

**R22 SERVICE LETTER SL-84**

**DATE:** 02 December 2019

**TO:** R22-series Owners, Operators, and Maintenance Personnel

**SUBJECT:** A258-5 Pitch Link Assembly

**BACKGROUND:** Part number A258-1 pitch link assembly, main rotor, is no longer available and is superseded by part number A258-5. A258-5 link assembly features a separately replaceable lower rod end and does not require lockwire. This service letter provides instructions for installation and adjustment of the new A258-5 assemblies.

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**A258-5 USAGE AND ADJUSTMENTS:** (refer to illustration on page 2)

1. A258-5 pitch link assembly directly replaces A258-1 pitch link assembly, and may be installed singly or in pairs; there is no weight change.
2. When replacing pitch link assembly or pitch link parts, keep overall length within plus/minus 0.005 inch of removed link prior to disassembly.
3. After pitch link installation or adjustment, verify both rod end threaded shanks block passage of 0.020 inch diameter lockwire at witness holes in barrel assembly. Rod ends must also be centered, or positioned, to allow as much link rotation as possible without binding.
4. Apply torque stripes for maximum preflight visibility after torquing nuts.
5. Due to a self-locking thread insert, lockwire is not required on the A258-5 pitch link assembly.
6. Similar to A258-1 pitch link assembly, blade tracking fine adjustment is accomplished by rotating barrel with rod ends remaining connected to pitch horn and swashplate.
7. Apply light coat of A257-2 or A257-22 oil to threads when replacing rod ends.

**Approximate Cost:**

Parts: \$680 for one complete A258-5 link assembly.

(OVER)

