

**CAUTION**

Do not attempt to install grip using thermal expansion of the grip. The grip must be installed using hand pressure at ambient temperatures.

**NOTE**

Fill grip cavity with grease (C129) prior to assembly. Be careful to avoid getting grease in sealant and on grip threads.

k. Torque adapter nut **500 TO 600** inch-pounds. To overcome resistance of the assembly to seating properly, the adapter nut (22) must be torqued, backed off and torqued again.

l. Install washer (35) lockplates (2), washers (3), and screw (4) on grip (1), shear flange into notch of nut (22). Lockwire (C155) in position.

**NOTE**

The new steel tail rotor grip is physically different from aluminum grip in the lock-plate mounting area. A larger screw (4) and an additional washer (35) are required to build up lockplate (2) to the level that will allow locking with nut. The following parts will be utilized.

**NOMENCLATURE**

**P/N**

SCREW	AN 502-10-8 (ALTERNATE AN 502-10-10)
WASHER	AN 960-10 (ALTERNATE AN960C10)

**NOTE**

Minimum clearance between the lockplate and the yoke assembly is 0.0625 inches. Metal may be ground from the tab side of lockplate (2) to obtain clearance.

**NOTE**

If thrust cap will not take grease check for alignment of lubrication fitting in thrust cap (24) with groove in thrust washer (27).

m. Lubricate hub assembly at lubricant fittings on thrust caps (24) and grip assemblies (1) with grease (C129). Purge grips until grease is noted by-passing the inboard grip seal.

**NOTE**

Allow 48 hours for sealant applied in step j to air dry before using hub and blade assembly.