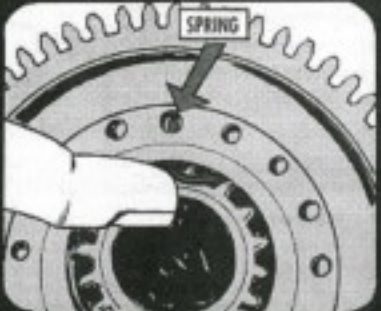


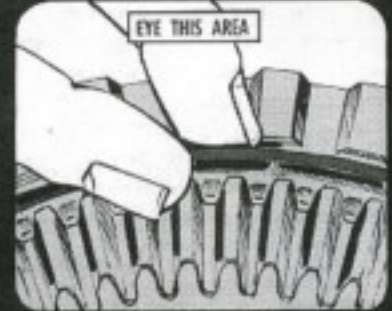
DEVELOP A KNACK TO KEEP HUEY DRIVE-SHAFT COUPLINGS... FULLY PACKED!



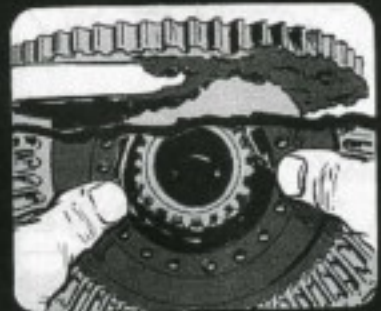
PACK 'EM THIS-A-WAY



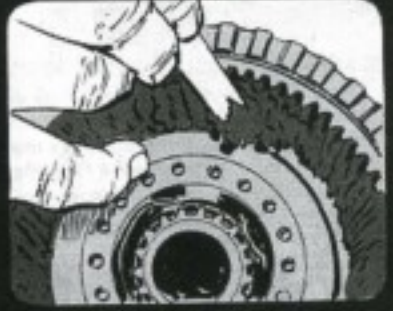
You can start with either coupling, checking first to see that the lock spring, P/N 204-040-183-1, is in one of the aligning holes and the nut, P/N 204-040-184-1, is tight and locked.



Next, run your fingers around the area where the new O-ring will make contact. Any burrs 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, pushing firmly until it bottoms.



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