


Save the Little GEMS



THERE'S YER PROBLEM, CONNIE!...

SEE? YER MISSING A SHIM ON THIS ONE!

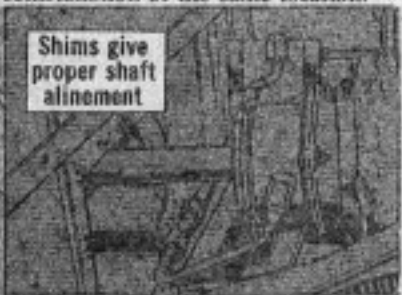
When it comes right down to a smooth-performing drive train on a chopper, it's the little shims that count.  You mechs must have the right count on any shim stack. Otherwise, some bird parts will get chewed up for real!



WISH HE'D PAY AS MUCH ATTENTION TO MY SHIMS!

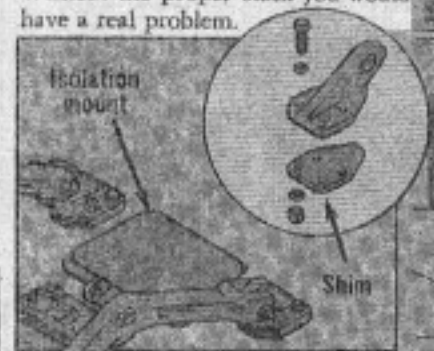
YEN-- SPEC SIMS CONSIDERS HIMSELF AN EXPERT ON SHIMMY CAUSES...

Take the shims under the pylon support fitting on an OH-58A/C, for example. On a transmission change, never disturb those bonded lightweight shims. The exact shim thickness was established to guarantee correct shaft alignment and prevent the short shaft from being chewed up. If the shims are not bonded, identify them for reinstallation at the same location.



Shims give proper shaft alignment

The same deal goes for the pylon isolation mount. Be extra careful that you do not knock off the shim stack. Without the proper stack you would have a real problem.



The isolation mount keeps the main rotor mast vertical. An offset mast will result in overheating the short shaft couplings, using up the grease and causing metal-to-metal contact. The result is failure of the short shaft...not a healthy situation!