

DEVELOP A KNUCK TO KEEP  
HUEY DRIVE-SHAFT COUPLINGS...

# FULLY PACKED!

YOU EVER NOTICE HOW SOME  
MECHANICS CUT THE MUSTARD WHEN IT  
COMES TO HAND-PACKING GREASE INTO A BIRD  
PART? 'COURSE YOU HAVE! SURE, THERE'S A  
KNUCK TO IT, BUT IT'S ONE THAT EVERY  
MECHANIC CAN DEVELOP WITH A LITTLE SAVVY  
AND ON-THE-JOB TRAINING.

AIR MOBILITY

USE THE  
RIGHT GREASE

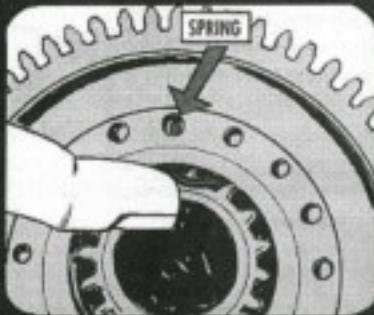
SO,  
WOT'S  
SAVVY?

SAY YOU'RE PULLING A PERIODIC  
ON A "HUEY" (UH-1D). ONE PEEK AT  
THE LUBE CHART IN TM 55-1520-210-20  
(1 OCT 64) TELLS YOU THAT THE TWO MAIN  
DRIVE-SHAFT COUPLINGS GET PACKED  
WITH GREASE, P/N 204-040-765-L FSN  
9150-082-2535 OR FSN 9150-823-7896.  
CHECKING THE PUB...  
THAT'S SAVVY!!

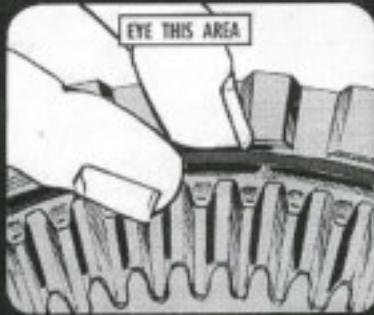
TO GET TO THE  
COUPLINGS YOU'RE  
GOINNA HAVE TO  
TAKE OUT THE  
DRIVE-SHAFT,  
CLEAN IT, AND  
INSPECT IT. MAKE  
WITH THE GREASE  
AND PUT IT BACK...  
MORE SAVVY.

THIS DRIVE-  
SHAFT  
MAINTENANCE  
POOP IS IN  
CHAP 2, SECT VII,  
PARA 7-5  
OF THE  
ORGANIZATIONAL  
MAINTENANCE  
PUB. SURE  
"NUFF."

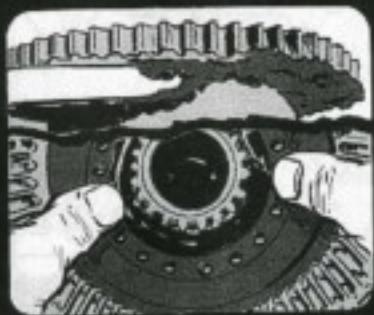
## PACK 'EM THIS-A-WAY



You can start with either coupling, check-  
ing first to see that the lock spring, P/N 204-  
040-183-1, is in one of the aligning holes  
and the nut, P/N 204-040-184-1, is tight  
and locked.

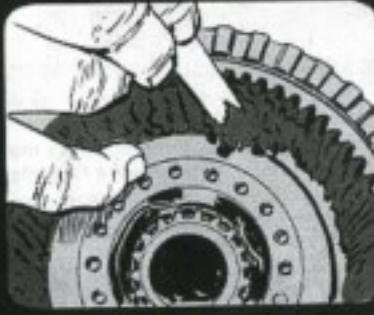


Next, run your fingers around the area  
where the new O-ring will make contact. Any  
bumps or sharp edges will cut the O-ring and  
give you a leak, so you have to get rid of  
them by using India stone, FF-214, fine or  
equivalent.



Reach for the grease can and put a layer  
on the bottom surface of the male coupling  
— like so.

Put the male coupling in the female, push-  
ing firmly until it bottoms.



Now, here's where QJT pays dividends. Put  
a solid coat of grease on the splines of the  
female coupling, using a spatula to work out  
all the air pockets.