(b) Remove cylinder cap (18) from cylinder assembly.

(c) Remove retaining ring (13), retainer (14), wiper ring (15), packings (16 and 17) from cylinder cap (18).

(d) Remove packing (19) from cylinder cap (18).

(e) Remove cap seal (20), packing (21), key (22) and nut (23) from cylinder assembly.

(16) Hydraulic servo cylinder assembly. PN 20576-099. Remove KSP 6099-1 bearing (figure 7-14.1) as follows:

a. Remove lockwire, loosen nut (11) and remove servohead (29). Set servo assembly aside.

b. Mount cylinder assembly in torque fixture (T-62.1, figure 7-17).

c. Unbend tabs of washer (16) and remove retainer (15). Discard washer (16).

NOTE
Perform step d only if retainer (15) is to be overhauled.

d. Remove ring (12), retainer (13), and scraper (14) from the retainer (15).

e. Remove assembled parts consisting of shield assembly (1), nut (2), bearing (6), and housing (9) from servo cylinder (28).

f. Mount housing (9) in retainer (T-62.2). Cut lockwire on nut (2) and remove nut (2) using spanner wrench (T-2).

g. Remove bearing (6) from housing (9).

7-73. Inspection—Hydraulic Cylinder Assembly (Cyclic Control). (Table 7-5 and Figures 7-18 through 7-21.)

a. Tube assembly (5, figure 7-14). Inspect tube assembly in accordance with the following inspection requirements and limits outlined in figure 7-18 and table 7-5.

(1) Inspect tube assembly (5) for thread damage, abrasions and dents (figure 7-18).

(2) Inspect tube assembly (5) for cracks. No cracks allowed. If a crack in the Hydraulic Servo Cylinder Tube Assembly is suspected, refer to TM 1-1520-256-23, Technical Manual Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) manual nondestructive inspection procedures for UH-1 helicopter series.

(3) Check security of rivets and bonded seams.

(4) Inspect the internal threaded area of upper and lower tube assembly (5) for corrosion damage.

b. Hydraulic Cylinder Assembly (AVIM).

(1) Inspect hydraulic cylinder assembly for cracks. No cracks allowed. If a crack in the Hydraulic Servo Cylinder Assembly is suspected, refer to TM 1-1520-256-23, Technical Manual Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) manual nondestructive inspection procedures for UH-1 helicopter series.

(2) Inspect upper and lower end of hydraulic cylinder assembly for evidence of leakage.

(3) Inspect external surfaces of hydraulic cylinder assembly and piston rod (8, figure 7-14) for nicks or scratches (figure 7-19 and table 7-5).

(4) Inspect external surfaces of hydraulic cylinder assembly and piston rod (8) for corrosion (figure 7-21 and table 7-5). Maximum diameter of damage, after repair, 0.0996 inch. Thread damage limits to piston rod are as follows: (a) Depth—\textbf{one-third} thread. (b) Length—\textbf{one-quarter} inch circumlative each segment.

c. Clevis.

(1) Inspect clevis (1, figure 7-14) for corrosion.

(2) Inspect clevis (1) for cracks. No cracks allowed.

(3) Inspect clevis (1) in accordance with limits outlined in figure 7-20 and table 7-5.

(4) Inspect clevis (1) for security.