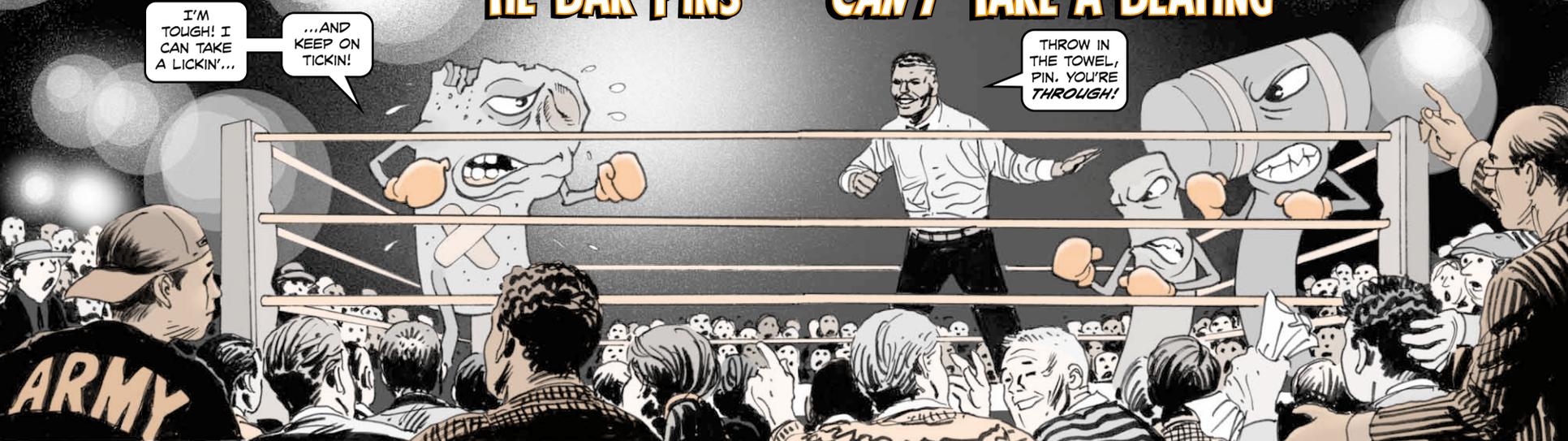


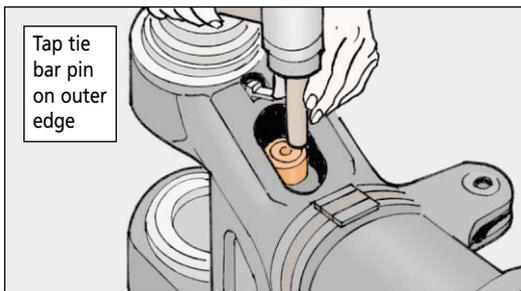
TIE BAR PINS CAN'T TAKE A BEATING



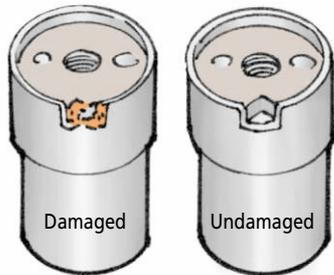
Chinook repairers, tie bar pins are **not** like a Timex. They can't take a lickin' and keep on tickin'!

So don't pound them in! Tap, tap, tap lightly is the way to go when you install tie bar pins into the rotary-wing head, like it says in Chapter 5 of TM 1-1520-240-23-6.

You have to remove the tie bar pins from the pitch housing and the hub shaft to visually inspect the tie bar. To replace pins, place the phenolic drift on the outer rim of the pins and tap in lightly with a soft mallet.



Damaged pin **can't** be used



If you pound on the tie bar pins instead of tapping on the pins, you can misalign the pins and they won't seat properly in the pitch housing and the hub shaft. Then the retaining washer won't seat properly on the pin in the hub, either. You'll wind up with damage to the rotary-wing head and the pitch housing.

Also, make sure you never tap on the inner surface of the pins, either. That'll push the inner portion out of tolerance. Then you'll have to replace them. If the pins are dropped on a hard surface, forget about tapping on them, too, because the pin's outer circumference will be flared out.

