

The Caution in Para 2-264 of TM 55-1520-228-23 (Aug 78) says that if the mount shims are lost, depot realignment is needed. Guessing at the shim count won't hack it!

So, on a pylon isolation mount removal, be sure you mark the location of loose shims—left, right, front or rear. Then you can put them back in the right place.

Another area where the shim stack can get out of whack is on the oil cooler fan and tail rotor drive shaft assembly. Again, if you do not

WHAT HAPPENED T' SIMS?

DON'T WASTE YER SHIM-PATHY ON HIM--

--AFTER HE INSTALLED SHIMS ON CONNIE'S SHOE HE SUGGESTED CHECKIN' FOR CORRECT ALINEMENT-- AND...

know the exact shim thickness, Para 6-139 in the Kiowa pub says depot level maintenance is needed for correct shaft alinement.

When you remove the oil cooler fan, or a drive shaft hanger that takes shims, mark the shim locations—every time!



'Course, some shims are bonded to the airframe. When you remove a gear box from a Huey, for example, the shim stack probably won't get disturbed because it's bonded in place.

Shims bonded.. No problem!!

AHHH-- SOME-ONE TURNED TH' LIGHTS BACK ON--

BUT THEY'RE ALL SHIM-MERY!

