

OH-58D...

OK, JUST A LITTLE MORE GREASE AND OIL SHOULD DO IT!

STOP RIGHT THERE!

I DON'T NEED A TOP OFF...

...UNLESS YOU JUST WANT A MESS TO CLEAN UP!

THE RIGHT AMOUNT OF OIL AND GREASE

Too much or too little oil and grease are not good for your Kiowa Warrior's tail rotor gearbox and its inner bearings.

Don't go overboard and overfill the tail rotor gearbox or overgrease the bearing inside the pitch control mechanism. Do only what TM 1-1520-248-23 says. Don't add "just a bit more" for good measure because that leads to a messy cleanup.

As you add oil to the gearbox, allow a few seconds for the oil to stabilize before you read the site gage. That way you won't add too much.

If you add too much, the excess oil runs down the output shaft during operation and gets into the trunion and its Teflon® bearings.

When you add too much grease to the pitch control mechanism inner bearings, the extra grease fills up the boot, and pumps it into the gearbox, contaminating it.

Too much oil and grease is a problem, but not lubing is just as bad. Don't forget to grease the pitch change inner bearings on the tail rotor gearbox. If you constantly forget, the trunion bearings will heat up and eventually allow oil from the gearbox to leak into the boot area that covers the rod.

Inside the boot there is a weep hole that needs proper cleaning. The weep hole allows for expansion and contraction of the boot. If the hole gets clogged with grease, air cannot move in and out of the boot. The boot can't collapse or expand, so it tears and deteriorates. That will affect the directional control pedals when flying your aircraft.

So, when dealing with oil and grease, just keep it simple. Follow the TM and don't doctor up maintenance.

