

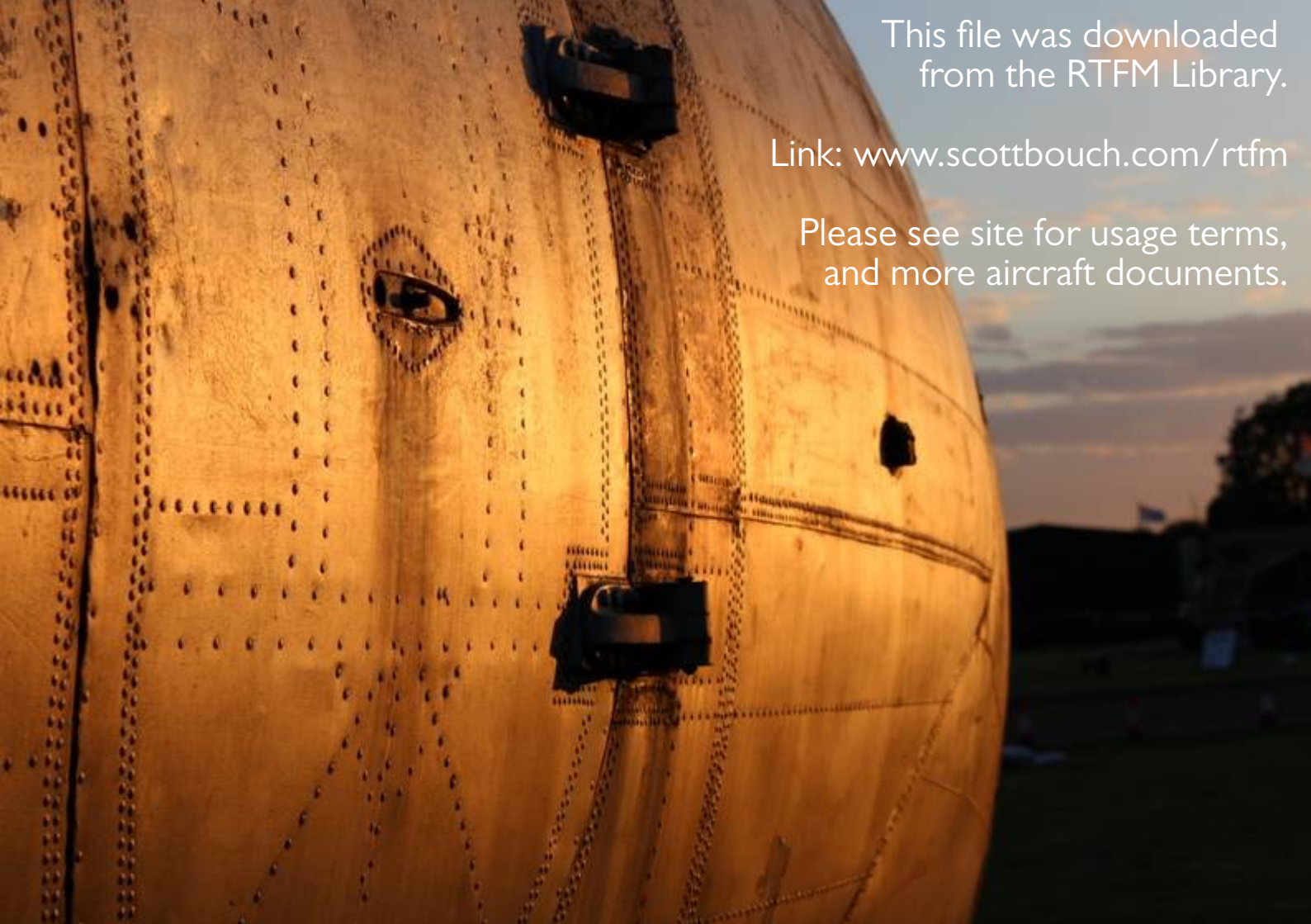
OLYMPUS 202/301 SERIES

SECTION 16

ENGINE SERVICING

General Instructions

1. The engine bay centre door may be opened as required, but before any other doors are opened, jury struts must be inserted in the main wheel bays.
2. All engine access doors must be closed before towing, taxiing or refuelling.
3. Engine doors must remain closed until a nose trestle is in position when jacking.
4. Protective covers must be fitted to the air intakes before servicing the engines.
5. Fit suitable blanks immediately to any aperture resulting from the removal of a component or the disconnection of a pipeline.
6. Carefully examine all jointings and gland rings removed during servicing and renew as necessary. Renew all expandable locking devices such as split pins, tab-washers and use 22 swg stainless steel wire for locking.
7. Use a ground supply unit when an electrical supply is required for servicing.
8. On completion of servicing thoroughly clean the engines and bays, removing all loose articles, such as nuts, split pins and discard pieces of wire.
9. If air has entered the fuel system during servicing, it will be necessary to bleed the system before attempting to run the engine.
10. Extra care is required when preparing to remove a jet pipe. It is essential that all modifications and full instructions are known before this task is commenced.
11. Prior to the removal of the alternator from the CSDU the alternator drive quill shaft must be withdrawn by approximately 2.25 ins to obviate any possibility of damage to the shaft or shaft seal as follows:
 - (1) Remove tail and cover plate.
 - (2) Ensure damage does not occur to the sealing ring inside cover plate.
 - (3) Remove split pin securing jacking nut and quill shaft retaining rod.
 - (4) With a 7/16" AF spanner turn jacking nut 60 turns in a clockwise direction until 2.25 ins of thread protude through jacking nut. Note that a suitable sock t spanner will be required.



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