

Olympic 200/300 Series  
Section 6.  
Oil System Servicing

1. Scavenge Oil Filter

Ref. St.C.S.I./Olympus/001 and 001A.

Olympus 200 and 300 series Mod. 1618 Pts. 1 and 2 embodied.

Magnetic plugs removed for inspection on the following occasions:-

- (a) After initial ground run.
- (b) On each After Flight for first five flights.

2. DESCRIPTION

COLOUR

No.1 Bearing filter cap	BLUE
No.2&3 Bearing filter cap	GREEN
No.No.4&5 Bearing filter cap	UNPAINTED
No.7 Bearing filter cap	WHITE
No.8 Bearing filter cap	YELLOW

In the event of any significant metal deposits being found the S.M.C.O. i/c Early Failure Detection Centre is to be notified who will advise on serviceability and periodicity of inspection. Providing the initial inspections are satisfactory, subsequent inspections are to be carried out as follows:-

- o. 4&5 Bearing filter      Every 30 + 5 hours
- No. 1 Bearing filter      )
- No. 2&3 Bearing filter    )      Every 60 + 10 hours
- No. 7 Bearing filter      )
- No. 8 Bearing filter      )

At each periodic inspection the magnetic plugs are passed to the E.F.D.C. for analysis and recording.

The magnetic plug is retained in the filter cap by a spring loaded bayonet fitting. It is removed by first applying firm light pressure to the knurled head and then turning in an anti-clockwise direction. Care must be taken when removing the plug not to damage the seal or disturb metal deposits on the magnetic tip.

REFUELLING THE OIL SYSTEM (200 series)

Within one hour of engine shut down proceed as follows:-

Fit overflow pipe to overflow connection and drain oil into can

~~fit O.K.38. oil rig to the overflow connection to No. 2 & 3.~~

Ignore the first flow of oil from the overflow pipe as this pipe is always full when the engine is running. However should more than one pint flow out initially suspect that the tank may be overfilled.

Fit the O.K.38. oil rig to the fill connection on the suction filter casing.

Pressurise the rig to 30. P.S.I. and feed oil into tank until oil

Olympus 200/300 Series

Section 6.

Oil System Servicing

comes out of the overflow connection.

Note. The oil contents gauge is not to be used during this operation to determine the contents of the oil tank as the gauge is unreliable

Remove the replenishing can.

Refit the blanking cap.

REPLENISHING THE OIL TANK (300)series)

Within one hour of engine shut down proceed as follows:-

Remove blanking cap from re-oil point on the suction filter casing

Fit the replenishing rig and pressurise to 30 P.S.I.

Feed oil into the tank until the oil level reaches the full mark on the sight glass.

Remove the rig and refit the blank.

For re-oiling procedure after prolonged engine stand-by refer to the appropriate engine Vol. 1. Section 4.

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