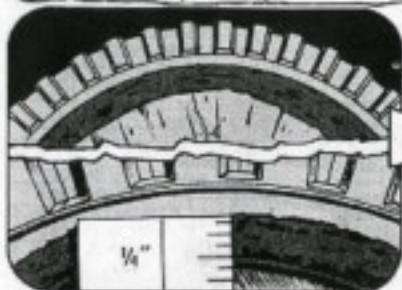


Add another coating of grease until you have a smooth-walled cylinder. The grease wall should be from 0.20 to 0.30 inch (1/4 inch) above the top of the splines.



Next, put one of the centering springs in the center of the drive-shaft while the coupling is standing on end. This way you won't ruin the grease wall.



Put a new O-ring, P/N 204-040-640-1, on the retainer. Then carefully coat the O-ring with the same packing grease so that the retainer will go back easy-like.



#### KEEP O-RING WHOLE

Put the retainer in the coupling, engaging the centering spring. Push gently with your thumbs until the O-ring is eased past the ends of the teeth on the outward face of the female coupling and it slides up the entry chamfer . . . steady as she goes.



Next, latch on to a tool such as a small screwdriver and clean the groove where the retainer lock-ring goes. Eye the area carefully for any O-ring slivers. 'Tis mighty important because if you find a rubber sliver it means that the O-ring is cut and you'll have to find the cause, fix it and put in a new one.



HOW COME? BECAUSE DURING NORMAL ENGINE SPEED THE GREASE IN THERE IS UNDER A BIG CENTRIFUGAL ACCELERATION PRESSURE. A DAMAGED O-RING WOULD LET THE GREASE SPRAY ALL OVER THE PLACE!



After you've wiped any excess grease off the outside of the coupling, make with the retainer lock-ring.

So much for the one coupling. You pack the other one the same way, sure 'nuff.

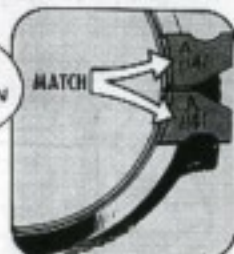


#### CLEAN UP

When you put the drive-shaft back in your beast, be sure to eye the grooves in the coupling clamp set. If they're dirty or have grease in them, make with your trusty rag . . . bright 'n' shiny will do the trick.



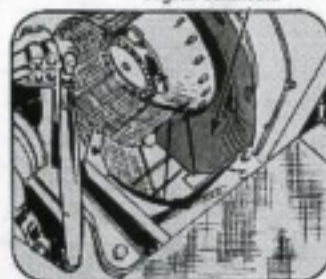
REMEMBER THAT EACH HALF OF A CLAMP SET IS MATCHED AND THEY WANT TO BE PUT ON WITH THE SERIAL NUMBERS LIKE THIS. IF YOU MIX THE CLAMPS YOU COULD WIND UP WITH A HIGH FREQUENCY - 'TAINT A HEALTHY SITUATION!'



Next, wipe off all dirt and grease that might be on the collective tube synchronized elevator tube engine bellmouth



intake screen 5th mount beam



With the cooling fins at the transmission end, ease the drive-shaft into place. Slide the face splines over each other. Be sure you don't compress the shaft more than necessary or you'll force grease out around the micaite seal rings.

