

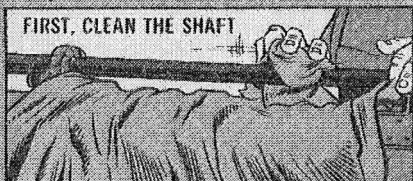


## OH-58A T/R DRIVE SHAFT CARE

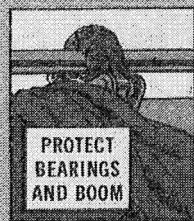
A rusty tail rotor drive shaft leads to pitting and corrosion—2 metal manglers that weaken the shaft. An extra sharp flex, rap or strain will kink the shaft PDQ.

Your new bird's exposed shaft is protected with 2 coats of clear lacquer. You have to give it the same same double-coat protection when you install a new one. Here's how.

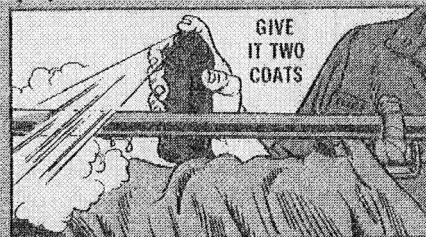
First the shaft gets a rubdown with naphtha or M.E.K. (Table I-1, TM 55-1520-228-20). Hold it! Air drying leaves uneven patches of this primer, so w-i-p-e it dry.



Lay the shaft on the hanger supports. Burton down the bearings and collars and cover 'em with masking tape. Protect the tail boom with a cloth or paper.



Put 2 coats of clear lacquer on the shaft. First coat dries to touch, but second coat gets a 48-hour drying spell. FSN 8010-515-2487 gets you a 16-oz spray can.



Finally, make sure the rubber collar to the shaft mating area is clean and dry and seal the rubber collar to the shaft with a light coat of RTV-732 adhesive compound, FSN 8040-902-3871 (3-oz tube). This keeps dirt 'n' dust from getting under the collar and grinding away the shaft.

Safety sense idea for the Daily: Add a PM check for rust—specially 'round the bearing collars—to your unit SOP.

