

Olympus 201 Series
Section 15
Engine Installation

1. Engine Mounting

Mounted in its bay by three point suspension. Two trunnions, one on each side of the delivery casing, and a single adjustable front suspension link are the three points. The side trunnions engage in spherical bearing assemblies. To allow for lateral expansion the centre engine rib carries a fixed bearing whilst the other two, i.e. the most inboard and outboard bearings are free floating. The front link swings fore and aft and allows for linear expansion.

2. Jet Pipe Mounting

The jet pipe is attached to the exhaust cone by quick-release type manacle clamps. A bellows assembly allows for linear expansion. The jet-pipe is supported on rollers which run in guide rails in the tunnel thereby facilitating jet pipe removal.

3. Accessories

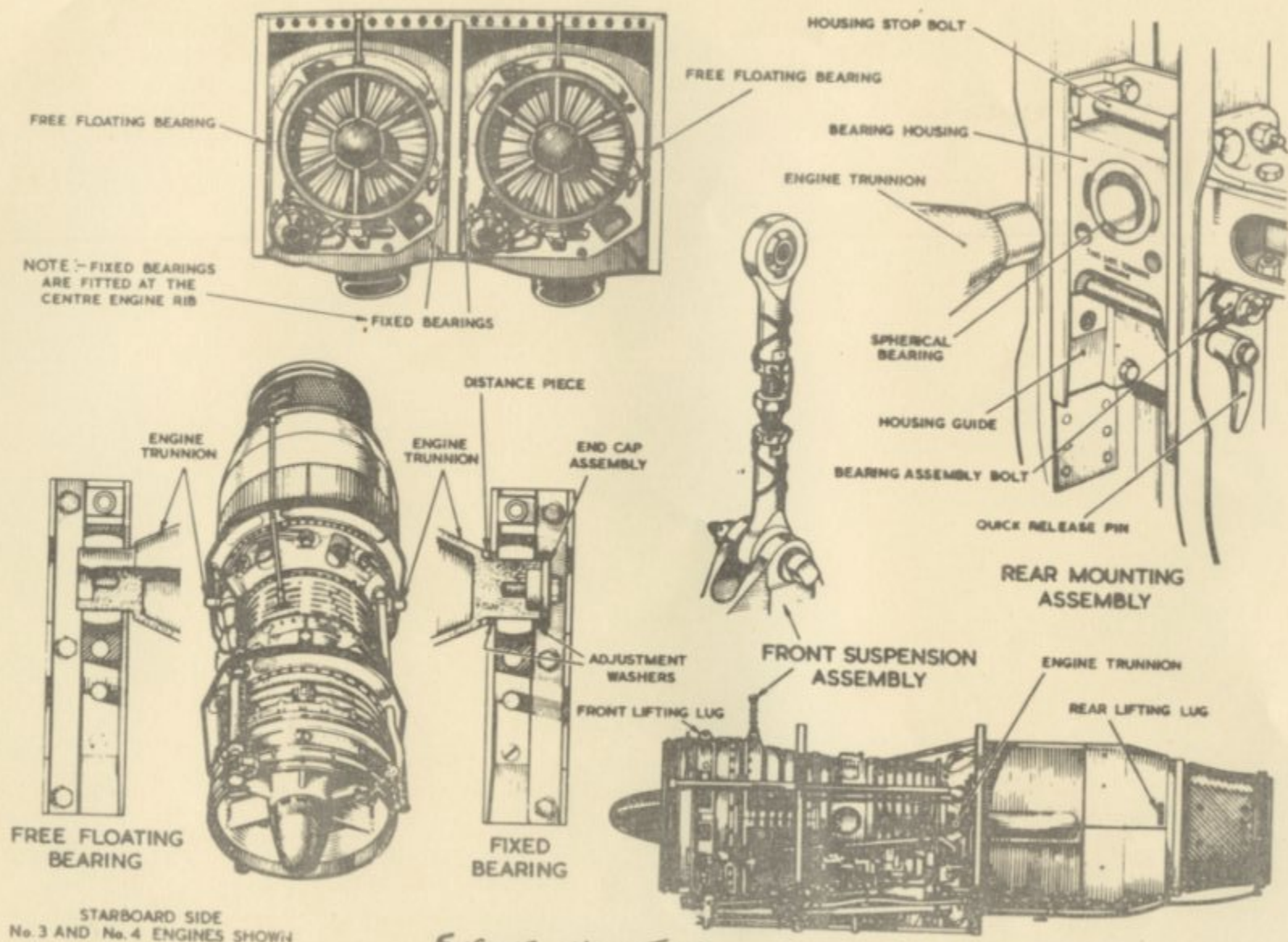
All four engines drive alternators through their constant speed drive units. Hydraulic pumps are fitted to numbers 1, 2 and 3 engines.

4. Drainage Collector Tanks

Two tanks fitted port and starboard on the forward part of the rear door collect all drainage from the engine. The port tank is self-emptying in flight but it is necessary to remove any residual fuel before the door is opened. The starboard tank collects from the fuel pump glands and is not self-emptying. An accumulation of fuel in this tank indicates a fault in the fuel pump and should be investigated. Do not drain both tanks together.

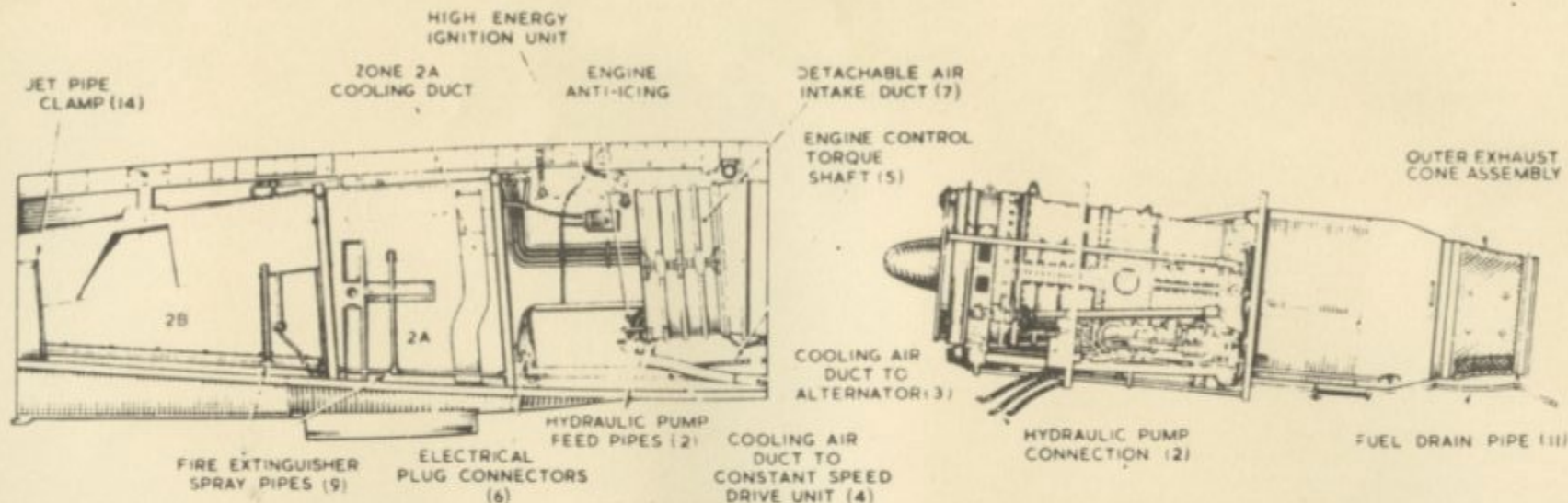
5. Engine Bay Doors

The engine access doors are part of the stressed under surface of the aircraft. There are three doors to each engine bay. The centre door is lipped over the front and rear doors. Air inlet and outlet is arranged through ducting within the centre door. An oil tank inspection panel is provided in the front door and the drain tank is fitted in the rear door.

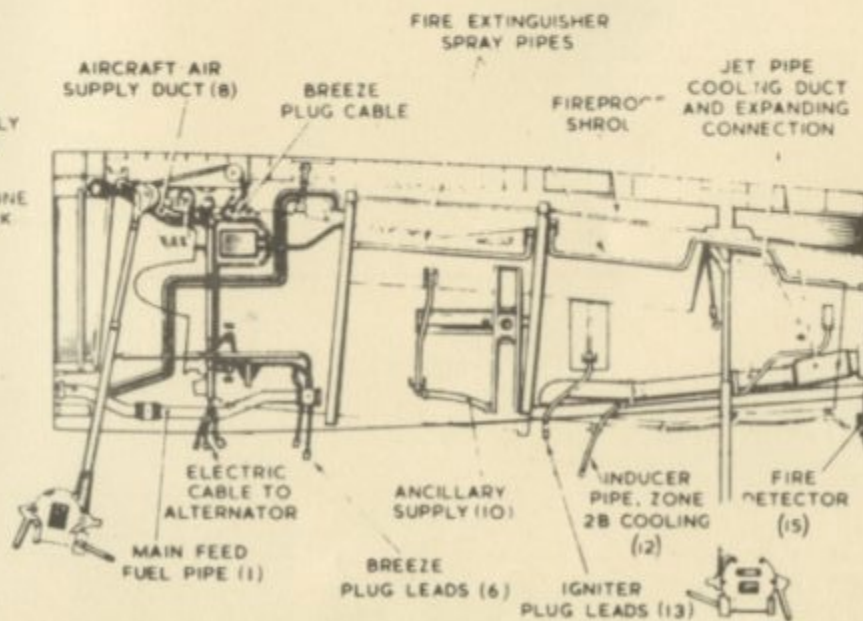
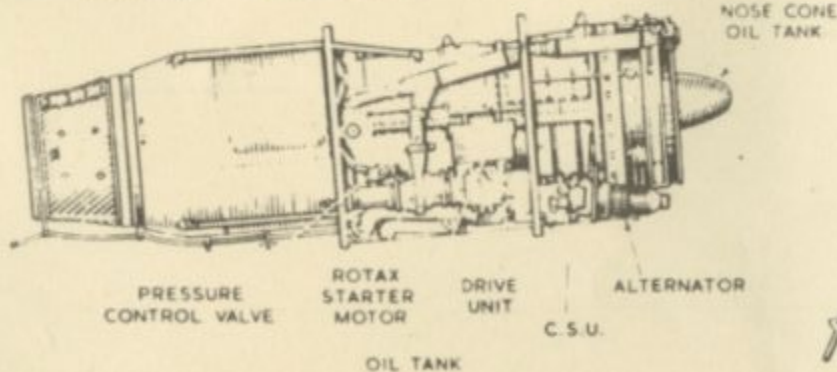
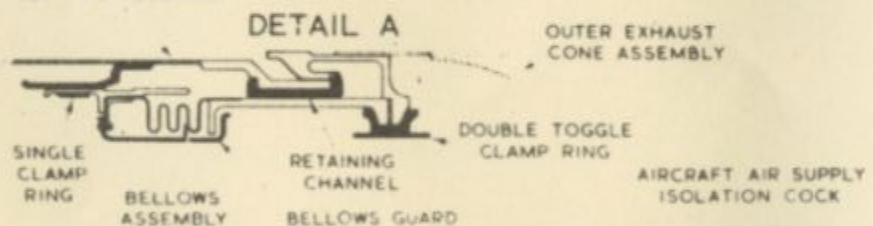


STARBOARD SIDE
No. 3 AND No. 4 ENGINES SHOWN

ENGINE MOUNTING



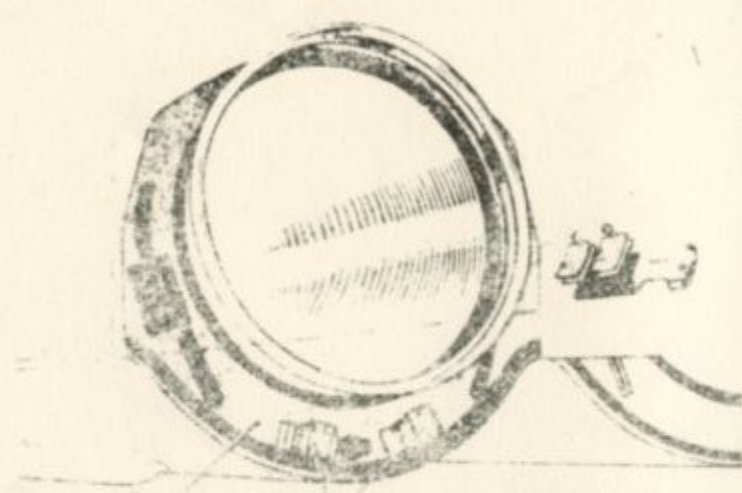
JET PIPE ASSEMBLY



No. 2 ENGINE SHOWN

Fig. 9 Engine removal (1)

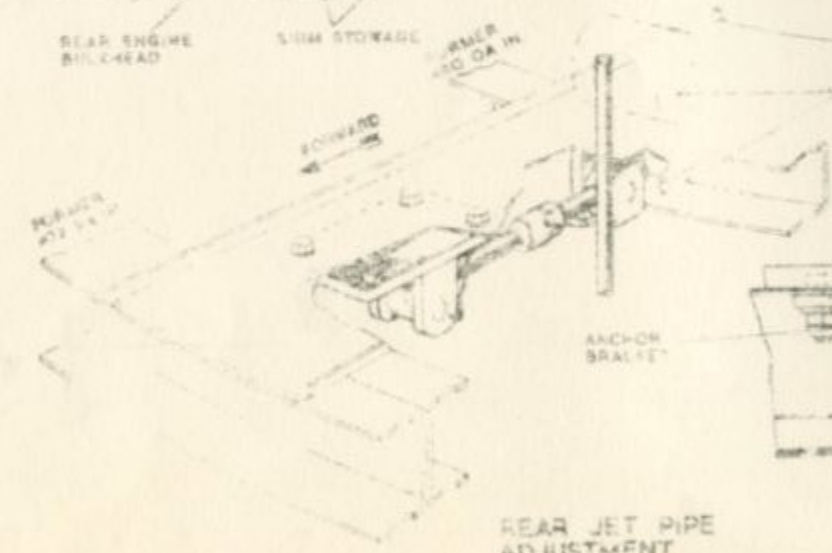
RESTRICTED



REAR ENGINE
BILLHEAD

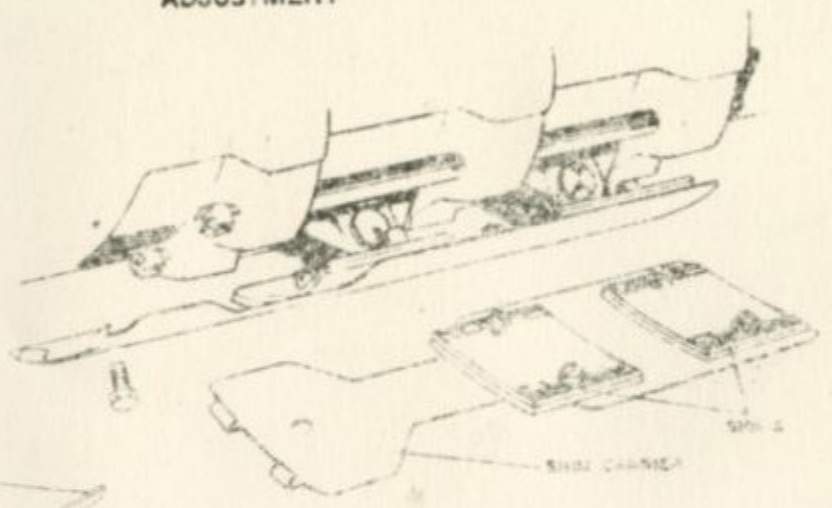
SUM STORAGE

TURNER
ROD OR IN



REAR JET PIPE
ADJUSTMENT

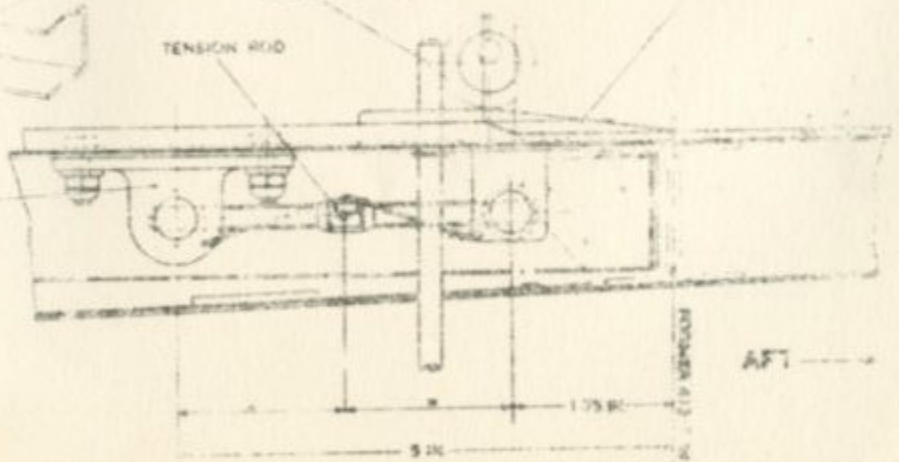
FRONT JET PIPE
ADJUSTMENT



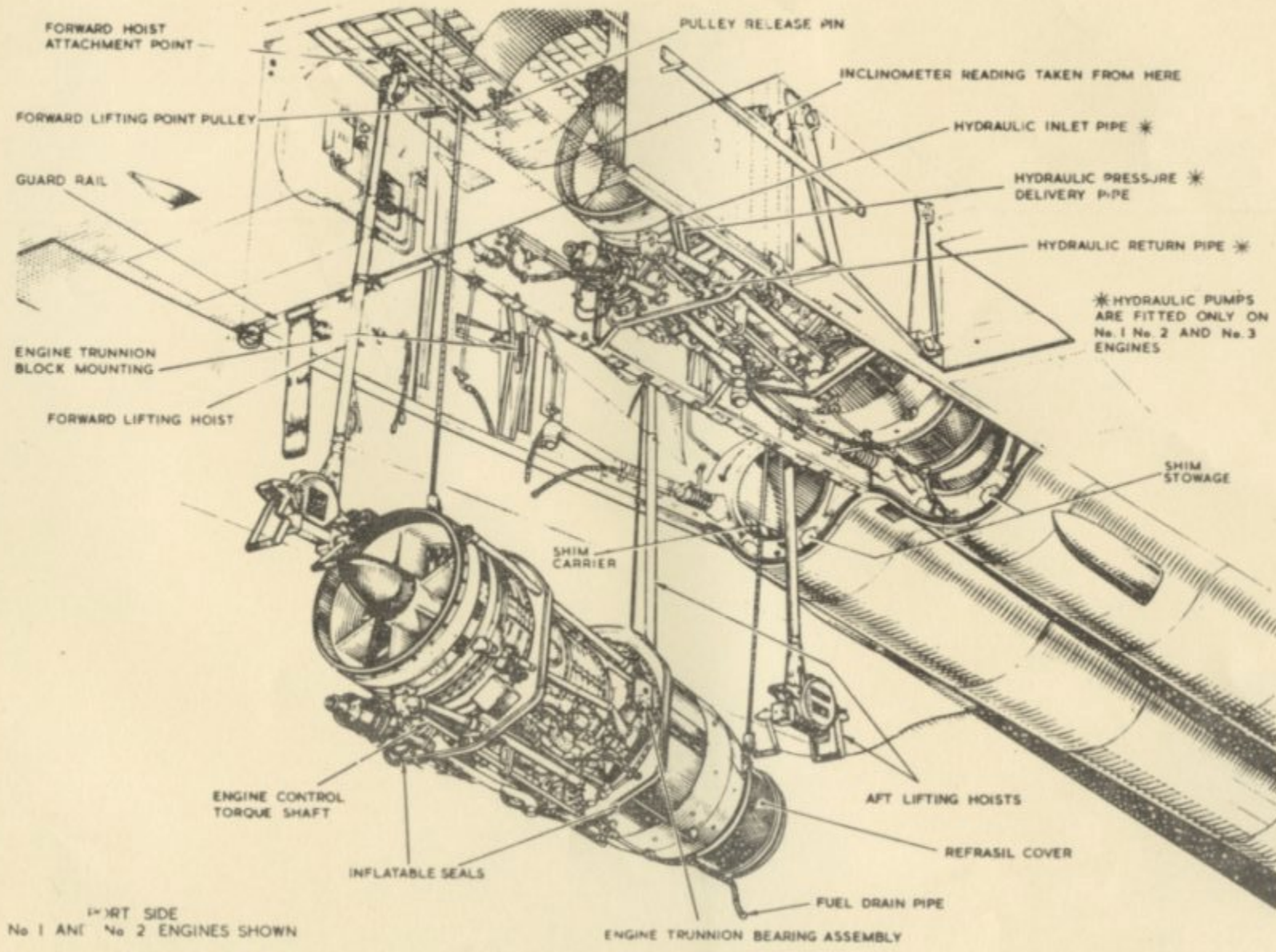
ECCENTRIC
ROLLER

LOADING WORK UTENS

TENSION ROD

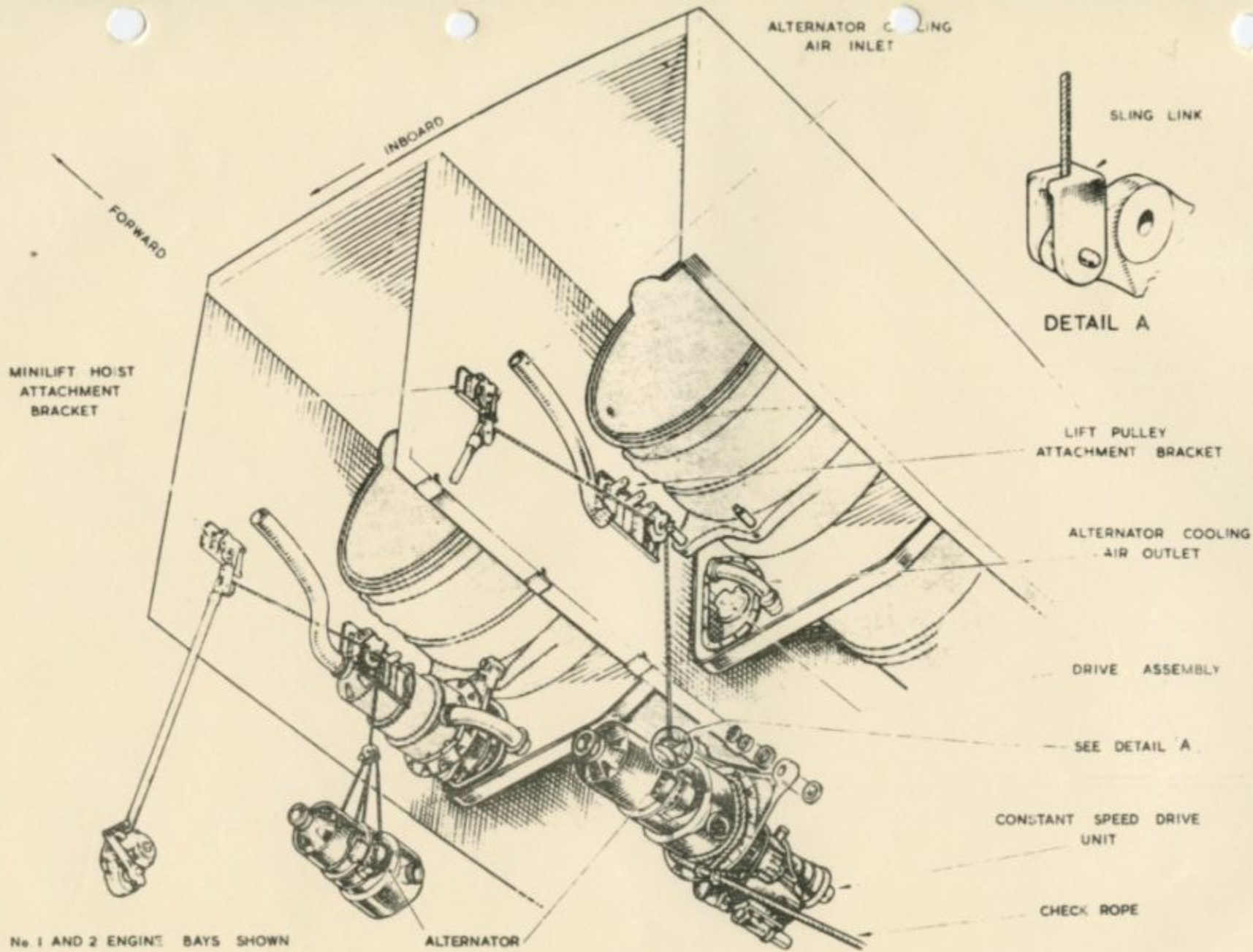


AFT



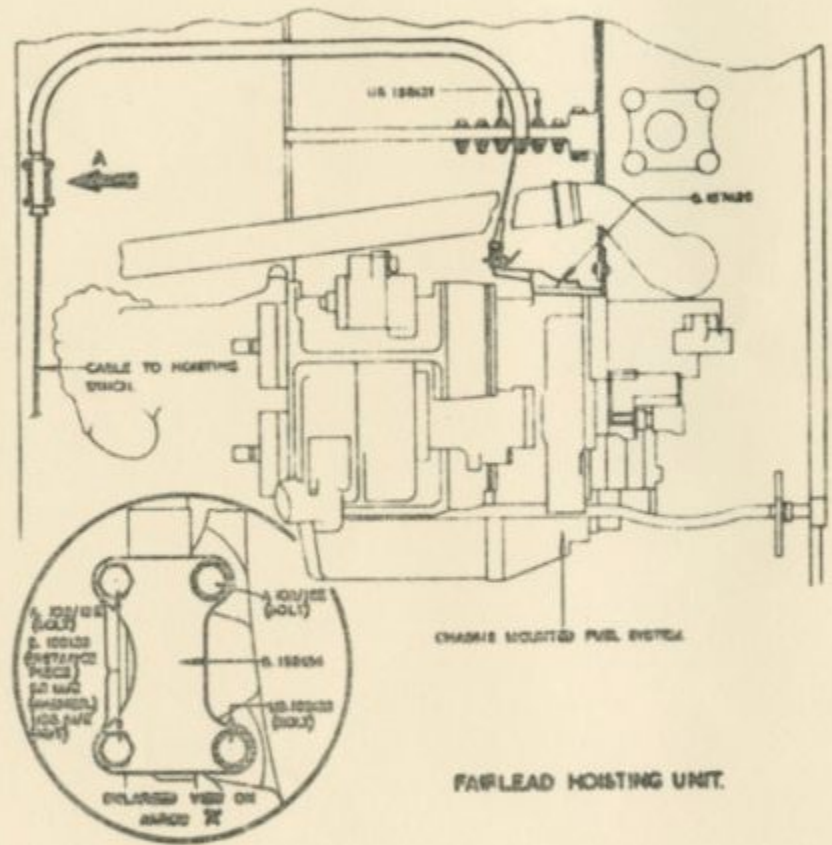
RIGHT SIDE
 No. 1 AND No. 2 ENGINES SHOWN

ENGINE REMOVAL



Constant speed drive/alternator removal

RESTRICTED



CHARGE SOLICITED FUEL SYSTEM

FARLEAD HOISTING UNIT.

1344 8235. A. Loc. 3/40

RESTRICTED (INC. No. 4712A/G4/60)

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