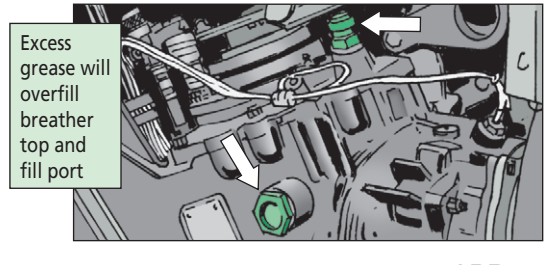
Overfilling is Overboard

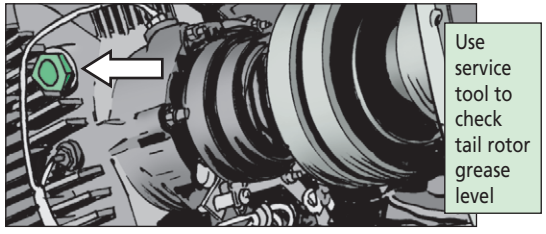
Mechanics, don't be in a hurry to service your AH-64's tail rotor, intermediate and nose gearboxes after aircraft shutdown.

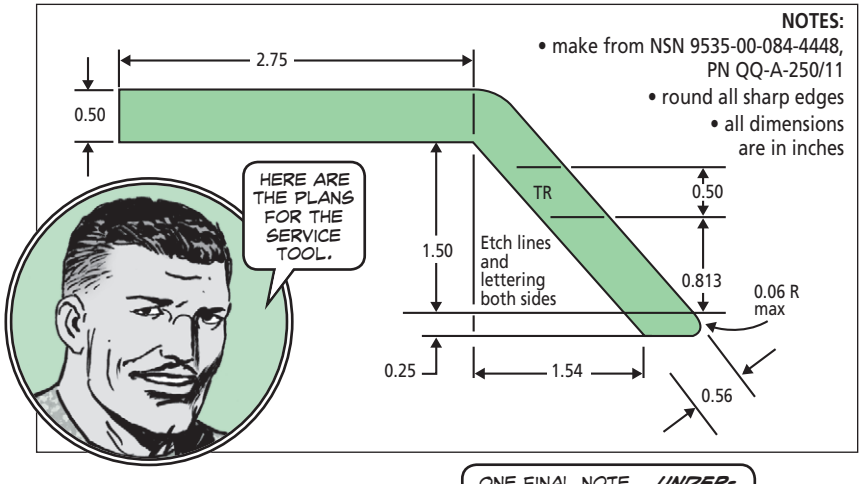
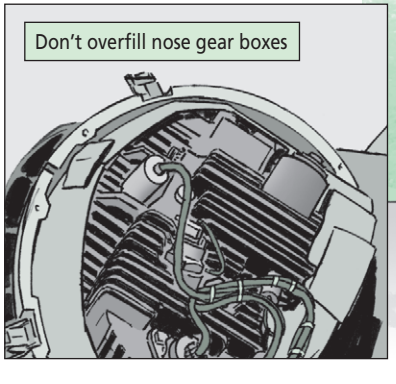
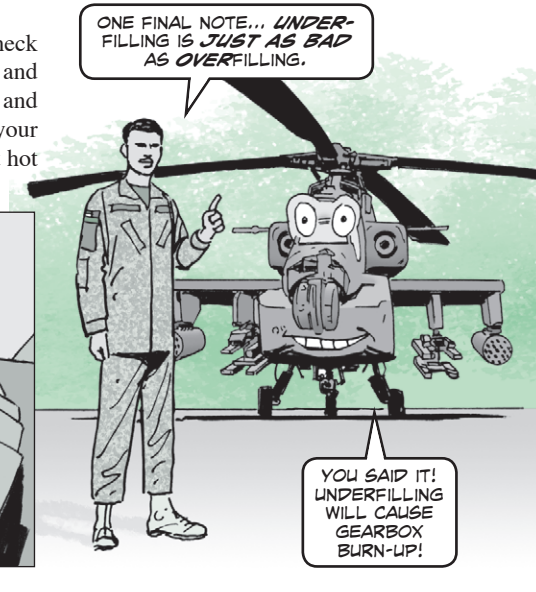
First things first. Allow the grease to cool down for 15 minutes after helicopter rotor shutdown and be sure the bird is on level ground before servicing the gearboxes. That lets the grease cool and settle to the bottom of the gearbox. Otherwise, the inevitable happens—overfilling.

Overfilling the gearboxes can blow out seals and ground your bird. Grease can also leak from the tail rotor and the intermediate gearbox breather top and fill port. That leaves a greasy mess for you to clean up.



To avoid overfilling the gearboxes, check the level with the service tool, PN 2807, described in the IETM for the Longbow D-model or in Figure D-462 of TM 1-1520-238-23-9 for the A-model.





During pre-flight inspections, check both gearboxes for excess grease and the nose gearboxes for excess oil and wipe them off with rags. Never use your finger as a dipstick unless you want hot grease to burn your fingers.