

DON'T PRY THE JET — P-U-L-L-E-A-S-E!



You wouldn't keep your Huey (UH-1) on the ground any longer than necessary when pulling a Preventive Maintenance Periodic, now would you? 'Course not.

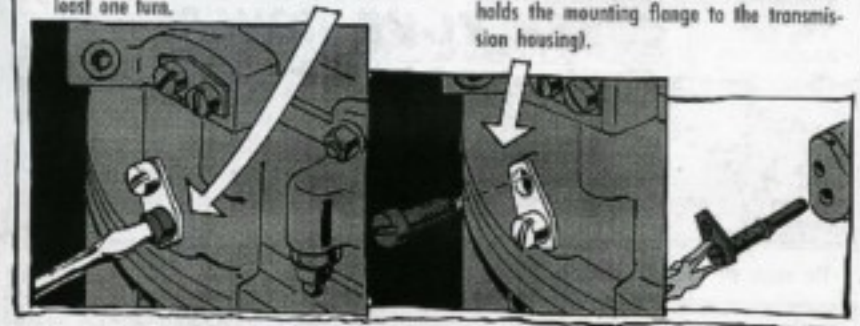
Yet that's what could happen if any of the transmission oil jets get busted because they're not pulled right when you take them out for cleaning. Getting replacements may take time.

Take the "D" Model. The removal poop on the oil jet is in Chap 2, Sect VII, Para 7-33 of TM 55-1520-210-20 (1 Oct 64). The operation to focus on is just after you cut the lock wire between the two screw heads.



You loosen the screw in the jet barrel at least one turn.

Take out only one screw (the one that holds the mounting flange to the transmission housing).



Remember that the jet flange and barrel are a one-piece deal. Taking out both screws and using a screwdriver behind the jet flange as a pry will snap-off the barrel inside the housing. Then you've really got your work cut out for you!

To prevent this type of revoltin' development, make with your duckbill pliers on the loosened screw in the barrel. Pull straight out and the jet will come out — in one piece.