



**HUGHES  
SERVICE INFORMATION  
LETTER**

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*Totally Incorporated w HMI*

TO—All owners and operators of Hughes Helicopters

SUBJECT: PERIODIC CLEANING AND LUBRICATION OF SEALED BEARINGS -  
UPPER PULLEY, LOWER COUPLING DRIVE PULLEY, IDLER  
PULLEY AND MAIN ROTOR DRIVE SHAFT THRUST BEARING

Reference

269 Series - Basic HMI, Issued 1 April 1973; Revision No. 5, 1 February 1978

Field reports indicate that, due to slight roughness or noise, a number of idler pulley bearings have been removed from service and scrapped by operators. An evaluation of some of these bearings at HH determined that, after normal cleaning and relubrication, the bearings were considered serviceable and operated smoothly and quietly, and could be expected to perform for their normal service life.

It is recommended that when slight roughness or bearing noise of this sort is in question, the bearings be removed and cleaned thoroughly with fresh kerosene. If necessary, 111 trichloroethane or a degreaser may be used to remove any dry, rancid or caked grease. After cleaning, dip the bearing in light oil (about SAE10W) and spin by hand to check for smooth, quiet operation. Any notching due to spalling or denting is cause to discard the bearing. When the bearing is clean and smooth, it can be relubed and returned to service.

Also, when the helicopter operation is less than 300 hours per year, it is recommended that the belt drive system bearings (idler and upper and lower pulley bearings) be removed on an annual basis and cleaned in the above manner.

This information will be incorporated in the next scheduled revision to the above referenced Basic Handbook of Maintenance Instructions.

Edward Koch, Manager  
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