

UH-1 T/R DRIVE SHAFT...

BE A CLAMP CHAMP



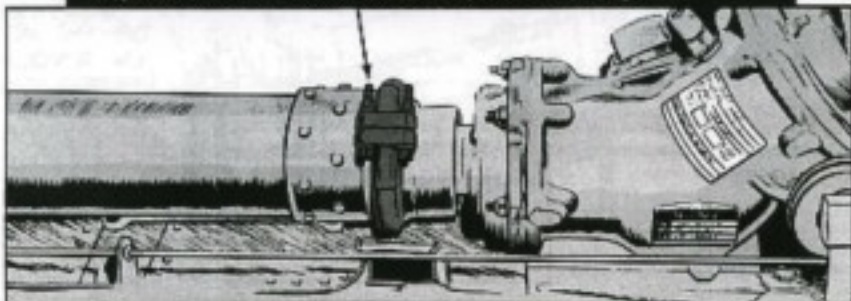
Every fling-wing knucklebuster has battled his temper boo-coo times while lining up and torquing down the clamp assemblies holding the Huey's tail rotor drive shaft.

A few PM tips will turn your sixxle 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.

Use a matching bolt and nut combination. Self-locking nut, P/N 52Z1835-48 and machine bolt, P/N M59089-24, match up great.

Be sure to use the same P/N nut on all clamp assembly bolts. Mixing different weight nuts can cause vibrations that'll rattle your bird something fierce.



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, Pudner.

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.