

Chapter 24H

CENTRE CASING, DISMANTLING

Contents

	Page	Page
General	1	Removing the internal pipes and air filter .. 2

Illustrations

	Fig.	Fig.
Piping arrangement inside front cone ..	1	Tecalemit rear bearing cooling-air filter .. 2

THIS CHAPTER, which is applicable to both the Ghost 48 Mk. 1 and the Ghost 48 Mk. 2, contains instructions for dismantling the centre casing after

it has been removed from the engine in accordance with the instructions given in chapter 23. The general information contained in chapter 22 should

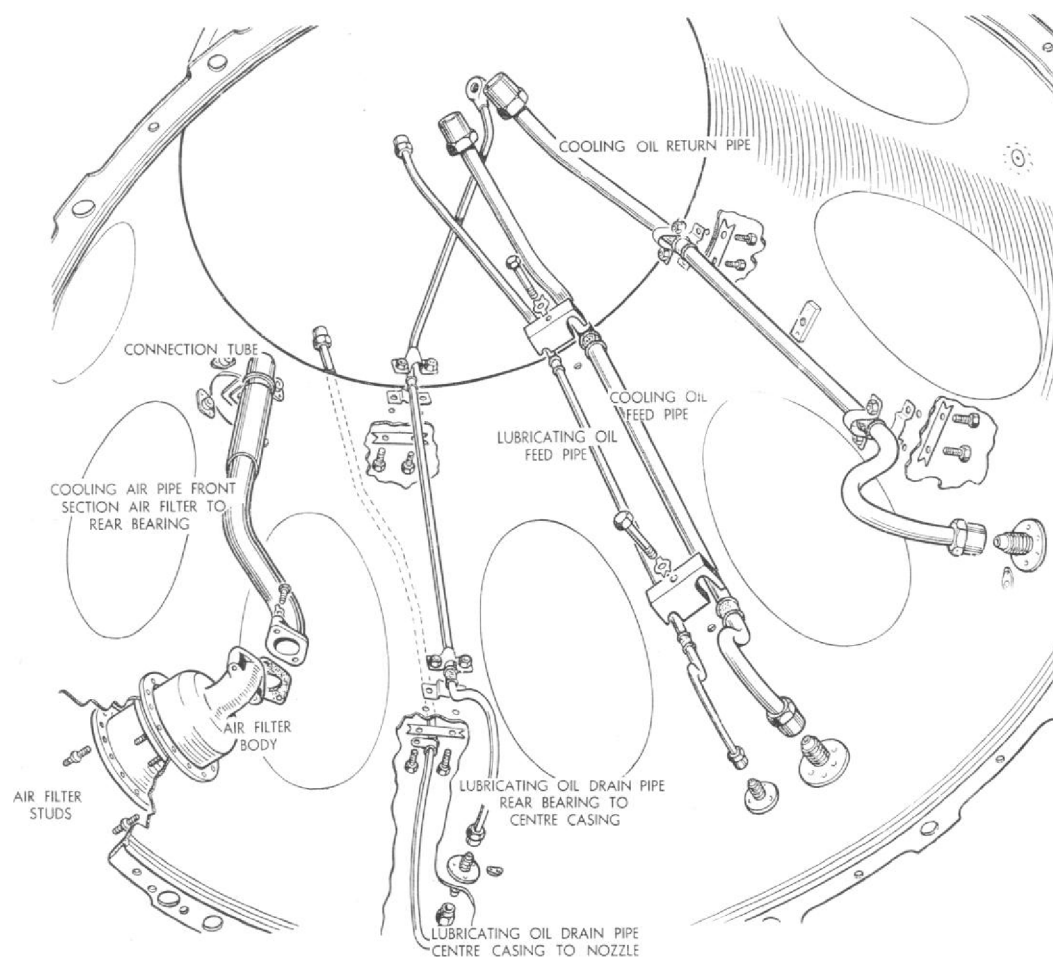


Fig. 1. Piping arrangement inside front cone.

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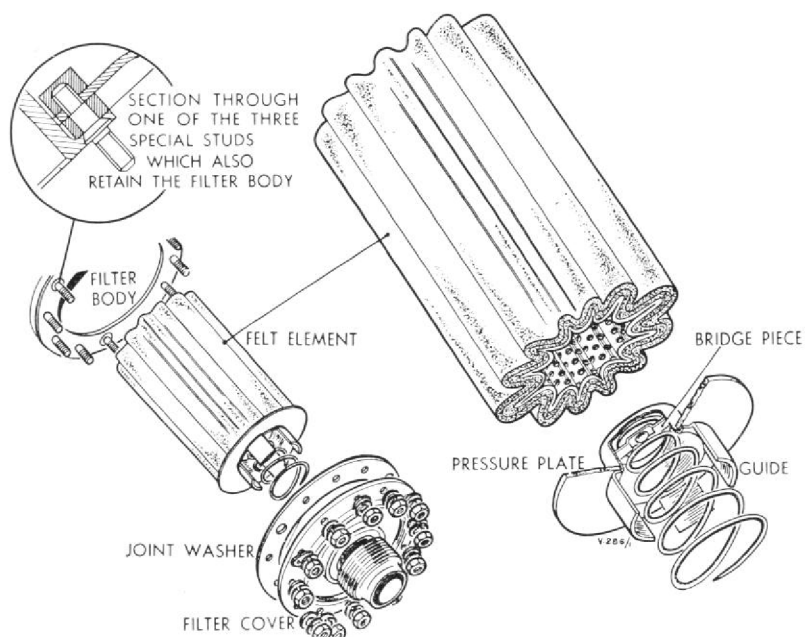


Fig. 2. Tecalemit rear bearing cooling-air filter.

be referred to as necessary.

REMOVING THE INTERNAL PIPES AND AIR FILTER, Fig. 1.

1. Unlock and remove the two $\frac{1}{4}$ in. B.S.F. bolts from the rear cooling air pipe flange on the filter body, inside the front cone; remove the pipe, Fig. 1.
2. Unscrew the twelve 2 B.A. nuts which secure the air filter cover and remove the twelve spring washers, eleven plain washers, and one lockwire tab washer; remove the filter cover and withdraw the filter insert assembly, Fig. 2.
3. Using stud extractor T.70965, remove the three special studs which retain the filter body.
4. Turn down the tabs of the twin locking washers and remove the four set-bolts that secure the two cooling oil return pipe clips to the inside of the front cone; remove the two halves of each pipe clip. Unscrew the union nut at the forward end of the pipe and remove the pipe complete with two rubber sleeves.
5. Remove the lubricating oil drain pipe in the manner described for the removal of the cooling oil return pipe in Op. 4.
6. Turn down the tabs of the locking washers and remove the set-bolts that secure the two cooling oil and lubricating oil feed pipe bridge cleats to the inside of the front cone; remove the bridge cleats. Unscrew the union nut situated at the forward end of each pipe and remove the pipes complete with their rubber sleeves.
7. *Pre-mod. 799*, remove the six set-bolts, spring and plain washers, which secure the rear fire extinguishing ring clips to the front cone and lift off the ring, complete with clips.

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