



## SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0057

Page 1 of 2

Date: January 11, 1982

Subject: Periodic Inspections of Lamiflex Bearings and Shims in Main Rotor Blade Retention Assembly

Models: F-28A, F-28C, F-28F, 280, 280C, 280F

Effectivity: All Serial Numbers

There have been two reports of misalignment of the nylon shims, P/N 2 8-14293, located immediately outboard of the Lamiflex thrust bearing, P/N 28-14310, in the main rotor blade retention assembly. These misaligned shims have worn grooves in the inner surfaces of the blade grip, P/N 2 8-14279-1 (Ref. Fig. 2).

At the next and all subsequent Lamiflex bearing inspections, check for alignment of the shims and for evidence of wear on the inner surfaces of the blade grip. There should be adequate clearance between the shims and the grip. Remove any dirt, grease or other abrasive material from the space around the thrust bearing.

If a groove is worn in the surface of the grip, blend it smooth over a circular area having a diameter equal to worn groove length. DO NOT remove excessive material such that the concave surface extends beyond the cover, P/N 2 8-14239-1, allowing it to leak. Grip is to be replaced if groove is over .125 in. deep.

NOTE: It may be necessary to remove the blade and grip to perform this blending operation (Ref. Section 6 of the Maintenance Manual).

If the shim is misaligned, remove the cotter pin, P/N AN380-4-8, and the retention nut, P/N 28-14335. Realign the shim(s) with the Lamiflex bearing, or replace the shim(s) if damaged with new shim(s) of equal total thickness. Ensure that the replacements are concentric with the thrust bearing (Ref. Fig. 2). Reassemble per instructions in Section 6 of the Maintenance Manual.

To prevent damage to the Lamiflex during normal maintenance, it is important to note the blade grip placard cautioning against over-rotation of the grip when the pitch link is disconnected.



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Page 2 of 2

