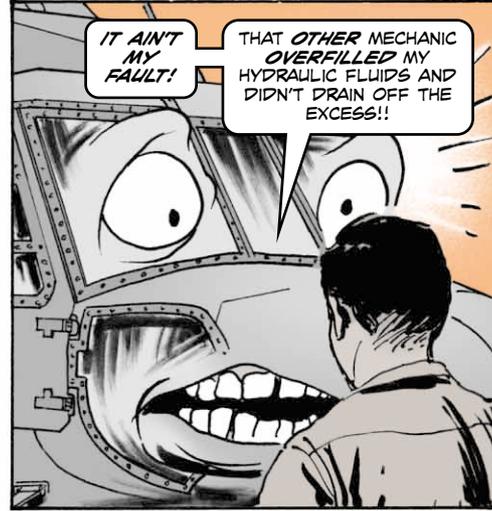
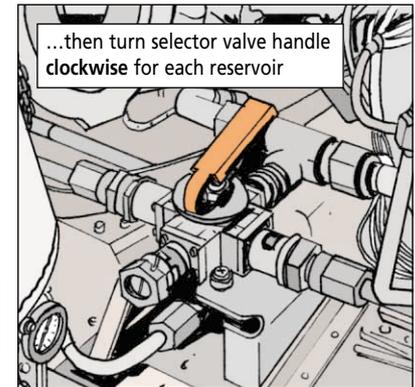
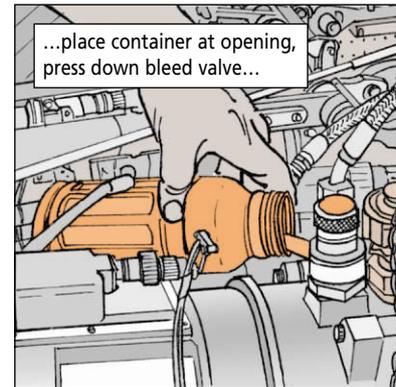
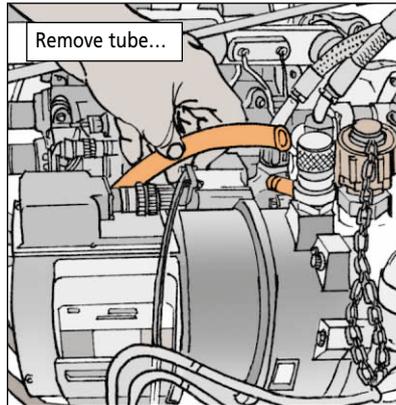
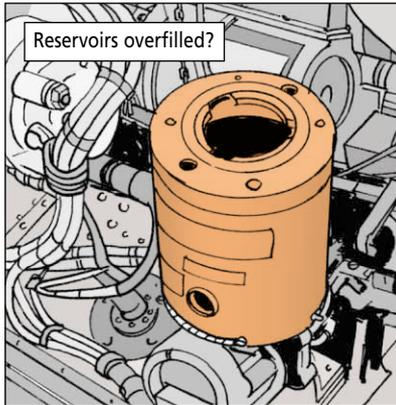


# Too Much of a Good Thing



**T**hat's right, mechanics, put a little too much hydraulic fluid in your Black Hawk's hydraulic pump reservoirs and you've just committed an overfilling violation.

You can take care of the problem by draining off the excess fluid. Just disconnect the plastic drain tube from the drain valve of each pump. Place the container at the bleed valve opening. Press down the bleed valve button and turn the selector valve handle clockwise for each reservoir to drain the excess fluid from all the pumps.



That solves one problem with overfilling. But after you drain the excess fluid, some of it remains trapped in the hydraulic system and continues to drain from the line inboard of the front landing gear wheels when the aircraft is moved.

To avoid cleaning up a mess on the hangar floor or on the flight line, place a drip pan inboard of the front landing gear to catch the continuous drips.

And when servicing your bird's three hydraulic pump modules, like it says in Para 1-3-8 of TM 1-1520-237-23-1, go easy on adding fluid. Pour just enough and prevent overfilling by eyeballing the level indicator as you pour.

That way you'll escape the hassle of continuous dripping for days on end.