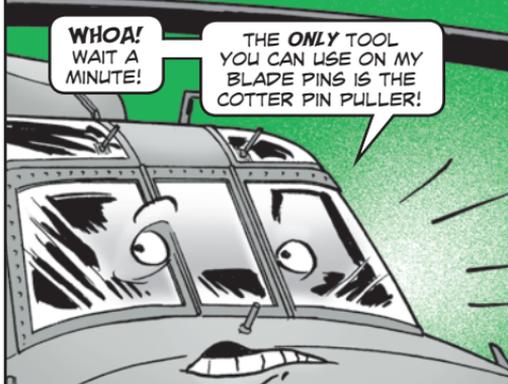


Go Easy on Blade Pins



HEY, I HAVE THE CHANNEL LOCK!

AND I'VE GOT THE DIAGONAL WIRE CUTTERS. LET'S GET TO WORK ON THOSE BLADE PINS!



WHOA! WAIT A MINUTE!

THE **ONLY** TOOL YOU CAN USE ON MY BLADE PINS IS THE COTTER PIN PULLER!

Mechanics, using the right tool to remove your Black Hawk main rotor blade pins is the right way to do the job.

When removing blade pins, always use a cotter pin puller to pull out the cotter pin. Blade pins must be removed if:

1. the breakaway torque is less than 32 lb-ft.
2. less than two threads are shown after a tension check and the nut is tightened.
 - a. Inspect the blade pin for nicks, dents, scratches, corrosion and tool or scuff marks within critical areas as shown in Fig 1 of WP 0542 00-2.
 - b. Replace the pin if tolerances exceed work package specs.

The wrong way to remove the blade pin is to use channel lock pliers or diagonal wire cutters to extract the cotter pin. These tools are often braced against the spindle cuff washer for leverage. Removing blade pins this way can damage the pins.

Damage can also occur if you try to pound the pin out of the spindle instead of tapping it out lightly with a rubber hammer. Beating on a blade pin damages and unseats the pin's bushings.

If you use the wrong tools or pound on the pin, you might not be able to completely remove a damaged or stuck blade pin at all. If you damage the spindle washer or blade pin, and the pin gets stuck, remove it like it says in the main rotor blade work package of TM 1-1520-237-23. A stuck blade pin is a monster to get out.

When you use the right tool, you'll get the right result and no headaches.

