

# Snap Rings a Snap

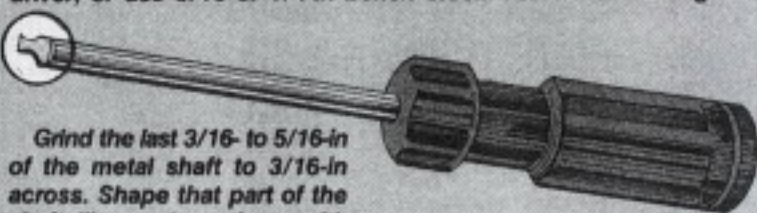
Dear Editor,

It's a pain to remove the spiral retaining rings on UH-1 and AH-1 tail rotor drive shaft and gearbox couplings using a knife blade, screwdriver or awl, like it says in TM 55-1500-204-25/1.

We spend lots of time getting the rings out and scratch the coupling's cover plate and jab our hands.

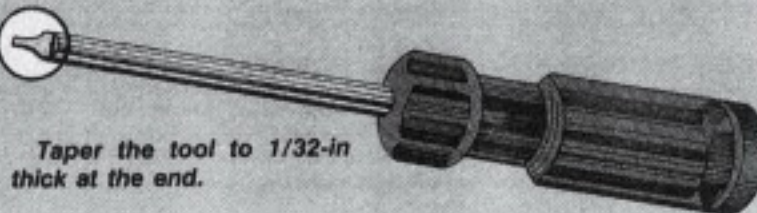
I've designed a tool that makes it a snap to remove the ring. It's safer to use, too.

You can salvage a broken No. 2 Phillips, offset or standard screwdriver, or use 3/16 or 1/4-in bench stock 4-to-6 inches long.



Grind the last 3/16- to 5/16-in of the metal shaft to 3/16-in across. Shape that part of the shaft like an hourglass, with the middle 1/8-in wide.

Use a bench grinder or hand file to shape the tool head like so:



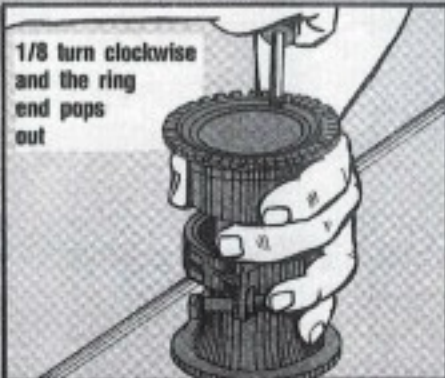
Taper the tool to 1/32-in thick at the end.

Put the tool's tip into the slot between the retaining ring's exposed tang end and the recessed groove, at right angles to the ring and coupling face.

Bear straight down on the tool, turning it clockwise about 1/8 turn.

The tang pops out and up, free from the groove. Complete the removal by grabbing the snap ring end and peeling it out. Be sure to hold the cover against the internal spring load.

Garry C. Waliczek  
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1/8 turn clockwise and the ring end pops out

(Editor's note: Thanks for making this job a snap!)