



**M**echanics, the Axis A oil nozzle on the UH-60 and the AH-64 engines requires special attention.

Keep an eye on the Axis A oil nozzle when hand cranking the engine to identify symptoms and corrective actions during troubleshooting or when replacing the engine starter.

Use extreme caution when removing and installing the Axis A cover assembly to avoid contact and damage to the Axis A oil nozzle. Remove the engine coupling retaining bolt and hold the radial drive shaft assembly using a ratchet with a  $\frac{1}{4}$ -in drive adapter and a  $\frac{5}{16}$ -in socket to prevent turning when removing the bolt.

As you place the  $\frac{1}{4}$ -in drive adapter on the radial drive shaft to keep it from turning, make sure that it does not hit the oil nozzle or rest against it. The removal, replacement and installation instructions are in WP 0695 of TM 1-1520-237-23.

The nozzle has a very tiny hole to spray oil through. The slightest damage to the oil nozzle means it won't be able to provide oil to the radial drive shaft and the Axis A bearing in the gearbox.

Then the engine oil pressure drops, starving the radial drive shaft and the bearing assembly of oil. You could end up replacing a burned-out gearbox caused by a lack of oil.

Steer clear of the Axis A oil nozzle when replacing the engine starter and you'll avoid major engine repair. Also, to prevent oil loss and possible in-flight shutdown, make sure the Axis A cover assembly is reinstalled correctly. Check out the instructions in WP 0398 of TM 1-2840-248-23&P.

