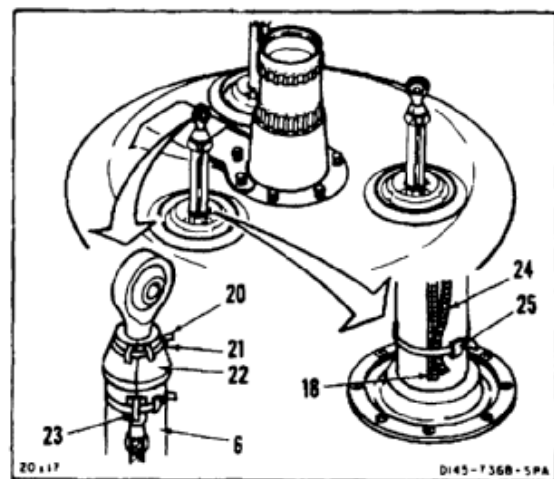
5. For aft cover (1) only, install centrifugal droop stop (16) on drive shaft (15).



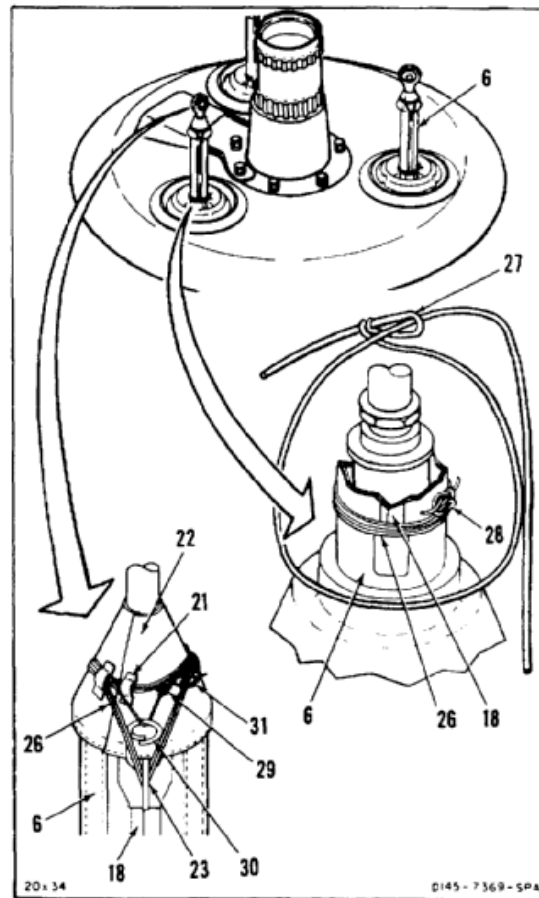
6. Pull tab (17) of interlocking slide fastener (zipper) (18) all the way up on three pitch link boots (6).
7. Close cones (19) around pitch links (5).



8. If using straps (E374) (20) secure three pitch link boots (6) as follows:
  - a. Install upper strap (E374) (20) through tabs on cones (19).
  - b. Install middle strap (E374) (20) through zipper slider (23).
  - c. Install lower strap (E374) (20) at bottom of zipper (18) over zipper pull (24).
  - d. Cut-off straps (20) **1/4 inch** from locks (25).



9. If using twine (E433) (26) secure three pitch link boots (6) as follows:
  - a. Cut six **24 inch** lengths of twine (E433) (26).
  - b. Tie a **1 inch** loop (27) **6 inches** from one end of twine (E433) (26) **24 inches** in length.
  - c. Pass long end of twine (E433) (26) around boot (6) at bottom of zipper (18), and through loop (27).
  - d. Pull twine (E433) (26) tight and wrap around boot (6) four times. Apply enough tension to prevent boot (6) from sliding.
  - e. Tie ends of twine (E433) (26) together with double square knot (28).
  - f. Cut off ends of twine (E433) (26) **1/4 inch** from knot (28).
  - g. Pass end of another **24 inch** length of twine (E433) (26) around cone (22) through loops (21) three times.
  - h. Pull ends of twine tight (E433) (26) and tie together with square knot (29).
  - i. Pass long end of twine (E433) (26) through tab (30) of zipper (18), then through loops (21) around cone (22).
  - j. Pass twine (E433) (26) down through zipper slider (23) and back through loops (21) around cone (22).
  - k. Pull ends of twine tight (E433) (26) and tie together with double square knot (31).
  - l. Cut off twine (E433) (26) **1/4 inch** from knot (31).
  - m. Repeat a through l for two remaining boots (6).

**INSPECT****FOLLOW-ON MAINTENANCE:**

- Rotary-wing head installed (Task 5-9).
- Rotary-wing blades installed (Task 5-84).
- Work platforms closed (Task 2-2).

END OF TASK

5-778



INITIAL SETUP

**Applicable Configurations:**

All

**Tools:**

None

**Materials:**

None

**Personnel Required:**

Medium Helicopter Repairer  
Army Rotary-Wing Aviator (2)

**References:**

TM 55-1520-240-10  
Task 5-94

**Equipment Conditions:**

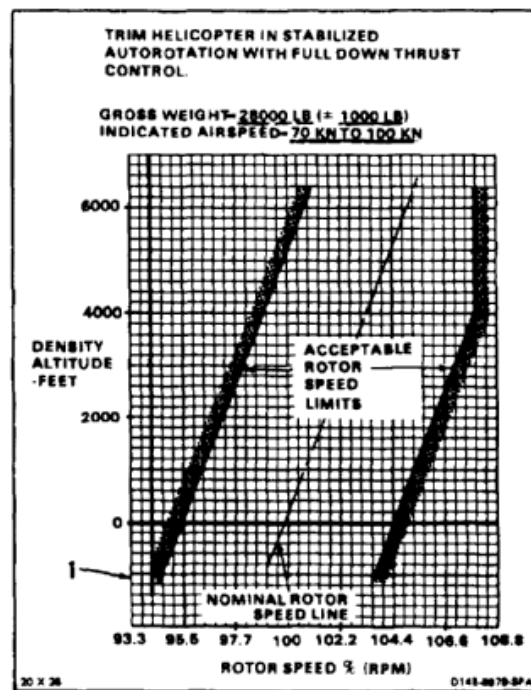
Helicopter In Level Flight (TM 55-1520-240-10)

1. Have pilot perform autorotation. Have him read ROTOR % RPM while passing through selected density altitudes (TM 55-1520-240-10).
2. Record density altitude and % RPM on Autorotational RPM Chart (1).

**NOTE**

% RPM on left side of acceptable range is low. % RPM on right side is high.

3. Have pilot land helicopter and stop engines (TM 55-1520-240-10).

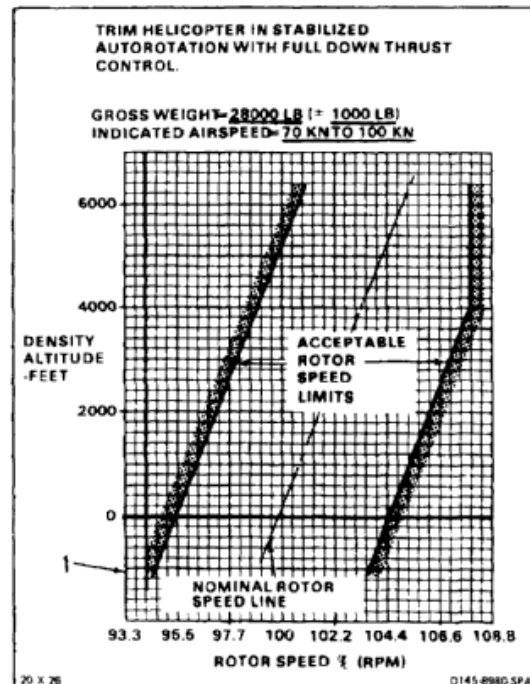


4. Enter chart (1) at density altitude (step 1). Follow line to % RPM. If % RPM is within limits, go to Follow-On Maintenance.
5. If % RPM is not within limits, figure pitch link adjustment as follows:
  - a. On chart (1), draw line parallel to nominal (desireable) rotor speed line from % RPM down to **0 density** altitude line.

**NOTE**

A five-mark adjustment of pitch link turnbuckle changes % RPM by about **1 percent**. Adjustment of one complete turn (35 marks) changes % RPM by about **6.5 percent**.

- b. Read % RPM at **0 density** altitude line. If % RPM is low, subtract from **100 percent**. If % RPM is high, subtract **100 percent** from % RPM.
  - c. Note difference from **100 percent** in step b. To reduce % RPM by **1 percent**, turn pitch links five marks toward +. To increase % RPM by **1 percent**, turn pitch links five marks towards -.
6. Adjust all six pitch links by equal amount as figured in step 5c. Shorten links if % RPM is low. Lengthen links if % RPM is high (Task 5-94).

**FOLLOW-ON MAINTENANCE:**

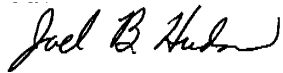
None

END OF TASK

5-780

By Order of the Secretary of the Army:

Official:



**JOEL B. HUDSON**  
Administrative Assistant to the  
Secretary of the Army  
0220708

**ERIC K. SHINSEKI**  
General, United States Army  
Chief of Staff

DISTRIBUTION:

To be distributed in accordance with Initial Distribution Number (IDN) 311199, requirements for TM 55-1520-240-23-4.

## ***These are the instructions for sending an electronic 2028***

The following format must be used if submitting an electronic 2028. The subject line must be exactly the same and all fields must be included; however only the following fields are mandatory: 1, 3, 4, 5, 6, 7, 8, 9, 10, 13, 15, 16, 17, and 27.

From: "Whomever" <whomever@wherever.army.mil>

To: 2028@redstone.army.mil

Subject: DA Form 2028

1. **From:** Joe Smith
2. **Unit:** home
3. **Address:** 4300 Park
4. **City:** Hometown
5. **St:** MO
6. **Zip:** 77777
7. **Date Sent:** 19-OCT-93
8. **Pub no:** 55-2840-229-23
9. **Pub Title:** TM
10. **Publication Date:** 04-JUL-85
11. **Change Number:** 7
12. **Submitter Rank:** MSG
13. **Submitter FName:** Joe
14. **Submitter MName:** T
15. **Submitter LName:** Smith
16. **Submitter Phone:** 123-123-1234
17. **Problem:** 1
18. **Page:** 2
19. **Paragraph:** 3
20. **Line:** 4
21. **NSN:** 5
22. **Reference:** 6
23. **Figure:** 7
24. **Table:** 8
25. **Item:** 9
26. **Total:** 123
27. **Text:**

This is the text for the problem below line 27.

<b>RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS</b>  <small>For use of this form, see AR 25-30; the proponent agency is ODISC4.</small>	Use Part II (reverse) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM)	DATE  <h2 style="text-align: center;">8/30/02</h2>
--	--	--

TO: (Forward to proponent of publication or form)(Include ZIP Code) Commander, U.S. Army Aviation and Missile Command ATTN: AMSAM-MMC-MA-NP Redstone Arsenal, AL 35898	FROM: (Activity and location)(Include ZIP Code) MSG, Jane Q. Doe 1234 Any Street Nowhere Town, AL 34565
---	--

**PART 1 - ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS**

PUBLICATION/FORM NUMBER <h3 style="text-align: center;">TM 9-1005-433-24</h3>	DATE <h3 style="text-align: center;">16 Sep 2002</h3>	TITLE Organizational, Direct Support, And General Support Maintenance Manual for Machine Gun, .50 Caliber M3P and M3P Machine Gun Electrical Test Set Used On Avenger Air Defense Weapon System
--	--	---

ITEM NO.	PAGE NO.	PARA-GRAPH	LINE NO. *	FIGURE NO.	TABLE NO.	RECOMMENDED CHANGES AND REASON
1	WP0005 PG 3		2			Test or Corrective Action column should identify a different WP number.

EXAMPLE

\* Reference to line numbers within the paragraph or subparagraph.

TYPED NAME, GRADE OR TITLE  <h3 style="text-align: center;">MSG, Jane Q. Doe, SFC</h3>	TELEPHONE EXCHANGE/ AUTOVON, PLUS EXTENSION  <h3 style="text-align: center;">788-1234</h3>	SIGNATURE
--	---	-----------

<b>TO:</b> (Forward direct to addressee listed in publication) Commander, U.S. Army Aviation and Missile Command ATTN: AMSAM-MMC-MA-NP Redstone Arsenal, AL 35898	<b>FROM:</b> (Activity and location) (Include ZIP Code) MSG, Jane Q. Doe 1234 Any Street Nowhere Town, AL 34565	<b>DATE</b> 8/30/02
--	--	------------------------

**PART II - REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS**

PUBLICATION NUMBER			DATE	TITLE				
PAGE NO.	COLM NO.	LINE NO.	NATIONAL STOCK NUMBER	REFERENCE NO.	FIGURE NO.	ITEM NO.	TOTAL NO. OF MAJOR ITEMS SUPPORTED	RECOMMENDED ACTION

**PART III - REMARKS** (Any general remarks, corrections, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)

**EXAMPLE**

TYPED NAME, GRADE OR TITLE MSG, Jane Q. Doe, SFC	TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION 788-1234	SIGNATURE
---	--	-----------

<b>RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS</b> For use of this form, see AR 25-30; the proponent agency is ODISC4.						Use Part II (reverse) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM)	DATE
TO: (Forward to proponent of publication or form)(Include ZIP Code) Commander, U.S. Army Aviation and Missile Command ATTN: AMSAM-MMC-MA-NP Redstone Arsenal, AL 35898						FROM: (Activity and location)(Include ZIP Code)	
<b>PART 1 - ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS</b>							
PUBLICATION/FORM NUMBER						DATE	TITLE
ITEM NO.	PAGE NO.	PARA-GRAPH	LINE NO. *	FIGURE NO.	TABLE NO.	RECOMMENDED CHANGES AND REASON	
<i>* Reference to line numbers within the paragraph or subparagraph.</i>							
TYPED NAME, GRADE OR TITLE						TELEPHONE EXCHANGE/ AUTOVON, PLUS EXTENSION	SIGNATURE

<b>TO:</b> (Forward direct to addressee listed in publication) Commander, U.S. Army Aviation and Missile Command ATTN: AMSAM-MMC-MA-NP Redstone Arsenal, AL 35898	<b>FROM:</b> (Activity and location) (Include ZIP Code)	<b>DATE</b>
--	---	-------------

**PART II - REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS**

PUBLICATION NUMBER			DATE	TITLE				
PAGE NO.	COLM NO.	LINE NO.	NATIONAL STOCK NUMBER	REFERENCE NO.	FIGURE NO.	ITEM NO.	TOTAL NO. OF MAJOR ITEMS SUPPORTED	RECOMMENDED ACTION

**PART III - REMARKS** (Any general remarks or recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)

--

TYPED NAME, GRADE OR TITLE	TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION	SIGNATURE
----------------------------	--	-----------



## The Metric System and Equivalents

### Linear Measure

1 centimeter = 10 millimeters = .39 inch  
 1 decimeter = 10 centimeters = 3.94 inches  
 1 meter = 10 decimeters = 39.37 inches  
 1 dekameter = 10 meters = 32.8 feet  
 1 hectometer = 10 dekameters = 328.08 feet  
 1 kilometer = 10 hectometers = 3,280.8 feet

### Weights

1 centigram = 10 milligrams = .15 grain  
 1 decigram = 10 centigrams = 1.54 grains  
 1 gram = 10 decigrams = .035 ounce  
 1 decagram = 10 grams = .35 ounce  
 1 hectogram = 10 decagrams = 3.52 ounces  
 1 kilogram = 10 hectograms = 2.2 pounds  
 1 quintal = 100 kilograms = 220.46 pounds  
 1 metric ton = 10 quintals = 1.1 short tons

### Liquid Measure

1 centiliter = 10 milliliters = .34 fl. ounce  
 1 deciliter = 10 centiliters = 3.38 fl. ounces  
 1 liter = 10 deciliters = 33.81 fl. ounces  
 1 dekaliter = 10 liters = 2.64 gallons  
 1 hectoliter = 10 dekaliters = 26.42 gallons  
 1 kiloliter = 10 hectoliters = 264.18 gallons

### Square Measure

1 sq. centimeter = 100 sq. millimeters = .155 sq. inch  
 1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches  
 1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feet  
 1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet  
 1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres  
 1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

### Cubic Measure

1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch  
 1 cu. decimeter = 1000 cu. centimeters = 61.02 cu. inches  
 1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

## Approximate Conversion Factors

To change	To	Multiply by	To change	To	Multiply by
inches	centimeters	2.540	ounce-inches	Newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.609	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	square feet	10.764
square miles	square kilometers	2.590	square meters	square yards	1.196
acres	square hectometers	.405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29.573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.907	kilograms	pounds	2.205
pound-feet	Newton-meters	1.356	metric tons	short tons	1.102
pound-inches	Newton-meters	.11296			

## Temperature (Exact)

F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	C
---	------------------------	----------------------------	---------------------	---

