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## NOTICE TO SAFARI OWNERS REGARDING CLUTCH BREAK IN

The lining of the Safari clutch drum is bonded to the side walls of the clutch drum using glue, pressure and copper rivets. Once bonded and cured, the drum is machined again to assure concentricity.

The lining is a brake drum material, and the depth of this material is not precise. For that reason, the process of machining the lining to be perfectly round may or may not create rougher areas on the surface.

Conditioning the clutch drum lining will provide a more uniform surface for the clutch shoes to contact. The result in will be smoother engagement of the shoes if there are rougher spots in your particular clutch drum.

First, rotate the blades a short distance in reverse to be sure they are not "stuck" to the clutch lining. If they are free, secure the main rotor blade to the tail boom with a strap or other binding to prevent turning. Crank the engine and bring it to an idle, while preventing the rotor blades from turning. **DO NOT EXCEED IDLE RPM!**

As the clutch shoes slide against the clutch drum lining, they will "glaze" the surface of the lining. A spray of WD-40 or a drop of two of oil or avgas will hasten the outcome, but is not necessary.

The lining can be inspected visually to determine when the surface appears slick and more polished than it did when the process was started. This is not necessarily a single event. As the helicopter is being tested after completion, the addition of a drop or two of oil into the clutch drum will continue to condition the drum to ensure smooth engagement.