

OLYMPUS 201 SERIESSECTION 9CONSTANT SPEED DRIVE UNIT SERVICING1. Filling Oil Tank

1. Ensure that the engine has been run within the last fifteen (15) minutes.
2. In all cases of doubt three motoring cycles should be carried out to prevent over filling this system.
3. Check level of oil in sight glass.
4. The quantity is correct when the oil level is within the limits of the centre band.
5. If necessary pressure fill the tank with approved oil as follows:-
 - (a) Fit the replenishing hose to the filling connection.
 - (b) Supply oil from the rig until a correct level is obtained.

NOTE.

- (i) The centre band is .200" (two tenths inches)
- (ii) Allow for oil expansion when using solid oil.

2. Magnetic Drain Plug

1. Cut locking wire, remove drain plug and discard sealing washers. Allow oil to drain into a clean container checking for non-ferrous particles.
2. Estimate quantity drained and discard.
3. Plug drain aperture.
4. Inspect drain plug, metal particles, will necessitate rejection of the drive. Dust particles are not detrimental.
5. Clean plug in white spirit or carbon tetrachloride. Dry, fit new seals, replace, and lock.
6. Top up the tank with a similar quantity of oil as drained away.

3. Oil Priming

1. Prepare the drive for installation. All pipes to be cleaned and new 'O' seals to be fitted.
2. Pour clean approved oil into oil inlet connection whilst turning the input shaft with the splined adaptor and speeder brace. Continue priming until oil flows from the outlet or two pints have been poured into the unit.
3. Fit the unit without delay.
4. Fill tank to within one or two pints of the full mark.
5. With installation completed turn the engine for three minutes or three motoring cycles to prime complete oil system.
6. Final toping up should only be made when system has reached normal running temperature. The check has to be made within fifteen (15) minutes of shut-down.

OLYMPUS 201 SERIESSECTION 2CONSTANT SPEED DRIVE UNIT SERVICING1. Filling Oil Tank

1. Ensure that the engine has been run within the last fifteen (15) minutes.
2. In all cases of doubt three motoring cycles should be carried out to prevent over filling this system.
3. Check level of oil in sight glass.
4. The quantity is correct when the oil level is within the limits of the centre band.
5. If necessary pressure fill the tank with approved oil as follows:-
 - (a) Fit the replenishing hose to the filling connection.
 - (b) Supply oil from the rig until a correct level is obtained.

NOTE.

- (i) The centre band is .200" (two tenths inches)
- (ii) Allow for oil expansion when using cold oil.

2. Magnetic Drain Plug

1. Cut locking wire, remove drain plug and discard sealing washers. Allow oil to drain into a clean container checking for non-ferrous particles.
2. Estimate quantity drained and discard.
3. Plug drain aperture.
4. Inspect drain plug, metal particles, will necessitate rejection of the drive. Dust particles are not detrimental.
5. Clean plug in white spirit or carbon tetrachloride. Dry, fit new seals, replace, and lock.
6. Top up the tank with a similar quantity of oil as drained away.

3. Oil Priming

1. Prepare the drive for installation. All pipes to be cleaned and new 'O' seals to be fitted.
2. Pour clean approved oil into oil inlet connection whilst turning the input shaft with the splined adaptor and speeder brace. Continue priming until oil flows from the outlet or two pints have been poured into the unit.
3. Fit the unit without delay.
4. Fill tank to within one or two pints of the full mark.
5. With installation completed turn the engine for three minutes or three



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