



PACK CROSSHEAD

Follow the Huey lube chart in the organizational maintenance pub to the letter when pulling the Periodic. Take the tail rotor crosshead, for example.

Clean out the old grease. While you're at it, eyeball the crosshead.

Any wear could mean the bearing is turning. To prevent that type of revoltin' development, you need the proper shim to give you a pinch fit between the retainer plate and the crosshead. That's the word in para 8-11 of the bird pub.

Hand pack the crosshead cavity with grease every PMP and you're in step with the lube chart.

Never overgrease the crosshead or the excess will enter the gearbox. The grease will discolor the oil, coat the chip detector plug and insulate it—leaving you without a warning system.

If you fly in a lot of rain, a little more lubrication may be needed at the crosshead fitting between PE's. No more than 2 shots with the gun, please!



IT'S UP TO YOU

Yessir-e-e-e, bird mechs, if you want to do right by your baby, go with the dry run. The manuals are put out for your use.

