



Manual: CSP-H-5, 369H Series - HMI Appx. C
Models: 369H Helicopters
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FILING INSTRUCTIONS:

1. Before you put this temporary revision in the manual, make sure the manual contains all the revisions from before. Look at the last revision List of Effective Pages.



Do not put this temporary revision in the manual, if the manual does not contain all the revisions from before.

2. To include this temporary revision in the manual, remove old pages and put in new pages as shown below.

Temporary Revision / Date	Part	Page	Page Revision
TR11-001 / 28 January 2011	I	6-15	Revision 9
		6-16	TR11-001

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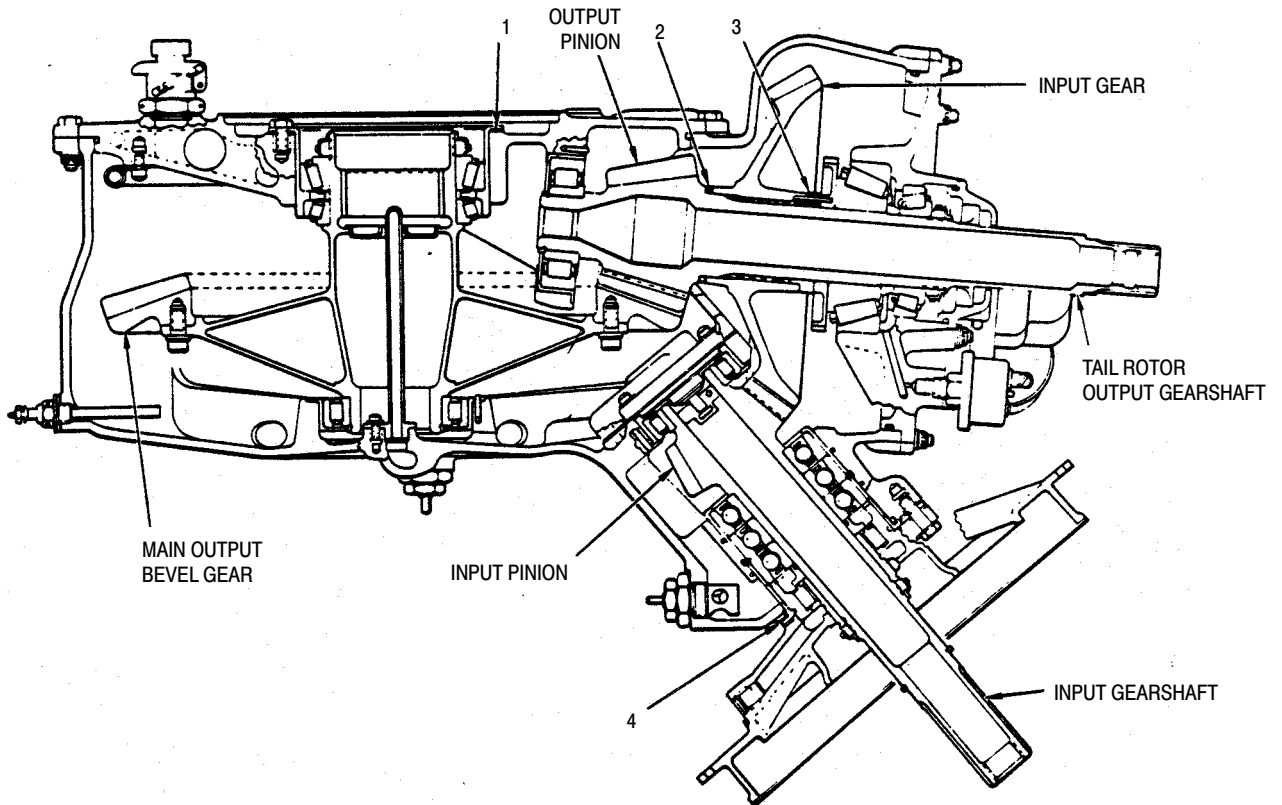
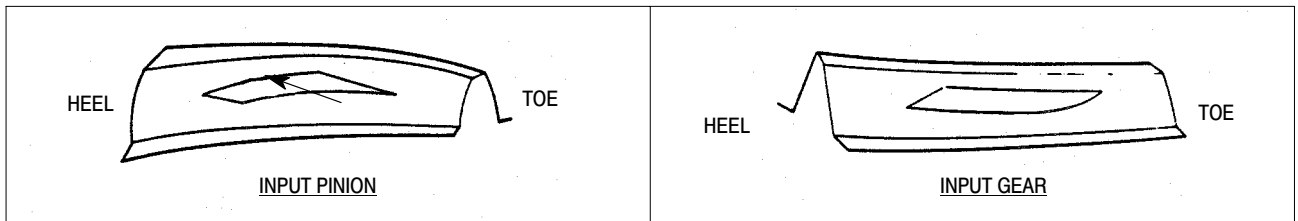
INPUT GEARSET

WIPE TEST

- A. LENGTHWISE TOOTH CONTACT PATTERN SHOULD BE CENTRALLY LOCATED AS CLOSE AS POSSIBLE, AS SHOWN, BUT MUST FINALLY MEET THE DYNAMIC TEST REQUIREMENTS.
- B. IF CORRECTION IS REQUIRED, DECREASING SHIM (4) WILL MOVE PATTERN IN THE DIRECTION SHOWN BY ARROW BELOW.
0.060 IN. (1.524 MM) = 0.010 IN. (0.254 MM) SHIM CHANGE.
- C. ANY CHANGE IN SHIM (4) WILL AFFECT BACKLASH.
0.0057 IN. (0.1448 MM) MOVEMENT = 0.001 IN. (0.0254 MM) BACKLASH.
- D. IF BACKLASH REQUIRES ADJUSTMENT, DECREASING SPACER (3) WILL INCREASE BACKLASH. ANY THICKNESS CHANGE IN SPACER (3) REQUIRE A CHANGE IN OUTPUT PINION SPACER (2) TO MAINTAIN OUTPUT PINION MOUNTING DISTANCE.
0.001 IN. (0.0254 MM) BACKLASH = 0.002 IN. (0.0508 MM) SPACER CHANGE.

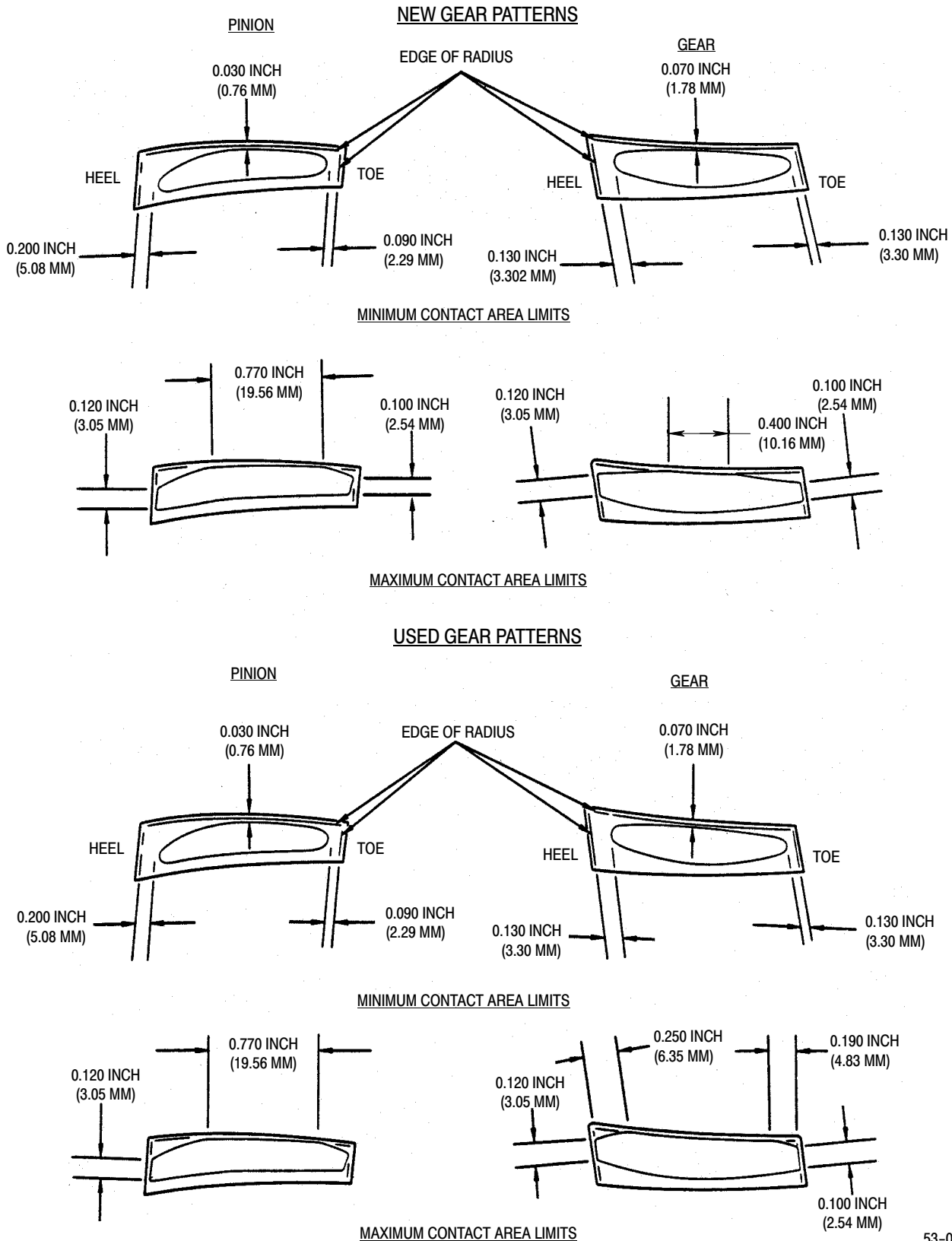
DYNAMIC TEST

- A. TOOTH CONTACT PATTERNS MUST BE LOCATED WITHIN THE LIMITS SHOWN ON SHEET 2.
- B. THERE SHALL BE NO HARD CONTACT LINES WITHIN THE ACTIVE TOOTH AREA.
- C. ADJUSTMENTS SHOULD BE MADE IN THE SAME MANNER AS THE WIPE TEST.



53-049-1A

Figure 6-13. Tooth Contact Wear Pattern and Backlash Correction for Input Pinion and Input Gear (Sheet 1 of 2)



53-049-2C

Figure 6-13. Tooth Contact Wear Pattern and Backlash Correction for Input Pinion and Input Gear (Sheet 2 of 2)