

Chapter 24G

DIFFUSER CASING, DISMANTLING

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THIS CHAPTER, which is applicable to both the Ghost 48 Mk. 1 and the Ghost 48 Mk. 2, contains instructions for dismantling the diffuser casing. The diffuser casing should remain in stand T.75592 or T.79047 until all the components have been removed. The general information contained in chapter 22 should be referred to as necessary.

DIFFUSER CASING *horizontal with front face upwards*

1. Adjust the diffuser casing in the stand until the front face is uppermost.
2. Remove the remaining 2 B.A. plain nuts and spring washers which secure the twenty deflector covers to the diffuser casing, some of the 2 B.A. nuts will have been removed already in order to release brackets and similar parts whilst dismantling the engine.
3. Withdraw each cover complete with its casing and vane assembly, Fig. 1, and place it in transport box T.73073. Remove the joint washer fitted between each deflector cover and the diffuser casing. This operation on 48 Mk. 1 engines will release the two outboard ignition unit mounting brackets.
4. 48 Mk. 1 only. If mod. 483, 1088, 1095 or 1139 have not been embodied use extractor

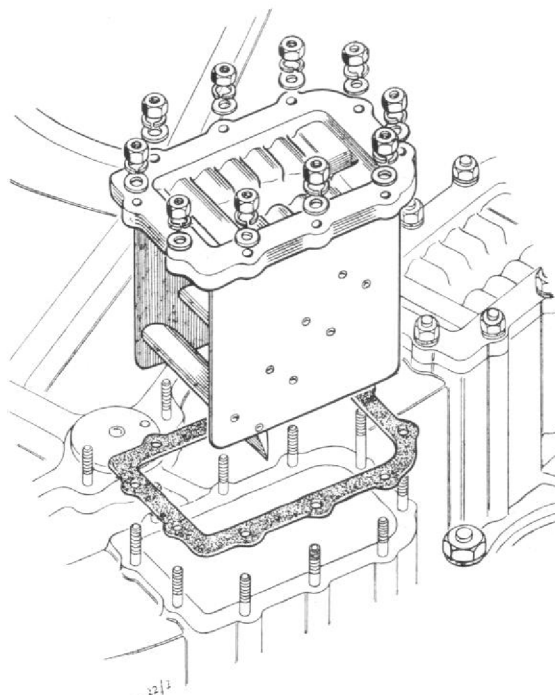


Fig. 1. Deflector, pre-mod. 843.

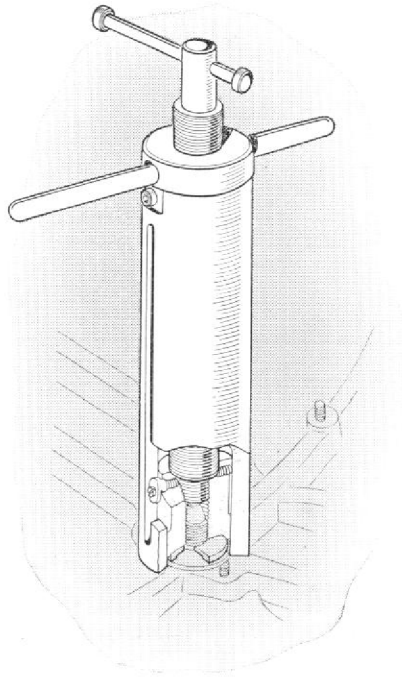


Fig. 2. Extractor T.76529 for removing hollow diffuser bolts.

T.76529 to remove the hollow diffuser bolts, Fig. 2.

5. Remove the plain nuts, spring and plain washers from the studs which secure the diffuser casing to the rear cover.

DIFFUSER CASING *horizontal with rear face upwards*

1. Reverse the diffuser casing in the stand so that the rear cover is uppermost.
2. Using a hammer and a soft metal drift, drive out the diffuser bolts; do not allow the bolts to drop on to the floor and sustain damage.
3. Remove the nuts, spring and plain washers which secure the cabin and gun heating air supply connections, and remove the two connections and the joint washers.

A lock-wire tab instead of a plain washer will be found on one of the studs of the cabin and gun heating air supply connections.

REMOVING THE DIFFUSER CASING FROM THE REAR COVER

1. Reverse the casing in the stand so that the front face is uppermost; using eight plain

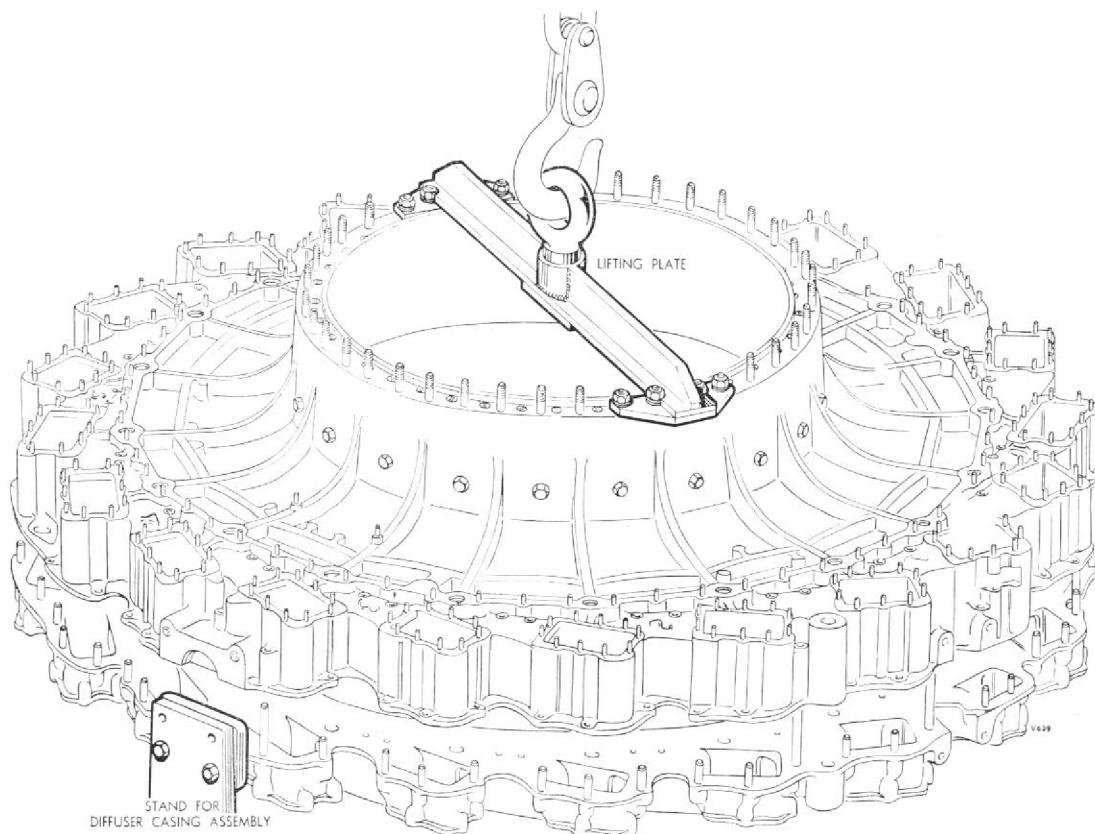


Fig. 3. Lifting plate T.72765 attached to diffuser casing.

nuts and sufficient plain washers to take up the exposed plain portion of each stud, secure lifting plate T.72765 to the air-intake face.

2. Engage the hook of the lifting gear with the eye of the lifting fixture and just tension the chain, Fig. 3.
3. Remove the two bolts which secure the casing to either side of the engine stand; slightly slacken but **do not remove** the remaining four bolts which secure the rear cover to the engine stand; this prevents distortion of the diffuser casing and possible difficulty when removing it from the rear cover.
4. Lift the diffuser casing away from the rear cover, which will be the last engine component remaining attached to the stand, and lower it to a prepared position.
5. Remove lifting plate T.72765 from the diffuser casing.
6. Remove the rear cover from the engine stand and lower it to a prepared position.

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