



TIME FOR AN OIL CHANGE?

WHADDAYAMEAN
MEBBE WE SHOULD
CHANGE THE OIL IN
TH' GEAR BOXES?

TH' PM PERIODIC
ISN'T DUE YET!

?KOFF!

RIGHT ON!... BUT
THESE CONDITIONS
CALL FOR MORE
FREQUENT CHANGES!

?NAKE!

Let's face it, Huey mechs—the oil in the intermediate and tail rotor gear boxes is going to get dirty from ordinary wear. It shouldn't be black and gritty, tho.

Otherwise, high amounts of iron, aluminum and silicon (sand) in the oil are going to couse deep scratches and pitting on the rollers and inner races of bearings. Your gear boxes won't go the distance.

That's why the Preventive Maintenance Periodic checksheets call for changing the oil every 100 hours. Do it, man, and save the gear boxes!

When you're operating under extreme weather conditions and dirt or moisture is a real problem, eyeball the oil closely. If your oil gets dirty, get the OK from your maintenance officer to change more often than 100 hours.

Service your baby with the same type oil you used before. Use either MIL-L-23699 or MIL-L-7808 (7808 is for cold climates.) Mixing oils can contaminate the whole shebang.



42°
GEAR
BOX

CHECK GEAR BOXES OFTEN



90°
GEAR
BOX

To head off oil contamination when changing from MIL-L-7808 to MIL-L-23699 and vice versa, follow the servicing poop in TM 55-2840-229-24 (Apr 71) on the T53 engine. TM 55-1520-210-20 (Sep 71) has the changeover info for the gear boxes, transmission and rotor head.

Never use oil from previously opened cans. Who knows what junk got into them? Open up a new can, use what you need and get rid of what's left.

If you've been throwing out oil left in quart cans maybe you need smaller ones.

ASK FOR
THESE 8 OUNCE
CANS ...

NSN 9150-00-108-5359 MIL-L-7808

NSN 9150-00-180-6266 MIL-L-23699

?KOFF!