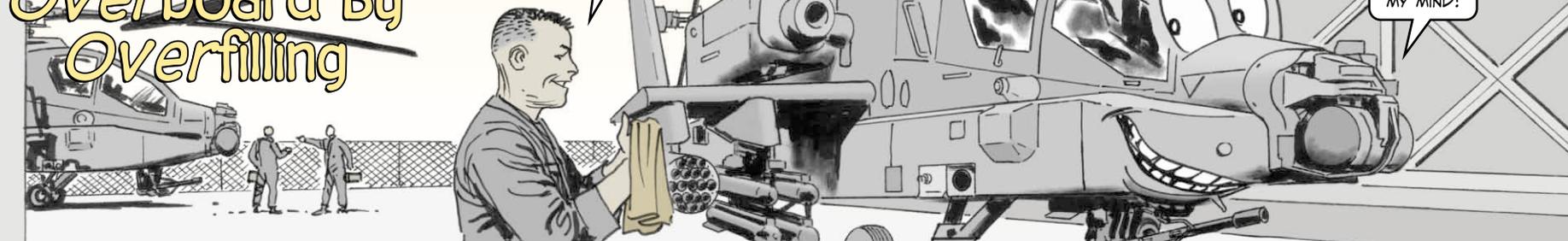


Don't Go Overboard By Overfilling

OK, YOUR GEARBOXES CHECK OUT GOOD...

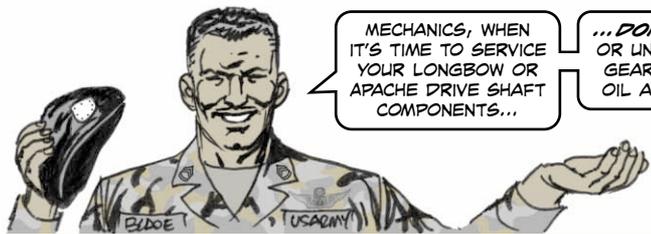
...NO EXCESS OIL OR GREASE.

≡WHEW!≡ THAT'S A LOAD OFF MY MIND!



MECHANICS, WHEN IT'S TIME TO SERVICE YOUR LONGBOW OR APACHE DRIVE SHAFT COMPONENTS...

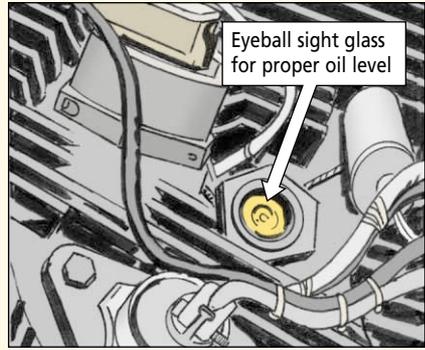
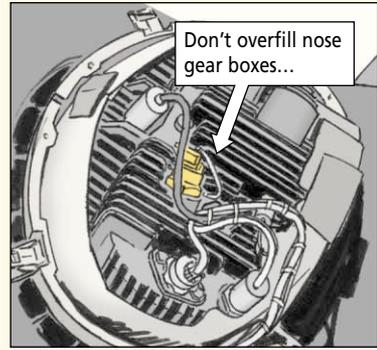
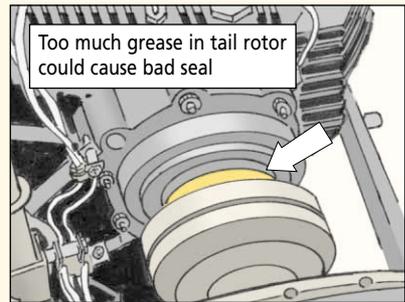
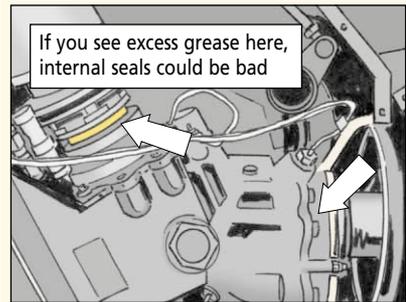
...DON'T OVERFILL OR UNDERFILL THE GEARBOXES WITH OIL AND GREASE.



Always follow the IETM and TM. After your aircraft has been shut down, allow hot oil and grease to cool and level off. Then add the right amount of oil or grease. If you add too much oil in the No. 1 or 2 nose gearbox, the excess oil will blow through the breathers and leave an oily mess to wipe up in the engine area. Remember, eyeball the nose gearbox sight glasses and add the right amount, like your IETM and TM say.

Too much grease in the intermediate or tail rotor gear boxes can blow out seals and deadline your bird. Then AVIM will have to replace bad seals.

To avoid overfilling the intermediate and tail rotor gear boxes, check the level with the service tool, PN 2807, described in your IETM or in Figure D-462 of TM 1-1520-238-23-9 for the A-model.



If you don't have the tool, make one. Don't use the finger method. Your finger is not a dipstick, and you won't get an accurate reading by putting your finger into the plug hole. All you will get from a finger measurement is a burned finger from hot grease.

