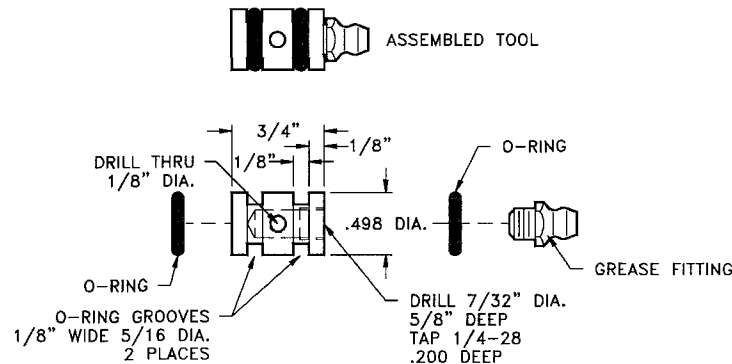


3. After the nut has been removed four or more times, it should be replaced with a new nut (part no. E00-3800). Torque to specs.
4. The elastomeric bearings are comprised of thin layers of rubber and metal sandwiched together. Inspect for signs of any delamination or separation. These bearings must be kept dry and free from grease, oil and solvents. Many factors determine how long the bearings will last, such as age, hours used, climate, etc. As the bearings deteriorate and the rubber loses its elasticity, the controls will lose smoothness, require more pressure to move, and may not completely return to their original position. If any question exists as to the condition of the bearings, the factory should be contacted.
5. Check tip weight bolts (part no. E00-2404) for tightness every 25 hours. It is not necessary to remove the end plug from the blade unless the bolts become loose.
6. A simple tool can be made to add grease to the aligner block bearings (part number E20-1220) as shown in the drawing below. This tool will enable you to grease the bearings with the blades removed and the aligner blocks in place on the blade straps. Make the tool from steel or aluminum. Using this tool at the 100 hour maintenance interval will allow you to increase the recommended change out time of the bearing from 100 hours to 200 hours or on condition.



Insert the tool into the bearing. Pump the grease until it visibly comes out of the bearing, purging out the old grease. Wipe away the excess grease, then rotate the inner race of the bearing (using a deep socket on the grease fitting) to spread the new grease and to make sure the bearing turns freely.

Removal of aligner block bearing (part no. E20-1220) is as follows:

- A. Remove the blades from the helicopter.
- B. Remove the aligner block bolts (part no. E00-2523). Loosen the adjustment bolt (part no. E00-2417) two to three turns counter clockwise and remove the aligner block assembly.
- C. Place in oven and heat to 225-250 degrees F. **CAUTION:** Do not exceed 300 degrees F.
- D. Place on a press and press out the bearing with light pressure. Do not back out the adjustment bolt more than 2 or 3 turns because of damage to aluminum block threads.
- E. Clean bearing hole in the aligner block with acetone.
- F. Clean the new bearing (part no. E20-1220) with acetone and prepare to reinstall bearing into aligner block.
- G. Place a small amount of Loctite on the outer race of the bearing with a Q-tip. Press the bearing into the block with light pressure, leaving the bearing protruding .050" from the face of the block. (Check for all thread bolt clearance of bearing.)
- H. Let the block assembly air cool. Then reinstall the block on the blade according to the directions in the Construction Manual.

**ADDITIONAL NOTES:** Check the lead-lag pin on the root end of the main rotor blades. If this pin is deformed and shows signs of the lead-lag bolts being over torqued, contact the factory for further information.