

**TM 55-1520-210-23-1**

**5-71. Inspection - Collective Levers.** (Figure 5-41).

a. Inspect lever halves for cracks, nicks, scratches, dents and corrosive damage. Confirm existence of suspected cracks with a five power magnifying glass or by dye-penetrant inspection. If crack is suspected, refer to TM 1-1520-256-23, AVUM/AVIM nondestruction inspection procedures for UH-1 helicopter series.

b. Inspect bearing (1, figure 5-42) for corrosion, seal damage, cracked or broken races, freedom and smoothness of rotation and excessive wear. Maximum allowable play is **0.010** inch radial and **0.020** inch axial. If crack is suspected, refer to TM 1-1520-256-23, AVUM/AVIM nondestruction inspection procedures for UH-1 helicopter series.

c. Inspect bearing (18, figure 5-40) for corrosion, seal damage, cracked or broken races, freedom and smoothness of rotation and excessive wear. Maximum allowable play is **0.010** radial and **0.020** axial. Refer to Paragraph 5-78f and Paragraph 5-84d. If crack is suspected, refer to TM 1-1520-256-23, AVUM/AVIM nondestruction inspection procedures for UH-1 helicopter series.

d. Inspect for looseness between bearing (1, figure 5-42) and liner (2). Any detectable axial or radial play between bearing and liner requires replacement of bearing. If bearing is replaced because of excessive wear between bearing and liner, the liner will also be replaced.

e. Inspect for looseness between liner (2) and collective lever (3).

**NOTE**

**Inspection for radial play between pin (View A, figure 5-40) and bearing (18) can be done with lever partially installed or by temporarily fitting new bearing (18) on pin.**

f. Inspect for radial play between collective lever pin (view A, figure 5-40) and bearing (18). If any play is evident, replace pin.

g. Inspect spacer (13) for corrosion, damage, and wear. Spacer length shall be **4.525 TO 4.530** inches.

**5-72. Repair or Replacement - Collective Levers.**

**CAUTION**

**In all repairs, no more material should be removed than necessary to effect repair as described. Repair by grinding wheel, patching or plugging is not allowed.**

a. Repair corrosion or mechanical damage on levers within limits of figure 5-41. Polish out defects using abrasive cloth (C1). Treat repaired areas with chemical film (C62). Touch up repaired areas with two coats of epoxy primer (C206).

b. Replace lever if damage limits are exceeded or if any cracks are found.

c. (AVIM) -Replace bearing (1, figure 5-42) if wear exceeds limits or if damage described in paragraph 5-71b exists. Refer to TM 1-1500-204-23 series.

d. If bearing (1) is replaced due to excessive wear between bearing and liner, or if liner (2) has been segment staked more than three times (204-011-438-1 lever) replace liner as follows:

(1) Remove old liner (ring stake must be removed prior to removal of liner from lever).

(2) Seat new liner into lever (use C87 on fraying surfaces) and ring stake.

(3) Machine ID of new liner **1.1240 TO 1.1245** inch diameter prior to bearing installation.

(4) Minimum thickness of bearing seat flange shall not be less than **0.030** inch after machining.

(5) Segment stake (3 places) bearing into lever (204-011-438 lever only).

e. (AVIM) - Replace bearing (1) and liner (2) if any looseness exists between bearing and liner.

f. Replace collective lever (3) if any looseness exists between liner (2) and lever.

**CAUTION**

**Do not install PN 204 pins on PN 212 collective levers and PN 212 pins on PN 204 collective levers.**