

Lucas Aerospace Type TBS-720 Mk.2 turbo-starter

PRESERVATION

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General

1. Before any work is done on a starter or the engine, the starter breeches are to be unloaded and the cartridges stored or disposed of in accordance with current instructions. If a cartridge which has failed to fire, has to be removed from any of the breeches, this must be done in strict accordance with the safety precautions laid down for the handling of explosives.

Packing and transportation

2. This section contains certain instructions for packing and transportation of starters to prevent damage to them but for fuller information on this attention is directed to DEF-1234 General Requirements for Packaging Supplies for the Services.

Short term storage

3. A cartridge-operated starter may remain installed for a period of one month without being operated providing the breeches are unloaded and the barrels treated against corrosion as in para.4.

Unloading the breeches

4. Remove the fairing nose piece, if part of the installation, and proceed as follows for each breech:-

- (1) Depress the central plunger and unscrew the breech cap from the barrel.
- (2) Depress the two small plungers in the breech cap to lift the two spring-loaded claws which grip the ring of the cartridge cap.
- (3) Withdraw the cartridge and, using a clean dry non-fluffy cloth, clean out the breech barrel.

(4) Sparingly apply Protective PX-4 (DEF.2332) with a clean, non-fluffy cloth to the internal surfaces of the breech barrel and with the exception of the electrical slip ring and firing pin, the breech cap.

Note...

It is important that the slip ring and firing pin be left quite clean of the Protective.

(5) Refit the breech cap.

Long term storage

5. Storage in excess of one month will necessitate the removal of the starter from the engine. As the design and arrangement of the firing which encloses the starter will vary according to the type of installation, reference should be made to the relevant aircraft Air Publication for the correct procedure to be followed during removal of the starter.

Oil priming

6. For long term storage or return for overhaul, drain and re-prime the starter reduction gear as follows:-

(1) Remove the drain and priming plugs and allow the oil to drain off.

(2) Refit the drain plug and inject approximately one third of a pint of clean engine oil, OX-38 (Nato Code No.O-149) into the reduction gear; when doing this rotate the starter drive shaft to circulate the oil throughout the reduction gear.

(3) Refit the priming plug.

External treatment

7. In addition to priming with oil as in para.6 prepare the starter as follows:-

(1) Examine the unit externally for evidence of damage or corrosion and clean up as necessary.

(2) Clean the breech barrels, caps and electrical contacts with a clean, dry, non-fluffy cloth.

(3) Sparingly apply Protective PX-4 (DEF-2332) with a clean, non-fluffy cloth to the internal surfaces of the breech barrel and with the exception of the electrical slip ring and firing pin, the breech cap. Refit the breech caps.

Note...

It is important that the slip ring and firing pin be left quite clean of the Protective.

(4) Mask all electrical connections and then spray the complete unit with Protective PX-1 (Nato Code No.C-614).

- (5) Fit the authorized blanking plates, protecting sleeve and ring as given in Table 1.
- (6) Use grease-resisting, mouldable waxed paper (Spec.DEF.1237) to wrap the unit, ensuring that the grease-resisting side of the wrapping is innermost.
- (7) Overwrap with imitation kraft paper and seal the seams with gummed kraft paper tape (Spec.C.S.2564).
- (8) If available, place the wrapped unit in a container that will afford protection against damage by shock or the ingress of moisture.

TABLE 1

Blanking parts

Description (1)	Part No. (2)	No. off per starter (3)
Protecting sleeve for shaft splines	CX.126754	1
Protecting ring for mounting spigot	CX.132430	1
Blanking covers for exhaust stubs	CX.132429	3



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