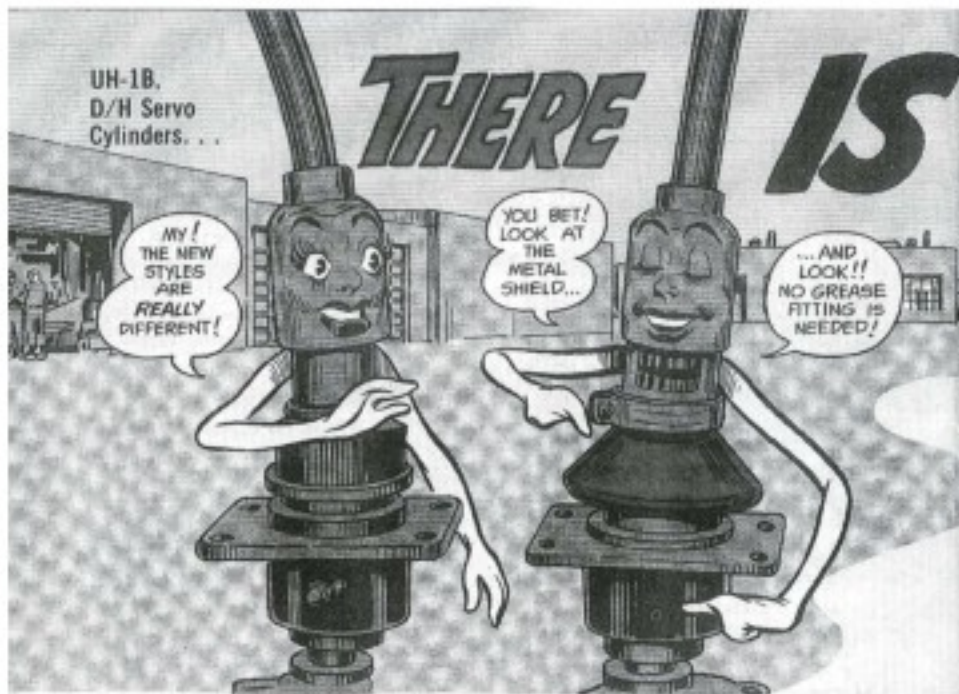


UH-1B.
D/H Servo
Cylinders. . .

THERE IS A DIFFERENCE!



MY!
THE NEW
STYLES
ARE
REALLY
DIFFERENT!

YOU BET!
LOOK AT
THE
METAL
SHIELD...

...AND
LOOK!!
NO GREASE
FITTING IS
NEEDED!



graphite provides a dry, solid, permanently-lubed bearing surface. So, no grease fitting is needed . . . grease could contaminate the works.

Also make sure the conical shield is snug against the retainer nut during cylinder assembly. Otherwise, you'll get increased bearing wear from dirt and other contaminants.

Aircraft parts get modified by support outfits. Sometimes, tho, it can be down-right confusing for troops to tell the difference between the old parts and the new ones.

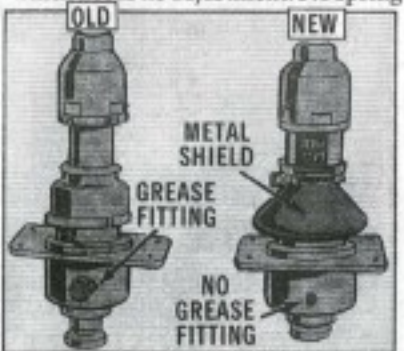
Take the new hydraulic servo cylinder, P/N 205-076-099-7, NSN 1650-00-148-9077. It replaces P/N 205-076-038-7, and prior uniball-type servo cylinders.

It's important to know the difference between the parts. The new part has a metal shield and no grease fitting. The old part has a grease fitting and rubber shield.

In using the old housing the grease hole is sealed with a plastic plug during modification. The problem is that some troops have taken out the plastic plug and put in a grease fitting,

figuring somebody at support goofed—not so!

The new cylinder has a bearing which needs no adjustment. No spring



scale torque check is needed. The bearing has a highly polished, ceramic inner surface moving against a carbon graphite outer race. The carbon