

Draft Chapter 33H

CENTRE CASING, REASSEMBLING

*This draft chapter is issued for advance information
pending the publication of the final chapter.*

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GENERAL

1. Reconditioning of the component parts of the centre casing is confined to operations whereby unserviceable parts are replaced by serviceable standard parts. Instructions for major repairs and the rectification, and processes essential to such repairs, are contained in Chapter 28F.

2. Throughout the text, the phrase "within the limits" implies that reference must be made to the Table of Fits and Clearances contained in Chapter 38 of this handbook to ascertain the limits permissible.

3. The components which form the centre casing are assembled in position during rebuild of the complete engine. If the front or the rear cone is unserviceable, a complete assembly will be required. Separate front and rear cones are not available as spares. To eliminate eccentricity about the longitudinal axis the rear cone is assembled in the optimum of ten alternative positions during initial engine build. The dowel hole in the top mating flanges is then drilled, reamed, and counterbored and the dowel fitted; the two elliptical openings and the two holes in the rear support cone being cut after the foregoing operations have been completed.

4. Before making any renewals the inspection sheet must be read carefully and all work carried out as directed. Minor rectifications which may not be entered on the inspection report include renewing damaged or loose studs and removing any scores or burrs with fine emery. After any work has been carried out the components in question must be re-submitted for inspection.

RENEWALS

5. With the exception of damaged studs no additional work is necessary to renew any standard part; the defective parts rejected by inspection being discarded, and new, serviceable or repaired parts being substituted. Loose rivets must be removed in accordance with standard aircraft procedure and new rivets fitted. To renew damaged studs a 2 B.A. stud box T70965 will be required. Damaged studs may be removed and serviceable replacements fitted in accordance with standard practice. When applicable, reference must be made to the appropriate repair scheme contained in Chapter 28F.

Flanged couplings

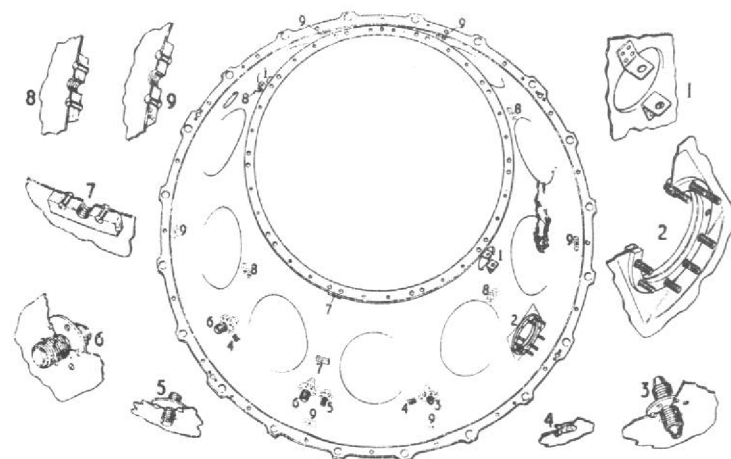
6. Remove the damaged coupling and rivet a new or serviceable coupling to the cone. Table A lists the coupling part numbers and the rivets required; the disposition of the couplings is shown in fig. 1 (48 Mk. 1) and fig. 2 (48 Mk. 2).

TABLE A—48 Mk. 1

Flanged coupling	Part No.	Rivet Part No.	Qty.
Oil cooling	94340	AS457-707	6
Oil lubrication	91457	AS457-505	3
Oil drain	94249	AS457-505	6

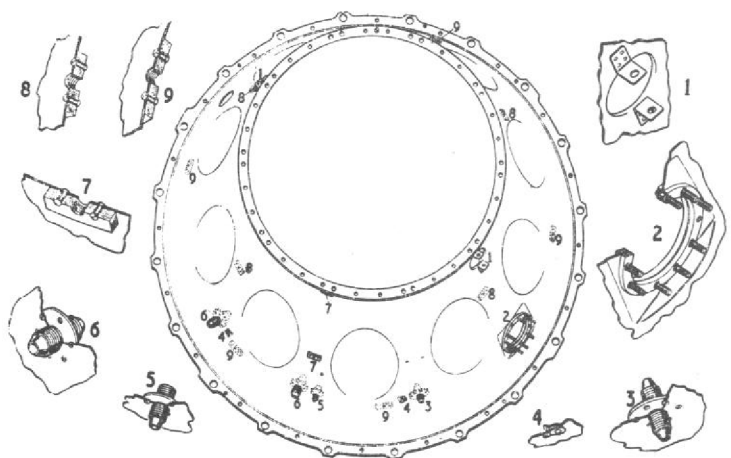
TABLE A—48 Mk. 2

Flanged coupling	Part No.	Rivet Part No.	Qty.
Oil cooling	N3890	AS457-606	6
Oil lubrication	96328	AS457-505	3
Oil drain	N3924	AS457-606	6



Item No.	Description	Part No.	Qty.	Secured by	Part No.
1	Rear bearing cooling oil pipe brackets	92315	4	4 rivets	AS 456-404 or AS 457-404 N 3227
2	Air filter flanges Inner	26264	1	9 studs	
	Outer	26263	1		
3	Flanged coupling, oil drain	94249	1	6 rivets	AS 457-707
4	Lock-wire tabs	N 2962	4	1 rivet	AS 457-606
5	Flanged coupling, oil lubrication	91457	1	3 rivets	AS 457-505
6	Flanged coupling, oil cooling	94340	2	6 rivets	AS 457-505
7	Clip block, oil pipes	46807	2	2 rivets	AS 460-306
8	Clip block, turbine disc cooling pipe	47471	4	2 rivets	AS 460-306
9	(Pre-mod. 1071) Clip block, fire extinguisher pipe	27782/1	6	2 rivets	AS 460-306

Fig. 1. Disposition of front cone components (48 Mk. 1)



Item No.	Description	Part No.	Qty.	Secured by	Part No.
1	Rear bearing cooling oil pipe brackets	92315	4	4 rivets	AS 456-404 or AS 457-404 N 3227
2	Air filter flanges Inner	26264	1	9 studs	
	Outer	26263	1		
3	Flanged coupling, oil drain	N 3924	1	6 rivets	AS 457-606
4	Lock-wire tab	N 2962	4	1 rivet	AS 457-606
5	Flanged coupling, oil lubrication	96328	1	3 rivets	AS 457-505
6	Flanged coupling, oil cooling	N 3890	2	6 rivets	AS 457-606
7	Clip block, oil pipes	46807	2	2 rivets	AS 460-306
8	Clip block, turbine disc cooling pipe	47471	4	2 rivets	AS 460-306
9	(Pre-mod. 1071) Clip block, fire extinguisher pipe	27782/1	5	2 rivets	AS 460-306

Fig. 2. Disposition of front cone components (48 Mk. 2)

Lock-wire tabs

7. Remove the damaged tab and, using a new rivet (Part No. AS457-606), secure a new tab (Part No. N2962) to the cone. The disposition of the lock-wire tabs is shown in fig. 1 (48 Mk. 1) and fig. 2 (48 Mk. 2).

Rear bearing cooling oil pipe brackets

8. Remove the damaged bracket and, using four new rivets (Part No. AS456-404 or AS457-404), secure a new bracket (Part No. 92315) to the cone. The disposition of the brackets is shown in fig. 1 (48 Mk. 1) and fig. 2 (48 Mk. 2).

Clip blocks

9. Remove the damaged block and rivet a new or serviceable block to the cone. Table B lists the pipe block part numbers and the rivets required; the disposition of the blocks is shown in fig. 1 (48 Mk. 1) and fig. 2 (48 Mk. 2).

TABLE B

Clip block Part No.	Rivet Part No.	Qty.
(Pre-mod. 27782/1 10701)	AS460-306	2
	46807	2
	47471	2

Air filter flanges

10. Extract all the studs and remove the damaged flange, position a new or serviceable flange to the cone and secure it with the studs; replace any defective stud with a new item.

Front and rear cone flange eccentricity

11. If the eccentricity of the front and rear cone rear flanges is not within the limits it must be rectified as detailed in (TR312) contained in Chapter 28F.

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