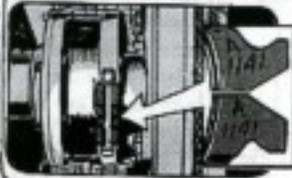


Snap the two clean, matched clamp sets in place at 90-degrees around the shaft from each other. The clamps should fit snugly and stay in place without the belts. When you put the bolts in and tighten the nuts evenly to 100-130 inch-pounds, be sure you keep an equal gap at the ends of the clamp set within 0.030 inch (1/32 inch).

CHECK FOR RIGHT GAP



NOW
MAKE THESE
CHECKS TO
FINISH TH' JOB.

CHECK FOR LEAKS

When your bird's back in operation and you pull the first Daily be sure you eye the drive-shaft area for excessive grease leakage, just like the organizational maintenance pub says.

If grease has sprayed all over the place check the clamps first-off. Grease from a damaged O-ring will first flow into the clean clamp due to centrifugal force. If this happens you put in another O-ring, sure 'nuff.

So-o-o... run your fingers under the clamps at the fifth mount beam. No grease? Good show!



Next, wipe the inside surface of the collective and synchronized elevator control tubes. Still no grease? You've got it made!



Finally, eye the engine screen in line with the clamps. Dry as a bone? You've arrived, man! You've got savvy and a knack for packing grease.

