

DESCRIPTION AND MAINTENANCE INSTRUCTIONS

FLEXIBLE DRIVES

INSTALLATION AND MAINTENANCE

(This EO replaces AFMI M6/2 dated 30 Jun 45)

GENERAL

1 Tachometer systems are subject to several conditions directly attributable to the operation of the flexible drive, such as oscillations in the indicator, caused by:

- (a) The binding effect of the lubricant used in the drive.
- (b) Relatively sharp bends in the drive installation.
- (c) Slight excess length of drive core.

INSPECTION

2 Flexible drives are to be examined, for proper lubrication, prior to installation, by removing the core from the casing and ensuring that there is a uniform film of lubricant along its entire length.

3 At every major inspection of the aircraft, flexible drives are to be removed, cleaned and re-lubricated. Under no circumstances is the lubricant to be forced into the casing while the core is in place, as this could cause excess lubricant to be carried into the generator or indicator, as applicable, with damaging results.

LUBRICATION

4 When a flexible drive requires lubrication, the core must be removed from the casing, cleaned and relubricated in a contin-

uous uniform layer. There should be no "blobs" of lubricant at any point. Coupling nuts should be lightly coated with lubricant before installation.

NOTE

The correct lubricant for tachometer system flexible drives is a mixture of 85% Grease, Low Temperature, Ref. 34A/126 and 15% Hydraulic Fluid, Petroleum Base, Ref. 34A/100.

INSTALLATION

5 Flexible drives should be routed as straight as possible and be secured to the aircraft structure at intervals of approximately eight inches.

6 Radii of bends in the installed drives should not be less than nine inches.

7 In the event that the cores of long flexible drives bind in their casings, from slight gains in relative length, due to bends, etc., insert a washer type shim of approximately 1/16 inch thickness in the coupling nut. Ensure that the hole in the center of the shim sufficiently clears the drive core end. Place the shim in the coupling nut before fitting the drive to the indicator or generator, as applicable.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF