

USE TAG ON THOSE BEARINGS OR YOU'LL RUIN 'EM.

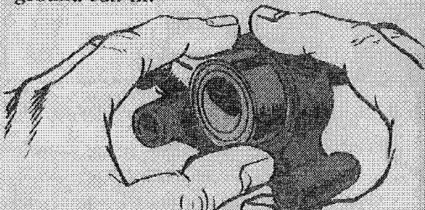
EASY DOES IT

Take the tail rotor drive shaft. When you're replacing a bearing due to loss of lubricant, indicated by roughness or seizure, you have to put the new one back just so. Otherwise, you'll ruin the bearing, collar, hanger—even the shaft.



Start with the largest shim and work your way down to the smaller shims, following the bearing fitting limits and the coupling bolt nut torque info in the pub.

That set-up will give you the right amount of shims so that the bearing will align properly with the shaft during the ground run-in.



Put the shaft in your bird according to the poop in Chap 7 of TM 55-1520-228-20 (Oct 70).

Shim the bearing into the hanger in your hand, before you put it on the shaft.

An improved hanger, FSN 3130-173-2303, is in the works. It has a stud and spring set up. No shims needed. An improved bearing, FSN 3110-168-1471, with a new seal is also in the works.

NO SOLVENT, PLEASE!

If, during inspections, you find that some lube has worked out of a drive-shaft bearing, don't sweat it. The bearing is probably OK. Never wipe off the excess from that permanently lubed bearing.

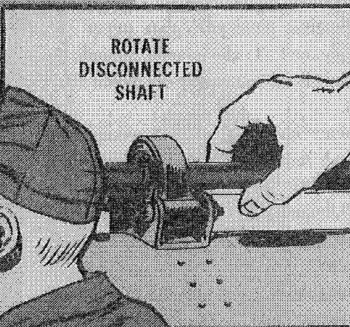
BEARING AND SHAFT ALIGNED?



The expelled grease acts as a seal so never use a water pressure spray on the bearing or hanger. Moisture under the bearing collar can corrode the drive shaft and ruin the bearing.

A good way to check an installed bearing is to disconnect and rotate the drive shaft by hand. If the rolling elements come to a definite stop—then jump, with a corresponding increase in roughness, the bearing has had it.

ROTATE DISCONNECTED SHAFT



You can make the same check on an uninstalled bearing by holding the inner race and slowly rotating the outer race.