

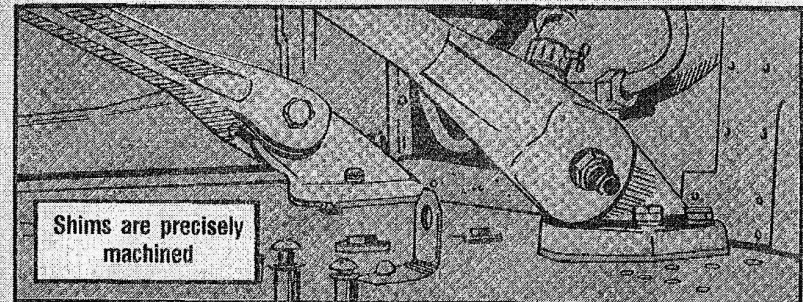


True, aircraft shims aren't very sexy—not even when they're well stacked. Admittedly, it's hard to get excited about them, which may be why they don't get the attention they deserve. But if you lose a shim—or can't remember which one goes where after you've removed an engine, transmission, pylon isolation mount or oil cooler mount—it could get embarrassing.

Worse yet, it could cost the Army big bucks. That's because your bird will need a complete fuselage alignment to determine the proper thickness of each shim replacement. That translates into special factory tooling by depot maintenance. It's the sort of mistake that could put you into the doghouse with your maintenance supervisor—permanently.

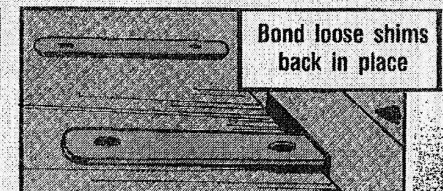
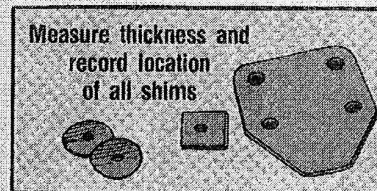
Losing or confusing shims is easy if you're not extra careful when removing power plant mounts and supports for maintenance. Shims are precisely

machined and bonded to the fuselage to provide the exact amount of cushion under each mount fitting so that all components are perfectly aligned.



The best way to avoid improper shimming is to measure the thickness of all shims and record their locations on DA Form 2408-15.

To keep from losing shims that vibrate loose, bond them back in place as soon



as you discover they're loose. Apply adhesive, NSN 8040-00-016-8662, around the outer edges of the shims to secure them. If they can't be rebonded to the fuselage right away, tag or mark them for positive identification and put them in a safe place.