



# SERVICE INFORMATION LETTER

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SERVICE INFORMATION LETTER NO. 0084

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Date: December 19, 1978

Subject: Inspection, Pinion Shaft Run-Out

Model: F-28A, F-28C, 280, 280C

Effectivity: As Noted Below

Checking the run-out of the main rotor pinion shaft is not a normal service requirement, but there are times when field maintenance personnel wish to perform an inspection:

To perform an accurate check of the pinion shaft run-out with transmission and drive system installed, proceed as follows:

- a. Check that clutch is disengaged.
- b. Clamp a suitable dial indicator holding tool to the pylon. Ref. Picture A.
- c. Position pointer of indicator in the center of aft edge of upper pulley. Reference: Picture B.
- d. Zero indicator
- e. Turn main rotor blades in the direction of normal rotation and observe indicator for total indicated run-out. (T.I.R.) maximum allowed .009".

NOTE: Upper pulley should remain stationary with pinion shaft rotating in the clutch as blades are turned.

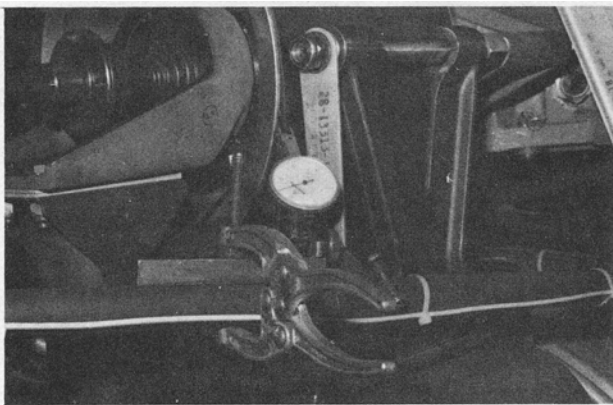
Check the following:

- a. Prior to installing clutch and pulley assembly onto pinion shaft, check condition of both faces of the inner race of clutch adjacent to the adapter in the transmission and the adapter in the upper jack strut bearing. Wear on the inner race of clutch or the adapters would indicate operation with a loose pinion shaft nut. These surfaces must be true.
- b. Check for foreign material including grease between the adapters and inner race of clutch.

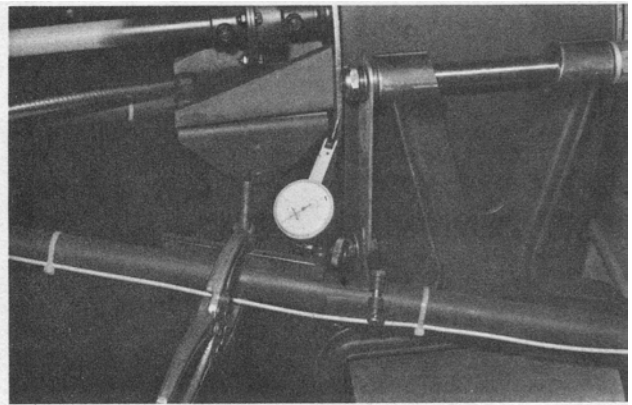
NOTE: When applying grease prior to installing clutch. Apply lubricant to bore of clutch and not the shaft.

- c. Proper torque of pinion nut (2000 inch lbs.).

If all external parts are in good condition and T.I.R. exceeds .009", than there may be internal damage and the factory should be notified.



A



B