McDonnell Douglas Helicopter Company

SERVICE INFORMATION LETTER

LETTER NO. HL-28
DATE 1 May 1973

TO—All owners and operators of Hughes Helicopters

SUBJECT: TORQUE REQUIREMENT FOR DRIVE SHAFT COUPLING RETAINER BOLTS, 369A5528

MODELS AFFECTED: All Model 369H Series Helicopters

Reference

500 Series - Basic HMI, Issued 1 October 1972; Revision No. 1, 1 April 1973
500 Series - HMI Appendix A, Issued 1 October 1972

The torque requirement for all of the subject drive shaft coupling retainer bolts has been established at 250 to 300 inch-pounds plus 15 to 150 inch-pounds drag torque. The referenced maintenance manuals presently specify 100 to 150 inch-pounds plus 15 to 150 inch-pounds drag torque for these bolts, except for the clutch coupling bolt which is 150 inch-pounds plus drag torque.

The 369A5528 self-locking bolts are utilized at the following couplings:

(1) Overrunning clutch coupling
(2) Main transmission input shaft coupling
(3) Tail rotor output shaft coupling at main transmission
(4) Tail rotor transmission input shaft coupling

It is recommended that all of these coupling retainer bolts be checked and torqued to 250 to 300 inch-pounds plus drag torque as soon as possible, particularly if the main transmission drive shaft, tail rotor drive shaft, or tail rotor transmission has been removed in the field and reinstalled with 100 to 150 inch-pounds plus drag torque applied to the coupling bolts.

The increased coupling bolt torque will be incorporated in the next revision to the referenced Handbooks of Maintenance Instruction.

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