



# SCHWEIZER SERVICE INFORMATION NOTICE

N-219  
24 Aug 1990

MANDATORY

MANDATORY

MANDATORY

SUBJECT: DETAILED INSPECTIONS OF UPPER PULLEY STACK-UP

MODELS AFFECTED:

- PART I:
- All Model 269C Helicopters prior to Serial Number (S/N) 1496
  - All Model 269B Helicopters with S/Ns 0365 and subsequent
  - All other Model 269 Series Helicopters field retrofitted with 269A5510-905 aft sleeve locknut assembly
- PART II:
- All Model 269 Series Helicopters equipped with 269A5175-17 or prior dash (-) number main transmission except those equipped with 269A5103-41 or later dash number pinion assembly in conjunction with 269A5178-9 pinion oil seal collar. (Delivery of Model 269C Helicopters with 269A5175-19 transmissions began with S/N 1423.)
- PART III:
- All Model 269A/TH-55A, 269A-1 and 269B Helicopters incorporating 269A5050-78 upper H-frame bearings. (Refer to Basic HMI, Figure 10-15 to identify bearings.)
  - All Model 269C Helicopters with S/Ns prior to 1450 which incorporate 269A5050-78 upper H-frame bearings
- PART IV:
- All Model 269A/TH-55A, 269A-1 and 269B Helicopters incorporating 269A5050-78 upper H-frame bearings. (Refer to Basic HMI, Figure 10-15 to identify bearings.)
  - All Model 269C Helicopters with S/Ns prior to 1464 which incorporate 269A5050-78 upper H-frame bearings.

TIME OF COMPLIANCE:

- PART I:
- Shall be accomplished within next 50 hours of helicopter operation, or within six months of issue date of this Service Information Notice.
  - Shall be accomplished whenever upper pulley aft sleeve locknut or aft pinion nut torque is disturbed for any reason.
- PART II AND PART III:
- Shall be accomplished within 50 hours of helicopter operation from issue date of this Service Information Notice, if pulley splines and mating parts were not inspected at previous 300 Hour Inspection.
  - Shall be accomplished at next 300 Hour Inspection, if upper pulley was removed and the pulley splines and mating parts were inspected at previous 300 Hour Inspection.
- PART IV:
- Shall be accomplished within 50 hours of helicopter operation, or within six months of issue date of this Service Information Notice.
  - Shall be accomplished as required by Part I of this Service Information Notice.

NOTES

IT IS HIGHLY RECOMMENDED THAT THIS SERVICE INFORMATION NOTICE BE READ ENTIRELY PRIOR TO PERFORMING ANY WORK.

It should be noted that the below referenced revised BHMI contains new requirements for the reassembly and installation of belt drive transmissions. These procedures MUST be STRICTLY followed as part of the requirements of this Notice. If this publication (BHMI) is currently not in your possession, contact SAC Product Support Department (telephone (607) 739-3821 ) to obtain a copy before performing any part of this Notice.

Organizing the work required by Parts I through IV (as applicable) into a single procedure and performing that procedure in sequential order will eliminate redundant operations and result in lower maintenance costs.

Owners and Operators are advised that all helicopters affected by Part III will require a split bushing (P/N 269A5595-1) to comply with that part of the Notice. In addition, it is possible that P/N 269A5150-9 washer kit and P/N 269A5178-9 collar will be required to accomplish Part II.

Prior to reassembly or installation of any component/unit, check subsequent parts of this Service Information Notice to verify that all required tasks applicable to that component/unit are completed.

It has been determined that upper H-frames which incorporate 269A5050-78 bearings may not be compatible with HTS tail rotor systems. Spare high tip speed (HTS) tail rotor assemblies/components have not been supplied since 31 July 1975 (Hughes Service Information Letter L-80 [1 April 1974]). SAC recommends that the HTS tail rotor assembly be replaced with the low tip speed (LTS) tail rotor assembly (269 Series Basic HMI, Paragraph 9-29). Although oriented toward LTS systems, this Service Information Notice applies to all Model 269 Series Helicopters, regardless of installed tail rotor system.

- REFERENCES:
- BHMI - 269 Series Basic HMI (Reissued: 15 March 1982, Revision 1: 24 August 1990)
  - HMIB - 269 Series HMI, Appendix B (Reissued: 15 August 1982)
  - HMICI - 269 Series HMI, Appendix C, Part I (Reissued: 15 December 1981, Revision 1: 15 July 1988)
  - HMICIII - 269 Series HMI, Appendix C, Part III (Issued: 15 March 1976, Revision 2: 15 December 1981)
  - R-20 - Service Information Temporary Revision 20 (24 August 1990)
  - R-21 - Service Information Temporary Revision 21 (24 August 1990)
  - R-44 - HMI Temporary Revision 44 (24 August 1990)
  - R-45 - HMI Temporary Revision 45 (24 August 1990)
  - L-114.2 - Service Information Letter 114.2 (15 Feb 1983)

PREFACE: ● Several factors have been identified which could cause the upper pulley stack-up to loosen during service. This looseness could result in damage to upper pulley components.

**PART I** lists instructions to check for a required gap between the upper pulley aft locknut and the flange on the aft sleeve on the affected helicopters.

**PART II** lists instructions for identification and possible replacement (or modification) of the pinion oil seal collar, a new procedure for installation of the collar and a means of checking for adequate engagement of the aft spacer/sleeve's position on the pinion shaft. HMICI, Section 6, as amended by R-21, lists a new collar shimming procedure which must be used to reinstall the collar on all helicopters except those incorporating 269A5175-19, -21 or subsequent dash (-) number main transmission .

**PART III** requires a check (on the affected helicopters) to determine if a new 269A5449-5 aft pinion nut is required to provide proper clamp-up to the upper pulley stack-up. This nut incorporates a counter-bored forward end to preclude interference between the nut and the pinion shaft. Part III also requires installation of a new split ring bushing which has been designed to provide additional support to the aft end of the tail rotor drive shaft spline drive sleeve on the affected helicopters.

- In addition to loosening of components, field reports indicate a possibility of interference between the tail rotor drive shaft forward retaining nut and the aft, upper H-frame bearing on some helicopters.

**PART IV** provides instructions to check for this interference condition and requires modification or replacement of the existing 269A6030 tail rotor drive shaft driven spline on certain helicopters. This procedure is required to provide greater clearance between the upper H-frame aft bearing and the tail rotor drive shaft forward retaining nut (BHMI, Figure 10-22).

- Failure to comply with the requirements of this Service Information Notice at the time interval specified under TIME OF COMPLIANCE could result in damage to the main transmission input pinion shaft, upper pulley hub and/or associated components, and aft, upper H-frame bearing. This damage may result in failure of the belt drive transmission which could lead to a loss of control of the helicopter and subsequent personal injury or death.

PART I CHECK OF UPPER PULLEY AFT LOCKNUT/SLEEVE POSITION

TOOLS AND EQUIPMENT

NOMENCLATURE

Feeler gauge set

SOURCE

Commercial

PROCEDURE:

NOTE

Belt drive transmissions which incorporate an aft sleeve locknut assembly (P/N 269A5510-905) no longer require the check for overall dimension across the pulley during build-up of the upper pulley assembly. On these helicopters, there is, however, a requirement of a 0.180 to 0.210 inch gap (0.180 preferred) between the flange of the aft sleeve and the aft locknut. In addition to this gap, there must be 0.010 to 0.100 inch clearance between the aft bearing and the shoulder of the aft frame clamp (BHMI, Figure 10-20).

- a. Using a suitable measuring device, determine that a 0.180 to 0.210 inch gap (0.180 preferred) exists between the upper pulley aft sleeve locknut and the flange of the aft sleeve (BHMI, Figure 10-20).
- b. If gap IS within required limits, proceed to step d.
- c. If gap IS NOT within required limits, proceed as follows:

NOTE

If the helicopter is affected by either Parts II or III, it is recommended that those part(s) be performed in conjunction with the following steps.

- (1) Remove belt drive transmission from helicopter (BHMI, Paragraph 10-37).
- (2) Inspect belt drive transmission upper pulley splines (BHMI, Paragraph 10-39, step g. and 10-61, step d.). Inspect pinion shaft (HMICI, Table 3-2, Item j).
- (3) Repair or replace damaged components as required to return transmission to serviceable condition.
- (4) Reassemble belt drive transmission (BHMI, Paragraphs 10-41 or 10-42).
- (5) Reinstall belt drive transmission (BHMI, Paragraph 10-43), except do not install tail rotor drive shaft at this time (BHMI Paragraph 10-43, steps p. and q.).
- (6) If helicopter is affected by Part IV, omit steps d. through f., and proceed to step g.

NOTE

It is possible for the driven spline spacer (HMICIII, Figure 2-1, Item 19) to be installed backwards. When installed in proper orientation, the wider OD portion of the spacer is aft (HMICIII, Figure 2-1).

- d. Verify that driven spline spacer is installed in proper orientation (Figure N-219-1). Proper orientation of this spacer may be verified by inspecting the drive shaft aft retaining nut and drive shaft end fitting. (If tail rotor drive shaft and transmission are installed, look through the inspection hole.) If installed properly, proceed to step f. below.
- e. If driven spline spacer is NOT installed in proper orientation, remove tail rotor transmission from helicopter (BHMI, Section 10), remove and reinstall driven spline spacer in proper orientation (HMIC).
- f. If removed, reinstall assembled tail rotor drive shaft and transmission (BHMI, Section 10). Connect tail rotor control rod to tail rotor swash plate bellcrank assembly (BHMI, Section 9).
- g. Record compliance with Part I in the aircraft records.

CAUTION

**Aft pinion nut or aft sleeve locknut torque must be checked after 25 hours of helicopter operation following teardown of upper pulley assembly.**

NOTE

Aft sleeve locknut position must be rechecked whenever torque of aft pinion nut or aft sleeve locknut is disturbed.

- h. If helicopter is affected by Part IV, perform Part IV at this time.

PART II MODIFICATION / REPLACEMENT OF PINION OIL SEAL COLLAR

PARTS LIST

| <u>NOMENCLATURE</u>  | <u>SAC PART NO.</u> | <u>QUANTITY</u> | <u>SOURCE</u> |
|--|---------------------|-----------------|---------------|
| * Washer kit, Pinion<br>Oil Seal Collar                                      | 269A5150-9          | 1               | SAC           |
| * Collar, Pinion<br>Oil Seal   | 269A5178-9          | 1 (A/R)         | SAC           |
| Sleeve, Aft  | 269A5560-3          | 1 (A/R)         | SAC           |
| Locknut, Aft   | SL61N8-FSP4         | 1 (A/R)         | SAC           |
| Spacer   | 269A5562            | 1 (A/R)         | SAC           |
| * O-ring   | MS28775-221         | 1 (A/R)         | SAC           |
| * Gasket   | 269A5121            | 1 (A/R)         | SAC           |
| * SAC highly recommends that this part be ordered prior to starting Part II. |                     |                 |               |

MATERIALS

| <u>NOMENCLATURE</u>        | <u>SPECIFICATION</u>    | <u>SOURCE</u> |
|----------------------------|-------------------------|---------------|
| Layout fluid,<br>Machinist | DX-296 or<br>equivalent | Dykem Co.     |

PROCEDURE:

- a. Remove belt drive transmission and forward upper H-frame bearing from helicopter (BHMI, Paragraph 10-37).
- b. Use the dimensions listed on Figure N-219-2 to identify collar.
- c. If collar is identified as a 269A5594 collar, remove and discard collar. Order a new 269A5178-9 collar for replacement or consult Figure N-219-3 for an approved alternate collar. Conspicuously mark or tag 269A5594 collar to prevent inadvertent return to service.

NOTE

As specified by the chart in Figure N-219-2, helicopters equipped with 269A5103-21, -31, or -41 pinion assembly, must incorporate either a 269A5178-9 or -11 collar. The -11 collar may be created from an existing 269A5178-3 collar (Figure N-219-3). The -9 collar may be obtained through a SAC Service Center or Distributor. Both collars incorporate a deeper bore in the forward end. This deeper bore and a new shimming procedure are used to preclude interference between the inside surface of the collar and the serrated threads on the pinion.

As stated above, the 269A5178-11 collar may be used in place of the 269A5178-9 collar. It should be noted, however, that helicopters which incorporate the -11 collar are still subject to the shimming instructions specified by HMICI, Section 6, as amended by R-21. Conversely, the 269A5178-9 collar, when used in conjunction with a 269A5103-41 pinion assembly, is not subject to the shimming instructions listed in HMICI, Section 6, as amended by R-21.

- d. On helicopters which incorporate 269A5103-21, -31, -41 or subsequent dash (-) number pinion assembly, order 269A5178-9 collar for replacement. (Refer to Figure N-219-3 for an approved modification to 269A5178-3 collar as an alternative to ordering new collar.)

NOTE

HMICI, Section 6, as amended by R-21, provides a new shimming procedure for installing pinion oil seal collars. This procedure must be performed on all main transmissions which DO NOT incorporate a 269A5103-41 pinion assembly in conjunction with a 269A5178-9 pinion oil seal collar. (269A5178-19 and -21 transmissions are exempt from shimming instructions listed in HMICI, Section 6, as amended by R-21.)

- e. Remove seven nuts securing pinion oil seal retainer to main transmission and remove retainer. Set position of proper collar (Figure N-219-2 and HMICI, Section 6, as amended by R-21, Paragraph 6-5, step i.).
- f. Install oil seal retainer, gasket, collar and O-ring (HMICI, Section 6, Paragraph 6-13).
- g. Reinstall belt drive transmission as follows:
  - (1) Perform steps a. and b. of BHMI, Paragraph 10-43.
  - (2) If helicopter is equipped with 269A5103-41 or subsequent dash (-) number pinion assembly, proceed to step g.(4).

NOTE

Engagement between the aft sleeve/spacer and the forward contact journal on pinion assembly must be 0.060 inch, or greater. As shown in BHMI, Figure 10-15, Detail D, the forward contact surface of the 269A5560-3 sleeve is 0.100 inch longer than that of the BSC sleeve. An alternate 269A5560-3 aft sleeve may be used in place of existing 269A5560-(BSC) aft sleeve to obtain additional engagement between the sleeve and forward contact journal on pinion.

- (3) For helicopters equipped with all other pinions, check for adequate engagement of aft sleeve/spacer (BHMI, Paragraph 10-43A). If required, use 269A5560-3 aft sleeve in place of 269A5560 (BSC) sleeve. If 269A5503-1 aft spacer (BHMI, Figure 10-22) was used and additional engagement is required, install 269A5560-3 aft sleeve in conjunction with SL61N8-FSP4 locknut and 269A5562 spacer.
  - (4) Perform steps d. through g. of BHMI, Paragraph 10-43.
  - (5) If helicopter is affected by Part III, record compliance with Part II as instructed by step h. below, and continue installation of belt drive transmission (Part III, steps c. through e.).
  - (6) If helicopter is NOT affected by Part III, continue installation of belt drive transmission (BHMI, Paragraph 10-43, steps i. through x.).
- h. Record compliance with Part II in the aircraft records.



PART III INSTALLATION OF 269A5595-1 SPLIT BUSHING / POSSIBLE REPLACEMENT OF AFT PINION NUT

PARTS LIST

| <u>NOMENCLATURE</u> | <u>SAC PART NO.</u> | <u>QUANTITY</u> | <u>SOURCE</u> |
|---------------------|---------------------|-----------------|---------------|
| Bushing, Split      | 269A5595-1          | 1               | SAC           |
| Nut, Pinion, Aft    | 269A5449-5          | 1 (A/R)         | SAC           |

PROCEDURE:

- a. If installed, remove tail rotor drive shaft from helicopter (BHMI, Paragraph 10-37, steps a. through c.).
- b. Remove aft pinion nut from main transmission input pinion shaft (BHMI, Paragraph 10-37, step k.).

NOTE

On Helicopters which incorporate 269A5050-78 upper H-frame bearings, it may be possible for the 269A5449-3 aft pinion nut to bottom out during installation. Under normal conditions, the aft pinion nut applies pressure to the tail rotor drive shaft spline drive sleeve. Engineering evaluation, however, has determined that it is possible for the aft pinion nut to seat against the pinion shaft (forward of the pinion nut threads) rather than the tail rotor drive shaft spline drive sleeve. A new 269A5449-5 aft pinion nut incorporating a forward counter bore has been designed to preclude interference between the nut and the pinion. BHMI, Paragraph 10-43, step h. provides a check for determining if the 269A5449-5 aft pinion nut is required.

- c. Perform BHMI, Paragraph 10-43, step h. to determine if 269A5449-5 aft pinion nut is required. Replace 269A5449-3 aft pinion nut with 269A5449-5 aft pinion nut as required by step h.

NOTE

A new split bushing (P/N 269A5595-1) has been designed to provide additional support to the aft end of the tail rotor drive shaft splined drive sleeve. This bushing is factory installed on Model 269C S/N 1450 and subsequent. Field installation of this bushing is required on Model 269A/TH-55A, 269A-1, 269B and 269C Helicopters (prior to Model 269C S/N 1450) which incorporate 269A5050-78 upper H-frame bearings.

NOTE

If helicopter is affected by Part IV, performing Part IV in conjunction with the remaining steps of this part will minimize helicopter down time.

- d. Install split bushing and complete installation of belt drive transmission (BHMI, Paragraph 10-43, step i. and remaining steps). Perform pinion assembly runout check as specified by step i.(2) of BHMI, Paragraph 10-43. Also be sure to use proper aft pinion nut (269A5449-3 or -5) during reassembly.
- e. Record compliance with Part III in the aircraft records.

PART IV CHECK OF DRIVE SHAFT TO AFT, UPPER H-FRAME BEARING CLEARANCE, AND MODIFICATION OR REPLACEMENT OF 269A6030 DRIVEN SPLINE

PARTS LIST

| <u>NOMENCLATURE</u> | <u>SAC PART NO.</u> | <u>QUANTITY</u> | <u>SOURCE</u> |
|---------------------|---------------------|-----------------|---------------|
| Shim                | 269A6087-1          | A/R             | SAC           |
| Driven Spline       | 269A6030-5          | 1 (A/R)         | SAC           |

MATERIALS

| <u>NOMENCLATURE</u> | <u>SOURCE</u>   |
|---------------------|-----------------|
| Presto Black        | Birchwood Casey |

PROCEDURE:

- a. **HTS systems:** With grease removed from both drive shaft end cavities, verify that the gap between the tail rotor drive shaft forward retaining nut and the aft, upper H-frame bearing is between 0.100 inch [drive shaft FULL FORWARD] and 0.770 inch [drive shaft FULL AFT] (BHMI, Figure 10-22).
  - (1) If gap is within limits, re-grease both drive shaft end fitting grease cavities (BHMI, Paragraph 10-93), and proceed to step h.
  - (2) If gap IS NOT within required limits, **AIRCRAFT IS NOT AIRWORTHY**. Contact SAC Product Support Department (telephone (607) 739-3821).
- b. **LTS systems:** If installed, remove LTS tail rotor, tail rotor transmission and tail rotor drive shaft from helicopter (BHMI, Paragraph 10-74).
- c. Using coupling nut wrench (HMICIII, Table 1-1, Item 2) and driven spline wrench (Item 3), remove coupling nut (HMICIII, Figure 2-1, Item 15) from tail rotor transmission input shaft. Remove driven spline assembly (Item 41) consisting of driven spline (Item 16), seal nut (Item 17), O-ring (Item 18) and spacer (Item 19).

NOTE

A 269A6030-5 driven spline may be ordered from SAC instead of modifying the existing driven spline to a 269A6030-3 configuration in the next step. In addition to having a shorter overall length, the -5 driven spline also incorporates shorter internal splines. These shorter splines provide an improved fit between the driven spline and the tail rotor transmission input shaft. (269A6030-3 driven spline may require shimming as instructed in step e.(2) below).

- d. Either modify existing 269A6030 (BSC) driven spline to a 269A6030-3 configuration (Figure N-219-4), or order a 269A6030-5 driven spline from SAC.

NOTE

Under certain tolerance conditions, interference between the driven spline internal splines and the tail rotor transmission input shaft may prevent the 269A6030-3 driven spline from properly seating against the input coupling (sleeve) spacer on the input shaft. The following step provides instructions to check for this condition. If seating is NOT CORRECT, there will be a gap between the driven spline and the tail rotor transmission input coupling (sleeve) spacer. If gap exists, 0.016 inch shim(s) (P/N 269A6087-1) must be installed between the input coupling (sleeve) spacer and the driven spline to facilitate proper clamp-up.

- e. Position driven spline, in proper orientation, on tail rotor transmission input shaft. Verify that driven spline seats against the input coupling (sleeve) spacer.
  - (1) If driven spline seats, proceed to step f. below.
  - (2) If driven spline DOES NOT seat, measure gap between driven spline and input coupling (sleeve) spacer. Remove driven spline from shaft and install enough 0.016 inch shims (269A6087-1) to eliminate gap.

NOTE

When reinstalling driven spline assembly in next step, be sure to install spacer (HMICIII, Figure 2-1, Item 19) in proper orientation so that larger OD portion is aft (HMICIII, Figure 2-1).

- f. Install driven spline assembly incorporating 269A6030-3 or -5 driven spline (HMICIII, Paragraph 5-9, step k.).
- g. Reinstall tail rotor drive shaft, tail rotor transmission and tail rotor assembly (BHMI, Paragraph 10-78). Verify that required clearance exists between tail rotor drive shaft forward retaining nut and aft, upper H-frame bearing (BHMI, Paragraph 10-78, step h.).
- h. Record compliance with Part IV in the aircraft records.

WEIGHT AND BALANCE DATA

Weight and balance are not affected.

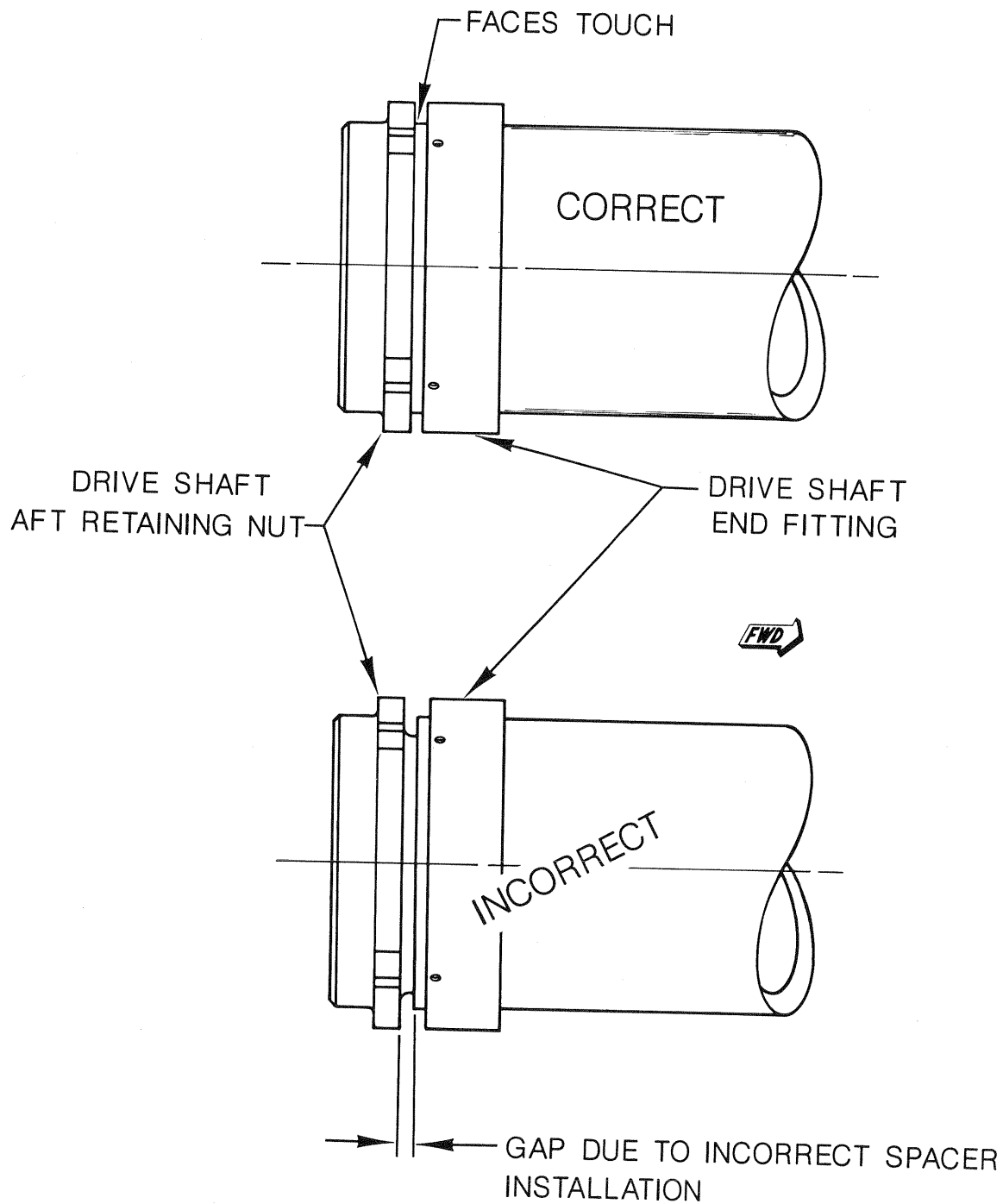
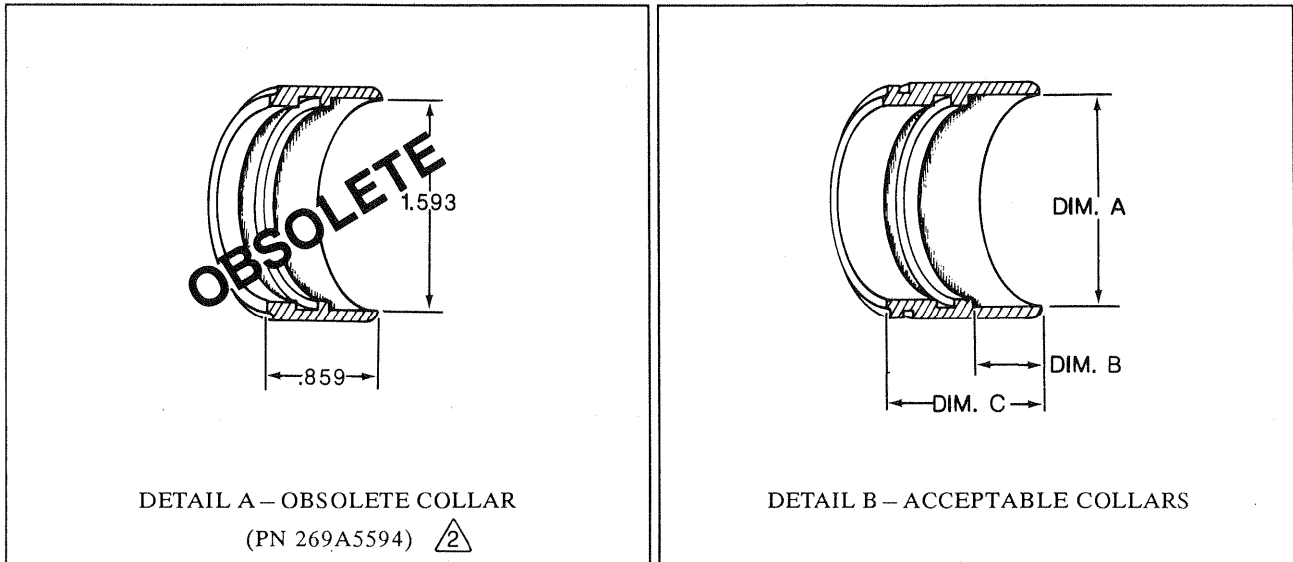


Figure N-219-1. Determining Proper Orientation of Driven Spline Spacer



| Collar<br>Part Number     | Dim. A | Dim. B | Dim. C | PINION<br>COMPATABILITY |            |             |             |             |
|---------------------------|--------|--------|--------|-------------------------|------------|-------------|-------------|-------------|
|                           |        |        |        | 269A5103<br>(BSC)       | 269A5103-9 | 269A5103-21 | 269A5103-31 | 269A5103-41 |
| 269A5178 (BSC)            | 1.593  | .310   | .977   | X                       | X          |             |             |             |
| 269A5178-3                | 1.650  | .310   | .977   | X                       | X          |             |             |             |
| 269A5178-9                | 1.657  | .390   | .977   | X                       | X          | X           | X           | X           |
| 269A5178-11 $\triangle$ 3 | 1.657  | .375   | .977   | X                       | X          | X           | X           | X           |

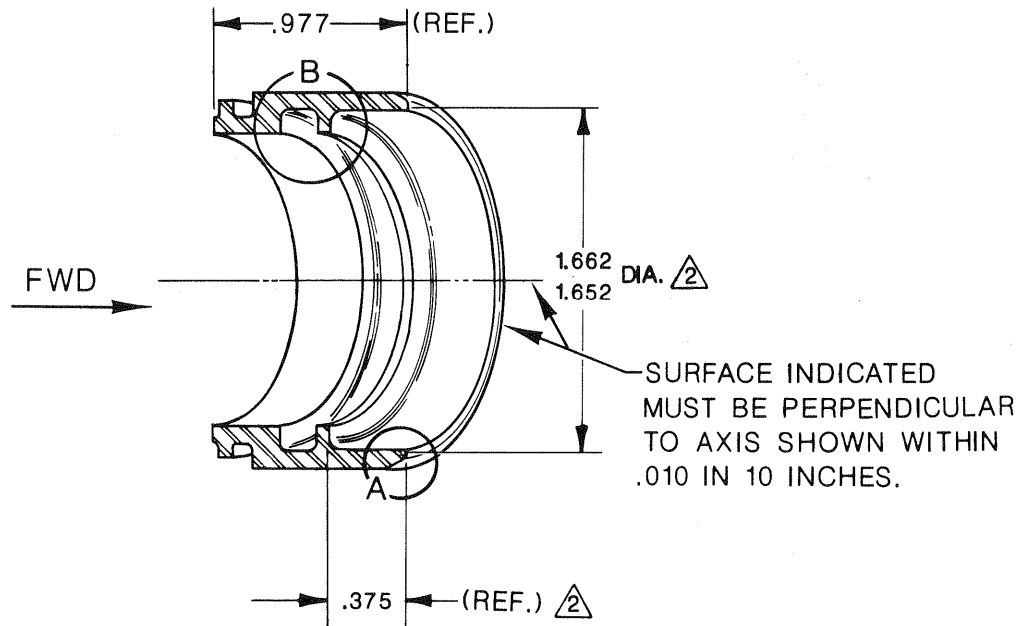
**NOTES:**

1 All dimensions in inches.

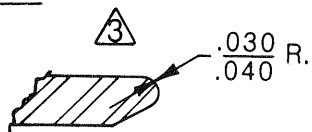
$\triangle$ 2 269A5594 Collar must be removed and replaced with an approved alternate as specified in above table.

$\triangle$ 3 See Figure N-219-3.

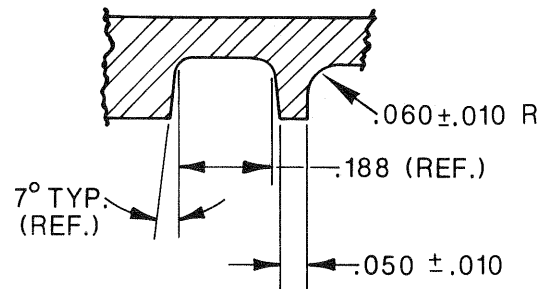
Figure N-219-2. Identification and Compatibility of Pinion Oil Seal Collar



DETAIL A



DETAIL B

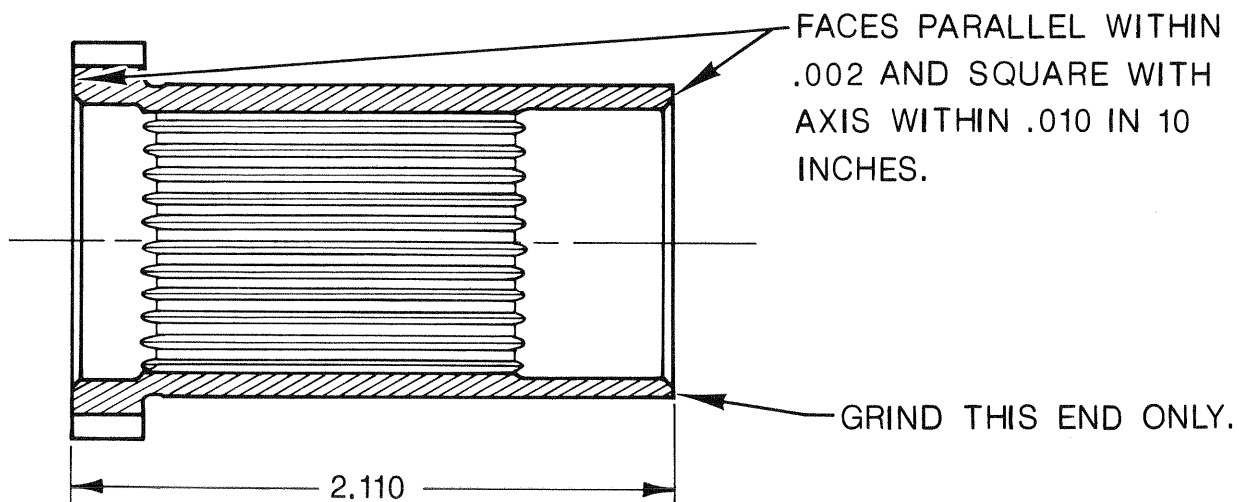


CAUTION: DAMAGE TO UPPER PULLEY COMPONENTS MAY OCCUR IF MODIFICATION IS IMPROPERLY PERFORMED.

NOTES:

1. ALL DIMENSIONS IN INCHES.
- $\triangle 2$  MODIFY EXISTING -3 COLLAR BY MACHINING FORWARD END I.D. TO DIMENSIONS SHOWN. I.D. OF COLLAR TO BE 1.657±0.005 IN. DEPTH OF BORE TO BE AS REQUIRED TO ACHIEVE .050 DIM. SHOWN IN DETAIL B.
- $\triangle 3$  MACHINE .030/.040 RADIUS 360° AROUND FORWARD END I.D. OF COLLAR AS SPECIFIED BY DETAIL A. RADIUS MUST BE BLENDED SMOOTHLY INTO CHROME SURFACE ON O.D. OF PART. NO CRACKING, CHIPPING, OR FLAKING PERMITTED.

Figure N-219-3. Modification of 269A5178 Pinion Seal Collar to 269A5178-11 Configuration



NOTES:

1. ALL DIMENSIONS IN INCHES.

CAUTION

**269A6030 (BSC) Spline is nitrided and is very hard. Grind slowly and carefully. Avoid heat build-up and associated grinder burns. If any discoloration of the material is noted, discontinue grinding, allow the material to cool, then resume grinding at a slower rate that will avoid discoloration. When grinding is completed, there must be no discoloration evident on the finished part.**

2. MODIFY EXISTING 269A6030 (BSC) DRIVEN SPLINE BY GRINDING INDICATED END OF SPLINE TO DIMENSION SHOWN. MAINTAIN PARALLELISM AND SQUARENESS REQUIREMENTS SPECIFIED ABOVE.
3. UPON COMPLETION OF MODIFICATION, MAGNETIC PARTICLE INSPECT DRIVEN SPLINE FOR DEFECTS. IF ANY DEFECTS ARE REVEALED, REPLACE DRIVEN SPLINE WITH A SERVICEABLE 269A6030-3 OR 269A6030-5 DRIVEN SPLINE.
4. TOUCH UP MACHINED (AFT) END OF DRIVEN SPLINE WITH PRESTO BLACK.
5. RE-IDENTIFY THE MODIFIED DRIVEN SPLINE AS P/N 269A6030-3 USING PERMANENT INK.

Figure N-219-4. Modification of 269A6030 Driven Spline

