



FULLY PACKED COUPLINGS

The tail rotor drive shaft flexible couplings get hand packed with grease every 500 hours and any time you change a drive shaft bearing. The 42-degree and 90-degree gear box quill couplings get the same treatment.

When disconnecting a drive shaft, take off both V-bands and remove the shaft from the bird. If you leave one end of a shaft hooked up, grease in the connected end will be forced out of place. You'll have a dry spot on the splines. That's no way to keep your baby lubed!

When you make with the hand action, cover the outer coupling with grease to an 0.12-in depth on top of the internal splines over the exposed full length.

Easy does it when you put the shafts back. Compress the coupling just enough to install it. Never use muscle on the shaft or you'll bottom out the coupling.

Bottoming the coupling pushes the grease off the splines, forcing it up past the seal, or even pushing out the seal.

Also, throttle jockeys should never use muscle on the vertical shaft located between the 42- and 90-degree gear box during their pre-flight. That shaft can bottom out, real easily and ruin the seal.

