



HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. N-64. 1*

DATE 20 June 1972

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FAA Approved

Supersedes Service Information
Notice No. N-64, dated 15 Nov 1968

SUBJECT: INSPECTION AND INSTALLATION - BELT DRIVE UPPER PULLEY ASSEMBLY

MODELS AFFECTED: All 269A/A-1/TH-55A, 269B and 269C Helicopters

TIME OF COMPLIANCE: Shall be accomplished at next 100 hour periodic inspection or at next removal of belt drive transmission assembly, whichever is sooner.

PREFACE: The information given in this Service Information Notice lists a one-time inspection to ensure proper shimming at the forward end of the upper pulley assembly, a new procedure for upper pulley build-up, and special precautions to avoid preloading the upper pulley "H" frame bearings.

It is noted that the upper pulley build-up procedure outlined in this Notice supersedes instructions given in Notice No. N-64 for initial installation of 269A5510-905 upper pulley aft locknut kit.

The procedures as given in this Notice are to be used for installation and maintenance of all upper pulley assembly configurations, and are incorporated in the referenced 269 HMI.

Reference

269 Series - Basic HMI, Issued 1 Feb 1972, Revision No. 1, 10 May 1972

269 Series - HMI Appendix B, Issued 1 Feb 1972, Revision No. 1, 10 May 1972

MATERIALS

Locking compound

Loctite Corp

TOOLS AND EQUIPMENT

Wrench	269A9205	HTC-AD
Wrench	269A9281	HTC-AD
Wrench, offset	269A9302	HTC-AD
Wrench	269A9303	HTC-AD
Wrench, torque - 0 to 1500 inch-pounds		Commercial
Gage, feeler		Commercial
Micrometer - 1 inch		Commercial
Calipers - 6 inches		Commercial

PARTS LIST

<u>Nomenclature</u>	<u>Part No.</u>	<u>Qty</u>	<u>Mfr</u>
Shim set	269A5492	A/R	HTC-AD

PROCEDURE

Perform the following per Section 10 of referenced 269 Series Basic HMI.

- a. Remove V-belt drive cover hat from belt drive transmission by removing screws, bolts, grommets and washers; lift off cover hat.
- b. Remove two bolts securing upper pulley forward clamp to belt drive frame; provide support for belt drive transmission.
- c. Check that thickness of forward shims provides 0.198 to 0.218 inch dimension measured from forward face of upper pulley to aft face of upper pulley bearing. The aft face of the forward bearing should be against the race seat of the drive frame. Reinstall forward clamp to belt drive frame; tighten nuts fingertight.

NOTE

If proper dimension of 0.198 to 0.218 inch is noted, removal of upper pulley from main transmission input shaft is not required in step d. below, i. e., removal of clutch spring assembly drive cover shell, lower pulley and coupling shaft also not required.

- d. Remove belt drive transmission assembly.
- e. Build up upper pulley assembly so that overall pulley dimension from forward face of forward shims to aft end of aft shims or aft locknut spacer is 5.572 to 5.592 inches.

NOTE

As an alternate to shimming at the aft spacer or adjusting the aft locknut for overall dimension, aft shims may be added or the locknut adjusted so that there will be a 0.010 to 0.050 inch clearance between the aft bearing outer race and the race seat of the frame cradle and frame cap.

- f. Reinstall components in reverse order of removal.

CAUTION

To avoid preloading the bearings, loosen aft frame clamp (bearing cap) bolts when torquing either the aft sleeve locknut or the aft pinion nut.

NOTE

Prior to installing the belt drive cover hat, check that there is 0.010 to 0.050 inch clearance between aft bearing outer race and race seat of frame cradle and clamp. When checking for proper clearance, ensure that forward "H" frame bearing cradle is against aft face of forward bearing. If clearance is incorrect, the aft end of upper pulley must be reshimmmed or the locknut readjusted, as applicable.

- g. Check upper pulley installation for discrepancies.
- h. Perform operational check of belt drive transmission assembly.
- i. Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

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CAUTION

Periodic retorquing to maintain upper pulley installation clamp-up (HMI Appendix B) may be done at either the aft sleeve locknut or at the aft pinion nut. To avoid preloading the bearings, loosen aft frame clamp (bearing cap) bolts when torquing either the aft sleeve locknut or the aft pinion nut.

Do not unsafety both nuts at same time (aft locknut installed). If both nuts are loosened, aft bearing-to-cap clearance or dimension across upper pulley must be rechecked.

WEIGHT AND BALANCE DATA

Weight and balance not affected.