c. Hold collective sleeve to one side. With 45° offset feeler gauge, measure gap between shoulder on pin and bearing (18) inner race. While holding collective sleeve in same position, measure gap on opposite side, if any. Add the two feeler gauge clearances and divide by two to determine thickness of shims (14) required. Prepare two shims to this dimension, equal to each other within 0.005 inch to provide 0.000 TO 0.002 inch pinch fit back side between bearing (18) and face of pin.

d. If more than 0.080 inch shimming is required at the pin per collective lever, remove levers and perform the following check for binding between the pin and collective sleeve bearing:

CAUTION

When collective levers PN 212-010-403-5 are installed, the first shim on the pivot pin should be 0.062 inch thick to prevent it from dropping into the groove around base of pivot pin. Any additional shim thickness required is then added after the 0.065 inch shim is installed.

(1) Assemble collective lever with spacer (13), bolt (11), washer (6) and nut (5). Install bolts (10) and washers (8) through rear of lever with trunnion (9) in place. Install washers (8) and nut (7). Torque nut (7) 50 inch-pounds. Torque nut (5) 150 inch-pounds.

(2) Place assembled collective levers on swashplate support at bushing location. Install bolt (15) without nuts, washer and shims. Hold collective levers to one side and measure gap between face of swashplate support bushing and face of collective lever at inner bearing race location Note this measurement and disassemble levers.

(3) Repeat installation instructions as stated in paragraph 5-73. The measurement in paragraph 5-73b should be the same as the measurement performed above. If the measurement in 5-73b is larger, binding exists between the collective lever pin and the collective sleeve bearing. Remove a small amount of cadmium plating from the pins with the abrasive cloth. Reinstall levers. More plating may need to be removed to achieve proper measurement.

e. Remove levers. Coat intend concave surfaces and ends of spacer (13) figure 5-40 with epoxy primer (C206). Install shims (14). Coat thru bolt (11) with corrosion prevention compound.

f. Reassemble levers (12) in accordance with steps a., b., c., and d. above.

f.1. Reinstall bolts (15), washers (4) (inboard) shims (16) if required, washers (4) (outboard), nuts (3).

g. Torque Self-Locking Nut (7) MS21042L4 to 70 inch-pounds.

h. Torque Self-Locking Nut (5) MS21042L6 to 190 inch-pounds.

i. Torque Self-Locking Nut (3) MS21042L8 to 410 inch-pounds.

j. Check collective sleeve bearing and liner assembly (18) for axial looseness at the collective lever pin. No axial looseness is permitted.

k. Reconnect collective pitch control tube (paragraph 7-91) and remove blocking material previously used (paragraph 5-70a).

NOTE

To prevent possible damage to the dust boot (2) during operation, a distance of 10.25 TO 10.75-inches must be maintained between the top of the boot and the lower surface of the damper support frame. Position of the collective sticks is not important while setting these dimensions.

l. Position boot (2, figure 5-34) down over flange at top of scissors and sleeve. If boot is split type, apply uniform coat of adhesive (C36) or equivalent on faying surfaces (joint of split) of boot. Form boot around mast while adhesive is wet. Position spacer (1) around mast, under top edge of boot secure top and bottom of boot with lockwire (C155). Apply a bead of sealant (C244) along split of boot (2) and around the top of spacer (l).

m. Install dampers and adapter (paragraph 5-56).

n. Install main rotor hub and blade assembly (paragraph 5-13).

o. Install stabilizer bar (paragraph 5-47).

p. Lubricate swashplate with grease (C129). Purge grease past seals to ensure lubrication. Refer to figure 1-1 for lubrication points.