

The tail rotor only twists thru a 12-degree angle during operation, which means a lot of grease in there is not being used. It can build up and harden like a rock. Then each time you purge the cavity with new grease the old grease won't budge so your grip bearings get short-changed. You know what that means—shorter bearing life . . . maybe a frozen bearing which doesn't make for a healthy situation!!



PURGE TAIL ROTOR GRIP BEARINGS

How do you purge the bearing cavity? Well, how about disconnecting the pitch change links on the next Periodic and rotating the tail rotor blades 360-degrees 3 or 4 times for a real purge job? That's savvy, man!

For any good purge job remember to make with the grease gun until you see or feel the old, dirty grease coming out.

Like, for example, be sure you make the finger test on the swashplate outer ring when you make with the grease gun. Then you know it's greased.

Remember to follow your lube charts to the letter, for example, "two shots only" at the tail rotor cross head will prevent excess MIL-G-25537 from going into the 90° gear box.