

CHAPTER 12

SERVICING

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CHAPTER 12

SERVICING

12-10 Main Rotor Gearbox**WARNING**

Refer to appropriate Material Safety Data Sheet (MSDS) and take necessary safety precautions when working in proximity to hazardous materials.

12-11 Servicing**NOTE**

Inspect main rotor gearbox and gearbox lubrication system for leaks when "top off" is required.

NOTE

Verify aircraft is on level ground when evaluating gearbox oil level.

A. Draining Fluid

1. Refer to Figure 12-1. Disconnect chip detector wiring, as required. Remove chip detector from housing.
2. Refer to Figure 12-2. Insert MT054-1 drain assembly into chip detector housing. Position drain hose overboard into a suitable drain container. Jam wedge between support panel stiffener and drain assembly fitting to open valve.

B. Adding Fluid

1. Install chip detector per Section 12-13, if removed.
2. Refer to Figure 12-1. Remove gearbox filler-plug. Fill gearbox with A257-22 lubricant to center of sight glass.
3. Rotate rotor system by hand for several revolutions and pull down on tail rotor gearbox several times. Check gearbox oil level and adjust level as required.
4. Install filler-plug and special torque plug per Section 20-33.
5. Run-up helicopter approximately five minutes at 60-70% RPM per R66 Pilot's Operating Handbook (POH) Section 4.
6. Check gearbox oil level, and adjust level per steps 2 thru 6 as required.

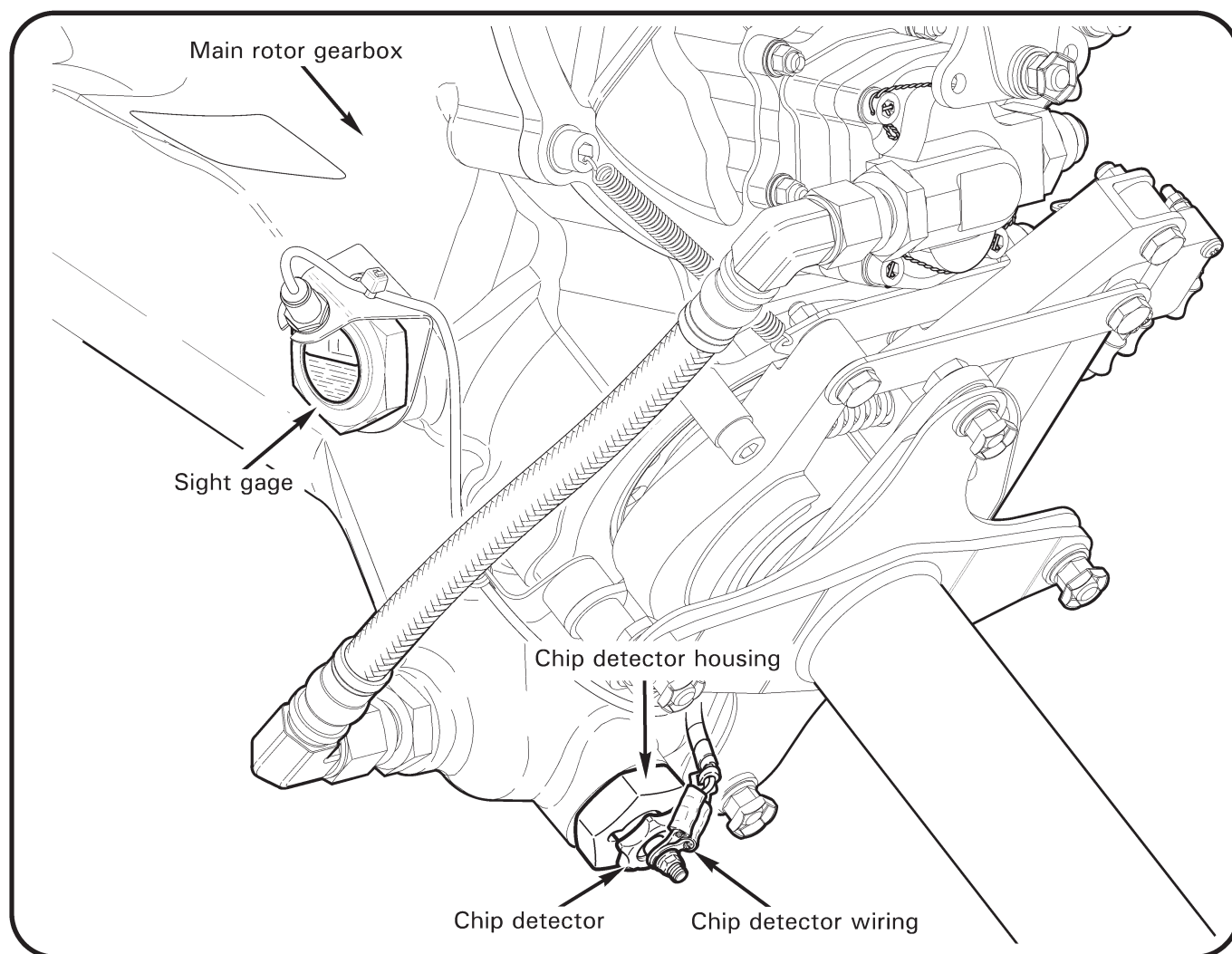
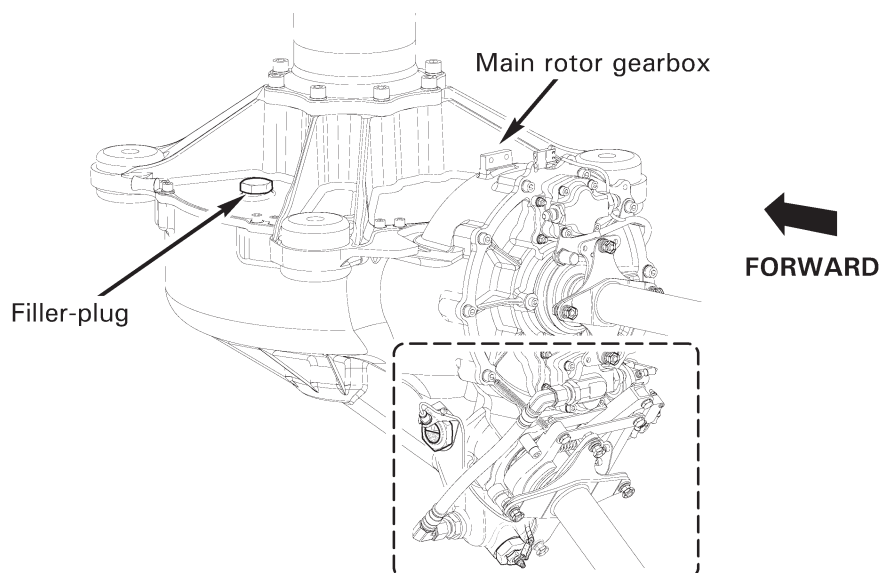


FIGURE 12-1 MAIN ROTOR GEARBOX SERVICING

12-12 Filter Replacement

NOTE

Replace main rotor gearbox oil every 600 hours. When replacing a filter after new or overhauled main rotor gearbox has accumulated 100 hours, replacing oil is not required.

1. Drain main rotor gearbox oil per § 12-11, if required.
2. Cut and discard safety wire securing bowl & indicator assembly to head assembly. Unscrew bowl and remove and discard element. Remove o-ring and back-up ring from head assembly.
3. Clean and dry bowl assembly; install new F651-3 seals kit and F651-2 element.
4. Hand-tighten bowl assembly until tight against head assembly. Install 0.032-inch diameter lockwire and safety bowl to head.
5. Service main rotor gearbox per § 12-11.

12-13 Chip Detector and Sight Gage

A. Removal

1. Refer to Figure 12-1. Disconnect chip detector wiring, as required. Remove chip detector from housing.

NOTE

Remove chip detector housing and inspect for obvious damage if housing leaks.

2. Drain main rotor gearbox oil per § 12-11, if removing chip detector housing or sight gage. Remove housing and/or gage as required.

B. Cleaning Chip Detector (and Housing)

1. Clean chip detector using a toothbrush and approved solvent (refer to § 20-70). Remove debris using compressed air or masking tape; do not use a magnet. Dry chip detector using compressed air or a lint-free cloth. Inspect condition.
2. Refer to Figure 12-1. Connect chip detector electrical wiring and special torque terminal nut per § 20-33. Turn battery switch on and ground detector's central magnetic probe to airframe. Verify appropriate CHIP warning segment illuminates. Turn battery switch off.

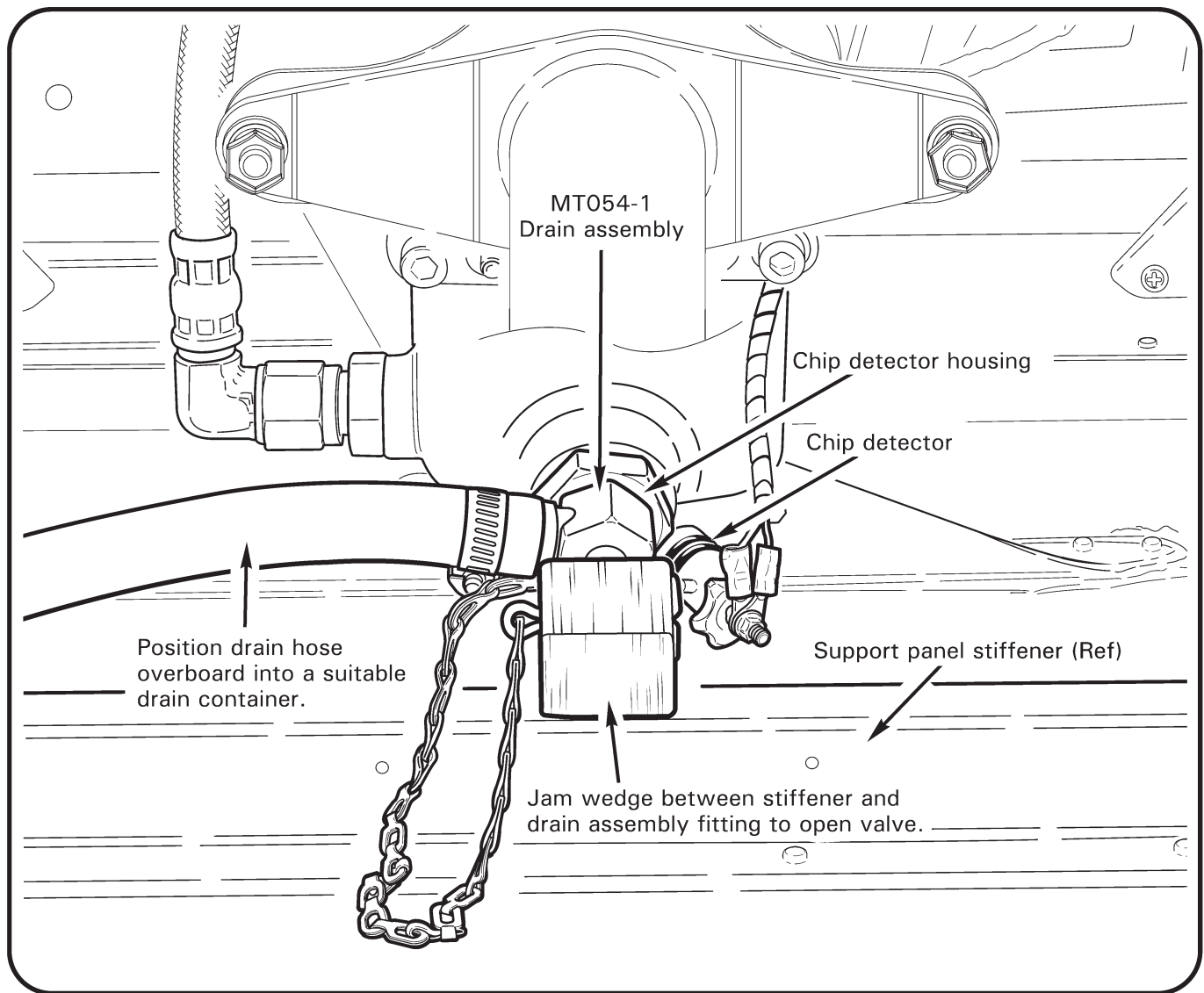
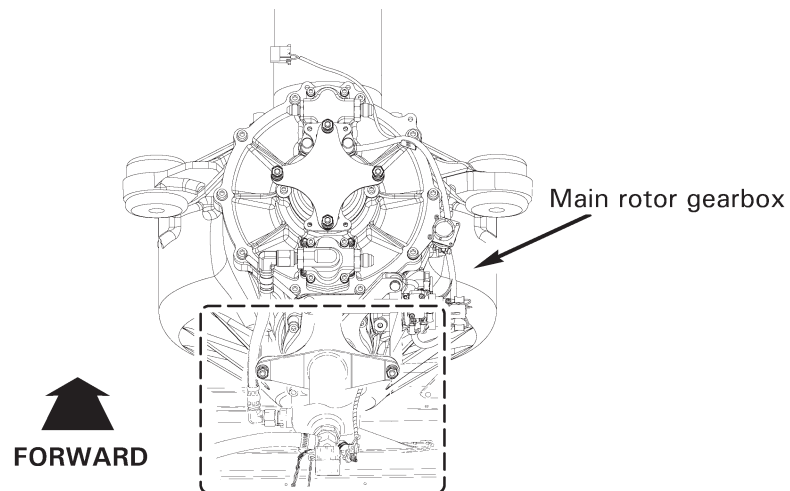


FIGURE 12-2 DRAINING MAIN ROTOR GEARBOX OIL

12-13 Chip Detector and Sight Gage (continued)**C. Installation**

1. Refer to Figure 12-1. Verify cleanliness and clarity of sight gage. As required, remove sight gage per Part A and clean with approved solvent per Section 20-70. Install sight gage and special torque per Section 20-33.
2. Verify cleanliness of chip detector and housing. As required, remove and clean chip detector and housing per Parts A and B. Install housing and special torque per Section 20-33. Install chip detector.
3. Turn BATTERY switch ON. Verify MR CHIP warning segment illuminates when test button is depressed. Turn BATTERY switch OFF.

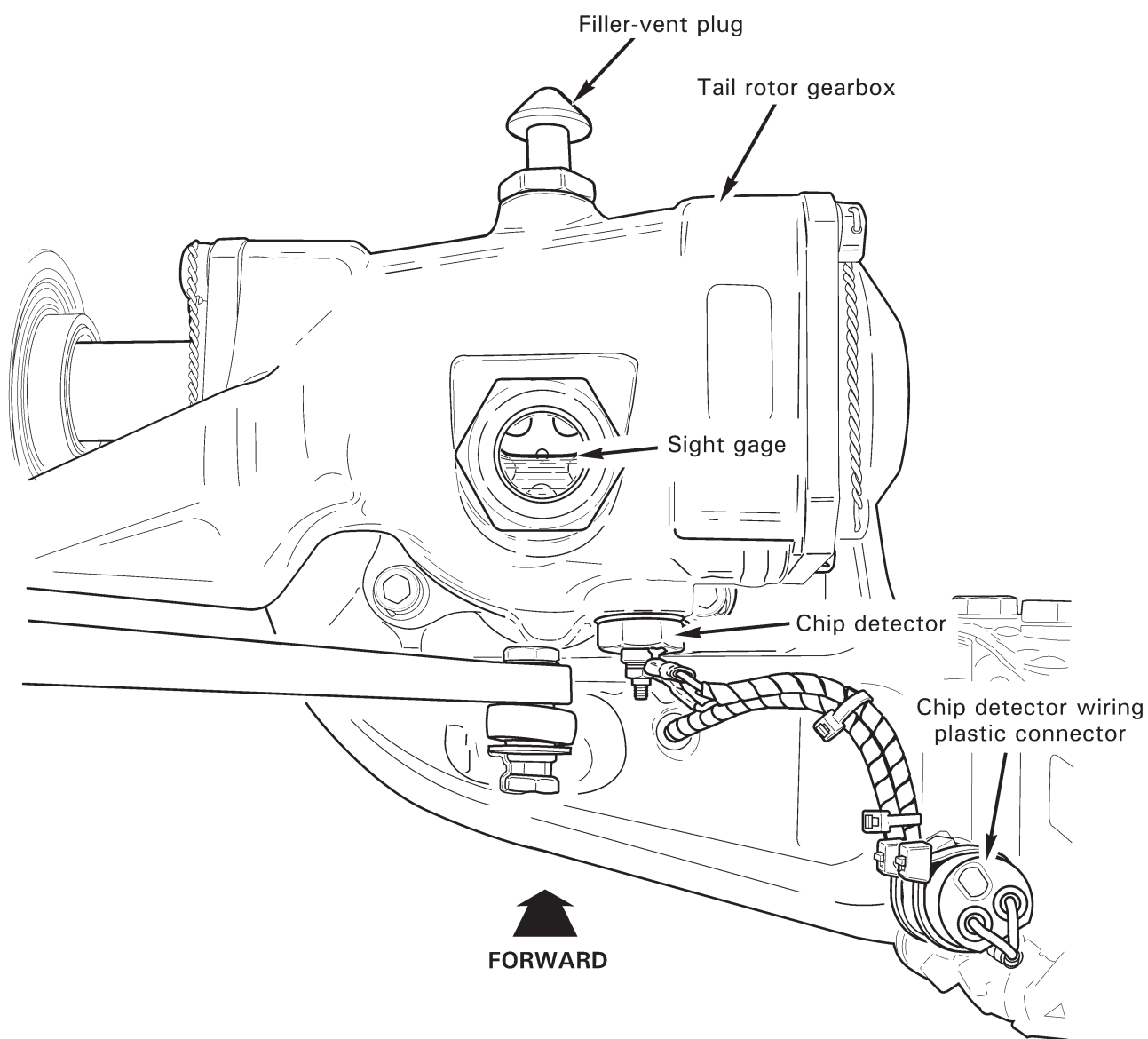


FIGURE 12-3 TAIL ROTOR GEARBOX

12-20 Tail Rotor Gearbox**WARNING**

Refer to appropriate Material Safety Data Sheet (MSDS) and take necessary safety precautions when working in proximity to hazardous materials.

12-21 Servicing**NOTE**

Inspect tail rotor gearbox for leaks when "top off" is required.

NOTE

Verify aircraft is on level ground when evaluating gearbox oil level.

A. Draining Fluid

1. Refer to Figure 12-3. Cut and discard ty-raps as required and disconnect chip detector wiring from airframe harness at connectors.
2. Place a suitable drain container under gearbox to catch oil, then remove chip detector.

B. Adding Fluid

1. Install chip detector per Section 12-22.
2. Refer to Figure 12-3. Remove filler-vent plug and fill gearbox with A257-22 lubricant to center of sight glass.
3. Install plug and special torque per Section 20-33.

12-22 Chip Detector and Sight Gage

A. Removal

1. Drain tail rotor gearbox oil per Section 12-21.
2. Remove sight gage, as required.

B. Cleaning Chip Detector

1. Clean chip detector per Section 12-13 Part B (main rotor gearbox).

C. Installation

1. Refer to Figure 12-3. Verify cleanliness and clarity of sight gage. As required, remove sight gage per Part A and clean with approved solvent per Section 20-70. Install sight gage and special torque per Section 20-33.
2. Verify cleanliness of chip detector. As required, clean chip detector per Section 12-13 Part B (main rotor gearbox). Install chip detector and special torque per Section 20-33.
3. Connect chip detector wiring and install ty-raps, as required. Cinch ty-raps until snug without over-tightening, and trim tips flush with heads.
4. Turn BATTERY switch ON. Verify TR CHIP warning segment illuminates when test button is depressed. Turn BATTERY switch OFF.
5. Service tail rotor gearbox per Section 12-21.

12-23 Drain and Flush

1. Drain tail rotor gearbox oil per Section 12-21.
2. Install chip detector and special torque per Section 20-33.
3. Remove filler-vent plug and add approximately five ounces of SAE30, SAE40, SAE50, or SAE20W50 straight mineral engine oil to gearbox. Install plug and special torque per Section 20-33.
4. Run-up helicopter approximately five minutes at 60-70% RPM per R66 Pilot's Operating Handbook (POH) Section 4.
5. Drain tail rotor gearbox oil (mineral oil) per Section 12-21.
6. Clean and install chip detector per Section 12-22 Parts B and C.

12-30 Hydraulic System**CAUTION**

Do not contaminate hydraulic fluid. Service hydraulic system with clean fluid from sealed containers, using clean tools.

WARNING

Review appropriate Safety Data Sheet (SDS) when working in proximity to hazardous materials. Specific recommendations for use of personal protective equipment are located in the SDS.

12-31 Servicing**A. Draining Fluid**

1. Perform drain and flush per § 12-33.

B. Adding Fluid**NOTE**

Inspect hydraulic system for leaks when "top off" is required.

1. Refer to Figure 12-4. Remove filler-vent plug. With system filled and bled, fill hydraulic reservoir to center of sight glass with new A257-15 fluid.
2. Install filler-vent plug and special torque per § 20-33.

12-32 Filter Replacement

1. Refer to Figure 12-4. Remove D516-1 cap and filter and visually inspect element for contaminants. If element is clear, proceed to step 2. If metal contamination is found, use a magnet to determine if metal is ferrous. If metal is ferrous, perform the following:
 - a. Install new filter per steps 2 thru 4.
 - b. After one flight-hour, remove filter and inspect for ferrous metal. If ferrous metal is found upon second inspection, replace hydraulic pump per § 67-50, then drain and flush hydraulic system per § 12-33.
2. Discard cap packing. Clean cap with approved solvent per § 20-70, and dry cap with compressed air or a lint-free cloth. Lubricate new packing with A257-15 fluid and install on cap.
3. Lubricate packing inside new filter with A257-15 fluid and install filter in reservoir. Install cap and special torque per § 20-33.
4. Service hydraulic reservoir per § 12-31.

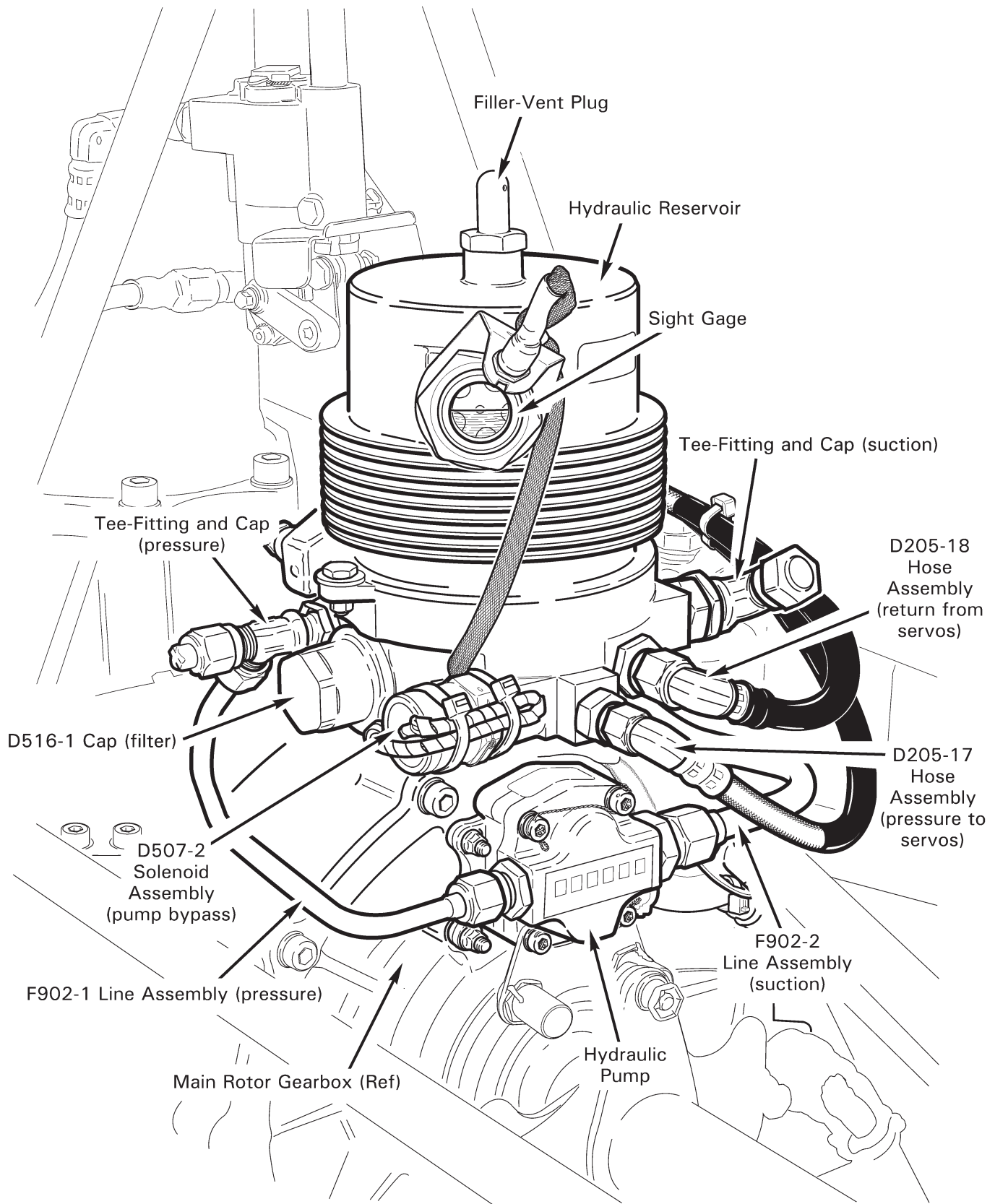


FIGURE 12-4 HYDRAULIC SYSTEM

12-33 Drain and Flush**NOTE**

Drain and flush hydraulic system if oil turns dark or emits bad odor.

WARNING

Keep limbs clear of flight controls when operating test pump. Hydraulic forces can cause injury.

1. Refer to Figure 12-4. Remove filler-vent plug. Place a suitable drain container under F902-1 (pressure) and F902-2 (suction) line assembly T-fittings, and remove caps. Pour small amount of new A257-15 fluid into hydraulic reservoir to purge suction line. Pressure line will drain in following step, when D516-1 cap is removed.
2. Replace filter per Section 12-32.
3. Connect MT384 (or equivalent) 0.8-1.2 gpm hydraulic test pump assembly to T-fittings. (Pressure and suction fittings are different sizes to ensure correct connection.)
4. Service hydraulic reservoir per Section 12-31.
5. Disconnect D205-18 hose assembly (return) from reservoir. Place line into drain container; cap union with a T-fitting cap.
6. Activate test pump and inspect hydraulic system for leaks.
7. Simultaneously fully raise collective and move cyclic fully forward then simultaneously fully lower collective and move cyclic fully aft. Monitor reservoir fluid level and fill as required. Repeat procedure until return line fluid is clean.
8. Simultaneously fully raise collective and move cyclic fully aft then simultaneously fully lower collective and move cyclic fully forward. Monitor reservoir fluid level and fill as required. Repeat procedure until return line fluid is clean.
9. Turn off test pump and disconnect equipment. Remove cap and connect hose assembly (return) to reservoir. Using back-up wrench, standard torque hose nut per Section 20-32 and torque stripe per Figure 5-1. Install caps on T-fittings, special torque caps per Section 20-33, and torque stripe per Figure 5-1.
10. Bleed hydraulic system per Section 12-34.
11. Remove cap and filter and visually inspect element for contaminants. If debris is found, repeat drain and flush procedure. If filter is clean, install filter & cap and special torque cap per Section 20-33.
12. Service hydraulic reservoir per Section 12-31.

12-34 Bleeding**WARNING**

**Keep limbs clear of flight controls when operating test pump.
Hydraulic forces can cause injury.**

1. Remove F902-1 (pressure) line assembly T-fitting cap. Connect MT384 (or equivalent) 0.8-1.2 gpm hydraulic test pump pressure line to T-fitting. (Pressure and suction fittings are different sizes to ensure correct connection.)
2. Remove filler-vent plug and cover hydraulic reservoir hole with finger to prevent fluid loss (until suction line is connected). Remove F902-2 (suction) line assembly T-fitting cap. Connect test pump suction line to T-fitting. Service reservoir with new A257-15 fluid, as required.
3. Activate test pump and inspect hydraulic system for leaks.
4. Simultaneously fully raise collective and move cyclic fully forward then simultaneously fully lower collective and move cyclic fully aft. Repeat procedure ten times.
5. Simultaneously fully raise collective and move cyclic fully aft then simultaneously fully lower collective and move cyclic fully forward. Repeat procedure ten times.
6. Turn off test pump and verify no leaks in hydraulic system.
7. Cover reservoir hole with finger (until suction line T-fitting is capped). Disconnect test pump suction line from suction line T-fitting and install cap.
8. Disconnect test pump pressure line from pressure line T-fitting and install cap. Special torque caps per Section 20-33 and torque stripe per Figure 5-1.
9. Service hydraulic reservoir per Section 12-31.

12-40 Fuel System

WARNING

Review appropriate Safety Data Sheet (SDS) when working in proximity to hazardous materials. Specific recommendations for use of personal protective equipment are located in the SDS.

WARNING

Always fuel helicopter in a well-ventilated area. No smoking within 100 feet of aircraft during fueling.

12-41 Fueling

NOTE

If helicopter is equipped with pressure fueling system, refer to R66 Pilot's Operating Handbook Section 9 Pressure Fueling Supplement for pressure refueling procedure.

1. Turn battery switch off.
2.
 - a. **Main Fuel System:** Ground helicopter and ground fuel vehicle. Open fueling cowl door and connect fuel vehicle ground cable to helicopter at location identified by decal.
 - b. **Auxiliary Fuel System:** Ground helicopter and ground fuel vehicle. Open baggage compartment door and connect fuel vehicle ground cable to aux fuel tank at location identified by decal.
3. Verify proper grade of aviation fuel. See R66 Pilot's Operating Handbook (POH) Section 2 for approved fuel grades and instructions for use of anti-ice additive.
4. Remove fuel cap and fuel helicopter as required.

NOTE

If auxiliary fuel system is installed, press QUANTITY button on aux fuel control panel for aux tank quantity, displayed on fuel quantity gage.

5.
 - a. **Main Fuel System:** Install fuel cap, remove grounding equipment, and close and secure cowl door.
 - b. **Auxiliary Fuel System:** Install fuel cap, remove grounding equipment, and close and secure baggage compartment door.

12-42 Defueling**A. Main Fuel System**

1. Remove engine cowling per § 53-21.
2. Turn battery switch off. Pull fuel valve control to Off position.
3. Disconnect B283-12 hose at engine and install cap on engine inlet fitting.
4. Position hose into a suitable, grounded drain container.

NOTE

If desired, perform low-fuel switch assembly check per § 28-22.

5. Push fuel valve control into On position and drain fuel; drain residual fuel via sump valve. Pull fuel valve control to Off position. Perform maintenance tasks as required.
6. Add minimum 5 gallons fuel per § 12-41. Push fuel valve control into On position until fuel flows thru hose without bubbles. Pull fuel valve control to Off position.
7. Remove cap from engine fuel inlet fitting. Connect B283-12 hose, special torque hose nut per § 20-33, and torque stripe per Figure 5-1.
8. Defuel engine as required per RR300 Series Operation and Maintenance Manual (OMM).

B. Auxiliary Fuel System

1. Turn battery switch off. Open baggage compartment door.
2. Release D205-35 (large tank; drain) or D205-37 (small tank; drain) hose assembly from tab. Position hose overboard into a suitable, grounded drain container.
3. Open locking drain valve and drain fuel as required.
4. Close drain valve and secure hose near drain valve at tab. Secure baggage compartment door.

NOTE

Alternately, and depending on projected operations and main fuel system quantity, fuel may be transferred from the auxiliary fuel tank to the main bladder using the auxiliary fuel pump (use of external power is recommended). After fuel transfer using pump method there will be some fuel remaining in auxiliary tank; to completely drain tank, use drain hose method described above.

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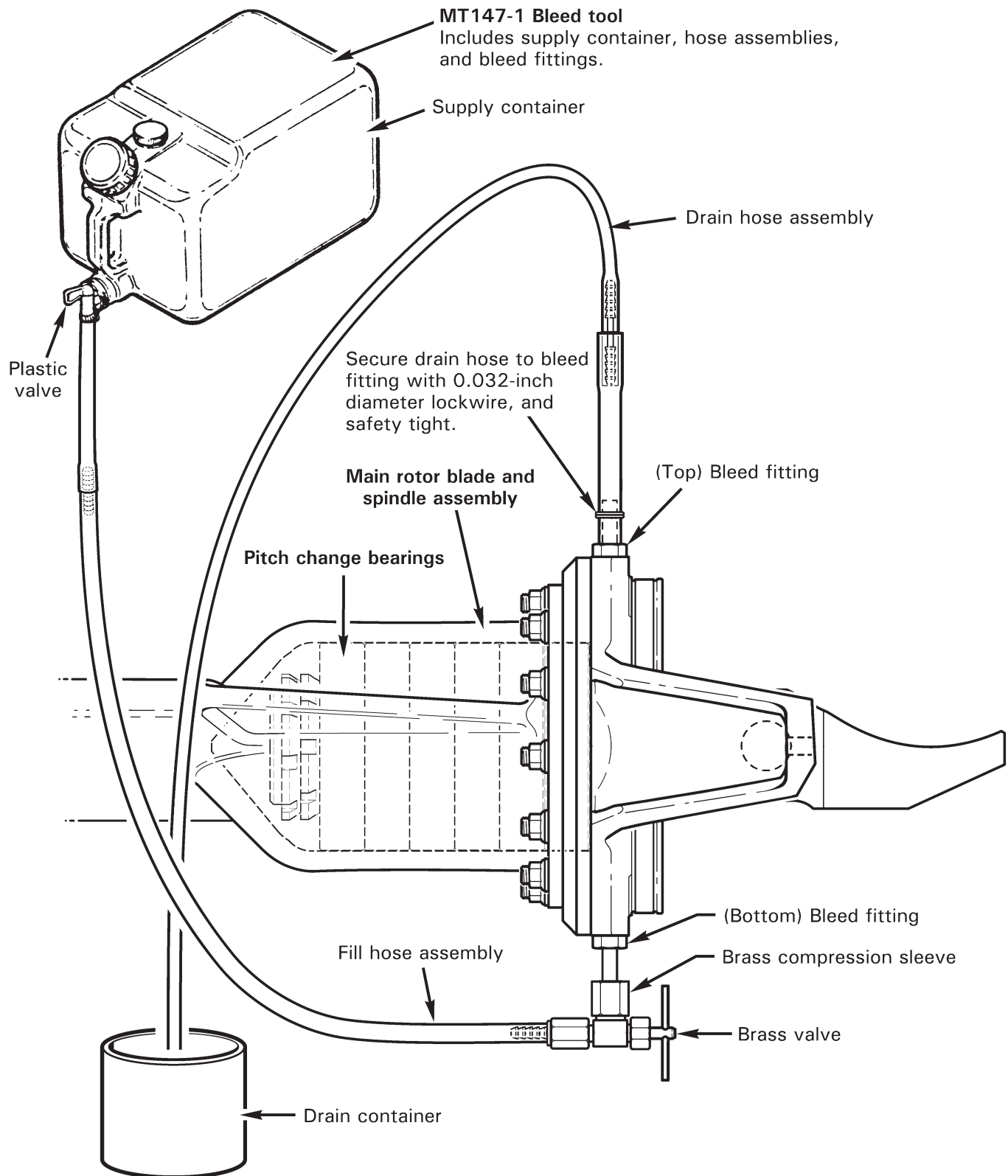


FIGURE 12-5 MAIN ROTOR BLADE PITCH BEARING HOUSING

12-50 Main Rotor Blades**WARNING**

Refer to appropriate Material Safety Data Sheet (MSDS) and take necessary safety precautions when working in proximity to hazardous materials.

12-51 Pitch Bearing Housing**NOTE**

MT147-1 Main rotor blade spindle air bleed tool includes supply container, hose assemblies, and bleed fittings.

A. Servicing

1. Remove main rotor blades per § 62-10.
2. Refer to Figure 12-5. Place a suitable drain container below main rotor blade spindle assembly. Remove two B289-2 bolts and drain fluid.
3. Install MT147-1 bleed tool fittings into ports. Attach drain hose assembly to (top) bleed fitting, secure with two wraps 0.032-inch diameter lockwire, and safety tight. Position drain hose into drain container.
4. Place supply container with sufficient A257-4 fluid approximately 3 feet above spindle. Route fill hose assembly into drain container and open brass valve. Open supply container plastic valve and purge air from hose. Close valves.
5. Connect brass valve to (bottom) bleed fitting by tightening brass compression sleeve.
6. Open valves and fill spindle housing until no air bubbles are visible in drain hose assembly. Massage spindle boot, "pitch" blade up & down, and raise blade tip up & down to remove trapped air.
7. Remove drain hose assembly and (top) bleed fitting, and install B289-2 bolt. Roll the blade over. After five minutes, inspect the boot for leaks. If no leaks are found, close valves, remove fill hose assembly brass valve and (bottom) bleed fitting, and install other bolt.
8. Torque B289-2 bolts per § 20-33 and torque stripe per Figure 5-1.
9. Repeat steps for opposite blade.

12-60 Engine Oil Servicing**A. Draining Fluid**

1. Remove engine cowling per § 53-21.
2. Place a suitable drain container below B289-2 bolt in bend of F723-1 line assembly, and below AS5169D04 (drain) fitting in F649-1 oil cooler assembly.
3. Remove line assembly bolt and oil cooler assembly (drain) fitting and drain oil.
4. Service the engine oil system per RR300 Series Operation and Maintenance Manual (OMM).

B. Adding Fluid**NOTE**

Do not contaminate engine oil. Service engine oil system with clean fluid from sealed containers, using clean tools.

NOTE

When servicing airframe oil tank, full oil quantity is six quarts; minimum quantity for takeoff is four quarts.

Six quart indication is top of knurled section of dipstick. Four quart indication is bottom of knurled section of dipstick or center of oil tank sight gage.

If shut down for more than 15 minutes, some oil may drain from oil tank to engine giving a false low oil quantity indication. If oil level appears low, turn igniter switch OFF and have a qualified person motor engine with starter for 30 seconds then re-check oil quantity.

1. Install B289-2 bolt in bend of F723-1 line assembly and special torque per § 20-33.
2. Install AS5169D04 (drain) fitting in F649-1 oil cooler assembly and special torque per § 20-33.
3. Install engine cowling per § 53-21.
4. Open access door, remove dipstick, and service airframe oil tank using approved turbine engine oil per R66 Pilot's Operating Handbook (POH) Section 8.
5. Install dipstick and close access door.
6. Perform engine test per RR300 Series Operation and Maintenance Manual (OMM) as required.

12-70 (Engine) Compressor Rinse and Wash**CAUTION**

See RR300 Series Operation and Maintenance Manual (OMM) requirements for compressor rinse and wash intervals.

CAUTION

Always perform compressor rinse or wash with sufficient clearance for possible rotor system rotation.

1. Remove engine cowling per § 53-21.
2. Open access door and remove (engine) compressor fluid-delivery tube cap.
3. Refer to RR300 Series Operation and Maintenance Manual (OMM) for equipment and material requirements. Operate compressor cleaning system per manufacturer's instructions.
4. Connect appropriate cleaning system hose to delivery tube.
5. Refer to RR300 Series OMM for compressor rinse and wash procedures.

To motor engine without ignition system:

- a. Release rotor brake.
 - b. Turn battery switch on.
 - c. Verify fuel cutoff pulled OFF. Verify igniter (key) switched OFF.
 - d. Verify area is clear.
 - e. Close throttle.
 - f. Push and release start button as required to maintain N1 speed for required interval.
6. Disconnect cleaning system hose from delivery tube. Install delivery tube cap and standard torque per § 20-32. Close access door.
 7. Refer to RR300 Series OMM for returning engine to service.

To perform ground run:

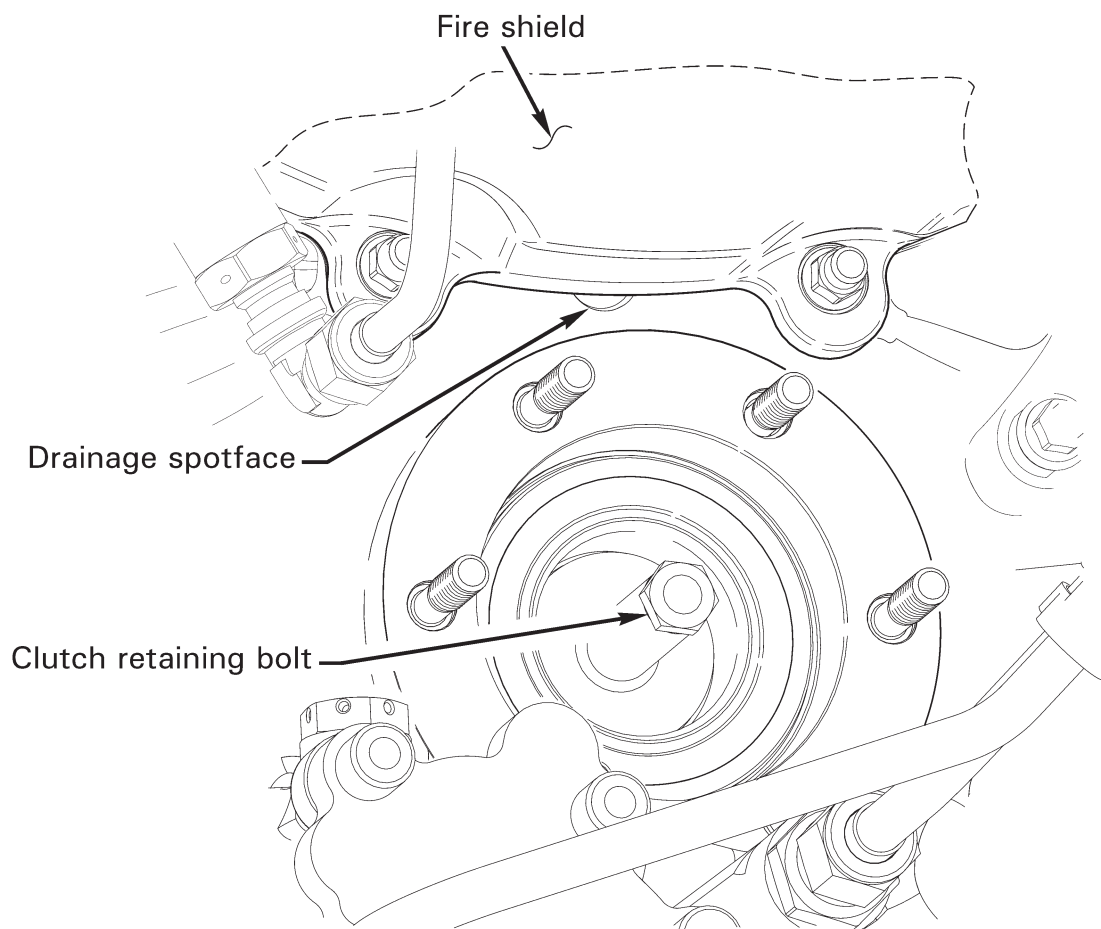
- a. Refer to R66 Pilot's Operating Handbook (POH) Section 4 for run-up and shutdown procedures.
8. Install engine cowling per § 53-21.

12-71 Drainage Spotface Inspection During Cleaning or Rinsing of RR300 Engine

Follow published Rolls-Royce guidance (subject to revision) to maximize RR300 engine corrosion prevention:

- RR300 Operation and Maintenance Manual (OMM) Task 05-50-00-100-801, Clean the Engine after Operation in a Corrosive Environment, and
- NTO (Notice To Operators) No. RR300-020, RR300 Engine Wash Procedures.

Refer to Figure 12-6. During cleaning or rinsing of engine, RHC recommends verifying the drainage spotface on the magnesium gearbox cover is unobstructed. Follow OMM guidance; do NOT use metallic tools or wire to remove debris.



VIEW LOOKING UP & FORWARD

FIGURE 12-6 DRAINAGE SPOTFACE INSPECTION

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12-80 Air Conditioning System

12-81 Refrigerant Recovery and System Charging

NOTE

In the United States, only personnel with EPA certification under Section 609 of the Clean Air Act may charge the system with refrigerant or work on the refrigerant system once it has been charged. Different requirements may apply in countries other than the United States.

Automotive-style air conditioning service equipment, compatible with R134a refrigerant, is required to recover and charge the system with refrigerant. This equipment is available from many manufacturers in varying levels of automation and complexity. Minimum components include a vacuum pump, pressure pump, refrigerant supply, scale to measure refrigerant charge, pressure/vacuum gauge, and appropriate lines and fittings.

Ensure that the technician performing the task is appropriately qualified.

A. Refrigerant Recovery

NOTE

If a leak or other service problem is encountered after system is charged with refrigerant, refrigerant must be recovered before work on system can proceed.

1. Remove tailcone cowling per § 53-23.
2. Automotive-style high- and low-side system service ports are located on G794 hose assemblies where they mount to the compressor assembly. Connect service equipment to system quick-disconnect ports and recover refrigerant per equipment manufacturer's instructions.

B. System Charging

CAUTION

Do not overcharge system. Perform leak detection per § 12-83 if a leak is suspected, then use correct charge.

1. Remove tailcone cowling per § 53-23.
2. Automotive-style high- and low-side system service ports are located on G794 hose assemblies where they mount to the compressor assembly. Connect service equipment to system quick-disconnect ports.
3. Replace desiccant per § 12-82. Vacuum system, then charge with R134a refrigerant per equipment manufacturer's instructions. Correct charge is 2.25 lb (36 oz) refrigerant.
4. Install tailcone cowling per § 53-23.

12-82 Desiccant Replacement

NOTE

Replace desiccant when condenser or refrigerant system is exposed to air. To eliminate moisture, replace desiccant, then immediately vacuum system for charging per § 12-81.

1. Remove engine cowling per § 53-21.
2. Recover refrigerant per § 12-81, if not previously accomplished. Remove condenser cap and replace desiccant.
3. Install cap, special torque cap per § 20-33, and torque stripe.
4. Charge system with refrigerant per § 12-81.

12-83 Leak Detection

Leaks may be detected using several techniques, depending on equipment available. Leak detection should not be attempted with the aircraft/system running. In addition to safety hazards, leaks are more difficult to detect with the varying pressures and temperatures of an operating system.

An empty system should hold full vacuum (27 to 29 inches mercury vacuum at sea level) with no assistance from the vacuum pump for 20 minutes minimum. If a vacuumed system creeps up in pressure, a leak may be present. The technician should be thoroughly familiar with vacuum equipment to ensure leak is in aircraft system and not in vacuum equipment or connections.

Leaks in a charged system may be detected using a mild soap and water solution applied to lines and fittings in suspected leak areas (bubbles indicate leaks) or using commercially available electronic refrigerant detectors. Follow detector manufacturer's instructions. Large leaks may be detected audibly if area is quiet or by formation of frost in area of leak.

NOTE

Frost does not necessarily indicate a leak. Normal system operation and/or charging procedures can cause frost to accumulate on some components.

NOTE

System pressure is not a reliable indicator of charge state or the presence of leaks. Because R134a is a liquid/vapor mixture with the system at rest, pressure will remain constant as more liquid vaporizes until majority of charge is lost.

12-83 Leak Detection (continued)

Very small leaks can be detected by charging the system with helium gas. Helium molecules are smaller than R134a molecules and will leak more quickly. Charge system to 200 psi maximum. Use commercially available electronic helium detector or soap and water solution to locate leaks.

Leaks are most likely to occur at fittings and crimped transitions between hard line and flexible hose. Concentrate initial leak detection efforts in these areas.

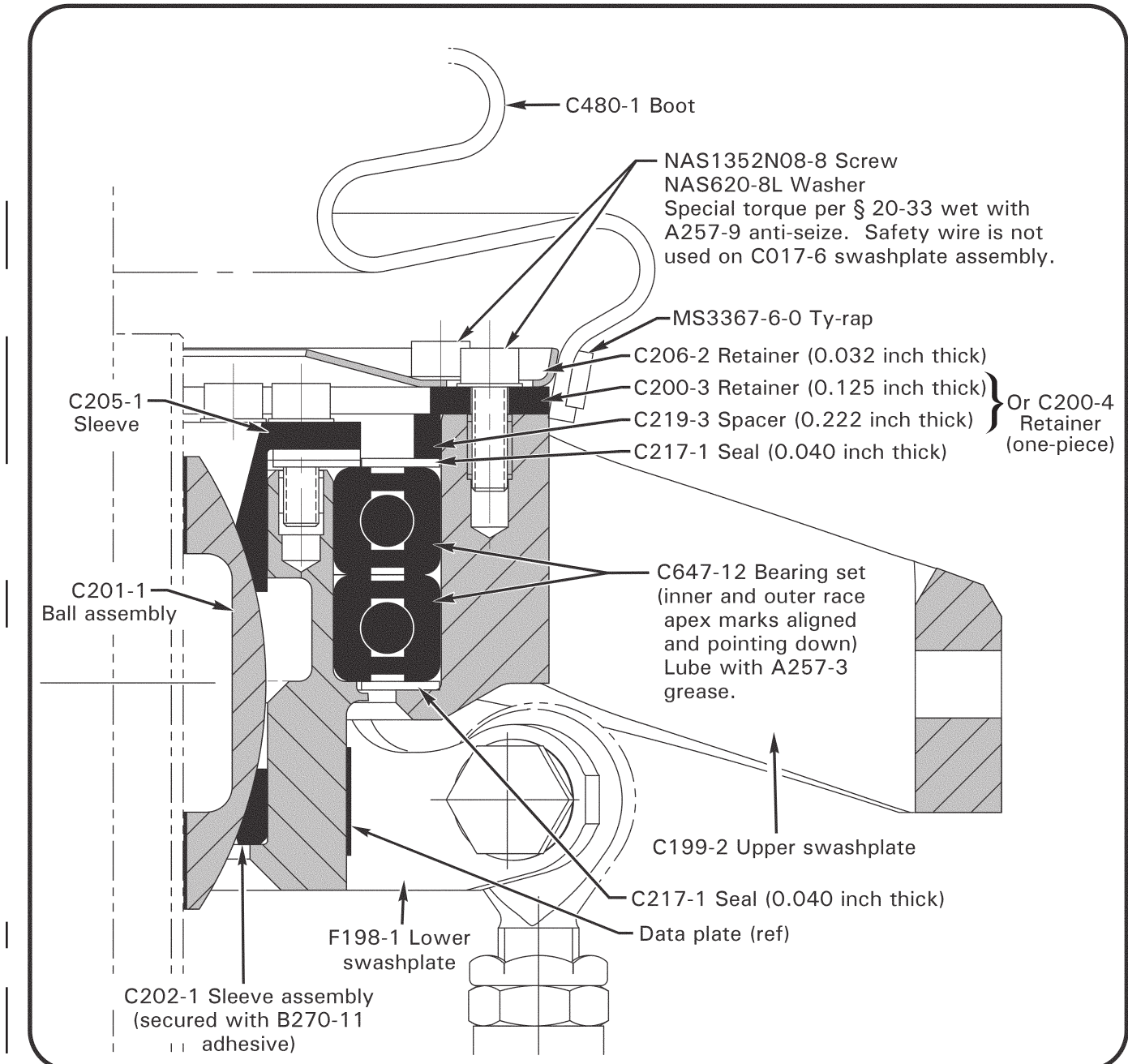


FIGURE 12-7 C017-6 REV AD OR LATER SWASHPLATE ASSEMBLY

12-90 Lubrication of Swashplate Bearings

1. Determine revision ("REV") letters on C017-6 swashplate data plate. If revision letters are "AD" or subsequent, proceed to step 2. If revision letters are "AA", "AB", or "AC", perform R66 Service Bulletin SB-30, if not previously accomplished.
2. Remove ty-rap securing C480 boot to upper (rotating) swashplate.
3. Remove hardware securing lower rod ends of both C258 pitch links to upper swashplate. Temporarily secure boot, upper A205 fork, and both pitch links up & away from swashplate.
4. Rotate upper swashplate by hand; if bearing roughness is detected, replace swashplate or submit swashplate to RHC for repair.
5. Refer to Figure 12-7. Remove (10) NAS1352 screws (with washers) securing C206-2 & C200-3 retainers to upper swashplate. Raise both retainers and C219-3 spacer and either temporarily secure to chord arm (if on helicopter) or set aside (if on workbench).
6. Using a 0.006 inch feeler gage, gently pry up outer edge of upper C217-1 seal and expose top ball bearing.
7. Using a syringe or grease gun, add A257-3 grease into cavity above bearing set until grease is just below top of C205-1 sleeve (approx. 20 ml grease). Do not allow grease into screw holes.
8. Position C217-1 seal atop grease followed by C219-3 spacer, C200-3 retainer, and NAS1352N08-8 screws with NAS620-8L washers. Finger-tighten all screws, then snug any (4) screws that are 90° apart, depressing seal and forcing grease into underlying bearing set. Rotate upper swashplate several revolutions. Wipe off excess grease.
9. Repeat steps 5 thru 8 once, then proceed to step 10.
10. Remove screws & washers and solvent-clean. Raise and clean C200-3 retainer and C219-3 spacer, then reinstall both.
11. Install C206-2 retainer, NAS620-8L washers, and NAS1352N08-8 screws with A257-9 anti-seize. Special torque screws per § 20-33.
12. Refer to IPC Figure 67-41. Connect upper A205 fork rod end and lower rod end of associated C258 pitch link, to interrupter-side swashplate ear; standard torque bolt per § 20-32. Install palnut, standard torque per § 20-32, and torque stripe per Figure 5-1.
13. Attach two A255-3 counterweights, and lower rod end of C258 pitch link, to swashplate ear opposite interrupter; standard torque bolt per § 20-32. Install palnut, standard torque per § 20-32, and torque stripe per Figure 5-1.
14. Verify safety washers (or counterweight) and C115 spacers installed at all rod ends per Figure 5-1.

12-90 Lubrication of Swashplate Bearings (continued)**WARNING**

Assembly of flight controls is critical and requires inspection by a qualified person. If a second person is not available, RHC recommends the installer take a 5-minute break prior to inspecting flight control connections the installer has assembled.

15. While observing swashplate, have someone fully manipulate cyclic and collective controls. Verify swashplate movement corresponds with cyclic and collective movement, and without interference.
16. Position swashplate boot on upper swashplate and secure with MS3367-6-0 ty-rap.
17. With appropriately rated person at controls, start helicopter, run up to 100% N_R , then shutdown.
18. Remove ty-rap, and raise swashplate boot. Wipe off excess grease from swashplate. Position swashplate boot on upper swashplate and secure with MS3367-6-0 ty-rap.