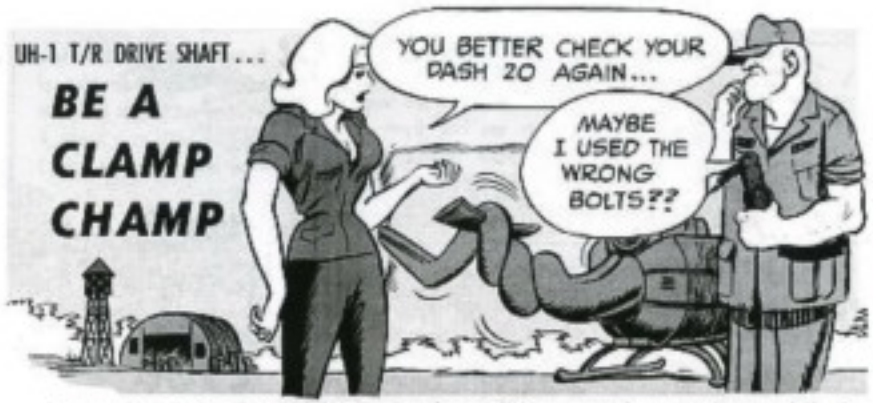
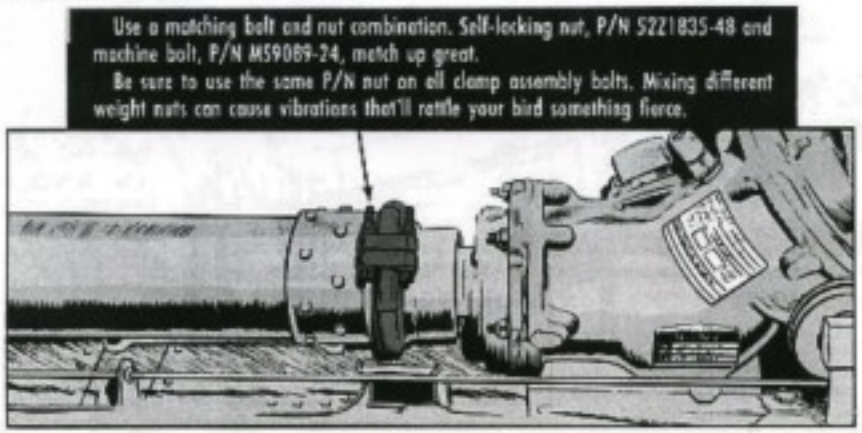


Every fling-wing knucklebuster has battled his temper boo-coo times while lining up and torquing down the clamp assemblies holding the Huey's tail rotor drive shaft.

A few PM tips will turn your sizzle to simmer and make you the **champion** clamp assembly man in your outfit. The pilot'll appreciate it, too!

Some clamps are steel, some aluminum, so start with metal-matching clamp assemblies. Now take a close look at the assembly. If one of the halves is busted, banged up, scarred, or cracked, get a complete clamp. Never use un-matched **clamp halves.**



You might get a **substitute** nut, P/N H22-4, from supply. If so, just don't use it on the same clamp with the 52Z1835-48 nut. No mocky-nicky nut/bolt deal allowed on any clamp, anytime, Podner.

With a copy of the --20 in your mitts, start working at the 90° tail rotor gear box and work toward the **transmission.** Starting on the tail rotor end means that the main rotor blades don't turn every time you put torque on the clamps . . . or when you turn the **shaft** 90° to add another clamp assembly.

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