TECHNICAL MANUAL

AVIATION UNIT AND AVIATION INTERMEDIATE MAINTENANCE MANUAL

ENGINE, GAS TURBINE MODEL T55-L-714 NSN 2840-01-353-7635

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

TECHNICAL MANUAL

NO . 1-2840-252-23-3

HEADQUARTERS DEPARTMENT OF THE ARMY WASHINGTON D.C., 1 December 1994

TECHNICAL MANUAL
Aviation Unit and Aviation INtermediate
Maintenance Manual
ENGINE, GAS TURBINE, MODEL T55-L-714
(NSN 2840-01-353-7635)

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual . If you find any mistakes or if you know of a way to improve these procedures, please let us know . Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of this manual directly to: Commander, US Army Aviation and Troop Command, ATTN: AMSAT-I-MP, 4300 Goodfellow Blvd., St . Louis, MO 63120-1798 . A reply will be furnished directly to you.

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NOTE

This Manual is printed in three volumes as follows: TM 1-2840-252-23-1, consisting of Table of Contents, Chapter 1, Chapter 2, pages 2-1 through 2-322. TM 1-2840-252-23-2, consisting of Table of Contents, Chapter 2, pages 2-323 through 2-425/(2-426 blank), Chapter 3, Chapter 4, Chapter 5, and Chapter 6, pages 6-1 through 6-182. TM 1-2840-252-23-3, consisting of Table of Contents, Chapter 6, pages 6-183 through 6-265/(8-266 blank), Chapter 7, Chapter 8, and Chapter 9, Appendix A through Appendix G, and an Alphabetical Index. The Appendices and Index are applicable to Volumes 1 through 4.

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INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Materials:

Wiping Rag (E64)

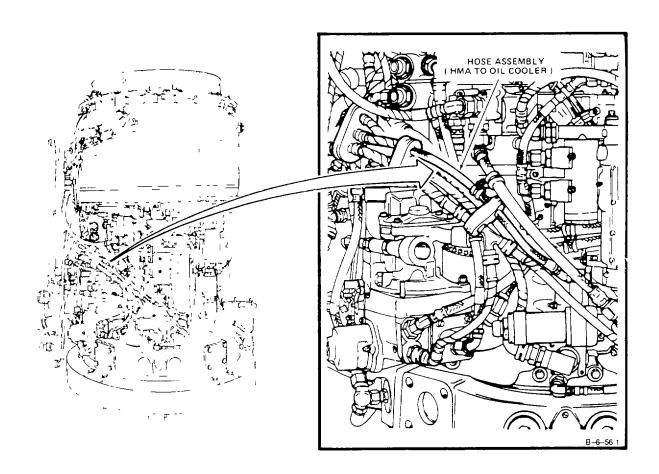
Personnel Required:

Aircraft Powerplant Repairer

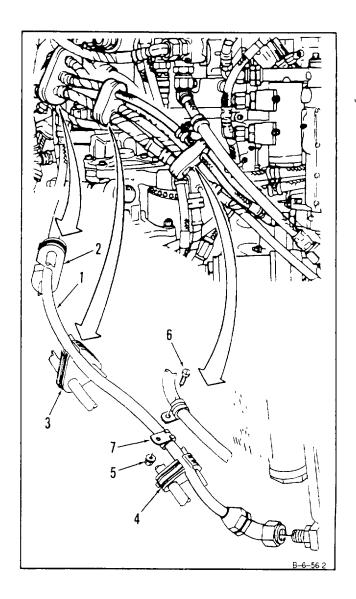
General Safety Instructions:

WARNING

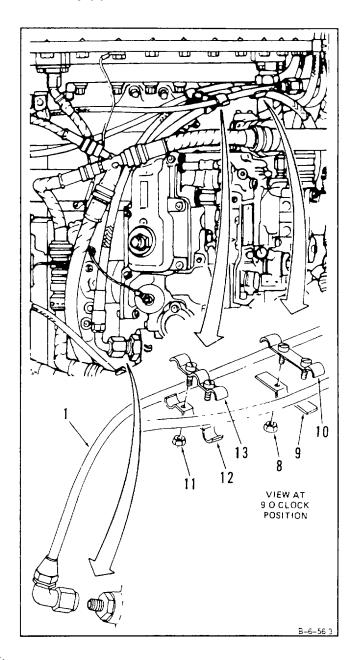
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



- 1. Cut and remove tiedown straps and lift hose assembly (1) out of cushions (2, 3, and 4).
- 2. Remove nut (5), bolt (6), and clamp (7).



- 3. Remove two nuts (8) and clamps (9 and 10) and two nuts (11) and clamps (12 and 13).
- 4. Disconnect and remove hose assembly (1).



FOLLOW-ON MAINTENANCE: None

6-65 INSTALL HOSE ASSEMBLY HMA TO OIL COOLER)

6-65

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

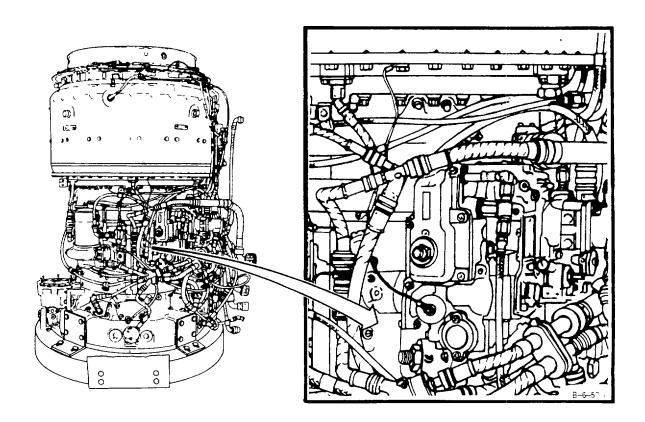
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Tiedown Strap (3)

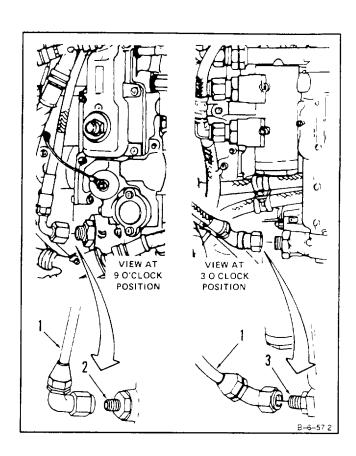
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

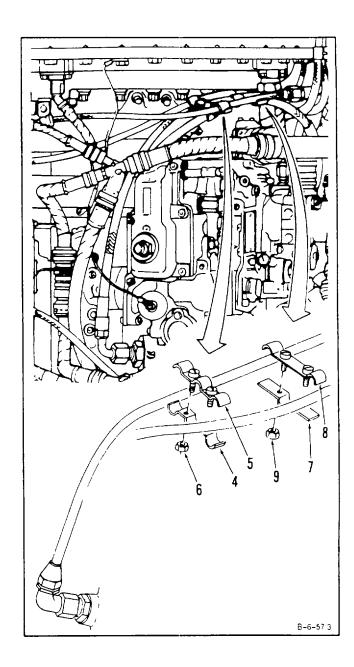


1. Install hose assembly (1) on reducers (2 and 3).

6-65



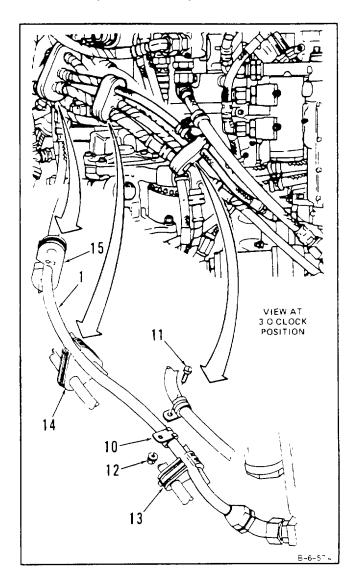
2. Install clamps (4 and 5) and two nuts (6), and clamps (7 and 8) and two nuts (9).



3. **Install clamp (10**), bolt (11), and nut (12).

6-65

Install hose assembly (1) into cushions (13, 14, and 15) and secure with tiedown straps.



INSPECT

FOLLOW-ON MAINTENANCE: None

6-66

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Materials:

Wiping Rag (E64)

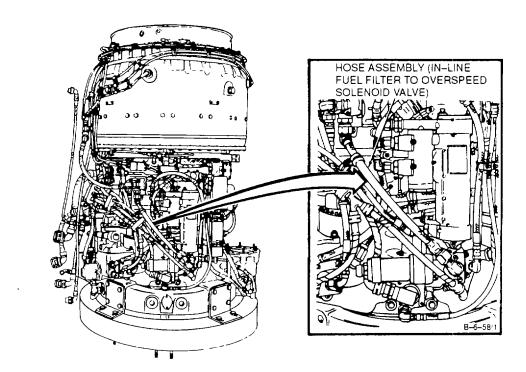
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

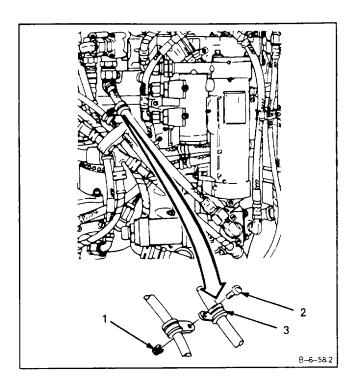
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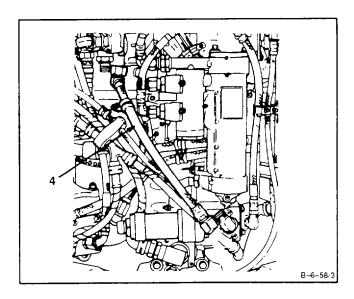
6-66 REMOVE HOSE ASSEMBLY (IN-LINE FUEL FILTER TO OVERSPEED SOLENOID VALVE) (Continued)

6-66

1. Remove nut (1), screw (2), and clamp (3).



2. Disconnect and remove hose assembly (4).



FOLLOW-ON MAINTENANCE: None

6-67

6-67 INSTALL HOSE ASSEMBLY (IN-LINE FUEL FILTER TO OVERSPEED SOLENOID VALVE)

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

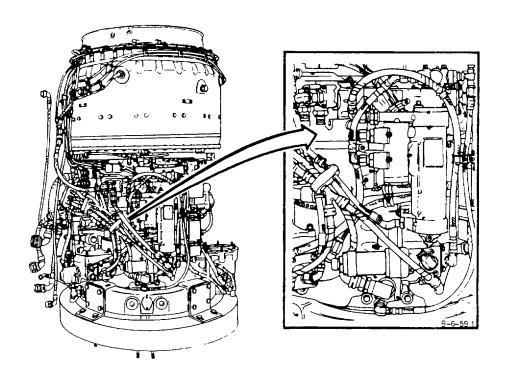
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

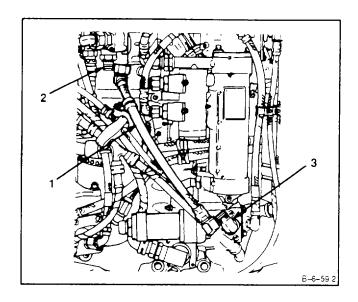
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-67 INSTALL HOSE ASSEMBLY (IN-LINE FUEL FILTER TO OVERSPEED SOLENOID VALVE) (Continued)

6-67

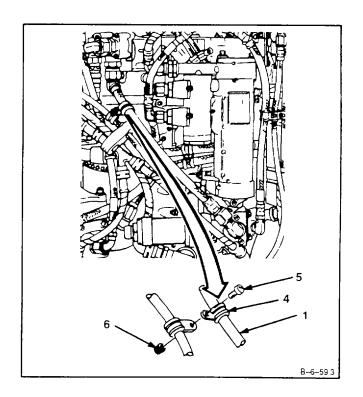
1. Install hose assembly (1) on reducers (2 and 3).



2. **Install clamp (4)** on hose assembly (1), and install screw (5) and nut (6).

INSPECT

FOLLOW-ON MAINTENANCE: None



REMOVE HOSE ASSEMBLY (OVERSPEED SOLENOID VALVE TO PRESSURIZING VALVE)

6-68

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

6-68

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

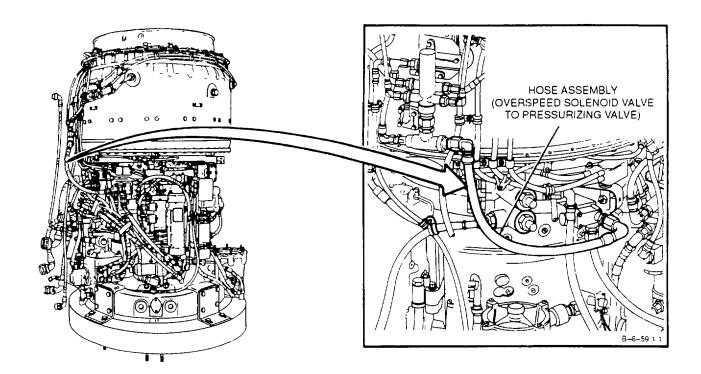
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

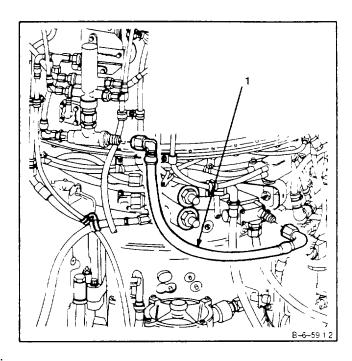
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6-68 REMOVE HOSE ASSEMBLY (OVERSPEED SOLENOID VALVE TO PRESSURIZING VALVE) (Continued)

6-68

1 Disconnect and remove hose assembly (1).



FOLLOW-ON MAINTENANCE: None

6-69 INSTALL HOSE ASSEMBLY (OVERSPEED SOLENOID VALVE TO PRESSURIZING VALVE)

6-69

INITIAL SETUP

Applicable Configurations:

ΑII

Tools

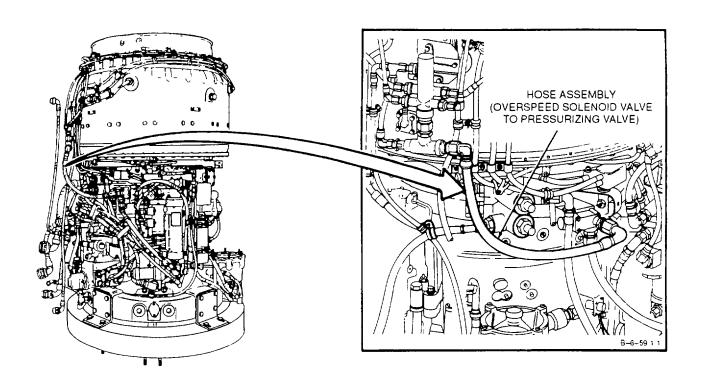
Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

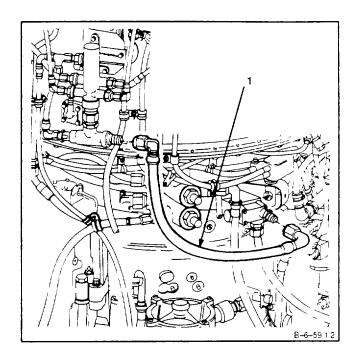
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-69 INSTALL HOSE ASSEMBLY (OVERSPEED SOLENOID VALVE TO PRESSURIZING VALVE)

6-69

1. Install hose assembly (1) on flow divider (2) and reducer (3).



INSPECT

FOLLOW-ON MAINTENANCE: None

6-70 REMOVE HOSE ASSEMBLY (PRESSURIZING VALVE TO FUEL FLOW DIVIDER RETURN TEE)

6-70

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

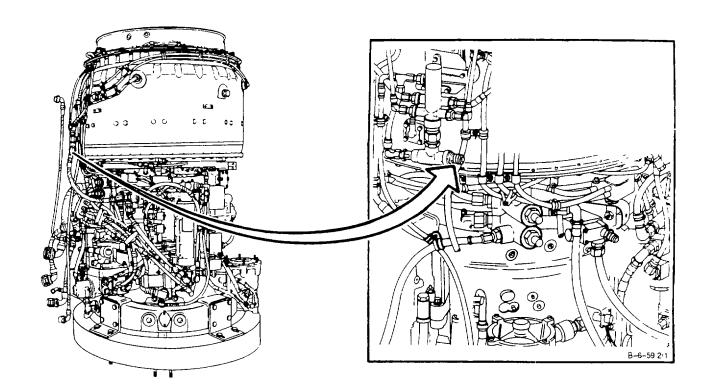
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

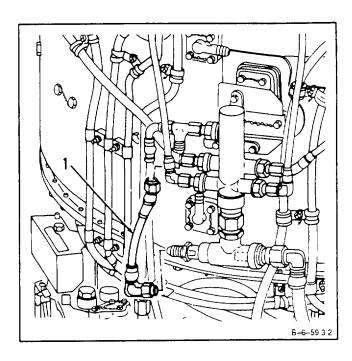
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6-70 REMOVE HOSE ASSEMBLY (PRESSURIZING VALVE TO FUEL FLOW DIVIDER RETURN TEE) (Continued)

6-70

1. Disconnect and remove hose assembly (1).



FOLLOW-ON MAINTENANCE: None

6-71 INSTALL HOSE ASSEMBLY (PRESSURIZING VALVE TO FUEL FLOW DIVIDER RETURN TEE)

6-71

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

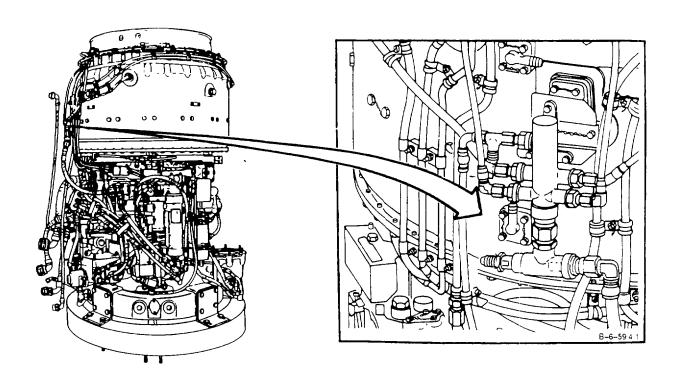
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

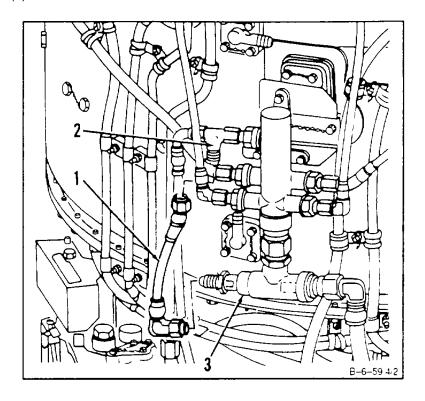
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-71

1. Install hose assembly (1) on tee (2) and reducer (3).



INSPECT

FOLLOW-ON MAINTENANCE: None

6-72 REMOVE HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL FILTER)

6-72

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Open-End Wrench, <u>1-Inch</u> Container, <u>1 Quart</u>

Materials:

Wiping Rag (E64)

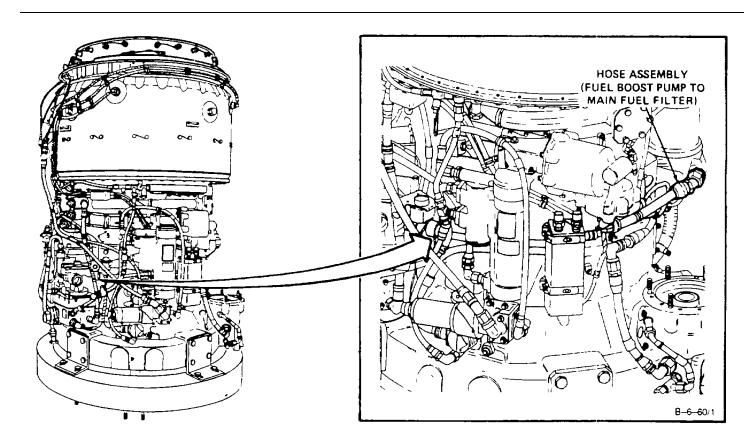
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

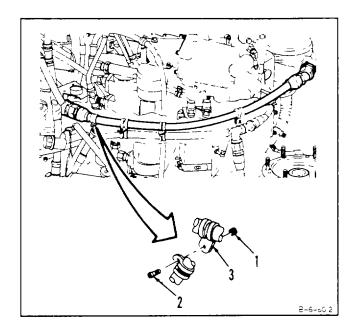


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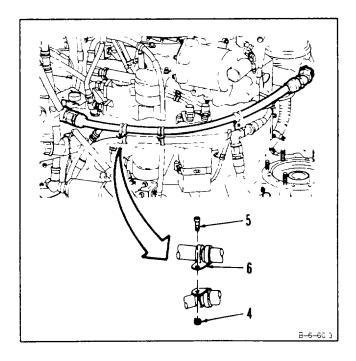
6-72 REMOVE HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL FILTER) (Continued)

6-72

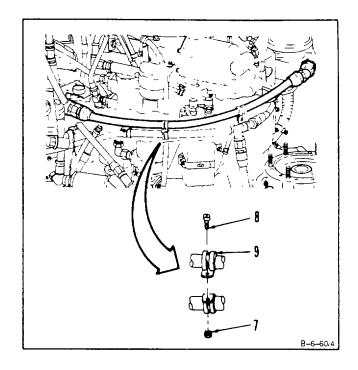
1 Remove nut (1), screw (2), and clamp (3).



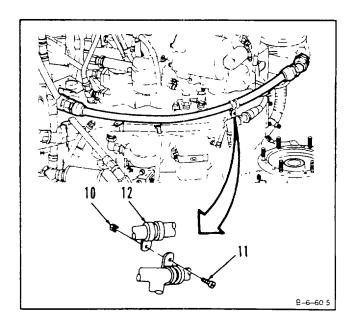
2. Remove nut (4), screw (5), and clamp (6).



3. Remove nut (7), screw (8), and clamp (9).

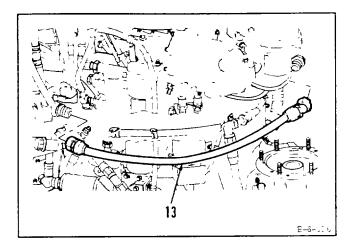


4. Remove nut (10), screw (11), and clamp (12).



6-72 REMOVE HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL 6-72 FILTER) (Continued)

5. Disconnect and **remove hose assembly (13)** using 1-inch open-end wrench.



FOLLOW-ON MAINTENANCE: None

6-73 INSTALL HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL FILTER)

6-73

INITIAL SETUP

Applicable Configurations:

ΑII

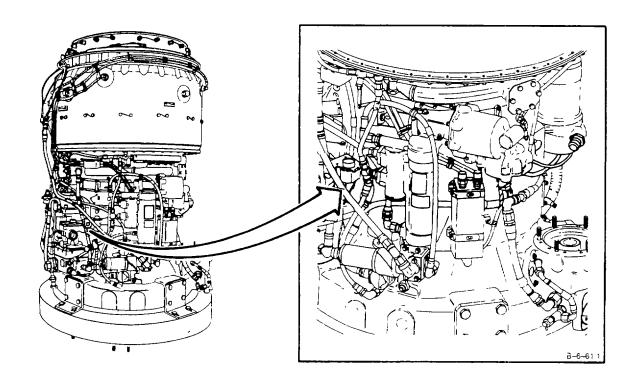
Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Crowfoot Attachment, 1-Inch Torque Wrench, 700-1600 Inch-Pounds

Materials: None

Personnel Required:

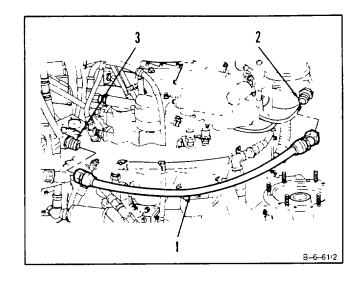
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



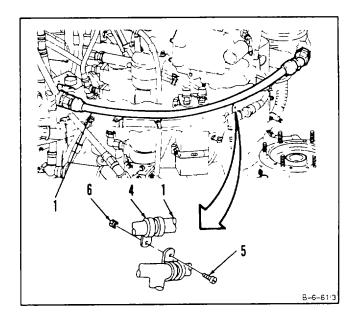
6-73 INSTALL HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL FILTER) (Continued)

6-73

1. **Install hose assembly (1)** on nipples (2 and 3), using <u>1-inch</u> crowfoot attachment.



2. **Install clamp (4)** on hose assembly (1), and install screw (5) and nut (6).

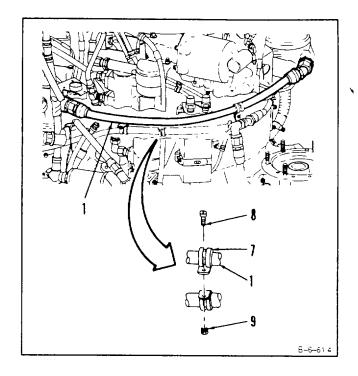


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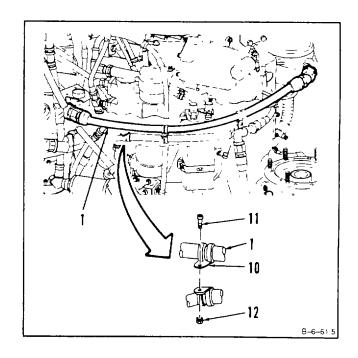
6-73 INSTALL HOSE ASSEMBLY (FUEL BOOST PUMP TO MAIN FUEL FILTER) (Continued)

6-73

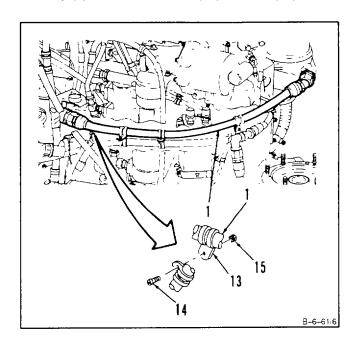
3. **Install clamp (7)** on hose assembly (1), and install screw (8) and nut (9).



4. **Install clamp (10**) on hose assembly (1), and install screw (11) and nut (12).



5. Install clamp (13) on hose assembly (1), and install screw (14) and nut (15).



INSPECT

FOLLOW-ON MAINTENANCE: None

6-74 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER TO FUEL CHECK VALVE)

6-74

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

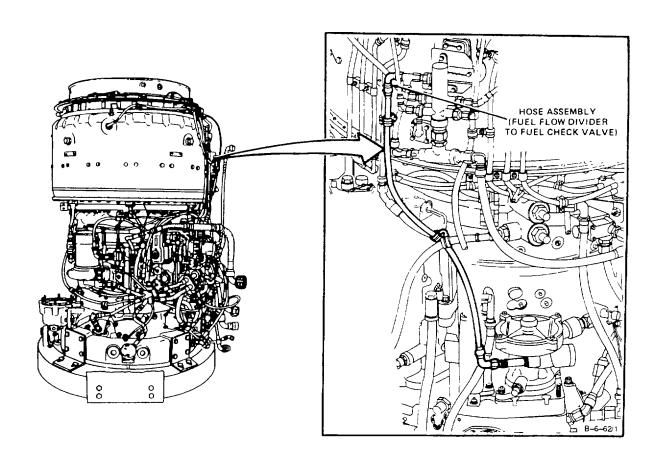
Personnel Required:

Aircraft Powerplant Repairer

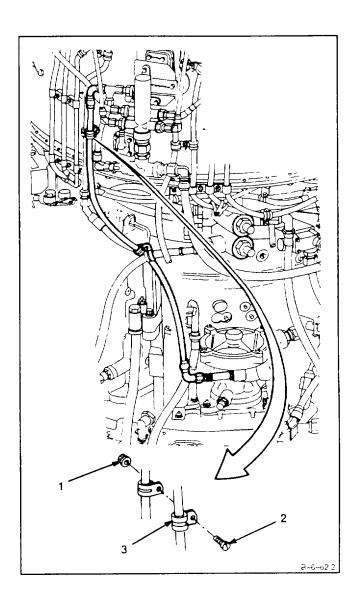
General Safety Instructions:

WARNING

Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



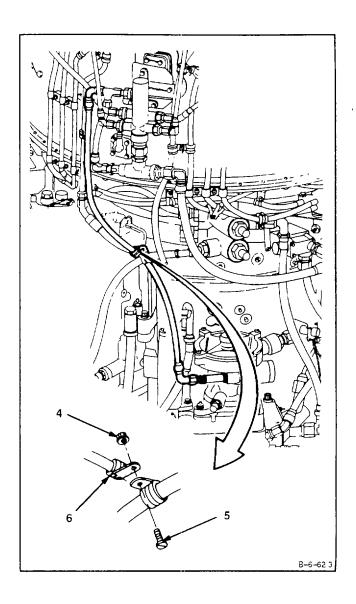
1. Remove nut (1), screw (2), and clamp (3).



6-74 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER TO FUEL CHECK VALVE) (Continued)

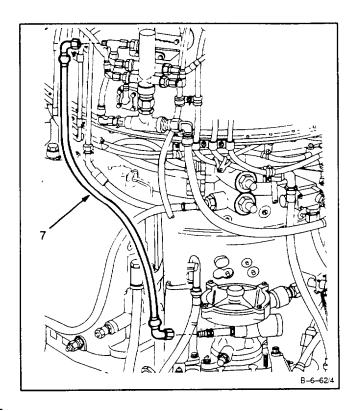
6-74

2 Remove nut (4), screw (5), and clamp (6).



6-74 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER TO FUEL CHECK VALVE (Continued) 6-74

3. Disconnect and remove hose assembly (7).



FOLLOW-ON MAINTENANCE: None

6-75 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER TO FUEL CHECK VALVE)

6-75

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

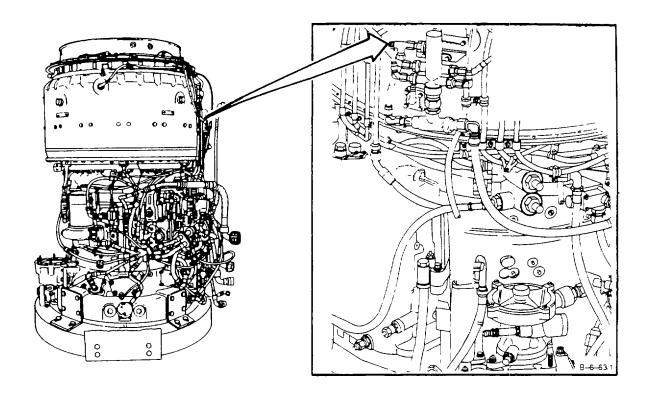
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

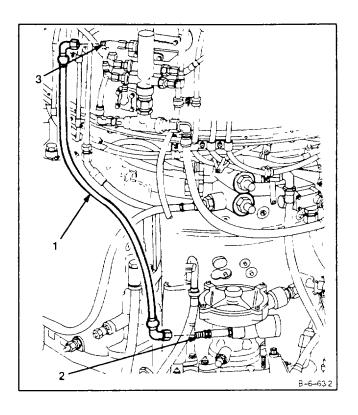
None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



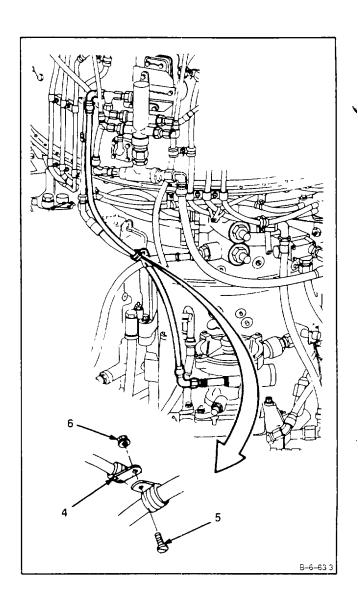
1. Install hose assembly (1) on check valve (2) and tee (3).



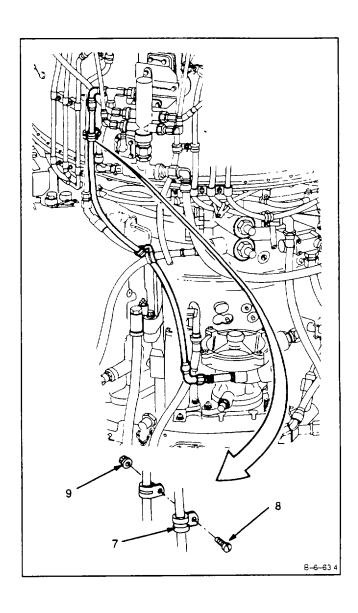
6-75 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER TO FUEL CHECK VALVE) (Continued)

6-75

2. **Install clamp (4)**, screw (5), and nut (6).



3. **Install clamp (7)**, screw (8), and nut (9).



INSPECT

REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE PRIMARY TO MANIFOLD ASSEMBLY)

6-76

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

6-76

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

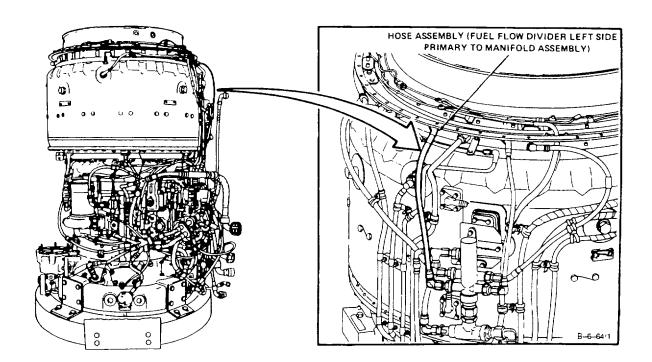
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

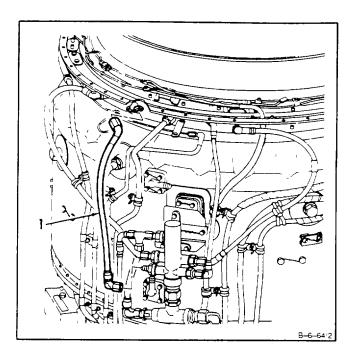
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin, and do not tale internally. Wash contacted areas of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



6-76 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE PRIMARY TO MANIFOLD ASSEMBLY) (Continued)

6-76

1. Disconnect and remove hose assembly (1).



6-77 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE PRIMARY TO MANIFOLD ASSEMBLY)

6-77

INITIAL SETUP

Applicable Configurations

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

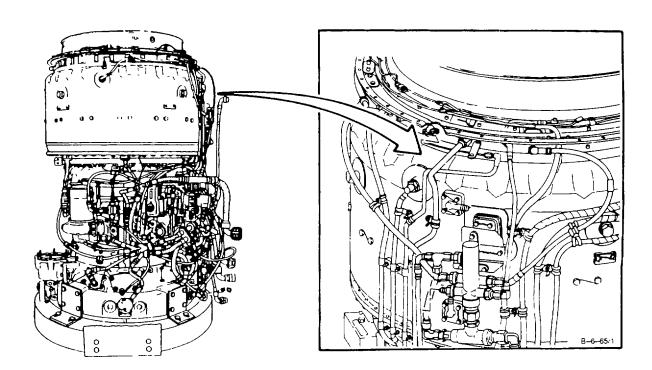
Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required

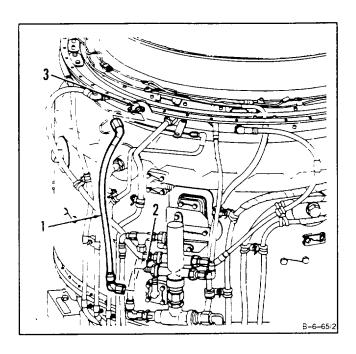
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-77 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE PRIMARY TO MANIFOLD ASSEMBLY) (Continued)

6-77

1. Install hose assembly (1) on nipple (2) and elbow (3).



INSPECT

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

6-78

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

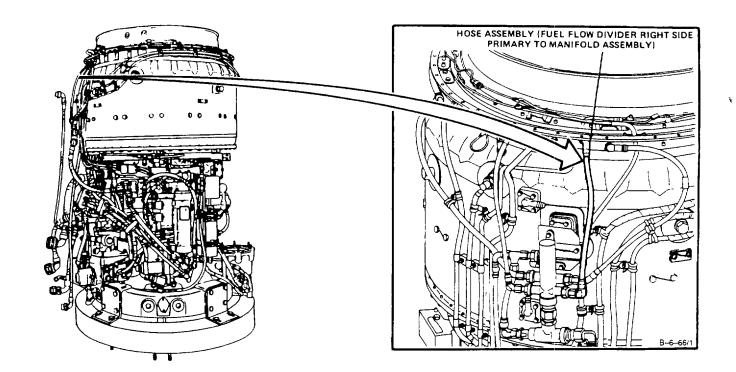
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

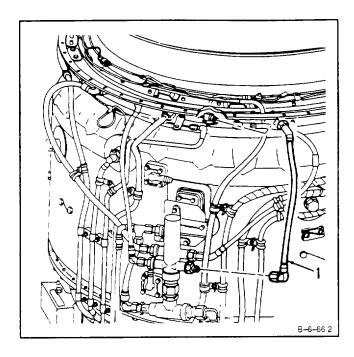
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention for eyes.



6-78 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE PRIMARY TO MANIFOLD ASSEMBLY) (Continued)

6-78

1. Disconnect and remove hose assembly (1).



FOLLOW-ON MAINTENANCE: None

6-79 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE PRIMARY TO MANIFOLD ASSEMBLY)

6-79

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

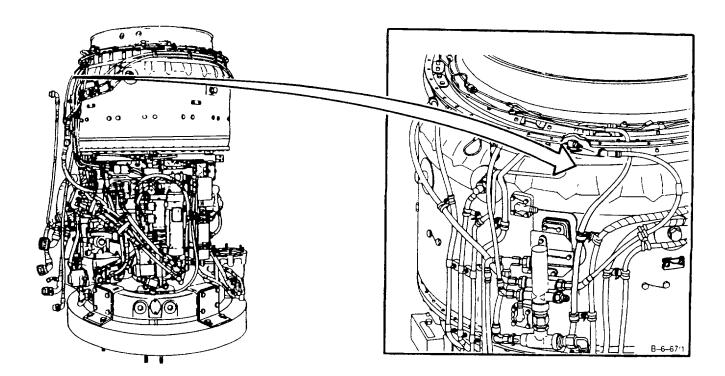
Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

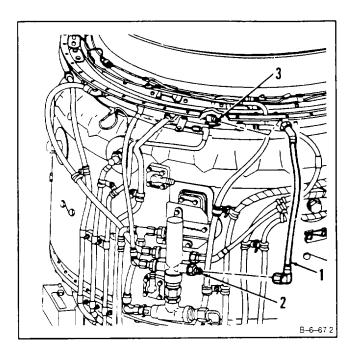
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-79 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE PRIMARY TO MANIFOLD ASSEMBLY) (Continued)

6-79

1. Install hose assembly (1) on nipple (2) and elbow (3).



INSPECT

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Materials:

Wiping Rag (E64)

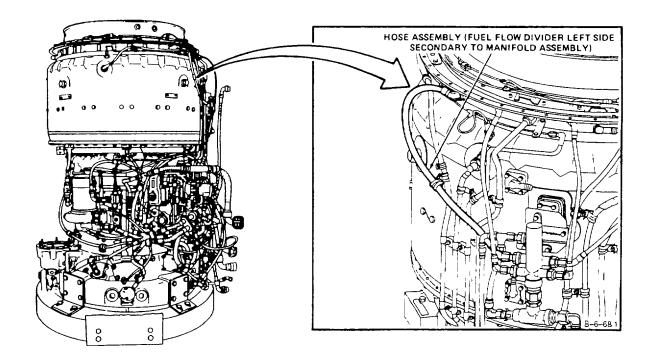
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

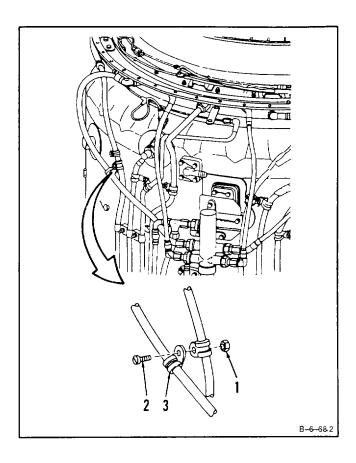
Turbine fuels are very flammable. They may cause drying and Irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical for eyes



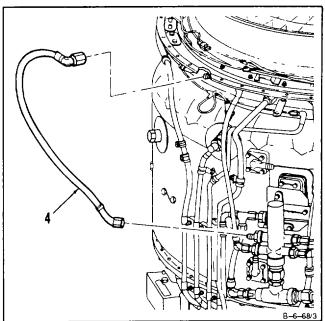
6-80 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE SECONDARY TO MANIFOLD ASSEMBLY) (Continued)

6-80

1. Remove nut (1), screw (2) and clamp (3).



2. Disconnect and remove hose assembly (4).



6-81 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE SECONDARY TO MANIFOLD ASSEMBLY)

6-81

INITIAL SETUP

Applicable Configurations

ΑII

Tools:

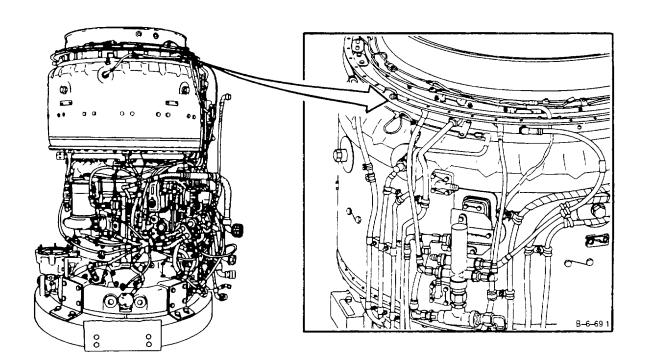
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

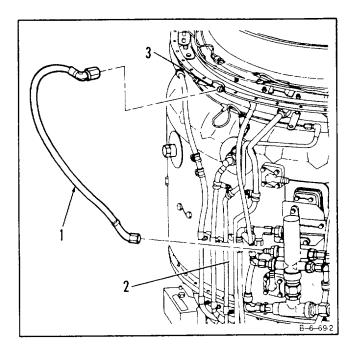
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



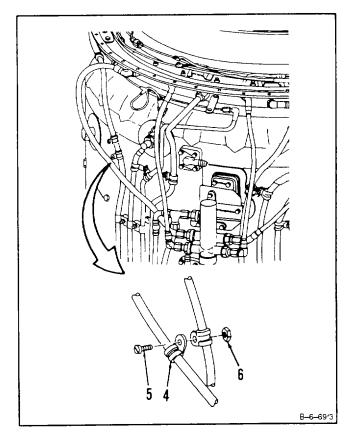
6-81 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER LEFT SIDE SECONDARY TO MANIFOLD ASSEMBLY) (Continued)

6-81

1. **Install hose assembly (1)** on reducer (2) and elbow (3).



2. **Install clamp (4),** screw (5), and nut (6).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY)

6-82

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

6-82

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

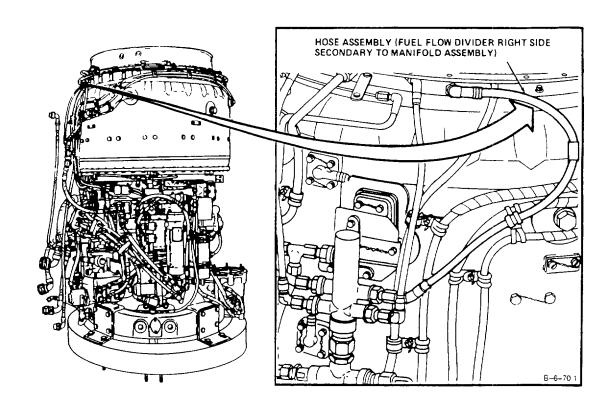
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

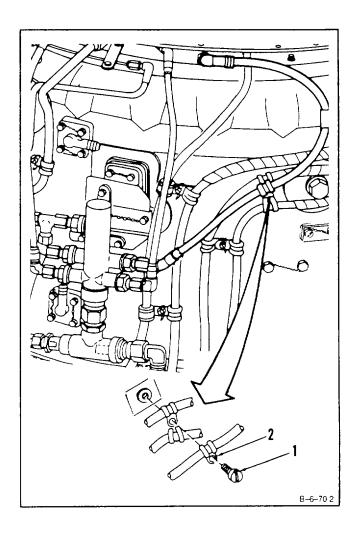
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of irritation of skin results, get medical attention. Get medical attention for eyes.



6-82 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY) (Continued)

6-82

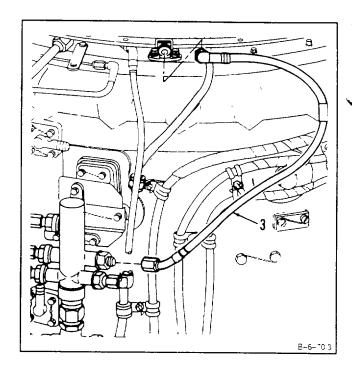
1. Remove lockwire, screw (1), and clamp (2).



6-82 REMOVE HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY) (Continued)

6-82

2. Disconnect and remove hose assembly (3).



6-83 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY)

6-83

INITIAL SETUP

Applicable Configurations

ΑII

Tools:

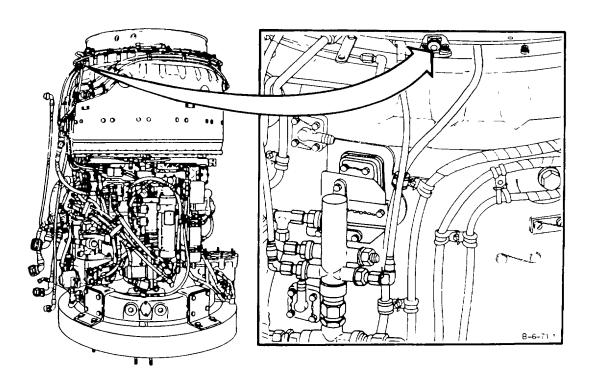
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Personnel Required:

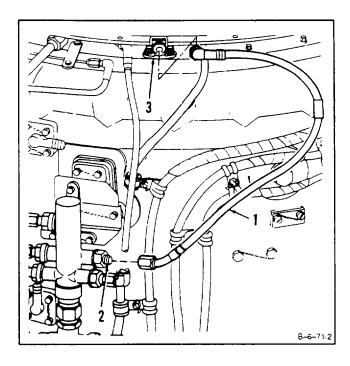
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



6-83 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY (Continued)

6-83

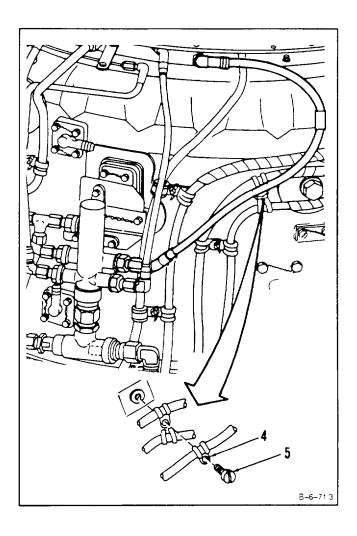
1. Install hose assembly (1) on reducer (2) and elbow (3).



6-83 INSTALL HOSE ASSEMBLY (FUEL FLOW DIVIDER RIGHT SIDE SECONDARY TO MANIFOLD ASSEMBLY) (Continued)

6-83

2. Install clamp (4) and screw (5). Lockwire screw (5). Use lockwire (E33).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

6-84

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Open-End Wrench, 1-Inch Container, 1 Quart

Materials:

Wiping Rag (E64)

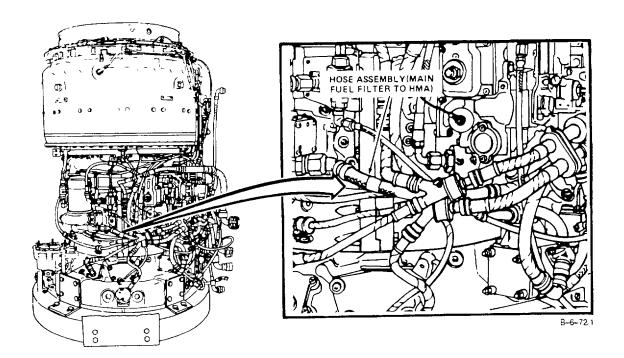
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

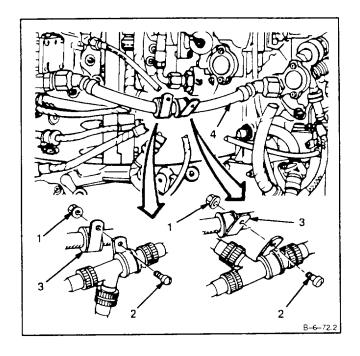
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



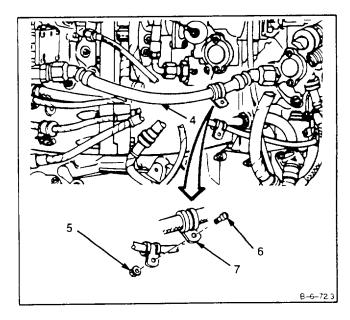
6-84 REMOVE HOSE ASSEMBLY (MAIN FUEL FILTER TO HMA) (Continued)

6-84

1. **Remove** nuts (1), screws (2), and **clamps (3)** from hose assembly (4).



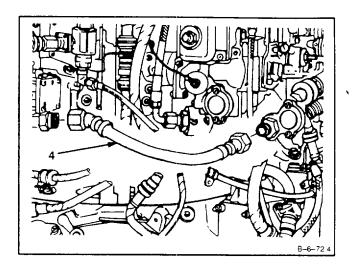
2. **Remove** nut (5), screw (6), and **clamp (7)** from hose assembly (4).



GO TO NEXT PAGE

6-84 REMOVE HOSE ASSEMBLY (MAIN FUEL FILTER TO HMA) 6-84 (Continued)

3. Disconnect and remove hose assembly (4) using 1-inch open-end wrench.



6-85 INSTALL HOSE ASSEMBLY (MAIN FUEL FILTER TO HMA)

6-85

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

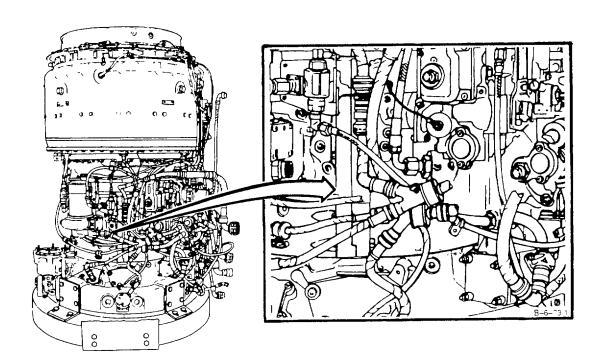
Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Technical Inspection Tool Kit NSN 5180-00-323-5114 Torque Wrench 700-1600 Inch-Pounds Crowfoot Attachment, 1-inch

Materials

None

Personnel Required:

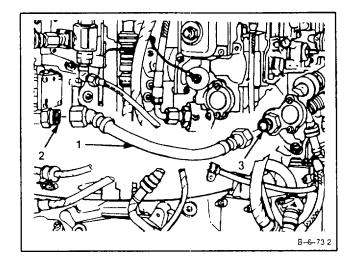
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



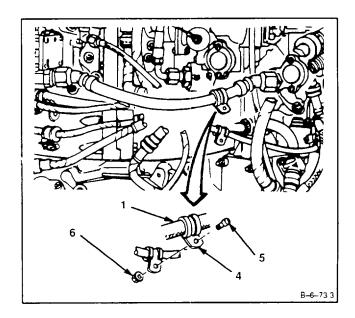
6-85 INSTALL HOSE ASSEMBLY (MAIN FUEL FILTER TO HMA) (Continued)

6-85

1. **Install hose assembly (1)** on unions (2 and 3) using 1-inch crowfoot attachment.

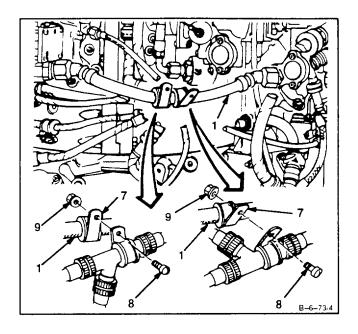


2. **Install clamp (4)** on hose assembly (1), and install screw (5) and nut (6).



6-85 INSTALL HOSE ASSEMBLY (MAIN FUEL FILTER TO HMA) 6-85 (Continued)

3. Install clamps (7) onto hose assembly (1), and install screws (8) and nuts (9).



INSPECT

6-86 REMOVE HOSE ASSEMBLY (HMA TO STARTING FUEL SOLENOID VALVE)

6-86

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

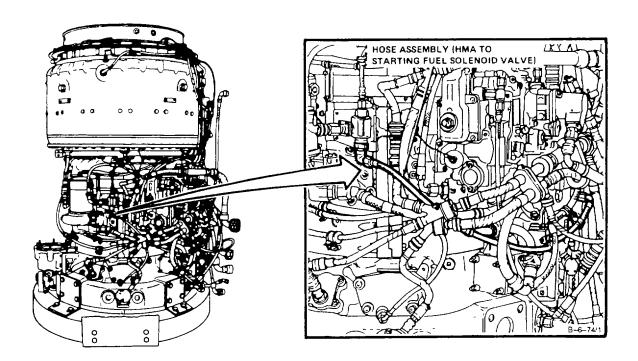
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

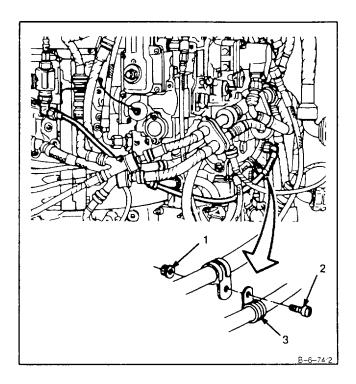
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



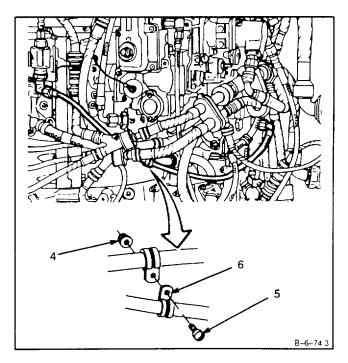
6-86 REMOVE HOSE ASSEMBLY (HMA TO S3ARTING FUEL SOLENOID VALVE) (Continued)

6-86

1. Remove nut (1), screw (2), and clamp (3).



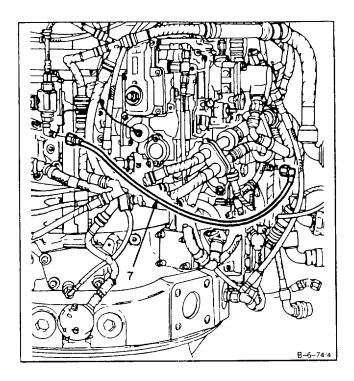
2. Remove nut (4), screw (5), and clamp (6).



GO TO NEXT PAGE

6-86

3. Disconnect and remove hose assembly (7).



6-87 INSTALL HOSE ASSEMBLY (HMA TO STARTING FUEL SOLENOID VALVE)

6-87

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

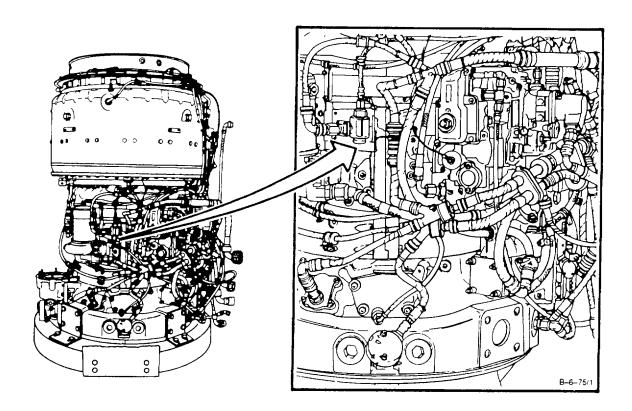
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

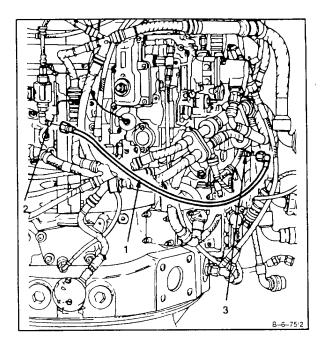
Aircraft Powerplant Repairer
Aircraft Powerplant Inspector



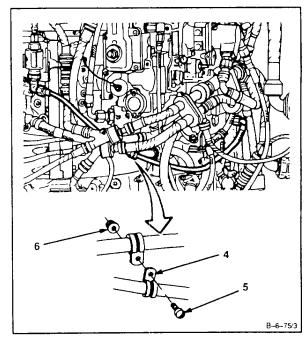
6-87 INSTALL HOSE ASSEMBLY (HMA TO STARTING FUEL SOLENOID VALVE) (Continued)

6-87

1. Install hose assembly (1) on elbow (2) and nipple (3).



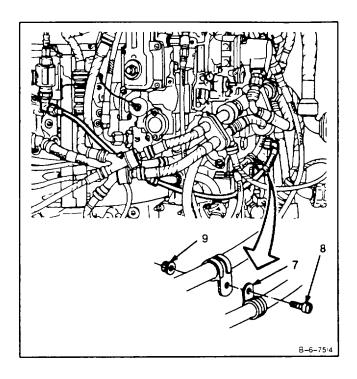
2. Install clamp (4), screw (5), and nut (6).



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6-87 INSTALL HOSE ASSEMBLY (HMA TO STARTING FUEL SOLENOID 6-87 VALVE) (Continued)

3. Install clamp (7), screw (8), and nut (9).



INSPECT

6-88 REMOVE HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY)

6-88

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

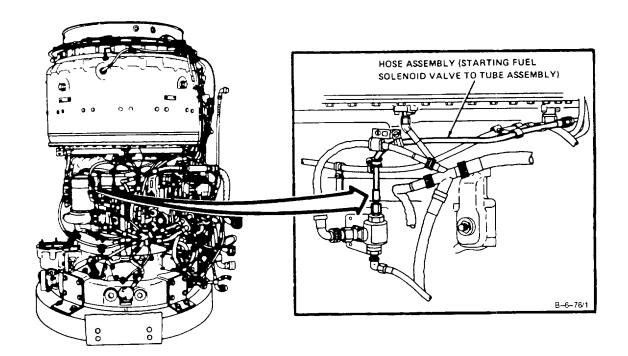
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

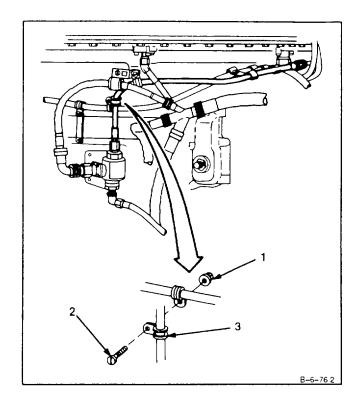
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results. Get medical attention for eyes



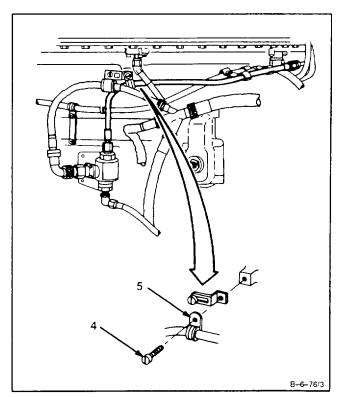
6-88 REMOVE HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-88

1. Remove nut (1), screw (2), and clamp (3).



2. Remove lockwire, screw (4) and clamp (5).

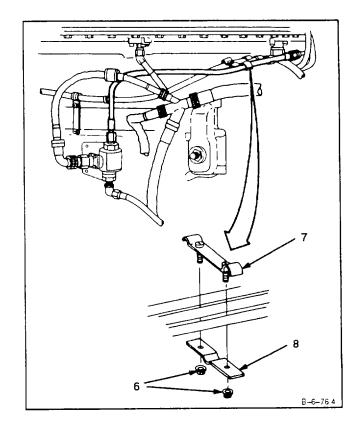


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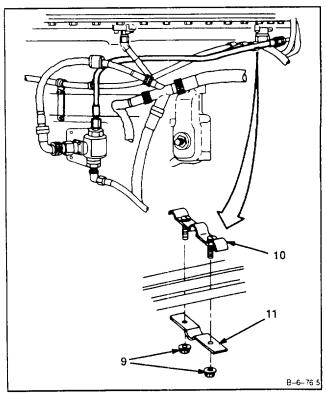
6-88 REMOVE HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-88

3. Remove two nuts (6) and clamps (7 and 8).



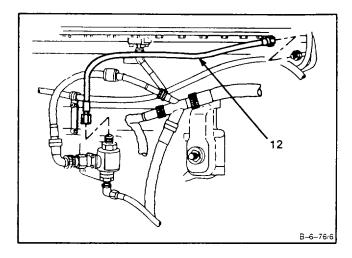
4. Remove two nuts (9) and clamps (10 and 11).



6-88 REMOVE HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-88

5. Disconnect and remove hose assembly (12).



FOLLOW-ON MAINTENANCE: None

6-89 INSTALL HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY)

6-89

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

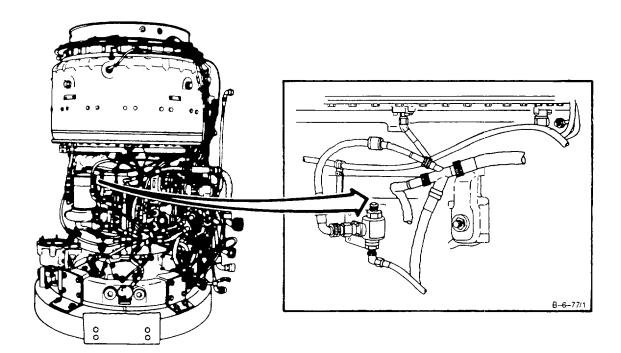
Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Personnel Required:

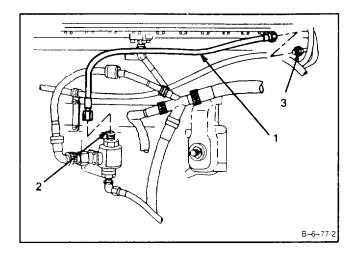
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



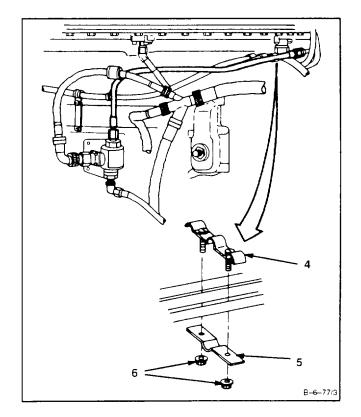
6-89 INSTALL HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-89

1. Install hose assembly (1) on starting fuel solenoid valve (2) and tube assembly (3).



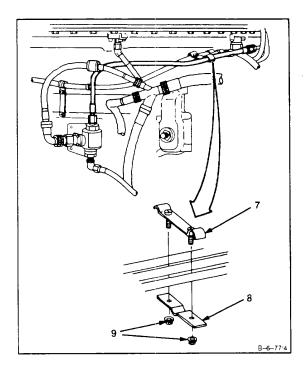
2. Install clamps (4 and 5) and two nuts (6).



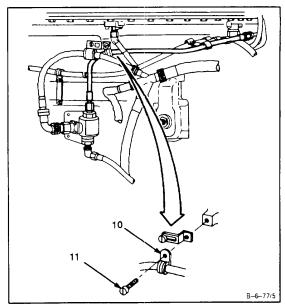
6-89 INSTALL HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-89

3. Install clamps (7 and 8) and two nuts (9).



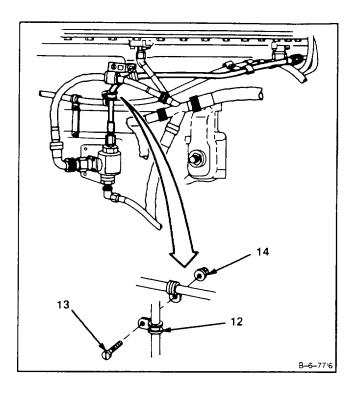
4. Install clamp (10) and screw (11). Lockwire screw (11). Use lockwire (E33).



6-89 INSTALL HOSE ASSEMBLY (STARTING FUEL SOLENOID VALVE TO TUBE ASSEMBLY) (Continued)

6-89

5. Install clamp (12), screw (13), and nut (14).



INSPECT

FOLLOW-ON MAINTENANCE: None

6-90 REMOVE TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY)

6-90

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64)

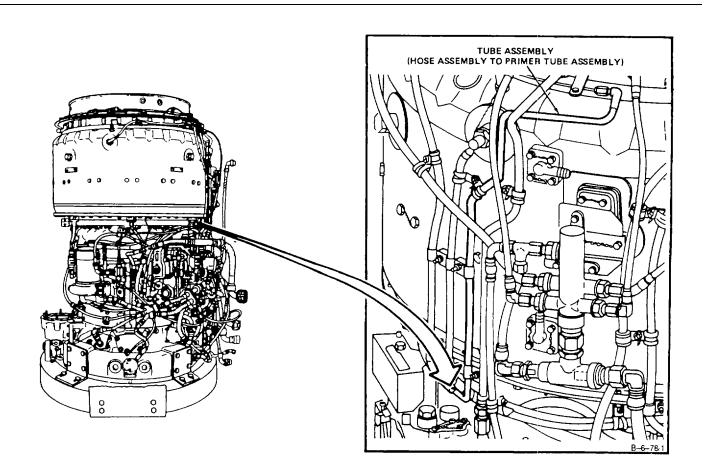
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

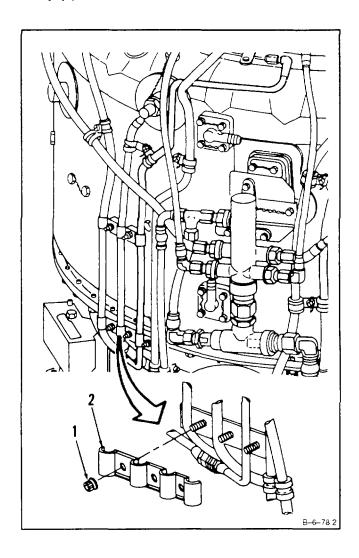
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



6-90 REMOVE TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY) (Continued)

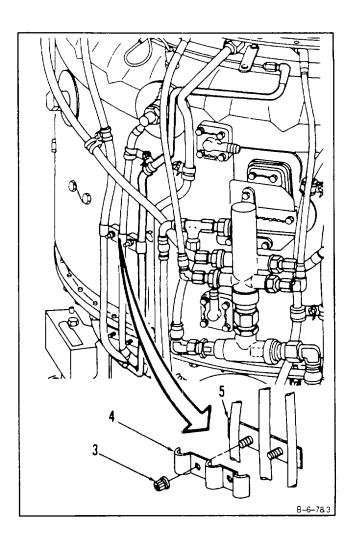
6-90

1. Remove three nuts (1) and clamp (2).



6-90 REMOVE TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY) (Continued) 6-90

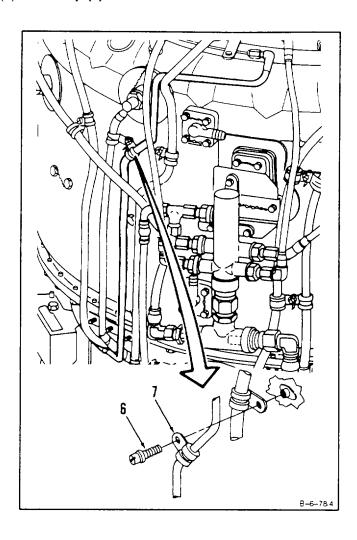
2. Remove two nuts (3) and clamps (4 and 5).



6-90 REMOVE TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY) (Continued)

6-90

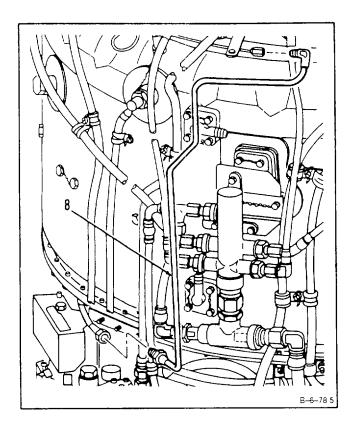
3. Remove lockwire, screw (6) and clamp (7).



6-90 REMOVE TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY) (Continued)

6-90

4. Disconnect and remove tube assembly (8).



FOLLOW-ON MAINTENANCE: None

6-91

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

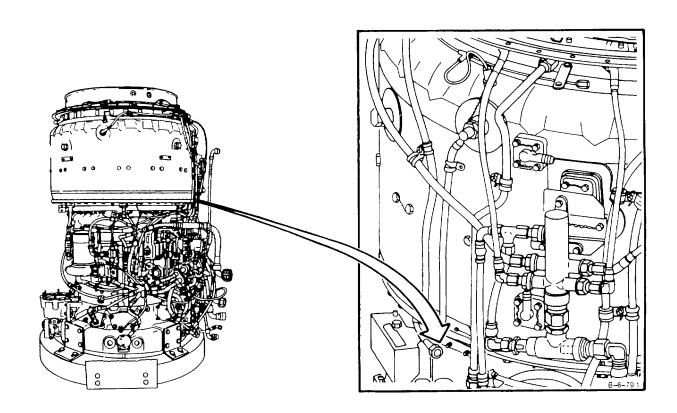
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

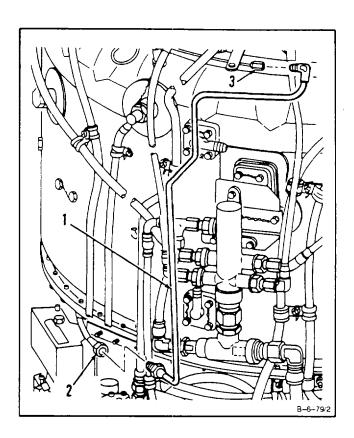
Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



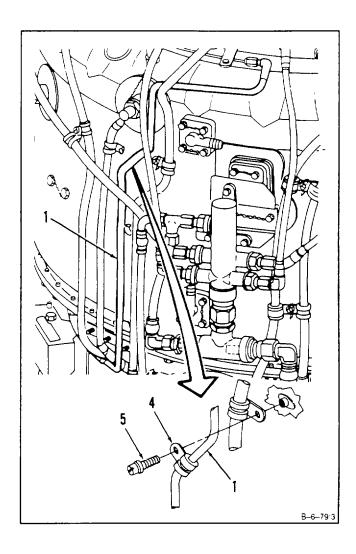
1. Install tube assembly (1) on hose assembly (2) and primer tube assembly (3).



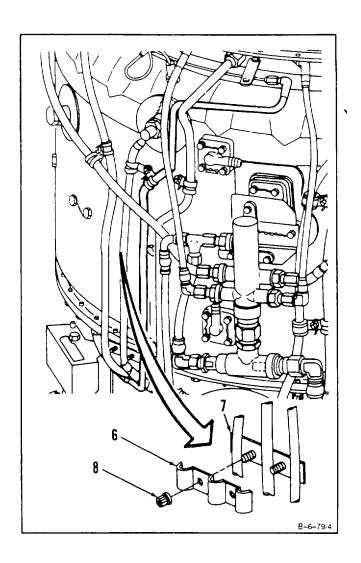
6-91 INSTALL TUBE ASSEMBLY (HOSE ASSEMBLY TO PRIMER TUBE ASSEMBLY) (Continued)

6-91

2. **Install clamp (4)** on tube assembly (1) and install screw (5). Lockwire screw (5). Use lockwire (E33).

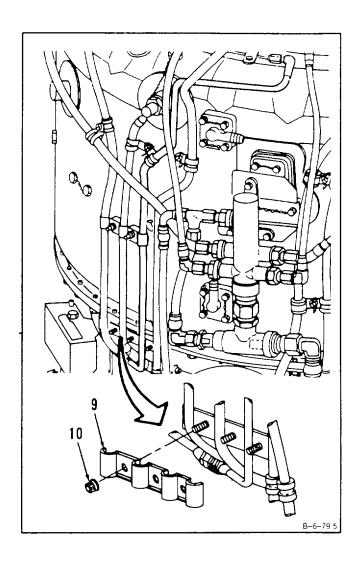


3. Install two clamps (6 and 7) and two nuts (8).



4. Install clamp (9) and three nuts (10).

6-91



INSPECT

FOLLOW-ON MAINTENANCE:

None

END OF TASK

CHAPTER 7

ELECTRICAL AND IGNITION SYSTEMS - MAINTENANCE INSTRUCTIONS

CHAPTER OVERVIEW

This chapter contains maintenance procedures for the electrical and ignition systems. It is divided into the following sections and tasks:

SECTION	TASK <u>NO.</u>	<u>TITLE</u>	<u>PAGE</u>
1	IGNITION COIL AND CABLE ASSEMBLY		
	7-1 7-2 7-3 7-4 7-5	Remove Ignition Coil and Cable Assembly Clean Ignition Coil and Cable Assembly Inspect Ignition Coil and Cable Assembly Repair Ignition Coil and Cable Assembly Install Ignition Coil and Cable Assembly	7-3 7-26 7-28 7-31 7-36
II	SPARK IGNITERS		
	7-6 7-7 7-8 7-9 7-10	Remove Spark Igniters Clean Spark Igniters Inspect Spark Igniters Repair Spark Igniters Install Spark Igniters	7-59 7-62 7-63 7-64 7-65
III	IGNITION EXCITER		
	7-11 7-12 7-13 7-14 7-15	Remove Ignition Exciter Clean Ignition Exciter Inspect Ignition Exciter Repair Ignition Exciter Install Ignition Exciter	7-71 7-75 7-76 7-77 7-78
IV	PRIMARY ELECTRICAL HARNESS ASSEMBLY		
	7-16 7-17 7-18 7-19 7-20 7-21	Remove Primary Electrical Harness Assembly Clean Primary Electrical Harness Assembly Inspect Primary Electrical Harness Assembly Repair Primary Electrical Harness Assembly Test Primary Electrical Harness Assembly Install Primary Electrical Harness Assembly	7-81 7-85 7-87 7-89 7-90 7-105

TM 1-2840-252-23-3

<u>NO.</u>	<u>TITLE</u>	<u>PAGE</u>		
REVERS	REVERSIONARY ELECTRICAL HARNESS ASSEMBLY			
7-22 7-23 7-24 7-25 7-26 7-27	Remove Reversionary Electrical Harned Clean Reversionary Electrical Harned Inspect Reversionary Electrical Harned Repair Reversionary Electrical Harned Test Reversionary Electrical Harned Install Reversionary Electrical Harned	ss Assembly 7-115 ess Assembly 7-116 ess Assembly 7-118 s Assemby 7-119		
ACCESS	ACCESSORY ELECTRICAL HARNESS ASSEMBLY			
7-28 7-29 7-30 7-31 7-32 7-33	Remove Accessory Electrical Harness Clean Accessory Electrical Harness Inspect Accessory Electrical Harness Repair Accessory Electrical Harness Test Accessory Electrical Harness Install Accessory Electrical Harness	Assembly 7-143 s Assembly 7-144 Assembly 7-146 ssembly 7-147		
	7-22 7-23 7-24 7-25 7-26 7-27 ACCESS 7-28 7-29 7-30 7-31	7-22 Remove Reversionary Electrical Harne 7-23 Clean Reversionary Electrical Harne 7-24 Inspect Reversionary Electrical Harne 7-25 Repair Reversionary Electrical Harne 7-26 Test Reversionary Electrical Harnes 7-27 Install Reversionary Electrical Harne ACCESSORY ELECTRICAL HARNESS ASSEMB 7-28 Remove Accessory Electrical Harnes 7-29 Clean Accessory Electrical Harnes 7-30 Inspect Accessory Electrical Harnes 7-31 Repair Accessory Electrical Harnes 7-32 Test Accessory Electrical Harness 7-33 Test Accessory Electrical Harness		

SECTION I

IGNITION COIL AND CABLE ASSEMBLY

7-1 REMOVE IGNITION COIL AND CABLE ASSEMBLY

7-1

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

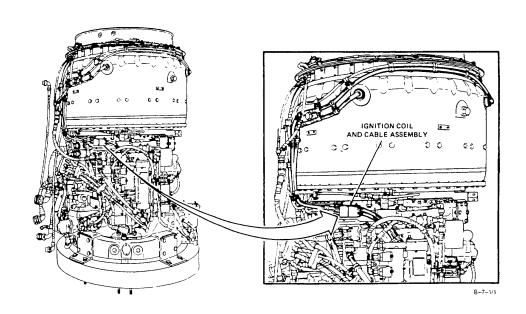
Personnel Required:

Aircraft Powerplant Repairer

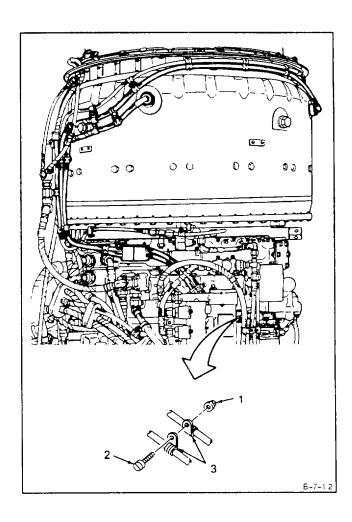
General Safety Instructions:

WARNING

The ignition exciter stores very high and possibly fatal voltage. Use extreme care when working around ignition exciter. Serious Injury could result if exciter Is accidentally grounded. Do not probe Inside of output receptacles with fingers or metal object. Discharge exciter only with Insulated screwdriver. In case of shock or Injury, get medical attention.



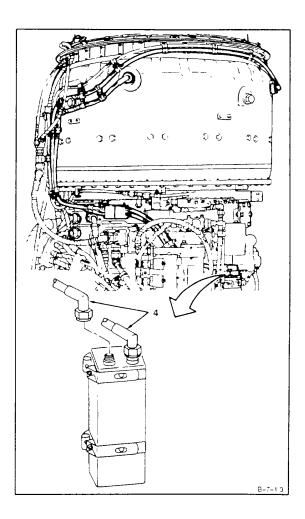
Remove nut (1), screw (2), and two clamps (3).



WARNING

The Ignition exciter stores very high and possibly fatal voltage. Use extreme care when working around ignition exciter. Serious Injury could result if exciter is accidentally grounded. Do not probe inside of output receptacles with fingers or metal object. Discharge exciter only with Insulated screwdriver. In case of shock or injury, get medical attention.

2. Remove lockwire and disconnect two coil and cable assembly leads (4). Place leads to one side.



GO TO NEXT PAGE

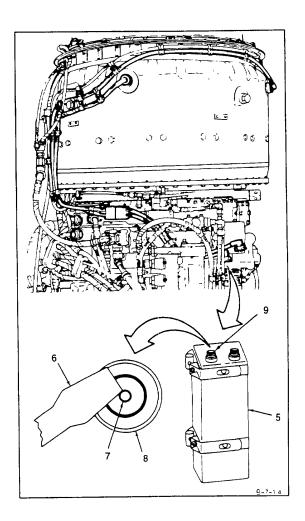
WARNING

When discharging ignition exciter, re-move one lead at a time and discharge receptacle that lead was removed from. Failure to do so may result in serious shock when you are removing second lead. In case of serious shock, get medical attention.

NOTE

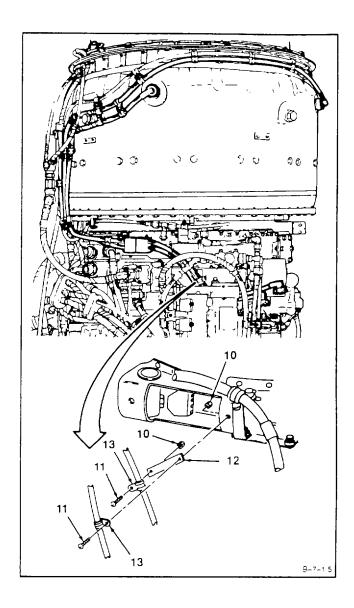
Step 3 applies to both output receptacles.

3. **Discharge ignition exciter (5)** by placing tip of insulated screwdriver (6) against pin (7) and edge (8) of receptacle (9).



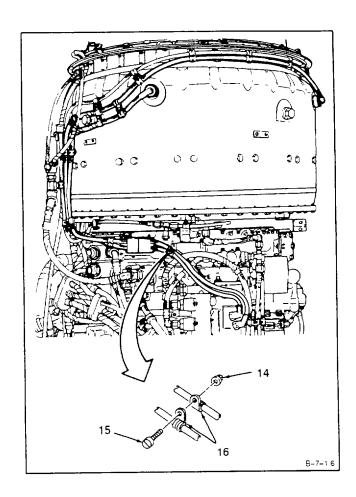
GO TO NEXT PAGE

Remove two nuts (10), screws (11), bracket (12), and two clamps (13).

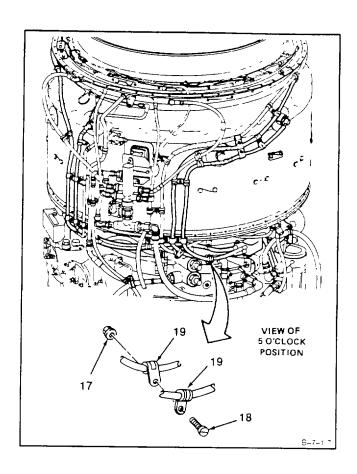


GO TO NEXT PAGE

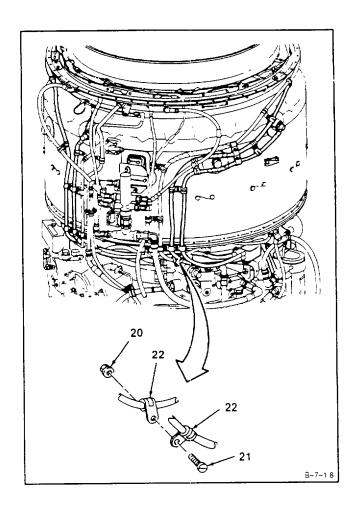
5. **Remove** nut (14), screw (15), and two clamps (16).



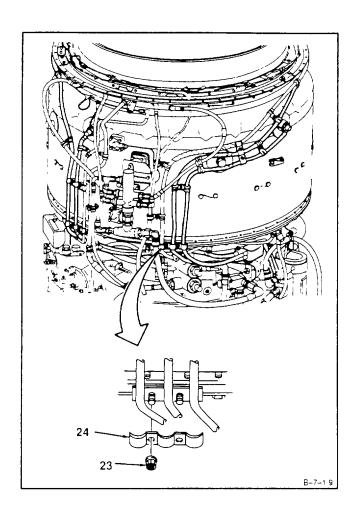
Remove nut (17), screw (18), and two clamps (19). 6.



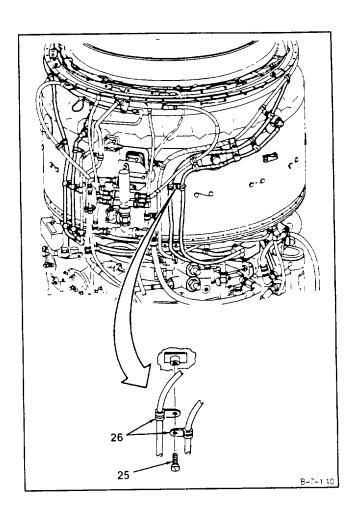
Remove nut-(20), screw (21), and two clamps (22).



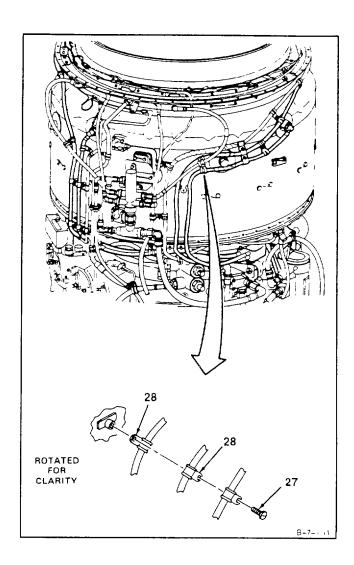
8. Remove two nuts (23) and retaining strap (24).



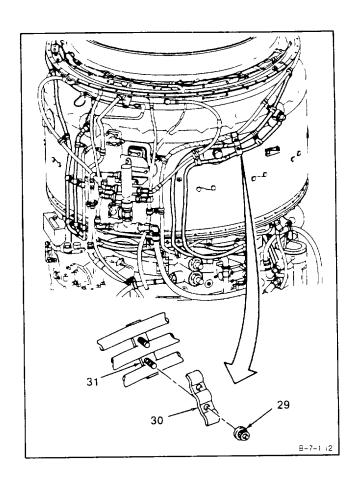
9. Remove lockwire, screw (25), and two clamps (26).



10. Remove lockwire, screw (27), and two clamps (28).

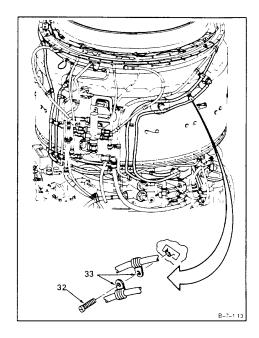


11. Remove two nuts (29) and clamps (30 and 31).



12. Remove lockwire, screw (32), and two clamps (33).

7-1

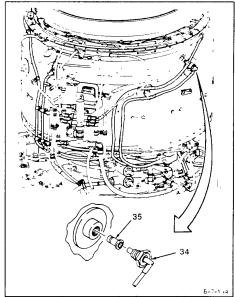


13. Remove lockwire. Disconnect and remove ignition lead (34).

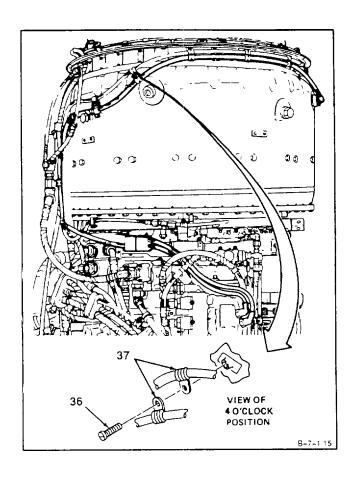
NOTE

Spark igniter may remain in combustion chamber housing or on ignition lead.

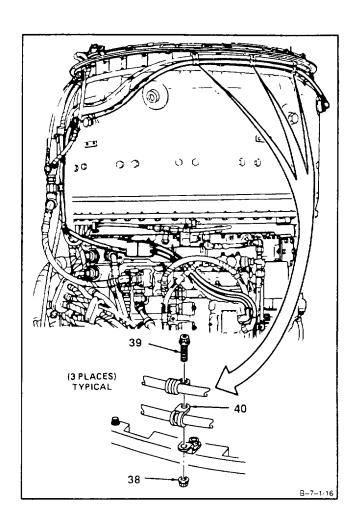
14. Remove spark igniter (35).



15. Remove lockwire, screw (36), and two clamps (37).



16. **Remove** three nuts (38), bolts (39), and clamps (40).



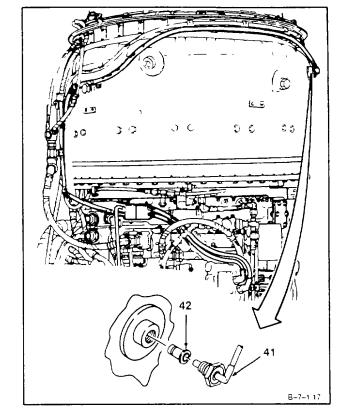
17. Remove lockwire. **Disconnect and remove ignition lead (41).**

NOTE

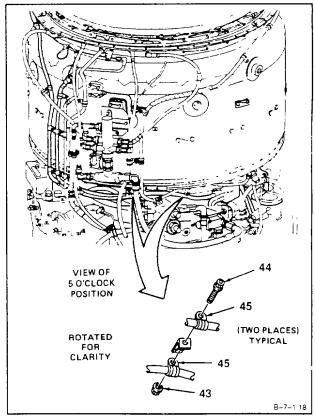
Spark igniter may remain in combustion chamber housing or on ignition lead.

18. Remove spark igniter (42).

7-1

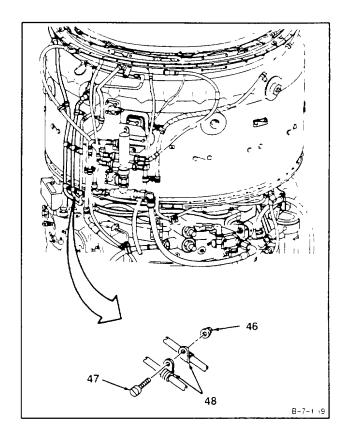


19. **Remove** two nuts (43), bolts (44), and **four clamps (45)**.

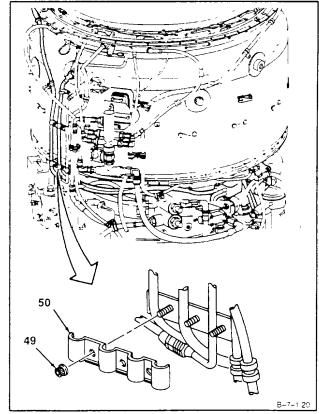


20. Remove nut (46), screw (47), and two clamps (48).

7-1

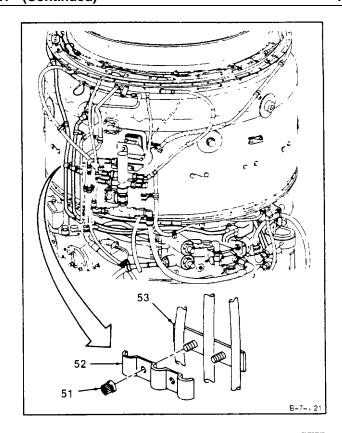


21. Remove three nuts (49) and clamp (50).

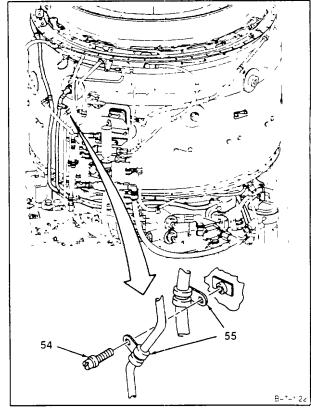


22. Remove two nuts (51) and clamps (52 and 53).

7-1



23. Remove lockwire, screw (54), and two clamps (55).

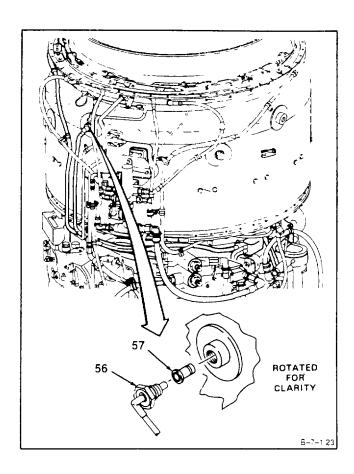


24. Remove lockwire. Disconnect and remove ignition lead (56).

NOTE

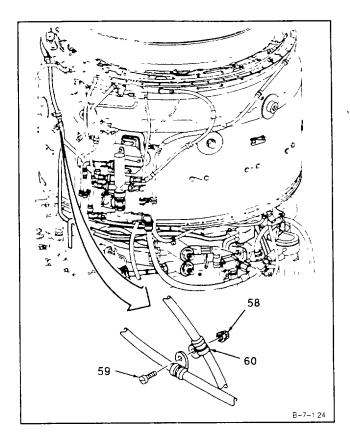
Spark igniter may remain in combustion chamber housing or on ignition lead.

25. Remove spark igniter (57).

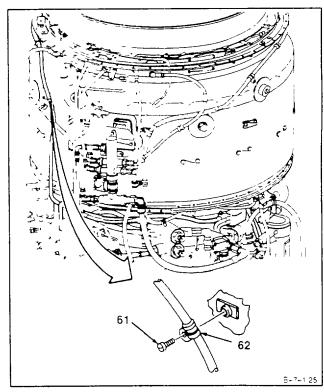


26. Remove nut (58), screw (59), and two clamps (60).

7-1

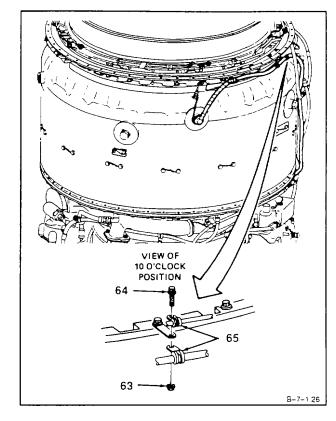


27. Remove lockwire, screw (61), and clamp (62).

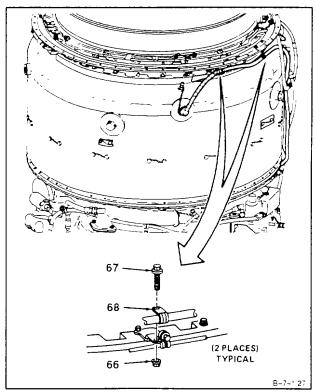


28. Remove nut (63), bolt (64), and clamps (65).

7-1



29. Remove two nuts (66), bolts (67), and clamps (68).

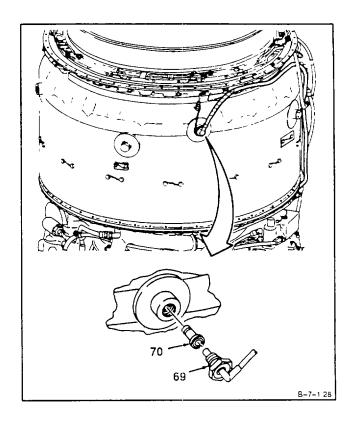


30. Remove lockwire. Disconnect and remove ignition lead (69).

NOTE

Spark igniter may remain in combustion chamber housing or on igniter lead.

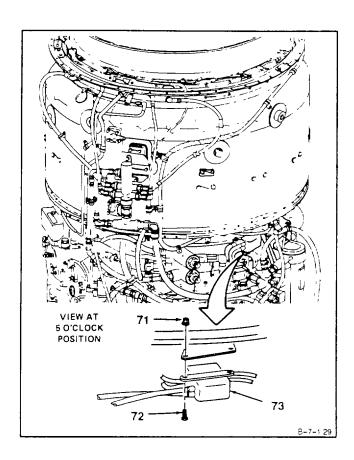
31. Remove spark igniter (70).



32. **Remove** two nuts (71) and **bolts (72).**

7-1

33. Remove ignition coil and cable assembly (73).



FOLLOW-ON MAINTENANCE:

None

END OF TASK

Applicable Configurations:

ΑII

Tools:

7-2

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (El9) Gloves (E24)

Lint-Free Cloth (E30)

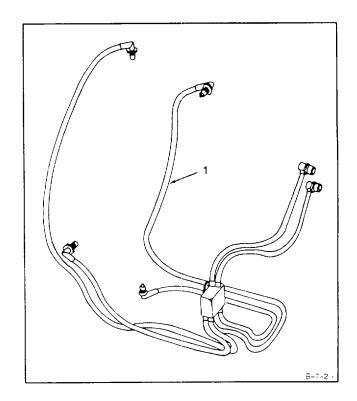
Personnel Required:
Aircraft Powerplant Repairer

Equipment Condition:
Off Engine Task
General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

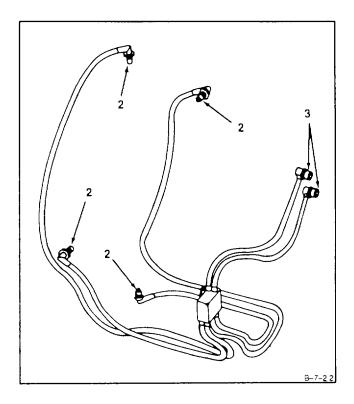
1. Wear gloves (E24). Clean ignition coil and cable assembly (1) with lint-free cloth (E30) and brush dampened in dry cleaning solvent (E19).



WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than <u>30 psig</u> air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of Injury, get medical attention.

2. Wear goggles. Blow dry four spark plug connectors (2) and two exciter connectors (3) thoroughly using clean, dry, compressed air.



FOLLOW-ON MAINTENANCE:

7-2

Inspect Ignition Coil and Cable Assembly (Task 7-3).

7-3 INSPECT IGNITION COIL AND CABLE ASSEMBLY

INITIAL SETUP

Applicable Configurations:

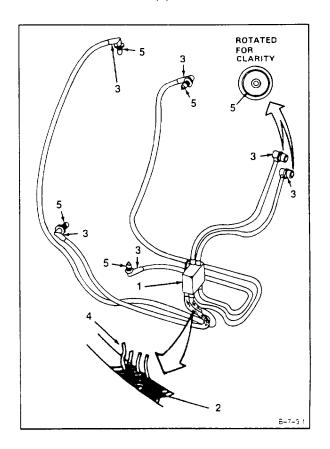
All

Tools:

Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Multimeter Materials:
None
Personnel Required:
Aircraft Powerplant Repairer
Equipment Condition:
Off Engine Task

1. Inspect ignition coil and cable assembly (1) as follows:

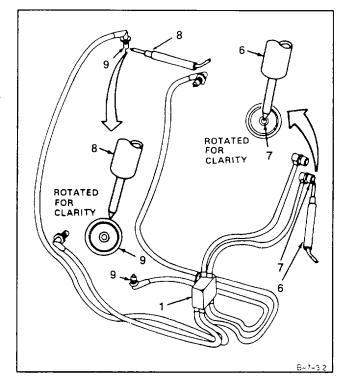
- a. There shall be no burned insulation (2).
- b. Check connectors (3) attached to sheathing. There shall be no loose connectors (3).
- c. Frayed or worn outer steel braid is acceptable up to <u>3/4</u> of the cable circumference; <u>1/4</u> of the cable circumference shall remain intact to provide continuity for ground. Repair frayed or broken wires (4) on sheathing (Ref. Task 7-4). Replace coil and cable assembly if damage is exceeded.
- d. The outer steel braid shall not be frayed or worn over more than <u>3/4</u> of the cable circumference. Remaining continuity for ground shall be over at least <u>1/4</u> of the braid.
- e. There shall be no cracked or broken insulators (5).



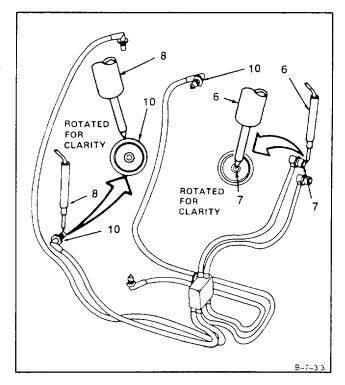
7-3

2. Measure insulation resistance on ignition coil and cable assembly (1) as follows:

- a. Set multimeter range switch to R x 1000. Touch red probe (6) to electrical connector conductor (7).
- b. Touch black probe (8) to electrical connector outer housing (9).
- Meter shall indicate 1000 ohms minimum.



- d. Touch red probe (6) to electrical connector conductor (7).
- e. Touch black probe (8) to electrical connector outer housing (10).
- Meter shall indicate 1000 ohms minimum.

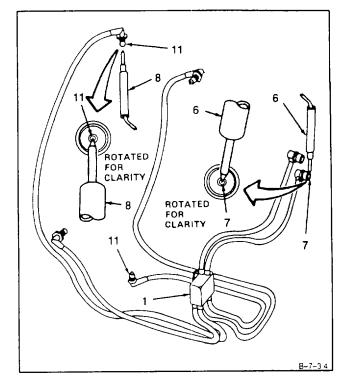


7-3

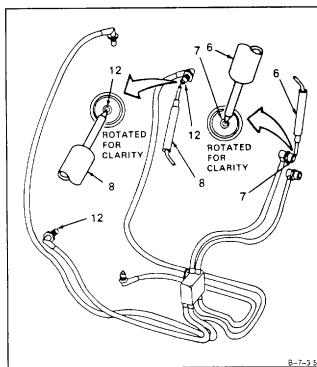
3. Measure continuity on ignition coil and cable assembly (1) as follows:

- a. Set multimeter range switch to R x 1. Touch red probe (6) to electrical connector conductor (7).
- b. Touch black probe (8) to electrical connector conductors (11).
- c. Meter shall indicate 1 ohm maximum.

7-3



- d. Touch red probe (6) to electrical connector conductor (7).
- e. Touch black probe (8) to electrical connector center conductors (12).
- f. Meter shall indicate 1 ohm maximum.



FOLLOW-ON MAINTENANCE: None

7-4 REPAIR IGNITION COIL AND CABLE ASSEMBLY

7-4

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Retaining Ring Pliers

Materials:

Lockwire (E32)

Spiral Chafing Sleeve (E55)

Parts:

Retaining Ring Insulator Retaining Ring Sleeve

Packing

Washer

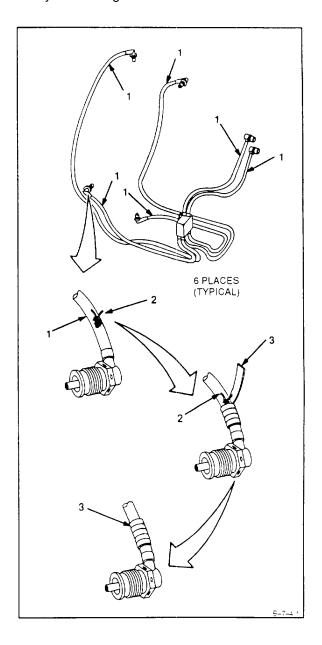
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P Equipment Condition : Off Engine Task

- 1. Repair fraying (broken) individual cable leads (1) as follows:
 - a. Wrap individual broken wires (2) in cable lead (1) with spiral chafing sleeve (E55) (3). Be sure that spiral chafing sleeve (3) extends beyond damaged area.



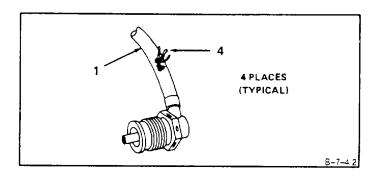
INSPECT

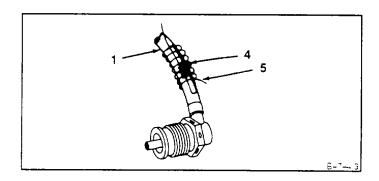
7-4

NOTE

This cable assembly consists of a transformer and shielded cabling which has six leads. Two leads are connected to the ignition exciter which carry high voltages to the transformer to be distributed equally to four individual cable leads. Two repairs total shall be allowed to the two shorter individual cable leads and three repairs total shall be allowed to the two longer individual cable leads.

- b. If three or more wires (4) of individual cable leads are broken, flatten broken wires (4) without damaging insulation of individual cable lead (1) at damaged area. The outer steel braid shall have a minimum of 1/4 of its circumference intact to provide continuity of grounding purposes. Damaged area shall be 3 inches minimum from either the transformer or spark igniter end of each cable lead (1). Damaged areas on each cable lead (1) shall be a minimum of 6 inches apart.
- c. Use lockwire (E32) (5) to wind clockwise around damaged cable lead (1). Lockwire (5) should cover damaged area by 3/8 inch. Do not pass wrapping limits of 1-1/4 inch length.



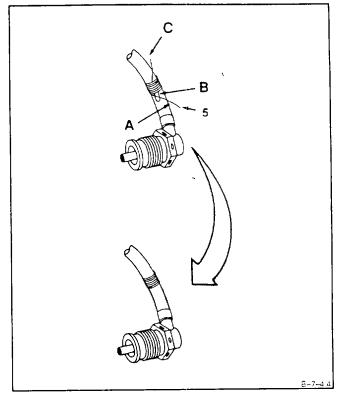


GO TO NEXT PAGE

NOTE

In following step, use care when pulling end C. Pull only far enough to firmly anchor end A beneath several wraps of the lockwire.

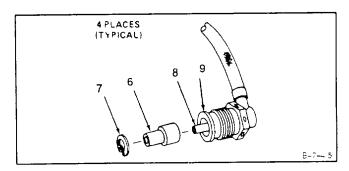
d. Finish wrap by inserting lockwire (5) end A through loop B. Hold A tight while pulling C to close loop. Release A and carefully pull C until end A is anchored beneath wrapping. Cut excess wire ends.

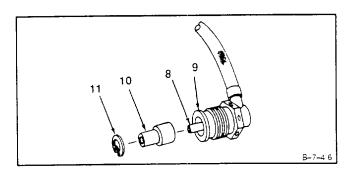


INSPECT

7-4

- 2. Replace cracked insulator (6) as follows:
 - a. Remove retaining ring (7).
 - b. Remove insulator (6) from wire (8) and out of sleeve (9).
 - c. Insert new insulator (10) in sleeve (9) and over wire (8).
 - d. Install new retaining ring (11).

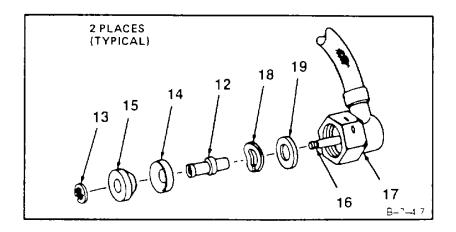


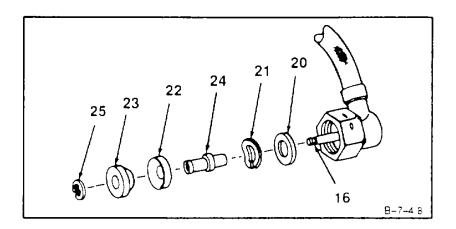


7-4 REPAIR IGNITION COIL AND CABLE ASSEMBLY (Continued)

3. Replace cracked sleeve (12) as follows:

- a. Remove retaining ring (13).
- b. Remove sleeve (12) with packing (14) and washer (15) from wire (16) and out of sleeve (17).
- c. Remove washer (18) and washer (19) from wire (16) and out of sleeve (17).
- d. Insert new washer (20) and new washer (21) over wire (16).
- e. Insert new washer (22) and new packing (23) on new sleeve (24). Insert over wire (16).
- f. Install new retaining ring (25).





INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

INSTALL IGNITION COIL AND CABLE ASSEMBLY

INITIAL SETUP Applicable Configurations:

Tools:

7-5

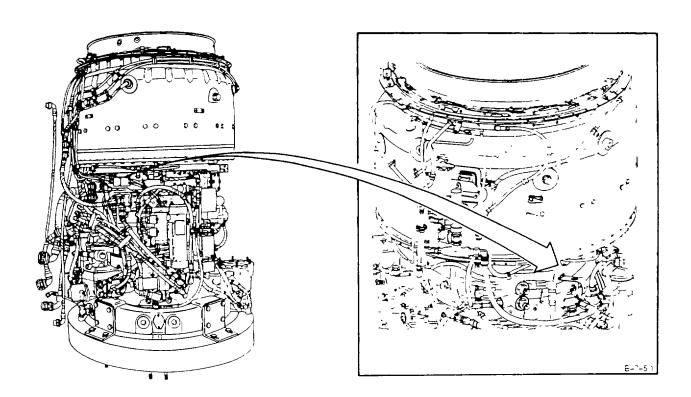
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 30-150 hch-Pounds Crowfoot Attachment, 7/8 inch

Materials:

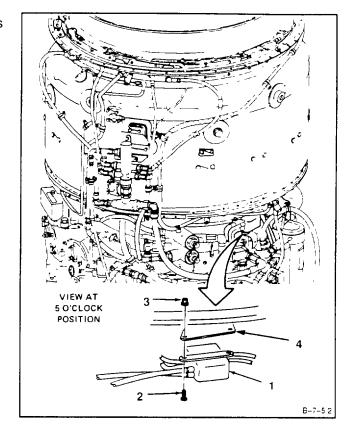
Anti-Seize Compound (E6) Lockwire (E33)

Personnel Required:

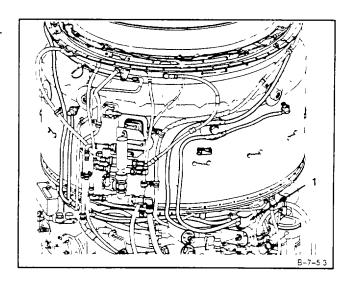
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



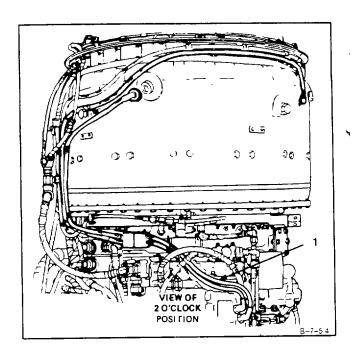
1. **Install Ignition coil and cable assembly** (1), two bolts (2), and nuts (3) on bracket (4).

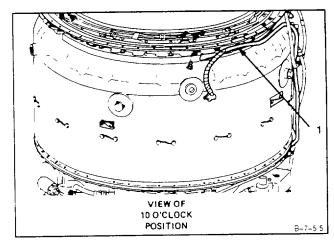


2. Route ignition coil and cable assembly (1) as shown.



2. (Continued)





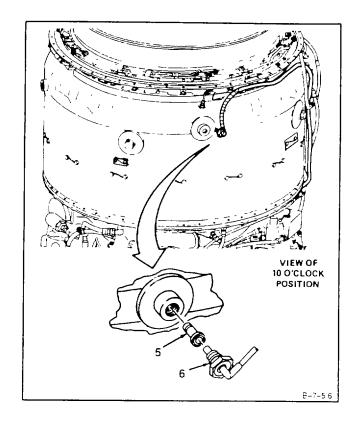
3. Install spark Igniter (5) on ignition lead (6).

7-5

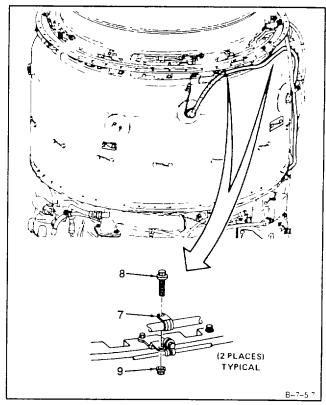
CAUTION

To prevent shorting of ignition lead, do not allow anti-seize compound to touch electrical contacts and insulators.

- 4. Coat threads of ignition lead (6) with anti-seize compound (E6).
- 5. **Install ignition lead (6). Torque to <u>135 inch-pounds</u>.** Use crowfoot attachment. Lockwire ignition lead (6). Use lockwire (E33).

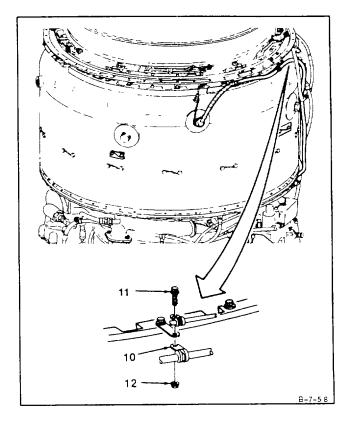


6. Install two clamps (7), bolts (8), and nuts (9).

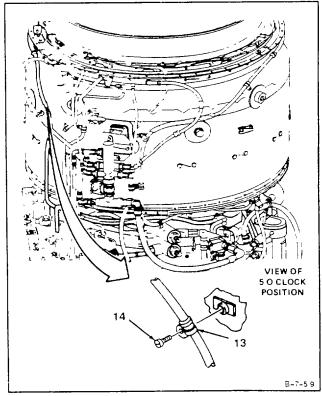


7. **Install clamp (10)**, bolt (11), and nut (12).

7-5

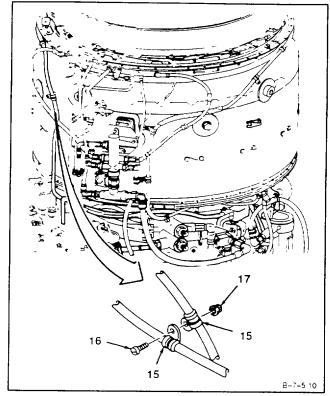


8. **Install clamp (13)** and screw (14). Lockwire screw (14). Use lockwire (E33).



9. **Install two clamps (15),** screw (16), and nut (17).

7-5

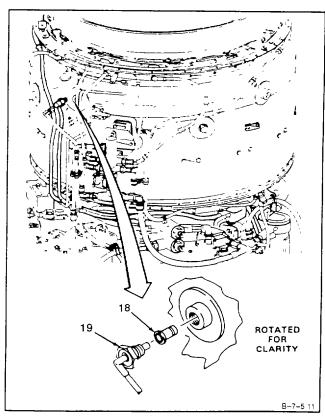


10. Install spark igniter (18) on ignition lead (19).

CAUTION

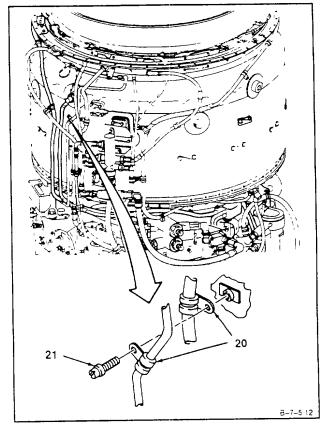
To prevent shorting of ignition lead, do not allow anti-seize compound to touch electrical contacts and insulators.

- 11. Coat threads of ignition lead (19) with anti-seize compound (E6).
- 12. **Install ignition lead (19). Torque to <u>135 inch-pounds</u>**. Use crowfoot attachment. Lockwire ignition lead (19). Use lockwire (E33).

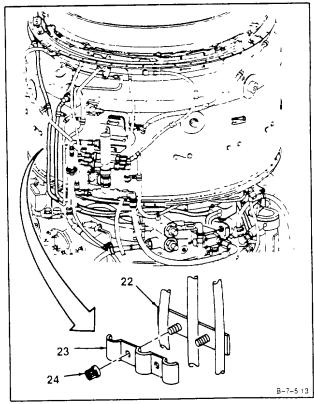


13. **Install two clamps (20)** and screw (21). Lockwire screw (21). Use lockwire (E33).

7-5

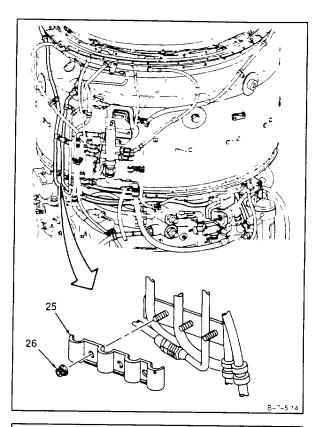


14. **Install clamps (22 and 23)** and two nuts (24).

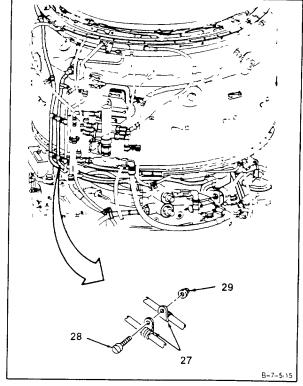


15. Install clamp (25) and three nuts (26).

7-5

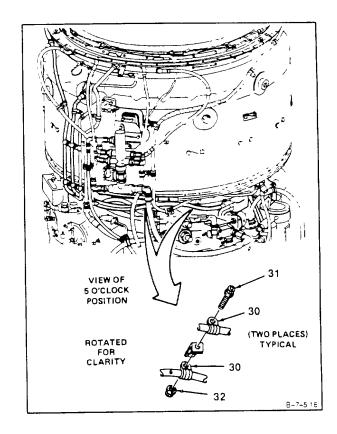


16. Install two clamps (27), screw (28), and nut (29).



17. **Install four clamps (30)**, two bolts (31), and nuts (32).

7-5

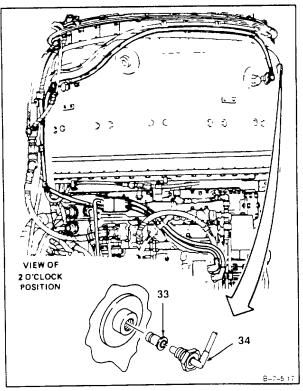


18. Install spark igniter (33) on ignition lead (34).

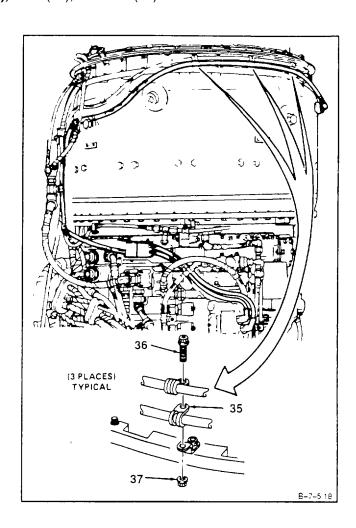
CAUTION

To prevent shorting of ignition lead, do not allow anti-seize compound to touch electrical contacts and insulators.

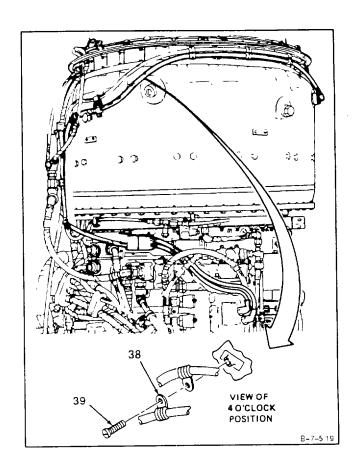
- 19. Coat threads of ignition lead (34) with anti-seize compound (E6).
- 20. Install ignition lead (34). Torque to <u>135 inch-pounds</u>. Use crowfoot attachment. Lockwire ignition lead (34). Use lockwire (E33).



21. Install three clamps (35), bolts (36), and nuts (37).



22. Install clamp (38) and screw (39). Lockwire screw (39). Use lockwire (E33).



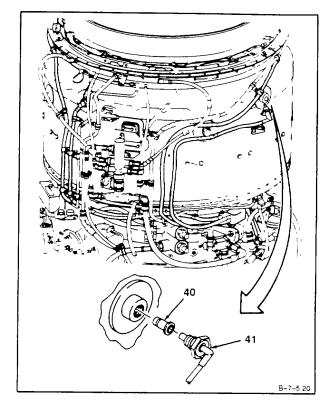
23. Install spark Igniter (40) on ignition lead (41).

7-5

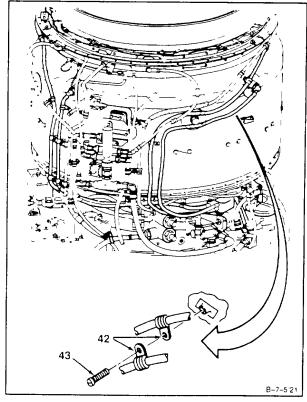
CAUTION

To prevent shorting of ignition lead, do not allow anti-seize compound to touch electrical contacts and insulators.

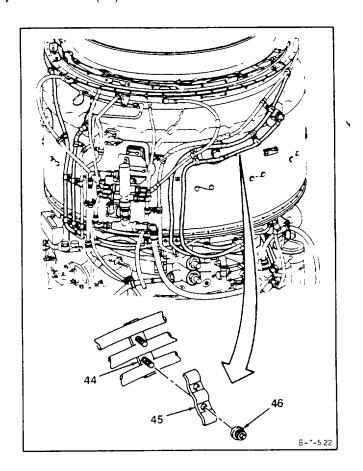
- 24. Coat threads of ignition lead (41) with anti-seize compound (E6).
- 25. Install ignition lead (41). Torque to <u>135 inch-pounds</u>. Use crowfoot attachment. Lockwire ignition lead (41). Use lockwire (E33).



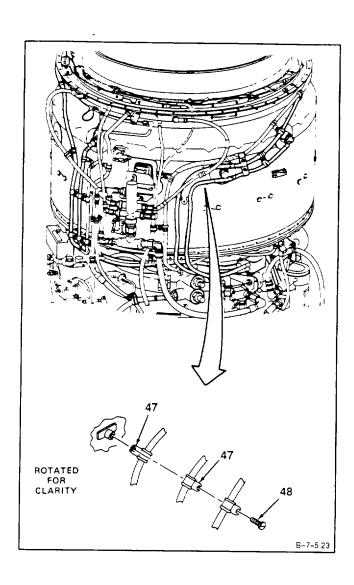
26. **Install two clamps (42)** and screw (43). Lockwire screw (43). Use lockwire (E33).



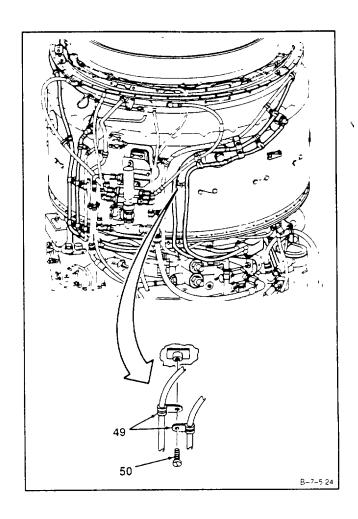
27. Install clamps (44 and 45) and two nuts (46).



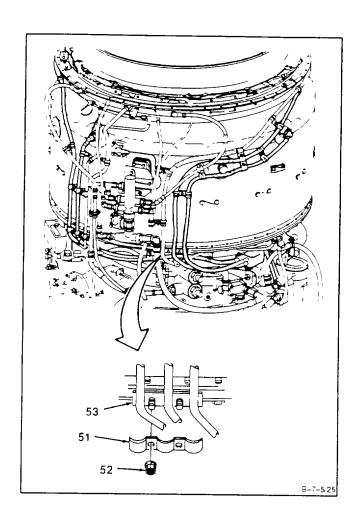
28. Install two clamps (47) and screw (48). Lockwire screw (48). Use lockwire (E33).



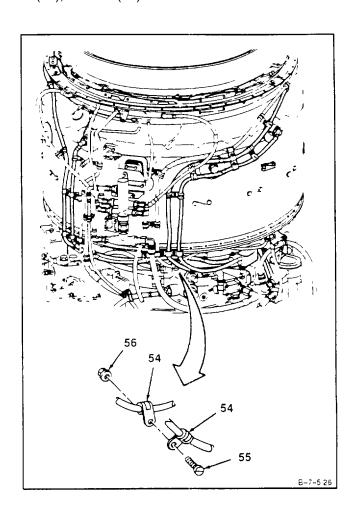
29. Install two clamps (49) and screw (50). Lockwire screw (50). Use lockwire (E33).



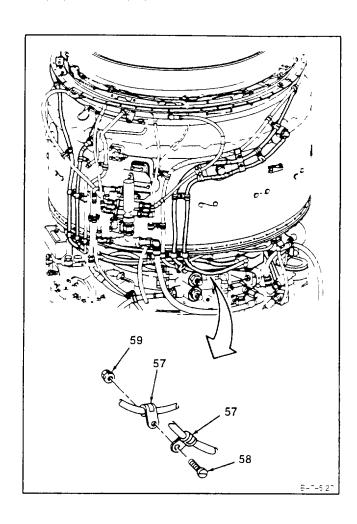
30. Install retaining strap (51) and two nuts (52) to bracket (53).



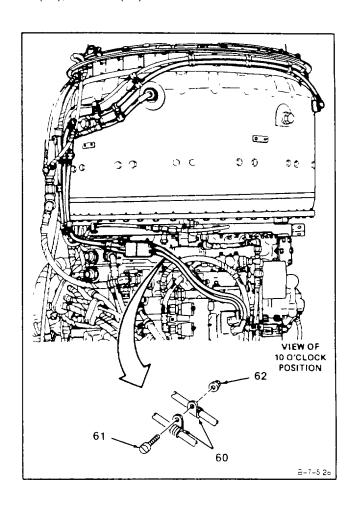
31. **Install two clamps (54)**, screw (55), and nut (56).



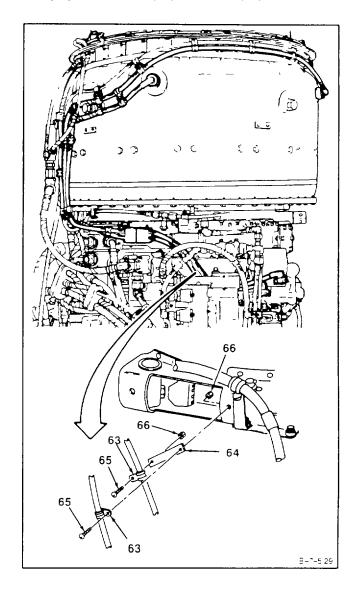
32. Install two clamps (57), screw (58), and nut (59).



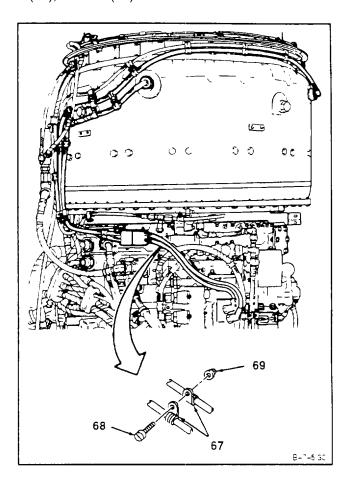
33. Install two clamps (60), screw (61), and nut (62).



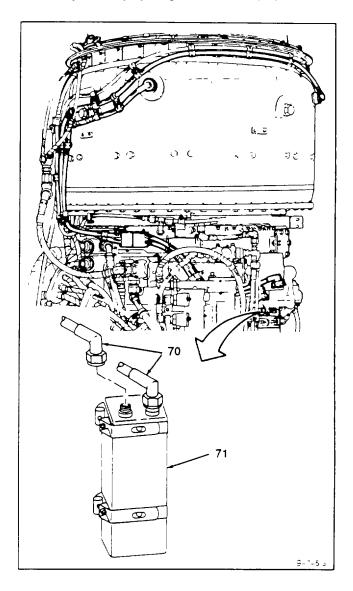
34. Install two clamps (63), bracket (64), two screws (65), and nuts (66).



35. Install two clamps (67), screw (68), and nut (69).



36. Connect two coil and cable assembly leads (70) to ignition exciter (71). Lockwire leads (70). Use lockwire (E33).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

7-57/(7-58 blank)

SECTION II SPARK IGNITERS

7-6 REMOVE SPARK IGNITERS

7-6

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

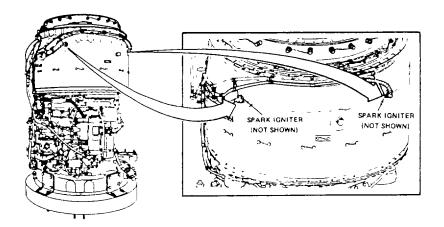
Personnel Required:

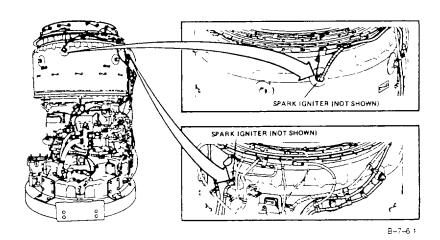
Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

The ignition exciter stores very high and possibly fatal voltage. Use extreme care when working around ignition exciter. Serious injury could result if exciter is accidentally grounded. Do not probe inside of output receptacles with fingers or metal object. Discharge exciter only with insulated screwdriver. In case of shock or injury, get medical attention.





GO TO NEXT PAGE

7-6

WARNING

When discharging ignition leads, remove one lead at a time and discharge to combustor housing. Failure to do so may result in serious shock when you are removing other leads. In case of serious shock, get medical attention.

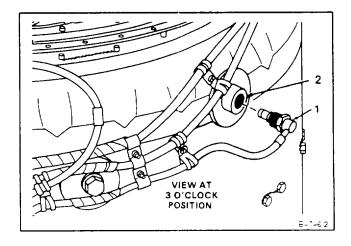
NOTE

The procedure for removal of four spark igniters located at the 3-, 6-, 9-, and 12-o'clock positions is the same. Only the 3-o'clock position is shown.

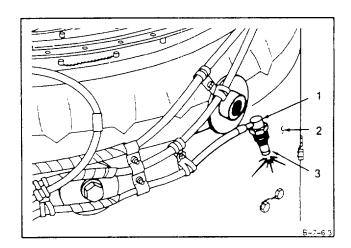
1. **Remove** lockwire and **ignition lead (1)** from combustor housing (2).

NOTE

If spark igniter stays with ignition lead, do steps 2 and 3. If spark igniter stays in combustor housing do steps 4 and 5.

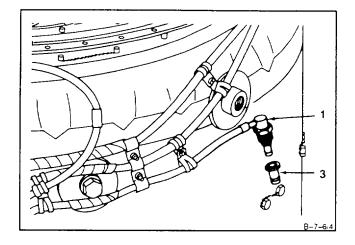


2. **Discharge ignition lead (1) and spark igniter (3)** by touching to combustor housing (2).

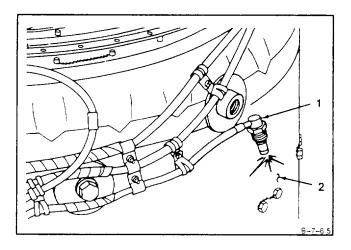


7-6 **REMOVE SPARK IGNITERS**

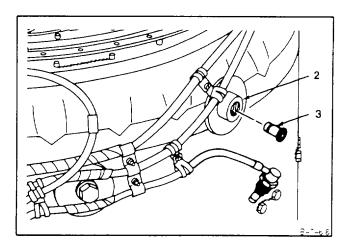
3. Remove spark igniter (3) from ignition lead (1).



4. Discharge ignition lead (1) by touching to combustor housing (2).



5. Remove spark igniter (3) from combustor housing (2).



FOLLOW-ON MAINTENANCE: None

7-7 CLEAN SPARK IGNITERS 7-7

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Spark Igniters Removed (Task 7-6)

General Safety Instructions:

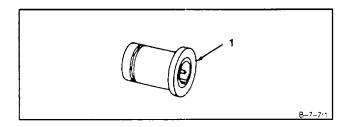
WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can Irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Wear gloves (E24). Clean four spark igniters (1), using dry cleaning solvent (El9) and brush.
- 2. Remove any remaining solvent using clean, dry, lint-free cloth (26).

FOLLOW-ON MAINTENANCE:

Inspect Spark Igniters (Task 7-8).



INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

Equipment Condition:

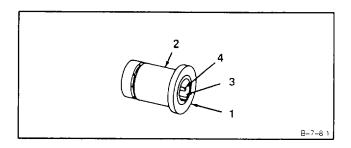
Off Engine Task

1. Inspect four spark igniters (1).

- a. There shall be no cracks or gouges in shank (2). Chafing allowed to 0.010 inch depth.
- b. There shall be no chips or cracks in ceramic surface (3).
- c. Pin (4) shall not be bent or broken.

FOLLOW-ON MAINTENANCE:

None



INITIAL SETUP

Applicable Configurations:

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Goggles Dry, Compressed Air Source

Materials:

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

NOTE

This repair is allowed provided it does not cause pin to break or crack.

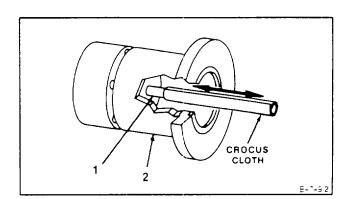
- 1. Straighten bent pin (1) of spark igniter (2). Using long-nose pliers, gently move pin (1) until straight.
- 2. Remove corrosion from pin (1) of spark igniter (2). Polish pin, using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (E16).



WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, medical get attention.





INSPECT

FOLLOW-ON MAINTENANCE: Clean Spark Igniters (Task 7-7).

END OF TASK

7-10 INSTALL SPARK IGNITERS 7-10

INITIAL SETUP

Applicable Configurations:

All

Tools:

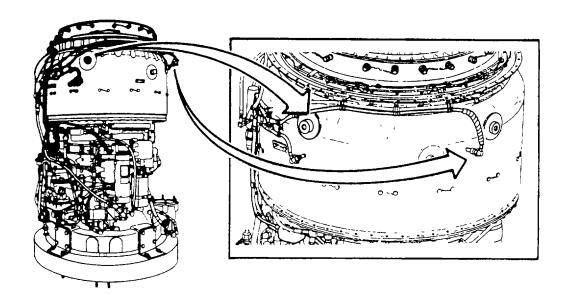
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 30-150 Inch-Pounds Crowfoot Attachment, 7/8 Inch

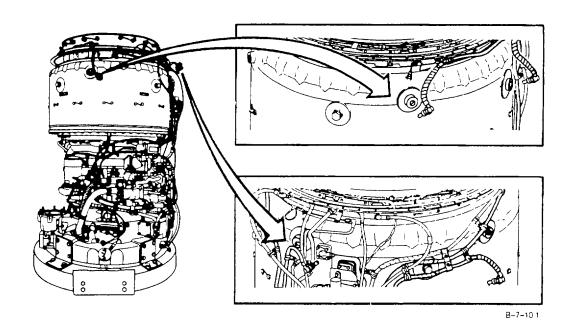
Materials:

Anti-Seize Compound (E6) Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector





GO TO NEXT PAGE

NOTE

The procedure for installing four spark igniters at 3-, 6-, 9-, and 12-o'clock positions is the same except for lockwiring. Only the 3-o'clock position is shown for installation.

NOTE

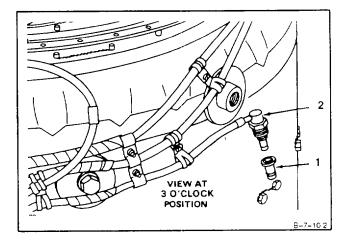
Install gently by hand until fully engaged.

1. Install spark igniter (1) on ignition lead (2).

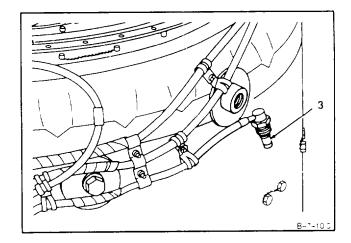
7-10

CAUTION

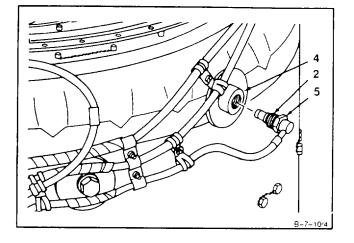
To prevent shorting of ignition lead, do not allow anti-seize compound to touch electrical contacts and insulators.



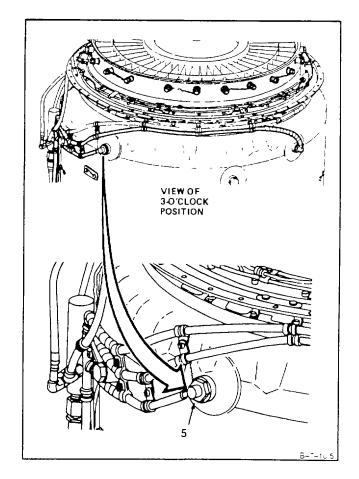
2. Apply a light coat of anti-seize compound (E6) to ignition lead threads (3).



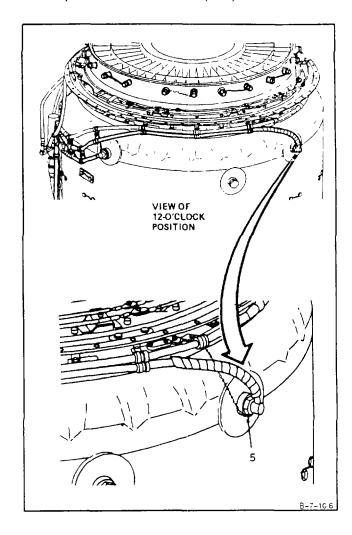
3. **Install ignition lead (2)** in combustor housing (4). Torque ignition lead connector (5) to <u>135 inch-pounds</u>. Use crowfoot attachment.

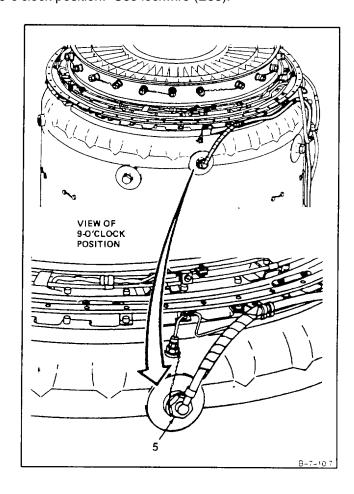


4. Lockwire connector (5) at 3-o'clock position. Use lockwire (E33).

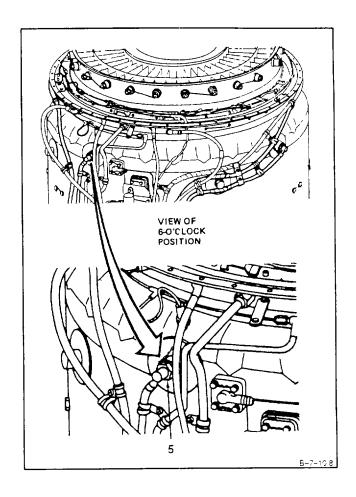


5. Lockwire connector (5) at 12-o'clock position. Use lockwire (E33).





7. Lockwire connector (5) at 6-o'clock position. Use lockwire (E33).



INSPECT

FOLLOW-ON MAINTENANCE: None

SECTION III IGNITION EXCITER

7-11 REMOVE IGNITION EXCITER

7-11

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

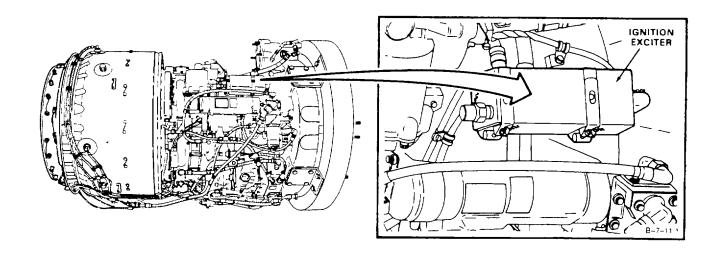
Personnel Required:

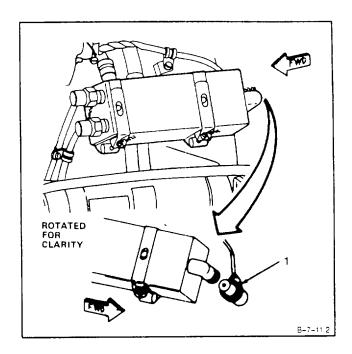
Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

The ignition exciter stores very high and possibly fatal voltage. Use extreme care when working around ignition exciter. Serious injury could result if exciter is accidentally grounded. Do not probe inside of output receptacles with fingers or metal object. Discharge exciter only with insulated screwdriver. In case of shock or injury, get medical attention.





7-11

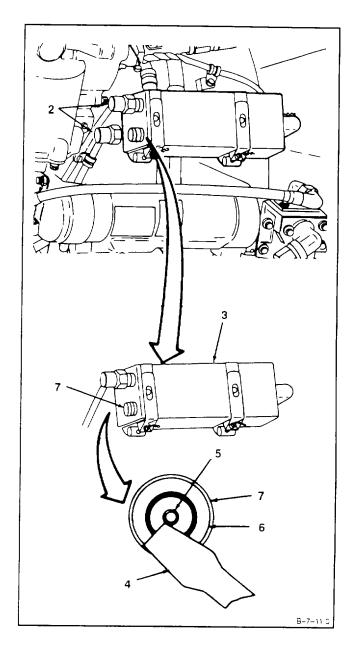
WARNING

When discharging ignition exciter, remove one lead at a time and discharge receptacle that lead was removed from. Failure to do so may result in serious shock when you are removing second lead. In case of serious shock, get medical attention.

NOTE

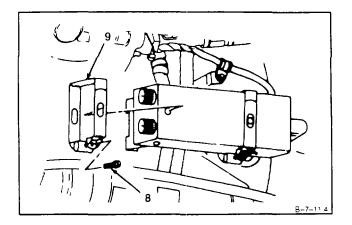
Step 2 applies to both output receptacles.

- 2. Remove lockwire and disconnect coil and cable assembly leads (2).
- 3. Discharge ignition exciter (3) by placing tip of insulated screwdriver (4) against pin (5) and edge (6) of receptacle

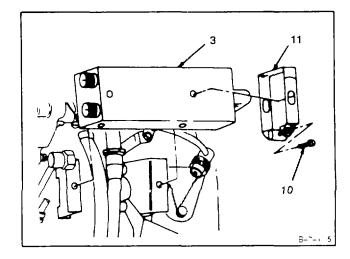


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4. Remove lockwire, screw (8), and clamp (9).



5. **Remove** lockwire, screw (10), clamp (11), and **ignition** exciter (3).



FOLLOW-ON MAINTENANCE: None

7-12 CLEAN IGNITION EXCITER 7-12

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

None

Materials:

Dry Cleaning Solvent (E19)

Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

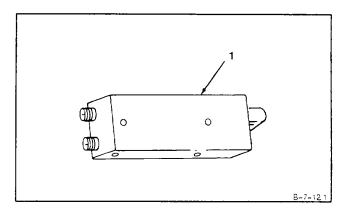
Off Engine Task

Ignition Exciter Removed (Task 7-11)

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can Irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean ignition exciter (1) with clean lint-free cloth (E30) dampened in dry-cleaning solvent (E19).



FOLLOW-ON MAINTENANCE:

Inspect Ignition Exciter (Task 7-13).

7-13 **INSPECT IGNITION EXCITER**

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

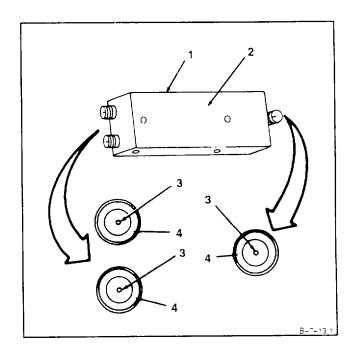
Aircraft Powerplant Inspector

1. Inspect ignition exciter (1).

- a. There shall be no cracks or dents in housing (2).
- b. There shall be no bent or broken pins (3).
- c. There shall be no cracks in insulators (4).
- d. There shall be no corrosion.

FOLLOW-ON MAINTENANCE:

None



7-14 REPAIR IGNITION EXCITER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

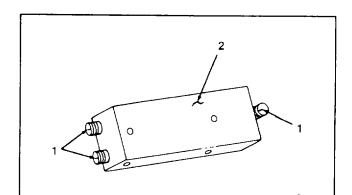
Goggles

Dry, Compressed Air Source

NOTE

This repair is allowed provided it does not cause pins to break or crack.

1. Straighten bent pins (1) of ignition exciter (2). Using long-nose pliers, gently move pins (1) until they are straight.



Materials:

Crocus Cloth (E16)

Aircraft Powerplant Repairer

Aircraft Powerplant Inspector

Personnel Required:

Equipment Condition:

Off Engine Task

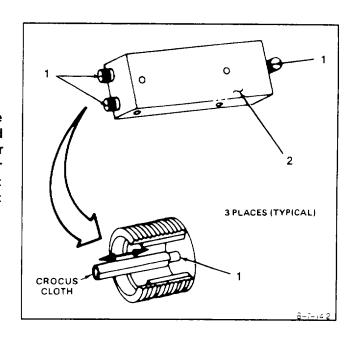
2. Remove corrosion from pins (1) of ignition exciter (2). Polish pins, using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (E16).

WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and Do not use more than 30 psig air face. pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

3. Wear goggles. Remove loosened particles from pins (1) using clean, dry, compressed air.

INSPECT



FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

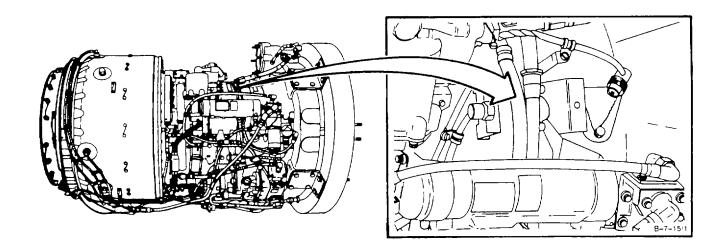
Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

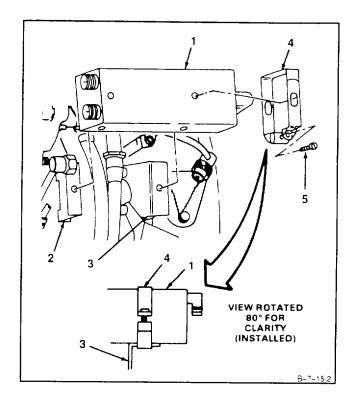
Lockwire (E33)

Personnel Required:

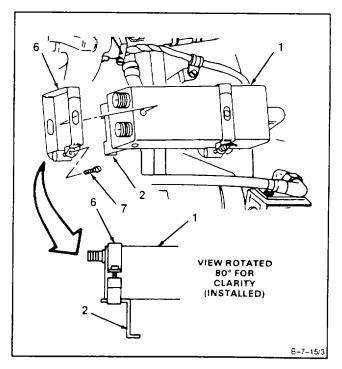
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



- 1. Install ignition exciter (1) on brackets (2 and 3).
- a. Loosely install clamp (4) and screw (5) on ignition exciter (1) and bracket (3).

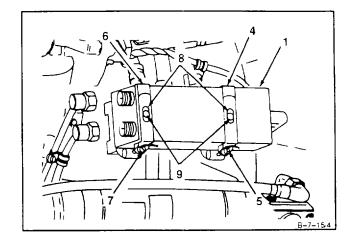


b. Loosely install clamp (6) and screw (7) on ignition exciter (1) and bracket (2).

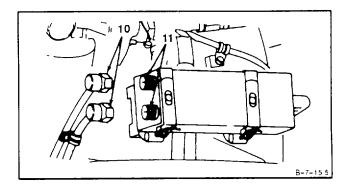


7-15 INSTALL IGNITION EXCITER (Continued)

c. Align slots (8) in clamps (4 and 6) with locating lugs (9) on ignition exciter (1). Tighten screws (5 and 7) and lockwire. Use lockwire (E33).



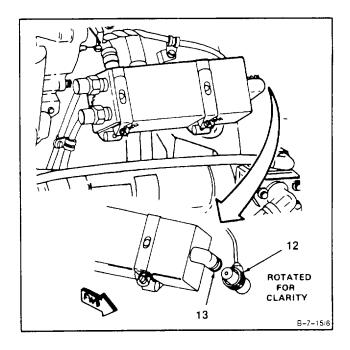
2. Connect two coil and cable assembly leads (10) to ignition exciter output receptacles (11). Lockwire leads. Use lockwire (E33).



3. Connect electrical connector (12) to input receptacle (13). Lockwire electrical connector (12). Use lockwire (E33).

INSPECT

FOLLOW-ON MAINTENANCE: None



SECTION IV PRIMARY ELECTRICAL HARNESS ASSEMBLY

7-16 REMOVE PRIMARY ELECTRICAL HARNESS ASSEMBLY

7-16

INITIAL SETUP

Applicable Configurations:

ΑII

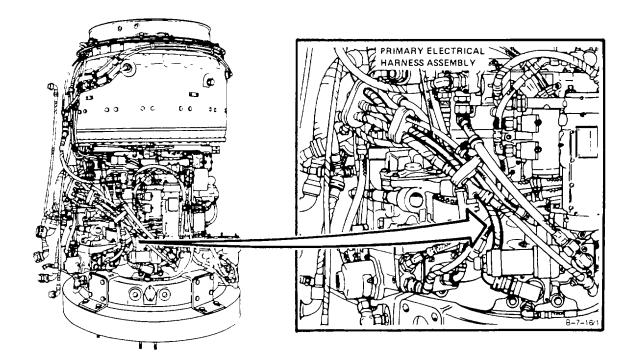
Tools:

Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Materials:

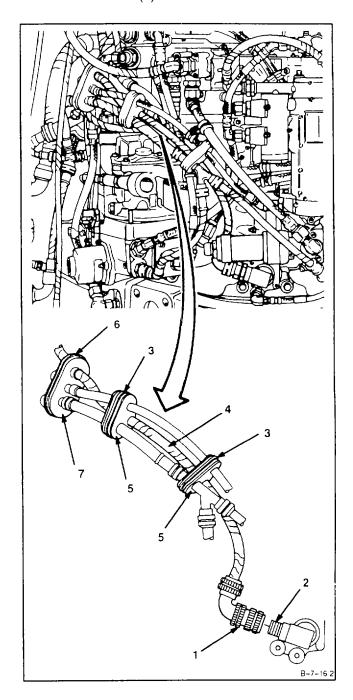
None

Personnel Required:

Aircraft Powerplant Repairer

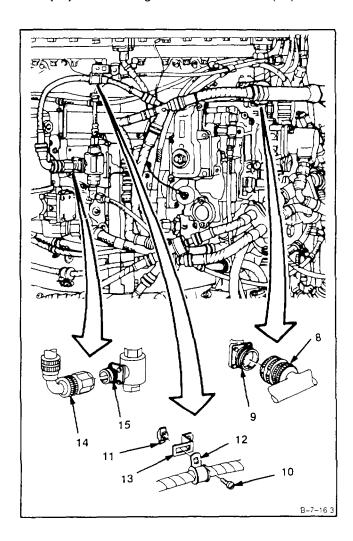


- 1. **Disconnect electrical connector (1)** from torque sensor (2).
- Cut two straps (3) and remove harness (4) from two cushions (5).
- Cut strap (6) and remove harness from cushion (7).



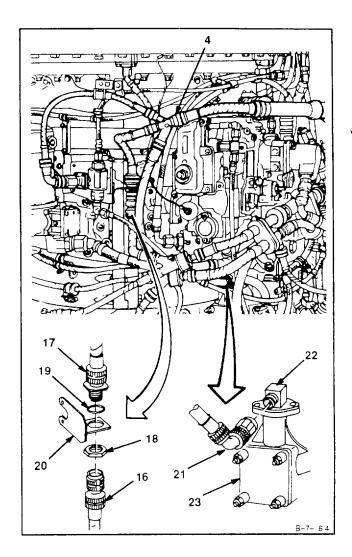
GO TO NEXT PAGE

- 4. **Disconnect electrical connector (8)** from hydromechanical assembly (9).
- 5. **Remove** screw (10), nut (11), and **clamp (12)** from bracket (13).
- 6. Disconnect electrical connector (14) from starting fuel solenoid valve (15).



7-16 REMOVE PRIMARY ELECTRICAL HARNESS ASSEMBLY (Continued)

- 7. **Disconnect electrical connector (16)** from electrical connector (17).
- 8. Cut lockwire, remove nut (18), packing (19), and connector (17) from bracket (20).
- 9. **Disconnect electrical connector (21)** from speed pickup (22) on accessory gearbox assembly (23). Remove primary electrical harness assembly (4).



FOLLOW-ON MAINTENANCE: None

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Goggles Dry, Compressed Air Source

Materials:

Gloves (E24) Lint-Free Cloth (E30) Denatured Alcohol (E17)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

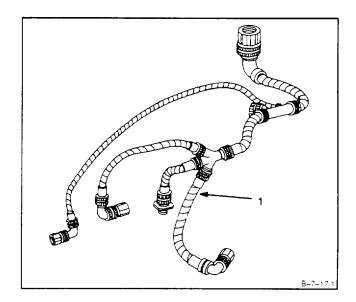
Off Engine Task
Primary Electrical Harness Assembly Removed
(Task 7-16)

General Safety Instructions:

WARNING

Denatured alcohol (E17) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean primary electrical harness assembly (1). Use lint-free cloth (E30) dampened with denatured alcohol (E17). Wipe dry using clean, dry, lint-free cloth (E30).



2. Clean six electrical connectors (2). Use denatured alcohol (E17) and brush.

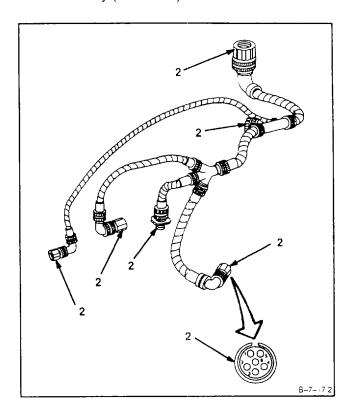
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than <u>30 psig</u> air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

3. Wear goggles. Blow dry electrical connectors (2). Use clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Primary Electrical Harness Assembly (Task 7-18).



INSPECT PRIMARY ELECTRICAL HARNESS ASSEMBLY 7-18

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

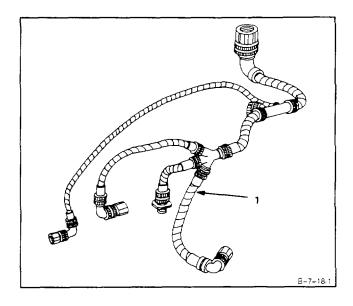
Personnel Required:

Aircraft Powerplant Inspector

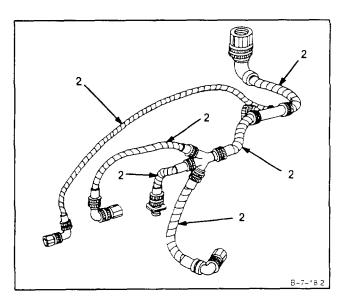
Equipment Condition:

Off Engine Task

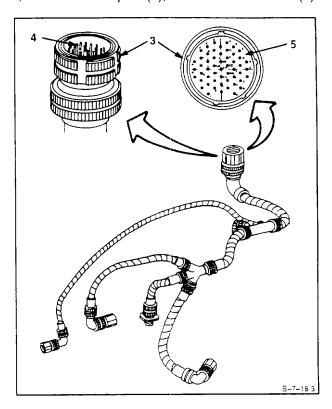
1. Inspect primary electrical harness assembly (1). There shall be no frayed or burned insulation. There shall be no loose connections or broken wires.



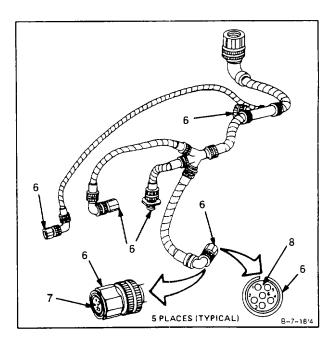
2. Inspect sleeving (2). There shall be no frayed or broken sleeving.



3. Inspect electrical connector (3). There shall be no corrosion, broken or bent pins (4), or cracked insulation (5).



4. **Inspect five electrical connectors (6)**. There shall be no corrosion, broken or bent sleeves (7) or cracked insulation (8).



FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 **Technical Inspection Tool Kit** NSN 5180-00-323-5114 Hand File Set

Materials:

Crocus Cloth (El 6)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

NOTE

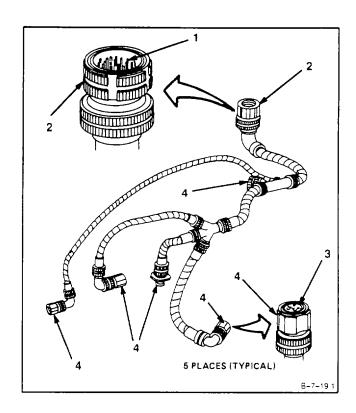
This repair is allowed provided it does not cause pin to break or crack.

- Straighten bent pin (1) of electrical connector (2). Use long nose pliers to gently move pin (1) until it is straight.
- 2. Remove corrosion from pin (1) of electrical connector (2). Use crocus cloth (E16).
- Remove corrosion from sleeve (3) of electrical connectors (4). Use round hand file.

INSPECT

FOLLOW-ON MAINTENANCE:

None



END OF TASK

7-20

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Multimeter

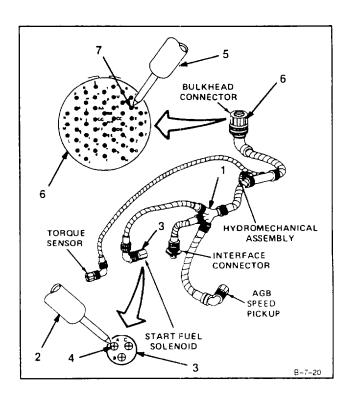
Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

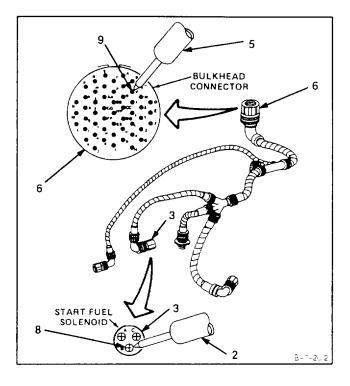
- 1. Using multimeter, measure continuity and insulation resistance of electrical harness assembly (1) as follows:
 - Set multimeter range switch to R x 1.
 - Touch red probe (2) to electrical connector (3), sleeve A (4). b.
 - Touch black probe (5) to electrical connector (6), pin W (7). C.
 - d. Meter shall indicate zero ohms.
 - e. Set multimeter range switch to R x 1000.
 - Touch black probe (5) to all other pins on electrical connector (6). f.
 - Meter shall indicate **1000 ohms** minimum.



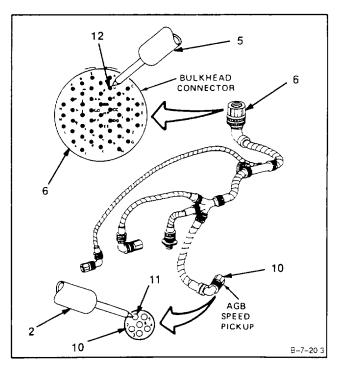
GO TO NEXT PAGE

7-20 TEST PRIMARY ELECTRICAL HARNESS ASSEMBLY (Continued)

- h. Set multimeter range switch to R x 1.
- i. Touch red probe (2) to electrical connector (3), sleeve B (8).
- j. Touch black probe (5) to electrical connector (6), pin V (9).
 - k. Meter shall indicate zero ohms.

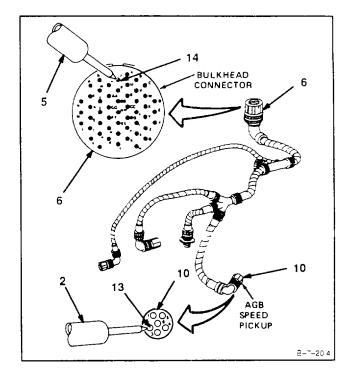


- I. Set multimeter range switch to R x 1.
- m. Touch red probe (2) to electrical connector (10), sleeve 1 (11).
- n. Touch black probe (5) to electrical connector (6), pin U (12).
 - o. Meter shall indicate **zero ohms**.
 - p. Set multimeter range switch to R x 1000.
- q. Touch black probe (5) to all other pins on electrical connector (6).
 - r. Meter shall indicate 1000 ohms minimum.

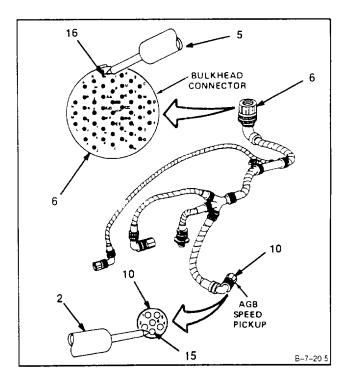


7-20 TEST PRIMARY ELECTRICAL HARNESS ASSEMBLY (Continued)

- s. Set multimeter range switch to R x 1.
- t. Touch red probe (2) to electrical connector (10), sleeve 2 (13).
- u. Touch black probe (5) to electrical connector (6), pin T (14).
 - v. Meter shall indicate zero ohms.
 - w. Set multimeter range switch to R x 1000.
- x. Touch black probe (5) to all other pins on electrical connector (6).
 - y. Meter shall indicate **1000 ohms** minimum.

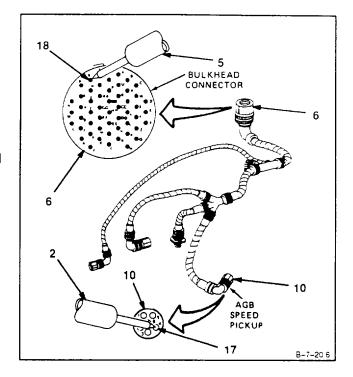


- z. Set multimeter range switch to R x 1.
- aa. Touch red probe (2) to electrical connector (10), sleeve 3 (15).
- ab. Touch black probe (5) to electrical connector (6), pin S (16).
 - ac. Meter shall indicate zero ohms.
 - ad. Set multimeter range switch to R x 1000.
- ae. Touch black probe (5) to all other pins on electrical connector (6).
 - af. Meter shall indicate 1000 ohms minimum.

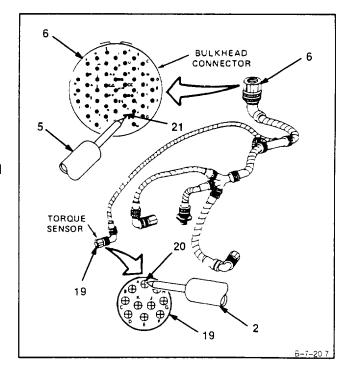


7-20 TEST PRIMARY ELECTRICAL HARNESS ASSEMBLY (Continued)

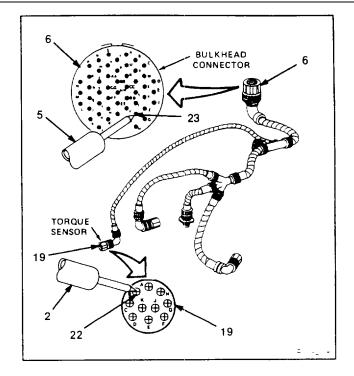
- ag. Set multimeter range switch to R x 1.
- ah. Touch red probe (2) to electrical connector (10), sleeve 4 (17).
- ai. Touch black probe (5) to electrical connector (6), pin R (18).
 - aj. Meter shall indicate zero ohms.
 - ak. Set multimeter range switch to R x 1000.
- al. Touch black probe (5) to all other pins on electrical connector (6).
 - am. Meter shall indicate 1000 ohms minimum.



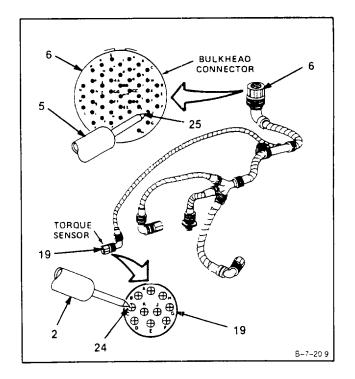
- an. Set multimeter range switch to R x 1.
- ao. Touch red probe (2) to electrical connector (19), sleeve A (20).
- ap. Touch black probe (5) to electrical connector (6), pin <u>b (</u>21).
 - aq. Meter shall indicate zero ohms.
 - ar. Set multimeter range switch to R x 1000.
- as. Touch black probe (5) to all other pins on electrical connector (6).
 - at. Meter shall indicate **1000 ohms** minimum.



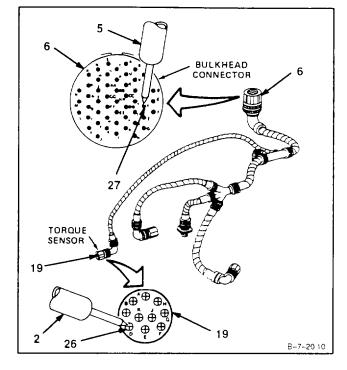
- au. Touch red probe (2) to electrical connector (19), sleeve B (22).
- av. Touch black probe (5) to electrical connector (6), pin \underline{a} (23).
 - aw. Meter shall indicate zero ohms.
 - ax. Set multimeter range switch to R x 1000.
- ay. Touch black probe (5) to all other pins on electrical connector (6).
 - az. Meter shall indicate 1000 ohms minimum.



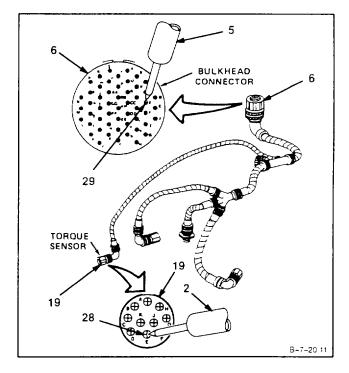
- ba. Set multimeter range switch to R x 1.
- bb. Touch red probe (2) to electrical connector (19), sleeve C (24).
- bc. Touch black probe (5) to electrical connector (6), pin z (25).
 - bd. Meter shall indicate zero ohms.
 - be. Set multimeter range switch to R x 1000.
- bf. Touch black probe (5) to all other pins on electrical connector (6).
 - bg. Meter shall indicate 1000 ohms minimum.



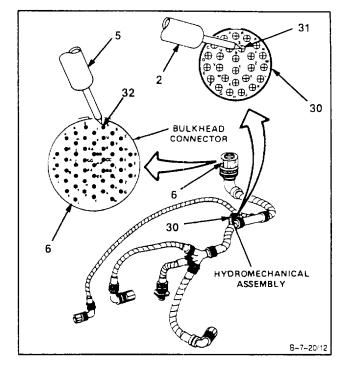
- bh. Touch red probe (2) to electrical connector (19), sleeve D (26).
- bi. Touch black probe (5) to electrical connector (6), pin y (27).
 - bj. Meter shall indicate zero ohms.
 - bk. Set multimeter range switch to R x 1000.
- bl. Touch black probe (5) to all other pins on electrical connector (6).
 - bm. Meter shall indicate 1000 ohms minimum.



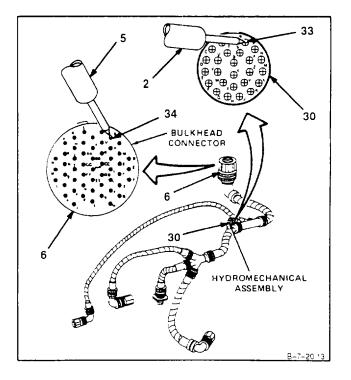
- bn. Set multimeter range switch to R x 1.
- bo. Touch red probe (2) to electrical connector (19), sleeve E (28).
- bp. Touch black probe (5) to electrical connector (6), pin x (29).
 - bq. Meter shall indicate zero ohms.
 - br. Set multimeter range switch to R x 1000.
- bs. Touch black probe (5) to all other pins on electrical connector (6).
 - bt. Meter shall indicate 1000 ohms minimum.



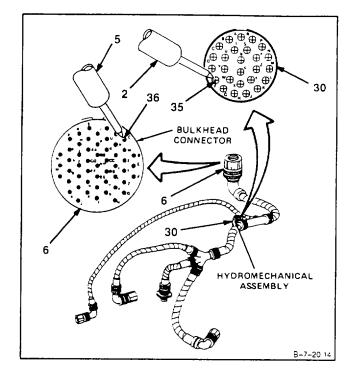
- bu. Set multimeter range switch to R x 1.
- bv. Touch red probe (2) to electrical connector (3U), sleeve S (31).
- bw. Touch black probe (5) to electrical connector (6), pin A (32).
 - bx. Meter shall indicate zero ohms.
 - by. Set multimeter range switch to R x 1000.
- bz. Touch black probe (5) to all other pins on electrical connector (6).
 - ca. Meter shall indicate 1000 ohms minimum.



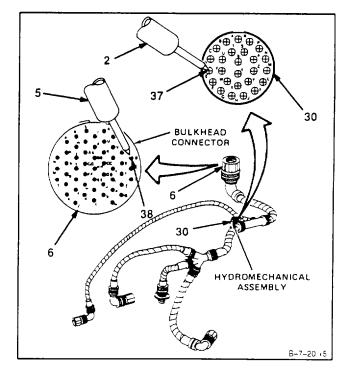
- cb. Set multimeter range switch to R x 1.
- cc. Touch red probe (2) to electrical connector (30), sleeve R (33).
- cd. Touch black probe (5) to electrical connector (6), pin B (34).
 - ce. Meter shall indicate zero ohms.
 - cf. Set multimeter range switch to R:x 1000.
- cg. Touch black probe (5) to all other pins on electrical connector (6).
 - ch. Meter shall indicate 1000 ohms minimum.



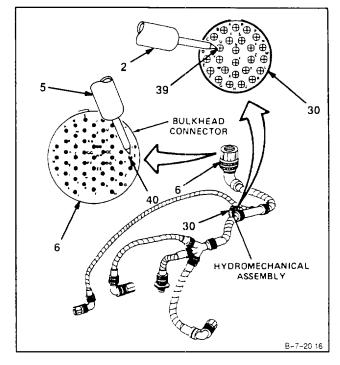
- ci. Set multimeter range switch to R x 1.
- cj. Touch red probe (2) to electrical connector (30), sleeve F (35).
- ck. Touch black probe (5) to electrical connector (6), pin C (36).
 - cl. Meter shall indicate zero ohms.
 - cm. Set multimeter range switch to R x 1000.
- cn. Touch black probe (5) to all other pins on electrical connector (6).
 - co. Meter shall indicate 1000 ohms minimum.



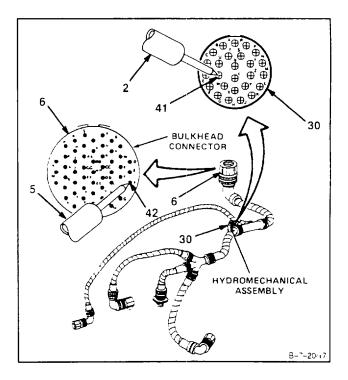
- cp. Set multimeter range switch to R x 1.
- cq. Touch red probe (2) to electrical connector (30), sleeve E (37).
- cr. Touch black probe (5) to electrical connector (6), pin D (38).
 - cs. Meter shall indicate zero ohms.
 - ct. Set multimeter range switch to R x 1000.
- cu. Touch black probe (5) to all other pins on electrical connector (6).
 - cv. Meter shall indicate **1000 ohms** minimum.



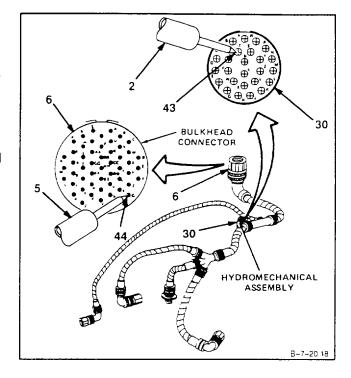
- cw. Set multimeter range switch to R x 1.
- cx. Touch red probe (2) to electrical connector (30), sleeve U (39).
- cy. Touch black probe (5) to electrical connector (6), pin E (40).
 - cz. Meter shall indicate zero ohms.
 - da. Set multimeter range switch to R x 1000.
 - db. Touch black probe (5) to all other pins on electrical connector (6).



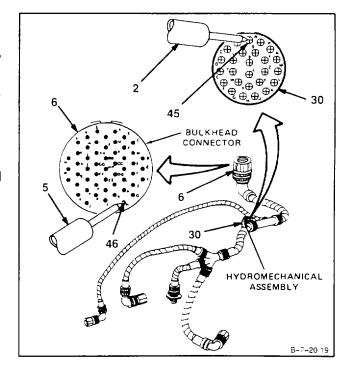
- dc. Meter shall indicate 1000 ohms minimum.
- dd. Set multimeter range switch to R x 1.
- de. Touch red probe (2) to electrical connector (30), sleeve V (41).
- df. Touch black probe (5) to electrical connector (6), pin F (42).
 - dg. Meter shall indicate zero ohms.
 - dh. Set multimeter range switch to R x 1000.
- di. Touch black probe (5) to all other pins on electrical connector (6).
 - dj. Meter shall indicate 1000 ohms minimum.



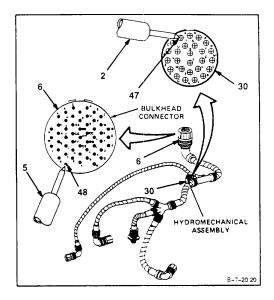
- dk. Set multimeter range switch to R x 1.
- dl. Touch red probe (2) to electrical connector (30), sleeve T (43).
- dm. Touch black probe (5) to electrical connector (6), pin G (44).
- dn. Meter shall indicate zero ohms.
- do. Set multimeter range switch to R x 1000.
- dp. Touch black probe (5) to all other pins on electrical connector (6).
- dq. Meter shall indicate 1000 ohms minimum.



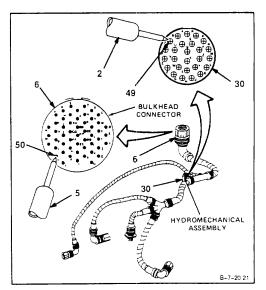
- dr. Set multimeter range switch to R x 1.
- ds. Touch red probe (2) to electrical connector (30), sleeve A (45).
- dt. Touch black probe (5) to electrical connector (6), pin H (46).
- du. Meter shall indicate zero ohms.
- dv. Set multimeter range switch to R x 1000.
- dw. Touch black probe (5) to all other pins on electrical connector (6).
- dx. Meter shall indicate 1000 ohms minimum.



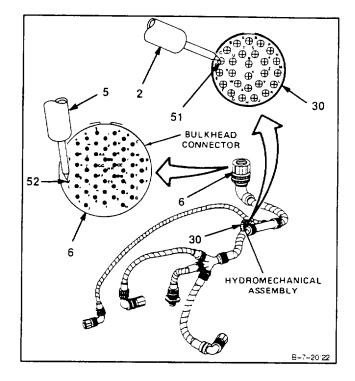
- dy. Set multimeter range switch to R x 1.
- dz. Touch red probe (2) to electrical connector (30), sleeve B (47).
- ea. Touch black probe (5) to electrical connector (6), pin J (48).
- eb. Meter shall indicate zero ohms.
- ec. Set multimeter range switch to R x 1000.
- ed. Touch black probe (5) to all other pins on electrical connector (6).
- ee. Meter shall indicate 1000 ohms minimum.



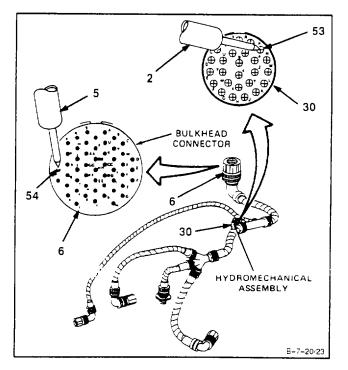
- ef. Set multimeter range switch to R x 1.
- eg. Touch red probe (2) to electrical connector (30), sleeve C (49).
- eh. Touch black probe (5) to electrical connector (6), pin K (50).
- ei. Meter shall indicate zero ohms.
- ej. Set multimeter range switch to R x 1000.
- ek. Touch black probe (5) to all other pins on electrical connector (6).
- el. Meter shall indicate 1000 ohms minimum.



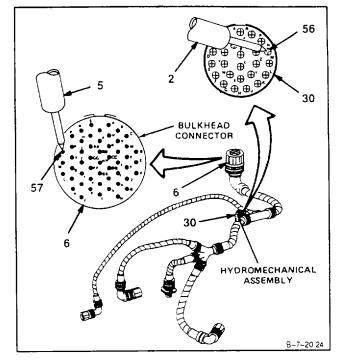
- em. Set multimeter range switch to R x 1.
- en. Touch red probe (2) to electrical connector (30), sleeve D (51).
- eo. Touch black probe (5) to electrical connector (6), pin L (52).
- ep. Meter shall indicate zero ohms.
- eq. Set multimeter range switch to R x 1000.
- er. Touch black probe (5) to all other pins on electrical connector (6).
- es. Meter shall indicate 1000 ohms minimum.



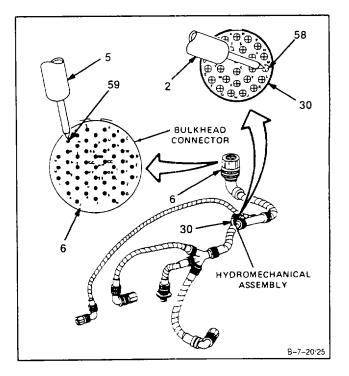
- et. Set multimeter range switch to R x 1.
- eu. Touch red probe (2) to electrical connector (30), sleeve P (53).
- ev. Touch black probe (5) to electrical connector (6), pin M (54).
- ew. Meter shall indicate zero ohms.
- ex. Set multimeter range switch to R x 1000.
- ey. Touch black probe (5) to all other pins on electrical connector (6).
- ez. Meter shall indicate 1000 ohms minimum.



- fa. Set multimeter range switch to R x 1.
- fb. Touch red probe (2) to electrical connector (30), sleeve N (56).
- fc. Touch black probe (5) to electrical connector (6), pin N (57).
- fd. Meter shall indicate zero ohms.
- fe. Set multimeter range switch to R x 1000.
- ff. Touch black probe (5) to all other pins on electrical connector (6).
- fg. Meter shall indicate 1000 ohms minimum.

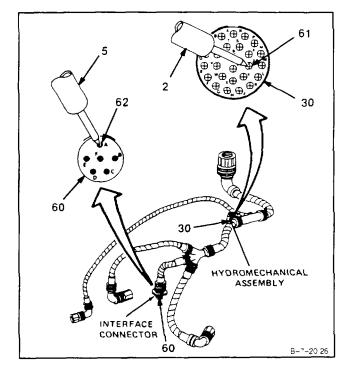


- fh. Set multimeter range switch to R x 1.
- fi. Touch red probe (2) to electrical connector (30), sleeve M (58).
- fj. Touch black probe (5) to electrical connector (6), pin P (59).
- fk. Meter shall indicate zero ohms.
- fl. Set multimeter range switch to R x 1000.
- fm. Touch black probe (5) to all other pins on electrical connector (6).
- fn. Meter shall indicate 1000 ohms minimum.

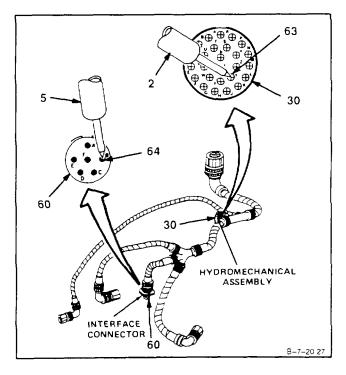


fo. Set multimeter range switch to R x 1.

- fp. Touch red probe (2) to electrical connector (30), sleeve Z (61).
- fq. Touch black probe (5) to electrical connector (60), pin A (62).
 - fr. Meter shall indicate zero ohms.
 - fs. Set multimeter range switch to R x 1000.
- ft. Touch black probe (5) to all other pins on electrical connector (60).
 - fu. Meter shall indicate 1000 ohms minimum.



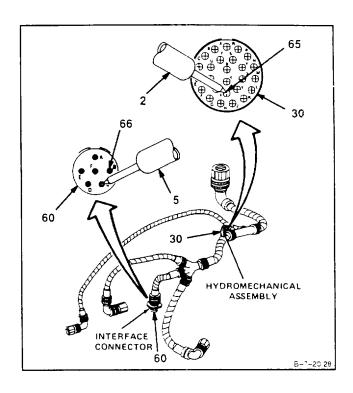
- fv. Set multimeter range switch to R x 1.
- fw. Touch red probe (2) to electrical connector (30), sleeve Y (63).
- fx. Touch black probe (5) to electrical connector (60), pin B (64).
 - fy. Meter shall indicate zero ohms.
 - fz. Set multimeter range switch to R x 1000.
- ga. Touch black probe (5) to all other pins on electrical connector (60).
 - gb. Meter shall indicate 1000 ohms minimum.



- gc. Set multimeter range switch to R x 1.
- gd. Touch red probe (2) to electrical connector (30), sleeve X (65).
- ge. Touch black probe (5) to electrical connector (60), pin C (66).
- gf. Meter shall indicate zero ohms.
- gg. Set multimeter range switch to R x 1000.
- gh. Touch black probe (5) to all other pins on electrical connector (60).
- gi. Meter shall indicate **1000 ohms** minimum.

FOLLOW-ON MAINTENANCE:

None



7-21

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Parts:

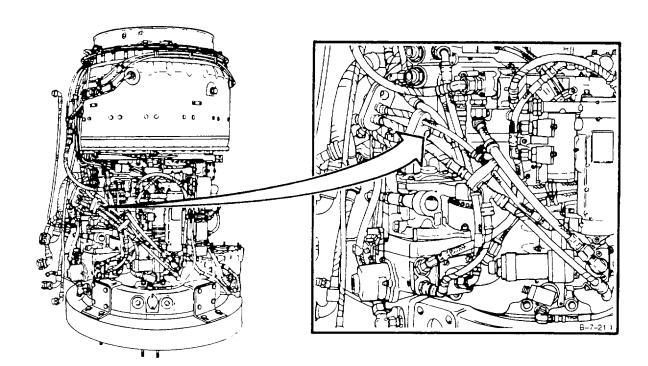
Strap

Personnel Required:

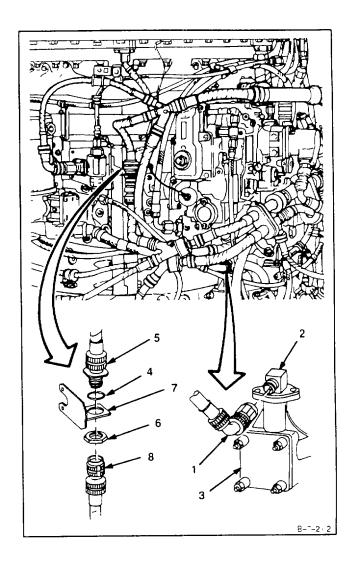
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P



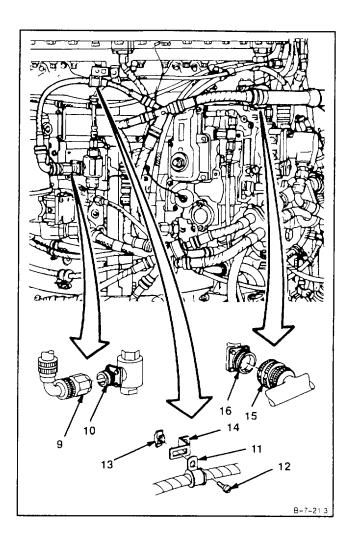
- 1. Install electrical connector (1), to speed pickup (2) on accessory gearbox assembly (3).
- 2. Install packing (4), connector (5), and nut (6) to bracket (7). Lockwire nut (6). Use lockwire (E33).
- 3. Install electrical connector (8) to electrical connector (5).



NOTE

Make sure that nut (13) is securely fastened to bracket with long section of nut perpendicular to slot.

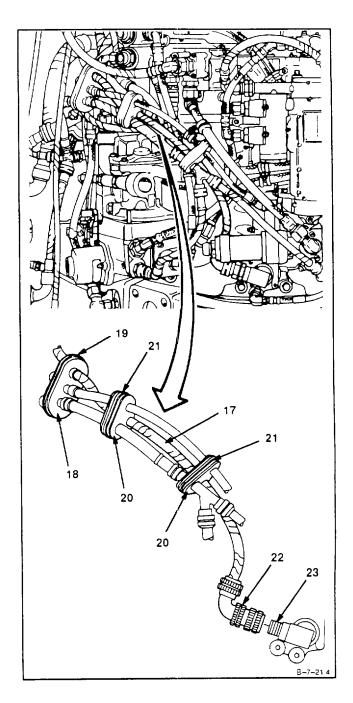
- 5. Install clamp (11), screw (12), and nut (13) to bracket (14).
- 6. Install electrical connector (15) to hydromechanical assembly (16).



- 7. Install harness (17) to cushion (18) and install strap (19) to cushion (18).
- Install harness (17) to two cushions (20) and install straps (21) to cushions (20). 8.
- Install electrical connector (22) to torque sensor (23).

INSPECT

FOLLOW-ON MAINTENANCE: None



SECTION V

REVERSIONARY ELECTRICAL HARNESS ASSEMBLY

7-22 REMOVE REVERSIONARY ELECTRICAL HARNESS ASSEMBLY

7-22

INITIAL SETUP

Applicable Configurations:

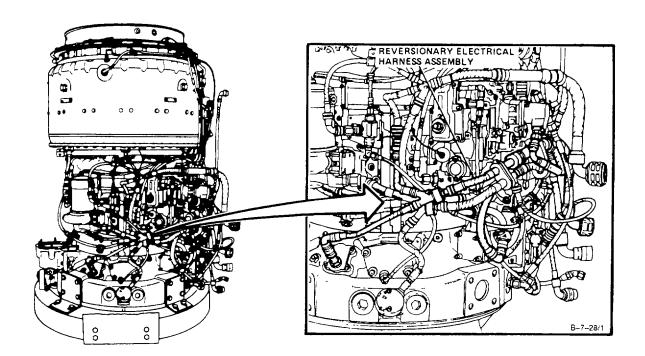
ΑII

Tools:

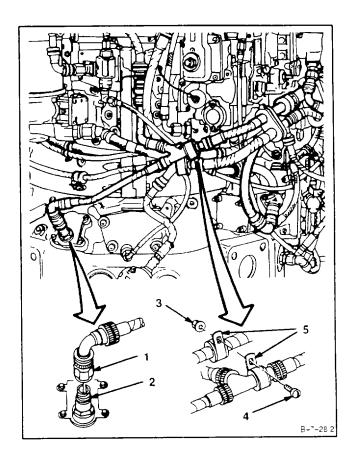
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Materials: None

Personnel Required:

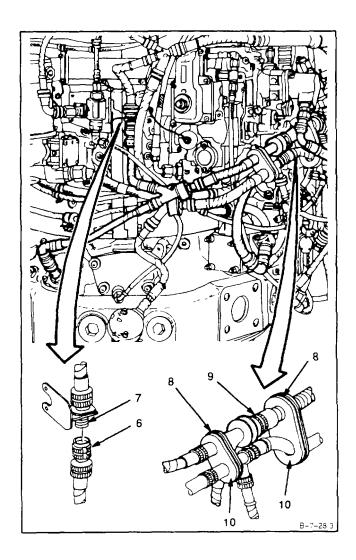
Aircraft Powerplant Repairer



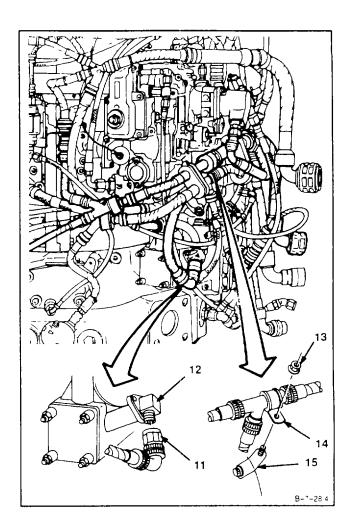
2. Remove nut (3), screw (4), and clamps (5).



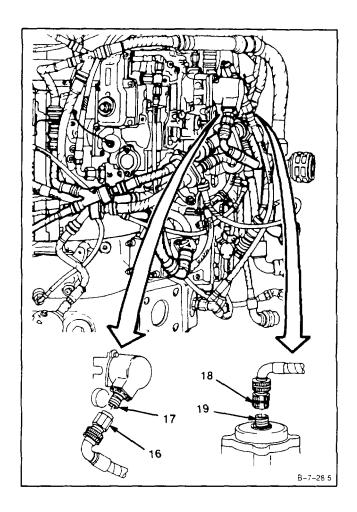
- 3. Disconnect electrical connector (6) from primary electrical connector (7).
- 4. Cut two straps (8) and remove harness (9) from two cushions (10).



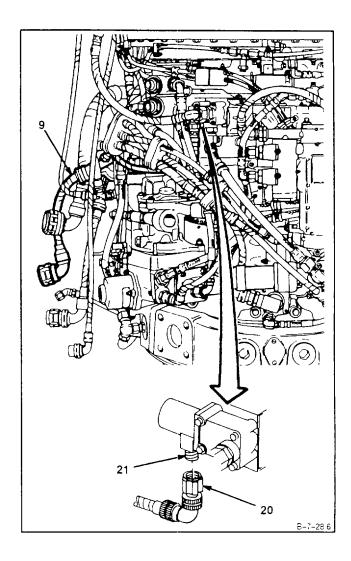
- 5. **Disconnect electrical connector** (11)from PT speed pickup (12).
- 6. **Remove** nut (13) and **clamp (14)** from bracket (15).



- 7. **Disconnect electrical connector (16)** from stepper motor (17).
- 8. Disconnect electrical connector (18) from alternator (19), located on rear of HMA.



FOLLOW-ON MAINTENANCE: None



7-23 CLEAN REVERSIONARY ELECTRICAL HAIRNESS ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Gloves (E24)

Lint-Free Cloth (E30)

Denatured Alcohol (É17)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

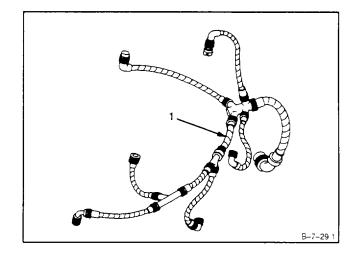
Reversionary Electrical Harness Assembly Removed (Task 7-22)

General Safety Instructions:

WARNING

Denatured alcohol (E17) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean reversionary electrical harness assembly (1). Use lint-free cloth dampened with Denatured alcohol (E17). Wipe dry using clean, dry, lint-free cloth (E30).



2. Clean seven electrical connectors (2). Use denatured alcohol (El 7) and brush.

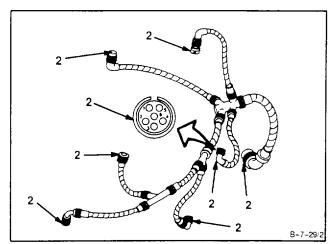
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

3. Wear goggles. **Blow dry electrical connectors (2).** Use clean, dry, compressed air.



Inspect Reversionary Electrical Harness Assembly (Task 7-24).



INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

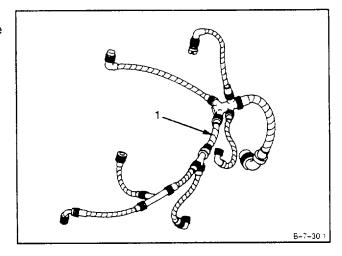
Personnel Required:

Aircraft Powerplant Inspector

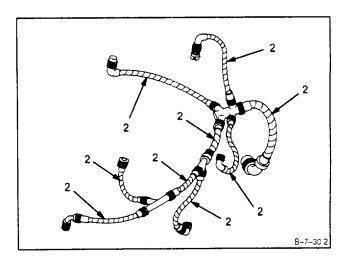
Equipment Condition:

Off Engine Task

1. **Inspect reversionary electrical harness assembly** (1). There shall be no frayed or burned insulation. There shall be no loose connections or broken wires.

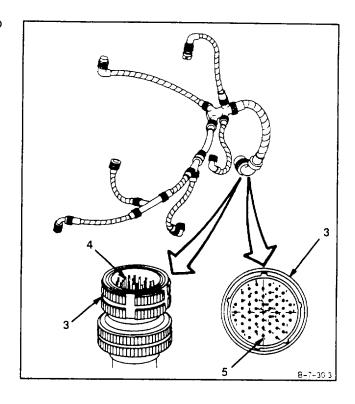


2. **Inspect sleeving (2).** There shall be no frayed or broken sleeving.

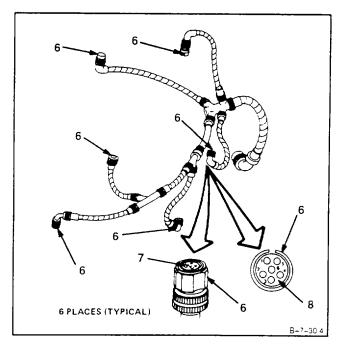


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3. **Inspect electrical connector (3).** There shall be no corrosion, broken or bent pins (4), or cracked insulation (5).



4. **Inspect six electrical connectors (6).** There shall be no corrosion, broken or bent sleeves (7) or cracked insulation (8).



FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP

Applicable Configurations:
All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit NSN 5180-00-323-5114 Hand File Set Materials:

Crocus Cloth (El 6)

Personnel Required:

Aircraft Powerplant Repairer

Aircraft Powerplant Inspector

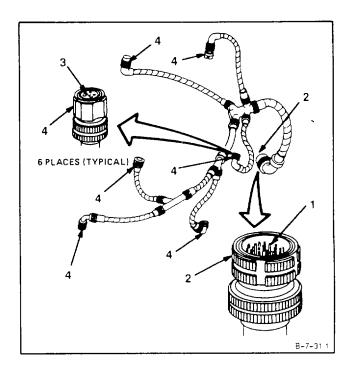
Equipment Condition:

Off Engine Task

NOTE

This repair is allowed provided it does not cause pin to break or crack.

- 1. Straighten bent pin (1) of electrical connector (2). Use long nose pliers to gently move pin (1) until it is straight.
- 2. Remove corrosion from pin (1) of electrical connector (2). Use crocus cloth (E16).
- 3. Remove corrosion from sleeve (3) of electrical connectors (4). Use round hand file.



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

7-26 TEST REVERSIONARY ELECTRICAL HARNESS ASSEMBLY

INITIAL SETUP

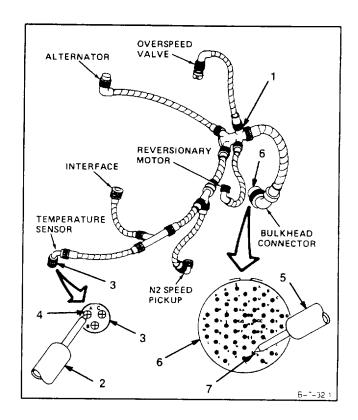
Applicable Configurations:

ΑII

Tools:

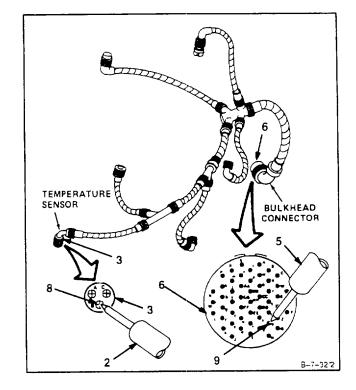
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Multimeter Materials:
None
Personnel Required:
Aircraft Powerplant Repairer

- 1. Using multimeter, measure continuity and insulation resistance of electrical harness assembly (1) as follows:
 - a. Set multimeter range switch to R x 1.
 - b. Touch red probe (2) to electrical connector (3), sleeve A (4).
 - c. Touch black probe (5) to electrical connector (6), pinb (7).
 - d. Meter shall indicate zero ohms.
 - e. Set multimeter range switch to R x 1000.
 - f. Touch black probe (5) to all other pins on electrical connector (6).
 - g. Meter shall indicate 1000 ohms minimum.

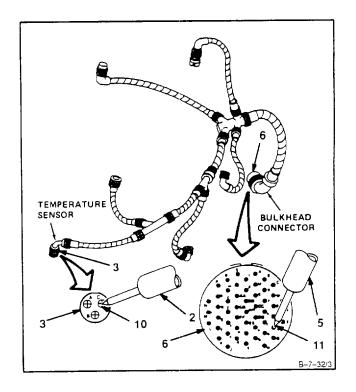


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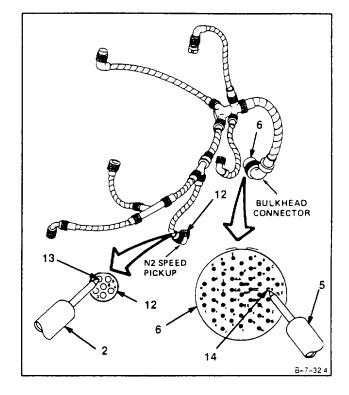
- h. Set multimeter range switch to R x 1.
- i. Touch red probe (2) to electrical connector (3), sleeve B (8).
- j. Touch black probe (5) to electrical connector(6), pin a (9).
- k. Meter shall indicate zero ohms.
- I. Set multimeter range switch to R x 1000.
- m. Touch black probe (5) to all other pins on electrical connector (6).
- n. Meter shall indicate 1000 ohms minimum.



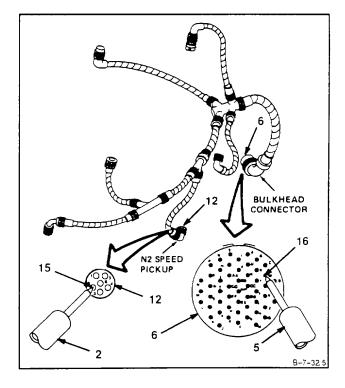
- o. Set multimeter range switch to R x 1.
- p. Touch red probe (2) to electrical connector (3), sleeve C (10).
- q. Touch black probe (5) to electrical connector(6), pin 2 (11).
- r. Meter shall indicate **zero ohms**.
- s. Set multimeter range switch to R x 1000.
- t. Touch black probe (5) to all other pins on electrical connector (6).
- u. Meter shall indicate 1000 ohms minimum.



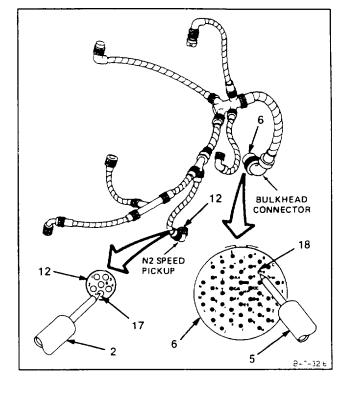
- v. Set multimeter range switch to R x 1.
- w. Touch red probe (2) to electrical connector (12), sleeve 1 (13).
- x. Touch black probe (5) to electrical connector (6), pin X (14).
- y. Meter shall indicate zero ohms.
- z. Set multimeter range switch to R x 1000.
- aa. Touch black probe (5) to all other pins on electrical connector (6).
- ab. Meter shall indicate 1000 ohms minimum.



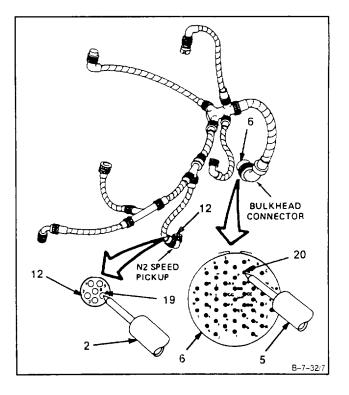
- ac. Set multimeter range switch to R x 1.
- ad. Touch red probe (2) to electrical connector (12), sleeve 2 (15).
- ae. Touch black probe (5) to electrical connector (6), pin W (16).
- af. Meter shall indicate zero ohms.
- ag. Set multimeter range switch to R x 1000.
- ah. Touch black probe (5) to all other pins on electrical connector (6).
- ai. Meter shall indicate 1000 ohms minimum.



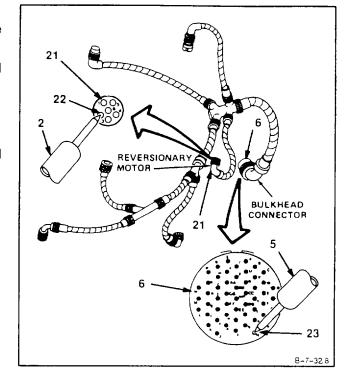
- aj. Set multimeter range switch to R x 1.
- ak. Touch red probe (2) to electrical connector (12), sleeve 3 (17).
- al. Touch black probe (5) to electrical connector (6), pin V (18).
- am. Meter shall indicate zero ohms.
- an. Set multimeter range switch to R x 1000.
- ao. Touch black probe (5) to all other pins on electrical connector (6).
- ap. Meter shall indicate 1000 ohms minimum.



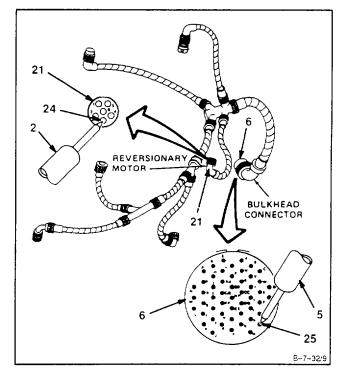
- aq. Set multimeter range switch to R x 1.
- ar. Touch red probe (2) to electrical connector (12), sleeve 4 (19).
- as. Touch black probe (5) to electrical connector (6), pin V (20).
- at. Meter shall indicate zero ohms.
- au. Set multimeter range switch to R x 1000.
- av. Touch black probe (5) to all other pins on electrical connector (6).
- aw. Meter shall indicate 1000 ohms minimum.



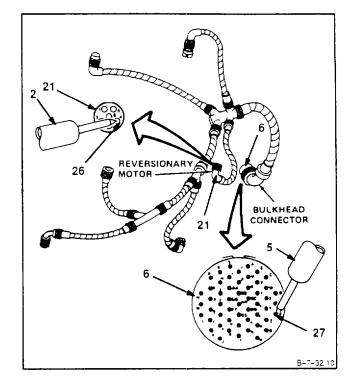
- ax. Set multimeter range switch to R x 1.
- ay. Touch red probe (2) to electrical connector (21), sleeve 2 (22).
- az. Touch black probe (5) to electrical connector (6), pin H (23).
- ba. Meter shall indicate zero ohms.
- bb. Set multimeter range switch to R x 1000.
- bc. Touch black probe (5) to all other pins on electrical connector (6).
- bd. Meter shall indicate 1000 ohms minimum.



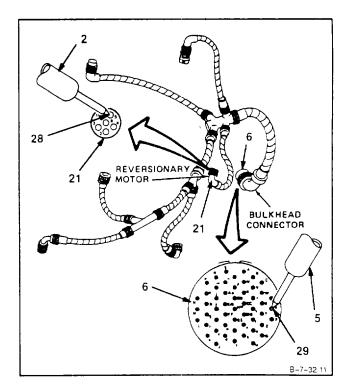
- be. Set multimeter range switch to R x 1.
- bf. Touch red probe (2) to electrical connector (21), sleeve 3 (24).
- bg. Touch black probe (5) to electrical connector (6), pin G (25).
- bh. Meter shall indicate zero ohms.
- bi. Set multimeter range switch to R x 1000.
- bj. Touch black probe (5) to all other pins on electrical connector (6).
- bk. Meter shall indicate **1000 ohms** minimum.



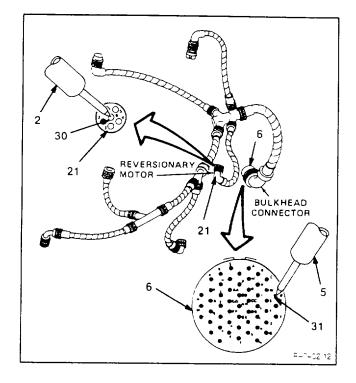
- bl. Set multimeter range switch to R x 1.
- bm. Touch red probe (2) to electrical connector (21), sleeve 4 (26).
- bn. Touch black probe (5) to electrical connector (6), pin F (27).
- bo. Meter shall indicate zero ohms.
- bp. Set multimeter range switch to R x 1000.
- bq. Touch black probe (5) to all other pins on electrical connector (6).
- br. Meter shall indicate 1000 ohms minimum.



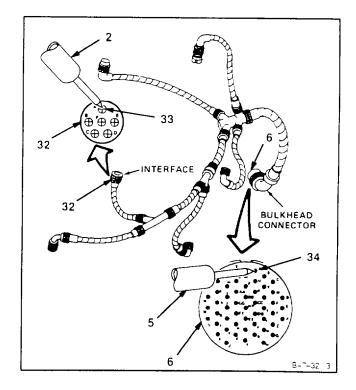
- bs. Set multimeter range switch to R x 1.
- bt. Touch red probe (2) to electrical connector (21), sleeve 5 (28).
- bu. Touch black probe (5) to electrical connector (6), pin E (29).
- bv. Meter shall indicate zero ohms.
- bw. Set multimeter range switch to R x 1000.
- bx. Touch black probe (5) to all other pins on electrical connector (6).
- by. Meter shall indicate 1000 ohms minimum.



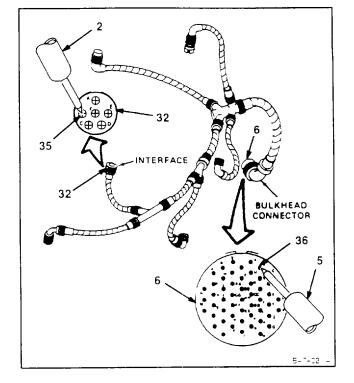
- bz. Set multimeter range switch to R x 1.
- ca. Touch red probe (2) to electrical connector (21), sleeve 6 (30).
- cb. Touch black probe (5) to electrical connector (6), pin D (31).
- cc. Meter shall indicate zero ohms.
- cd. Set multimeter range switch to R x 1000.
- ce. Touch black probe (5) to all other pins on electrical connector (6).
- cf. Meter shall indicate 1000 ohms minimum.



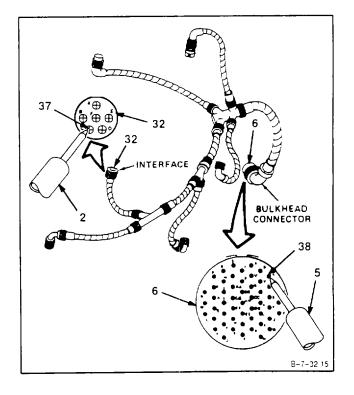
- cg. Set multimeter range switch to R x 1.
- ch. Touch red probe (2) to electrical connector (32), sleeve A (33).
- ci. Touch black probe (5) to electrical connector (6), pin A (34).
- cj. Meter shall indicate zero ohms.
- ck. Set multimeter range switch to R x 1000.
- cl. Touch black probe (5) to all other pins on electrical connector (6).
- cm. Meter shall indicate 1000 ohms minimum.



- cn. Set multimeter range switch to R x 1.
- co. Touch red probe (2) to electrical connector (32), sleeve B (35).
- cp. Touch black probe (5) to electrical connector (6), pin B (36).
- cq. Meter shall indicate zero ohms.
- cr. Set multimeter range switch to R x 1000.
- cs. Touch black probe (5) to all other pins on electrical connector (6).
- ct. Meter shall indicate 1000 ohms minimum.

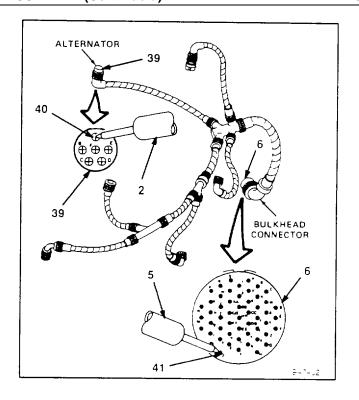


- cu. Set multimeter range switch to R x 1.
- cv. Touch red probe (2) to electrical connector (32), sleeve C (37).
- cw. Touch black probe (5) to electrical connector (6), pin C (38).
- cx. Meter shall indicate zero ohms.
- cy. Set multimeter range switch to R x 1000.
- cz. Touch black probe (5) to all other pins on electrical connector (6).
- da. Meter shall indicate 1000 ohms minimum.

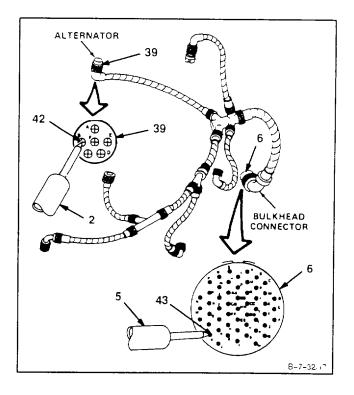


7-26 TEST REVERSIONARY ELECTRICAL HARNESS ASSEMBLY (Continue d)

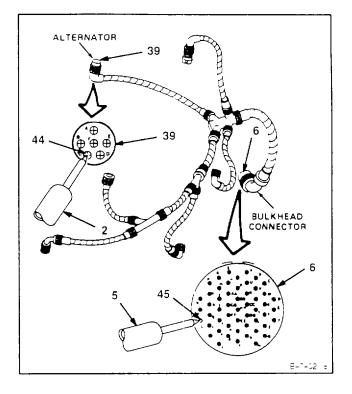
- db. Set multimeter range switch to R x 1.
- dc. Touch red probe (2) to electrical connector (39), sleeve A (40).
- dd. Touch black probe (5) to electrical connector (6), pin J (41).
- de. Meter shall indicate zero ohms.
- df. Set multimeter range switch to R x 1000.
- dg. Touch black probe (5) to all other pins on electrical connector (6).
- dh. Meter shall indicate 1000 ohms minimum.



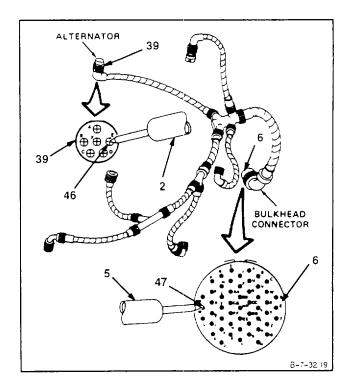
- di. Set multimeter range switch to R x 1.
- dj. Touch red probe (2) to electrical connector (39), sleeve B (42).
- dk. Touch black probe (5) to electrical connector (6), pin K (43).
- dl. Meter shall indicate zero ohms.
- dm. Set multimeter range switch to R x 1000.
- dn. Touch black probe (5) to all other pins on electrical connector (6).
- do. Meter shall indicate 1000 ohms minimum.



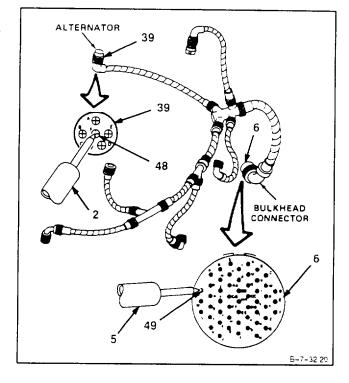
- dp. Set multimeter range switch to R x 1.
- dq. Touch red probe (2) to electrical connector (39), sleeve C (44).
- dr. Touch black probe (5) to electrical connector (6), pin L (45).
- ds. Meter shall indicate zero ohms.
- dt. Set multimeter range switch to R x 1000.
- du. Touch black probe (5) to all other pins on electrical connector (6).
- dv. Meter shall indicate 1000 ohms minimum.



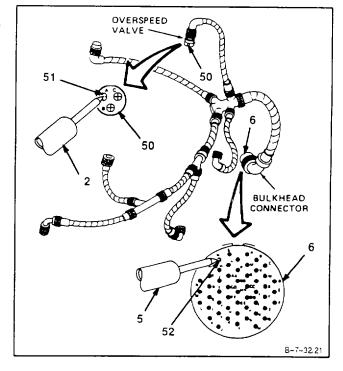
- dw. Set multimeter range switch to R x 1.
- dx. Touch red probe (2) to electrical connector (39), sleeve E (46).
- dy. Touch black probe (5) to electrical connector (6), pin M (47).
- dz. Meter shall indicate zero ohms.
- ea. Set multimeter range switch to R x 1000.
- eb. Touch black probe (5) to all other pins on electrical connector (6).
- ec. Meter shall indicate 1000 ohms minimum.



- ed. Set multimeter range switch to R x 1.
- ee. Touch red probe (2) to electrical connector (39), sleeve F (48).
- ef. Touch black probe (5) to electrical connector (6), pin N (49).
- eg. Meter shall indicate zero ohms.
- eh. Set multimeter range switch to R x 1000.
- ei. Touch black probe (5) to all other pins on electrical connector (6).
- ej. Meter shall indicate 1000 ohms minimum.

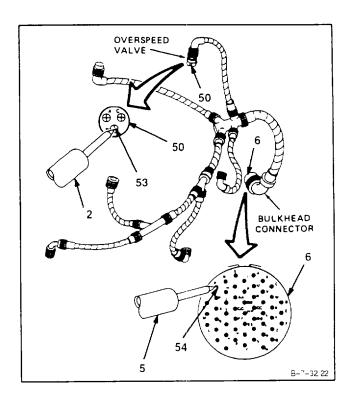


- ek. Set multimeter range switch to R x 1.
- el. Touch red probe (2) to electrical connector (50), sleeve A (51).
- em. Touch black probe (5) to electrical connector (6), pin R (52).
- en. Meter shall indicate zero ohms.
- eo. Set multimeter range switch to R x 1000.
- ep. Touch black probe (5) to all other pins on electrical connector (6).
- eq. Meter shall indicate 1000 ohms minimum.



7-26 **TEST REVERSIONARY ELECTRICAL HARNESS ASSEMBLY (Continued)**

- Set multimeter range switch to R x 1. er.
- Touch red probe (2) to electrical connector (50), sleeve B (53). es.
- Touch black probe (5) to electrical connector (6), pin P (54). et.
- Meter shall indicate zero ohms. eu.
- Set multimeter range switch to R x 1000.
- Touch black probe (5) to all other pins on electrical connector (6).
- Meter shall indicate 1000 ohms minimum.



FOLLOW-ON MAINTENANCE:

None

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Parts:

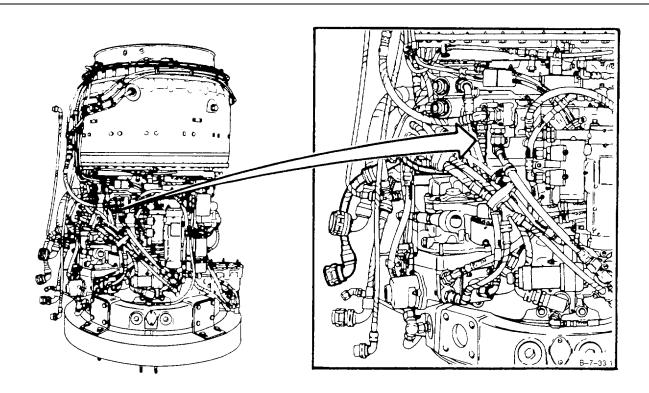
Strap

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

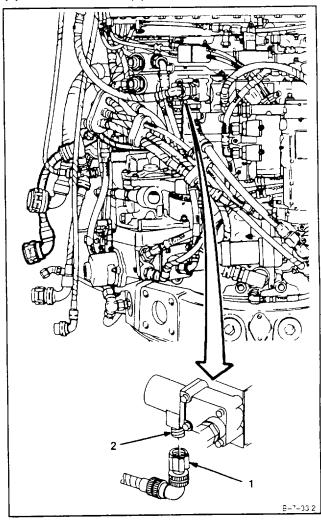
TM 1-2840-252-23P



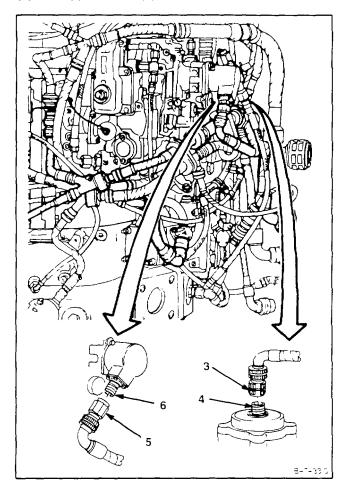
NOTE

In following step, it may be necessary to remove lockwire from electrical connector and reorient connector for proper installation. Be sure to lockwire electrical connector if lockwire was removed.

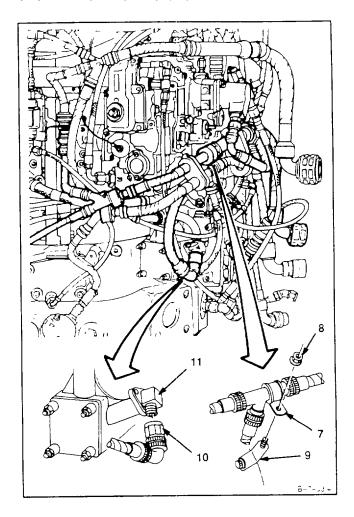
1. Install electrical connector (1) to solenoid valve (2).



- 2. Install electrical connector (3) to alternator (4).
- 3. Install electrical connector (5) to stepper motor (6).

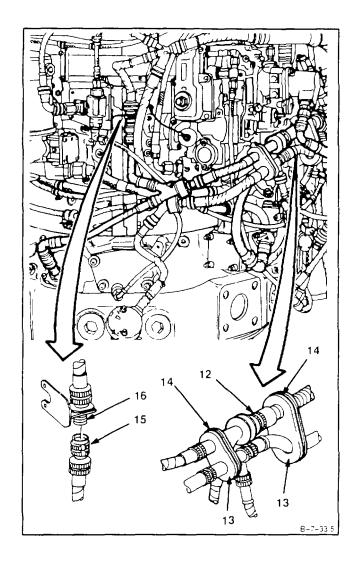


- 4. Install clamp (7) and nut (8) to bracket (9).
- 5. Install electrical connector (10) to PT speed pickup (11).

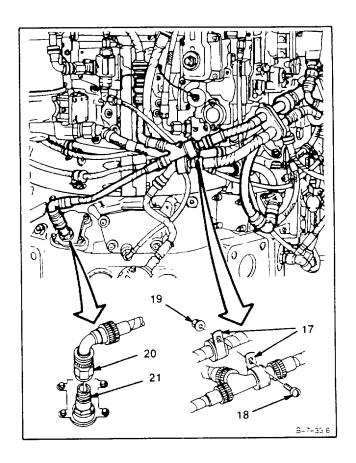


7-27 INSTALL REVERSIONARY ELECTRICAL HARNESS ASSEMBLY (Continued)

- 6. Install harness (12) to two cushions (13) and install straps (14) to cushions (13).
- 7. Install electrical connector (15) to primary electrical connector (16).



- 8. **Install clamps (17**), screw (18), and nut (19).
- 9. Install electrical connector (20) to T1 sensor (21).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

SECTION VI ACCESSORY ELECTRICAL HARNESS ASSEMBLY

7-28 REMOVE ACCESSORY ELECTRICAL HARNESS ASSEMBLY

7-28

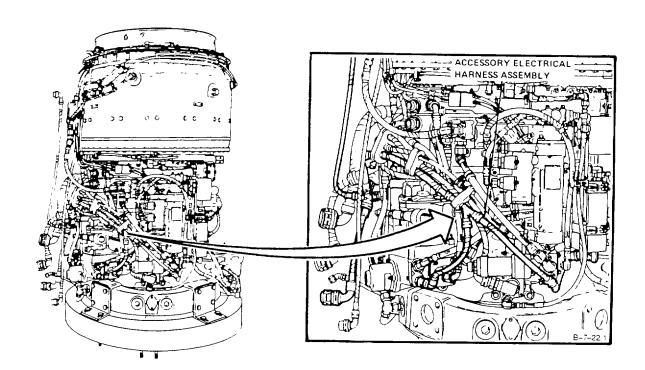
INITIAL SETUP

Applicable Configurations:

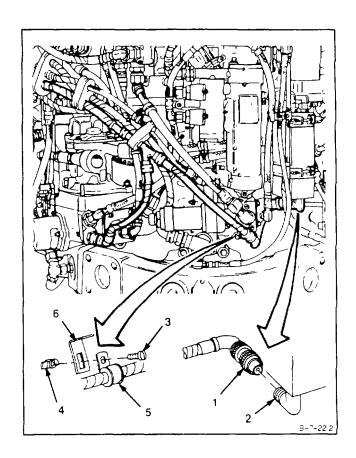
Αll

Tools:

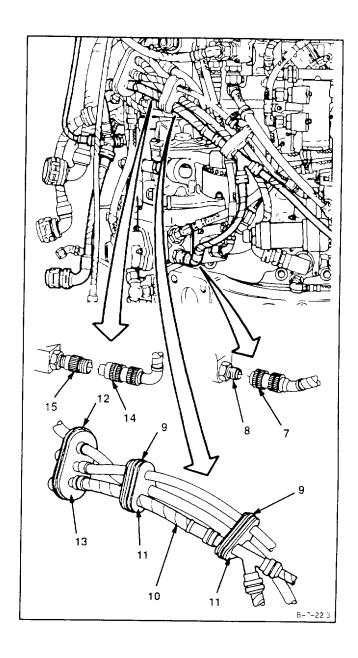
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Materials:
None
Personnel Required:
Aircraft Powerplant Repairer



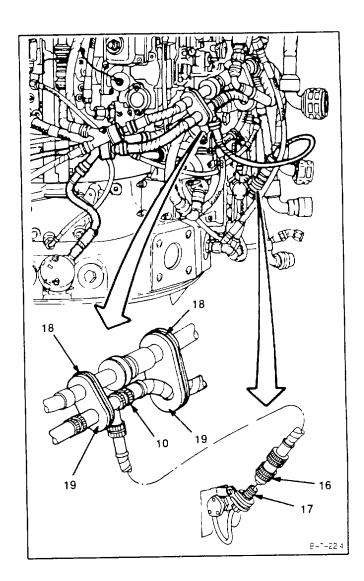
- 1. Disconnect electrical connector (1) from ignition exciter (2).
- 2. Remove screw (3), nut (4), and clamp (5) from bracket (6).



- 3. Disconnect electrical connector (7) from oil temperature bulb (8).
- 4. Cut two straps (9) and remove harness (10) from two cushions (11).
- 5. Cut strap (12) and remove harness (10) from cushion (13).
- 6. Disconnect electrical connector (14) from pick- up assembly (15).

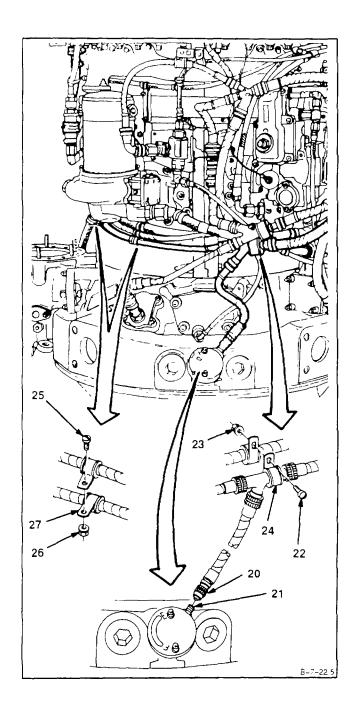


- 7. Disconnect electrical connector (16) from accessory gearbox chip detector (17).
- 8. Cut two straps (18) and remove harness (10) from two cushions (19).

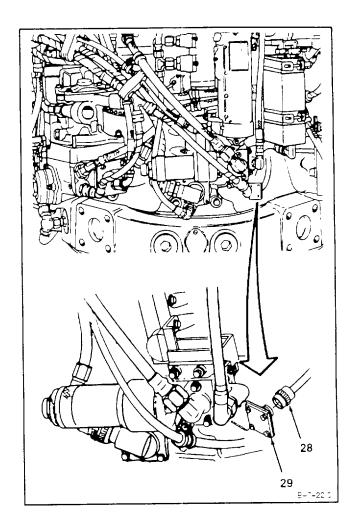


- 9. Disconnect electrical connector (20) from oil level indicator (21).
- 10. Remove screw (22), nut (23), and clamp (24).

11. Remove two screws (25), two nuts (26), and two clamps (27).



12. Disconnect electrical connector (28) from dummy connector (29).



FOLLOW-ON MAINTENANCE: None

7-28

7-29 CLEAN ACCESSORY ELECTRICAL HARNESS ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΔĺΙ΄.

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source *Materials:*Gloves (E24) burns.
Lint-Free Cloth (E30)
Denatured Alcohol (E17) *Personnel Required:*Aircraft Powerplant Repairer

1. Wear gloves (E24). Clean accessory electrical harness assembly (1). Use lint-free cloth (E30) dampened with denatured alcohol (EI 7). Wipe dry

using clean, dry, lint-free cloth (E30).

Equipment Condition:

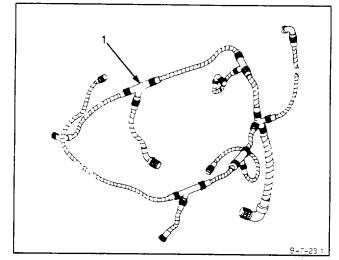
Off Engine Task

Accessory Electrical Harness Assembly Removed (Task 7-28)

General Safety Instructions:

WARNING

Denatured alcohol (E17) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

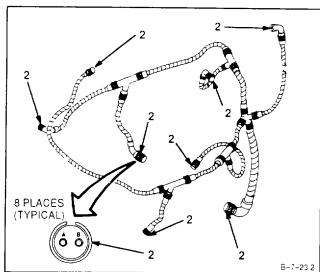


 Clean eight electrical connectors (2). Use denatured alcohol (El 7) and brush.

WARNING

When using compressed air for clean- ing, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

3. Wear goggles. **Blow dry electrical connector** (2). Use clean, dry, compressed air.



FOLLOW-ON MAINTENANCE: Inspect Accessory Electrical Harness Assembly (Task 7-30).

INITIAL SETUP

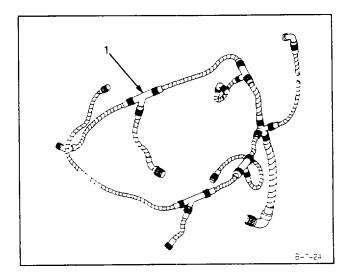
Applicable Configurations:

ΑII

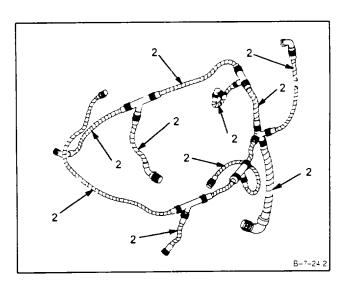
Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:
None
Personnel Required:
Aircraft Powerplant Inspector
Equipment Condition:
Off Engine Task

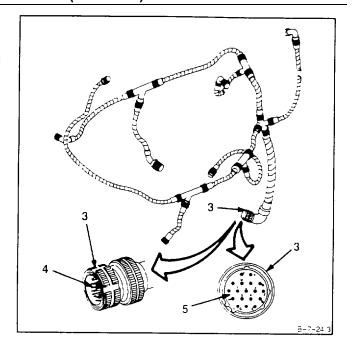
 Inspect accessory electrical harness assembly (1). There shall be no frayed or burned insulation. There shall be no loose connections or broken wires.



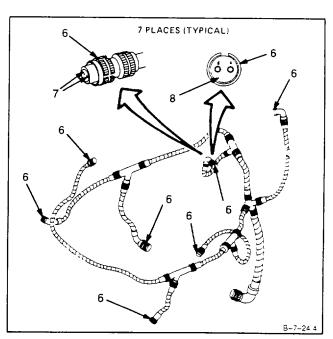
2. **Inspect sleeving (2).** There shall be no frayed or broken sleeving.



3. **Inspect electrical connector (3).** There shall be no corrosion, broken or bent pins (4), or cracked insulation (5).



4. **Inspect seven electrical connectors (6).** There shall be no corrosion, broken or bent sleeves (7) or cracked insulation (8).



FOLLOW-ON MAINTENANCE: None

END OF TASK

7-31 REPAIR ACCESSORY ELECTRICAL HARNESS ASSEMBLY

INITIAL SETUP

Applicable Configurations

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Hand File Set Materials:

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

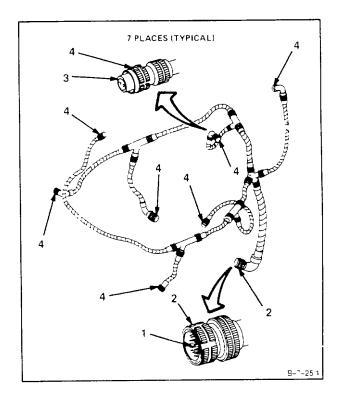
Equipment Condition:

Off Engine Task

NOTE

This repair is allowed provided it does not cause pin to break or crack.

- 1. **Straighten bent pin (1)** of electrical connector (2). Use long nose pliers to gently move pin (1) until it is straight.
- 2. Remove corrosion from pin (1) of electrical connector (2). Use crocus cloth (E16).
- 3. Remove corrosion from sleeve (3) of electrical connectors (4). Use round hand file.



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP
Applicable Configurations:

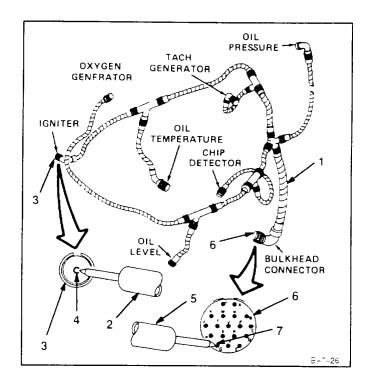
ΑII

Tools:

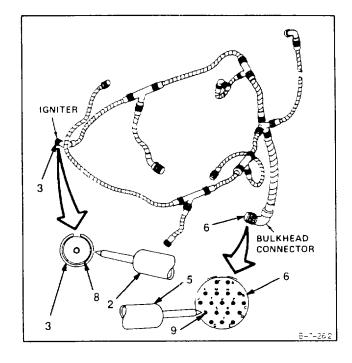
7-32

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Multimeter Materials:
None
Personnel Required:
Aircraft Powerplant Repairer

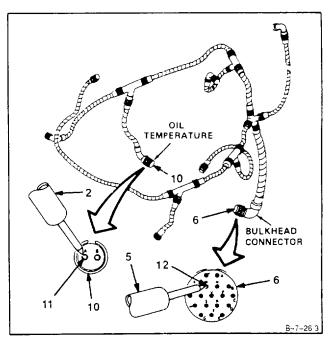
- 1. Using multimeter, measure continuity and insulation resistance of cable harness assembly (1) as follows:
 - a. Set multimeter range switch to R x 1.
 - b. Touch red probe (2) to electrical connector (3), center sleeve (4).
 - c. Touch black probe (5) to electrical connector (6), pin G (7).
 - d. Meter shall indicate zero ohms.
 - e. Set multimeter range switch to R x 1000.
 - f. Touch black probe (5) to all other pins on electrical connector (6).
 - g. Meter shall indicate 1000 ohms minimum.



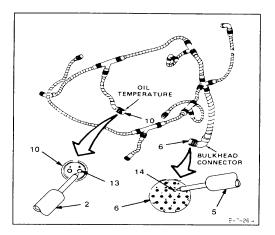
- h. Set multimeter range switch to R x 1.
- i. Touch red probe (2) to electrical connector (3), shell (8).
- j. Touch black probe (5) to electrical connector (6), pin H (9).
- k. Meter shall indicate zero ohms.

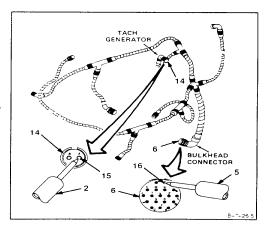


- I. Set multimeter range switch to R x 1.
- m. Touch red probe (2) to electrical connector (10), sleeve A (11).
- n. Touch black probe (5) to electrical connector (6), pin M (12).
- o. Meter shall indicate zero ohms.
- p. Set multimeter range switch to R x 1000.
- q. Touch black probe (5) to all other pins on electrical connector (6).
- r. Meter shall indicate <u>1000 ohms</u> minimum.

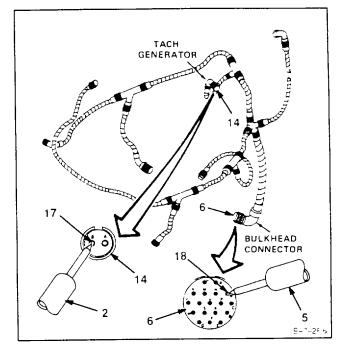


- s. Set multimeter range switch to R x 1.
- t. Touch red probe (2) to electrical connector (10), sleeve B (13).
- u. Touch black probe (5) to electrical connector (6), pin N (14).
- v. Meter shall indicate zero ohms.
- w. Set multimeter range switch to R x 1000.
- x. Touch black probe (5) to all other pins on electrical connector (6).
- y. Meter shall indicate 1000 ohms minimum.
- z. Set multimeter range switch to R x 1.
- aa. Touch red probe (2) to electrical connector (14), sleeve A (15).
- ab. Touch black probe (5) to electrical connector (6), pin A (16).
- ac. Meter shall indicate zero ohms.
- ad. Set multimeter range switch to R x 1000.
- ae. Touch black probe (5) to all other pins on electrical connector (6).
- af. Meter shall indicate 1000 ohms minimum.

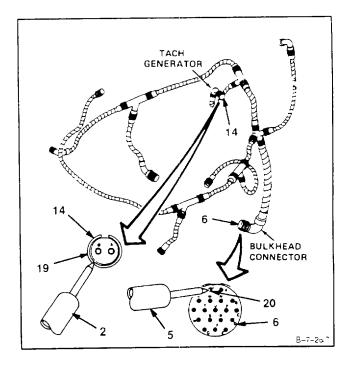




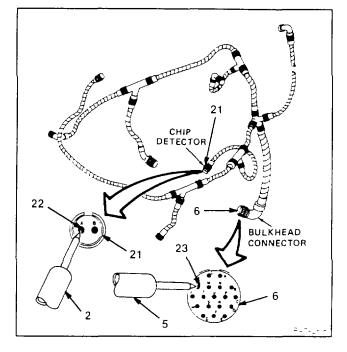
- ag. Set multimeter range switch to R x 1.
- ah. Touch red probe (2) to electrical connector (14), sleeve B (17).
- ai. Touch black probe (5) to electrical connector (6), pin B (18).
- aj. Meter shall indicate zero ohms.
- ak. Set multimeter range switch to R x 1000.
- al. Touch black probe (5) to all other pins on electrical connector (6).



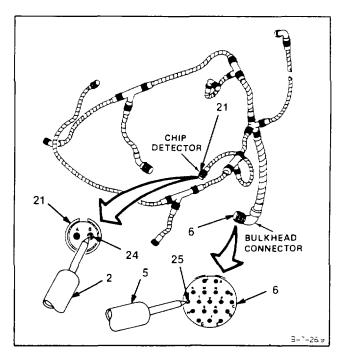
- am. Meter shall indicate 1000 ohms minimum.
- an. Set multimeter range switch to R x 1.
- ao. Touch red probe (2) to electrical connector (14), shell (19).
- ap. Touch black probe (5) to electrical connector (6), pin L (20).
- aq. Meter shall indicate zero ohms.
- ar. Set multimeter range switch to R x 1000.
- as. Touch black probe (5) to all other pins on electrical connector (6).
- at. Meter shall indicate 1000 ohms minimum.



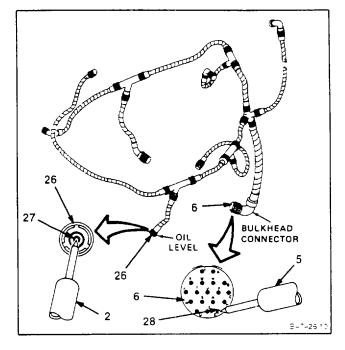
- au. Set multimeter range switch to R x 1.
- av. Touch red probe (2) to electrical connector (21), pin A (22).
- aw. Touch black probe (5) to electrical connector (6), pin K (23).
- ax. Meter shall indicate zero ohms.
- ay. Set multimeter range switch to R x 1000.
- az. Touch black probe (5) to all other pins on electrical connector (6).
- ba. Meter shall indicate 1000 ohms minimum.



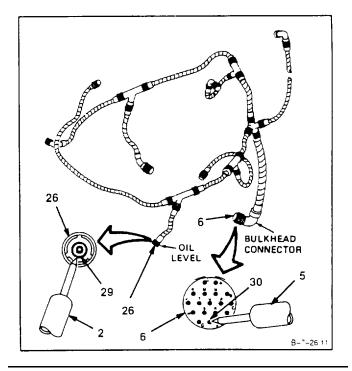
- bb. Set multimeter range switch to R x 1.
- bc. Touch red probe (2) to electrical connector (21), pin B (24).
- bd. Touch black probe (5) to electrical connector (6), pin J (25).
- be. Meter shall indicate zero ohms.
- bf. Set multimeter range switch to R x 1000.
- bg. Touch black probe (5) to all other pins on electrical connector (6).
- bh. Meter shall indicate 1000 ohms minimum.



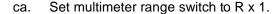
- bi. Set multimeter range switch to R x 1.
- bj. Touch red probe (2) to electrical connector (26), center sleeve (27).
- bk. Touch black probe (5) to electrical connector (6), pin E (28).
- bl. Meter shall indicate zero ohms.
- bm. Set multimeter range switch to R x 1000.
- bn. Touch black probe (5) to all other pins on electrical connector (6).
- bo. Meter shall indicate **1000 ohms** minimum.



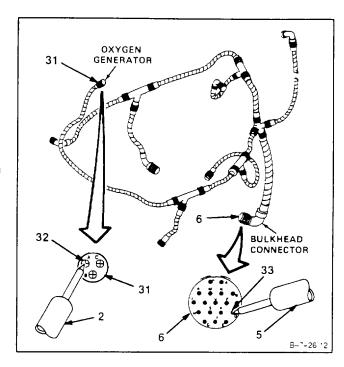
- bp. Set multimeter range switch to R x 1.
- bq. Touch red probe (2) to electrical connector (26), shell (29).
- br. Touch black probe (5) to electrical connector (6), pin F (30).
- bs. Meter shall indicate zero ohms.

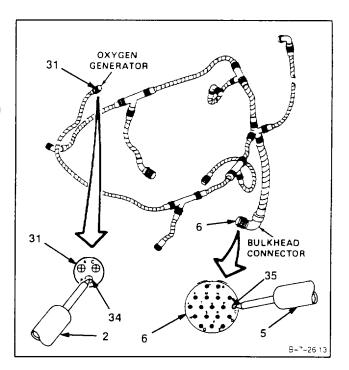


- bt. Set multimeter range switch to R x 1.
- bu. Touch red probe (2) to electrical connector (31), sleeve A (32).
- bv. Touch black probe (5) to electrical connector (6), pin D (33).
- bw. Meter shall indicate zero ohms.
- bx. Set multimeter range switch to R x 1000.
- by. Touch black probe (5) to all other pins on electrical connector (6)
- bz. Meter shall indicate 1000 ohms minimum.

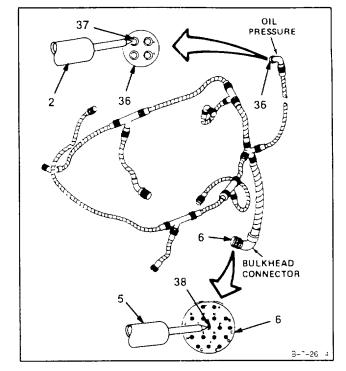


- cb. Touch red probe (2) to electrical connector (31), sleeve B (34).
- cc. Touch black probe (5) to electrical connector (6), pin C (35).
- cd. Meter shall indicate zero ohms.
- ce. Set multimeter range switch to R x 1000.
- cf. Touch black probe (5) to all other pins on electrical connector (6).
- cg. Meter shall indicate 1000 ohms minimum.

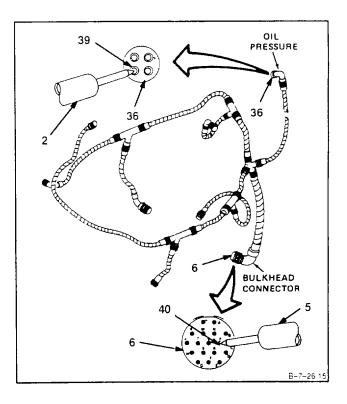




- ch. Set multimeter range switch to R x 1.
- ci. Touch red probe (2) to electrical connector (36), sleeve A (37).
- cj. Touch black probe (5) to electrical connector (6), pin U (38).
- ck. Meter shall indicate zero ohms.
- cl. Set multimeter range switch to R x 1000.
- cm. Touch black probe (5) to all other pins on electrical connector (6).
- cn. Meter shall indicate <u>1000 ohms</u> minimum.



- co. Set multimeter range switch to R x 1.
- cp. Touch red probe (2) to electrical connector (36), sleeve B (39).
- cq. Touch black probe (5) to electrical connector (6), pin P (40).
- cr. Meter shall indicate zero ohms.
- cs. Set multimeter range switch to R x 1000.
- ct. Touch black probe (5) to all other pins on electrical connector (6).
- cu. Meter shall indicate <u>1000 ohms</u> minimum.

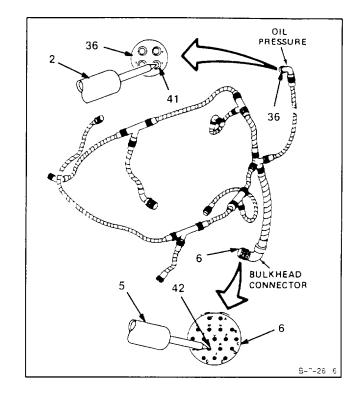


cv. Set multimeter range switch to R x 1.

7-32

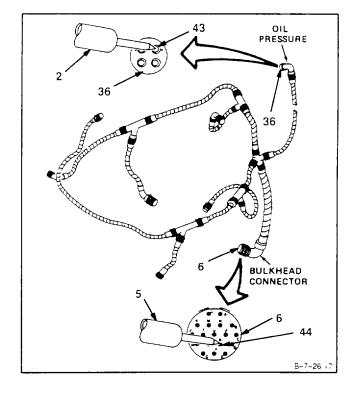
(36), sleeve C (41).

- cw. Touch red probe (2) to electrical connector
- cx. Touch black probe (5) to electrical connector (6), pin S (42).
- cy. Meter shall indicate zero ohms.
- cz. Set multimeter range switch to R x 1000.
- da. Touch black probe (5) to all other pins on electrical connector (6).
- db. Meter shall indicate 1000 ohms minimum.



- dc. Set multimeter range switch to R x 1.
- dd. Touch red probe (2) to electrical connector (36), sleeve D (43).
- de. Touch black probe (5) to electrical connector (6), pin R (44).
- df. Meter shall indicate **zero ohms**.
- dg. Set multimeter range switch to R x 1000.
- dh. Touch black probe (5) to all other pins on electrical connector (6).
- di. Meter shall indicate 1000 ohms minimum.

FOLLOW-ON MAINTENANCE: None



INITIAL SETUP

Applicable Configurations

All

Tools:

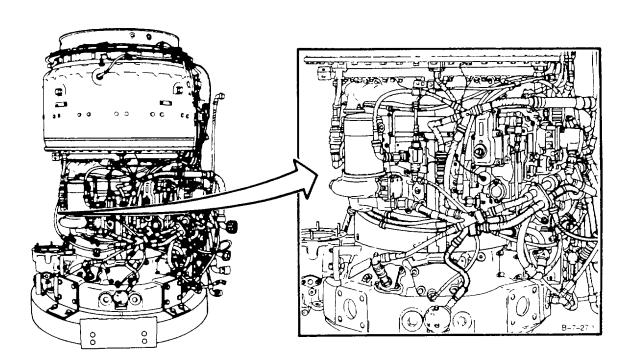
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 51 80-00-323-5114 Parts: Strap

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

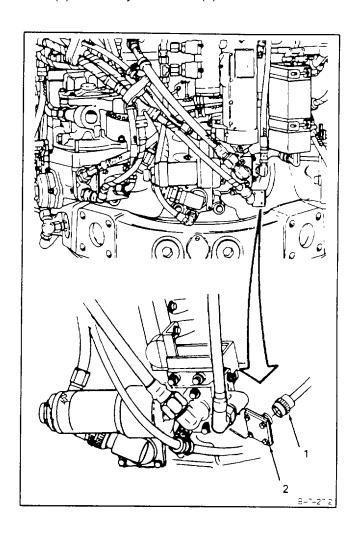
References:

TM 1-2840-252-23P

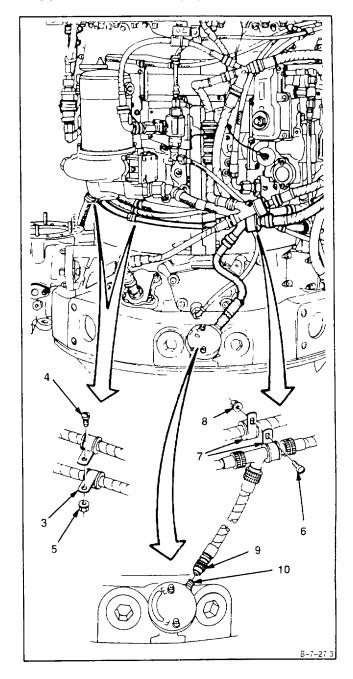


1. Connect electrical connector (1) to dummy connector (2).

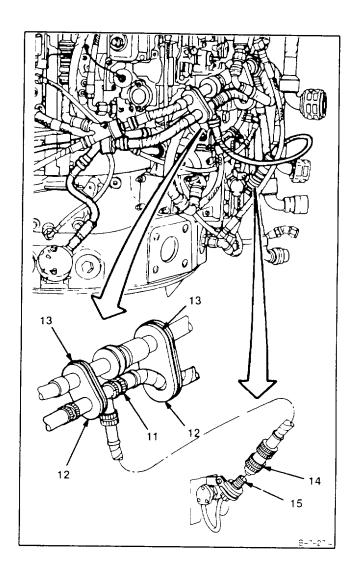
7-33



- 2. Install two clamps (3), two screws (4), and two nuts (5).
- 3. **Install** screw (6), **clamps (7**), and nut (8).
- 4. Install electrical connector (9) to oil level indicator (10).



- 5. Install harness assembly (11) to two cushions (12) and two straps (13).
- 6. Install electrical connector (14) to accessory gearbox chip detector (15).



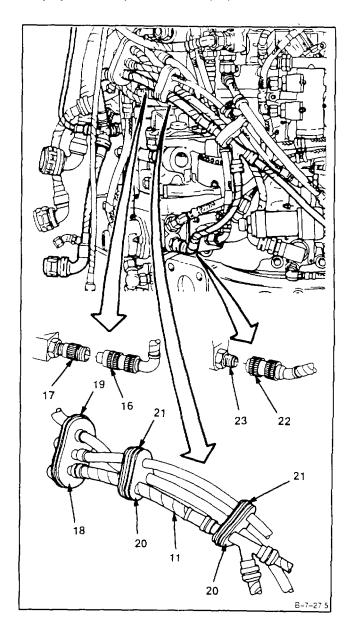
NOTE

In following step, it may be necessary to remove lockwire from electrical connector and reorient connector for proper installation. Be sure to lockwire electrical connector if lockwire was removed.

7. Install electrical connector (16) to pickup assembly (17).

7-33

- Install harness assembly (11) to cushion (18) and strap (19).
- 9. **Install harness assembly (11)** to two cushions (20) and straps (21).
- 10. Install electrical connector (22) to oil temperature bulb (23).

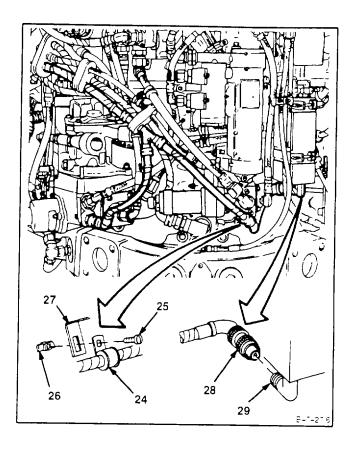


7-33 INSTALL ACCESSORY ELECTRICAL HARNESS ASSEMBLY (Continued)

NOTE

Make sure that nut (26) is securely fastened to bracket with long section of nut perpendicular to slot.

- 11. Install clamp (24), screw (25), and nut (26) to bracket (27).
- 12. Install electrical connector (28) to ignition igniter (29).



INSPECT

FOLLOW-ON MAINTENANCE: None

CHAPTER 8

LUBRICATION SYSTEM - MAINTENANCE INSTRUCTIONS

CHAPTER OVERVIEW

This chapter contains maintenance procedures for the lubrication system. It is divided into the following sections and tasks:

SECTION	TASK <u>NO.</u>	<u>TITLE</u>	<u>PAGE</u>	
1	MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN. AND RELATED PARTS			
	8-1	Remove Main Oil Pump, Speed Pickup Drive Assembly, Scavenge		
		Oil Screen, and Related Parts	8-7	
	8-2	Disassemble Main Oil Pump. Speed Pickup Drive Assembly,	0.40	
	8-3	Scavenge Oil Screen, and Related Parts	8-13	
	0-3	Clean Main Oil Pump, Speed Pickup Drive Assembly, Scavenge Oil Screen, and Related Parts	8-14	
	8-4	Inspect Main Oil Pump, Speed Pickup Drive Assembly. Scavenge	0 14	
		Oil Screen, and Related Parts	8-16	
	8-5	Assemble Main Oil Pump. Speed Pickup Drive Assembly, Scavenge		
	0.6	Oil Screen, and Related Parts	8-18	
	8-6	Install Main Oil Pump, Speed Pickup Drive Assembly. Scavenge Oil Screen, and Related Parts	8-19	
		on coroon, and related rate	0 10	
II		ODUCER SPEED PICKUP		
	8-7	Remove Gas Producer Speed Pickup	8-27	
	8-8	Clean Gas Producer Speed Pickup	8-29	
	8-9	Inspect Gas Producer Speed Pickup	8-30	
	8-10 8-11	Repair Gas Producer Speed Pickup Install Gas Producer Speed Pickup	8-31 8-32	
	0-11	ilistali Gas i Toducei Opeed i Ickup	0-32	
III	OIL COC	DLER ASSEMBLY		
	8-12	Remove Oil Cooler Assembly	8-35	
	8-13	Disassemble Oil Cooler Assembly	8-40	
	8-14	Clean Oil Cooler Assembly	8-42	
	8-15	Inspect Oil Cooler Assembly	8-43	
	8-16	Repair Oil Cooler Assembly	8-44	
	8-17	Assemble Oil Cooler Assembly	8-45	
	8-18	Install Oil Cooler Assembly	8-47	
IV	FLOW P	ROGRAMMING VALVE		
	8-19	Remove Flow Programming Valve	8-53	
	8-20	Clean Flow Programming Valve	8-56	
	8-21	Inspect Flow Programming Valve	8-57	
	8-22	Install Flow Programming Valve	8-58	

SECTION	TASK <u>NO.</u>	<u>TITLE</u>	PAGE
V	OIL TEMP 8-23 8-24 8-25 8-26	ERATURE TRANSMITTER Remove Oil Temperature Transmitter Clean Oil Temperature Transmitter Inspect Oil Temperature Transmitter Install Oil Temperature Transmitter	8-63 8-65 8-66 8-67
VI	OIL FILLE 8-27 8-28 8-29 8-30 8-31 8-32 8-33	R ASSEMBLY AND OIL FILLER STRAINER Remove Oil Filler Assembly and Oil Filler Strainer Disassemble Oil Filler Assembly and Oil Filler Strainer Clean Oil Filler Assembly and Oil Filler Strainer Inspect Oil Filler Assembly and Oil Filler Strainer Repair Oil Filler Assembly and Oil Filler Strainer Assemble Oil Filler Assembly and Oil Filler Strainer Install Oil Filler Assembly and Oil Filler Strainer	8-69 8-71 8-73 8-75 8-77 8-78
VII	OIL FILTE 8-34 8-35 8-36 8-37 8-38	R COVER ASSEMBLY AND OIL FILTER ELEMENT Remove Oil Filter Cover Assembly and Oil Filter Element Clean Oil Filter Cover Assembly and Oil Filter Element Inspect Oil Filter Cover Assembly and Oil Filter Element Repair Oil Filter Cover Assembly and Oil Filter Element Install Oil Filter Cover Assembly and Oil Filter Element	8-83 8-85 8-86 8-87 8-88
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SECTION I

MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN. AND RELATED PARTS

8-1 REMOVE MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVFNGE OIL SCREEN, AND RELATED PARTS

8-[,]

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Crowfoot Attachment, 7/8 inch

Materials:

Lockwire (E33) Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

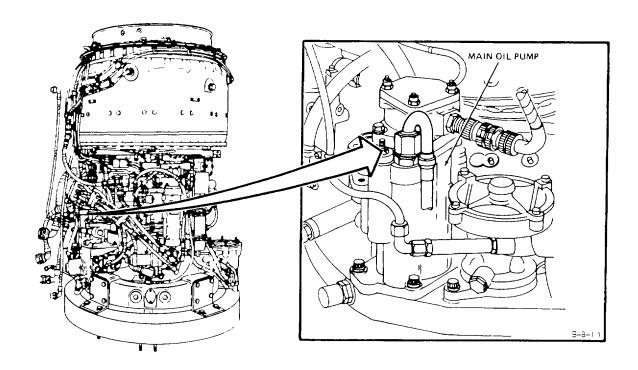
Equipment Condition:

Tube Assembly Removed (Inlet Housing to Main Oil Pump) (Task 8-65)

General Safety Instructions:

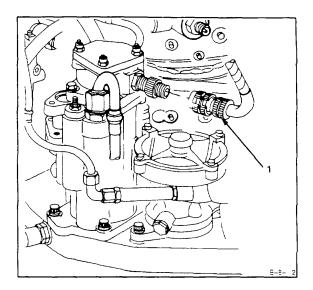
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

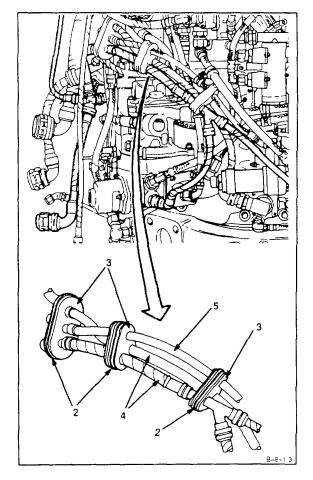


1. Disconnect electrical connector (1).

8-1



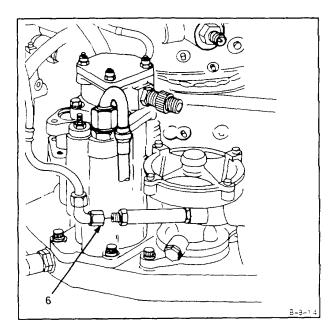
2. Cut three straps (2) and remove three cushions (3). Reposition two harness assemblies (4), and one fuel hose assembly (5).



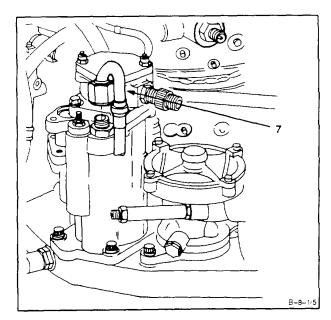
WARNING

Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store In approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

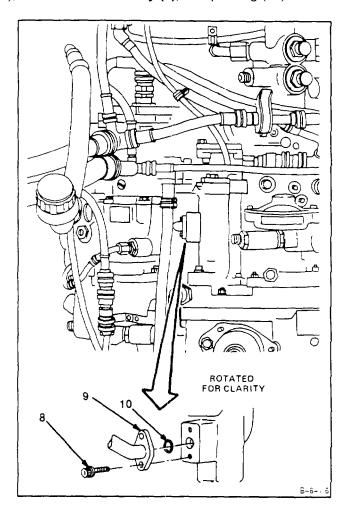
3. Disconnect fuel hose assembly (6).



4. Disconnect tube assembly (7).



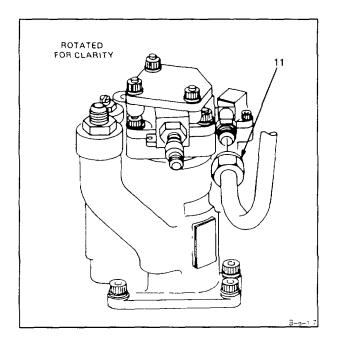
5. Remove lockwire, two bolts (8), end of tube assembly (9), and packing (10).



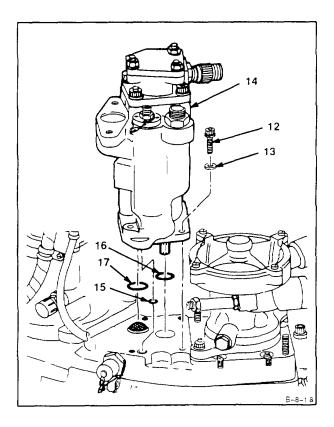
8-1

6. **Disconnect tube assembly (11).** Use <u>7/8 inch</u> crowfoot attachment.

8-1

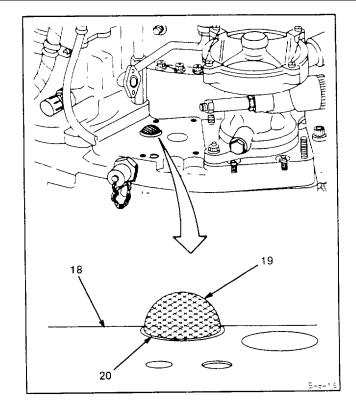


7. **Remove** lockwire, four bolts (12), washers (13), main oil pump (14), and packings (15, 16, and 17).



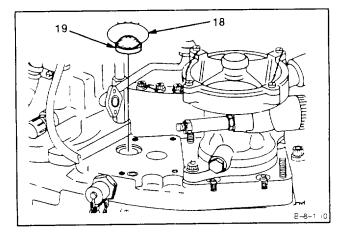
8-1 REMOVE MAIN OIL PUMP, S PEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN, AND RELATED PARTS (Continued)

8. Insert 9 inch length of lockwire (E33) (18) through center of screen (19) near base (20) and form loop by twisting ends.



9. Using lockwire (18), **remove screen (19).** Remove lockwire (18).

FOLLOW-ON MAINTENANCE: None



8-2 DISASSEMBLE MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN, AND RELATED PARTS

8-2

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Crowfoot Attachment, 5/16 - inch

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Engine Oil System Drained (Task 1-69)

Remove Main Oil Pump Speed Pickup Drive As-

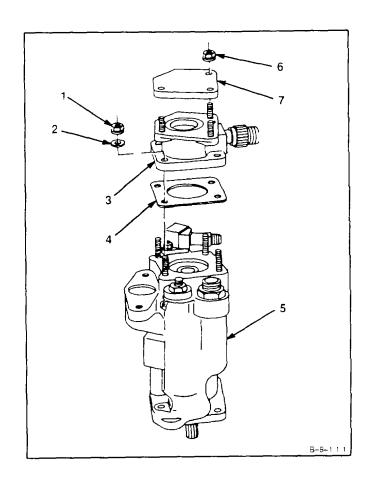
sembly. Scavenge Oil Screen and Related Parts

(Task 8-1)

- 1. Remove four nuts (1), washers (2), speed pick-up drive assembly (3), and gasket (4) from main oil pump (5).
- 2. Remove three nuts (6) and cover (7) from speed pickup drive assembly (3).

FOLLOW-ON MAINTENANCE:

None



END OF TASK

8.3 CLEAN MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN, AND RELATED PARTS

8.3

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30)

Aircraft Powerplant Repairer

Equipment Condition:

Personnel Required:

Off Engine Task

Main Oil Pump, Speed Pickup Drive Assembly. Scavenge Oil Screen, and Related Parts Removed (Task 8-1)

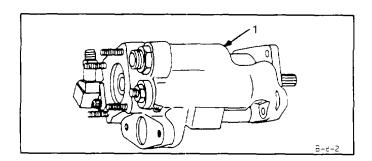
Main Oil Pump, Speed Pickup Drive Assembly, Scavenge Oil Screen, and Related Parts Disassembled (Task 8-2)

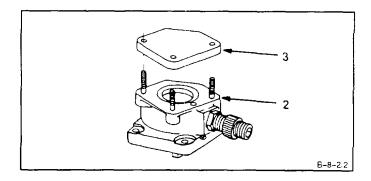
General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Wear gloves (E24). Clean oil pump (1) using dry cleaning solvent (E19) and brush.
- 2. Clean exterior of pickup drive assembly (2), and cover (3). Use dry cleaning solvent (E19) and brush.
- 3. Remove any remaining solvent using clean, dry, lint-free cloth (E30).





8-3 CLEAN MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN, AND RELATED PARTS (Continued)

8-3

4. Clean scavenge oil screen (4). Use dry cleaning solvent (E19) and brush.

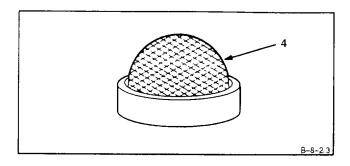
WARNING

When using compressed air for cleaning, use approved protective equipment or eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

5. Wear goggles. Blow dry screen (4) using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Main Oil Pump, Speed Pickup Drive Assembly, Scavenge Oil Screen, and Related Parts (Task 8-4).



END OF TASK

8-4 INSPECT MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL SCREEN, AND RELATED PARTS

Q_/

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit,

NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant inspector

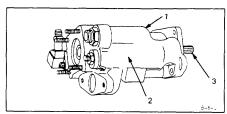
References:

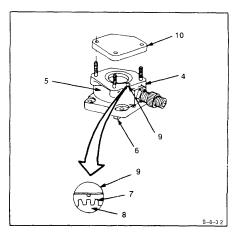
Task 1-111

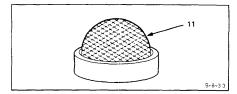
Equipment Condition:

Off engine Task

- 1. Inspect main oil pump (1). There shall be no cracks in housing (2) or, nicks or cracks in splines of gearshaft (3).
- 2. Inspect gearshaft (3). There shall be no improper wear pattern. Inspect gearshaft (3) for wear (Ref. Task 1-109).
- 3. **Inspect speed pickup drive assembly (4).** There shall be no cracks in housing (5), or nicks or cracks in splines of driveshaft (6).
- 4. Inspect driveshaft (6). There shall be no improper wear pattern. Inspect driveshaft (6) for wear (Ref. Task 1-109).
- 5. **Inspect** for missing teeth (7) on **wheel** (8) in air gap adjustment hole (9).
- 6. Inspect cover (10). There shall be no cracks.
- 7. Inspect scavenge oil screen (11). There shall be no tears in screen.







FOLLOW-ON MAINTENANCE:

None

END OF TASK

8-5 ASSEMBLE MAIN OIL PUMP, SPEED PICKUP DRIVE ASSEMBLY, SCAVENGE OIL PUMP, AND RELATED PARTS

8-5

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Crowfoot Attachment, 5/16 - inch

Materials:

None

Parts:

Gasket

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P

Equipment Condition:

Off Engine Task

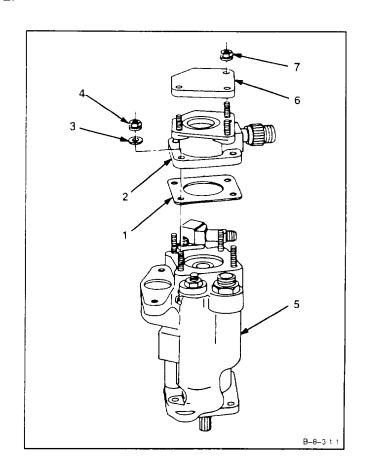
Disassemble Main Oil Pump, Speed Pickup Drive Assembly, Scavenge Oil Screen and Related Parts (Task 8-2)

- 1. **Install** gasket (1), **speed pickup drive assembly (2)**, four washers (3), and nuts (4) on serviceable main oil pump (5).
- 2. Install cover (6), three nuts (7), on speed pickup drive assembly (2).

INSPECT

FOLLOW-ON MAINTENANCE:

None



INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

8-6

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 30-150 Inch-Pounds Crowfoot Attachment, 5/16 inch Crowfoot Attachment, 7/8 inch

Materials:

Lockwire (E33)

Parts:

Packings Gasket Straps

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

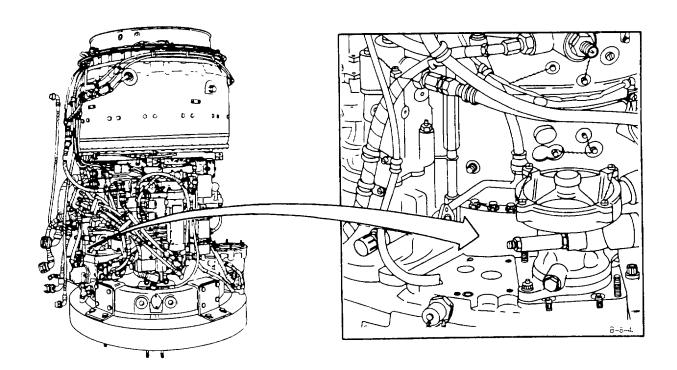
References:

TM 1-2840-252-23P

General Safety Instructions:

WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



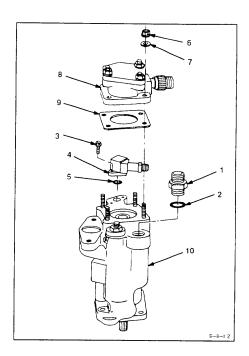
NOTE

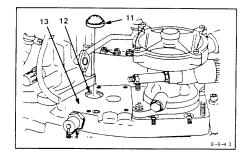
If main oil pump is a replacement, do steps 1 thru 6. If same oil pump that was removed is to be installed, omit steps 1 thru 6.

1. Remove nipple (1), and packing (2).

8-6

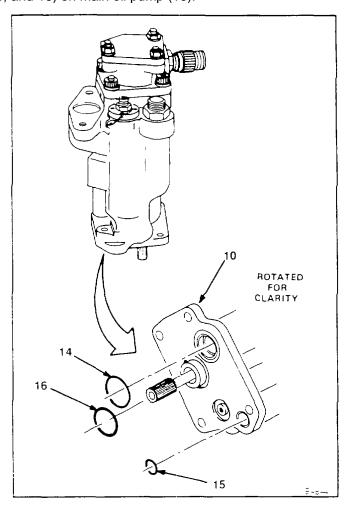
- 2. Remove two bolts (3), flange assembly (4), and packing (5).
- 3. Remove nuts (6), washers (7), speed pickup drive assembly (8), and gasket (9).
- 4. **Install** gasket (9), **speed pickup drive assembly (8)**, four washers (7), and nuts (6) on serviceable main oil pump (10).
- 5. **Install** packing (5), **flange assembly (4)**, and two bolts (3) on serviceable main oil pump (10) and lockwire. Use lockwire (E33).
- 6. Install packing (2) and nipple (1) on serviceable main oil pump (10).
- 7. Install scavenge oil screen (11) in hole (12) in accessory gearbox assembly (13).





8. Install three packings (14, 15, and 16) on main oil pump (10).

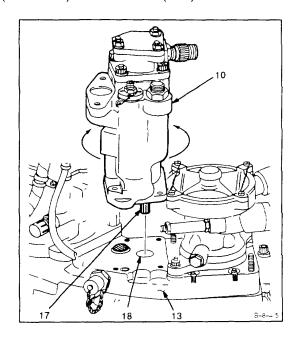
8-6

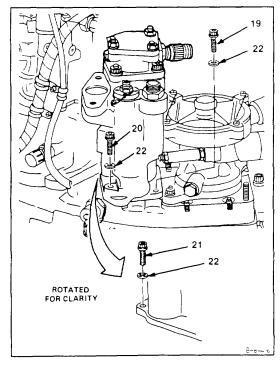


9. Position main oil pump (10) over accessory gearbox assembly (13).

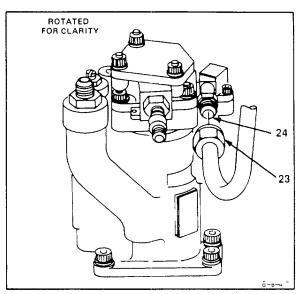
8-6

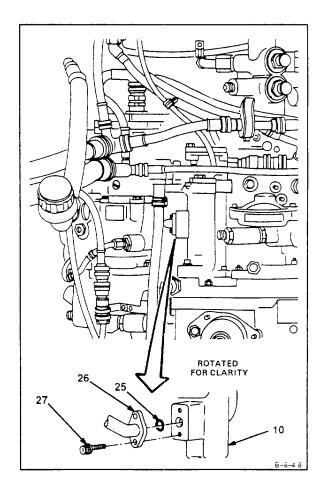
- 10. If required, rotate main oil pump (10) slightly left or right to align splines (17) with coupling in hole (18).
- 11. Install main oil pump (10) on accessory gearbox assembly (13).
- 12. Install bolt (19), bolt (20), two self-locking bolts (21), and four washers (22). Torque bolts (19, 20, and 21) to 70 to 75 inch-pounds. Lockwire bolts (19 and 20). Use lockwire (E33).





- 13. Connect tube assembly (23) to flange assembly (24). Use 7/8 inch crowfoot attachment.
- 14. **Install** packing (25), **end of tube assembly (26),** and two bolts (27) on main oil pump (10). Lockwire bolts (27). Use lockwire (E33).



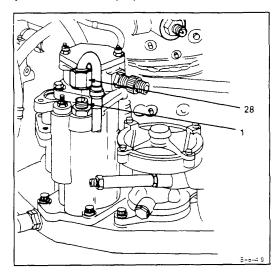


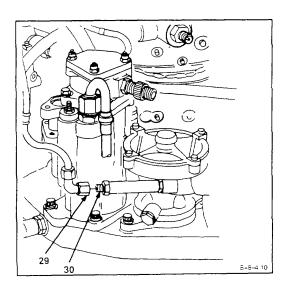
15. Connect tube assembly (28) to nipple (1).

WARNING

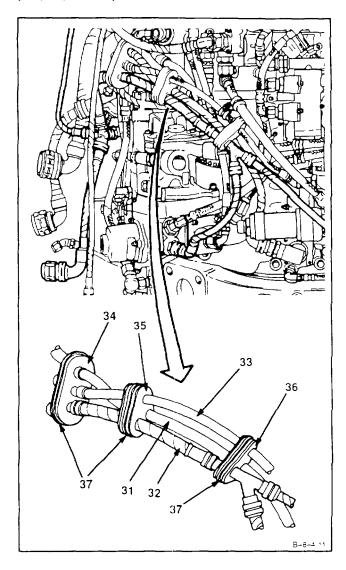
Turbine fuels are very flammable. They may cause drying and Irritation of skin or eyes. Handle only In well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

16. Connect fuel hose assembly (29) to check valve (30).





17. Install two harness assemblies (31 and 32) and fuel hose assembly (33) into three cushions(34, 35, and 36). Install strap (37) on each cushion (34, 35, and 36).



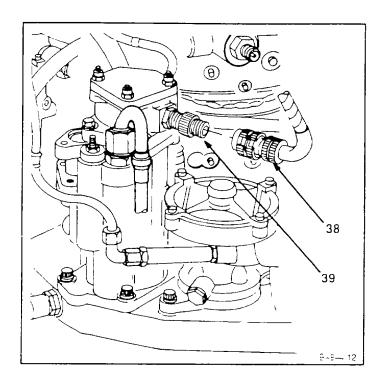
8-6

18. Connect electrical connector (38) to GP speed pickup (39).

INSPECT

FOLLOW-ON MAINTENANCE:

Install Tube Assembly (Inlet Housing to Main Oil Pump) (Task 8-66).



SECTION II

GAS PRODUCER SPEED PICKUP

8-7 REMOVE GAS PRODUCER SPEED PICKUP

8-7

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

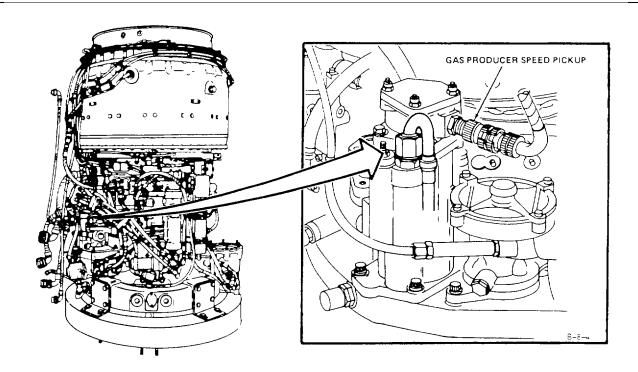
Personnel Required:

Aircraft Powerplant Repairer

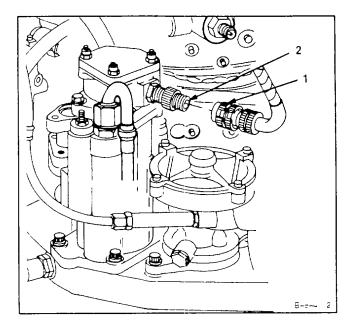
General Safety Instructions:

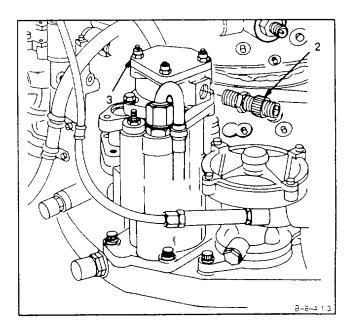
WARNING

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- 1. Disconnect electrical connector (1) from gas producer speed pickup (2).
- 2. **Remove** lockwire and **gas producer speed pickup (2)** from housing (3). FOLLOW-ON MAINTENANCE:
 None





END OF TASK

8-7

CLEAN GAS PRODUCER SPEED PICKUP

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

8-8

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30) Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Remove Gas Producer Speed Pickup (Task 8-7)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Clean gas producer speed pickup (1) as follows:
- a. Wear gloves (E24) and clean gas producer speed pickup (1). Use lint-free cloth (E30) dampened with dry cleaning solvent (E19).
 - b. Use dry, lint-free cloth (E30) to remove solvent.

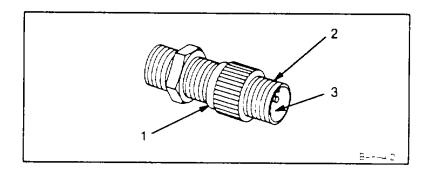
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

c. Wear goggles. Blow dry electrical connector (2) and inside surfaces (3). Use clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Gas Producer Speed Pickup (Task 8-9).



INSPECT GAS PRODUCER SPEED PICKUP

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

8-9

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Multimeter Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

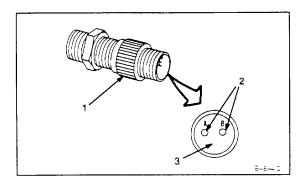
Equipment Condition:

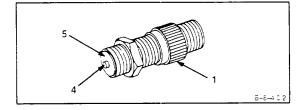
Off Engine Task

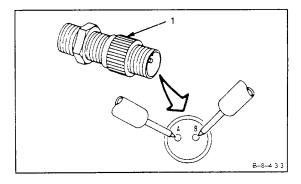
- 1. Inspect gas producer speed pickup (1) as follows:
 - a. Inspect body of gas producer speed pickup (1). There shall be no cracks, distortion or damaged threads.
 - b. Inspect two electrical pins (2). There shall be no broken, corroded or bent pins (2) or damaged insulation (3).
- c. Inspect tip (4) of gas producer speed pickup (1). There shall be no broken or worn tips (4) or cracks in insulation (5).
- d. **Inspect coil resistance of gas producer speed pickup (1).** Use multimeter with function switch set to ohms and range set to R x 10. Place one lead to pin A and the other lead to pin B. The multimeter should not read less than 98 ohms and not greater than 132 ohms resistance.

FOLLOW-ON MAINTENANCE:

None







8-10 REPAIR GAS PRODUCER SPEED PICKUP

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Goggles Dry, Compressed Air Source Materials:

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

NOTE

This repair is allowed provided it does not cause pins to break or crack.

- 1. Straighten bent pins (1) of electrical connector (2). Using long-nose pliers, gently move pins (1) until they are straight.
- 2. Remove corrosion from pins (1) of electrical connector (2). Polish pins using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (E16).

WARNING

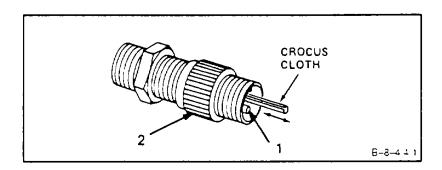
When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

3. Wear goggles. Remove loosened particles from electrical connector (2), using clean, dry, compressed air.

INSPECT

FOLLOW-ON MAINTENANCE:

None



8-11 INSTALL GAS PRODUCER SPEED PICKUP

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Feeler Gage, 1/4 Wide. 0.010 Inch Materials:

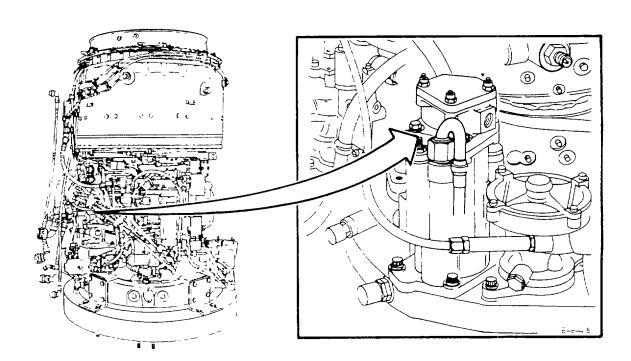
Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P



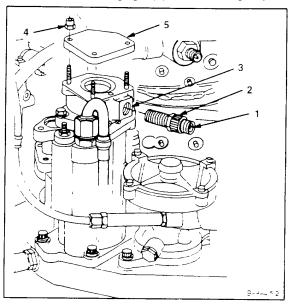
8-11 INSTALL GAS PRODUCER SPEED PICKUP (Continued)

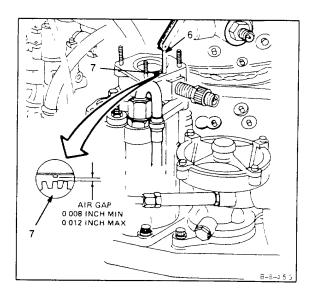
- 1. Install gas producer speed pickup (1) as follows:
 - a. Screw on locknut (2) on gas producer speed pickup (1) until locknut stops.
 - b. Engage threads of gas producer speed pickup (1) and housing (3).
 - c. Establish proper air gap as follows:
 - (1) Remove three nuts (4) and cover (5) from housing (3).

NOTE

In following step (2), gear tooth must be aligned under center of speed pickup.

(2) Insert 1/4 inch wide. 0.010 inch feeler gage (6) into housing adjustment hole (7).



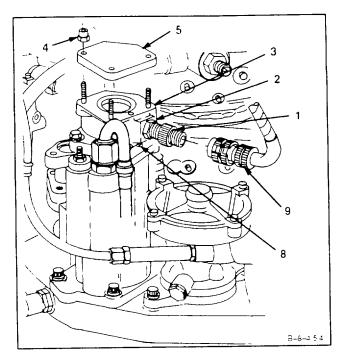


8-11 INSTALL GAS PRODUCER SPEED PICKUP (Continued)

- (3) Screw in gas producer speed pickup (1) until light drag is felt against feeler gage (6) when moved in and out of housing adjustment hole (7).
- (4) Hold gas producer speed pickup (1) stationary and screw down locknut (2) against housing (3) and snug tighten locknut.
- (5) Check for light drag on feeler gage (6). If gap is incorrect, loosen locknut (2) and repeat steps (2) thru (5).
- (6) Lockwire locknut (2) to housing lockwire hole (8). Use lockwire (E33).
- (7) Install cover (5) and three nuts (4).
- d. Connect electrical connector (9) to gas producer speed pickup (1).

INSPECT

FOLLOW-ON MAINTENANCE: None



SECTION III

OIL COOLER ASSEMBLY

8-12 REMOVE OIL COOLER ASSEMBLY

8-12

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 2 Quart

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

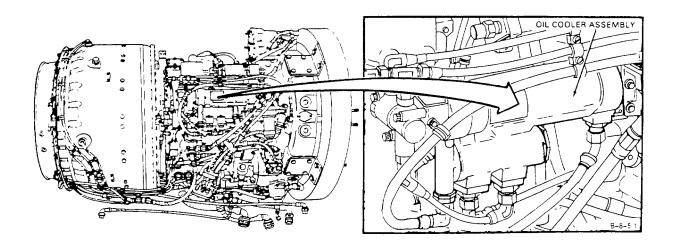
General Safety Instructions:

WARNING

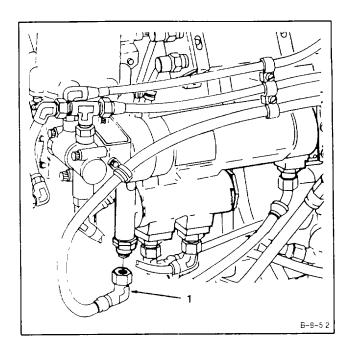
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

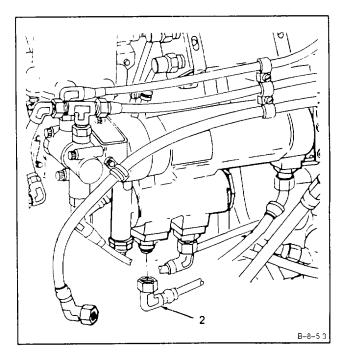
WARNING

Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



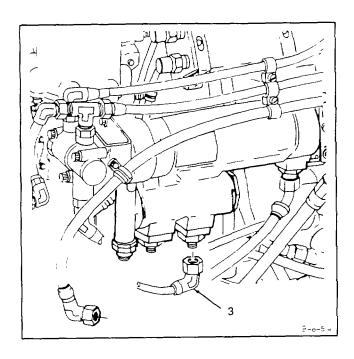
1. Disconnect hose assembly (1).

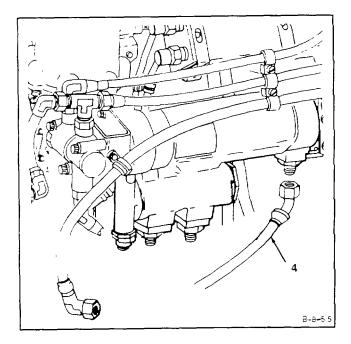




2. Disconnect hose assembly (2).

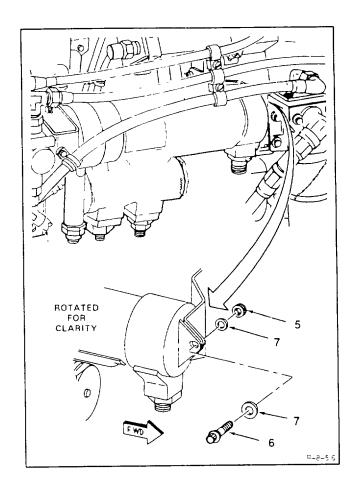
3. Disconnect hose assembly (3).

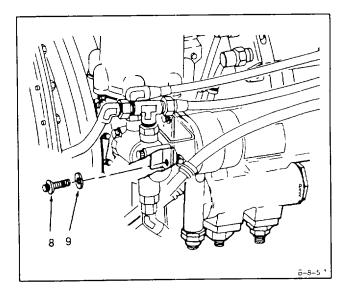




4. Disconnect hose assembly (4).

5. Remove nut (5), bolt (6), and two washers (7).



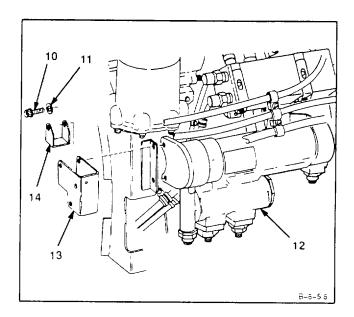


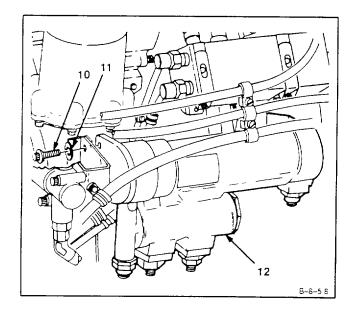
6. Remove lockwire, bolt (8), and washer (9).

NOTE

If flow programming valve has already been removed, do step 7. If flow programming valve has not been removed, omit step 7.

7. Remove lockwire, bolt (10), washer (11), oil cooler assembly (12), bracket (13), and bracket (14).





8. Remove lockwire, bolt (10), washer (11) and oil cooler assembly (12).

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-13 DISASSEMBLE OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Deep-Style Socket, 1-Inch Machinist's Vise Jaw Caps

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Oil Cooler Assembly Removed (Task 8-12)

General Safety Instructions:

WARNING

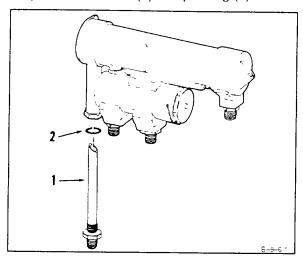
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

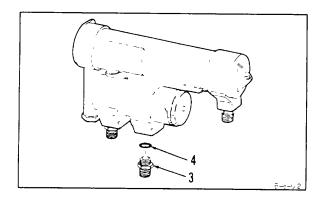
WARNING |

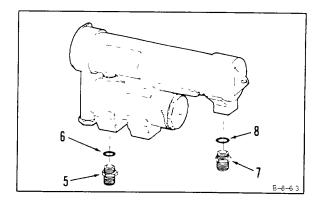
Turbine fuels are very flammable. They may cause drying and irritation of skin or eyes. Handle only in well-ventilated areas away from heat and open flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

8-13 DISASSEMBLE OIL COOLER ASSEMBLY (Continued)

- 1. Remove tube assembly (1) and packing (2). Use vise with jaw caps.
- 2. Using 1-inch deep-style socket, remove reducer (3) and packing (4).







- 3. Using 1-inch deep-style socket, remove reducer (5) and packing (6).
- 4. Remove nipple (7) and packing (8).

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-14 CLEAN OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Oil Cooler Assembly Removed (Task 8-12)

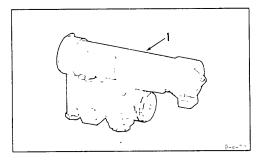
Oil Cooler Assembly Disassembled (Task 8-13)

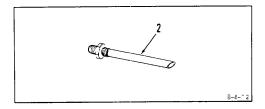
General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Wear gloves (E24). Flush internal passages of oil cooler (1) with dry cleaning solvent ((E19).
- 2. Clean external surfaces of oil cooler (1). Use dry cleaning solvent (E19) and brush.
- 3. Allow to drain and air-dry.
- 4. Clean tube assembly (2). Use dry cleaning solvent (E19).





FOLLOW-ON MAINTENANCE:

Inspect Oil Cooler Assembly (Task 8-15).

END OF TASK

8-15 INSPECT OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

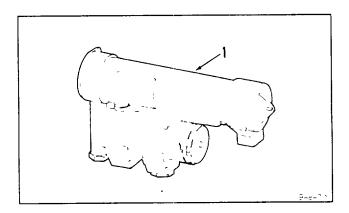
None

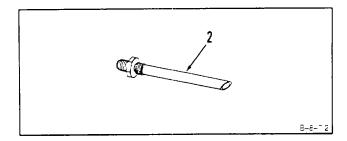
Personnel Required:

Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task





- 1. Inspect oil cooler (1). There shall be no cracks.
- 2. Inspect tube assembly (2). There shall be no cracks, dents or bends.

FOLLOW-ON MAINTENANCE: None

8-16 REPAIR OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Acid Swabbing Brush Engine Gray Enamel (E26)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

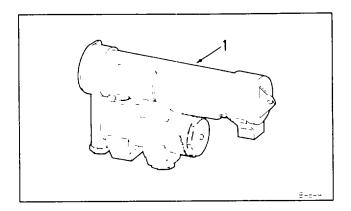
References:

Task 1-110

Equipment Condition:

Off Engine Task

1. Repair damaged paint on oil cooler assembly (1) (Ref. Task 1-110). Use engine gray enamel (E26).



INSPECT

FOLLOW-ON MAINTENANCE:

None

8-17 ASSEMBLE OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit. NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Deep Style Socket, 1-Inch Machinist's Vise Jaw Caps

Materials:

None

Parts:

Packings

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

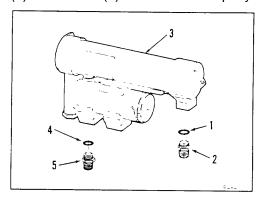
References:

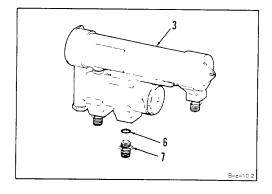
TM 1-2840-252-23P

Equipment Condition:

Off Engine Task

- 1. Install packing (1) and nipple (2) in oil cooler (3). Use vise and jaw caps.
- 2. Install packing (4) and reducer (5) in oil cooler (3). Use 1-inch deep-style socket.
- 3. Install packing (6) and reducer (7) in oil cooler (3). Use 1-inch deep-style socket.

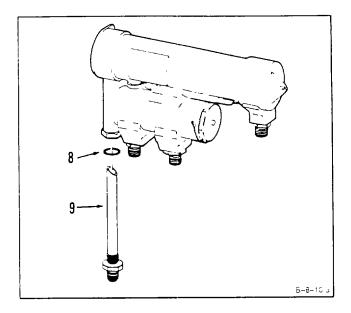




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8-17 ASSEMBLE OIL COOLER ASSEMBLY (Continued)

4. Install packing (8) and tube assembly (9) in oil cooler (3).



INSPECT

FOLLOW-ON MAINTENANCE: None

8-18 INSTALL OIL COOLER ASSEMBLY

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

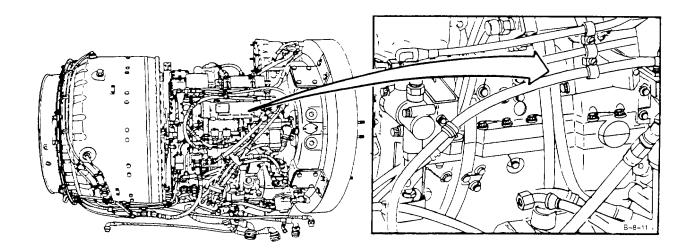
Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Technical Inspection Tool Kit. NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Personnel Required:

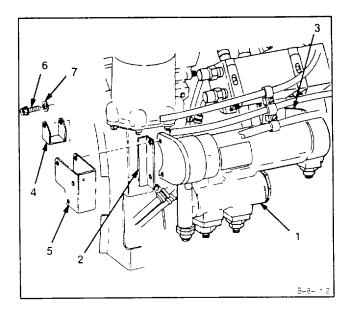
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

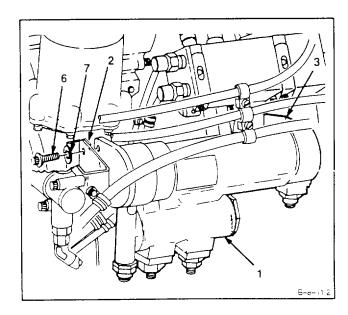


NOTE

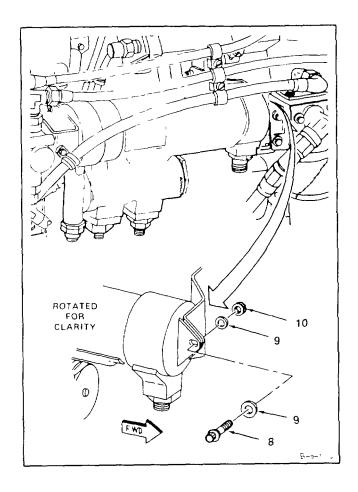
If flow programming valve is not installed, do step 1.. If flow programming valve is installed, omit step 1..

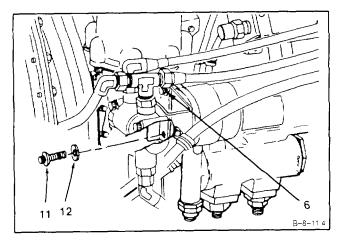
- 1. Install oil cooler assembly (1) on interstage airbleed actuator (2) and bracket (3). Position bracket (4), and bracket (5) on air bleed actuator (2). Loosely install bolt (6) and washer (7).
- 2. Install oil cooler assembly (1) on interstage-airbleed actuator (2) and bracket (3). Loosely install bolt (6) and washer (7).



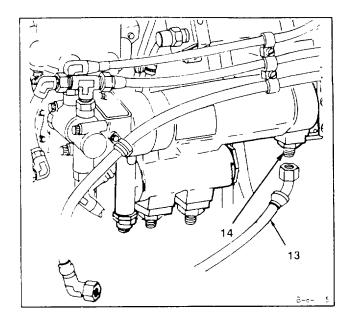


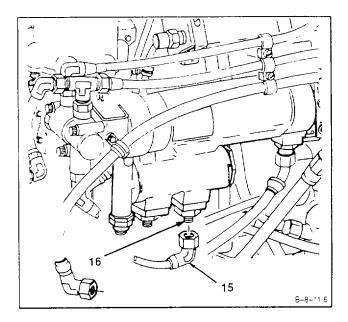
- 3. Install bolt (8), two washers (9), and nut (10).
- 4. Install bolt (11), washer (12), and tighten bolt (6). Lockwire bolts (6) and (11). Use lockwire (E33).





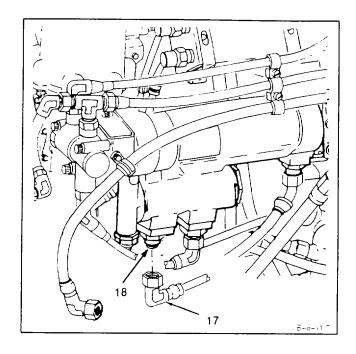
- 5. Connect hose assembly (13) to nipple (14).
- 6. Connect hose assembly (15) to reducer (16).

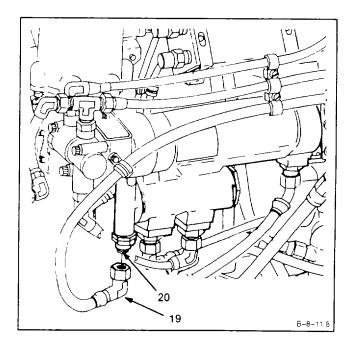




8-18 INSTALL OIL COOLER ASSEMBLY (Continued)

- 7. Connect hose assembly (17) to reducer (18).
- 8. Connect hose assembly (19) to tube assembly (20).





INSPECT

FOLLOW-ON MAINTENANCE: None

SECTION IV

FLOW PROGRAMMING VALVE

8-19 REMOVE FLOW PROGRAMMING VALVE

8-19

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's-Tool Kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

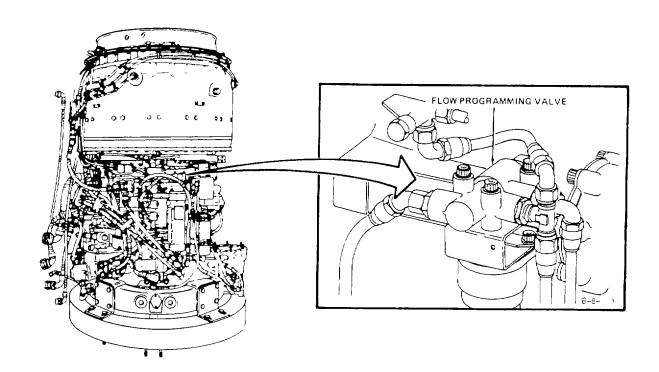
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

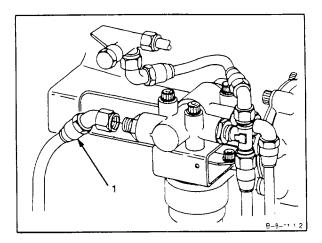
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted areas of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

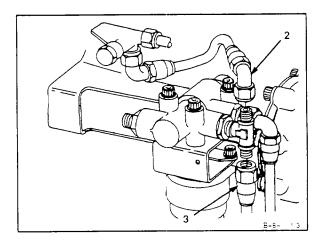


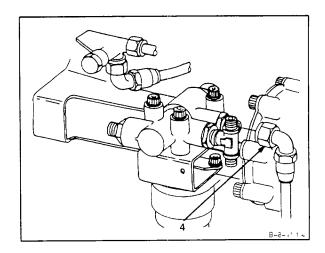
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8-19 REMOVE FLOW PROGRAMMING (Continued)

- 1. Disconnect hose assembly (1).
- 2. Disconnect hose assemblies (2) and (3).
- 3. Disconnect hose assembly (4).



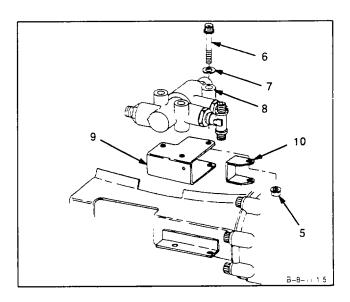


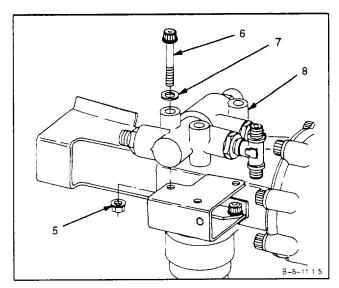


NOTE

If oil cooler assembly has already been removed, do step 4.. If oil cooler assembly has not been removed, omit step 4..

- 4. **Remove** three nuts (5), three bolts (6), three washers (7),**flow programming valve (8).** bracket (9), and bracket (10).
- 5. Remove three nuts (5), three bolts (6), three washers (7), and flow programming valve (8).





FOLLOW-ON MAINTENANCE: None

CLEAN FLOW PROGRAMMING VALVE 8-20

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Gogales

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19)

Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Flow Programming Valve Removed (Task 8-19)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean flow programming valve (1). Use dry cleaning solvent (E19) and brush.

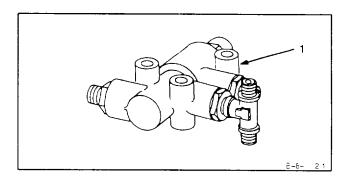
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

2. Wear goggles. Blow dry flow programming valve (1), using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Flow Programming Valve (Task 8-21).



8-21

8-21 **INSPECT FLOW PROGRAMMING VALVE**

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

Personnel Required:

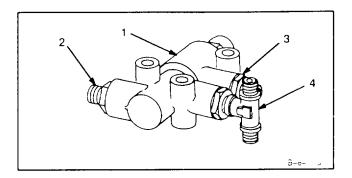
Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

1. Inspect flow programming valve (1).

- a. There shall be no nicks, scratches, or gouges on sealing surface.
- b. There shall be no damaged threads on unions (2 and 3), and tee (4).
- c. Unions (2 and 3) shall not be loose. If unions are loose, tighten unions.



FOLLOW-ON MAINTENANCE:

None

8-22 INSTALL FLOW PROGRAMMING VALVE

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

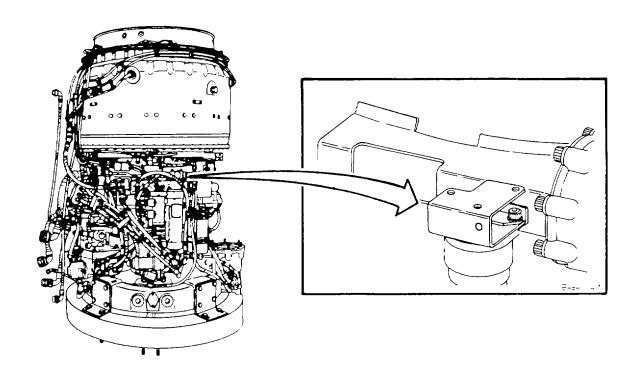
Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P



NOTE

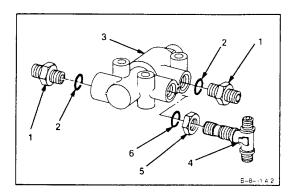
If flow programming valve is a replacement, do steps 1. thru 5.. If same flow programming valve that was removed is to be installed, omit steps 1. thru 5..

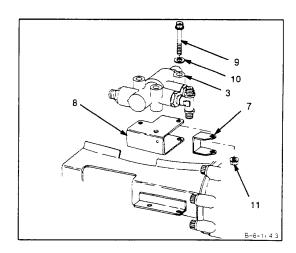
- 1. Remove two unions (1) and packings (2) from removed flow programming valve (3).
- 2. Remove tee (4), nut (5), and packing (6) from removed flow programming valve (3).
- 3. **Install nut (5)** on tee (4). **Install packing (6)** on tee (4). Position nut to. make sure packing is in groove between two sets of theads on tee.
- 4. Install tee (4) on serviceable flow programming valve (3).
- 5. Install two packings (2) and unions (1) on serviceable flow programming valve (3).

NOTE

If oil cooler assembly is not installed, do step 6.. If oil cooler assembly is installed, omit step 6..

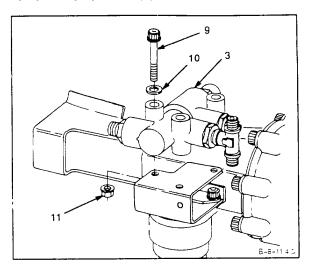
6. **Install flow programming valve (3), bracket (7), bracket (8),** three bolts (9), three washers (10), and three nuts (11).

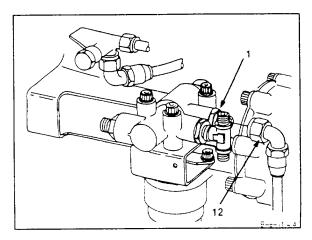


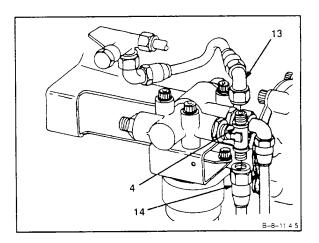


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- 7. Install flow programming valve (3), three bolts (9), three washers (10), and three nuts (11).
- 8. Connect hose assembly (12) to union (1).
- 9. Connect hose assemblies (13) and (14) to tee (4).

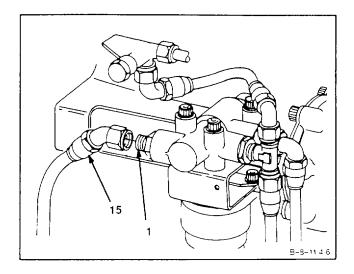






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10. Connect hose assembly (15) to union (1).



INSPECT

FOLLOW-ON MAINTENANCE: None

SECTION V

OIL TEMPERATURE TRANSMITTER

8-23 REMOVE OIL TEMPERATURE TRANSMITTER

8-23

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

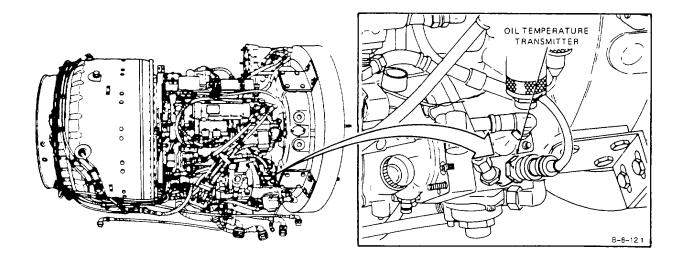
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

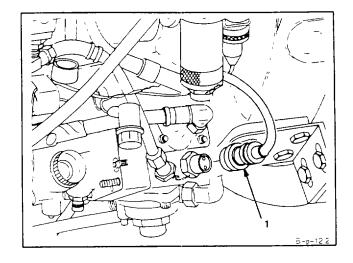
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take Internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

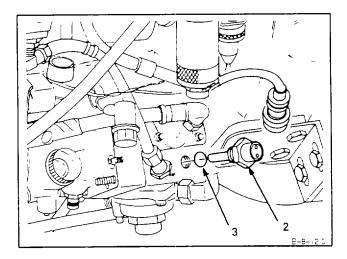


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8-23 REMOVE OIL TEMPERATURE TRANSMITTER (Continued)

- 1. Remove electrical connector (1).
- 2. Remove lockwire, oil temperature transmitter (2), and gasket (3).





FOLLOW-ON MAINTENANCE: None

8-24 CLEAN OIL TEMPERATURE TRANSMITTER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

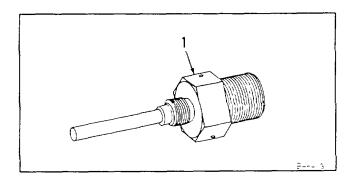
Off Engine Task

Oil Temperature Transmitter Removed (Task 8-23)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes: Get medical attention for eyes.



- 1. Wear gloves (E24). Clean oil temperature transmitter (1). Use dry cleaning solvent (El 9) and brush.
- 2. Wipe dry using clean, dry, lint-free cloth (E30).

FOLLOW-ON MAINTENANCE:

Inspect Oil Temperature Transmitter (Task 8-25).

8-25 INSPECT OIL TEMPERATURE TRANSMITTER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

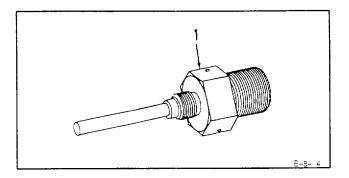
Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

1. Inspect oil temperature transmitter (1). as follows:

- a. Their shall be no cracks.
- b. There shall be no damaged threads.



FOLLOW-ON MAINTENANCE:

None

8-26 INSTALL OIL TEMPERATURE TRANSMITTER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

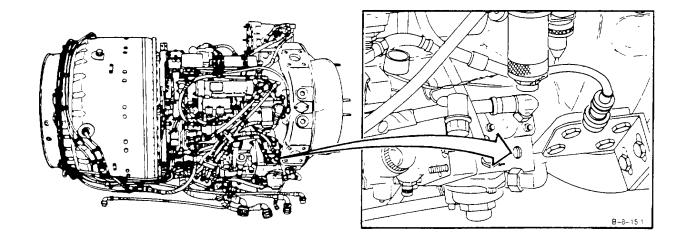
Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

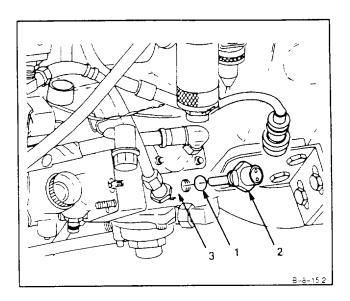
References:

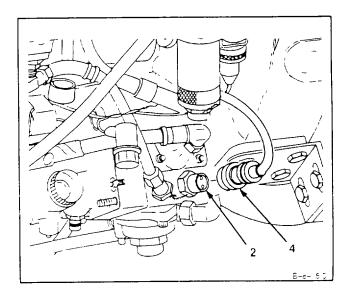
TM 1-2840-252-23P



8-26 INSTALL OIL TEMPERATURE TRANSMITTER

- 1. **Install** gasket (1) and **oil temperature transmitter (2)** in accessory gearbox assembly (3). Lockwire oil temperature transmitter (2). Use lockwire (E33).
- 2. Install electrical connector (4) on oil temperature transmitter (2).





INSPECT

FOLLOW-ON MAINTENANCE: None

SECTION VI

OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

8-27 REMOVE OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

8-27

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

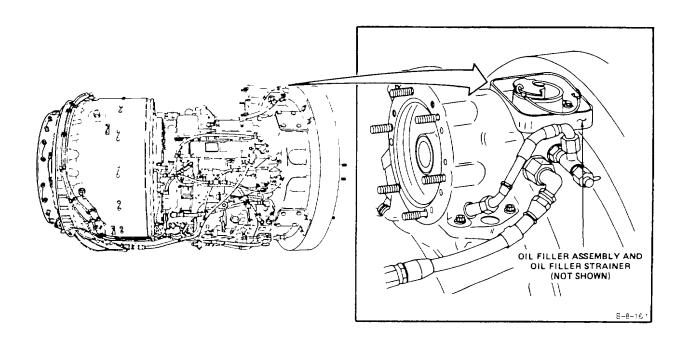
Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant

Repairer

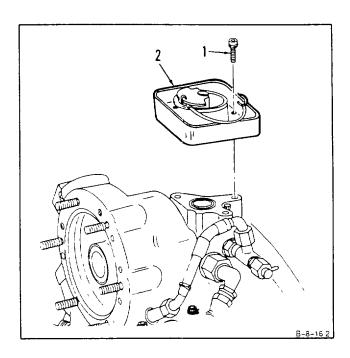


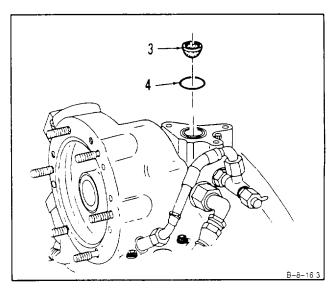
1. Remove lockwire, three bolts (1) and oil filler assembly (2).

CAUTION

If tools must be used to remove strainer care must be exercised to prevent damage to mating surfaces.

2. Remove oil filler strainer (3) and packing (4).





FOLLOW-ON MAINTENANCE: None

8-28 DISASSEMBLE OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

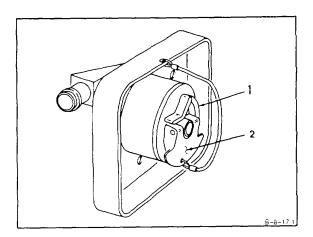
Off Engine Task

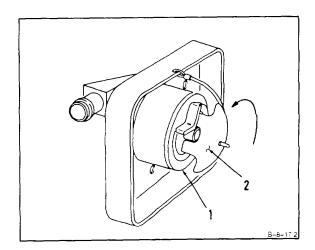
Oil Filler Assembly and Oil Filler Strainer

Removed (Task8-27)

1. Remove cap assembly (1) as follows:

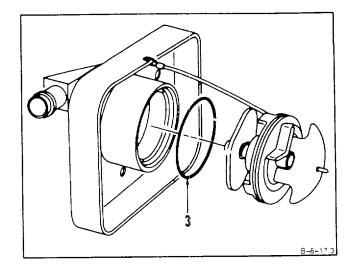
- a. Lift handle (2).
- b. Turn handle (2) counterclockwise and remove cap assembly (1).





GO TO NEXT PAGE

c. Remove packing (3).



FOLLOW-ON MAINTENANCE: None

8-29 CLEAN OIL FILLER ASSEMBLY AND OIL FILLER STRAINER (Continued)

8-29

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Oil Filler Assembly and Oil Filler Strainer Removed (Task 8-27)

Oil Filler Assembly and Oil Filler Strainer Disassembled (Task 8-28)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

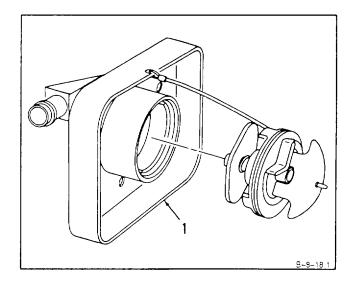
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to

eves or skin. In case of injury, get medical attention.

1. Clean oil filter assembly (1) as follows:

- a. Wear gloves (E24). Immerse filler assembly (1) in dry cleaning solvent (E19) and agitate. Use brush on inner surface.
- b. Wear goggles. Blow dry any remaining solvent. Use clean, dry, compressed air.

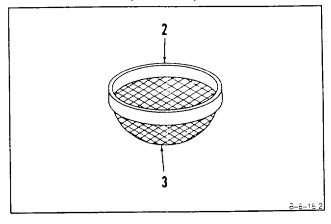


2. Clean oil filler strainer (2) as follows:

- a. Immerse in dry cleaning solvent (E19) and agitate. Use brush on screen (3).
- b. Blow dry screen (3). Use clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Oil Filler Assembly and Oil Filler Strainer (Task 8-30).



8-30 INSPECT OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

8-30

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials: None

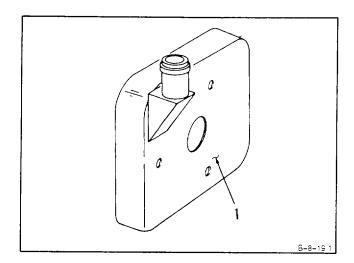
Personnel Required:

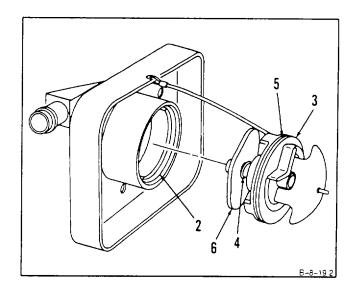
Aircraft Powerplant Inspector

Equipment Condition:

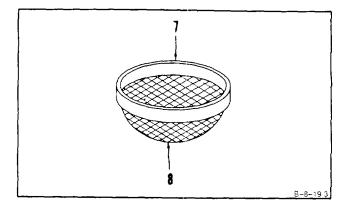
Off Engine Task

- 1. Inspect pan mounting surface (1). There shall be no cracks.
- 2. Inspect packing sealing surface (2). There shall be no nicks, dents and scratches greater than 0.015 inch. Inspect cap assembly (3). Spring (4) shall not be broken. There shall be no nicks, dents or scratches deeper than 0.015 inch in packing groove (5). Locking tabs (6) shall not be bent or distorted.





3. Inspect oil filler strainer (7). There shall be no broken wires (8).



FOLLOW-ON MAINTENANCE: None

8-31

8-31 REPAIR OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 **Materials:**

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

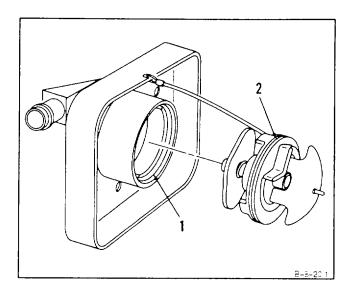
Off Engine Task

1. Repair nicks, dents and scratches in packing sealing surface (1) or in packing groove (2) as follows:

NOTE

Repair is allowed only if depth after repair is not more than 0.015 inch.

- a. Blend-repair using file.
- b. Polish repaired area. Use crocus cloth (E16).



INSPECT

FOLLOW-ON MAINTENANCE: None

8-32

8-32 ASSEMBLE OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Parts:

Packing

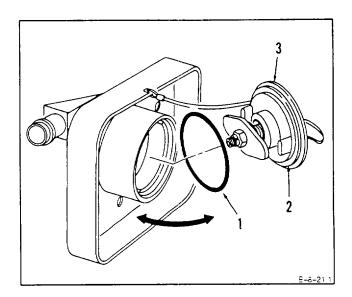
References:

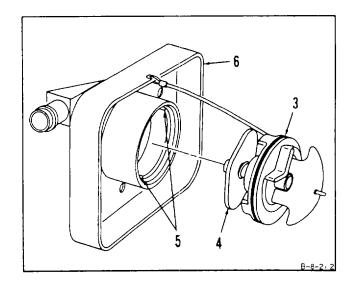
TM 1-2840-252-23P

Equipment Condition:

Off Engine Task

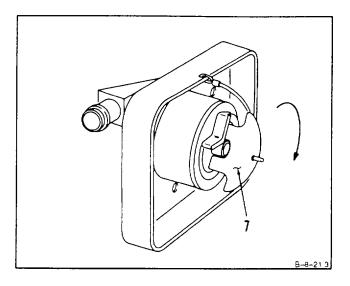
- 1. Install packing (1) in groove (2) of cap assembly (3).
- 2. Align ends of lug (4) with slots (5) and install cap assembly (3) in pan (6).





8-32 ASSEMBLE OIL FILLER ASSEMBLY AND OIL FILLER STRAINER (Continued)

3. Turn handle (7) 1/8-turn clockwise and press down.



INSPECT

FOLLOW-ON MAINTENANCE: None

8-33

8-33 INSTALL OIL FILLER ASSEMBLY AND OIL FILLER STRAINER

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

Lockwire (E33)

Parts:

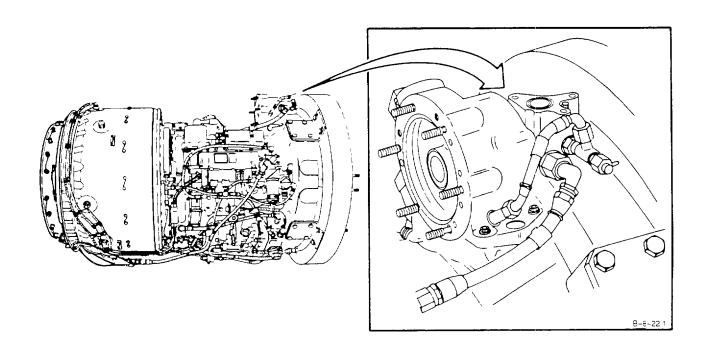
Packing

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

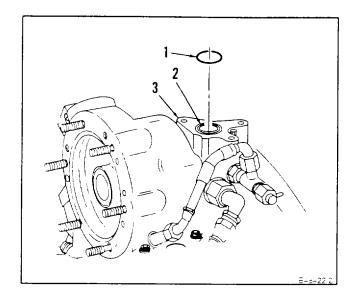
References:

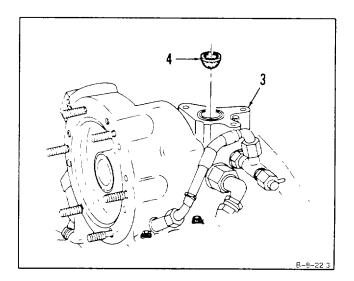
TM 1-2840-252-23P



- 1. Install packing (1) in groove (2) in housing (3).
- 2. Install oil filler strainer (4) in housing (3).

8-33

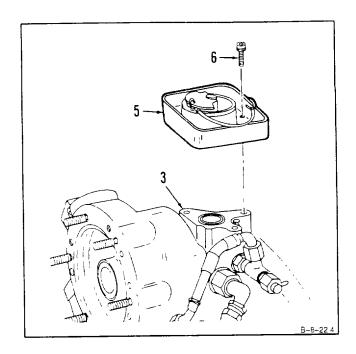




8-33

3. Install oil filler assembly (5) and three bolts (6) on housing (3). Lockwire bolts (6). Use lockwire (E33)

INSPECT



SECTION VII OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

8-34 REMOVE OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

8-34

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1-Quart

- Container,

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

References:

Task 1-80

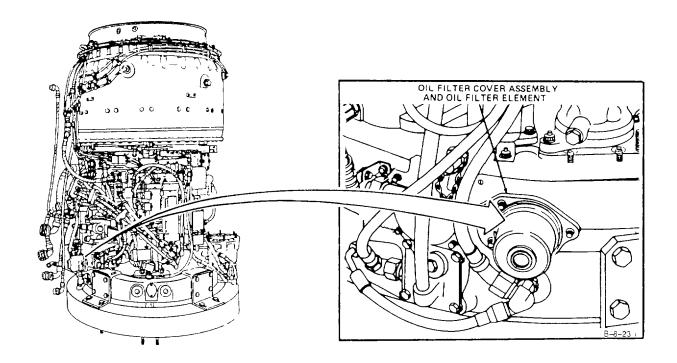
Equipment Condition:

Engine Oil System Drained (Task 1-69)

General Safety Instructions:

WARNING

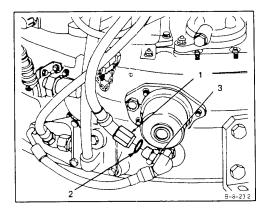
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

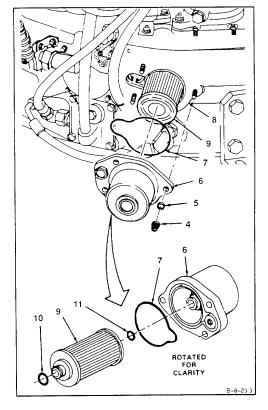


8-34 REMOVE OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT (Continued)

8-34

- 1. Disconnect hose assembly (1) and remove gasket (2) from tee (3).
- 2. Remove three nuts (4) and three washers (5). Remove lockwire and oil filtercover assembly (6).
- 3. Remove packing (7) from accessory gearbox assembly (8).
- 4. Remove oil filter element (9) from oil filter cover assembly (6) and remove packings (10 and 11).
- 5. **Inspect oil filter element (9).** There shall be no contamination. If contamination is found, inspect contaminated oil system (Ref. Task 1-80).





8-35 CLEAN OIL FILTER COVER ASSET[VBLY AND OIL FILTER ELEMENT

8-35

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Engine Oil System Drained (Task 1-69)
Oil Filter Cover Assembly and Oil Filter
Element Removed (Task 8-34)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Clean oil filter cover assembly (1) as follows:

- a. Wear gloves (E24). Immerse and agitate oil filter cover assembly (1) in dry cleaning solvent (E19). Use brush on outside surfaces.
 - b. Wipe outside surfaces dry with clean, dry, lint-free cloth (E30).

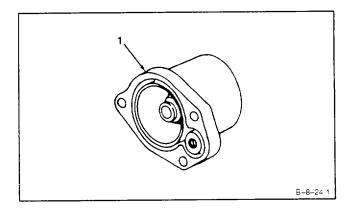
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

c. Wear goggles. Blow dry internal and external surfaces using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Oil Filter Cover Assembly and Oil Filter Element (Task 8-36).



8-36

8-36 INSPECT OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

Equipment Condition:

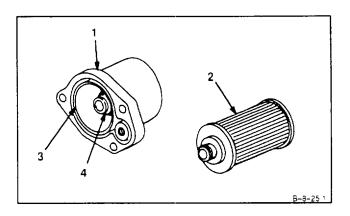
Off Engine Task

1. Inspect oil filter cover assembly (1) as follows:

- a. There shall be no cracks.
- b. There shall be no nicks, dents or scratches deeper than 0.015 inch.
- c. There shall be no nicks, dents or scratches deeper than 0.010 inch on packing grooves (3 and 4).
- 2. Inspect oil filter element (2) as follows:
- a. There shall be no damage.
- b. There shall be no contamination. If contamination is found, inspect contaminated oil system (Ref. Task 1-80).

FOLLOW-ON MAINTENANCE:

None



8-37 REPAIR OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

8-37

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Carborundum Stone (Ell) Crocus Cloth (E16) **Personnel Required:**

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

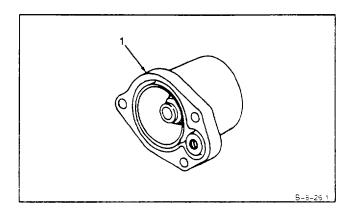
Off Engine Task

- 1. **Repair nicks, dents, and scratches on oil filter cover assembly (1)** up to <u>0.015 inch</u> deep. Blend repair. Use carborundum stone (EII).
- 2. Final polish using crocus cloth (E16).

INSPECT

FOLLOW-ON MAINTENANCE:

None



8-38

8-38 INSTALL OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 30-150 Inch-Pounds

Materials:

Lockwire (E33)

Parts:

Gasket

Oil Filter Element

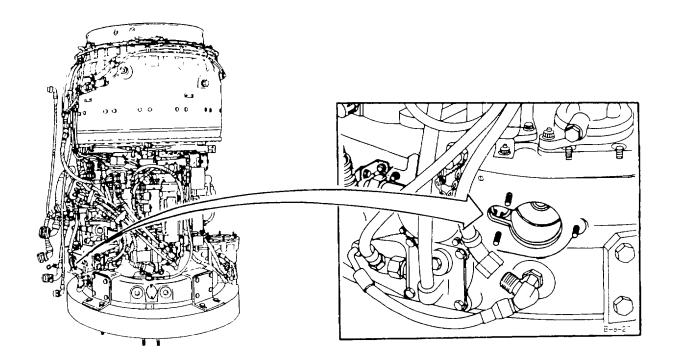
Packings

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P



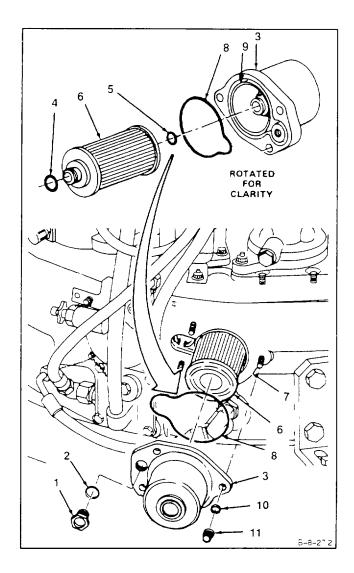
NOTE

If oil filter cover assembly is a replacement, do steps 1 and 2. If same oil filter cover assembly that was removed is to be installed, omit steps 1 and 2.

- 1. Remove plug (1) and packing (2) from removed oil filter cover assembly (3).
- 2. Install plug (1) and packing (2) on serviceable oil filter cover assembly (3).
- 3. Install packings (4 and 5) on oil filter element(6).

8-38

- 4. Install oil filter element (6) into accessory gearbox assembly (7).
- 5. Install packing (8) into oil filter cover assembly packing groove (9).
- 6. **Install oil filter cover assembly (3)**, on accessory gearbox assembly (7). Install three washers (10) and three nuts (11).



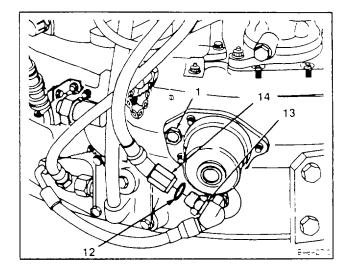
8-38 INSTALL OIL FILTER COVER ASSEMBLY AND OIL FILTER ELEMENT

- 7. Check if plug (1) is tight, and re-lockwire if required. Use lockwire (E33).
- 8. Install gasket (12) on tee (13) and connect hose assembly (14) to tee (13).

INSPECT

FOLLOW-ON MAINTENANCE:

Service Engine Oil System (Task 1-68).



SECTION VIII DUAL CHIP DETECTOR

8-39 REMOVE DUAL CHIP DETECTOR

8-39

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1-Quart

Materials:

Wiping Rag (E64)

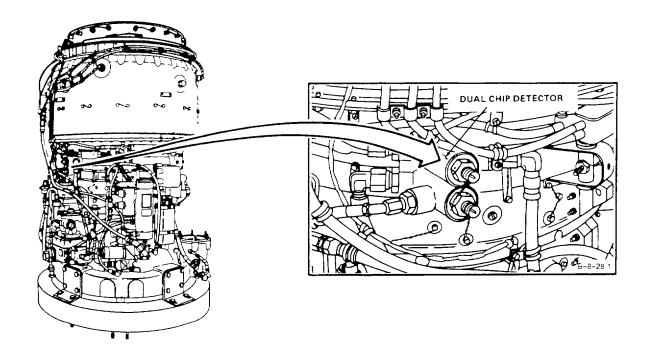
Personnel Required:

Aircraft Powerplant Repairer

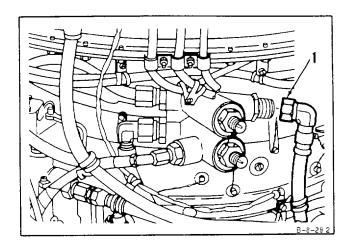
General Safety Instructions:

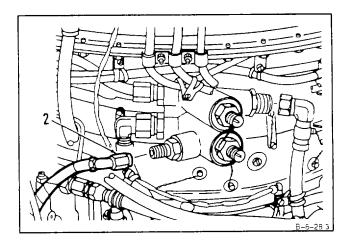
WARNING

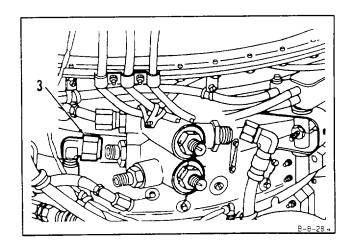
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



- 1. Disconnect hose assembly (1).
- 2. Disconnect hose assembly (2).
- 3. Disconnect hose assembly (3).



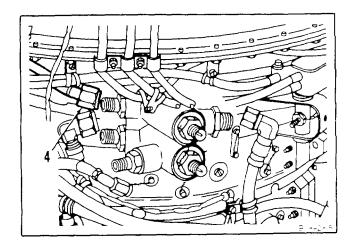


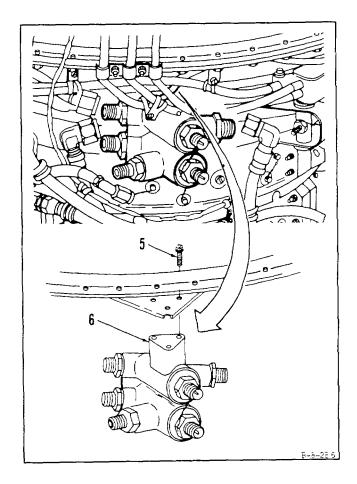


4. Disconnect hose assembly (4).

8-39

5. Remove lockwire, three bolts (5), and dual chip detector (6).





3-40 DISASSEMBLE DUAL CHIP DETECTOR

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Vise

Jaw Caps

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft-Powerplant Repairer

Equipment Condition:

Off Engine Task

Dual Chip Detector Removed (Task 8-39)

References:

Task 1-80

General Safety Instructions:

WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Remove lockwire, two magnetic chip detectors (1) and packings (2). Use vise with jaw caps.

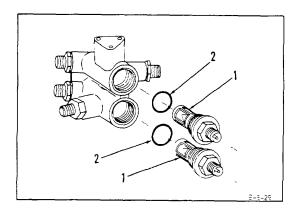
CAUTION

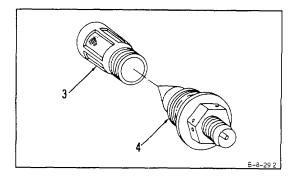
When removing filter from connector, be careful not to push in or deform screen of filter. Pushed in or deformed screen are cause for rejection.

NOTE

The following step applies to both magnetic chip detectors.

2. Unscrew and remove filter (3) from connector (4).

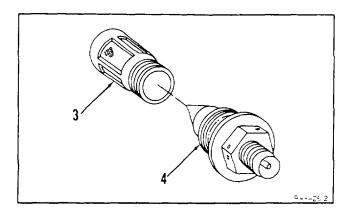




- 3. Inspect chip detector filter (3). There shall be no visible chips on screen. If numerous chips are found on the screen, it is an indication of component distress. Inspect the oil system for contamination (Ref. Task 1-80).
- 4. Inspect chip detector connector (4). There shall be no visible chips on the magnetic probe. If chips are found on the probe, it is an indication of component distress. Inspect the oil system for contamination (Ref. Task 1-80).

FOLLOW-ON MAINTENANCE:

None



8-41 CLEAN DUAL CHIP DETECTOR

8-41

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Dual Chip Detector Removed (Task 8-39)

Dual Chip Detector Disassembled (Task 8-40)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean housing (1) and two filters (2). Use dry cleaning solvent (E19) and brush.

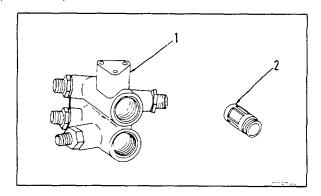
WARNING

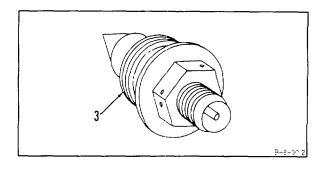
When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

- 2. Wear goggles. Blow dry housing (1) and filters (2), using clean, dry, compressed air.
- 3. Clean two connectors (3) with lint-free cloth (E30) dampened in dry cleaning solvent (E19)

FOLLOW-ON MAINTENANCE:

Inspect Dual Chip Detector (Task 8-42).





8-42 INSPECT DUAL CHIP DETECTOR

8-4

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials: None **Personnel Required:**

Aircraft Powerplant Inspector

References:

Task 1-80

Equipment Condition:

Off Engine Task

1. Inspect housing (1). There shall be no cracks.

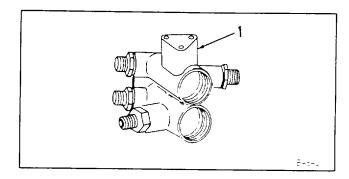
NOTE

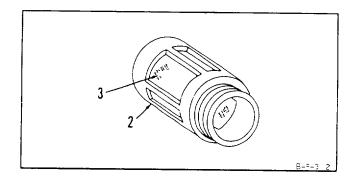
Following steps apply to both filters.

- 2. Inspect filter (2).
 - a. There shall be no tears, punctures, or broken wires in screen (3).
 - b. Screen (3) shall not be pushed in or broken away from filter (2).
 - c. There shall be no contamination.

NOTE

If there is contamination, further inspection of oil system must be done to determine cause. Inspect contaminated oil system (Ref. Task 1-80).





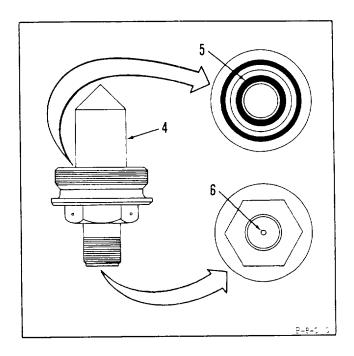
NOTE

Following steps apply to both connectors.

- 3. Inspect connector (4).
 - a. There shall be no cracks in phenolic insert (5).
 - b. Pin (6) shall not be broken or bent.
 - c. There shall be no corrosion on pin (6).

FOLLOW-ON MAINTENANCE:

None



8-43 REPAIR DUAL CHIP DETECTOR

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Goggles

Dry, Compressed Air Source

Materials:

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

NOTE

This repair is allowed, provided it does not cause pin to break or crack.

- 1. Straighten bent pin (1) of connector (2). Use long-nose pliers to gently move pin (1) until it is straight.
- 2. Remove corrosion from pin (1) of connector (2). Polish pin, using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (E16).

WARNING

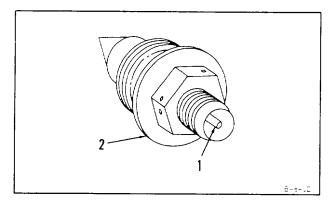
When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

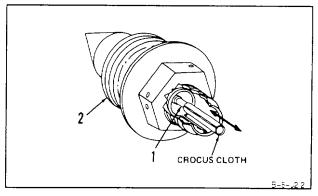
3. Wear goggles. Remove loosened particles, using clean, dry, compressed air.

INSPECT

FOLLOW-ON MAINTENANCE:

None





8-44 ASSEMBLE DUAL CHIP DETECTOR

8-44

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Vise Jaw Caps

Materials:

Lockwire (E33)

Parts:

Packings

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P

Equipment Condition:

Off Engine Task

NOTE

The following step applies to both magnetic chip detectors.

CAUTION

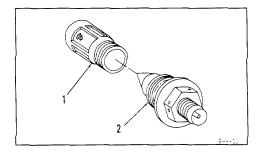
When installing filter on connector, be careful not to push in or deform screen or filter. Pushed in or deformed screen may cause false chip indications.

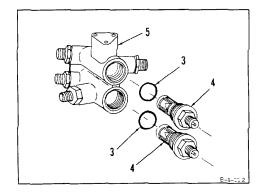
- 1. Install filter (1) on connector (2).
- 2. Install two packings (3) and magnetic chip detectors (4) in housing (5). Lockwire chip detector (4). Use lockwire (E33). Use vise with jaw caps.

INSPECT

FOLLOW-ON MAINTENANCE:

Test Dual Chip Detector (Task 8-45).





8-45 TEST DUAL CHIP DETECTOR	8-45
INITIAL SETUP	Materials:
Applicable Configurations:	None
All	Personnel Required:
Tools:	Aircraft Powerplant Repairer
Multimeter	Equipment Condition:
	Off Engine Task

1. Measure insulation resistance of magnetic chip detectors (1) as follows: Use multimeter.

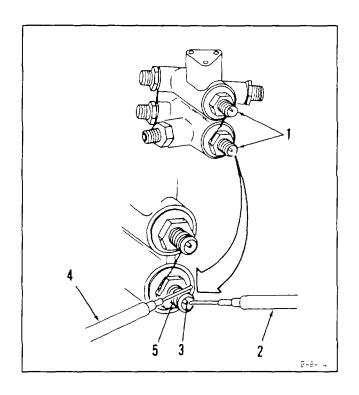
NOTE

The following steps apply to both magnetic chip detectors.

- a. Set multimeter range switch to R x 1000.
- b. Touch red probe (2) to pin (3).
- c. Touch black probe (4) to threads (5).
- d. Meter shall indicate 10 000 ohms, minimum.

FOLLOW-ON MAINTENANCE:

None



8-46 INSTALL DUAL CHIP DETECTOR 8-46

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Parts:

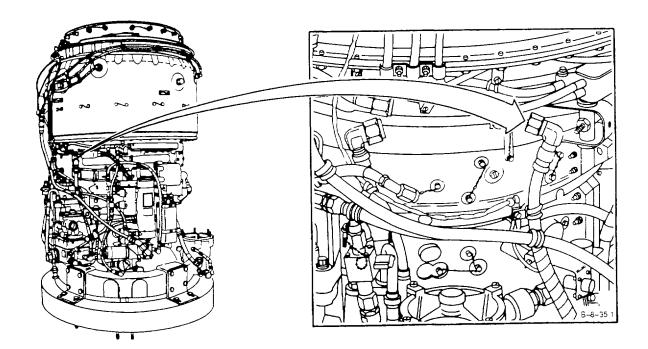
Packing

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

References:

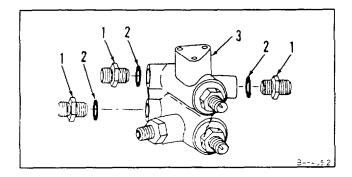
TM 1-2840-252-23P

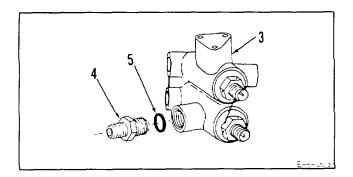


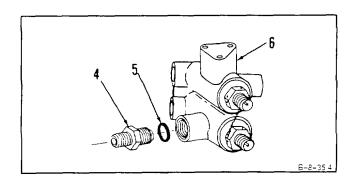
NOTE

If dual chip detector is a replacement, do steps 1 through 4. If same dual chip detector that was removed is to be installed, skip steps 1 through 4.

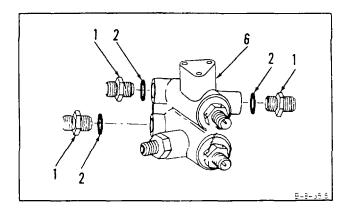
- 1. Remove three unions (1) and packings (2) from removed dual chip detector (3).
- 2. Remove reducer (4) and packing (5) from removed dual chip detector (3).
- 3. Install packing (5) and reducer (4) in serviceable dual chip detector (6).

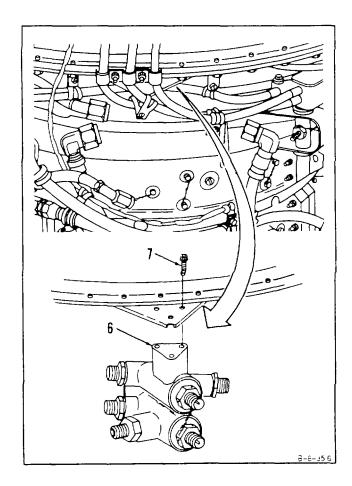




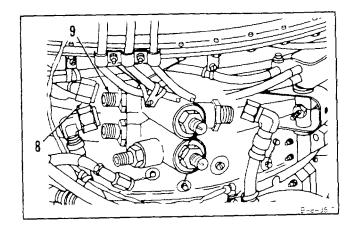


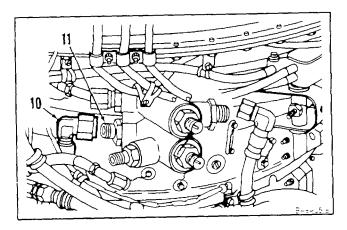
- 4. Install three packings (2) and unions (1) in serviceable dual chip detector (6).
- 5. Install dual chip detector (6) and three bolts (7). Lockwire bolts (7). Use lockwire (E33).

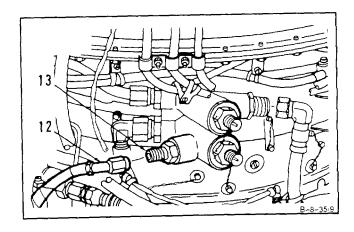




- 6. Connect hose assembly (8) to union (9).
- 7. Connect hose assembly (10) to union (11).
- 8. Connect hose assembly (12) to reducer (13).

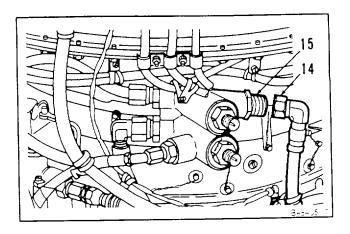






9. Connect hose assembly (14) to union (15).

INSPECT



SECTION IX OIL LINES

8-47 REMOVE HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO INLET HOUSING)

8-47

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit. NSN 5180-00-323-4944

Container, 1 Quart

Materials:

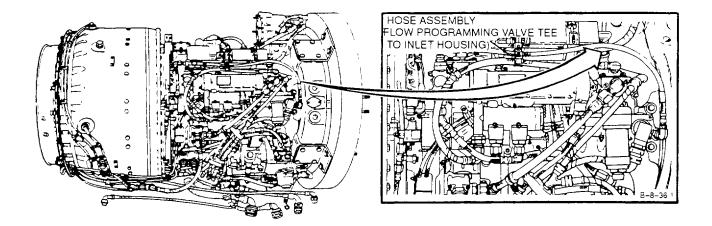
Wiping Rag (E64)

Personnel Required:

General Safety Instructions:

WARNING

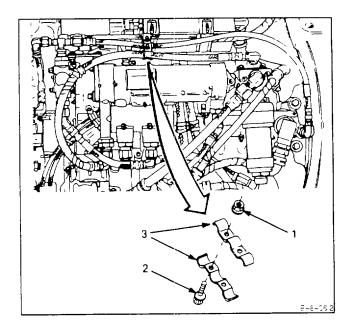
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

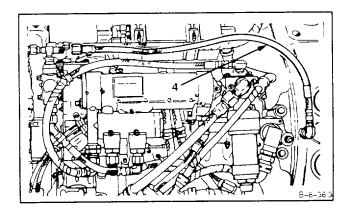


8-47 REMOVE HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO INLET HOUSING) (Continued)

8-47

- 1. Remove two nuts (1), two bolts (2), and two brackets (3).
- 2. Disconnect and remove hose assembly (4).





8-48 INSTALL HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO INLET HOUSING)

8-48

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

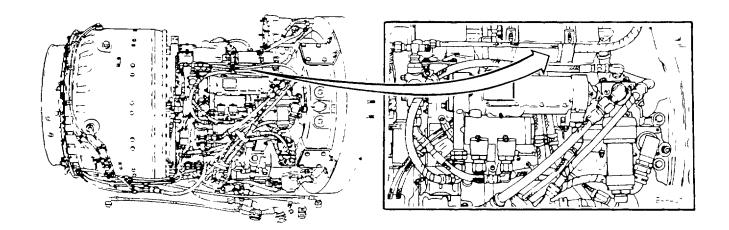
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit. NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

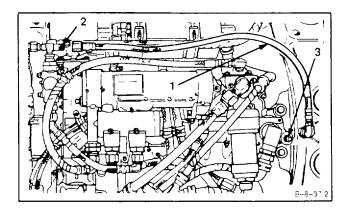


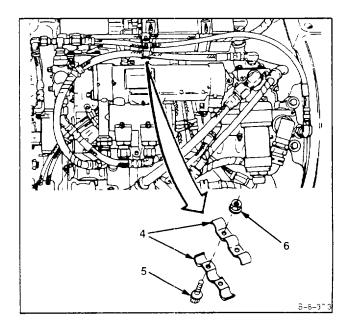
8-48 INSTALL HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO INLET HOUSING) (Continued)

8-48

- 1. Install hose assembly (1) on tee (2) and union (3).
- 2. Install two brackets (4), two bolts (5), and two nuts (6).

INSPECT





8-49 REMOVE HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TO INFLIGHT FILLING P ORT TEE)

9_40

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanics Tool Kit NSN 5180-00-323-4944 Container, 1 Quart

Materials:

Wiping Rag (E64)

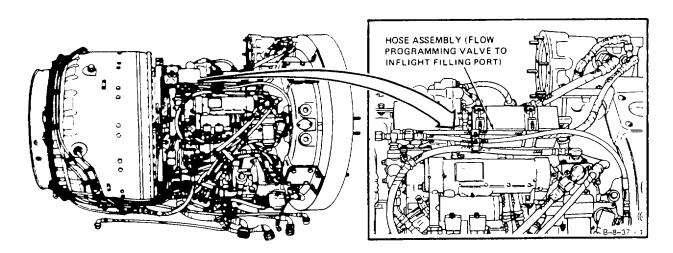
Personnel Required:

Aircraft Powerplant Repairer

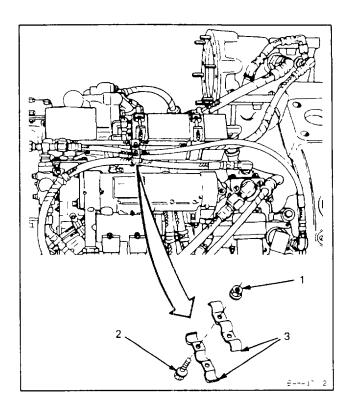
General Safety Instructions:

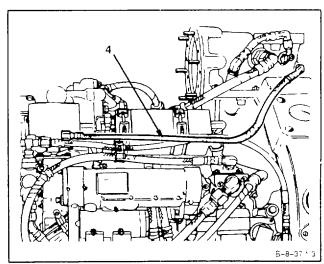
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



- 3. Remove two nuts (1), two bolts (2), and bracket assembly (3).
- 4. Disconnect and remove hose assembly (4).





8-50 INSTALL HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TO 8INFLIGHT FILLING PORT TEE)

INITIAL SETUP

Applicable Configurations:

All **Tools**:

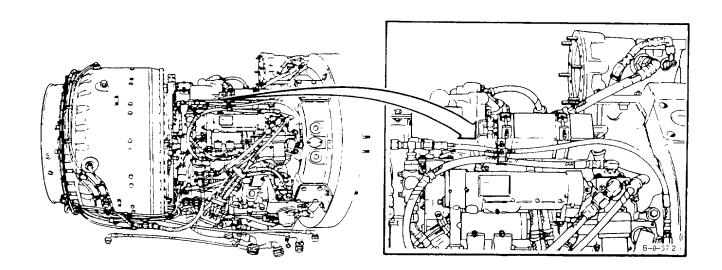
Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

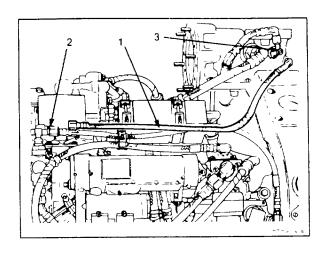
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

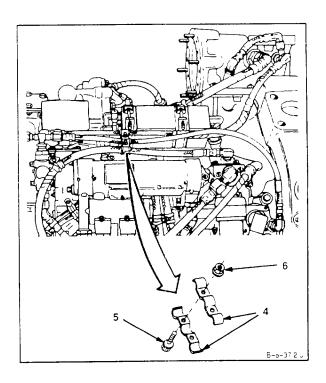


8-50

1. Install hose assembly (1) on tee (2), and union (3).



2. Install bracket assembly (4), two bolts (5), and two nuts (6).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-51 REMOVE HOSE ASSEMBLY (ACCESSORY GEARBOX ASSEMBLY TO OIL COOLER)

8-51

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

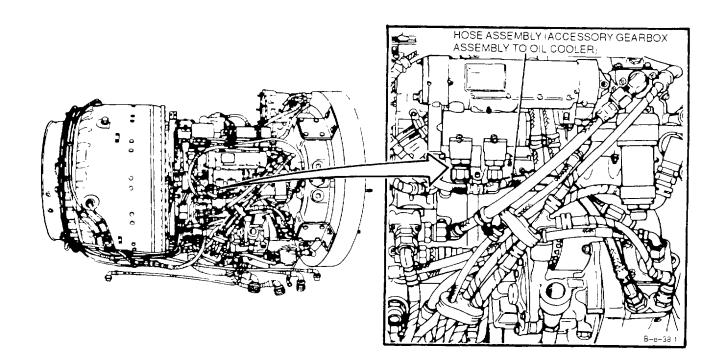
Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

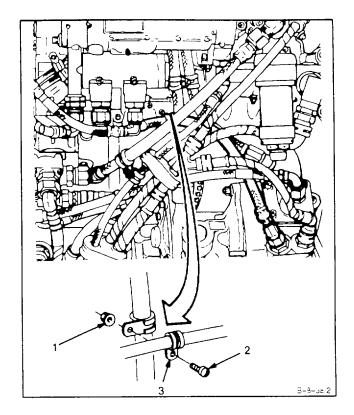
> Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



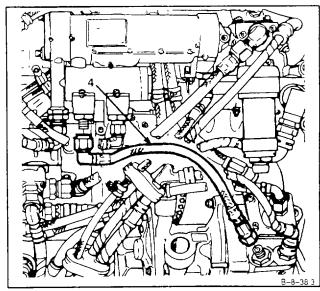
8-51 REMOVE HOSE ASSEMBLY (ACCESSORY GEARBOX ASSEMBLY TO OIL COOLER) (Continued)

8-51

1. **Remove** nut (1), screw (2), and **clamp** (3).



2. Disconnect and remove hose assembly (4).



8-52

INSTALL HOSE ASSEMBLY (ACCESSORY GEARBOX ASSEMBLY TO 8-52 **OIL COOLER)**

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

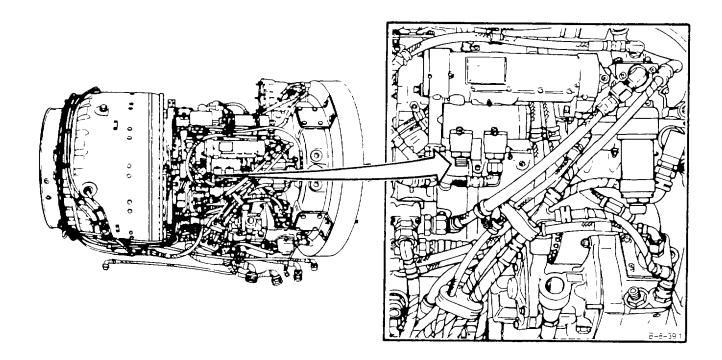
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Technical Inspection Tool Kit. NSN 5180-00-323-5114

Materials:

None

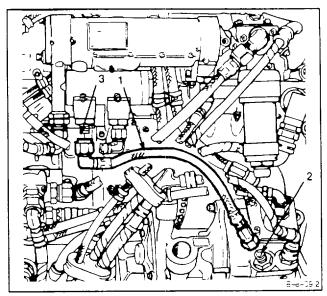
Personnel Required:
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



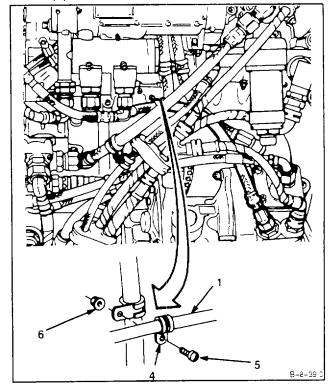
8-52 INSTALL HOSE ASSEMBLY (ACCESSORY GEARBOX ASEMBLY TO OIL COOLER) (Continued)

8-52

1. Install hose assembly (1) on union (2) and reducer (3).



2. Install clamp (4) on hose assembly (1), and install screw (5) and nut (6).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-53 REMOVE HOSE ASSEMBLY (OIL COOLER TO FLOW PROGRAMMING VALVE)

8-53

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit NSN 5180-00-323-4944

Container, 1 Quart

Materials:

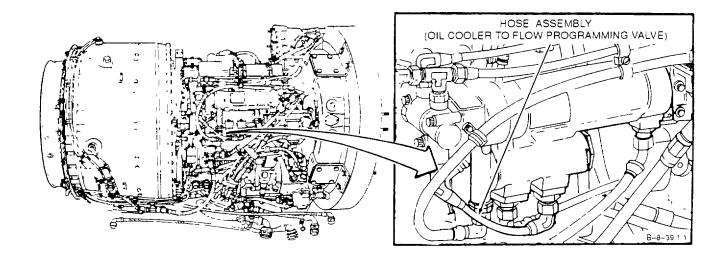
Wiping Rag (E64) **Personnel Required:**

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

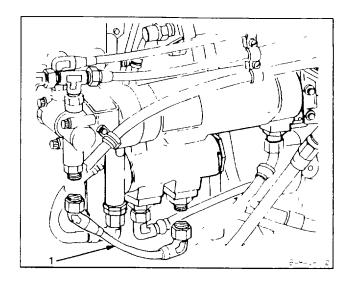
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



8-53 REMOVE HOSE ASSEMBLY (OIL COOLER TO FLOW PROGRAMMING VALVE) (Continued)

8-53

1. Disconnect and remove hose assembly (1).



8-54

8-54 INSTALL HOSE ASSEMBLY (OIL COOLER TO FLOW PROGRAMMING

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

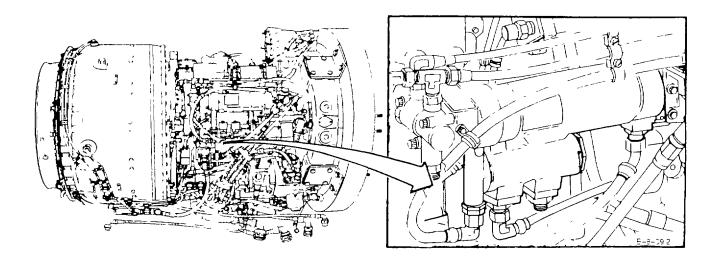
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

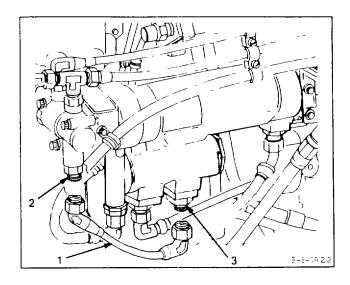
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



8-54 INSTALL HOSE ASSEMBLY (OIL COOLER TO FLOW PROGRAMMIN VALVE) (Continued)

8-54

1. Install hose assembly (1) on union (2) and reducer (3).



INSPECT

8-55 REMOVE HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO NO. 2 BEARING PRESSURE CONNECTOR)

8-55

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

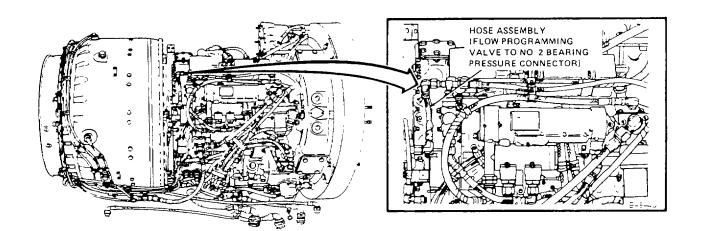
Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

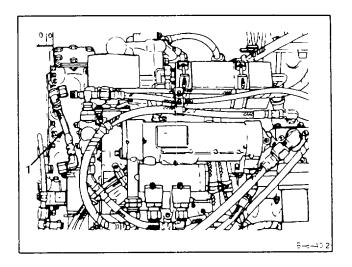
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



8-55 REMOVE HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO NO. 2 BEARING PRESSURE CONNECTOR (Continued)

8-55

1. Disconnect and remove hose assembly (1).



8-56 INSTALL HOSE ASSEMBLY (FLOW PROGRAMMING VALVE TEE TO NO. 2 BEARING PRESSURE CONNECTOR)

8-56

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

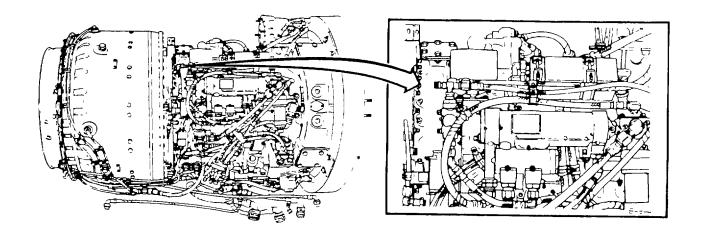
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

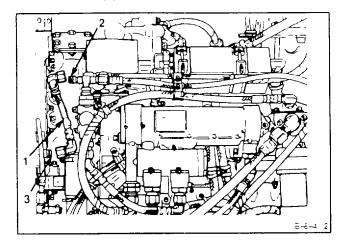
None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



1. Install hose assembly (1) on tee (2) and No. 2 bearing pressure connector (3).



INSPECT

8-57

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Container, 1 C

Materials:

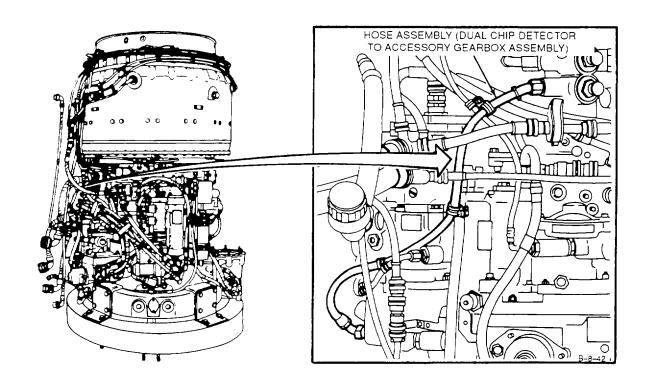
Wiping Rag (E64) **Personnel Required:**

Aircraft Powerplant Repairer

General Safety Instructions:

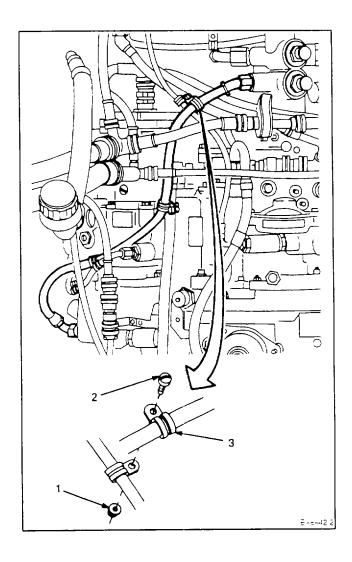
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



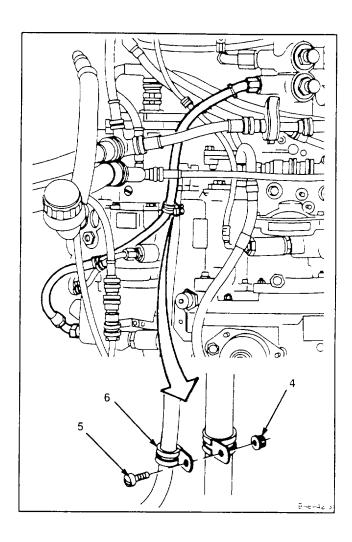
8-57

1. Remove nut (1), screw (2), and clamp (3).



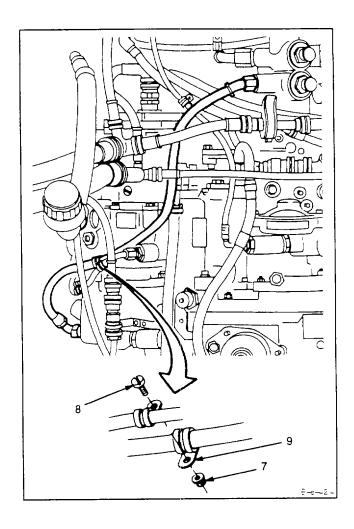
8-57

2. Remove nut (4). screw (5), and clamp (6).



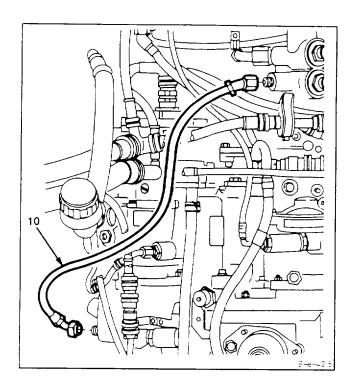
8-57

3. Remove nut (7), screw (8), and clamp (9).



8-57

4. Disconnect and remove hose assembly (10).



8-58 INSTALL HOSE ASSEMBLY (DUAL CHIP DETECTOR TO ACCESSORY 8-58 GEARBOX ASSEMBLY)

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

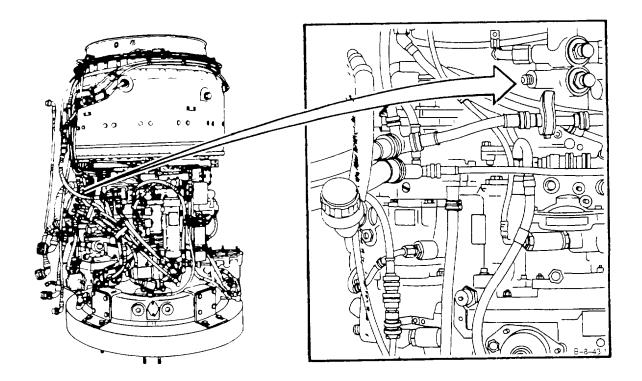
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

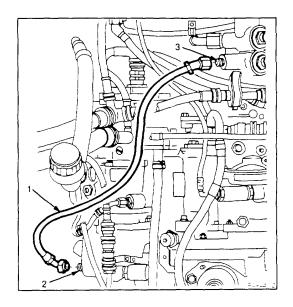
None

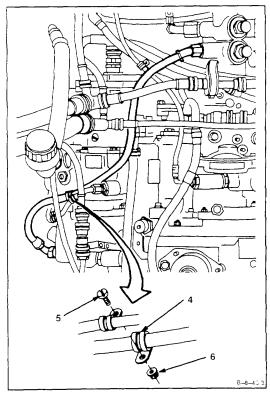
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

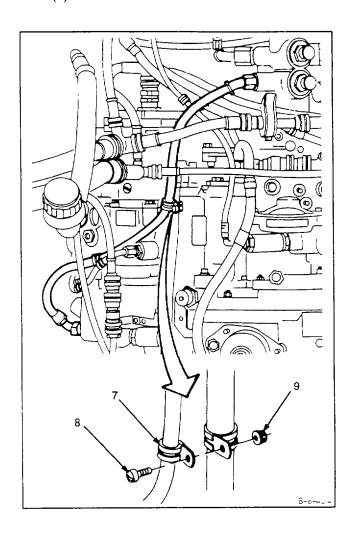


- 1. Install hose assembly (1) on reducer (2) and adapter (3).
- 2. Install clamp (4), screw (5), and nut (6).





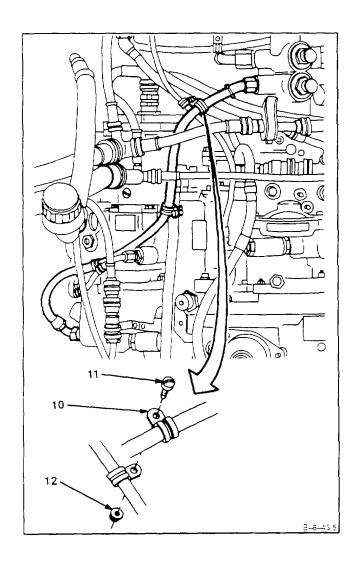
3. Install clamp (7), screw (8), and nut (9).



8-58

4. Install clamp (10), screw (11), and nut (12).

INSPECT



8-59 REMOVE HOSE ASSEMBLY (DUAL CHIP DETECTOR TO ACCESSORY GEARBOX COLLECTOR)

8-59

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Materials:

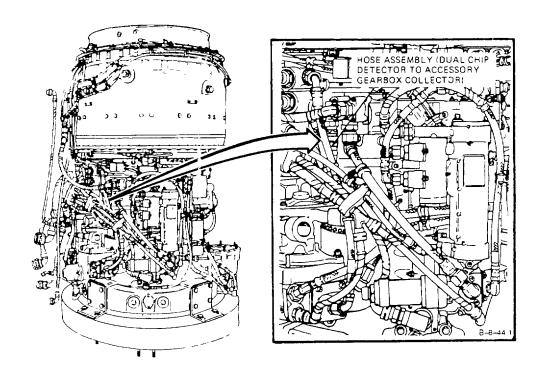
Wiping Rag (E64)

Personnel Required:

General Safety Instructions:

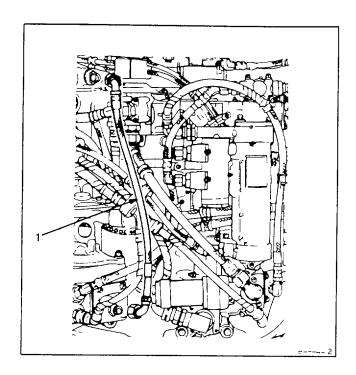
WARNING

Prolonged contact with lubricating oil may irritate the skin. Use in ventilated areas and minimize breathing vapor, mist or fumes. Do not store near heat, sparks or flame. Avoid prolonged contact with skin. Wash contacted areas with soap and water. If irritation of skin results, get medical attention. In case of eye contact, flush with water and get medical attention. Do not take internally. If ingested, get medical attention. Do not induce vomiting.



8-59

1. Disconnect and remove hose assembly (1).



8-60 INSTALL HOSE ASSEMBLY (DUAL CHIP DETECTOR TO ACCESSORY GEARBOX COLLECTOR)

8-60

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

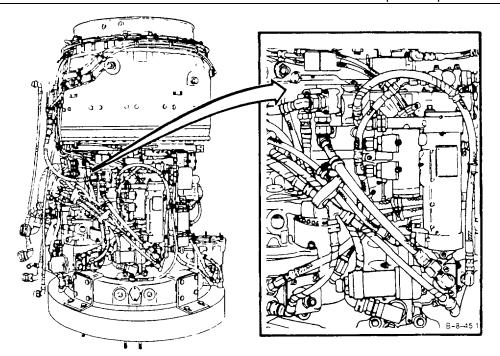
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

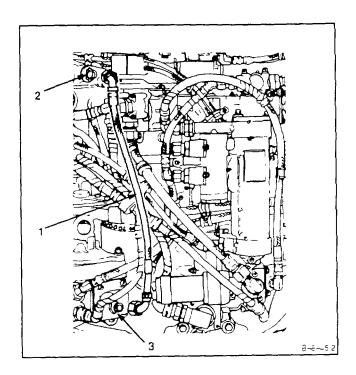
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



8-60 INSTALL HOSE ASSEMBLY (DUAL CHIP DETE CTOR TO ACCESSORY GEARBOX COLLECTOR) (Continued)

8-60

1. Install hose assembly (1) on union (2) and nipple (3).



8-61 REMOVE HOSE ASSEMBLY (DUAL CHIP DETECTOR TO AIR DIFFUSER ASSEMBLY)

8-61

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

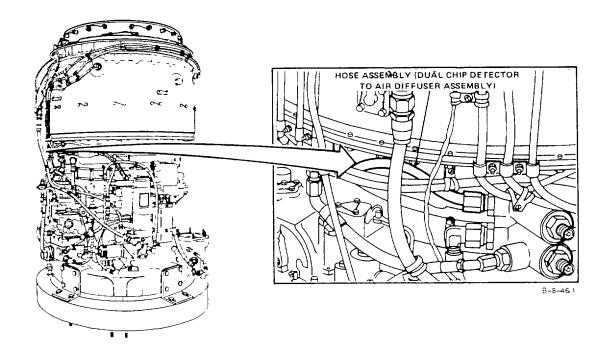
Container 1 Quart

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer



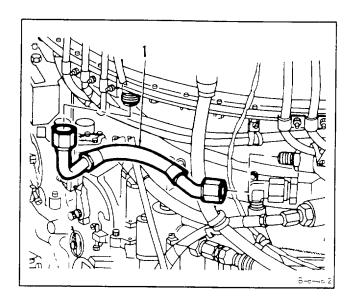
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and remove hose assembly (1).

FOLLOW-ON MAINTENANCE:

None



8-62 INSTALL HOSE ASSEMBLY (DUAL C HIP DETECTOR TO AIR DIFFUSER ASSEMBLY) 8-6

INITIAL SETUP

Applicable Configurations:

All **Tools**:

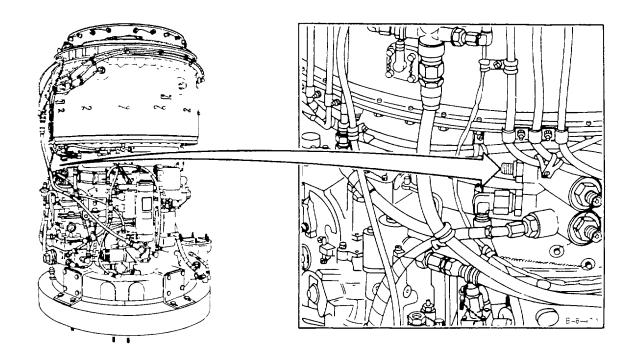
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

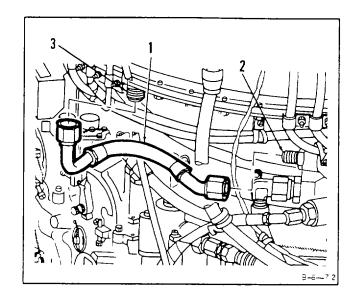


8-62 INSTALL HOSE ASSEMBLY (DUAL CHIP DETEC TOR TO AIR DIFFUSER ASSEMBLY) (Continued)

8-62

1. Install hose assembly (1) to unions (2 and 3).

INSPECT



8-63 REMOVE HOSE ASSEMBLY (MAIN OIL PUMP TO DUAL CHIP DETECTOR

8-63

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

Personnel Required:

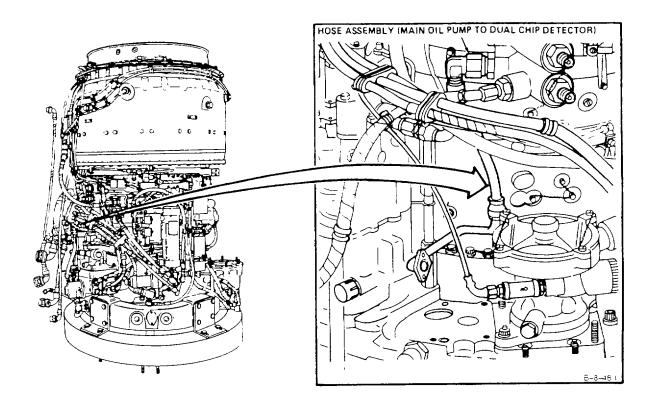
Aircraft Powerplant Repairer

Equipment Condition:

Main Oil Pump, Speed Pickup Assembly, Scavenge Oil Screen, and Related Parts Removed (Task 8-1)

Tube Assembly Removed (Inlet Housing to Main

Oil Pump) (Task 8-65)



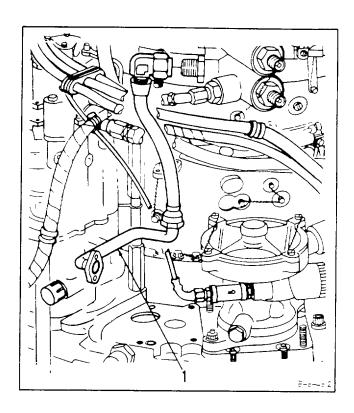
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and remove hose assembly (1).

FOLLOW-ON MAINTENANCE:

None



8-64 INSTALL HOSE ASSEMBLY (MAIN OIL PUMP TO DUAL CHIP DETECTOR)

8-64

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

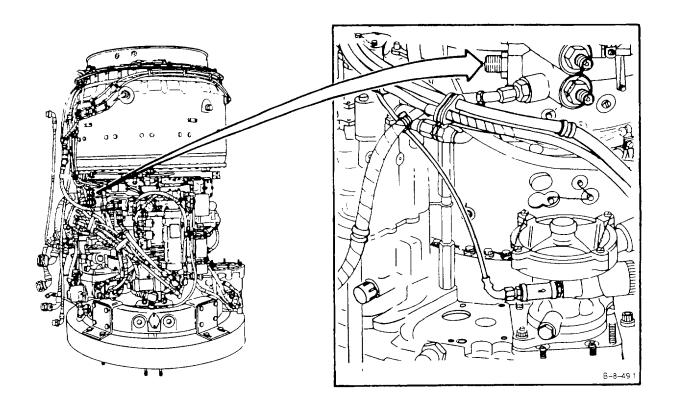
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



8-64 INSTALL HOSE ASSEMBLY (MAIN OIL PUMP TO DUAL CHIP DETECTOR) (Continued)

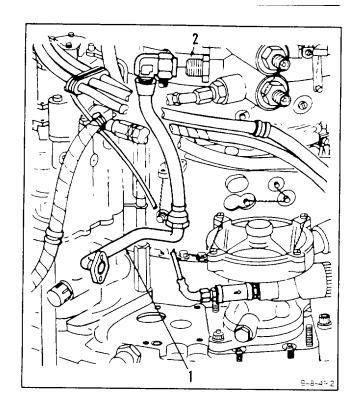
8-64

1. Install hose assembly (1) on union (2).

INSPECT

FOLLOW-ON MAINTENANCE:

Install Main Oil Pump, Speed Pickup Assembly, Scavenge Oil Screen, and Related Parts (Task 8-6). Install Tube Assembly (Inlet Housing to Main Oil Pump) (Task 8-66).



8-65 REMOVE TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP)

8-65

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

Wiping Rag (E64) **Personnel Required:**

Aircraft Powerplant Repairer

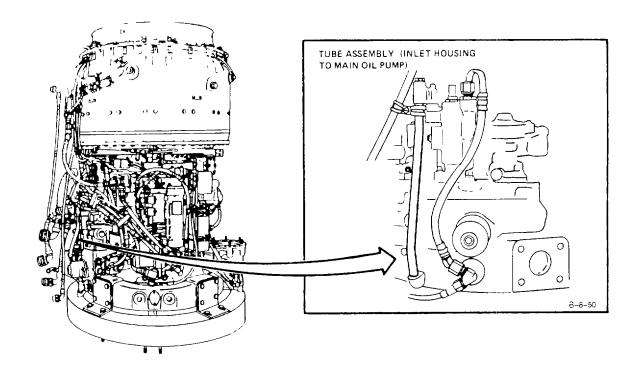
Equipment Condition:

Engine Oil System Drained (Task 1-69)

General Safety Instructions:

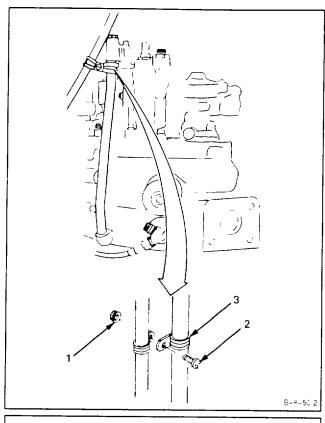
WARNING

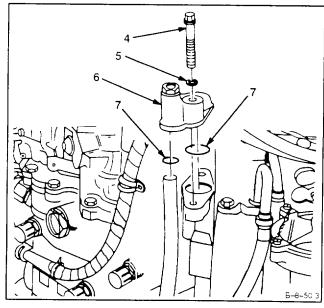
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



8-65 REMOVE TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) 8-65 (Continued)

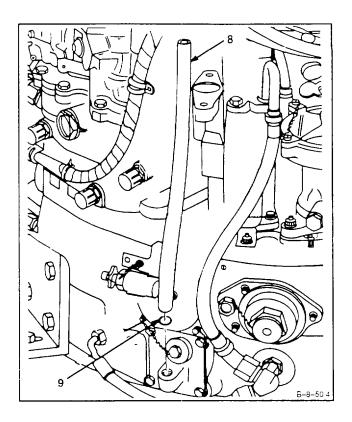
- 1. Remove nut (1), screw (2), and clamp (3).
- 2. Remove lockwire, two bolts (4), two washers (5), connector (6), and two packings (7).





8-65 REMOVE TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) 8-65 (Continued)

3. Remove tube assembly (8) and packing (9).



8-66 INSTALL TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP)

8-66

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Parts:

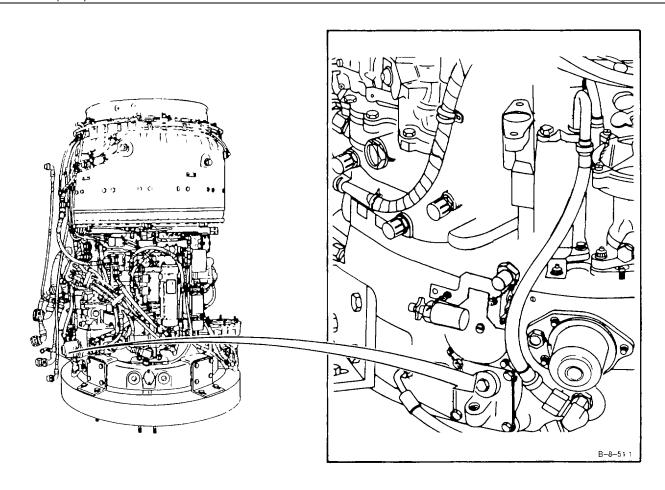
Packings

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

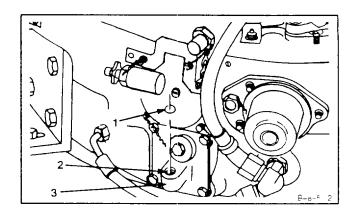
References:

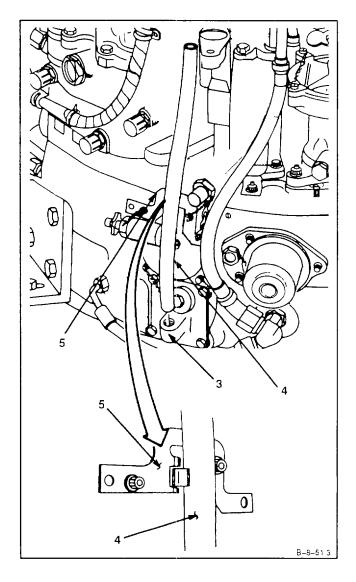
TM 1-1520-252-10 Task 8-65



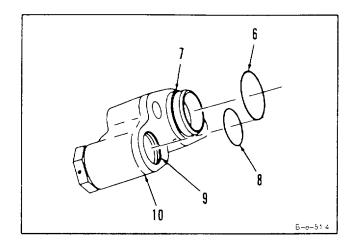
8-66 INSTALL TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) 8-66 (Continued)

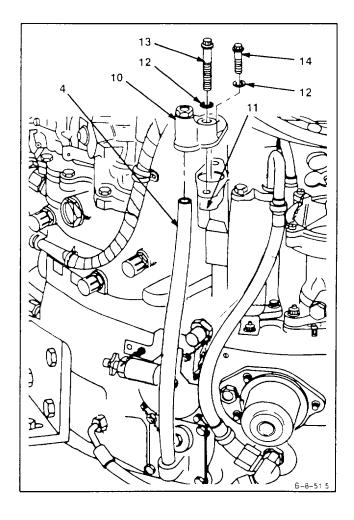
- 1. Install packing (1) in groove (2) in cover assembly (3).
- 2. Install tube assembly (4) in cover assembly (3) and bracket (5).





- 3. Install packing (6) in groove (7) and packing (8) in groove (9) of connector (10).
- 4. Install connector (10) on tube assembly (4), and oil pump (11). Install two washers (12), bolt (13), and bolt (14).





8-66 INSTALL TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) (Continued)

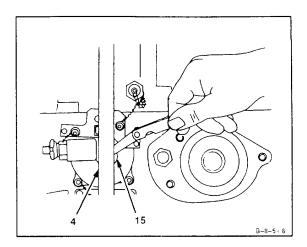
8-66

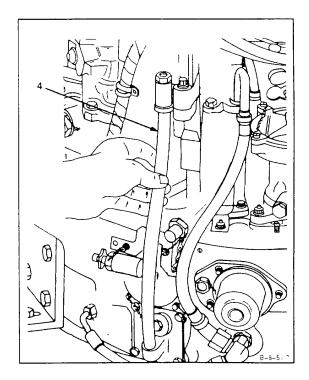
- 5. Check for proper installation of tube assembly (4) as follows:
 - a. Check clearance between tube assembly (4) and washer (15). Clearance shall be 0.002 inch minimum.
- b. Check tube assembly (4) for freedom of movement in all directions. Tube assembly (4) shall be free to move forward and aft a total of <u>3/32 inch</u> minimum. Tube assembly (4) shall be free to move sideways a total of <u>0.002 inch</u> minimum. Tube Assembly (4) shall be free to move radially a total of <u>0.004 inch</u> minimum.

INSPECT

NOTE

If clearance is not obtained or if tube assembly is not free to move, go to step 6. If proper clearance is obtained and tube assembly is free to move, go to step 9.





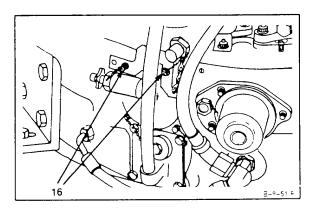
8-66 INSTALL TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) 8-66 (Continued)

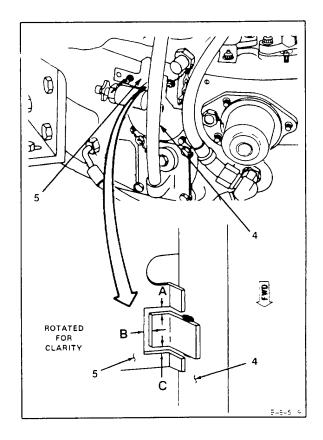
6. Remove lockwire and loosen bolts (16).

CAUTION

In following step 7, make sure bracket is positioned properly. This will ensure that tube assembly does not hit housing at either end when engine is hot. This could cause tube assembly to bend and result in oil leakage.

7. Reposition bracket (5) to obtain equal clearance at points A, B, and C between bracket (5) and tube assembly (4).



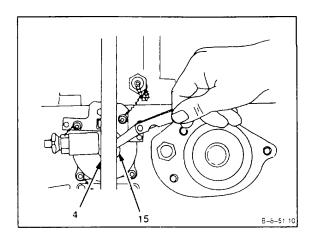


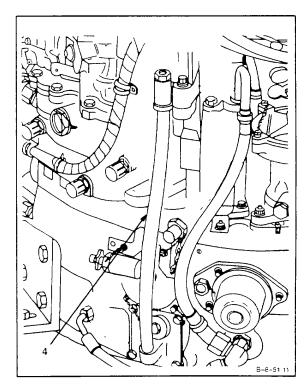
8. Check for proper installation of tube assembly (4) as follows:

- a. Check clearance between tube assembly (4) and washer (15). Clearance shall be 0.002 inch minimum.
- b. Check tube assembly (4) for freedom of movement in all directions. Tube assembly (4) shall be free to move forward and aft a total of <u>3/32 inch</u> minimum. Tube assembly (4) shall be free to move sideways a total of <u>0.002 inch</u> minimum. Tube assembly (4) shall be free to move radially a total of <u>0.004 inch</u> minimum.

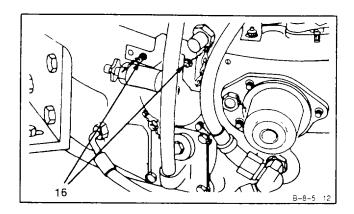
NOTE

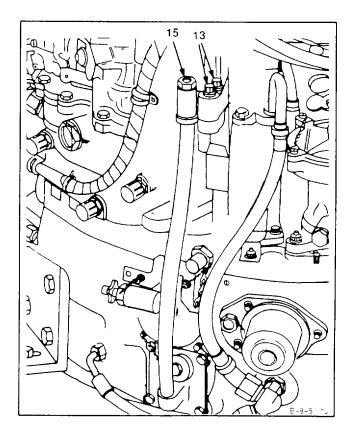
If proper clearance and freedom of movement is still not obtained, remove tube assembly (Ref. Task 8-65) and install serviceable tube assembly (Steps 1 thru 8).





- 9. Install two bolts (16) and lockwire. Use lockwire (E33).
- 10. Lockwire bolts (13) and plug (15). Use lockwire (E33).



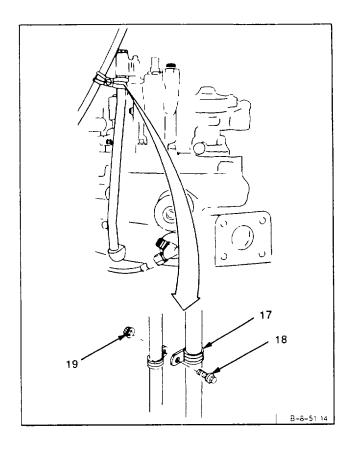


8-66 INSTALL TUBE ASSEMBLY (INLET HOUSING TO MAIN OIL PUMP) 8-66 (Continued)

11. Install clamp (17), screw (18), and nut (19).

INSPECT

FOLLOW-ON MAINTENANCE: Service Engine Oil System (Task1-68)



8-67 REMOVE TUBE ASSEMBLY (MAIN OIL PUMP TO INLET HOUSING OIL SCAVENGE TEE)

8-67

INITIAL SETUP

Applicable Configurations:

Αll

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

Materials:

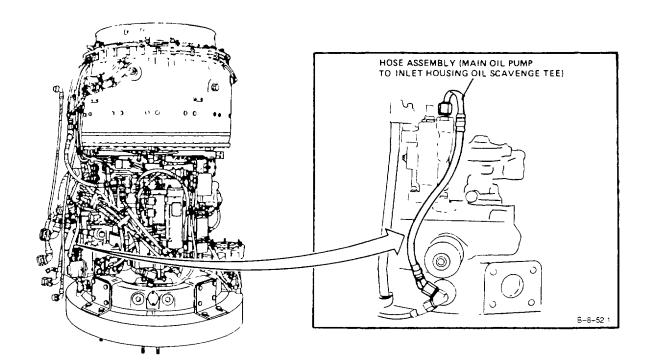
Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Engine Oil System Drained (Task 1-69)



WARNING

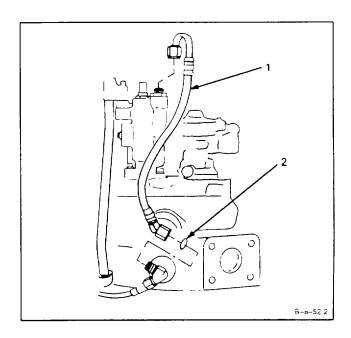
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and remove tube assembly (1) and gasket (2).

FOLLOW-ON MAINTENANCE:

None

8-67



8-68

8-68 INSTALL TUBE ASSEMBLY (MAIN OIL PUMP TO INLET HOUSING OIL SCAVENGE TEE)

INITIAL SETUP

Applicable Configurations:

All **Tools:**

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials: None Parts:

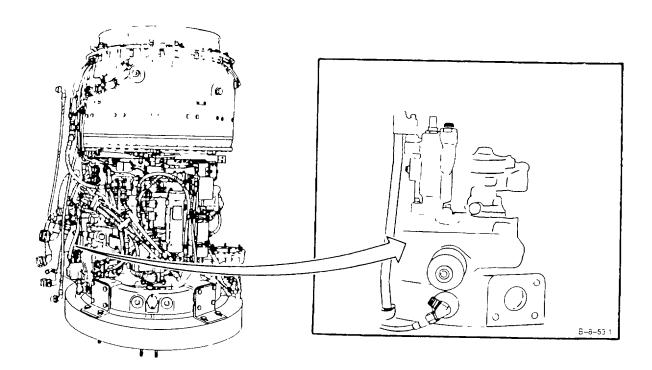
Gasket

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P



8-68 INSTALL TUBE ASSEMBLY (MAIN OIL PUMP TO INLET HOUSING OIL SCAVENGE TEE) (Continued)

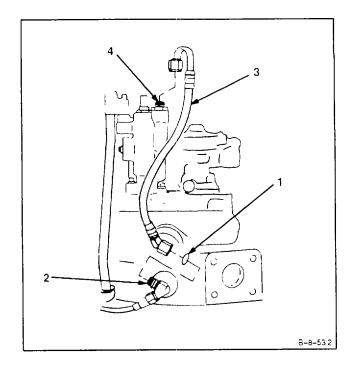
8-68

1. Install gasket (1) on tee (2) and install tube assembly (3) on nipple (4) and tee (2).

INSPECT

FOLLOW-ON MAINTENANCE:

Service Engine Oil System (Task1-68)



8-69 REMOVE TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE TUBE ASSEMBLY TO MAIN OIL PUMP FLANGE)

8-69

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1 Quart

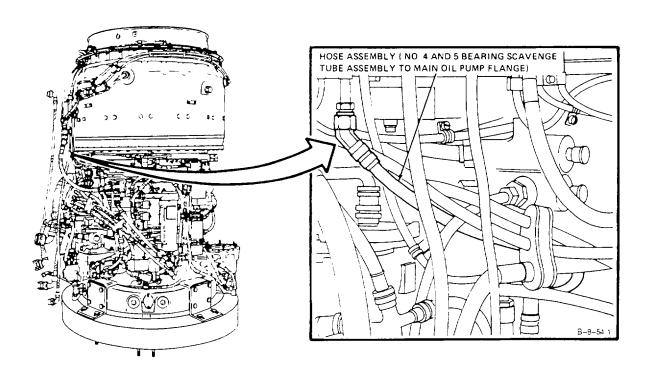
Materials:

Wiping Rag (E64) **Personnel Required:**

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

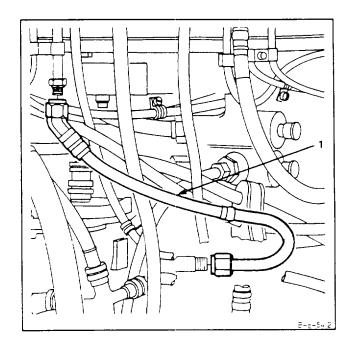


8-69 REMOVE TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE TUBE ASSEMBLY TO MAIN OIL PUMP FLANGE) (Continued)

8-69

1. Disconnect and remove hose assembly (1).

FOLLOW-ON MAINTENANCE: None



8-70 INSTALL TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE TUBE ASSEMBLY TO MAIN OIL PUMP FLANGE)

8-70

INITIAL SETUP

Applicable Configurations:

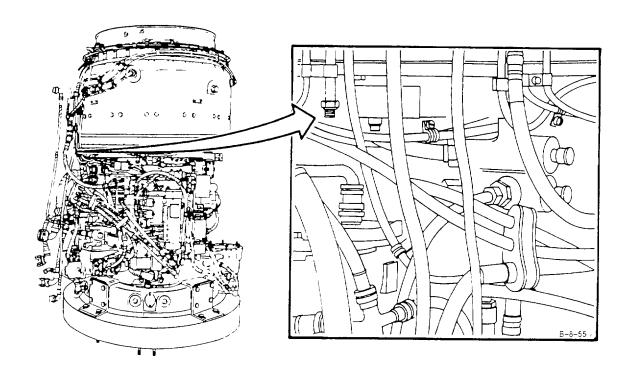
ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



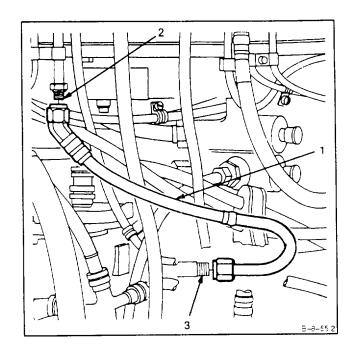
8-70 INSTALL TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE TUBE ASSEMBLY TO MAIN OIL PUMP FLANGE) (Continued)

8-70

1. Install hose assembly (1) on tube assembly (2) and flange (3).

INSPECT

FOLLOW-ON MAINTENANCE: None



8-71 REMOVE TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE CONNECTOR TO TUBE ASSEMBLY)

8-71

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart Open-End Wrench (T24)

Materials:

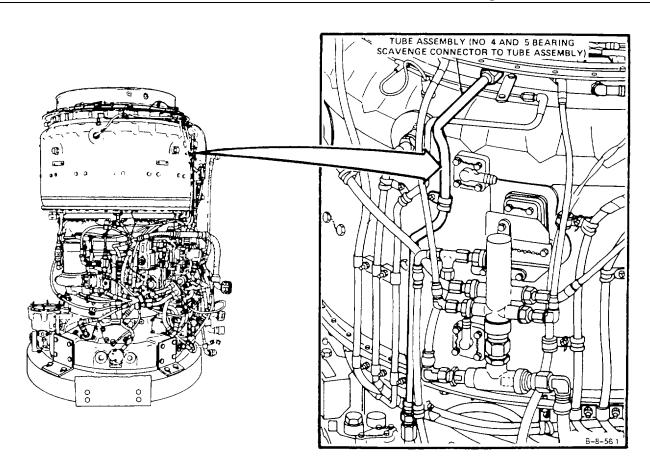
Wiping Rag (E64)

Personnel Required:

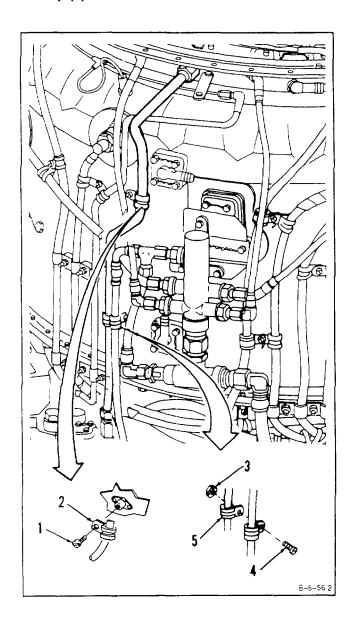
Aircraft Powerplant Repairer

General Safety Instructions: WARNING

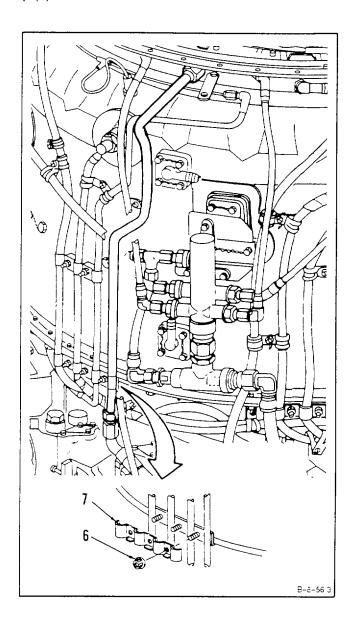
Prolonged contact with lubricating oil may irritate the skin. Use in ventilated areas and minimize breathing vapor, mist or fumes. Do not store near heat, sparks or flame. Avoid prolonged contact with skin. Wash contacted areas with soap and water. If irritation of skin results, get medical attention. In case of eye contact, flush with water and get medical attention. Do not take internally. If ingested, get medical attention. Do not induce vomiting



- 1. Remove lockwire, screw (1), and clamp (2).
- 2. Remove nut (3), screw (4), and clamp (5).



3. Remove three nuts (6) and strap (7).



CAUTION

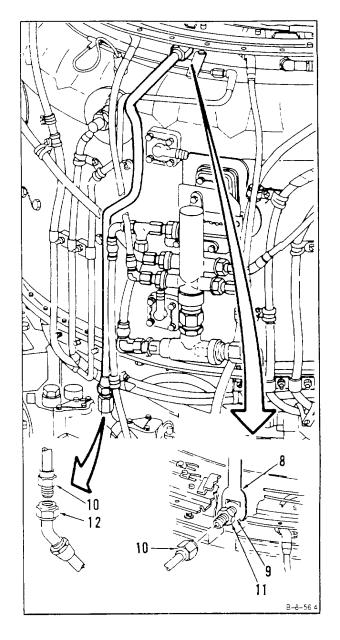
In following step, hold No. 4 and 5 bearing scavenge adapter using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

- 4. Place open-end wrench (T24) (8) on No. 4 and 5 bearing scavenge adapter (9).
- 5. Disconnect tube assembly (10) from reducer (11).
- 6. Disconnect tube assembly (10) from tube assembly (12) and remove tube assembly (10).

FOLLOW-ON MAINTENANCE:

None

8-71



8-72 INSTALL TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE CONNECTOR TO TUBE ASSEMBLY)

8-72

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

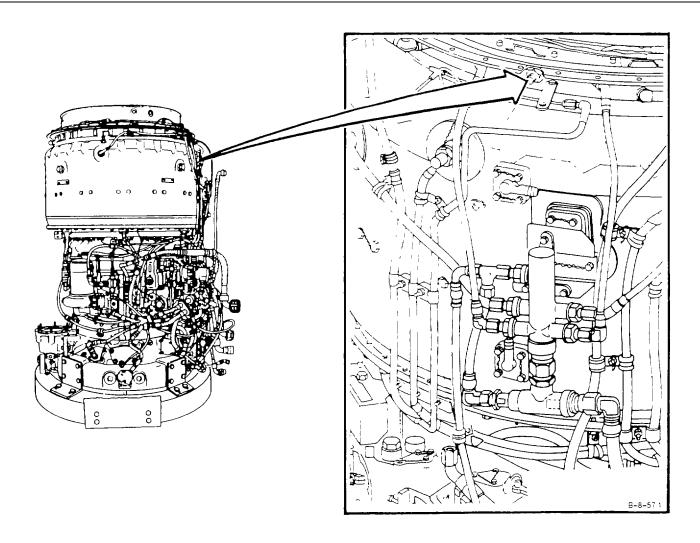
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Open-End Wrench (T24) Torque Wrench

Materials:

Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

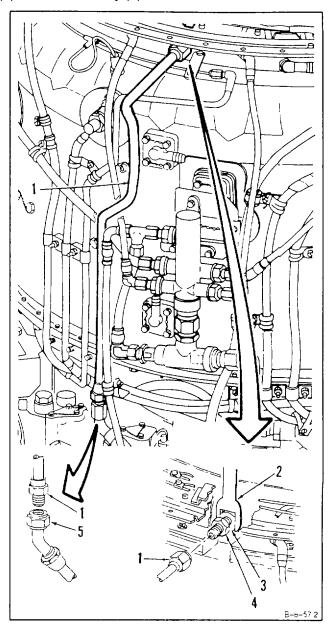


CAUTION

In following step, hold No. 4 and 5 bearing and scavenge adapter using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

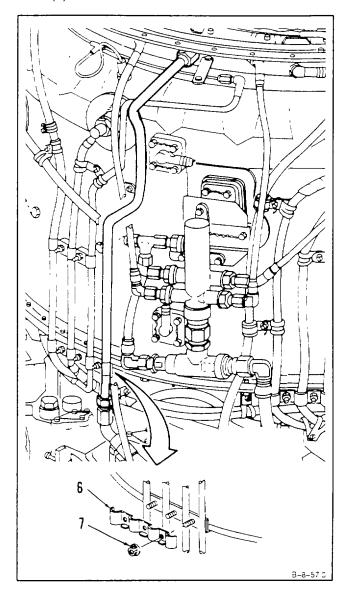
1. Install tube assembly (1) as follows:

- a. Place open-end wrench (T24) (2) on No. 4 and 5 bearing scavenge adapter (3).
- b. Connect tube assembly (1) to reducer (4).
- c. Connect tube assembly (1) to tube assembly (5).



8-72 INSTALL TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE CONNECTOR TO TUBE ASSEMBLY) (Continued)

2. Install strap (6) and three nuts (7).

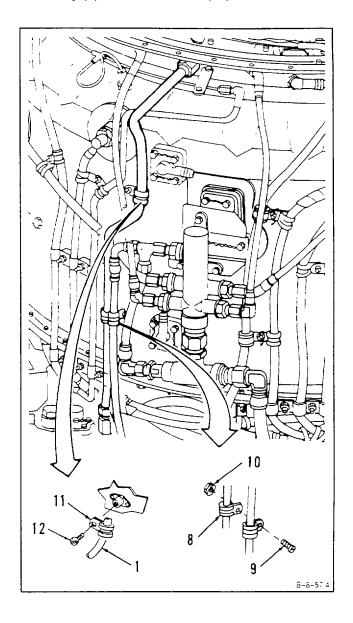


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8-72 INSTALL TUBE ASSEMBLY (NO. 4 AND 5 BEARING SCAVENGE CONNECTOR TO TUBE ASSEMBLY) (Continued)

8-72

- 3. Install clamp (8), screw (9), and nut (10).
- 4. Install clamp (11) on tube assembly (1) and install screw (12). Lockwire screw. Use lockwire (E33).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-73 REMOVE TUBE ASSEMBLY (NO. 2 BEARING PRESSURE CONNECTOR TO TEE AND SNUBBER)

8-73

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

Powerplant Mechanic's Tool kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

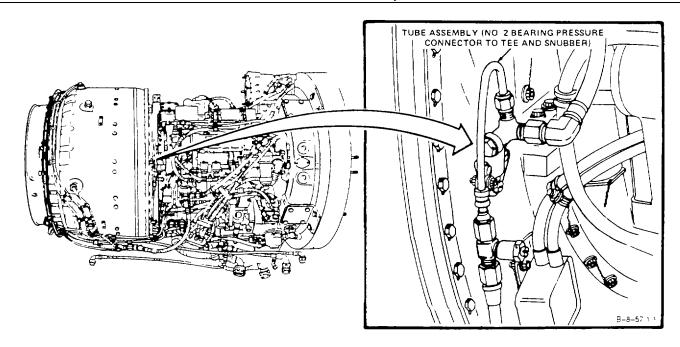
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

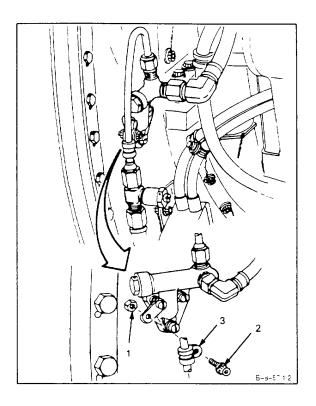
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted areas of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



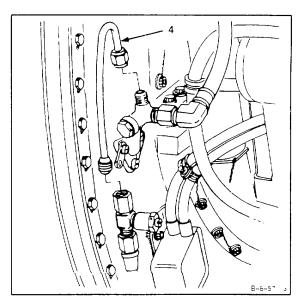
8-73 REMOVE TUBE ASSEMBLY (NO. 2 BEARING PRESSURE CONNECTOR TO TEE AND SNUBBER) (Continued)

8-73

1. Remove nut (1), bolt (2), and clamp (3).



2. Disconnect and remove tube assembly (4).



FOLLOW-ON MAINTENANCE: None

END OF TASK

8-74 INSTALL TUBE ASSEMBLY (NO. 2 BEARING PRESSURE CONNECTOR TO TEE AND SNUBBER)

8-74

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

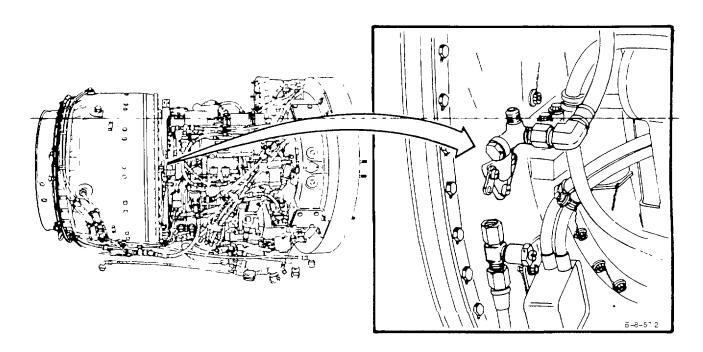
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

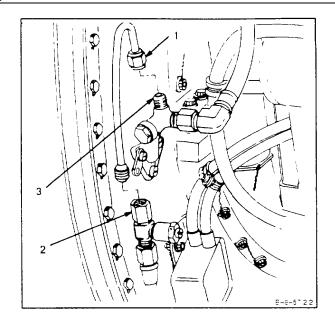
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

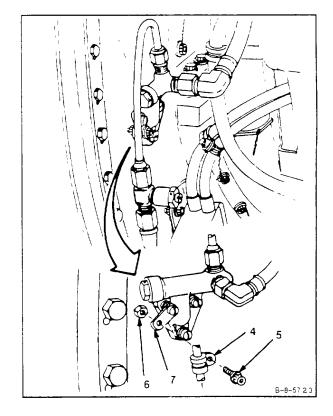


INSTALL TUBE ASSEMBLY (NO. 2 BEARING PRESSURE CONNECTOR TO TEE AND SNUBBER) (Continued) 8-74

1. Install tube assembly (1) on tee and snubber (2) and No. 2 bearing pressure oil connector (3).



2. Install clamp (4), bolt (5), and nut (6), onto bracket (7).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-75

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart Open-End Wrench (T24)

Materials:

Wiping Rag (E64)

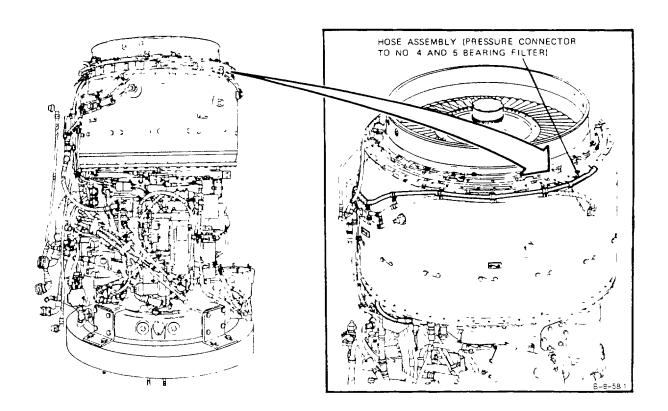
Personnel Required:

Aircraft Powerplant Repairer

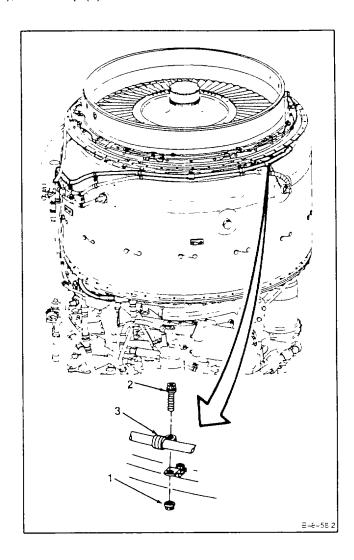
General Safety Instructions:

WARNING

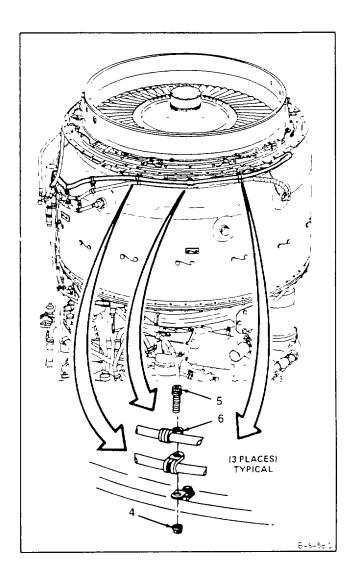
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical



1. Remove nut (1), bolt (2), and clamp (3).

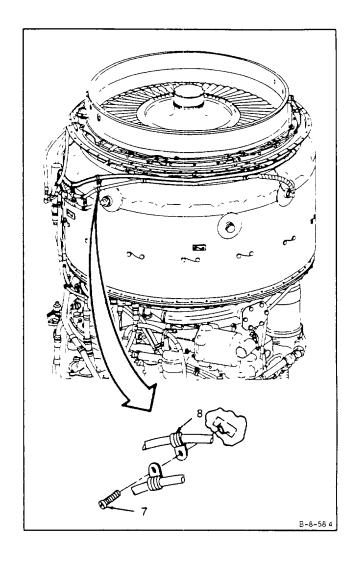


2. Remove three nuts (4), bolts (5), and clamps (6).



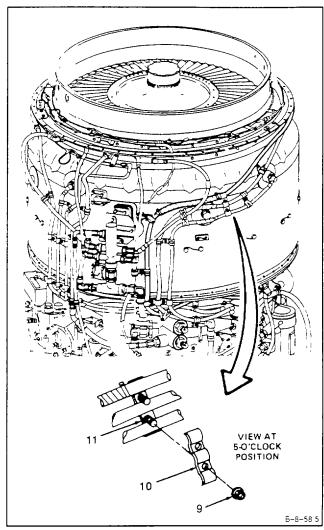
GO TO NEXT PAGE

3. Remove lockwire, screw (7), and clamp (8).

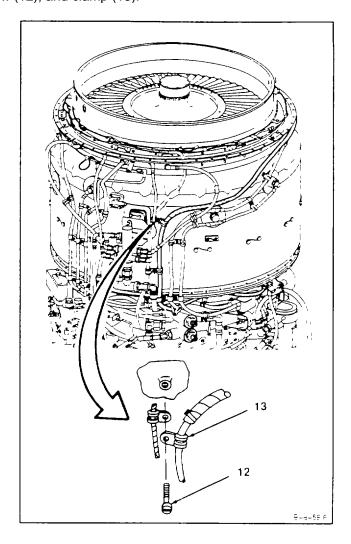


4. Remove two nuts (9) and clamps (10 and 11).

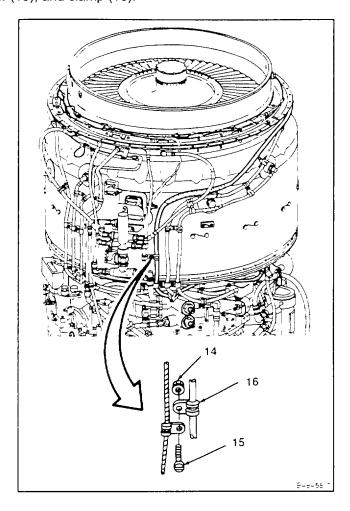
8-75



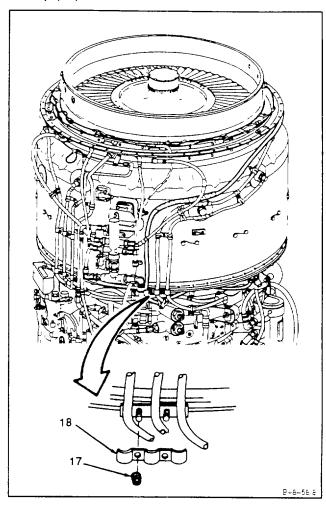
5. Remove lockwire, screw (12), and clamp (13).



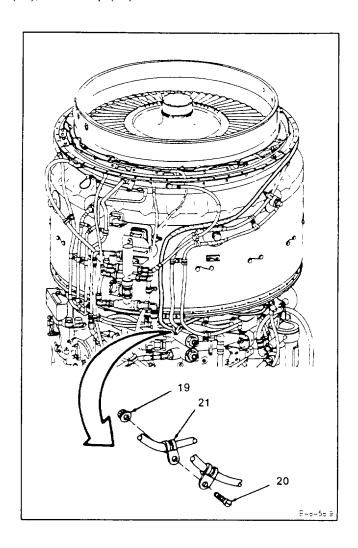
6. Remove nut (14), screw (15), and clamp (16).



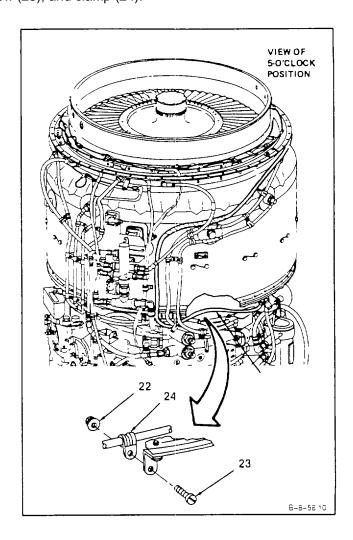
7. Remove two nuts (17) and clamp (18).



8. Remove nut (19), screw (20), and clamp (21).



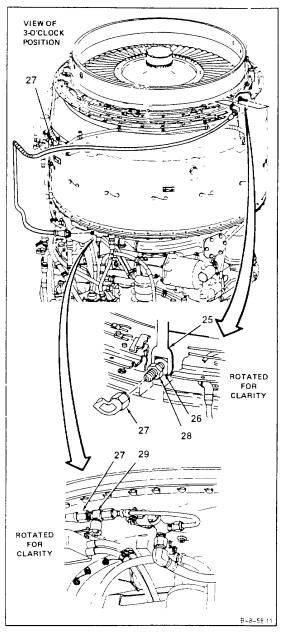
9. Remove nut (22). screw (23), and clamp (24).



CAUTION

In following step, hold No. 4 and 5 bearing lube adapter using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

- 10. Place open-end wrench (T24) (25) on No. 4 and 5 bearing lube adapter (26).
- 11. Disconnect hose assembly (27) from reducer (28).
- 12. Disconnect hose assembly (27) from oil tee and snubber (29) and remove hose assembly (27).



FOLLOW-ON MAINTENANCE: None

END OF TASK

8-76 INSTALL HOSE ASSEMBLY (PRESSURE CONNECTOR TO NO. 4 AND 5 BEARING FILTER)

8-76

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

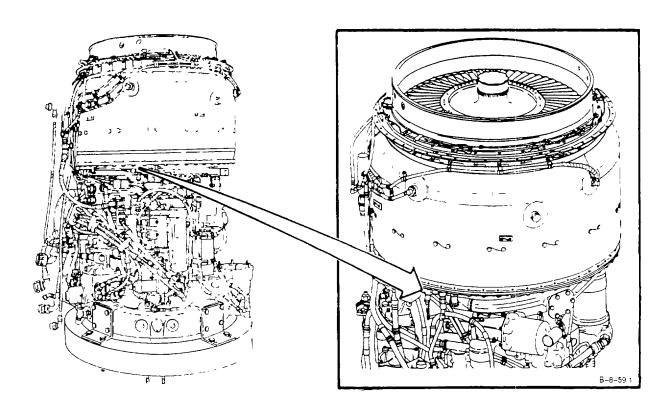
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Open-End Wrench (T24)

Materials:

Lockwire (E33)

Personnel Required:

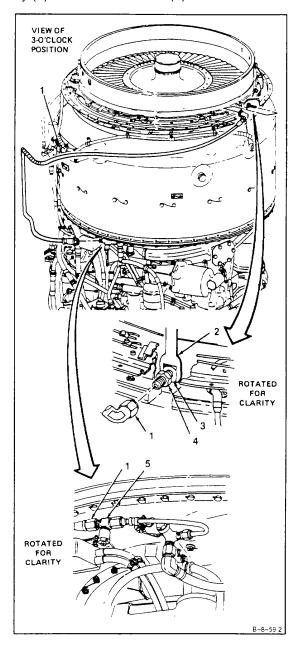
Aircraft Powerplant Repairer
Aircraft Powerplant Inspector



CAUTION

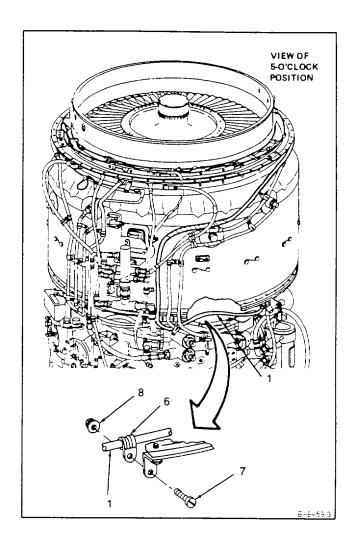
In following step, hold No. 4 and 5 bearing lube adapter, using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

- 1. Install hose assembly (1) as follows:
 - a. Place open-end wrench (T24) (2) on No. 4 and 5 bearing lube adapter (3).
 - b. Connect hose assembly (1) to reducer (4).
 - c. Connect hose assembly (1) to tee and snubber (5).

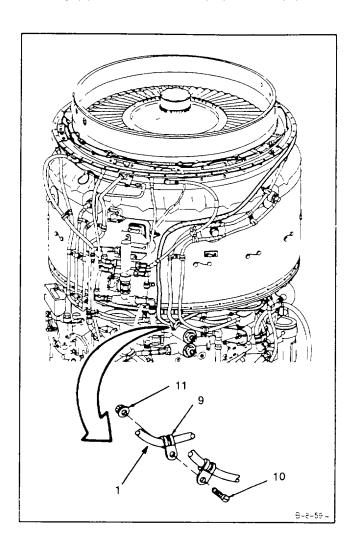


INSTALL HOSE ASSEMBLY (PRESSURE CONNECTOR TO NO. 4 AND 8-76 **5 BEARING FILTER)**

2. Install clamp (6) on hose assembly (1), and install screw (7) and nut (8).

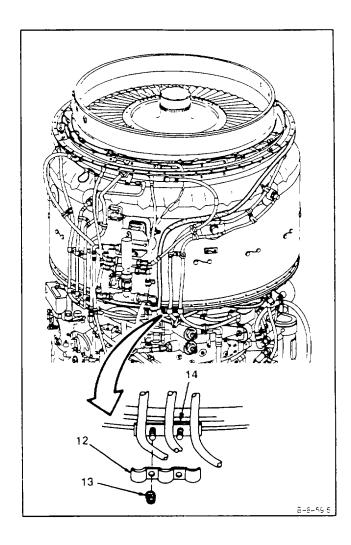


3. Install clamp (9) on hose assembly (1), and install screw (10) and nut (11).

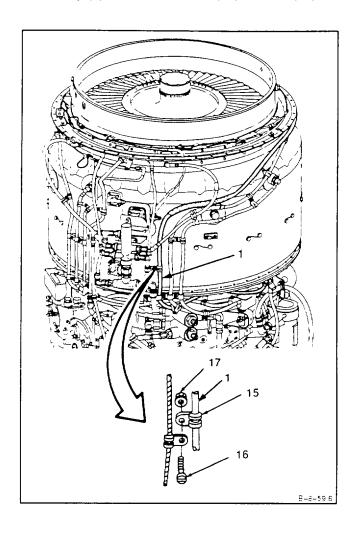


8-76

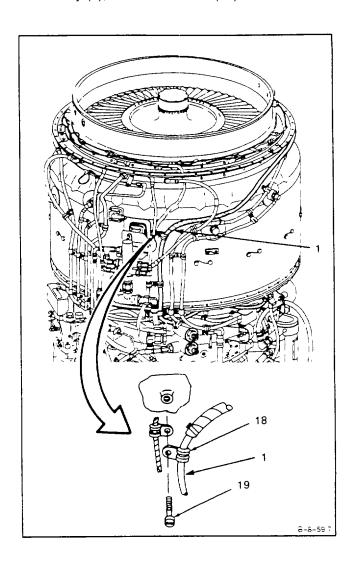
4. Install clamp (12) and two nuts (13) on bracket (14).



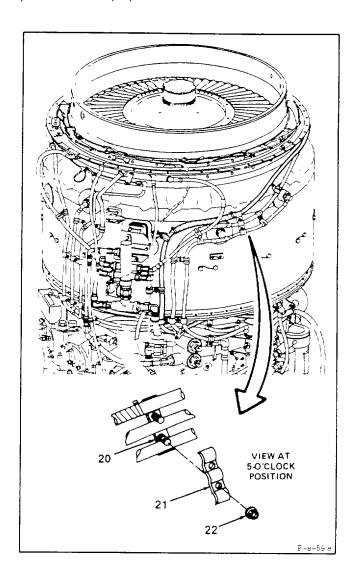
5. Install clamp (15) on hose assembly (1), and install screw (16) and nut (17).



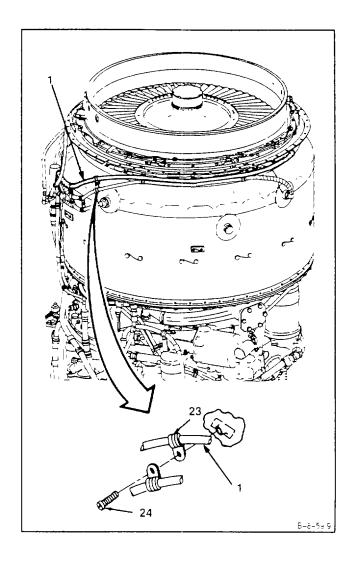
6. Install clamp (18) on hose assembly (1), and install screw (19). Lockwire screw. Use lockwire (E33).



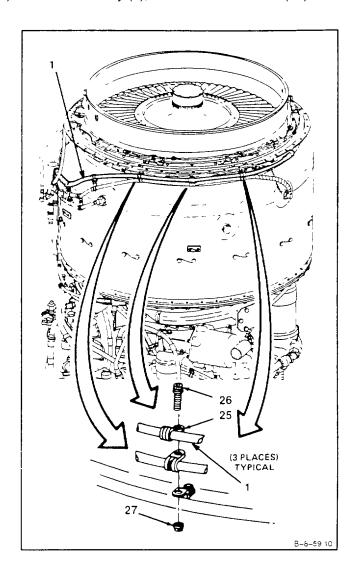
7. Install clamps (20 and 21) and two nuts (22).



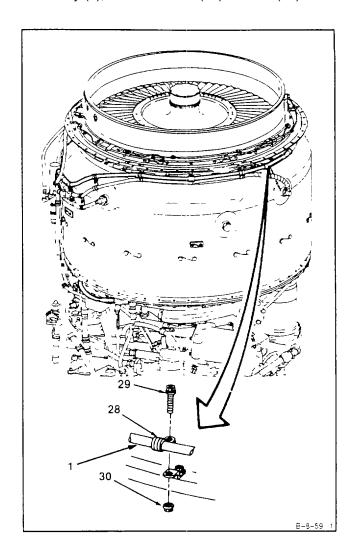
8. Install clamp (23) on hose assembly (1) and install screw (24). Lockwire screw. Use lockwire (E33).



9. Install three clamps (25) on hose assembly (1), and install three bolts (26) and nuts (27).



10. Install clamp (28) on hose assembly (1), and install bolt (29) and nut (30).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

8-77 REMOVE HOSE ASSEMBLY (INLET HOUSING TO OIL SCAVENGE TEE)

8-77

INITIAL SETUP

Applicable Configurations:

ΑII

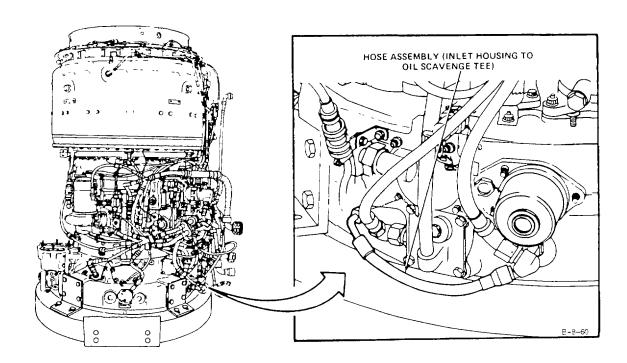
Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart Materials:

Wiping Rag (E64)

Personnel Required:

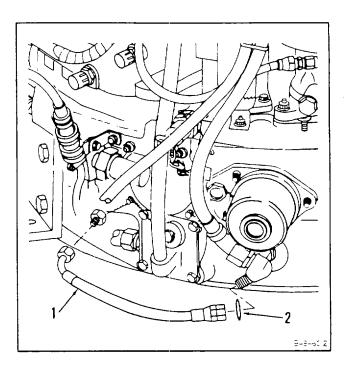
Aircraft Powerplant Repairer



WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and remove hose assembly (1) and gasket (2).



FOLLOW-ON MAINTENANCE: None

INSTALL HOSE ASSEMBLY (INLET HOUSING TO OIL SCAVENGE TEE) 8-78

INITIAL SETUP

Applicable Configurations:

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

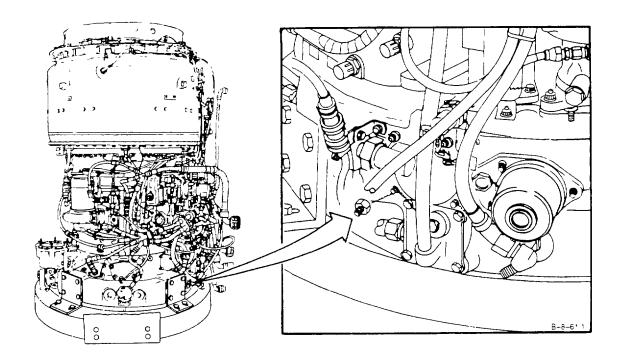
None

Parts:

Gasket

Personnel Required:

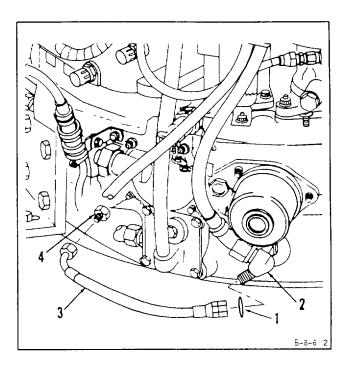
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



8-78 INSTALL HOSE ASSEMBLY (INLET HOUSING TO OIL SCAVENGE TEE) (Continued)

8-78

1. Install washer (1) on oil scavenge tee (2) and install hose assembly (3) on oil scavenge tee (2) and fluid passage bolt (4).



INSPECT

FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP

Applicable Configurations:

Tools:

8-79

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

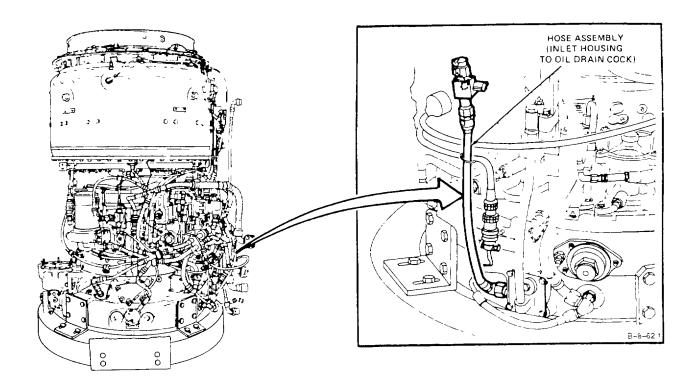
Equipment Condition:

Engine Oil System Drained (Task 1-69)

General Safety Instructions:

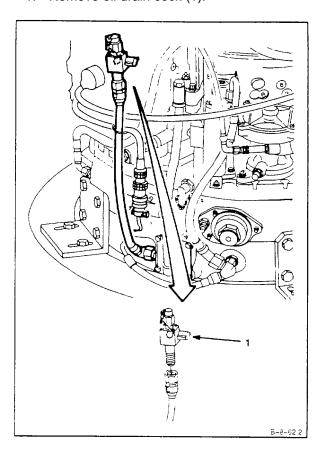
WARNING

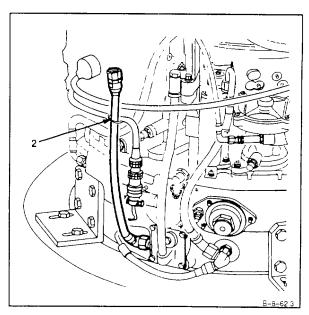
Lubricating oils cause paralysis if swallowed Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



8-79

1. Remove oil drain cock (1).

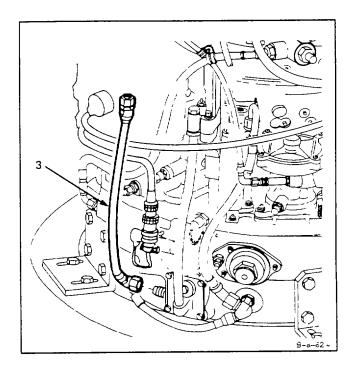




2. Remove cable tie (2).

GO TO NEXT PAGE

3. Disconnect and remove hose assembly (3).



FOLLOW-ON MAINTENANCE: None

END OF TASK

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

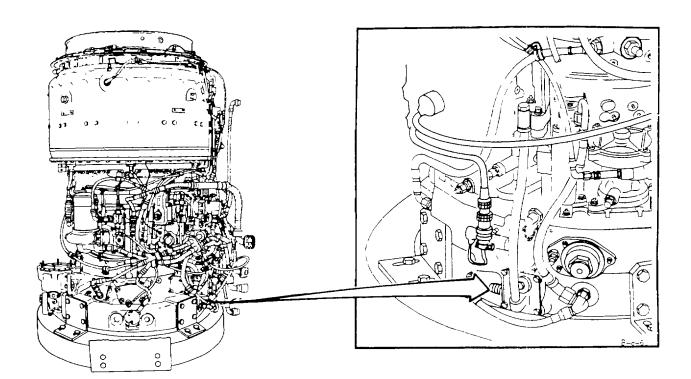
None

Parts:

Cable Tie

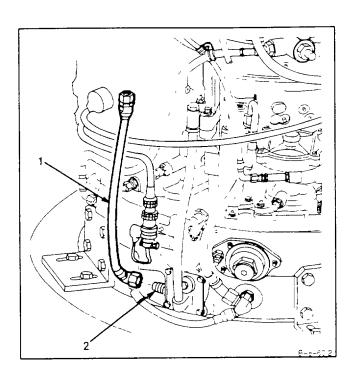
Personnel Required:

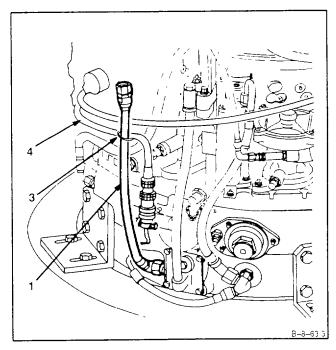
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



1. Install hose assembly (1) on nipple (2).

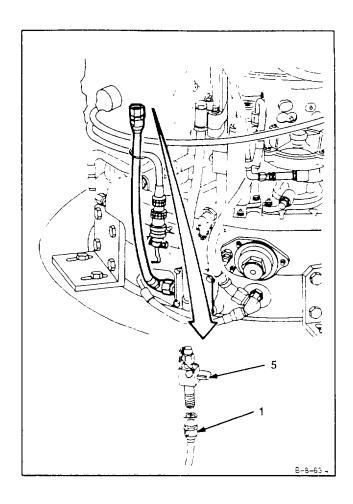
8-80





2. Install cable tie (3) on hose assembly (1) and hose assembly (4).

3. Install oil drain cock (5) on hose assembly (1).



INSPECT

FOLLOW-ON MAINTENANCE: None

8-81

8-81 REMOVE HOSE ASSEMBLY (STARTER DRIVE TO OIL FILLER)

INITIAL SETUP

Applicable Configurations:

ΑII

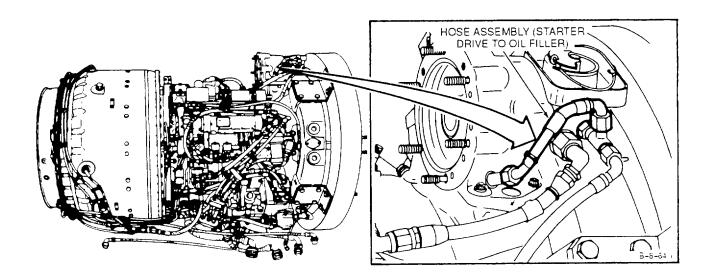
Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Container, 1 Quart Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

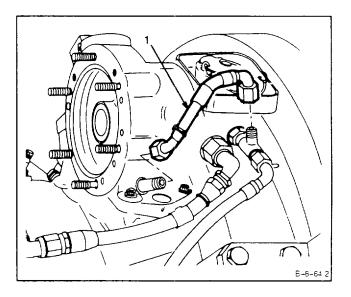


8-81

WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and remove hose assembly (1).



FOLLOW-ON MAINTENANCE: None

8-82 INSTALL HOSE ASSEMBLY (STARTER DRIVE TO OIL FILLER)

8-82

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

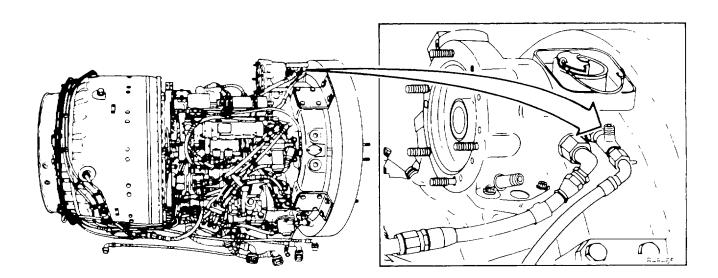
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit. NSN 5180-00-323-5114

Materials:

None

Personnel Required:

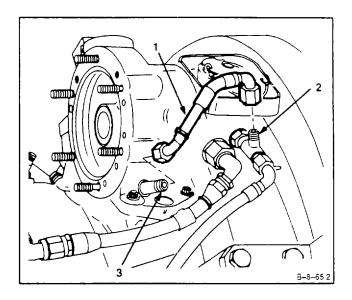
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



1. Install hose assembly (1) on tee (2) and fitting (3).

INSPECT

FOLLOW-ON MAINTENANCE: None



INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

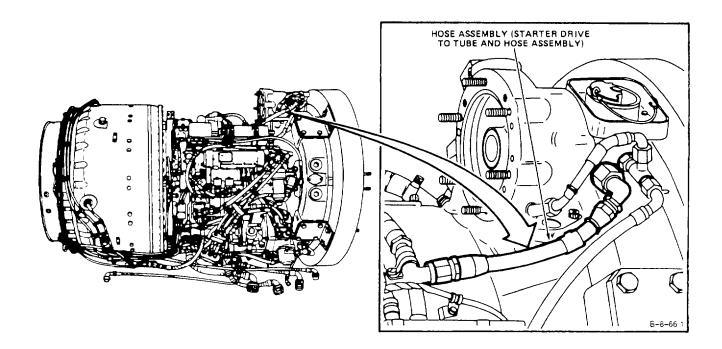
Open-End Wrench, 1-Inch Container, 1 Quart

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer



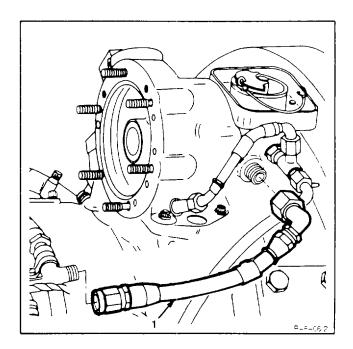
8-83

WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Disconnect and **remove hose assembly (1),** using <u>1-inch</u>, open-end wrench.

FOLLOW-ON MAINTENANCE: None



8-84

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

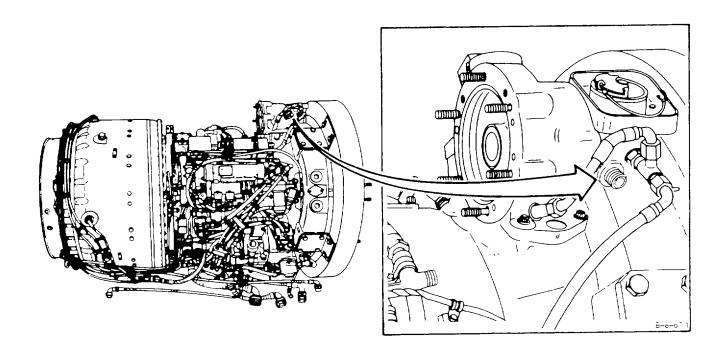
Technical Inspection Tool Kit, NSN 5180-00-323-5114 Open-End Wrench, 1-Inch Crowfoot Attachment, 1-inch

Materials:

None

Personnel Required:

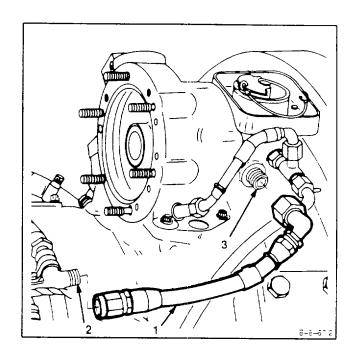
Aircraft Powerplant Repairer Aircraft Powerplant Inspector



1. Install hose assembly (1) on tube and hose assembly (2) and reducer (3) Use 1-inch crowfoot attachment.

INSPECT

FOLLOW-ON MAINTENANCE: None



8-85 REMOVE TUBE AND HOSE ASSEMBLY (ACCESSORY GEARBOX COLLECTOR TO TUBE ASSEMBLY)

8-85

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Open-End Wrench, 1-inch *Materials:*

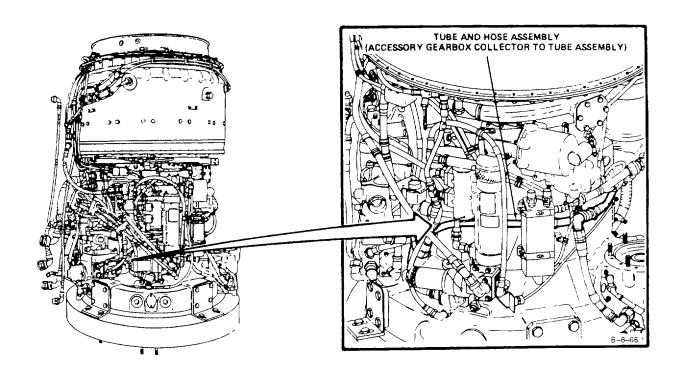
Wiping Rag (E64) **Personnel Required:**

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

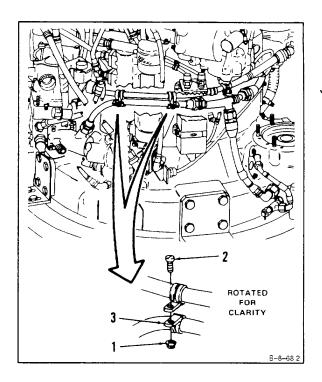
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally.

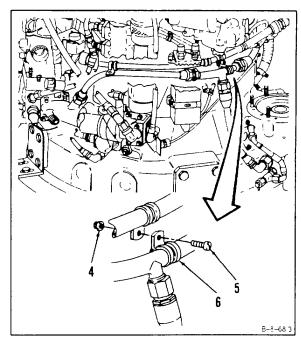
Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



8-85

- 1. Remove nuts (1), screws (2), and clamps (3).
- 2. **Remove** nut (4), screw (5), and **clamp (6**).

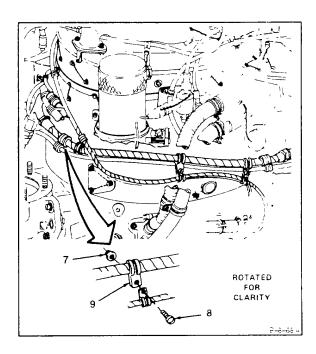


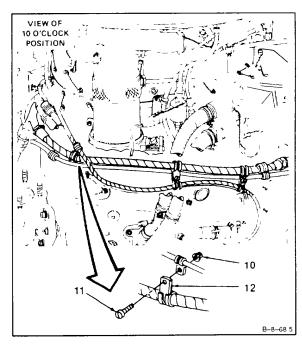


3. Remove nut (7), screw (8) and clamp (9).

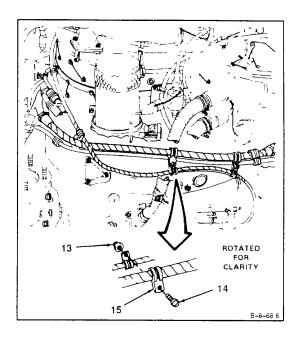
8-85

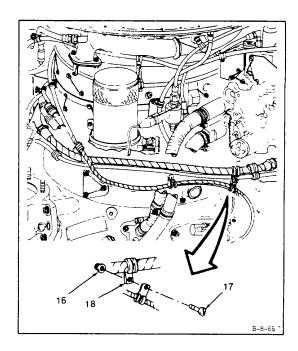
4. Remove nut (10), screw (11), and clamp (12).





- 5. Remove nut (13), screw (14), and clamp (15).
- 6. Remove nut (16), screw (17), and clamp (18).

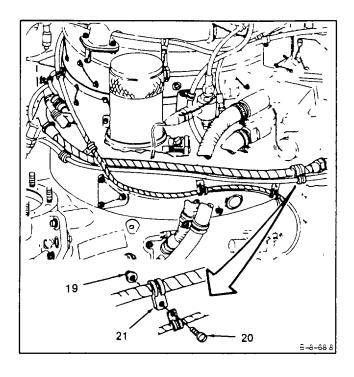


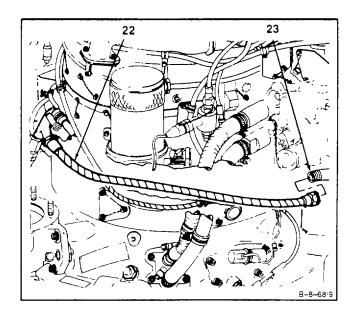


7. Remove nut (19), screw (20), and clamp (21).

8-85

8. Disconnect tube and hose assembly (22) from tube assembly (23), Use 1-inch open-end wrench.

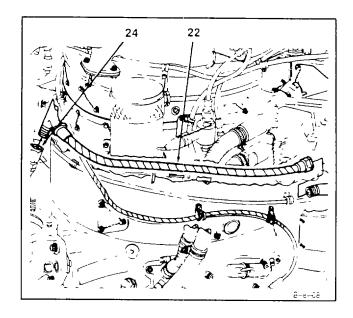


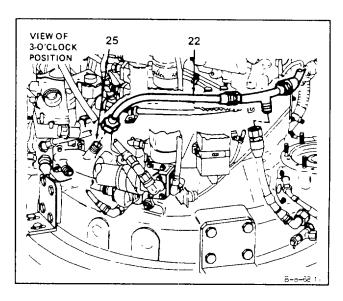


- 9. Disconnect hose assembly (24) from tube and hose assembly (22).
- 10. Disconnect tube and hose assembly (22) from nipple (25) Remove tube and hose assembly (22).

FOLLOW-ON MAINTENANCE:

None





8-86 INSTALL TUBE AND HOSE ASSEMBLY (ACCESSORY GEARBOX COLLECTOR TO TUBE ASSEMBLY)

8-86

INITIAL SETUP

Applicable Configurations:

Αll

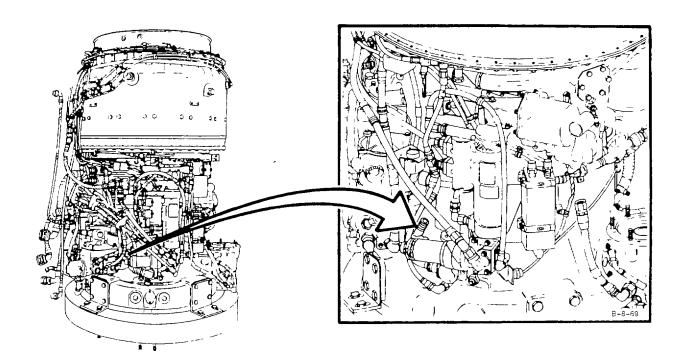
Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Crowfoot Attachment, 1-Inch Materials:

None

Personnel Required:

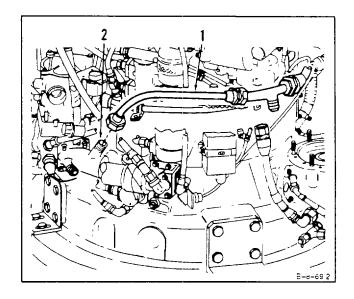
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

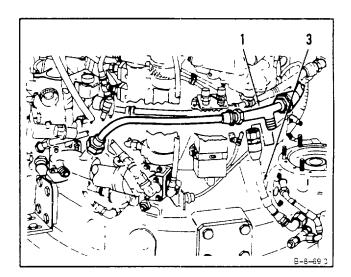


1. Connect tube and hose assembly (1) to nipple (2).

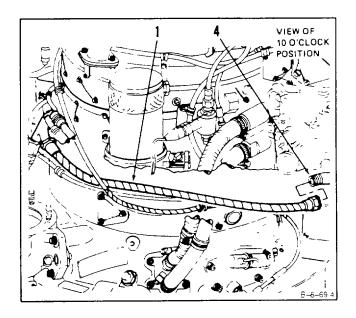
8-86

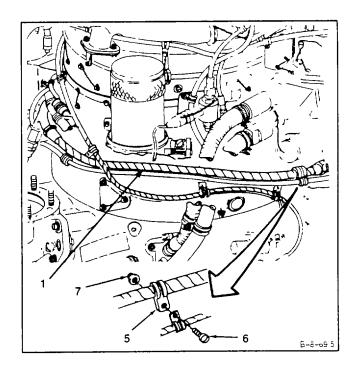
2. Connect hose assembly (3) to tube and hose assembly (1).





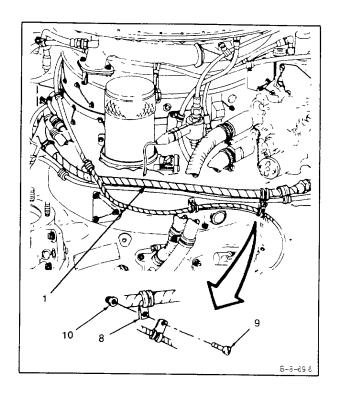
- 3. Connect tube and hose assembly (1) to tube assembly (4). Use 1-inch crowfoot attachment.
- 4. Install clamp (5) on tube and hose assembly (1), and install screw (6) and nut (7).

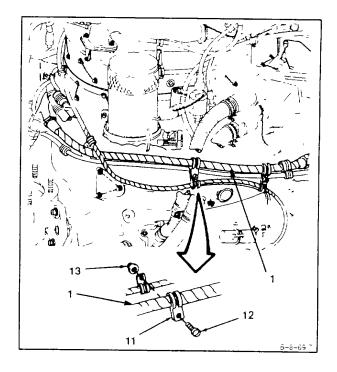




8-86

- 5. Install clamp (8) on tube and hose assembly (1) and install screw (9) and nut (10).
- 6. Install clamp (11) on tube and hose assembly (1) and install screw (12) and nut (13).

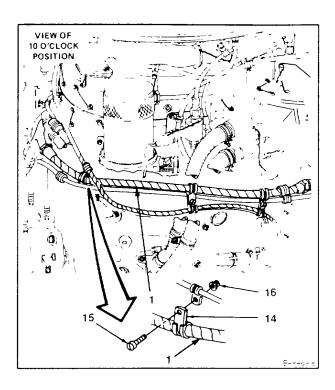


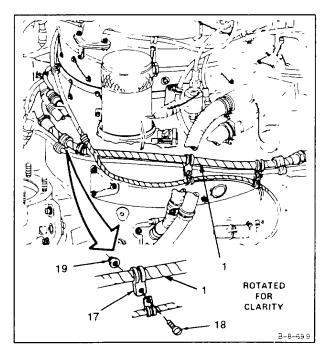


GO TO NEXT PAGE

8-86

- 7. Install clamp (14) on tube and hose assembly (1) .and install screw (15) and nut (16).
- 8. Install clamp (17) on tube and hose assembly (1) and install screw (18) and nut (19).





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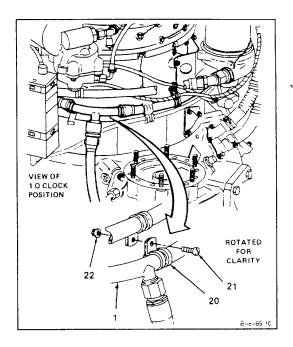
8-86

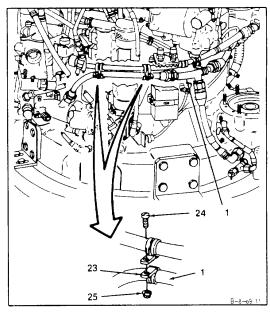
- 9. Install clamp (20) on tube and hose assembly (1) and install screw (21) and nut (22).
- 10. Install clamps (23) on tube and hose assembly (1) and install screws (24) and nuts (25).

INSPECT

8-86

FOLLOW-ON MAINTENANCE: None





8-87 REMOVE TUBE ASSEMBLY (TUBE AND HOSE ASSEMBLY TO ACCESSORY GEARBOX ASSEMBLY)

8-87

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tools: Kit, NSN 5180-00-323-4944 Container, 1 Quart Open-End Wrench, 1-Inch Socket Head Screw Key, 1/2-Inch

Materials:

Wiping Rag (E64)

Personnel Required:

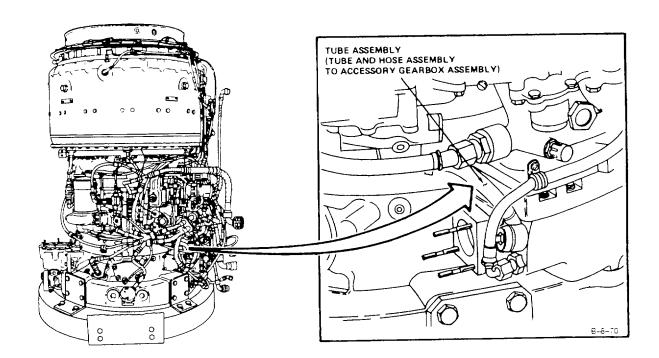
Aircraft Powerplant Repairer

References:

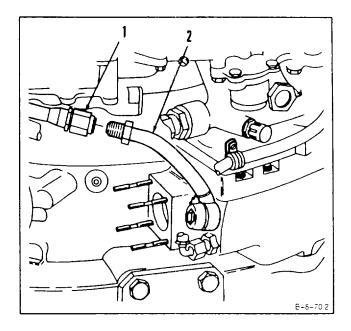
PT Speed Pickup Drive Assembly Removed Task (5-13)

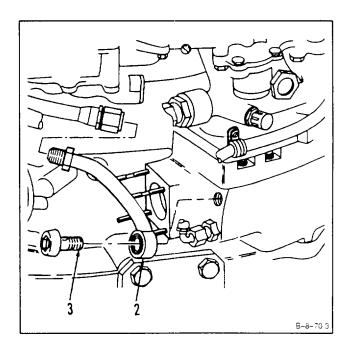
General Safety Instructions: WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



- 1. **Disconnect tube and hose assembly (1)** from tube assembly (2). Using a <u>1-inch</u> open-end wrench.
- 2. Remove lockwire and bolt (3). Using a 1/2-inch socket head screw key. Remove tube assembly (2).



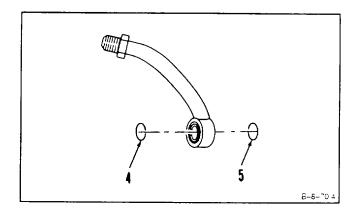


8-87 REMOVE TUBE ASSEMBLY (TUBE AND HOSE ASSEMBLY TO ACCESSORY GEARBOX ASSEMBLY) (Continued)

8-87

3. Remove packings (4 and 5).

FOLLOW-ON MAINTENANCE: None



8-88 INSTALL TUBE ASSEMBLY (TUBE AND HOSE ASSEMBLY TO ACCESSORY GEARBOX ASSEMBLY)

8-88

INITIAL SETUP

Applicable Configurations:

A

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Open-End Wrench, 1-Inch Socket Head Screw Key. 1/2-Inch Crowfoot Attachment

Materials:

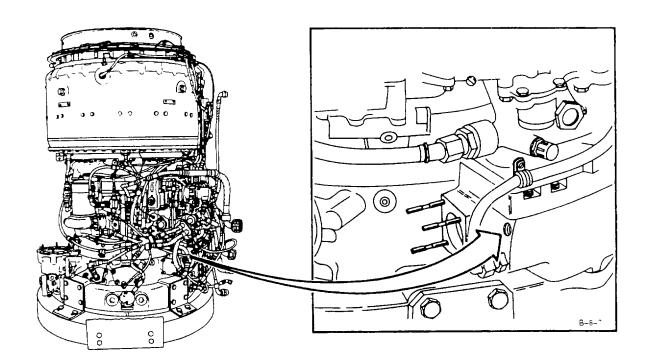
Lockwire (E33)

Personnel Required:

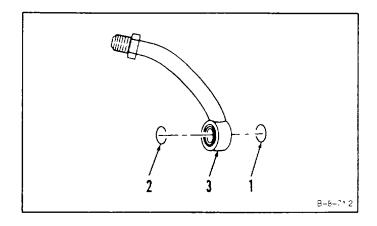
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

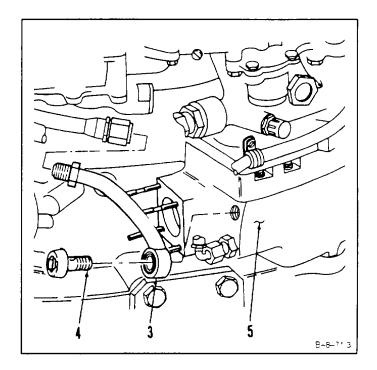
References:

TM 1-2840-252-23P



- 1. Install packings (1 and 2) into tube assembly (3).
- 2. Install tube assembly (3) and bolt (4) on accessory gearbox assembly (5) Use 1/2-inch socket head screw key Lockwire bolt (4). Use lockwire (E33).





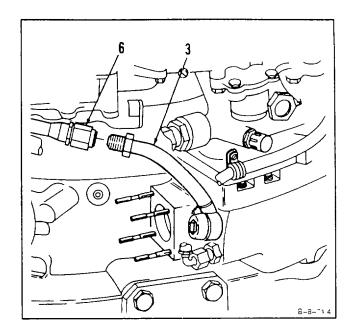
8-88 INSTALL TUBE ASSEMBLY (TUBE AND HOSE ASSEMBLY TO ACCESSORY GEARBOX ASSEMBLY) (Continued)

2-22

3. Connect tube and hose assembly (6) to tube assembly (3). Use 1-inch crowfoot attachment.

INSPECT

FOLLOW-ON MAINTENANCE: None



SECTION X

STARTER GEARBOX FILTER

8-89 REMOVE STARTER GEARBOX FILTER

8-89

INITIAL SETUP

Applicable Configurations:

ΑII

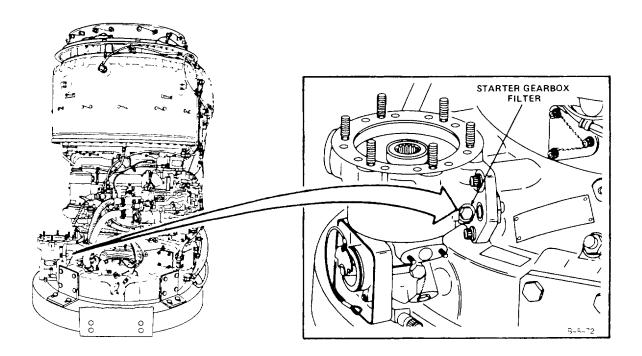
Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer



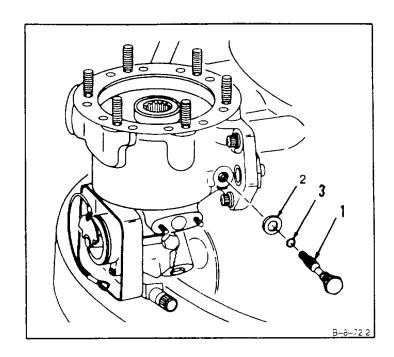
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

1. Remove lockwire, starter gearbox filter (1), washer (2), and packing (3).

FOLLOW-ON MAINTENANCE:

None



CLEAN STARTER GEARBOX FILTER

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

8-90

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition

Off Engine Task

Starter Gearbox Filter Removed (Task 8-89)

General Safety Instructions

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Clean starter gearbox filter (1) as follows:

- a. Wear gloves (E24). Immerse filter in dry cleaning solvent (E19) and agitate. Use brush on external surfaces (2).
- b. Use lint-free cloth (E30) to remove solvent.

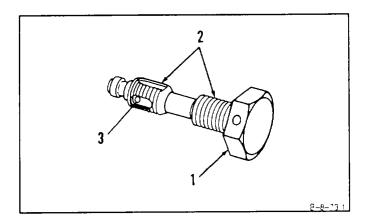
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

c. Wear goggles. Blow dry internal passage (3). Use clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect starter gearbox filter (Task 8-91).



8-91

8-91 **INSPECT STARTER GEARBOX FILTER**

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

Equipment Condition:

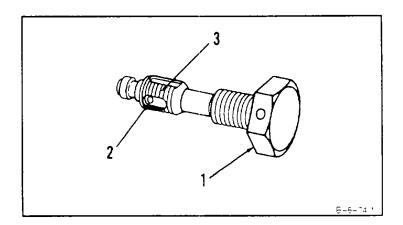
Off Engine Task

1. Inspect starter gearbox filter (1).

- a. There shall be no cracks.
- b. There shall be no clogged holes (2).
- c. There shall be no clogged threads (3).

FOLLOW-ON MAINTENANCE:

None



8-92

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Parts:

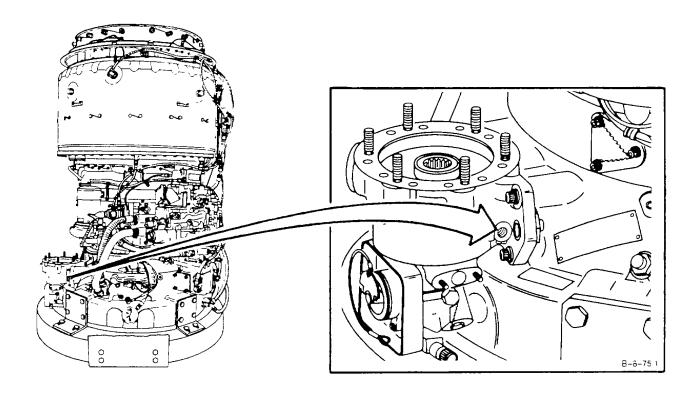
Packing Washer

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

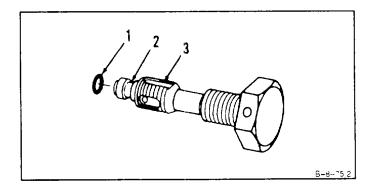
TM 1-2840-252-23P

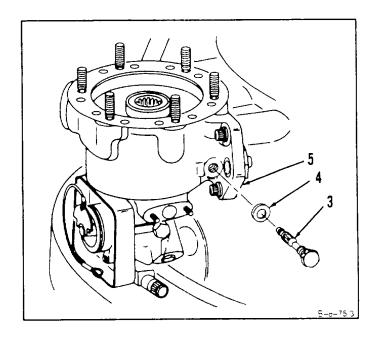


- 1. Install packing (1) in groove (2) on starter gearbox filter (3).
- 2. **Install** washer (4) and **starter gearbox filter (3)** in housing (5). Tighten starter gearbox filter (1) to <u>22-inch-pounds</u>. Lockwire starter gearbox filter (3). Use lockwire (E33).

INSPECT

FOLLOW-ON MAINTENANCE: None





SECTION XI

NO. 2 BEARING PRESSURE OIL CONNECTOR

8-93 REMOVE NO. 2 BEARING PRESSURE OIL CONNECTOR

8-93

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

Personnel Required:

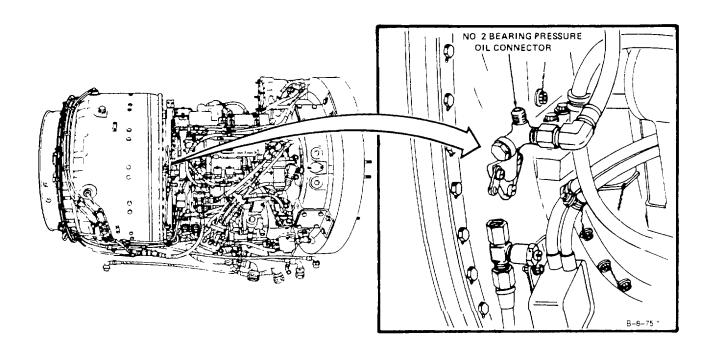
Aircraft Powerplant Repairer

Equipment Condition:

Tube Assembly (No. 2 Bearing Pressure Connector to Tee and Snubber) Removed (Task 8-73)

General Safety Instructions: WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted areas of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

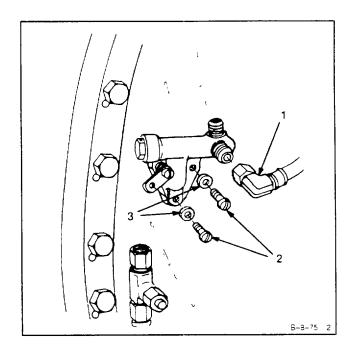


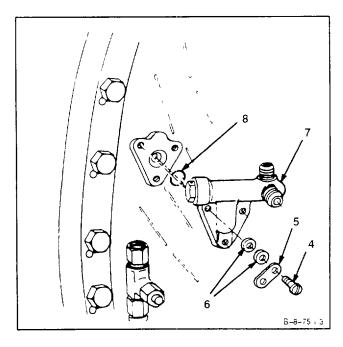
- 1. Disconnect hose assembly (1).
- 2. Remove lockwire, two screws (2) and two washers (3).
- 3. Remove screw (4), bracket (5), two washers (6), No. 2 bearing pressure connector (7), and packing (8).

FOLLOW-ON MAINTENANCE:

None

8-93





8-94

8-94 **CLEAN NO. 2 BEARING PRESSURE OIL CONNECTOR**

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Dry, Compressed Air Source

Goggles

Materials:

Dry Cleaning Solvent (El9) Gloves (E24)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

No. 2 Bearing Pressure Oil Connector Removed (Task 8-93)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in wellventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean No. 2 bearing pressure oil connector (1), using brush and dry cleaning solvent (E19).

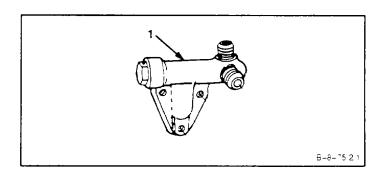
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

2. Wear goggles. Blow dry No. 2 bearing pressure oil connector (1), using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect No. 2 Bearing Pressure Oil Connector (Task 8-95).



8-95

INSPECT NO. 2 BEARING PRESSURE OIL CONNECTOR

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

8-95

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

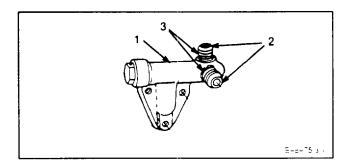
Off Engine Task

1. Inspect No. 2 bearing pressure oil connector (1) as follows:

- a. There shall be no nicks, scratches, and gouges on sealing surfaces (2).
- b. There shall be no damaged threads (3).

FOLLOW-ON MAINTENANCE:

None



INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

8-96

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Parts:

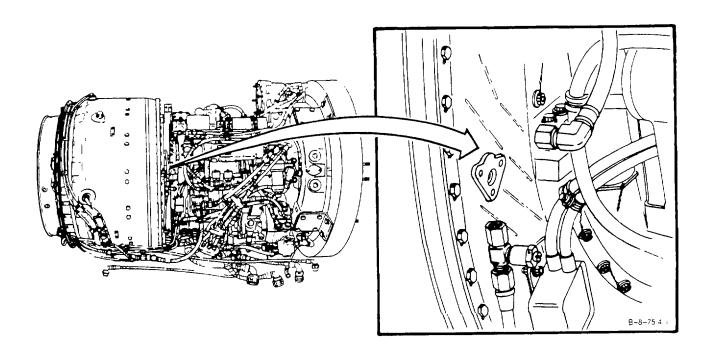
Packing

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P

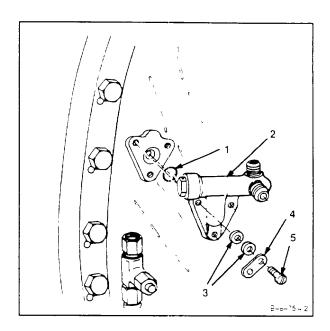


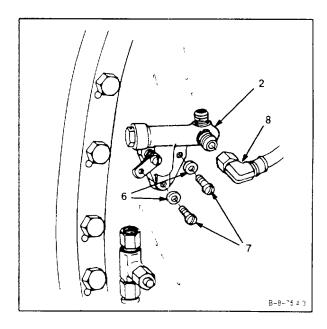
- 8-96
- 1. Install packing (1), No. 2 bearing pressure connector (2), two washers (3), bracket (4), and screw (5).
- 2. Install two washers (6) and two screws (7).
- 3. Connect hose assembly (8) to No. 2 bearing pressure oil connector (2).

INSPECT

FOLLOW-ON MAINTENANCE:

Install Tube Assembly (No. 2 Bearing Pressure Connector to Tee and Snubber) (Task 8-74).





SECTION XII

NO. 2 BEARING PRESSURE OIL STRAINER

8-97 REMOVE NO. 2 BEARING PRESSURE OIL STRAINER

8-97

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

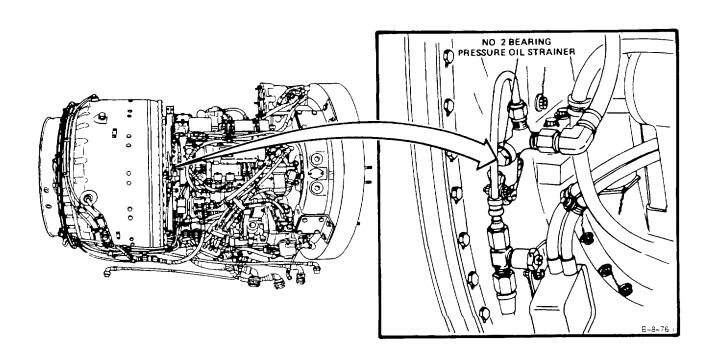
None

Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

Lubricating oils cause paralysis if swallowed.
Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attentionforeyes.

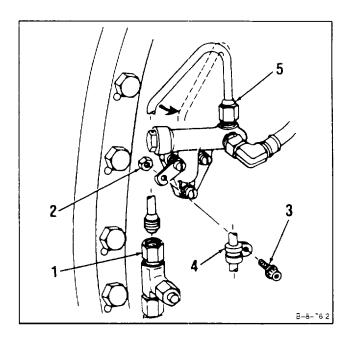


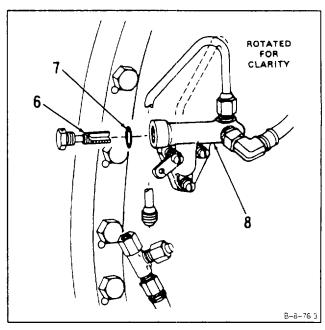
- 1. Disconnect oil tee and snubber (1).
- 2. Remove nut (2), bolt (3) and clamp (4).
- 3. Loosen tube assembly (5) and swing tube assembly to side.
- 4. Remove lockwire, No. 2 bearing pressure oil strainer (6) and packing (7) from No. 2 bearing pressure oil connector (8).

FOLLOW-ON MAINTENANCE:

None

8-97





Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Dry, Compressed Air Source Goggles

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

No. 2 Bearing Pressure Oil Strainer Removed (Task 8-97)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Wear gloves (E24). Clean strainer (1), using brush and dry cleaning solvent (E19).

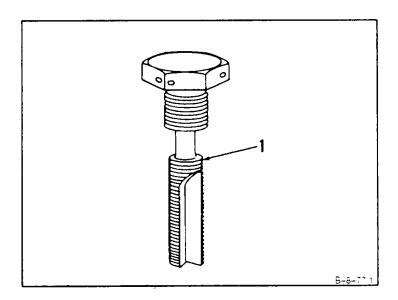
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of Injury, get medical attention.

2. Wear goggles. Blow dry strainer (1), using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect No. 2 Bearing Pressure Oil Strainer (Task 8-99).



8-99

8-99 INSPECT NO. 2 BEARING PRESSURE OIL STRAINER (Continued)

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

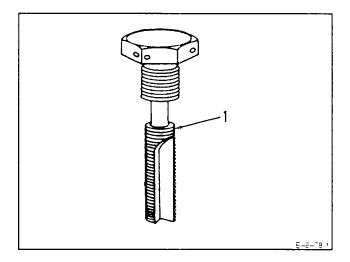
Equipment Condition:

Off Engine Task

1. Inspect No. 2 bearing pressure oil strainer (1). There shall be no cracks.

FOLLOW-ON MAINTENANCE:

one



8-100 INSTALL NO. 2 BEARING PRESSURE OIL STRAINER

8-100

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Parts:

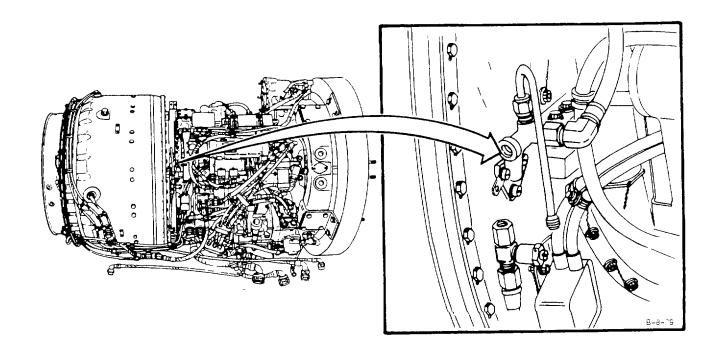
Packing

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

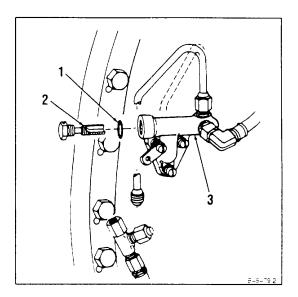
References:

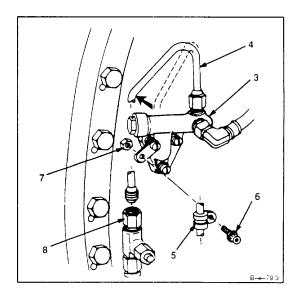
TM 1-2840-252-23P



8-100 INSTALL NO. 2 BEARING PRESSURE OIL STRAINER (Continued)

- 1. **Install** packing (1) and **No. 2 bearing pressure oil strainer** (2) in No. 2 bearing pressure oil connector (3). Lockwire strainer (2). Use lockwire (E33).
- 2. Swing tube assembly (4) to clamp position and **install clamp** (5), bolt (6), and nut (7).
- 3. Connect tube assembly (4) to No. 2 bearing pressure oil connector (3) and oil tee and snubber (8).





INSPECT

FOLLOW-ON MAINTENANCE: None

SECTION XIII

NO. 5 AND 5 BEARING FILTER

8-101 REMOVE NO. 4 AND 5 BEARING FILTER

8-101

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Open-End Wrench (T24) Container, 1-Quart Goggles Slave Screw, Part Number NAS1352-01-6, NSN 5305-00-224-1168

Materials:

Wiping Rag (E64)

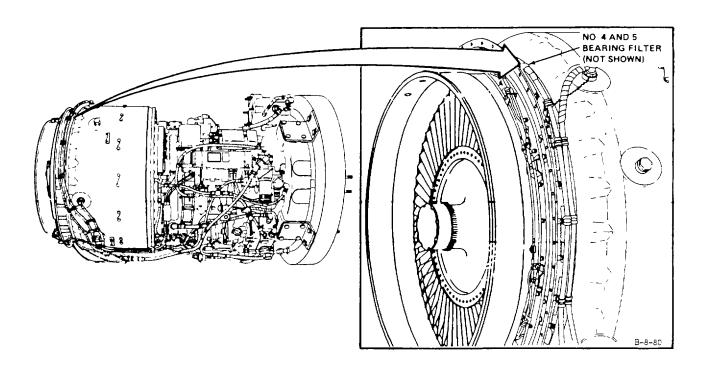
Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions:

WARNING

Lubricating oils cause paralysis if swallowed Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

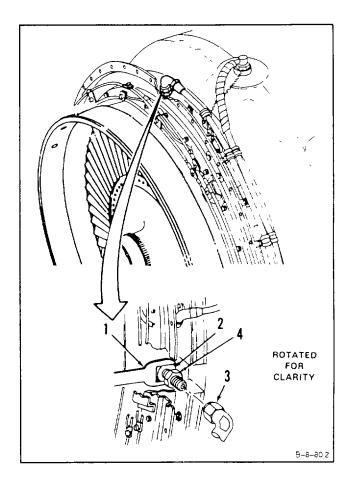


CAUTION

In following step, hold No. 4 and 5 bearing lube adapter using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

- Place open-end wrench (T24) (1) on No. 4 and 5 bearing lube adapter (2). 1.
- Disconnect hose assembly (3) from reducer (4). 2.

8-101



WARNING

In following step, wear goggles when removing spring. Spring may fly apart when removed. Failure to comply may cause serious eye injury. If eye Injury occurs, get medical attention.

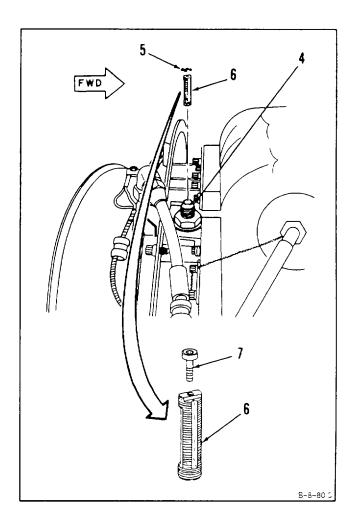
3. Remove spring (5).

8-101

4. Remove filter (6) from reducer (4). Use slave screw (7).

NOTE

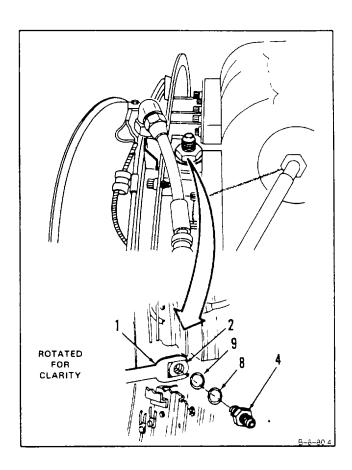
If it is not possible to remove filter from reducer, do steps 5 thru 7.

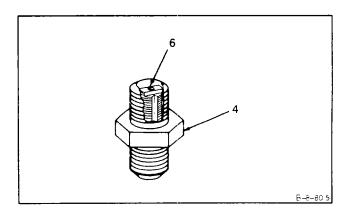


8-101 REMOVE NO. 4 AND 5 BEARING FILTER (Continued)

- 5. Place open-end wrench (T24) (1) on No. 4 and 5 bearing lube adapter (2).
- 6. Remove reducer (4), washer (8), and shim (9) from adapter (2).
- 7. Discard reducer (4) and filter (6).

FOLLOW-ON MAINTENANCE: None





8-102 CLEAN NO. 4 AND 5 BEARING FILTER

INITIAL SETUP

Applicable Configurations:

Αll

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

No. 4 and 5 Bearing Filter Removed (Task 8-101)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Wear gloves (E24). Clean No. 4 and 5 bearing filter (1). Use brush and dry cleaning solvent (E19).
- 2. Clean spring (2). Immerse in dry cleaning solvent (E19) and agitate.

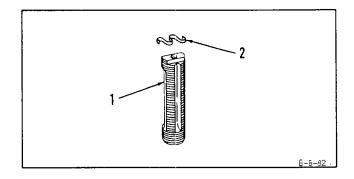
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than <u>30 psig</u> air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

- 3. Wear goggles. Blow dry No. 4 and 5 bearing filter (1). Use clean, dry, compressed air.
- 4. Blow dry spring (2). Use clean, dry, compressed air).

FOLLOW-ON MAINTENANCE:

Inspect No. 4 and 5 Bearing Filter (Task 8-103).



8-103 INSPECT NO. 4 AND 5 BEARING FILTER

INITIAL SETUP

Applicable Cor

Applicable Configurations:

All

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

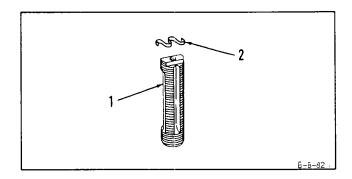
Equipment Condition:

Off Engine Task

- 1. Inspect No. 4 and 5 bearing filter (1). There shall be no nicks, tears, or broken segments.
- 2. Inspect spring (2). Spring shall not be broken.

FOLLOW-ON MAINTENANCE:

None



8-104 INSTALL NO. 4 AND 5 BEARING FILTER

INITIAL SETUP Applicable Configurations:

Tools:

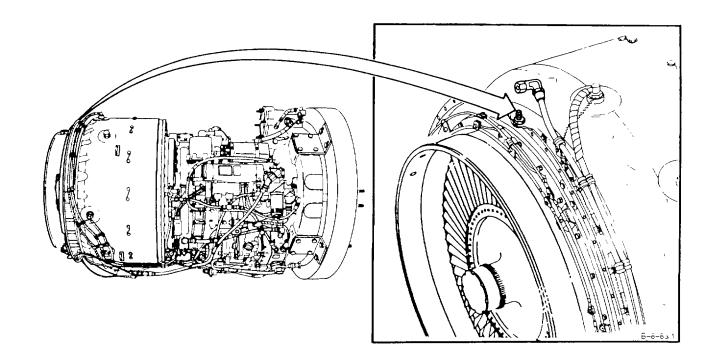
Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Open-End Wrench (T24) Torque Wrench, 30-150 Inch-Pounds Outside Micrometer Caliper Set Goggles

Materials:

Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector



NOTE

If reducer was removed in Task 8-101, per- form steps 1 thru 3. If reducer was not re- moved, omit steps 1 thru 3.

Determine shims needed under reducer (1) as follows:

CAUTION

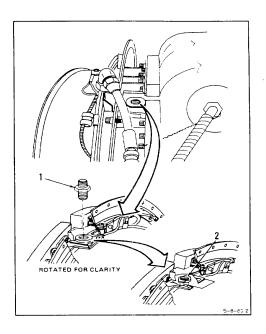
Do not tighten reducer in following step. Tightening of reducer may dam- age Internal oil tube.

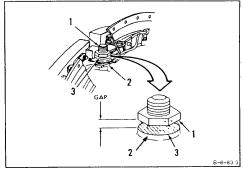
a. Thread reducer (1) in adapter (2) until it is seated.

CAUTION

In following step, fireshield must be seated against adapter to obtain correct measurement. Failure to do so will result in incorrect gap.

b. Seat fireshield section (3) against adapter (2) and measure gap between fireshield section and reducer (1).

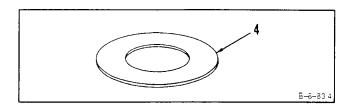




c. Find gap measured in shim selection table. Read across table to find shim thickness needed

MEASURES REQUIRED INCH INCH 0.060 NONE 0.061 NONE 0.062 0.003 to 0.005 0.063 0.003 to 0.005 0.064 0.006 to 0.010 0.065 0.006 to 0.010 0.066 0.008 to 0.012 0.069 0.008 to 0.012 0.070 0.008 to 0.012 0.071 0.009 to 0.015 0.072 0.011 to 0.017 0.073 0.011 to 0.017 0.074 0.011 to 0.017 0.075 0.012 to 0.020 0.076 0.014 to 0.022 0.077 0.014 to 0.022 0.078 0.014 to 0.022 0.079 0.016 to 0.024 0.080 0.016 to 0.024 0.081 0.016 to 0.024 0.082 0.019 to 0.029 0.084 0.019 to 0.029 0.085 0.022 to 0.034 0.086 0.022 to 0.034 0.089 0.024 to 0.036 0.090 0.024 to 0.036 <th>IF GAP</th> <th>SHIM THICKNESS</th>	IF GAP	SHIM THICKNESS
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	0.090	0.024 to 0.036

d. Measure thickness of shims (4). Check against shim selection table. Use outside micrometer caliper.



8-104

CAUTION

Concave side of washer must face fire- shield section. Failure to comply will place wrong tension on internal oil tube.

CAUTION

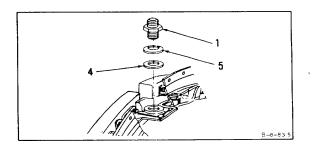
Do not tighten reducer in following step. Tightening of reducer may damage internal oil tube.

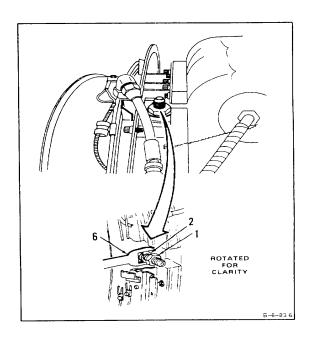
Remove reducer (1). Loosely install shims (4), washer (5), concave side down, and reducer (1).

CAUTION

Adapter must be held firmly when tightening reducer. Failure to comply will cause damage to internal tube assembly.

3. Hold adapter (2) with open-end wrench (T24) (6). Torque reducer (1) to 115 inch-pounds and lockwire. Use lockwire (E33).





8-104

WARNING

In following step, wear goggles when installing spring. Spring may fly apart when installing. Failure to comply may cause serious eye injury. If eye injury occurs, get medical attention.

CAUTION

In following step, be sure that filter is installed in reducer with small diameter hole facing up. Failure to comply will cause less oil flow to bearings and result in bearing failure.

4. Wear goggles. Install No. 4 and 5 bearing filter (7) and spring (8) in reducer (1).

CAUTION

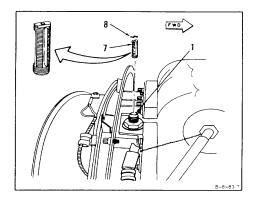
In following step, hold No. 4 and 5 bearing lube adapter using open-end wrench (T24). Failure to use wrench may result in damage and mislocation of oil transfer tube resulting in oil leaks.

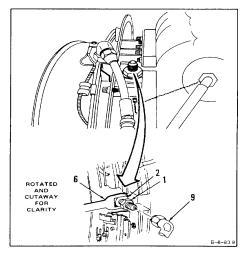
- 5. Place open-end wrench (T24) (6) on adapter (2).
- 6. Install hose assembly (9) on reducer (1).

INSPECT

FOLLOW-ON MAINTENANCE:

None





SECTION XIV

OIL DRAIN COCK

8-105 REMOVE OIL DRAIN COCK

8-105

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Container, 1-Quart

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

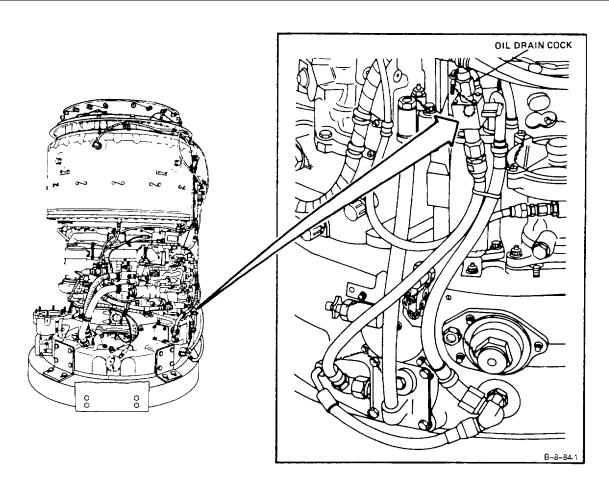
Equipment Condition:

Engine Oil System Drained (Task 1-69)

General Safety Instructions:

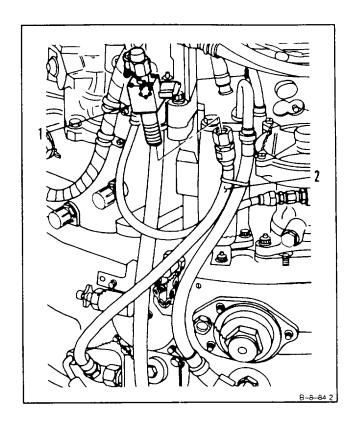
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



1. Remove oil drain cock (1) from hose assembly (2).

FOLLOW-ON MAINTENANCE: None



8-106 CLEAN OIL DRAIN COCK

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task
Oil Drain Cock Removed (Task 8-105)
General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

1. Remove cap (1).

NOTE

Make sure valve is in open position in following step 2.

- Clean oil drain cock (2) as follows:
 - a. Wear gloves (E24). Immerse in dry cleaning solvent (E19) and agitate. Use brush on external surfaces.
 - b. Use lint-free cloth (E30) to remove solvent.

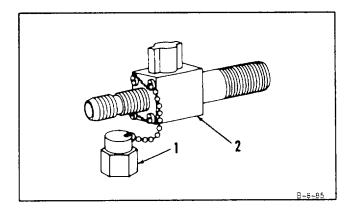
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than <u>30 psig</u> air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

c. Wear goggles and blow dry internal passage. Use clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Oil Drain Cock (Task 8-107).



8-107 INSPECT OIL DRAIN COCK

8-107

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

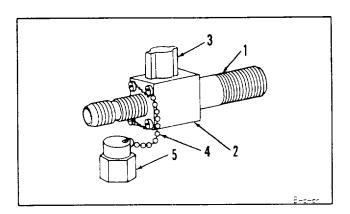
Aircraft Powerplant Inspector

1. Inspect oil drain cock (1) as follows:

- a. Inspect housing (2). There shall be no cracks.
- b. Turn valve (3). There shall be no binding.
- c. Inspect chain (4). There shall be broken links.
- 2. Install cap (5).

FOLLOW-ON MAINTENANCE:

None



8-108 INSTALL OIL DRAIN COCK

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:-

Wiping Rag (E64)

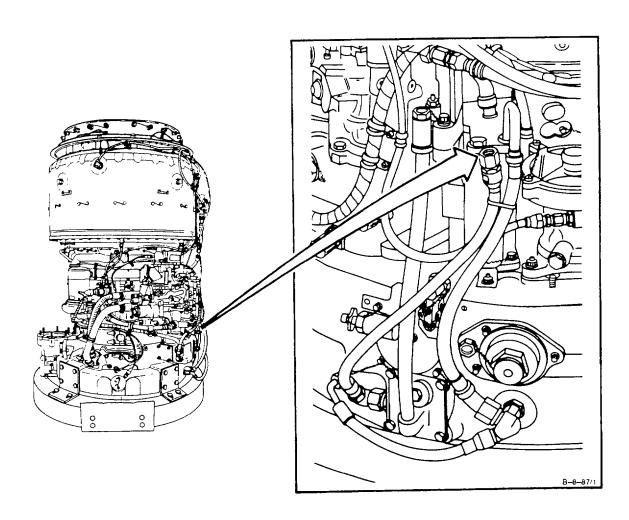
Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

General Safety Instructions:

WARNING

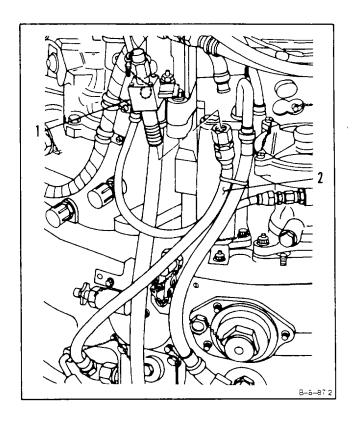
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid pro longed or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.



1. Install oil drain cock (1) on hose assembly (2).

INSPECT

FOLLOW-ON MAINTENANCE: Service Engine Oil System (Task 1-68).



SECTION XV CHIP DETECTOR

8-109 REMOVE CHIP DETECTOR

8-109

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanics' Tool Kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

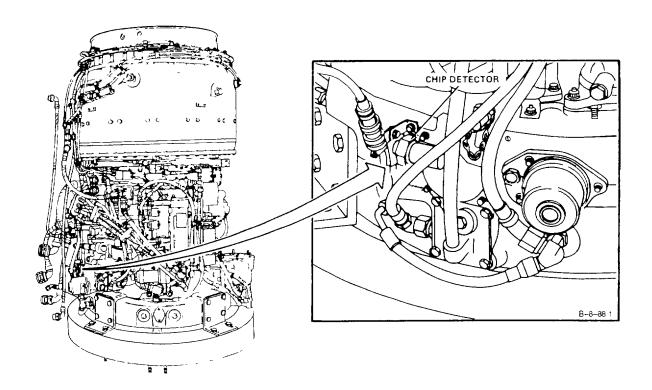
Equipment Condition:

Engine Oil System Drained (Task 1-69)

General Safety Instructions:

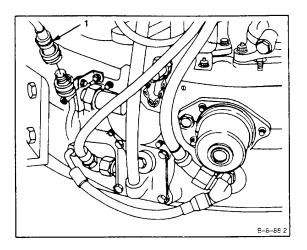
WARNING

Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

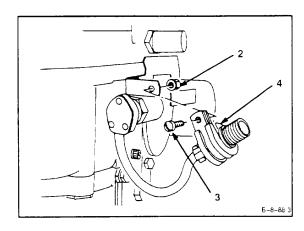


8-109

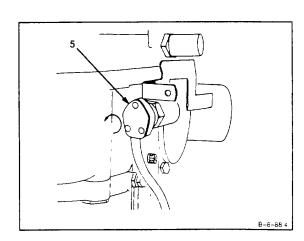
1. Disconnect electrical connector (1).



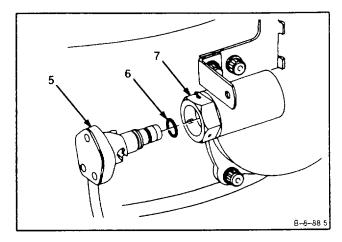
2. Remove nut (2), screw (3), and clamp (4).



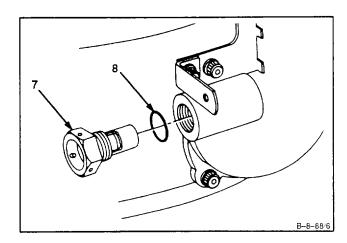
3. Push plug (5) in and turn counterclockwise.



- 4. Remove plug (5) and packing (6) from housing (7).
- 5. Inspect plug (5). There shall be no contamination, or chips. If contamination or chips are found, Inspect Contaminated Oil System (Ref. Task 1-80).



6. Remove lockwire, housing (7) and packing (8).



FOLLOW-ON MAINTENANCE: None

8-110 CLEAN CHIP DETECTOR

3-110

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19)

Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Engine Oil System Drained (Task 1-69)

Chip Detector Removed (Task 8-109)

General Safety Instructions:

WARNING

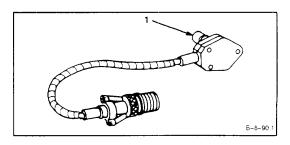
Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eys or skin. In case of injury, get medical attention.

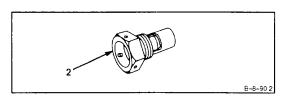
1. Clean plug (1) as follows:

- a. Wear gloves (E24). Clean plug (1) with dry cleaning solvent (E19) and agitate. Use brush on external surfaces.
- b. Use lint-free cloth (E30) to remove solvent.
- c. Wear goggles. Blow dry plug. Use clean, dry, compressed air.



2. Clean housing (2) as follows:

- a. Immerse in dry cleaning solvent (E19) and agitate. Use brush on external surfaces.
- b. Use lint-free cloth (E30) to remove solvent.
- c. Wear goggles. Blow dry internal passage. Use clean, dry, compressed air.



FOLLOW-ON MAINTENANCE:

Inspect Chip Detector (Task 8-111).

END OF TASK

8-111 INSPECT CHIP DETECTOR

8-111

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Steel Nut, 1/4-28 Materials:

None

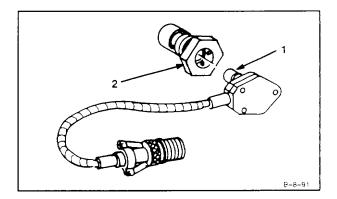
Personnel Required:

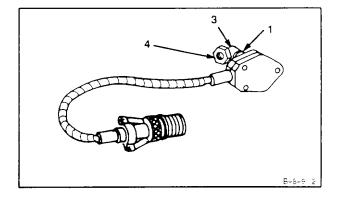
Aircraft Powerplant Inspector

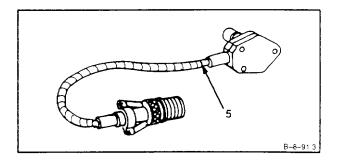
Equipment Condition:

Off Engine Task

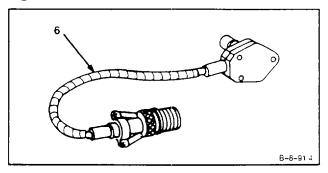
- 1. Inspect plug (1) and housing (2). There shall be no cracks.
- 2. Check strength of magnet (3) on plug (1) by placing 1/4-28 steel nut (4) against it. Magnet (3) shall be strong enough to support weight of steel nut (4).
- 3. Inspect cable assembly (5). There shall be no frayed or burned installation. There shall be no loose connections or broken wires.



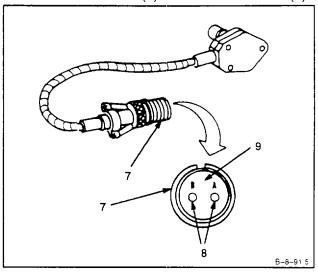




4. Inspect sleeving (6). There shall be no frayed or broken sleeving.



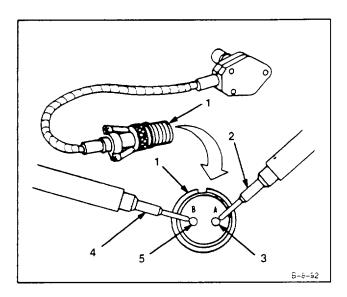
5. Inspect electrical connector (7). There shall be no corrosion, broken or bent sleeves (8) or cracked insulation (9).



FOLLOW-ON MAINTENANCE: None

8-112 TEST CHIP DETECTOR	8-112
INITIAL SETUP	Materials:
Applicable Configurations:	None
All	Personnel Required:
Tools:	Aircraft Powerplant Repairer
Multimeter	Equipment Condition:
	Off Engine Task

- 1. Measure insulation resistance of chip detector (1) as follows: Use multimeter.
 - a. Set multimeter range switch to R X 1000.
 - b. Touch red probe (2) to pin A (3).
 - c. touch black probe (4) to pin B (5).
 - d. Meter shall indicate 10.000 ohms minimum.



FOLLOW-ON MAINTENANCE: None

8-113 INSTALL CHIP DETECTOR

8-113

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Crowfoot Attachment, 7/8-Inch Torque Wrench, 30-150 Inch-Pounds Materials:

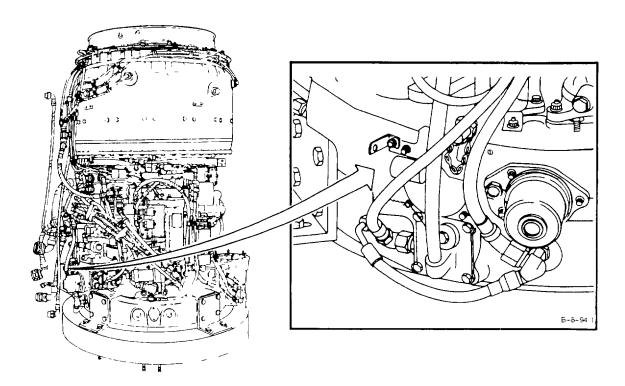
Lockwire (E33) Packings

Personnel Required:

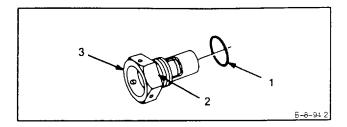
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

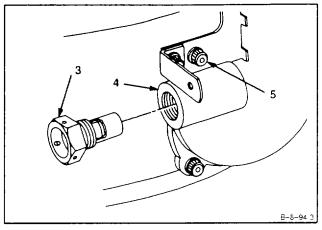
TM 1-2840-252-23P



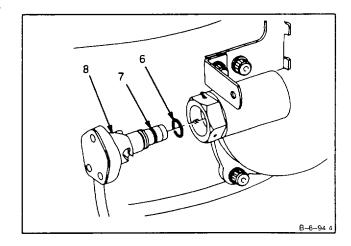
1. Install packing (1) in groove (2) on chip detector housing (3).



2. Install chip detector (3) in housing (4). Torque to 95 inch-pounds. Use crowfoot attachment.



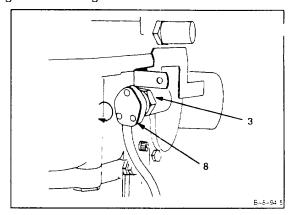
3. Lockwire chip detector (3) to bolt (5). Use lock-wire (E33).



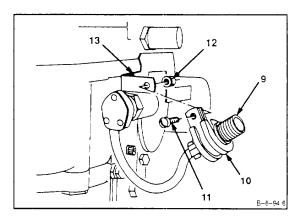
4. Install packing (6) in groove (7) on plug (8).

8-113 INSTALL CHIP DETECTOR (Continued)

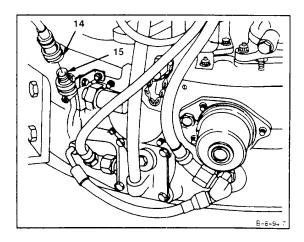
5. Install plug (8) in chip detector housing (3). Lock plug (8) by pushing in and turning clockwise.



- 6. Insert electrical connector (9) into clamp (10).
- 7. Install clamp (10), screw (11), and nut (12) to bracket (13).



8. Connect electrical connector (14) to chip detector (15).



FOLLOW-ON MAINTENANCE: None

END OF TASK

SECTION XVI OIL LEVEL INDICATOR

8-114 REMOVE OIL LEVEL INDICATOR

8-114

INITIAL SETUP

Applicable Configurations:

ΑI

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Materials:

Twine (E52)

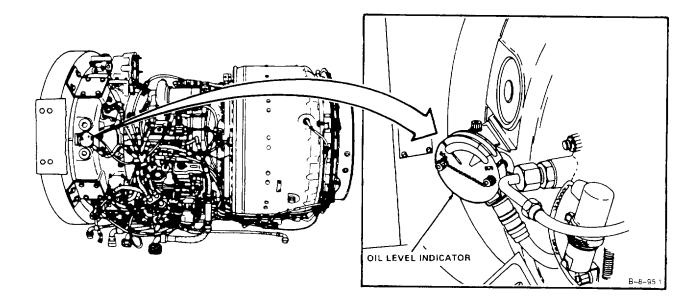
Wiping Rag (E64)

Personnel Required:

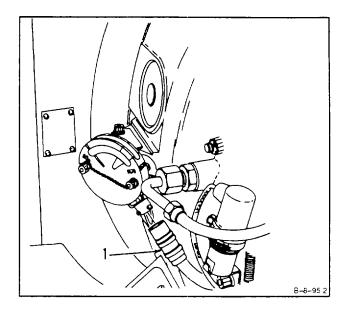
Aircraft Powerplant Repairer

Equipment Condition:

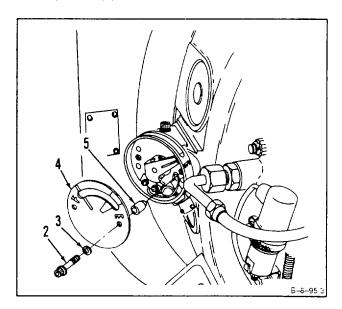
Engine Oil System Drained (Task 1-69)



1. Disconnect electrical connector (1).



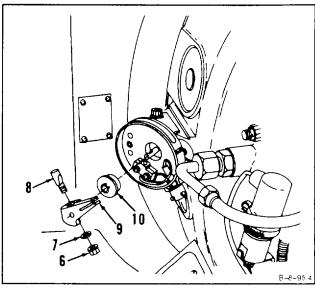
2. Remove lockwire, two bolts (2), two washers (3), cover (4), and two spacers (5).



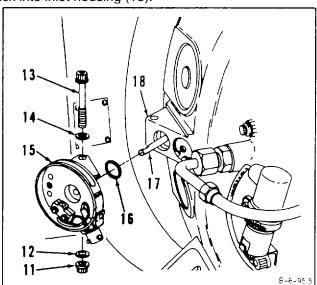
CAUTION

In following steps 3 and 4, do not let shaft of float slip back into housing. Failure to comply will result in engine damage.

3. Remove nut (6), washer (7), bolt (8), pointer (9), and washer (10).



- 4. Remove nut (11), washer (12), bolt (13), washer (14), housing assembly (15), and packing (16).
- 5. Secure shaft (17) with twine (E52) to keep it from slipping back into inlet housing (18).



FOLLOW-ON MAINTENANCE: None

8-115 DISASSEMBLE OIL LEVEL INDICATOR

8-115

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Soldering Iron, 15/32-Pound Twist Drill, 15/64-Inch Retaining Ring Pliers Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

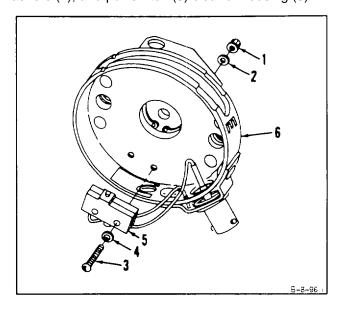
Aircraft Electrician

Equipment Condition:

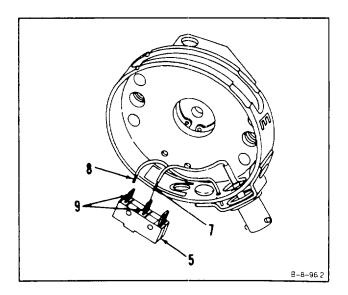
Off Engine Task

Oil Level Indicator Removed (Task 8-114)

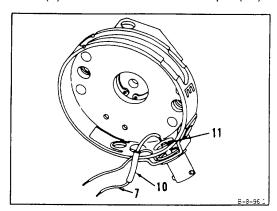
1. Remove two nuts (1), two washers (2), two screws (3), two washers (4), and pull switch (5) clear of housing (6).



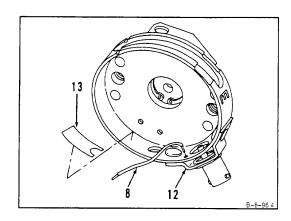
2. Unsolder two wires (7 and 8) from two switch terminals (9) and remove switch (5).



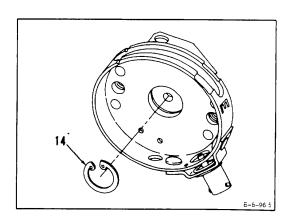
3. Slide insulation sleeving (10) back along wire (7). Unsolder and remove wire (7) from electrical connector pin (11).



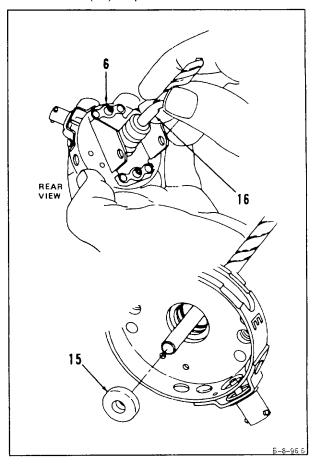
- 4. Unsolder and remove wire (8) from bracket (12).
- 5. Remove tape (13).



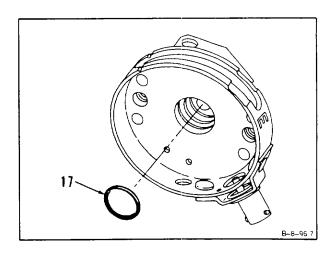
6. Remove retaining ring (14). Use retaining ring pliers.



7. Remove seal (15). Push out from rear of housing (6). Use shaft of twist drill (16) as pusher.



8. Remove packing (17).



FOLLOW-ON MAINTENANCE: None

END OF TASK

8-116 CLEAN OIL LEVEL INDICATOR

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Goggles

Dry, Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24)

Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Oil Level Indicator Removed (Task 8-114)

Oil Level Indicator Disassembled (Task 8-115)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

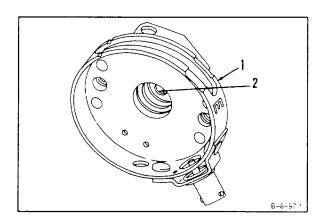
WARNING

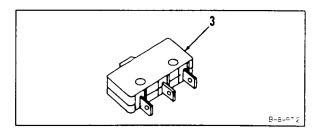
When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

- 1. Wear gloves (E24) and clean housing (1). Use dry cleaning solvent (E19) and brush.
- 2. Wipe dry using lint-free cloth (E30).
- 3. Wear goggles. Blow dry internal passage (2). Use clean. dry compressed air.
- 4. Clean switch (3) using lint-free cloth (E30) dampened in dry cleaning solvent (E19).
- 5. Blow dry switch (3) using clean, dry, compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Oil Level Indicator (Task 8-117).





8-117 INSPECT OIL LEVEL INDICATOR

8-117

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

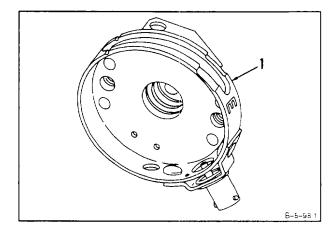
Personnel Required:

Aircraft Powerplant Inspector

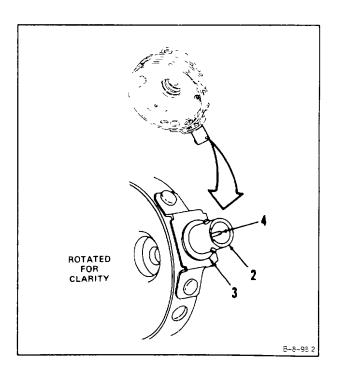
Equipment Condition:

Off Engine Task

1. Inspect housing (1). There shall be no cracks.

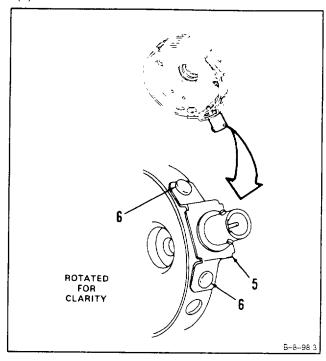


- 2. Inspect electrical connector (2).
 - a. There shall be no cracks, corrosion, or looseness at joint (3).
 - b. Pin (4) shall not be bent, broken, or corroded.

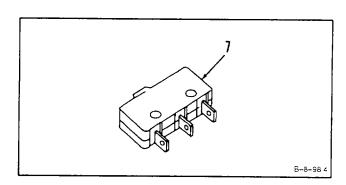


8-117

3. Inspect bracket (5). There shall be no cracks or loose rivets (6).



4. Inspect switch (7). There shall be no cracks.



FOLLOW-ON MAINTENANCE: None

8-118 REPAIR OIL LEVEL INDICATOR

8-118

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Soldering Iron, 15/32-Pound Stainless Steel Wire Brush

Materials:

Black Baking Enamel (E9) Crocus Cloth (E16) Solder (E54)

Personnel Required:

Aircraft Powerplant Repairer Aircraft Electrician Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Tank

- 1. Repair loose electrical connector (1) as follows:
 - a. Remove all surface contamination near joint (2). Use stainless steel wire brush.
 - b. Solder joint (2). Use solder (E54) and soldering iron.
- 2. Repair electrical connector pin (3) as follows:

NOTE

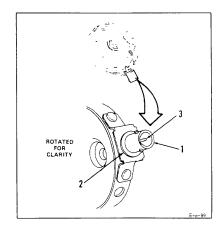
This repair is allowed provided it does not cause pin to break or crack.

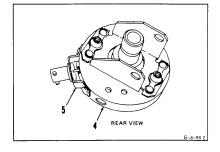
- a. Straighten bent pin (3). Use long nose pliers to gently move pin (3) until it is straight.
- b. Remove corrosion from pin (3). Polish pin (3), using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (EI 6).
- 3. Repair damaged paint on outside of housing (4) and bracket (5). Use black baking enamel (E9).

INSPECT

FOLLOW-ON MAINTENANCE:

None





8-119 ASSEMBLE OIL LEVEL INDICATOR

8-119

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Twist Drill, 15/64-Inch

Retaining Ring Pliers
Soldering Iron, 15/32-Pound

Materials:

Insulation Sleeving (E28)

Pressure Sensitive Teflon Tape (E46)

Solder (E54) Wire (E65)

Parts:

Packing

Seal

Personnel Required:

Aircraft Powerplant Repairer

Aircraft Electrician

Aircraft Powerplant Inspector

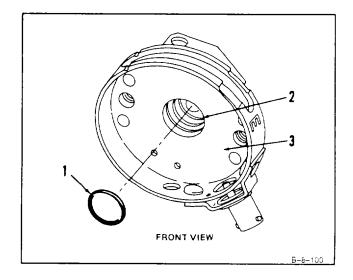
References:

TM 1-2840-252-23P

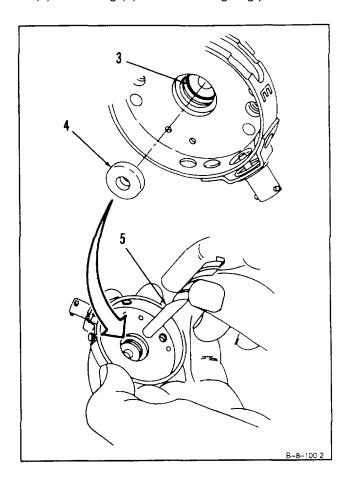
Equipment Condition:

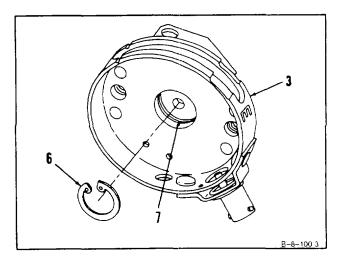
Off Engine Task

1. Install packing (1) in groove (2) in housing (3).



- 2. Install seal (4) in housing (3). Use shaft of twist drill (5) to push seal (4) into housing until fully seated.
- 3. Install retaining ring (6) in groove (7) in housing (3). Use retaining ring pliers.

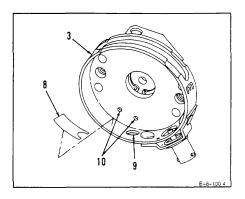


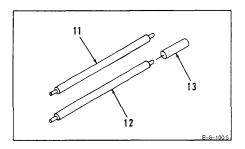


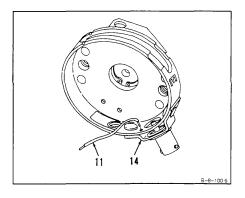
CAUTION

In following step 4, do not cover drain hole with tape. Failure to comply could cause accumulation of oil. This could cause faulty oil level Indication.

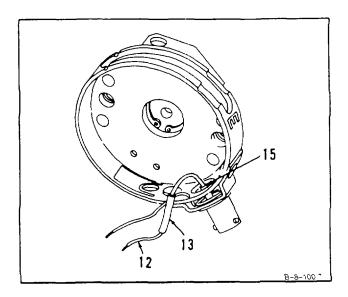
- 4. Install teflon tape (8) inside housing (3). Use Pressure sensitive teflon tape (E46). Do not cover drain hole (9). Center teflon tape between switch mounting holes (10).
- 5. Install two wires (11 and 12) as follows:
 - a. Cut wires (11 and 12) to 1-1/2-inch length. Use wire ((E65).
 - b. Strip both ends of wires (11 and 12) to 1/4-inch length.
 - c. Tin both ends of wires (11 and 12). Use solder (E54) and soldering iron.
 - d. Cut 1/2-inch piece of insulation sleeving (E28). Slide sleeving (13) over wire (12).
 - e. Solder wire (11) to bracket (14). Use solder (E54) and soldering iron.

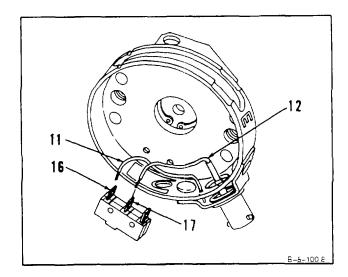






- f. Solder wire (12) to electrical connector pin (15). Use solder (E54) and soldering iron. Slide insulation sleeving (13) over pin (15).
 - g. Solder wire (11) to switch terminal (16). Use solder (E54) and soldering iron.
 - h. Solder wire (12) to switch terminal (17). Use solder (E54) and soldering iron.





CAUTION

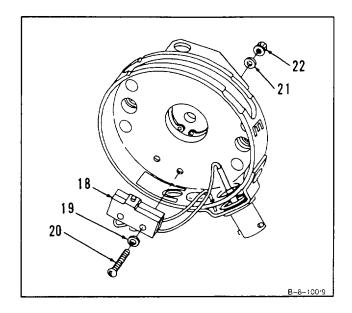
In following step 6, do not strain or kink wires. Defective wiring could cause faulty oil level indication.

6. Install switch (18), two washers (19), two screws (20), two washers (21), and two nuts (22).

INSPECT

FOLLOW-ON MAINTENANCE:

None



8-120 INSTALL OIL LEVEL INDICATOR

8-120

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 0-30 Inch-Pounds

Materials:

Lockwire (E33)

Parts:

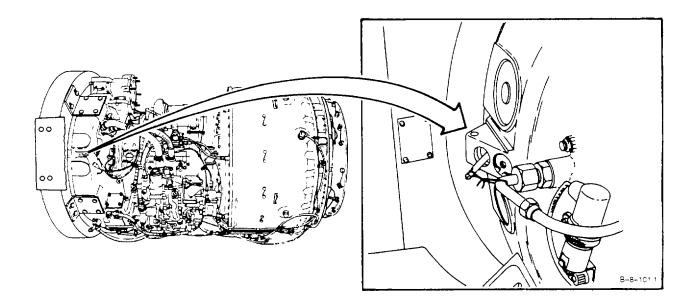
Packing

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P Task 8-121

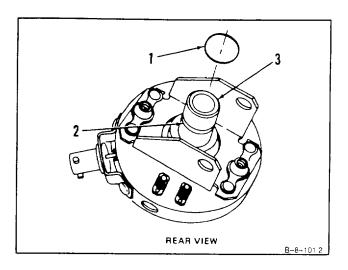


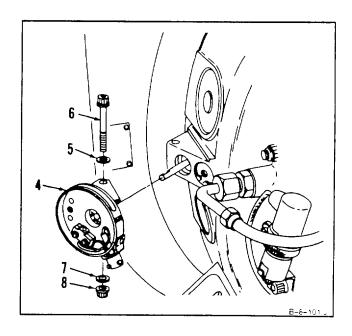
1. Install packing (1) in groove (2) in shaft (3).

NOTE

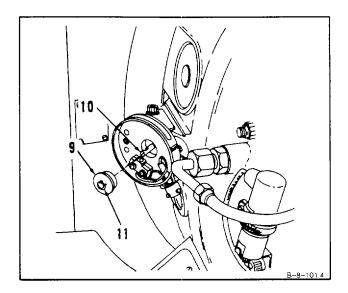
In following steps 2 thru 5, do not let shaft of float slip back into inlet housing.

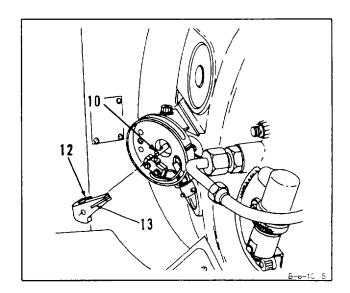
2. Remove twine. Install assembly (4), washer (5), bolt (6), washer (7), and nut (8).



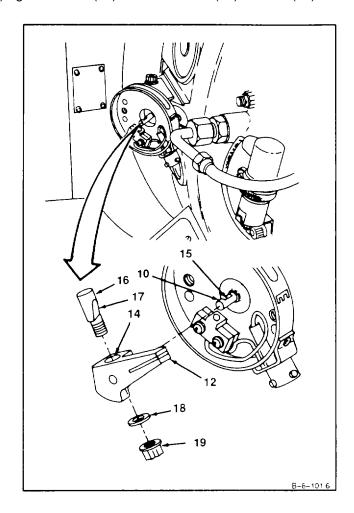


- 3. Install washer (9) on shaft (10) with smaller diameter (11) facing out.
- 4. Install pointer (12) on shaft (10) with white stripe (13) facing out.





- 5. Position pointer (12) on shaft (10), so hole (14) is aligned with notch (15).
- 6. Install bolt (16) with flat (17) against notch (15). Install washer (18) and nut (19).

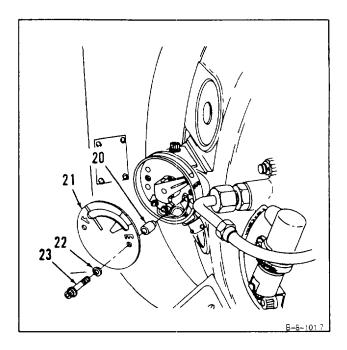


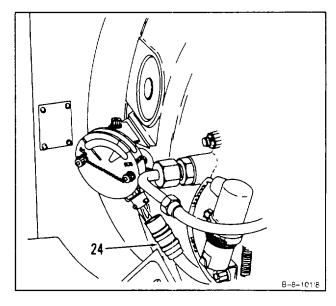
- 7. Adjust oil level indicator (Ref. Task 8-121, steps 3 thru 7).
- 8. Install two spacers (20), cover (21), two washers (22), and bolts (23). Torque two bolts (23) to 15 inch-pounds. Lockwire bolts (23). Use lockwire (E33).
- 9. Connect electrical connector (24).

INSPECT

FOLLOW-ON MAINTENANCE:

Service Engine Oil System (Task1-68).





8-121 ADJUST OIL LEVEL INDICATOR

8-121

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Oil Level Test Light (T9) Torque Wrench, 0-30 Inch-Pounds Materials:

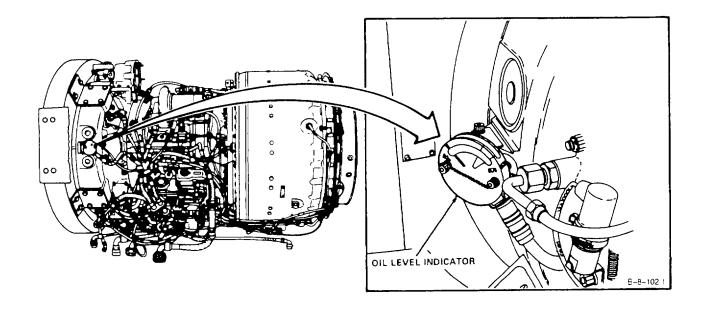
Lockwire (E33)

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

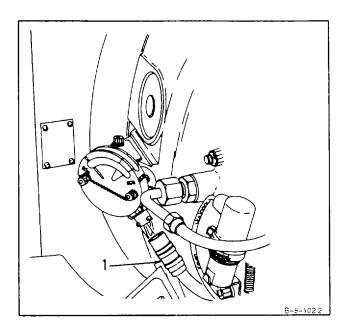
Equipment Condition:

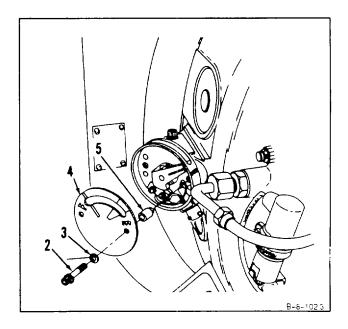
Engine Oil System Drained (Task 1-69)



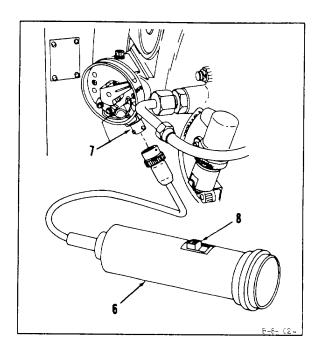
8-121

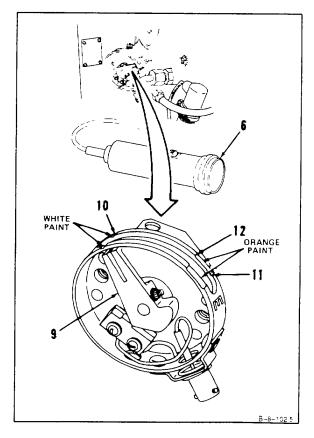
- 1. Disconnect electrical connector (1).
- 2. Remove lockwire, two bolts (2), two washers (3), cover (4), and two spacers (5).





- 3. Connect oil level test light (T9) (6) to electrical connector (7) and turn switch (8) on.
- 4. Move pointer (9) from full position (10) toward empty position (11). Test light (T9) (6) shall come on at low oil level warning position (12).

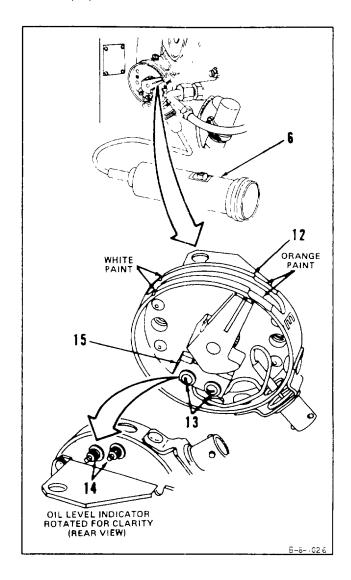




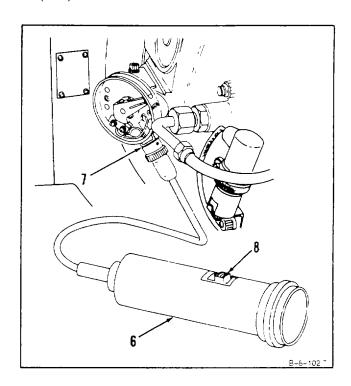
NOTE

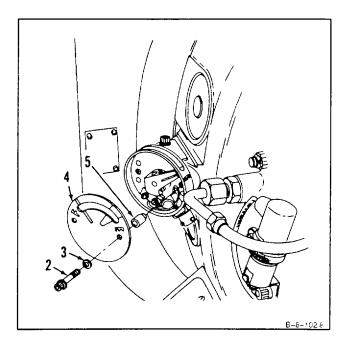
If test light indicates adjustment is needed, do steps 5 and 6. If test light indicates adjustment is not needed, omit steps 5 and 6.

- 5. Loosen two screws (13) and two nuts (14). Move switch (15) until test light (T9) (6) comes on at low oil level warning position (12).
- 6. Tighten two nuts (14) and two screws (13).



- 7. Turn switch (8) off and disconnect test light (T9) (6) from electrical connector (7).
- 8. Install two spacers (5), cover (4), two washers (3), and two bolts (2). Torque two bolts (2) to 15 inch-pounds. Lockwire two bolts (2). Use lockwire (E33).

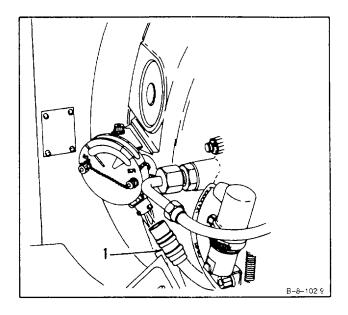




9. Connect electrical connector (1).

INSPECT

FOLLOW-ON MAINTENANCE: Service Engine Oil System (Task 1-68).



SECTION XVII OIL LEVEL FLOAT ASSEMBLY

8-122 REMOVE OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-122

INITIAL SETUP

Applicable Configurations:

Αl

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Wiping Rag (E64)

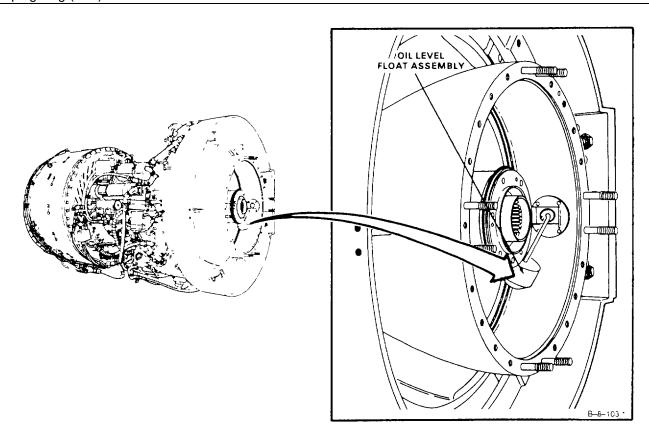
Personnel Required:

Aircraft Powerplant Repairer

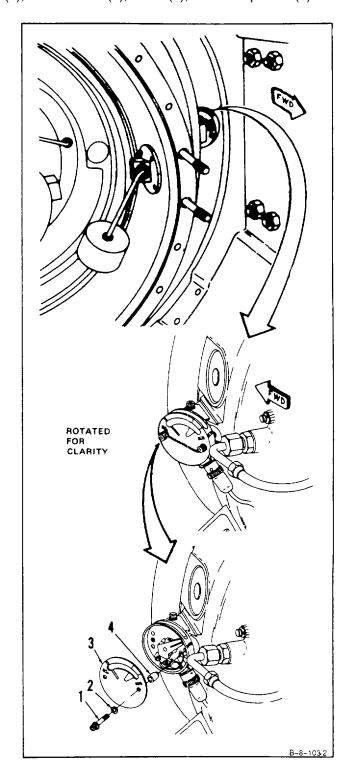
Equipment Condition:

Engine Oil System Drained (Task 1-69) Output Shaft Seal and Housing Assembly Removed (Task 2-39)

Inlet Housing Cover Assembly Removed (Task 2-44)



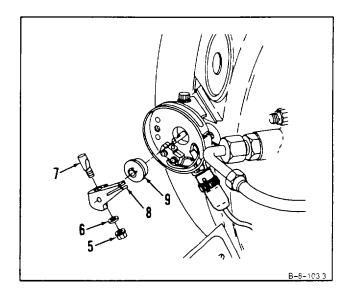
1. Remove lockwire, two bolts (1), two washers (2), cover (3), and two spacers (4).

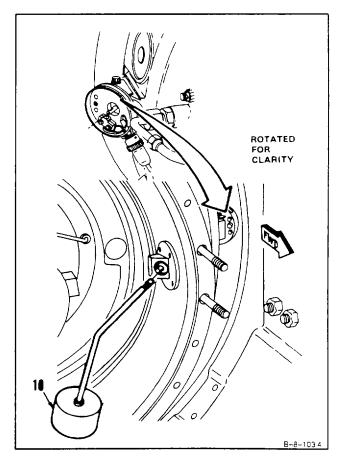


- 2. Remove nut (5), washer (6), bolt (7), pointer (8), and washer (9).
- 3. Remove oil level float assembly (10).

FOLLOW-ON MAINTENANCE: None

8-122





8-123 DISASSEMBLE OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-123

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

None

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Engine Oil System Drained (Task 1-69)

Output Shaft Seal and Housing Assembly Re-

moved (Task 2-39)

Inlet Housing Cover Assembly Removed (Task

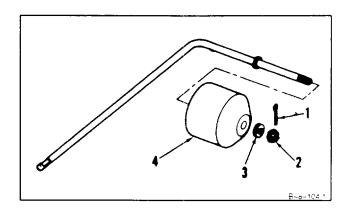
2-44)

Oil Level Float Assembly Removed (Task 8-122)

1. Remove cotter pin (1), nut (2), washer (3), and float (4).

FOLLOW-ON MAINTENANCE:

None



8-124 CLEAN OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-124

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E64)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task Engine Oil System Drained (Task 1-69) Output Shaft Seal and Housing Assembly Re-

moved (Task 2-39)

Inlet Housing Cover Assembly Removed (Task 2-44)

Oil Level Float Assembly Removed (Task 8-122)
Oil Level Float Assembly Disassembled (Task 8-123)

General Safety Instructions:

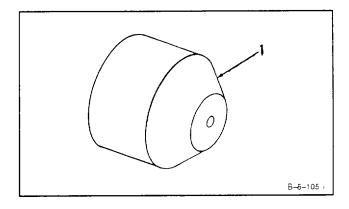
WARNING

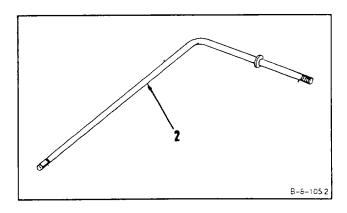
Dry cleaning solvent (E19) is flammable and toxic. It can Irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Wear gloves (E24) and clean float (1). Use dry cleaning solvent (E19) and brush.
- 2. Wipe dry using lint-free cloth (E64).
- 3. Clean shaft (2). Use dry cleaning solvent (E19) and brush.
- 4. Wipe dry using lint-free cloth (E64).

FOLLOW-ON MAINTENANCE:

Inspect Oil Level Float Assembly (Task 8-125).





8-125 INSPECT OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-125

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Outside Micrometer Caliper Set Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

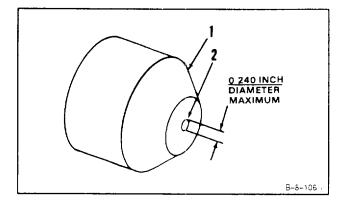
Equipment Condition:

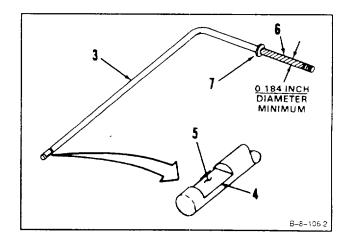
Off Engine Task

- 1. Inspect float (1). There shall be no cracks.
- 2. Inspect hole (2) in float (1). Hole diameter shall be 0.240 inch maximum.
- 3. Inspect shaft (3). There shall be no cracks.
- 4. Inspect notch (4). There shall be no nicks, burrs, or scratches deeper than 0.020 inch on flat surface (5).
- 5. Inspect float mounting area (6). Use outside micrometer caliper. Shaft diameter shall be 0.184 inch minimum.
- 6. Inspect washer (7). Washer (7) shall not be cracked, loose, or missing.

FOLLOW-ON MAINTENANCE:

None





8-126 REPAIR OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-126

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Carborundum Stone (Ell) Crocus Cloth (E16) **Personnel Required:**

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

1. Repair nicks, burrs, and scratches on flat surface (1) of float shaft notch (2) as follows:

NOTE

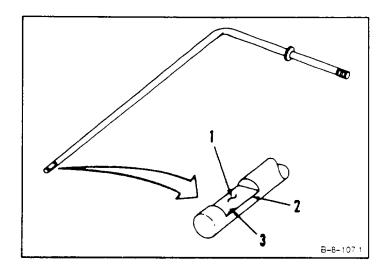
Repair is allowed only if depth of defect after repair is not more than 0.020 inch.

- a. Blend all raised edges (3). Use carborundum stone (Ell).
- b. Polish to smooth finish. Use crocus cloth (E16).

INSPECT

FOLLOW-ON MAINTENANCE:

None



8-127 ASSEMBLE OIL LEVEL FLOAT ASSEMBLY (AVIM)

8-127

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

None

Parts:

Cotter Pin

Personnel Required:

Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

TM 1-2840-252-23P

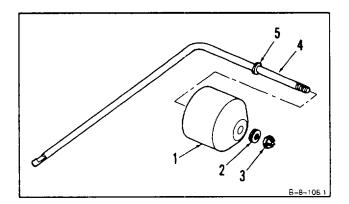
Equipment Condition:

Off Engine Task

CAUTION

When Installing float, tighten nut only enough to seat float against washer. If nut Is overtightened, damage to float will occur.

- 1. Install float (1), washer (2), and nut (3) on shaft (4).
- 2. Hand-tighten nut (3) until float (1) is seated against washer (5).

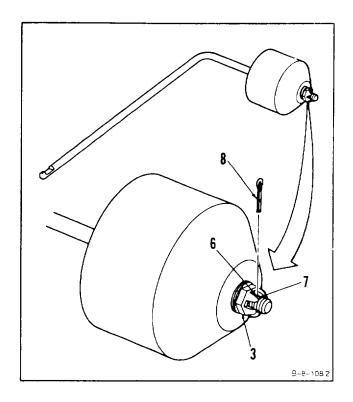


8-127 ASSEMBLE OIL LEVEL FLOAT ASSEMBLY (AVIM) (Continued)

- 3. Back off nut (3), a maximum of one slot, until slot (6) in nut (3) aligns with shaft hole (7).
- 4. Install cotter pin (8).

INSPECT

FOLLOW-ON MAINTENANCE: None



8-128

INSTALL OIL LEVEL FLOAT ASSEMBLY (AVIM) 8-128

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114 Torque Wrench, 0-30 Inch-Pounds Materials:

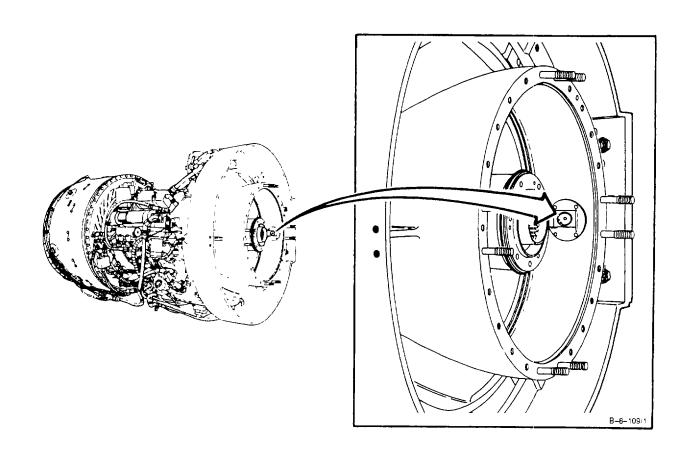
Lockwire (E33)

Personnel Required:

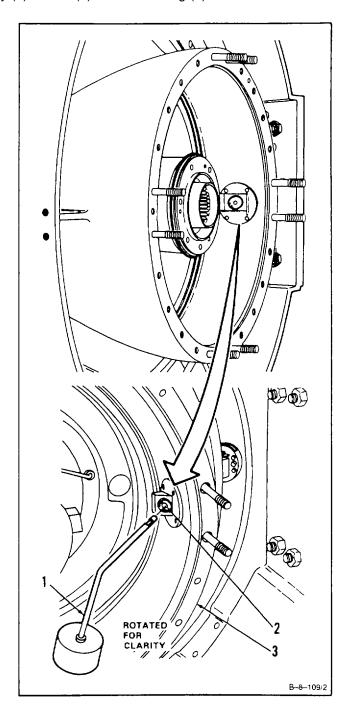
Aircraft Powerplant Repairer Aircraft Powerplant Inspector

References:

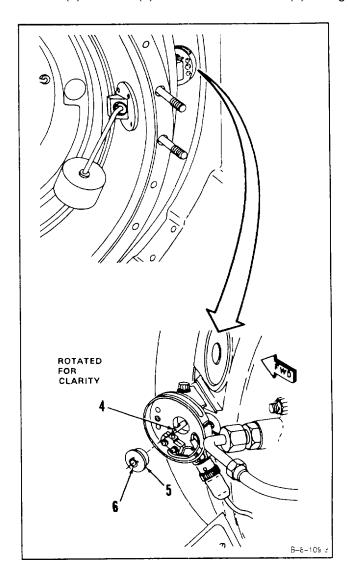
Task 8-121



1. Install oil level float assembly (1) in hole (2) in inlet housing (3).

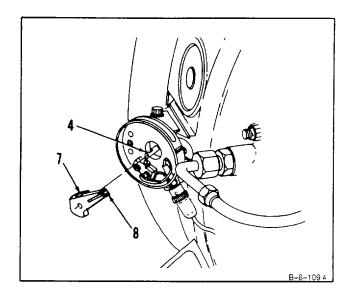


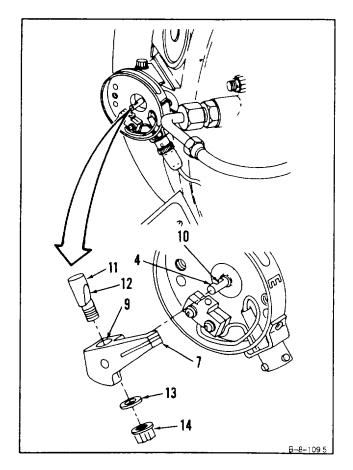
2. Hold shaft (4) in place. Install washer (5) on shaft (4) with smaller diameter (6) facing out.



8-128

- 3. Install pointer (7) on shaft (4) with white stripe (8) facing out.
- 4. Position pointer (7) on shaft (4) with hole (9) aligned with notch (10).
- 5. Install bolt (11) with flat (12) against notch (10). Install washer (13) and nut (14).



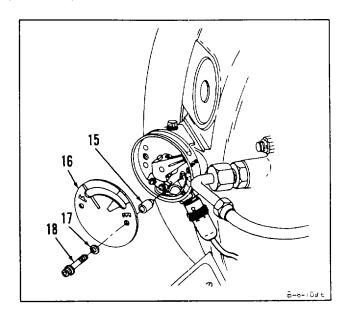


- 6. Adjust oil level indicator (Ref. Task 8-121, steps 3 thru 7).
- 7. Install two spacers (15), cover (16), two washers (17), and two bolts (18). Torque bolts (18) to 15 inch-pounds. Lockwire bolts (18). Use lockwire (E33).

INSPECT

FOLLOW-ON MAINTENANCE:

Install Inlet Housing Cover Assembly (Task 2-48). Install Output Shaft Seal and Housing Assembly (Task 2-43). Service Engine Oil System (Task 1-68).



CHAPTER 9 TORQUEMETER SYSTEM - MAINTENANCE SYSTEM

CHAPTER OVERVIEW

This chapter contains maintenance procedures for the torquemeter system. It is divided into the following sections and tasks:

SECTION	TASK <u>NO.</u>	TITLE	<u>PAGE</u>
1	TORQUEMETER SENSOR		
	9-1	Remove Torquemeter Sensor	9-3
	9-2	Clean Torquemeter Sensor	9-6
	9-3	Inspect Torquemeter Sensor	9-7
	9-4	Repair Torquemeter Sensor	9-8
	9-5	Install Torquemeter Sensor	9-9

SECTION I TORQUEMETER SENSOR

9-1 REMOVE TORQUEMETER SENSOR

9-1

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Materials:

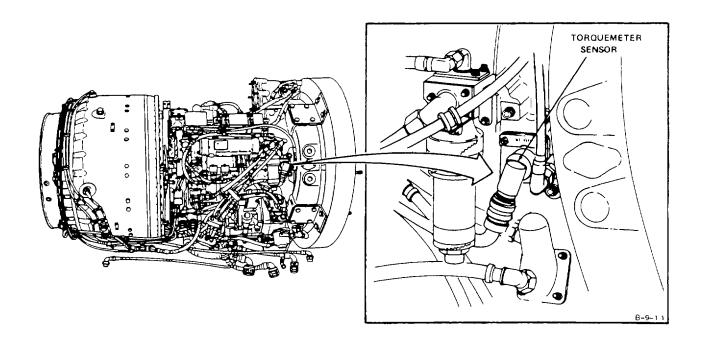
Wiping Rag (E64)

Personnel Required:

Aircraft Powerplant Repairer

General Safety Instructions: WARNING

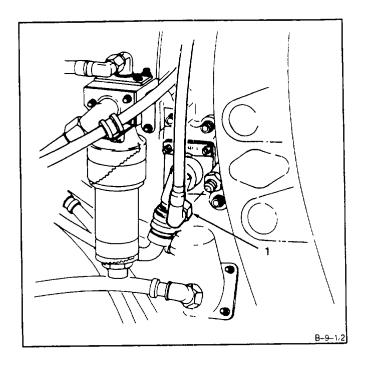
Lubricating oils cause paralysis if swallowed. Prolonged contact with them may irritate the skin. Handle only in well-ventilated areas away from heat and flame. Drain and store in approved metal safety containers. Avoid prolonged or repeated contact with skin and do not take internally. Wash contacted area of skin thoroughly after handling. If irritation of skin results, get medical attention. Get medical attention for eyes.

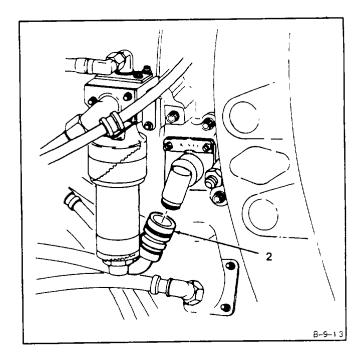


1. Disconnect hose assembly (1).

9-1

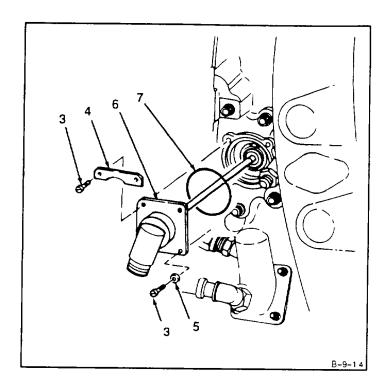
2. Disconnect electrical connector (2).





3. Remove lockwire, four screws (3), data plate (4), two washers (5), torquemeter sensor (6), and packing (7).

FOLLOW-ON MAINTENANCE: None



9-2

9-2 CLEAN TORQUEMETER SENSOR

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944

Goggles

Compressed Air Source

Materials:

Dry Cleaning Solvent (E19) Gloves (E24) Lint-Free Cloth (E30)

Personnel Required:

Aircraft Powerplant Repairer

Equipment Condition:

Off Engine Task

Torquemeter Sensor Removed (Task 9-1)

General Safety Instructions:

WARNING

Dry cleaning solvent (E19) is flammable and toxic. It can irritate skin and cause burns. Use only in well-ventilated area, away from heat and open flame. In case of contact, immediately flush skin or eyes with water for at least 15 minutes. Get medical attention for eyes.

- 1. Clean torquemeter sensor (1) as follows:
- a. Wear gloves (E24) and clean torquemeter sensor (1). Use lint-free cloth (E30) dampened with dry cleaning solvent (E19).
 - b. Use dry, lint-free cloth (E30) to remove solvent.

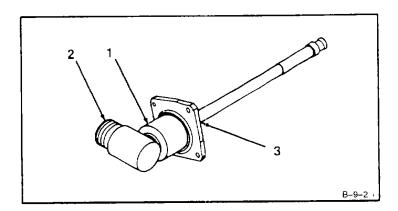
WARNING

When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

c. Wear goggles. Blow dry electrical connector (2) and inside surfaces (3). Use clean, dry compressed air.

FOLLOW-ON MAINTENANCE:

Inspect Torquemeter Sensor (Task 9-3).



9-3 INSPECT TORQUEMETER SENSOR 9-3

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Technical Inspection Tool Kit, NSN 5180-00-323-5114 Materials:

None

Personnel Required:

Aircraft Powerplant Inspector

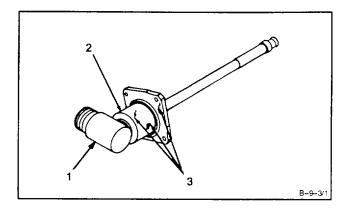
Equipment Condition:

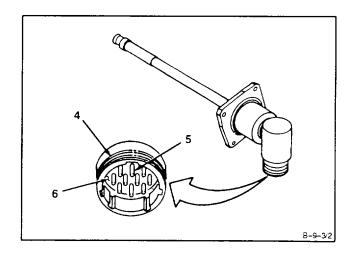
Off Engine Task

- 1. Inspect torquemeter sensor (1) as follows:
 - a. Inspect body (2). There shall be no cracks, distortion, or dents (3).
 - b. Inspect electrical connector (4). There shall be no broken, corroded or bent pins (5), or damaged insulation (6).

FOLLOW-ON MAINTENANCE:

None





9-4 REPAIR TORQUEMETER SENSOR

9-4

INITIAL SETUP

Applicable Configurations:

ΑII

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Goggles

Dry, Compressed Air Source

Materials:

Crocus Cloth (E16)

Personnel Required:

Aircraft Powerplant Repairer
Aircraft Powerplant Inspector

Equipment Condition:

Off Engine Task

NOTE

This repair is allowed provided it does not cause pins to break or crack.

- 1. Straighten bent pins (1) of electrical connector (2). Using long-nose pliers, gently move pins (1) until they are straight.
- 2. Remove corrosion from pin (1) of electrical connector (2). Polish pins using in and out motion over entire length of pin until corrosion is removed. Use crocus cloth (E16).

WARNING

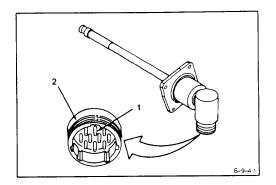
When using compressed air for cleaning, use approved protective equipment for eyes and face. Do not use more than 30 psig air pressure. Do not direct air toward yourself or another person. Failure to comply could result in injury to eyes or skin. In case of injury, get medical attention.

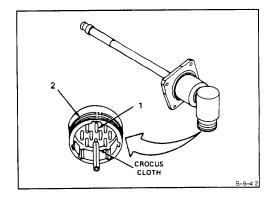
3. Wear goggles. Remove loosened particles from connector (2), using clean, dry, compressed air.

INSPECT

FOLLOW-ON MAINTENANCE:

None





9-5

9-5 INSTALL TORQUEMETER SENSOR

INITIAL SETUP

Applicable Configurations:

All

Tools:

Powerplant Mechanic's Tool Kit, NSN 5180-00-323-4944 Technical Inspection Tool Kit, NSN 5180-00-323-5114

Materials:

Lockwire (E33)

Anti-Seize Compound (E6)

Parts:

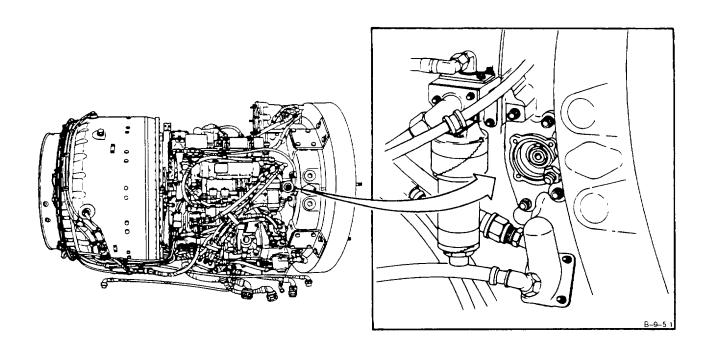
Packing

Personnel Required:

Aircraft Powerplant Repairer (2) Aircraft Powerplant Inspector

References:

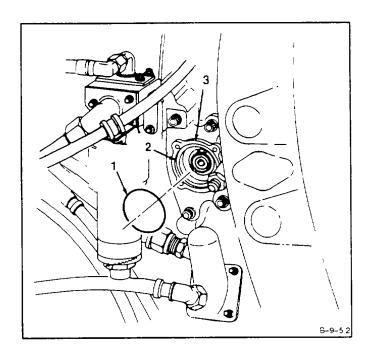
TM 1-2840-252-23P

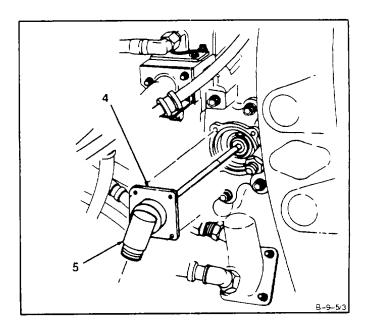


1. Install packing (1) in groove (2) of flange (3).

9-5

2. Position torquemeter sensor (4) with electrical connector (5) at 7-o'clock location.





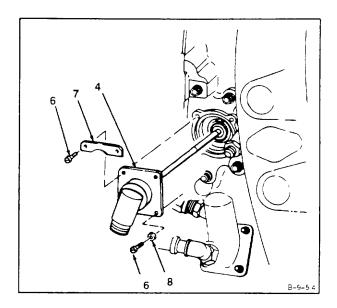
CAUTION

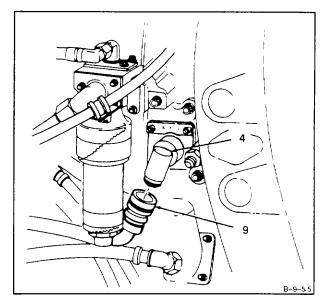
Torquemeter sensor Is spring-loaded into housing and must be installed squarely and evenly. Failure to do so could result in damage to sensor.

NOTE

Do not lockwire over data plate.

- 3. Install torquemeter sensor (4), four screws (6), data plate (7), and two washers (8). Stagger-tighten and lockwire screws (6). Use lockwire (E33).
- 4. Connect electrical connector (9) to torquemeter sensor (4).

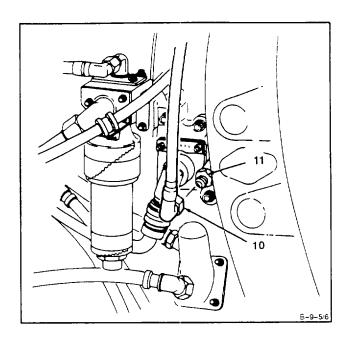




5. Connect hose assembly (10) to adapter nipple (11).

INSPECT

FOLLOW-ON MAINTENANCE: None



APPENDIX A REFERENCES

PUBLICATION NUMBER	TITLE
AR750-50	Army Material Maintenance Concepts and Policies.
TM 1520-252-MTF	Maintenance Test Flight Manual Army Model MH47E Helicopter.
TM 1-1520-252-T	Aviation Unit and Aviation Intermediate Troubleshooting Manual Army MH47E Helicopter.
TM 1-1520-252-10	Operator's Manual Army MH47E Helicopter Aircraft.
TM 1-1520-252-23	Aviation Unit and Aviation Intermediate Maintenance Manual Army MH47E Helicopter.
TM 1-2840-252-23	Aviation Unit and Intermediate Maintenance Repair Parts and Special Tool List.
CTA50-970	Expendable Items (Except Medical, Class V, Repair Parts, and Heraldic Items).
TB43-0106	Spectrographic Oil Analysis.
TB43-0142	Lifting Devices, Inspection, Testing and Maintenance.
TB 1-1500-341-01	Aircraft Components Requiring Maintenance Management and Historical Data.
TB 55-8100-200-25	Maintenance of Specialized Reusable Containers for Aircraft Equipment.
TB 55-9150-200-25	Engine and Transmission Ois, Fuels, and Additives for Army Aircraft.
DA PAM 738-751	The Army Maintenance Management Systems (TAMMS).
TM 43-0103	Non Destructive Inspection Methods.
TM 55-1500-204-25/1	General Aircraft Maintenance Manual.
TM 55-1500-328-25	Aeronautical Equipment Maintenance Management Policies and Procedures.

APPENDIX A (Continued) REFERENCES

PUBLICATION NUMBER	TITLE
TM 55-4920-328-13	Modular Engine Test Systems Maintenance Manual.
FM 1-511	Maintenance Quality Control and Technical Inspection Guide for Army Aircraft.
TM 750-244-1-5	Army Aircraft. Procedures for the Destruction of Aircraft and Associated Equipment to Prevent Enemy Use.

APPENDIX B MAINTENANCE ALLOCATION CHART

SECTION I. INTRODUCTION

B-1 MAINTENANCE ALLOCATION CHART

a. This Maintenance Allocation Chart (MAC) assigns maintenance functions in accordance with the Three Levels of Maintenance concept for Army aviation. These maintenance levels (categories) Aviation Unit Maintenance (AVUM), Aviation intermediate Maintenance (AVIM), and Depot Maintenance are depicted on the MAC as:

AVUM, which corresponds to an O Code in the Repair Parts and Special Tools List (RPSTL).

AVIM, which corresponds to an F Code in the Repair Parts and Special Tools List (RPSTL).

DEPOT, which corresponds to a D Code in the Repair Parts and Special Tools List (RPSTL).

- b. The maintenance to be performed below depot and in the field is described as follows:
- (1) Aviation Unit Maintenance (AVUM) activities will be staffed and equipped to perform high frequency "On-Aircraft" maintenance tasks required to retain or return aircraft systems to a serviceable condition. The maintenance capability of the AVUM will be governed by the Maintenance Allocation Chart (MAC) and limited by the amount and complexity of ground support equipment (GSE), facilities required, authorized manning strength, and critical skills available. The range and quantity of authorized spare modules/components will be consistent with the mobility requirements dictated by the air mobility concept. (Assignments of maintenance tasks to divisional company size aviation units will consider the overall maintenance capability of the division, the requirement to conserve personnel and equipment resources, and air mobility requirements.)
- (a) Company Size Aviation Units: Perform those tasks which consist primarily of preventive maintenance and maintenance repair and replacement functions associated with sustaining a high level of aircraft operational readiness. Perform maintenance inspections and servicing to include preflight, daily, intermediate, periodic (or phased), and special inspections as authorized by the MAC or high headquarters. Identify the cause of equipment/system malfunctions using applicable technical manual troubleshooting instructions, built-in test equipment (BITE), installed aircraft instruments, or test, measurement, and diagnostic equipment (TMDE). Replace worn or damaged modules/components that do not require complex adjustments or system alinement and which can be removed/installed with available skills, tools, and ground support equipment. Perform operational and continuity checks and make minor repairs to the electrical system. Inspect, service and make operational, capacity, and pressure checks to hydraulic systems. Perform servicing, functional adjustments, and minor repair/ replacement to the flight control, propulsion, power train, and fuel systems. Accomplish airframe repair that does not require extensive disassembly, jigging, or alignment. The manufacture of airframe repair will be limited to those items which can be fabricated with tools and equipment found in current air mobile tool and shop sets. Evacuate unserviceable modules/components and end items beyond the repair capability of AVUM to the supporting AVIM.

- (b) Less than Company Size Aviation Units: Aviation elements organic to brigade, group, battalion headquarters, and detachment size units are normally small and have less than ten aircraft assigned. Maintenance tasks performed by these units will be those which can be accomplished by the aircraft crew chief or assigned aircraft repairman and will normally be limited to preventive maintenance, inspections, servicing, spot painting, stop drilling, application of nonstress patches, minor adjustments, module/component fault diagnosis, and replacement of selected modules/components. Repair functions will normally be accomplished by the supporting AVIM unit.
- (2) Aviation Intermediate Maintenance (AVIM) provides mobile, responsive "One-Stop" maintenance support. (Maintenance functions which are not conducive to sustaining air mobility will be assigned to depot maintenance). AVIM may perform all maintenance functions authorized to be done at AVUM. Repair of equipment for return to user will emphasize support or operational readiness requirements. Authorized maintenance includes replacement and repair of modules/components and end items which can be accomplished efficiently with available skills, tools, and equipment. AVIM establishes the Direct Exchange (DX) program for AVUM units by repairing selected items for return to stock when such repairs cannot be accomplished at the AVUM level. The AVIM level inspects, troubleshoots, performs diagnostic tests, repairs, adjusts, calibrates, and aligns aircraft system modules/components. AVIM units will have capability to determine the serviceability of specified modules/components removed prior to the expiration of the Time Between Overhaul (TBO) or finite life. Module/component disassembly and repair will support the DX program and will normally be limited to tasks requiring cleaning and the replacement of seals, fittings, and items of common hardware. Airframe repair and fabrication of parts will be limited to those maintenance tasks which can be performed with available tools and test equipment. Unserviceable repairable modules/components and end items which are beyond the capability of AVIM to repair will be evacuated to Depot Maintenance. AVIM will perform aircraft weight and balance inspections and other special inspections which exceed AVUM capability. Provides quick response maintenance support, including aircraft recovery and air evacuation, on-the job training, and technical assistance through the use of mobile maintenance contact teams. Maintains authorized operational readiness float aircraft. Provides collection and classification services for serviceable/unserviceable material. Operates a cannibalization activity in accordance with AR 750-1. (The aircraft maintenance company within the maintenance battalion of a division will perform AVIM functions consistent with air mobility requirements and conservation of personnel and equipment resources. Additional intermediate maintenance support will be provided by the supporting nondivisional AVIM unit.)

B-2 USE OF THE MAINTENANCE ALLOCATION CHART (SECTION II)

NOTE

Nomenclatures used throughout the MAC are approved item names. Those terms/nomenclatures expressed in parentheses are generic in nature and are not to be considered as official terminology.

- a. The Maintenance Allocation Chart assigns maintenance functions based on past experience and the following consideration:
 - (1) Skills available.
 - (2) Work time required.
 - (3) Tools and test equipment required and/or available.

- b. The assigned levels of maintenance authorized to perform a maintenance function are indicated.
- c. A maintenance function assigned to a maintenance category will automatically be authorized to be performed at any higher maintenance category.
- d. A maintenance function that cannot be performed at the assigned category of maintenance for any reason may be evacuated to the next higher maintenance category. Higher maintenance categories will perform the maintenance functions of lower maintenance categories when required or directed by the commander that has the authority to direct such tasking.
- e. The assignment of a maintenance function will not be construed as authorization to carry the related repair parts or spares in stock. Information to requisition or otherwise secure the necessary repair parts will be as specified in the associated Repair Parts and Special Tools List (RPSTL).
- f. Normally there will be no deviation from the assigned level of maintenance. In cases of operational necessity, maintenance functions assigned to a maintenance level may, on a one-time basis and at the request of the lower maintenance level, be specifically authorized by the maintenance officer of the level of maintenance to which the function is assigned. The special tools, equipment, etc., required by the lower level of maintenance to perform this function will be furnished by the maintenance level to which the function is assigned. This transfer of a maintenance function to a lower maintenance level does not relieve the higher maintenance level of the responsibility for the function. The higher level of maintenance will provide technical supervision and inspection of the function being performed at the lower level.
- g. Changes to the Maintenance Allocation Chart will be based on continuing evaluation and analysis by responsible technical personnel and-on reports received from field activities.

B-3 MAINTENANCE FUNCTIONS

Maintenance functions will be limited to and defined as follows:

- a. Inspect. To determine the serviceability of an item by comparing its physical, mechanical, and/or electrical characteristics with established standards through examination (e.g., by sight, sound, or feel).
- b. Test. To verify serviceability by measuring the mechanical, pneumatic, hydraulic, or electrical characteristics of an item and comparing those characteristics with prescribed standards.
- c. Service. Operations required periodically to keep an item in proper operating condition, i.e., to clean (includes decontaminate, when required), to preserve, to drain, to paint, or to replenish fuel, lubricants, chemical fluids, or gases.
- d. Adjust. To maintain or regulate, within prescribed limits, by bringing into proper or exact position, or by setting the operating characteristics to specified parameters.
 - e. Align. To adjust specified variable elements of an item to bring about optimum or desired performance.
- f. Calibrate. To determine and cause corrections to be made or to be adjusted on instruments or test, measuring, and diagnostic equipment used in precision measurement. Consists of comparisons of two instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared.

- g. Remove/Install. To remove and install the same item when required to perform service or other maintenance functions. Install may be the act of emplacing, seating, or fixing into position a spare, repair part, or module (component or assembly) in a manner to allow the proper functioning of equipment or system.
- h. Replace. To remove an unserviceable item and install a serviceable counterpart in its place. "Replace" is authorized by the MAC and is shown as the third position code of the SMR code.
- i. Repair. The application of maintenance services¹, including fault location/troubleshooting², removal/installation, and disassembly/assembly³ procedures, and maintenance actions to identify troubles and restore serviceability to an item by correcting specific damage, fault, malfunction, or failure in a part, subassembly, module (component or assembly), end item, or system.
- j. Overhaul. That maintenance effort (service/action) prescribed to restore an item to a completely serviceable/operational condition as required by maintenance standards in appropriate technical publications (i.e., DMWR). Overhaul is normally the highest degree of maintenance performed by the Army. Overhaul does not normally return an item to like new condition.
- k. Rebuild. Consists of those services/actions necessary for the restoration of unserviceable equipment to a like new condition in accordance with original manufacturing standards. Rebuild is the highest degree of material maintenance applied to Army equipment. The rebuild operation includes the act of returning to zero those age measurements (hours/miles, etc.) considered in classifying Army equipment/components.

^{1.} Services - inspect, test, service, adjust, align, calibrate, and/or replace.

^{2.} Fault locate/troubleshoot - The process of investigating and detecting the cause of equipment malfunctioning; the act of isolating a fault within a system or unit under test (UUT).

^{3.} Disassemble/assemble - encompasses the step-by-step taking apart (or breakdown) of a spare/functional group coded item to the level of its least componency identified as maintenance significant (i.e., assigned an SMR code) for the category of maintenance under consideration.

^{4.} Actions - welding, grinding, riveting, straightening, facing, remachining and/or resurfacing.

B-4 FUNCTIONAL GROUPS (COLUMNS 1 AND 2)

The functional groupings shown in the sample below identify maintenance significant components, assemblies, subassemblies, and modules with the next higher assembly.

GROUP NUMBER	DESCRIPTION	GROUP NUMBER	DESCRIPTION
04	POWERPLANT	0406	FUEL SYSTEM
0401 0402 0403	ENGINE GENERAL Servicing, handling, inspection requirements, lubrication charts, overhaul and retirement schedules, External lines & hoses. (As applicable) COMPRESSOR SECTION (COLD SECTION MODULE) Rotor, blades, vanes, impeller, Stators, inlet guide vanes, main frame, particle separator, bleed valve, bearings, seals, external lines & hoses. COMBUSTION SECTION (HOT SECTION MODULE)	0407	Hydromechanical assembly, fuel boost pump, governors, fuel filter assembly, sequence valve, fuel manifold, fuel nozzle, external lines and hoses. ELECTRICAL SYSTEM Electrical control units, exciters, thermocouples, ignition harness, electrical cables, history record, torque overspeed sensor, NP sensor, alternate stator, and blowers. OIL SYSTEM Tanks, oil filter, oil cooler, lube and scavenge pumps, oil filter bypass sensor, external lines and hoses.
0404	Liners, nozzles, stators, rotor, seals, couplings, blades. POWER-TURBINE (POWER TURBINE MODULE) Nozzles, rotors, blades, exit guide vanes, exhaust frame, drive shaft, bearings, seals, external lines and hoses. ACCESSORY GEAR SECTION Input/and output gears, seals, chip detector, housings, drive shaft, bearings, and seals.	0410	DRIVE SYSTEM Reduction gear assembly, output shaft, seal, and bearing. MISCELLANEOUS EQUIPMENT (As applicable)

B-5 MAINTENANCE FUNCTION (COLUMN 3)

Column 3 lists the functions to be performed on the items listed in column 2.

B-6 MAINTENANCE CATEGORIES AND WORK TIMES (COLUMN 4)

The maintenance categories (levels) AVUM, AVIM, and DEPOT are listed on the Maintenance Allocation Chart with individual columns that include the work times for maintenance functions at each maintenance level. Work time presentations such as "0.1" indicate the average time it requires a maintenance level to perform a specified maintenance function. If a work time has not been established, the columnar presentation shall indicate "-.Maintenance levels higher than the level of maintenance indicated are authorized to perform the indicated function.

B-7 TOOLS AND TEST EQUIPMENT (COLUMN 5 AND SECTION III)

Common tool sets (not individual tools), special tools, test, and support equipment required to perform maintenance functions are listed alphabetically in Section III with a reference number to permit cross-referencing to column 5 in the MAC. In addition, the maintenance category authorized to use the device is listed along with the item National stock number (NSN), and, if applicable, the tool number to aid in identifying the tool/device.

B-8 REMARKS (COLUMN 6 AND SECTION IV)

Remarks (identified by an alphabetic code in column 6) and other notes (identified by a number in parentheses in the applicable column) are listed in Section IV to provide a ready reference to the definition of the remark/note.

SECTION II

	MAINTE	NANCE ALLO	CATION	CHART			
NOMENC	LATURE OF END ITEMS	<i>5</i> = - 					
		T55-L-71	14				
(1)	(2)	(3)	(4)			(5)	(6)
GROUP NUMBER	COMPONENT/ASSEMBLY	MAINTENANCE FUNCTION	MAINTEN AVUM	IANCE CA	TEGORY DEPOT		REMARKS
		NOTE	1				
	The maintenance functions company size units. These uses Set SC4920-49-CL-A92 and Refer to paragraph B-1.	units are author	ized (AV	UM #2)	Tool	ı	
0400	POWERPLANT AND RELATED						
0401	SYSTEMS ENGINE, COMPLETE AS- SEMBLY	INSPECT				51,52	
		TEST					A B
	(METS) TRAILER	ADJUST SERVICE REPLACE REPAIR	7.7 7.7 7.7 7.7	 		51,52 51,52 47,51,52 51,52 44,45,46	H, I C C,D,E,K
0402 040201	COMPRESSOR SECTION INTERSTAGE AIR-BLEED AC- TUATOR	OVERHAUL				51,52,53	
		ADJUST REPLACE REPAIR OVERHAUL	5.5 5.5 5.5			51,52 51,52 51,52	A,H,I C D,E,G
040202	COMPRESSOR BLEED BAND	INSPECT REPLACE	 			51,52,53 51,52	A

NOMENCLATURE OF END ITEMS

		1 33-L-7	 			Τ	
(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP	COMPONENT/ASSEMBLY	MAINTENANCE	MAINTEN			AND	
NUMBER		FUNCTION	AVUM	AVIM	DEPOT	EQUIPMENT	REMARKS
040203	ANTI-ICING, AIR GALLERY	INSPECT				51,52,53	
		REPLACE REPAIR	 			51,52 51,52	C C,D,E,G
040204	COMPRESSOR HOUSING	INSPECT REPLACE	 			51,52,53 37,43,45,	
		REPAIR				52 51,52	C,D,E,G
040205	STATOR VANE ASSEMBLIES	INSPECT REPLACE	 			51,52,53 29,32,36,	
		REPAIR				43,51,52 51,52	C,D,E,G
040206	COMPRESSOR ROTOR BLADES	INSPECT				51,52,53	
		REPLACE				10,48,50, 52	
		REPAIR				52	
040207	OUTPUT SHAFT SEAL AND HOUSING ASSEMBLY	INSPECT				51,52,53	
		REPLACE				2,27,51,52	C,K
		REPAIR				26,51	М
040208	INLET HOUSING COVER AS- SEMBLY	INSPECT				51,52,53	
	OLIMBE!	REPLACE				24,51,52	
040209	AIR INLET HOUSING ASSEMBLY	REPAIR INSPECT REPLACE		 		51,52 51,52,53	
040210	T1 TEMPERATURE SENSOR	REPAIR INSPECT REPLACE	 			51 51,52,53 51,52	D,E,F,G
		REPAIR				51,52	

NOMENCLATURE OF END ITEMS

		100-L-/	-				
(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP NUMBER	COMPONENT/ASSEMBLY	MAINTENANCE FUNCTION	MAINTEN AVUM	AVIM	TEGORY DEPOT	AND EQUIPMENT	REMARKS
040211	AIR LINES	INSPECT				51,52,53	
0403	COMBUSTION SECTION	REPLACE				51,52	
	FUEL DRAIN VALVE	INSPECT				51,52,53	
		REPLACE				51,52	
		OVER- HAUL					
040302		INSPECT				45,51,52,	
	ASSEMBLY	REPLACE				53	
		REPLACE		 		45,52 45,52	D.E,F,G
040303	COMBUSTION CHAMBER LINER	INSPECT		-		45,51,52,	, _ , _
		REPLACE				53 45,52	
		REPLACE		 		45,52 45,52	D,E,F,G
040304		INSPECT				51,52,53	
	HOUSING	REPLACE				18,44,45	
		REPAIR				44,45,46	D,E,F,G
0404	TURBINE SECTION	INIODEOT				E4 E0 E0	
040401	THERMOCOUPLE JUMPER LEAD	INSPECT				51,52,53	
		TEST				51,54	
040402	LEFT- AND RIGHT-HAND BUS	REPLACE INSPECT				51,52 51,52,53	С
040402	BAR ASSEMBLIES	INSPECT				31,32,33	
		TEST				51,53	
040403	FIRESHIELD ASSEMBLY	REPLACE INSPECT	-,- -,-			51,52 51,52,53	С
040403	TINCOTHEED AGGENIBET	REPLACE				51,52,55	С

NOMENCLATURE OF END ITEMS

. 1		155-L-1	' '				1
(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP NUMBER	COMPONENT/ASSEMBLY	MAINTENANCE FUNCTION	MAINTEN AVUM	IANCE CA	TEGORY DEPOT	AND EQUIPMENT	REMARKS
		1 011011011	1110	7			
040404	FIRESHIELD SECTION	INSPECT				51,52,53	
		REPLACE				51,52	С
040405	THERMOCOUPLE HARNESS ASSEMBLIES	INSPECT				45,51,53	
		TEST				45,52	
		REPLACE				45	
040406	THERMOCOUPLE HARNESS ASSEMBLIES	INSPECT				45,51,52, 53	
		REPLACE				20,45,52	
		REPAIR				44,45,46	D,E,F,G
040407	FOURTH STAGE POWER TUR- BINE ROTOR	INSPECT				45,51,52, 53	
		REPLACE				3,5,11,16,	
						20,25,28,	
						34,42,52, 53	
		REPAIR				55	
040408	NO. 4 AND 5 BEARING PACK-	INSPECT				45,49,51,	
	AGE					52,56	
		REPLACE				5,15,17,	K
						25,28,34,	
						36,45,46, 49,51,52,	
						54,56	
040409	FOURTH STAGE POWER TUR- BINE NOZZLE	INSPECT				45,51,52, 53	
	BINE NOZZLE	REPLACE		-,-		53	
		OVER-					
		HAUL					
040410	THIRD STAGE POWER TUR- BINE ROTOR	INSPECT				45,51,52, 53	
	BINE NOTOR	REPLACE				11,45,51,	
		REPAIR				52,53	

NOMENCLATURE OF END ITEMS

(1)	(2)	(3)		(4)		(5)	(6)
GROUP	COMPONENT/ASSEMBLY	MAINTENANCE	MAINTEN	ANCE CA	TEGORY	TOOLS AND	
NUMBER		FUNCTION	AVUM	AVIM	DEPOT	EQUIPMENT	REMARKS
040411	SECOND TURBINE DISC AS- SEMBLY	INSPECT				51,52,53	
	OZIMBE!	REPLACE				3,5,11,12, 21,34,41	
040412	FIRST TURBINE DISC ASSEMBLY	REPAIR INSPECT		 		52,53 44,52 51,52,53	D,E
		REPLACE				3,5,11,12, 21,34,38, 52,53	
040413	SECOND TURBINE NOZZLE, SPACER, CASE, AND BUMPER	REPAIR INSPECT		 		44,52 51,52,53	D,E
		REPLACE				3,5,11,12, 21,34,41 52,53	
040414	TAILPIPE ASSEMBLY	REPAIR INSPECT REPLACE	-,- -,-			44,52 51,52,53 51,52	D,E,F,G C,G
0405 040501	ACCESSORY GEAR SECTION ACCESSORY GEARBOX AS- SEMBLY	REPAIR				51,52 51,52,53	C,G
	OLIMBE!	REPLACE				2,3,14,19, 23,24,34, 51,52	
		REPAIR		-,-		15,52 44,45	D,E C,D,E,G, J,K
040502	PT SPEED PICKUP	INSPECT REPLACE REPAIR	-,- -,- -,-			51,52,53 51,52 52,53.	E

NOMENCLATURE OF END ITEMS

-		1 33-L-1	17			Г	
(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP	COMPONENT/ASSEMBLY	MAINTENANCE	MAINTEN			AND	
NUMBER		FUNCTION	AVUM	AVIM	DEPOT	EQUIPMENT	REMARKS
040503	PT SPEED PICKUP DRIVE AS- SEMBLY	INSPECT				51,52,53	
	CLINELI	REPLACE REPAIR				51,52 53	D
040504	ACCESSORY GEAR ASSEMBLY	INSPECT				51,52,53	0
040004	AGGEGGGRI GEAR AGGEMBET	REPLACE				2,3,19,23,	
		112. 2.192				34,35,36	
040505	STARTER DRIVE ASSEMBLY	INSPECT				51,52,53	
		REPLACE				51,52	С
		REPAIR				3,24,30,	D,E,G,J
						51,52	M
040506	OVERSPEED DRIVE AND OUT- LET COVER ASSEMBLY	INSPECT				51,52,53	
		REPLACE				51,52	
		REPAIR				51,52,53	
0406 040601	FUEL SYSTEM HYDROMECHANICAL ASSEM- BLY	INSPECT				51,52,53	
	DET	REPLACE OVERHAUL				51,52	
040602	FUEL BOOST PUMP ASSEMBLY	INSPECT	-,- -,-			51,52,53	
040002	TOLL BOOST TOWN ASSEMBLT	REPLACE				51,52,55	
		REPAIR				51,52	D,E,G,N
		OVERHAUL				0 1,02	-,_,_,
040603	LEFT- AND RIGHT-HAND FUEL MANIFOLD ASSEMBLIES	INSPECT	-,-			51,52,53	
		REPLACE	-,-			51,52,55	С
		REPAIR				45	K
		OVERHAUL					
040604	PRIMER TUBE ASSEMBLY	INSPECT	-,-			51,52,53	

NOMENCLATURE OF END ITEMS

(1)	(2)	(3)		(4)		(5)	(6)
GROUP	COMPONENT/ASSEMBLY	MAINTENANCE	MAINTEN	IANCE CA	TECORY	TOOLS AND	
NUMBER	COMPONENT/ASSEMBLY	FUNCTION	AVUM	AVIM	DEPOT	EQUIPMENT	REMARKS
0.40005	074 DT 51151 N 0 771 50	REPLACE				51,52	C
040605	START FUEL NOZZLES	INSPECT REPLACE				51,52,53	c
040606	MAIN FUEL FILTER AND	INSPECT	-,- -,-			51,52 51,52,53	
040000	BRACKET	INOI LOT	-			01,02,00	
		REPLACE				51,52	C
040607	IN-LINE FUEL FILTER ASSEM- BLY	INSPECT	-,-			51,52,53	
		REPLACE				51,52	C,D,E,J
040608	PRESSURIZING VALVE	INSPECT				51,52,53	
0.40000	ELOW DIVIDED AND DDAOVET	REPLACE				51,52	C
040609	FLOW DIVIDER AND BRACKET	INSPECT REPLACE				51,52,53	c
040610	FUEL CHECK VALVE	INSPECT	-,- -,-			51,52 51,52,53	
040010	TOLL CITEOR VALVE	REPLACE				51,52,55	c
040611	OVERSPEED SOLENOID VALVE	INSPECT	-:-			51,52,53	
0.0011	012.10.222 0022.10.2 17.212	REPLACE				51,52	C,D
040612	STARTING FUEL SOLENOID VALVE	INSPECT				51,52,53	- ,
		REPLACE				51,52	C
040613 0407	FUEL LINES ELECTRICAL AND IGNITION SYSTEMS	INSPECT				51,52	
040701		INSPECT				51,52,53	A
		REPLACE				51,52	C
040702	SPARK IGNITERS	INSPECT				51,52,53	A
040700		REPLACE				51,52	C
040703	PRIMARY ELECTRICAL HAR- NESS ASSEMBLY	INSPECT				51,52,53	

NOMENCLATURE OF END ITEMS

(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP NUMBER	COMPONENT/ASSEMBLY	MAINTENANCE FUNCTION	MAINTEN AVUM	ANCE CA AVIM	TEGORY DEPOT	AND	REMARKS
040704	REVERSIONARY ELECTRICAL HARNESS ASSEMBLY	REPLACE INSPECT	 			51,52 51,52,53	С
040705		REPLACE INSPECT	 			51,52 51,52,53	С
0.400		REPLACE				51,52	С
0408 040801	LUBRICATION SYSTEM MAIN OIL PUMP, SPEED PICK- UP DRIVE ASSEMBLY, SCAV- ENGE OIL SREEN, AND RE- LATED PARTS	INSPECT				51,52,53	
		ADJUST REPLACE REPAIR OVERHAUL	-:- -:-			51,52 51,52 51,52	C D,G,J,M
040802	GAS PRODUCER SPEED PICK- UP	INSPECT				51,52,53	
040803	OIL COOLER ASSEMBLY	REPLACE INSPECT REPLACE REPAIR	-,- -,- -,-			51,52 51,52,53 51,52 51,52	C D,E
040804	FLOW PROGRAMMING VALVE	OVERHAUL INSPECT ADJUST REPLACE	-,- -,- -,-			51,52,53 51,52	
040805	OIL TEMPERATURE TRANS- MITTER	INSPECT	-:-			51,52,53	

NOMENCLATURE OF END ITEMS

(1)	(2)	(3)		(4)		(5)	(6)
GROUP	COMPONENT/ASSEMBLY	MAINTENANCE	MAINTEN			TOOLS AND	DEMARKS
NUMBER		FUNCTION	AVUM	AVIM	DEPOT	EQUIPMENT	REMARKS
		REPLACE				51,52	c
040806	OIL FILLER ASSEMBLY AND OIL	INSPECT				51,52,53	
	FILLER STRAINER						
		SERVICE REPLACE				51,52	
040807	OIL FILLER COVER ASSEMBLY	INSPECT	 			51,52 51,52,53	
0.000.	AND OIL FILLER ELEMENT		_			0.,02,00	
		SERVICE				51,52	C
040808	DUAL CHIP DETECTOR	REPLACE INSPECT	-,- -,-			51,52 51,52,53	С
040000	DOAL CHIL DETECTOR	SERVICE				51,52,55	С
		REPLACE				51,52	C
040809	OIL LINES	INSPECT				51,52,53	
040810	STARTER GEARBOX FILTER	REPLACE INSPECT				51,52 51,52,53	C
040010	STARTER GEARDOX FILTER	SERVICE	-,- -,-			51,52,53	С
		REPLACE				51,52	C
040811	NO. 2 BEARING PRESSURE OIL CONNECTOR	INSPECT				51,52,53	
		REPLACE				51,52	
040812	NO. 2 BEARING PRESSURE OIL STRAINER	INSPECT				51,52,53	
		SERVICE	-,-			51,52	
040813	NO. 4 AND 5 BEARING FILTER	REPLACE INSPECT	-,- -,-			51,52 51,52,53,	
040013	NO. 4 AND 3 BEARING FIETER	INOI LOT				56	
		SERVICE				51,52,56	C
040044	OIL DRAIN COOK	REPLACE				51,52,56	C
040814	OIL DRAIN COCK	INSPECT	-,-			51,52,53	

NOMENCLATURE OF END ITEMS

	T55-L-714						
(1)	(2)	(3)		(4)		(5) TOOLS	(6)
GROUP NUMBER	COMPONENT/ASSEMBLY	MAINTENANCE FUNCTION	MAINTEN AVUM	AVIM	TEGORY DEPOT	AND EQUIPMENT	REMARKS
040815	CHIP DETECTOR	REPLACE INSPECT	-,- -,-			51,52 51,52,53	
040013	CIII DETECTOR	SERVICE				51,52,55	c
		REPLACE				51,52	C
040816	OIL LEVEL INDICATOR	INSPECT				33,51,52,	
		ADJUST				53 33,51,52	
		SERVICE				33,51,52	l c
		REPLACE				33,51,52	C
040817	OIL LEVEL FLOAT	INSPECT				45,51,52,	
		DED! 4.0E				53	
		REPLACE REPAIR		 		45,51,52 44,45,46	
0409	DRIVE SYSTEM	IXEI AIIX				44,40,40	
040901		INSPECT				45,51,52,	
		DEDLAGE				53	
		REPLACE				45,51,52	L

SECTION III TOOL AND TEST FOUIPMENT REQUIREMENTS

TOOL AND TEST EQUIPMENT REQUIREMENTS						
NOMENCLAT	NOMENCLATURE OF END ITEMS					
TOOL OR TEST	Tool and Test Equipment Requirements. T55-L-714 Turbine Engine					
EQUIPMENT REF CODE	MAINTENANCE CATEGORY	NOMENCLATURE	NATIONAL/NATO STOCK NUMBER	TOOL NUMBER		
1	AVIM	Alignment Pin	5120-00-898-0974	LTCT13038		
2	AVIM	Alignment Pin	5120-00-898-0697	LTCT387-01		
3	AVIM	Bar, Locating	5120-00-671-2129	LTCT153		
4	AVIM	Clinching Tool	5120-00-481-3117	LTCT13411-01		
5	AVIM	Control Unit	6110-00-631-7196	LTCT14547-01		
6	AVIM	Coupling Half, Clamp	5340-00-156-1191	LTCT9917		
7	AVIM	Cover, Aircraft Group	1730-00-134-0979	LTCT6271		
8	AVIM	Cover, Aircraft Group	1730-00-133-9550	LTCT3936		
9	AVUM	Cover, Protective Engine	4920-00-916-2448	LTCT1278		
10	AVUM	Drift Assembly	4920-00-891-4653	LTCT1643		
11	AVIM	EHRT Computer		LTCT29014-01		
12	AVIM	Fixture, Assembling (Bore	4920-00-134-0162	LTCT6354		
		Heater)				
13	AVIM	Fixture, Holding Gear	4920-00-012-9091	LTCT1184		
14	AVUM	Fixture, Holding Gear	4920-00-872-7858	LTCT1260		
15	AVIM	Fixture, Holding Tube	4920-01-137-3557	LTCT7202-01		
16	AVIM	Fixture, Holding	4920-01-115-6995	LTCT14616-01		
17	AVIM	Fixture, Pressure Check	4920-00-866-0849	LTCT13442		
18	AVIM	Fixture, Power Turbine	4920-00-834-2182	LTCT14360-01		
19	AVIM	Fixture, Torque	4920-00-834-2178	LTCT13771		
20	AVIM	Fixture, Torque	4920-00-372-4596	LTCT13857-01		
21	AVIM	Fixture, Torque	4920-00-866-0863	LTCT13344		
22	AVIM	Gage, Backlash	5220-00-015-6982	LTCT1229		
23	AVUM	Handling Tool	5120-00-959-7636	LTCT1431-01		
		· ·				
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TOOL AND TEST EQUIPMENT REQUIREMENTS NOMENCLATURE OF END ITEMS

Tool and Test Equipment Requirements. T55-L-714 Turbine Engine

Tool and Test Equipment Requirements. T55-L-714 Turbine Engine				
TOOL OR TEST EQUIPMENT REF CODE	MAINTENANCE CATEGORY	NOMENCLATURE	NATIONAL/NATO STOCK NUMBER	TOOL NUMBER
24	AVUM	Handling Tool	5120-00-959-7633	LTCT1428-01
25	AVIM	Heater, Induction	4920-00-372-4595	LTCT13873-01
26	AVUM	Installation Tool	4920-00-475-2552	LTCT1228
27	AVUM	Installation Tool	4920-00-509-8087	LTCT1230
28	AVIM	Installing Tool, Bearing	5120-00-370-3939	LTCT13874-01
29	AVIM	Kit, Application (RTV)		LTCT11527-01
30	AVUM	Kit, Blade Installation	5180-00-125-4106	LTCT7660-01
31	AVIM	Kit, Maintenance (Skimming)	4920-00-134-0163	LTCT6629-03
32	AVUM	Kit, Masking (RTV)		LTCT7612-01
33	AVUM	Light, Test, Oil Level	4920-00-940-2910	LTCT1259
34	AVIM	Multiplier Torque	5120-00-382-2543	PD2501-SD
35	AVIM	Plate, Wrenching Pin	4920-00-509-8060	LTCT1252
36	AVIM	Puller, Mechanical	5120-00-012-8865	LTCT1009-01
37	AVUM	Puller, Mechanical	5120-00-509-2965	LTCT1218
38	AVIM	Puller, Mechanical	5120-00-110-4235	LTCT1379-01.
39	AVIM	Puller, Mechanical	5120-00-370-3934	LTCT1 3877-01
40	AVIM	Puller, Mechanical	5120-00-109-4674	LTCT6173
41	AVIM	Puller, GP Spacer		LTCT7923-01
42	AVIM	Puller, Wheel, Hydraulic	5130-01-115-6996	LTCT14672-01
43	AVUM	Punch, Drive Pin	5120-00-951-8622	LTCT1960
44	AVIM	Shop Set, Machine	4920-00-405-9279	SC492099CLA91-
				MMAM
45	AVIM	Shop Set, Turbine Engine	4920-00-224-3684	SC492099CLA91-
				ENTAM
46	AVIM	Shop Set, Welding	4920-00-163-5093	SC492099CLH91
				WEAM
47	AVUM	Sling, Aircraft Maintenance	1730-01-007-6990	LTCT14700-40
		g,		

TOOL AND TEST EQUIPMENT REQUIREMENTS

NOMENCLATURE OF END ITEMS Tool and Test Equipment Requirements. T55-L-714 Turbine Engine TOOL OR TEST **EQUIPMENT MAINTENANCE** NATIONAL/NATO **TOOL** REF CODE CATEGORY NOMENCLATURE STOCK NUMBER NUMBER **AVIM** Support, Dial Indicator 4920-00-110-9986 LTCT6098 48 LTCT13606-01 49 AVIM Tester, Seal Leakage 4920-00-444-2362 AVUM LTCT1644 50 Tool, Installing 4920-00-898-7925 AVUM 51 Tool Kit, AVUM #2 4920-00-567-0476 SC492099LA92 52 AVUM Tool Kit, Engine RMS 5180-00-323-4944 SC518099CLA07 AVUM 5180-00-323-5114 53 Tool Kit, Technical Inspect AVUM Tool Set, Seal Removal 4920-00-866-0858 LTCT13868 54 55 AVIM Torque Adapter, Wrench 5120-00-792-8191 LTCT1409 **AVUM** Wrench, Open End 5120-00-834-2141 LTCT13911-01 56

SECTION IV

REMARKS

REFERENCE CODE	REMARKS/NOTES	
A	Functional Test at AVUM - Engine in Airframe	
В	Functional Test at AVIM - Engine in METS/FEDS	
С	Repairs at AVUM includes minor repair of the engine and minor repair/replacement of components and accessories	
D	Blend Repair	
E	Corrosion Control, Pitting	
F	Magnetic-Particle Inspection	
G	Nicks, Dents, Burrs, Cracks & Distortion	
Н	Adjust, Engine in Airframe	
1	Bleed Band, Ground Idle, Maximum Power, Engine in Airframe	
J	O-Rings, Drive Shaft Seal, Solenoid Valve	
K	Seals and O-Rings	
L	Torque Sensor, Output Shaft, and Signal Conditioner Unit are individually replaceable, but the Output Shaft calibration must be set into the Signal Conditioner Unit (Refer to TM 1-1520-252-23).	
М	Repair is limited to Blend Repair and Seal/O-Ring Replacement	

APPENDIX C EXPENDABLE SUPPLIES AND MATERIAL LIST

SECTION I. INTRODUCTION

C-1 SCOPE

This appendix lists expendable supplies and materials you will need to operate and maintain the engine. These items are authorized to you by CTA 50-970, Expendable Items (Except Medical, Class V, Repair Parts, and Heraldic Items).

C-2 EXPLANATION OF COLUMNS

- a. Column 1 Item number. This number is assigned to the entry in the listing and is referenced in the narrative instructions to identify the material, e.g., "Use dry cleaning solvent (E19)."
- b. Column 2 National Stock Number. This is the National Stock Number assigned to the item; use it to request or requisition the item.
- c. Column 3 Description. Indicates the Federal item name and, if required, a description to identify the item. The last line for each item indicates the part number followed by the Commercial and Government Entity Code (CAGEC) in parenthesis, if applicable.

SECTION II. EXPENDABLE SUPPLIES AND MATERIAL LIST

(1)	(2)	(3)
ITEM	NATIONAL STOCK	
NUMBER	NUMBER	DESCRIPTION
E1	6810-00-184-4796	Acetone, Technical (O-A-51)
E2	7920-00-514-2417	Acid Swabbing Brush
E3	5350-00-224-7201	Aluminum Oxide Abrasive Paper
	0000 00 22 1 720 1	(180 to 320 Grit)
E4	5350-00-161-9715	Aluminum Oxide Cloth
		Carborundum Co.
		Niagara Falls, NY
E5		Anti-Detonating Injection Fluid Mix-
		ture
		Lyndhurst Chemical Corp.
		(or equivalent)
E6	8030-00-105-0270	Anti-Seize Compound
		Nickel Ease, Nickel Special
		Fel-Pro Inc.
		Division of Felt Product
		Manufacturing Co.
		Skokie, IL
E7	8335-00-224-8885	Barrier Material
Ε0	8435 00 383 0565	MIL-B-121, Grade A
E8	8135-00-282-0565	Barrier Material MIL-B-130
E9	8030-00-664-6146	Black Baking Enamel
L9	0030-00-004-0140	(AMS3120)
E10	5340-00-292-0886	Bonding Seal
E11	00.0 00 202 0000	Carborundum Stone
		Carborundum Co.
		Niagara Falls, NY
E12	6850-00-181-7594	Cleaning Solution
		B&B 3100
		B&B Chemical Co.
		Miami, FL
E13		Clear Synthetic Sealant
		Reliance 456
		Reliance Varnish Co.
E14	8030-00-231-2354	Irvington, NJ Corrosion Preventive Compound
L 14	8030-00-231-2334	MIL-C-11796, Class 3

(1)	(2) NATIONAL	(3)
ITEM NUMBER	STOCK NUMBER	DESCRIPTION
E15	8030-00-838-7789	Corrosion Preventive Compound, WD40 WD40 Co. San Diego, CA OR LPS Research Laboratories Inc.
E16 E17	5350-00-221-0872 6810-00-281-2785	Los Angeles, CA Crocus Cloth (P-C-458) Denatured Alcohol,(Ethanol) (O-E-760) MIL-STD-1201
E18	6850-00-264-6562	Desiccant Bag MIL-D-3464, Type III W.R. Grace & Co. Davison Chemical Div. Baltimore, MD 21203
E19	6850-00-285-8011	Dry Cleaning Solvent (P-D-680) Type II
E20		Emery Cloth (No. 500) Carborundum Co. Niagara Falls, NY
E21	6850-00-782-2732	Fluorescent-Penetrant Materials, Group V, VI MIL-I-25135 Magnaflux Corp. Chicago, IL 60656
E22	3030-00-213-3079	Gear Marking Compound, Non-Lead Compound G2 Stutz Co. Chicago, IL OR No.89 Organic Products Co. P.O. Box 428 1963 E. Irving Blvd. Irving TX 75060

(1)	(2)	(3)
ITEM NUMBER	NATIONAL STOCK NUMBER	DESCRIPTION
E23	8415-00-227-1220	Gloves, Small MIL-G-10902
	8415-00-227-1221 8415-00-227-1222	Gloves, Medium MIL-G-10902 Gloves, Large MIL-G-10902
E24	8415-00-266-8677	Gloves ZZ-G-381
E25	6810-00-264-6548	Glycerol (O-G-491)
E26	8010-00-584-3078	Gray Enamel (TT-E-489)
E27	9150-00-269-8255	Grease, MIL-G-4343
		Dow Corning Corp.
E28	5970-00-929-8595	Midland, MI Insulation Sleeving for No. 18 Wire-
E20	5970-00-929-6595	MIL-1-23053/12
		Flexite HT1 05C
E29	8010-00-007-8164	Iron Blue Pigment (TT-P-385)
E30	7920-00-205-3453	Lint-Free Cloth (CCC-C-46A)
E31	8520-00-141-2519	Liquid Soap (P-S-624)
E32	9505-00-221-2650	Lockwire, MS20995C20
E33	9505-00-847-1663	Lockwire, MS20995C32
E34	9150-00-141-4481	Lubricant,
		Plastilube Moly No. 3
		Warren Refining and Chemical Co.,
E35	9150-00-273-2388	Cleveland, OH Lubricating Oil MIL-L-6081,
E33	9130-00-273-2388	Grade 1010
E36	9150-00-782-2627	Lubricating Oil MIL-L-7808
E37	9150-00-180-6266	Lubricating Oil MIL-L-23699
E38	7510-00-465-0994	Marking Pencil, Yellow
		Colorbrite No. 2127,4127, or 2101
		Eberhard Faber Inc.
		Crestwood Industrial Park,
-		Wilkes-Barre, PA 18707
E39	7510-00-266-6712	Masking Tape (U U-T-1 06)

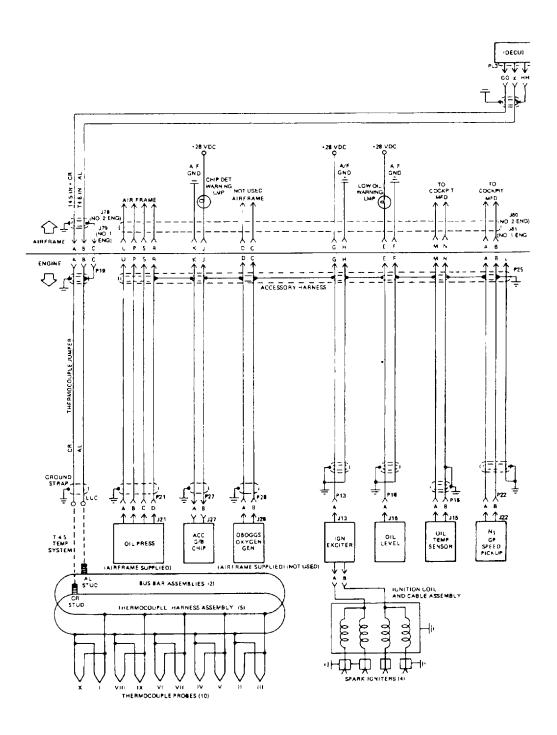
(1) ITEM NUMBER	(2) NATIONAL STOCK NUMBER	(3) DESCRIPTION
E40 E41	6810-00-275-6010 8030-01-064-4951	Methanol (0-M-232) Mold Release Compound Freekote No.1, P/N RAMN0225 Hysol Div., Subsidiary of The Dexter Corporation 170 Spanish River Blvd. West Boca Raton, FL 33431 OR Dexter Adhesives and Structural Materials Division
E42 E43 E44 E45 E46	6810-00-237-2918 9150-00-261-7899 9150-00-250-0926 1730-00-181-4202 5970-00-833-1702	One Dexter Dr., Seabrook, NH 03874 CAGE#22401 Nitric Acid (O-N-350) Penetrating Oil (VV-P-216) Petrolatum (VV-P-236) Plastic Cover (PSK 3355) Pressure Sensitive Teflon Tape, 3/8-inch wide by 0.006 inch thick with temperature range of -65 to 350°F
E47	8040-00-902-3871	Connecticut Hard Rubber Co. New Haven, Connecticut 06509 RTV Silicone Rubber Adhesive Sealant RTV106 General Electric Co., Silicone Products Div., Waterford, NY 12188
E48 E49	8030-00-744-1293	Rust Inhibitor and Preservative MIL-C-23411 Safety Cable
E50 E51	5350-00-214-7203 8945-01-066-8210	AS3510-0206L Sandpaper (P-P-101) Shortening Compound (A-A-20100)

(1)	(2)	(3)
ITEM NUMBER	NATIONAL STOCK NUMBER	DESCRIPTION
E52		Sisal Twine 2 ply hard fiber, light manila color, 265 pound tensile
E53 E54	6810-00-143-2000 3439-00-224-3567	strength (minimum) Sodium Dichromate (O-S-595) Solder, 60/40 Tin Lead (QQ-S-571 D)
E55	2835-01-120-2884	Spiral Chafing Sleeve 94835-1 Titeflex Co. Inc.
E56	9330-00-688-7856	Springfield, MA Spiral Chafing Sleeve 94835-2 Titeflex Co. Inc. Springfield, MA
E57	9330-00-688-7857	Spiral Chafing Sleeve 94835-3 Titeflex Co. Inc. Springfield, MA
E58 E59 E60	8135-00-066-0043 7510-00-079-7906 4470-01-011-3748	Tag (UU-T-81) Tape (PPP-T-60) Type IV Tape, Acetate Fiber, 3 inch (PPP-T-60B, Class 2, Scratch 27), Minnesota Mining & Manufacturing,
E61	6505-01-050-8714	St. Paul MN Tar Ashland Petroleum Co. Division of Ashland Oil Inc. Ashland, KY 41101
E62		Vexar Nylon Webbing E.I. Dupont de Nemours Wilmington, DE
E63	8010-00-515-1596	White Enamel (TT-E-489)
E64	7920-00-205-1711	Wiping Rag 50 Pound Bale (A-A-531)

(1) ITEM NUMBER	(2) NATIONAL STOCK NUMBER	(3) DESCRIPTION
E65		Wire, 22 Gauge Standard No. 8522-1 Type 4 (71002) Birnback Co., Inc. Freeport, NY 11520
E66	3439-00-166-9584	Wire, Welding AMS5786
E67	3439-00-882-7350	Wire, Welding AMS5794
E68	8010-00-155-2208	Zinc Chromate Primer MIL-P-8585 or MIL-P-6899 Type II
E69	6850-01-372-6303	MIL-C-85704
E70	6850-01-372-8304	Type II, 5 Gal MIL-C-85704
E71	6850-01-370-5245	Type II, 55 Gal MIL-C-85704
E72	6850-01-370-5244	Type IIA, 5 Gal MIL-C-85704 Type IIA, 55 Gal

APPENDIX D

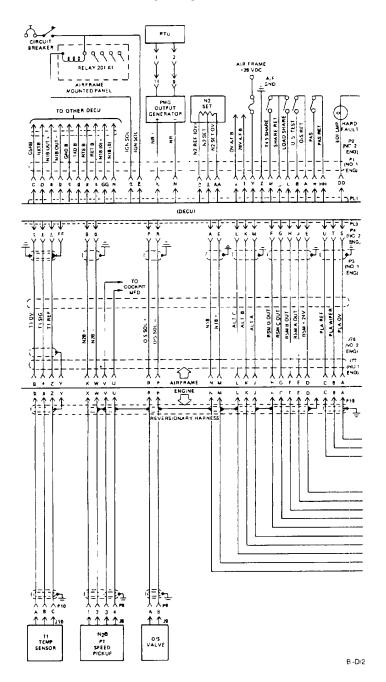
WIRING DIAGRAM



B-D i

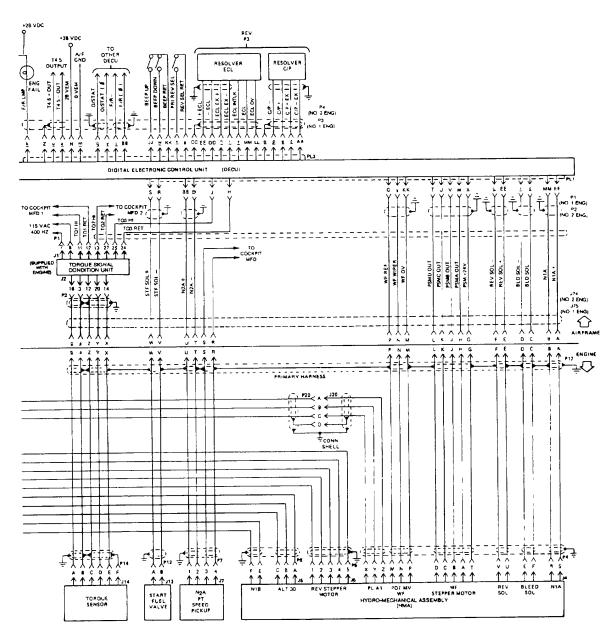
Electrical System Schematic

WIRING DIAGRAM



Electrical System Schematic

WIRING DIAGRAM



Electrical System Schematic

8-D/3

APPENDIX E ILLUSTRATED LIST OF MANUFACTURED ITEMS

APPENDIX E

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APPENDIX E

ILLUSTRATED LIST OF MANUFACTURED ITEMS

Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.053 Inch)	4-62	AMS5645 QQ-S-763 (CRES321)
(AVIM)		or AMS5754 (Hastelloy X)

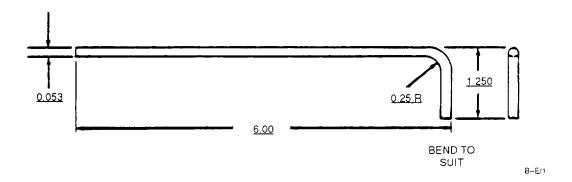
Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.

Sketch or Diagram:



ILLUSTRATED LIST OF MANUFACTURED ITEMS (Continued)

Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.100 Inch)	4-67	AMS5645 QQ-S-763 (CRES321) or
(AVIM)		AMS5754 (Hastelloy X)

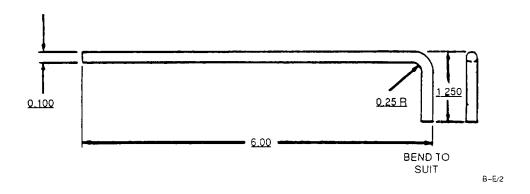
Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.

Sketch or Diagram:



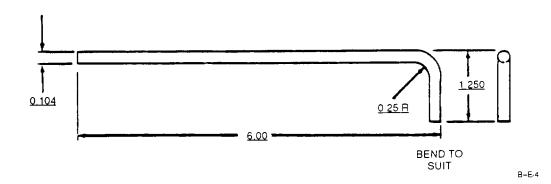
Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.104 Inch)	4-36	AMS5645 QQ-S-763 (CRES321) or
(AVIM)		AMS5754 (Hastelloy X)

Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



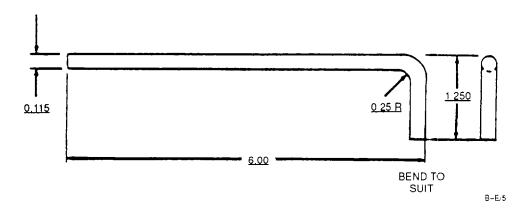
Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.115 Inch)	4-36	AMS5645 QQ-S-763 (CRES321) or
(AVIM)		AMS5754 (Hastelloy X)

Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



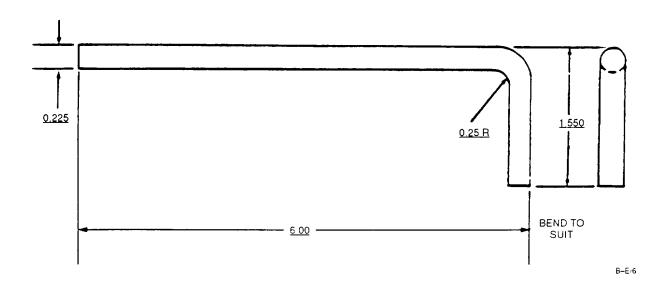
Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (<u>0.225 Inch</u>) (AVIM)	4-57	AMS5645 QQ-S-763 (CRES321) or AMS5754 (Hastelloy X)

Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



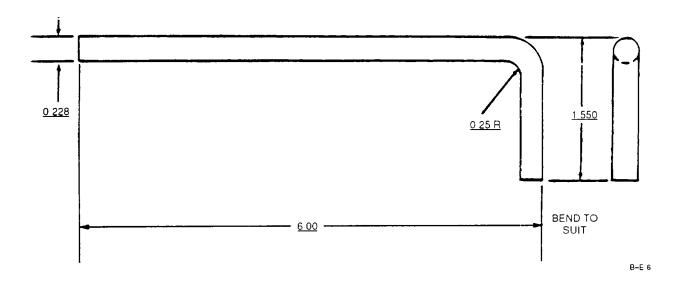
Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.228 Inch) (AVIM)	4-36	AMS5645 QQ-S-763 (CRES321) or AMS5754 (Hastelloy X)

Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



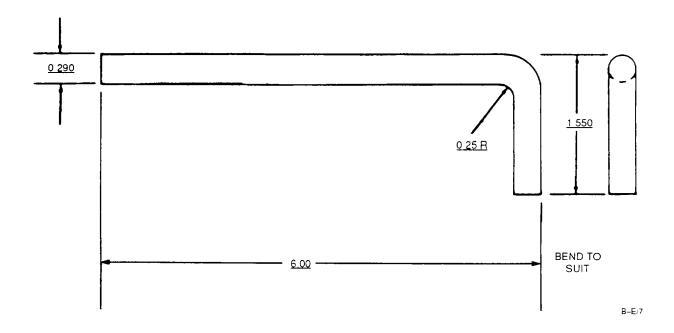
Nomenclature	Reference Task No.	Material Required
Bent Wire Gage (0.290 Inch) (AVIM)	4-36	AMS5645 QQ-S-763 (CRES321) or AMS5754 (Hastelloy X)

Fabrication Instructions:

Fabricate bent wire gage out of specified material as follows:

- 1. Form in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



Nomenclature	Reference Task No.	Material Required
Chain with Hooks	1-26,1-103,1-104	(1) Slip hooks (2 ea.), (2) pins (2 ea.), (3) 3/8 inch welded link steel alloy chain (2ea.), (4) couplings (2), (5) crosby 1/2 oblong link (1). (See sketch).

Fabrication Instructions:

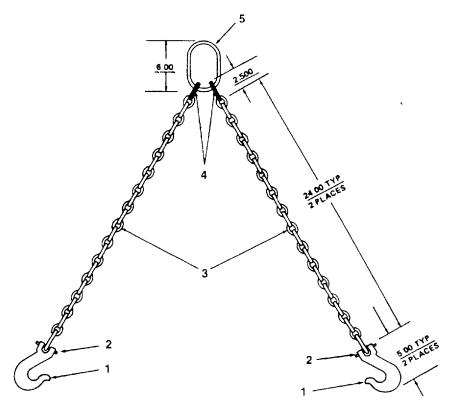
NOTE: The chain and hooks must have a certified 1 ton load limit capacity. Therefore it is suggested that only certified vendors be used to procure this item. The specifications require a 1 ton steel heavy duty chain hoist.

Suggested certified vendors are:

- (1) Paul's Wire, Rope & Sling Inc., 4 Indian Neck Ave., Branford, CT 06405.
- (2) McMaster-Carr Supply, P.O. Box 4355, Chicago, Ill., 60680.

NOTE: All dimensions are in inches.

Sketch or Diagram:

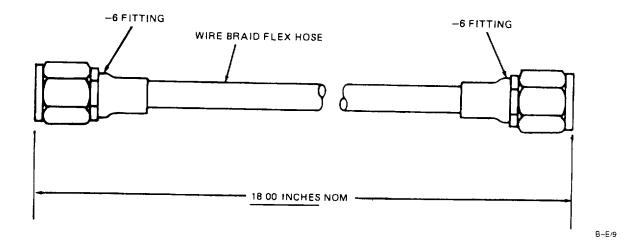


B-E/8

Nomenclature	Reference Task No.	Material Required
Drain Hose	1-28.1-102	Scrap flexible hose with -6 fittings

Fabrication Instructions:

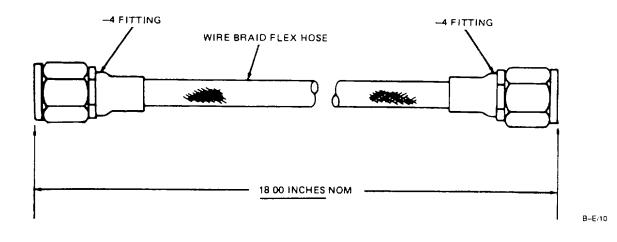
NOTE: Use suitable scrap hose (see sketch). If no such hose is available use any scrap hose providing priming task can be accomplished successfully.



Nomenclature	Reference Task No.	Material Required
Drain Hose	1-102	Scrap flexible hose with -4 fittings

Fabrication Instructions:

NOTE: Use suitable scrap hose (see sketch). If no such hose is available, use any scrap hose providing draining task can be successfully accomplished.



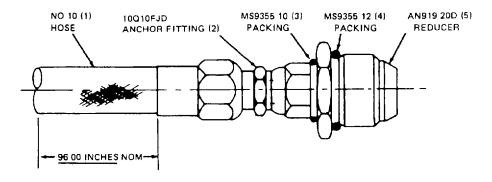
Nomenclature	Reference Task No.	Material Required
Hose Assembly	1-102	(<u>8 Feet</u>) No. 10 Hose, (1) MS9355-10 Packing (1) MS9355-12 Packing, (1) AN919-20D Reducer (1) 1OQ10FJD Anchor Fitting

Fabrication Instructions:

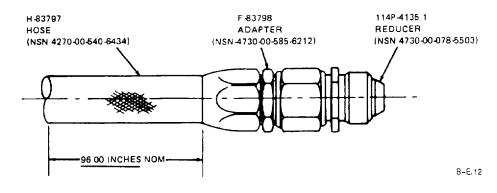
Assemble hose assembly from material required and sketch shown below as follows:

- 1. Install 1OQ1 OFJD Anchor fitting (2) on No. 10 hose (1).
- 2. Coat MS9355-10 Packing (3) and MS9355-12 Packing (4) with silicone grease MIL-G-4343.
- 3. Install Packing (3) and Packing (4) on AN919-20D Reducer (5).
- 4. Connect reducer (5) to anchor fitting (2).

Sketch or Diagram:



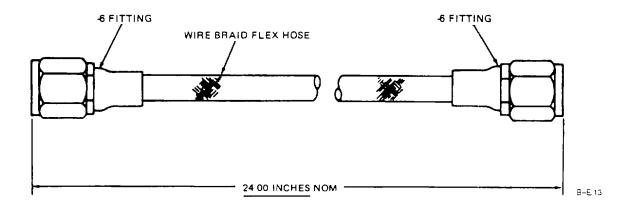
NOTE THE FOLLOWING ITEMS MAY BE USED IF THE ITEMS LISTED ABOVE ARE NOT AVAILABLE



Nomenclature	Reference Task No.	Material Required
Hans Assembly	0.0	Coron florible base with C fistings
Hose Assembly	6-6	Scrap flexible hose with -6 fittings

Fabrication Instructions:

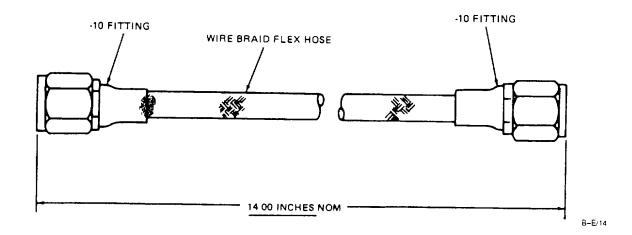
NOTE: Use suitable scrap hose (see sketch). If no such hose is available use any scrap hose providing preservation task can be successfully accomplished.



Nomenclature	Reference Task No.	Material Required
Hose Assembly	6-6	Scrap flexible hose with -10 fittings

Fabrication Instructions:

NOTE: Use suitable scrap hose (see sketch). If no such hose is available use any scrap hose providing preservation task can be successfully accomplished.



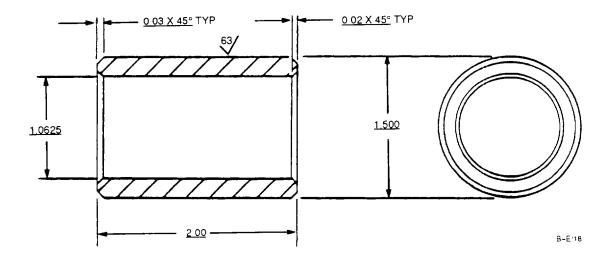
Nomenclature	Reference Task No.	Material Required
Oil Seal Installation Tool	5-21	Aluminum QQ-A-200/8T6

Fabrication Instructions:

Fabricate oil seal installation tool out of aluminum stock as follows:

- 1. Machine in accordance with sketch shown below.
- 2. Surface treat with anodize MIL-A-8625 Type II.

NOTE: All dimensions are inches.



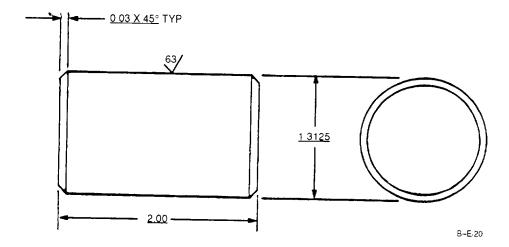
Nomenclature	Reference Task No.	Material Required
Oil Seal Removal Tool	5-21	Aluminum QQ-A-225/8T6

Fabrication Instructions:

Fabricate oil seal removal tool out of aluminum stock as follows:

- 1. Machine in accordance with sketch shown below.
- 2. Surface treat with anodize per MIL-A-8625 Type I.

NOTE: All dimensions are in inches.



Nomenclature	Reference Task No.	Material Required
Phenolic Drift (AVIM)	3-9	AMS3903 - Cloth Organic Fiber - Epoxy Resin Impregnated

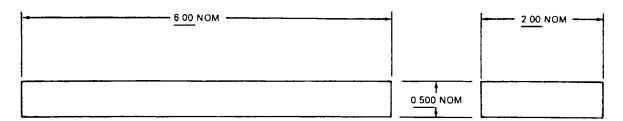
Fabrication Instructions:

Fabricate phenolic drift out of specified material as follows:

1. Machine in accordance with sketch shown below.

NOTE: All dimensions are in inches.

Sketch or Diagram:



B-E 21

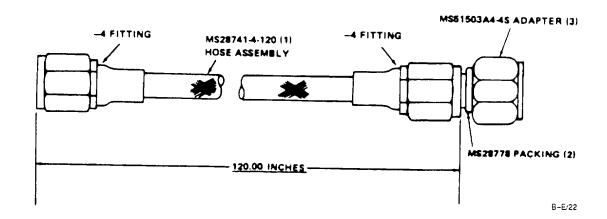
TM 1-2840-252-23-3

Nomenclature	Reference Task No.	Material Required
Pressure Gage Tube Assembly	1-101	(2) MS28741-4-120 Hose Assembly (2) MS28778 Packing (2) MS51503A4-4S Adapter

Fabrication Instructions:

Assemble two pressure gage tube assemblies from material required and sketch shown below as follows:

- 1. Coat MS28778 packing (2) with silicone grease MIL-G-4343.
- 2. Install packing (2) on MS51503A4-4S adapter (3).
- 3. Connect adapter (3) to MS287414-120 hose assembly (1).



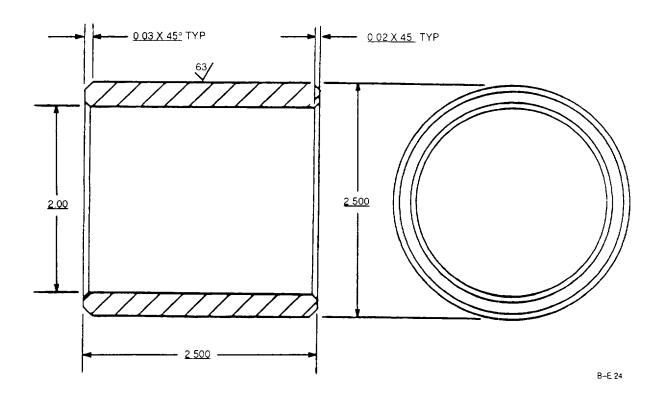
Nomenclature	Reference Task No.	Material Required
Sleeve	2-42	Aluminum QQ-A-200/8T6

Fabrication Instructions:

Fabricate sleeve bushing out of aluminum stock as follows:

- 1. Machine in accordance with sketch shown below.
- 2. Surface treat with anodize MIL-A-8625 Type II.

NOTE: All dimensions are in inches.



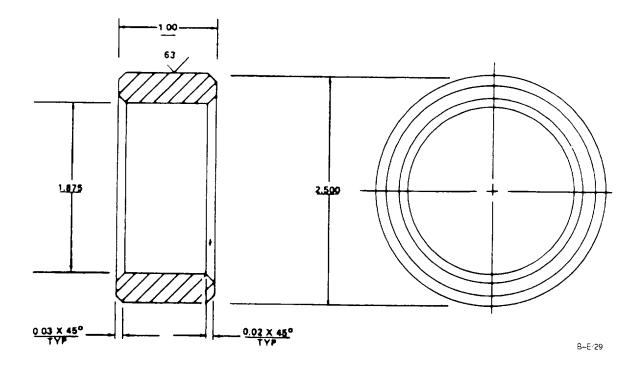
Nomenclature	Reference Task No.	Material Required
Sleeve Bushing	5-21	Aluminum QQ-A-200/8T6

Fabrication Instructions:

Fabricate sleeve bushing out of aluminum stock as follows:

- 1. Machine in accordance with sketch shown below.
- 2. Surface treat with anodize per MIL-A-8625 Type II.

NOTE: All dimensions are in inches.



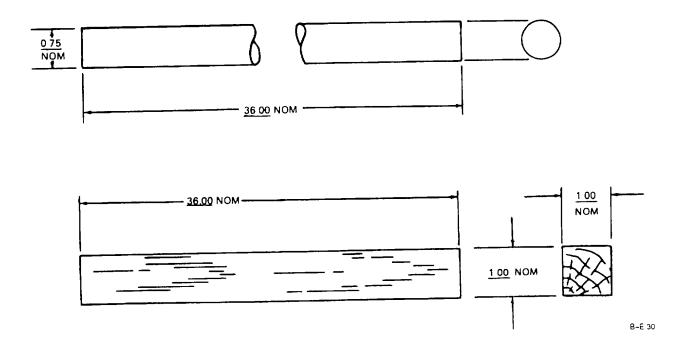
Nomenclature	Reference Task No.	Material Required
Stirring Rod	1-110	Hardwood Stock

Fabrication Instructions:

Fabricate stirring rod from hardwood stock as follows:

- 1. Machine wood in accordance with sketch shown below.
- 2. Remove all rough edges with fine grain sandpaper.

NOTE: All dimensions are in inches.



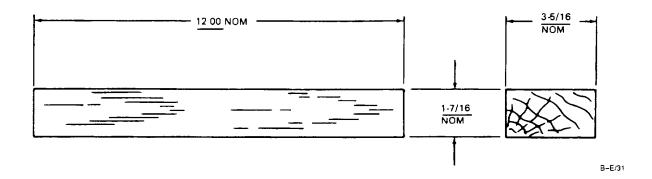
Nomenclature	Reference Task No.	Material Required
Swirler Installation Too (AVIM)	3-18	Hardwood Stock

Fabrication Instructions:

Fabricate swirler installation tool out of hardwood stock as follows:

- 1. Saw wood in accordance with sketch shown below.
- 2. Remove all rough edges with fine grain sandpaper.

NOTE: All dimensions are in inches.



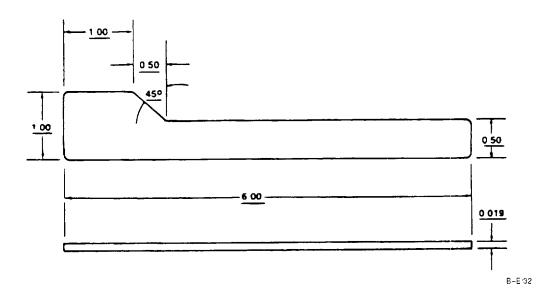
Nomenclature	Reference Task No.	Material Required
Thickness Gage (AVIM)	1-87. 4-58. 4-62	AMS5519 (CRES301) Steel

Fabrication Instructions:

Fabricate feeler gage out of steel as follows:

- 1. Fabricate in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



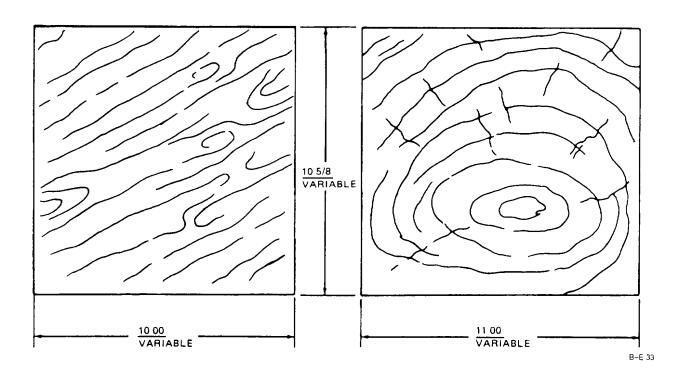
Nomenclature	Reference Task No.	Material Required
Third Turbine Rotor Support Block (AVIM)	4-37	Hardwood Stock

Fabrication Instructions:

Fabricate third turbine rotor support block out of hardwood stock as follows:

- 1. Saw wood in accordance with sketch shown below.
- 2. Remove all rough edges with fine grain sandpaper.

NOTE: Size of required block may vary with distance from floor to turbine shaft. All dimensions are in inches.



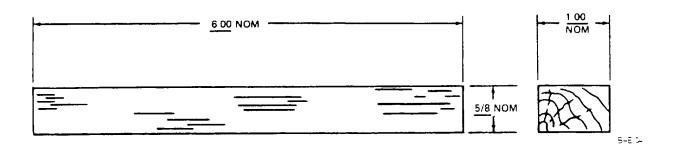
Nomenclature	Reference Task No.	Material Required
Wood Block (AVIM)	3-15	Hardwood Stock

Fabrication Instructions:

Fabricate wood block out of hardwood stock as follows:

- 1. Saw wood in accordance with sketch shown below.
- 2. Remove all rough edges with fine grain sandpaper.

NOTE: All dimensions are in inches.



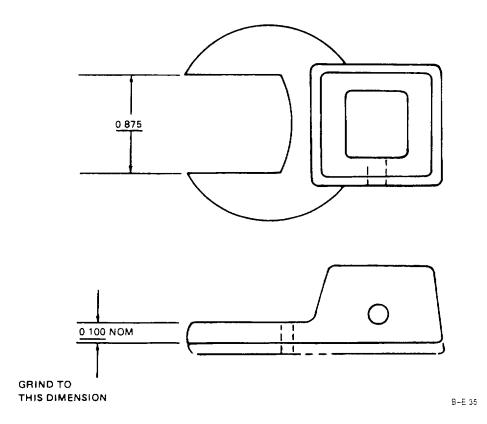
Nomenclature	Reference Task No.	Material Required
Wrench	5-24	Crowfoot Wrench NSN 5120-00-541-4071

Fabrication Instructions:

Fabricate crowfoot wrench out of specified material as follows:

- 1. Machine in accordance with sketch shown below.
- 2. Break all sharp edges.

NOTE: All dimensions are in inches.



APPENDIX F

ABBREVIATIONS

NOTE

See Appendix G, Paragraph G-12, for additional abbreviations pertinent to FADEC.

	17.020.
ALT	Airframe Alternator Aviation Intermediate Maintenance Aviation Unit Maintenance
BITE	Built-in Test Equipment
C/P	Degrees Celsius Cockpit Cubic Centimeters
DMWR	Digital Electronic Control Unit Depot Maintenance Work Requirement Data Set Ready-Channel B Direct Exchange
EHRT EIR EM	Engine Control Lever Engine History Recording Terminal Equipment Improvement Recommendations Emergency Engine Out Indicator
FADEC FEDS FI FOD FSCM FWD	Degrees Fahrenheit Full Authority Digital Electronic Control Flexible Engine Diagnostic System Flight Idle Foreign Object Damage Federal Supply Code for Manufacturers Forward
GNDBGPGSE	

APPENDIX F

ABBREVIATIONS (Continued)

H Hg Mercury HMA Hydromechanical Assemble HMU Hydromechanical Uni Hz Hert: L LCCS Life Cycle Contractor Suppor	ly it z
L/HLeft Hand	d
MAC	n y p n
N Compressor Rotor RPM N2 Power Turbine RPM NATO. North Atlantic Treaty Organization No. Numbe NSN National Stock Numbe	M n er
P P ₃	ch ur d) or ch ge
PT	

APPENDIX F ABBREVIATIONS (Continued)

R	
R/H	Right Hand
RETB	
REV	
RPM	
RPSTL	
RTSB	
RTU	
RTV	
RXTB	
	Treatment of Balance B
S	
SCU	Signal Conditioning Unit
SHP	
SMR	Source. Maintenance and Recoverability
STF	
Т	
T ₁	
TBO	
TM	
TMDE	
TQ	
TXDB	
U	
UUT	
V	
Vac	Volts Alternating Current
Vdc	
W	
**	
WF or W _f	Fuel Flow

APPENDIX G

FAULT ISOLATION MANUAL

APPENDIX G

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DECU TROUBLESHOOTING

SECTION I. INTRODUCTION

G-1 GENERAL

- a. This Appendix provides fault isolation instructions for the Model EMC-32T Full Authority Digital Electronic Control (FADEC) supplied by Chandler Evans, Control Systems Division, Coltec Industries, Inc., Charter Oak Blvd., Box 330651, West Hartford, CT 06133-0651.
- b. In subsequent revisions to this manual, changes or additions to the text, tables or illustrations will be indicated by a vertical line in the left margin of affected material.

G-2 DESCRIPTION

- a. The EMC-32T Full Authority Digital Electronic Control (FADEC) includes all control functions required for proper and complete control of the Textron Lycoming T55 turboshaft engine. The EMC-32T version operates the T55-L-714 engine on the MH47E helicopter.
- b. Fuel Control System. The control system consists of a digital electronic control unit (DECU) and a hydromechanical assembly (HMA) manufactured by Chandler Evans, and Lycoming-supplied sensors and electrical harnesses. The system requires signal inputs from airframe components and utilizes airframe harnesses for inter- connection between HMA, DECU, engine, and airframe components (see figure 201). The system provides two operating modes: primary and reversionary. The primary mode is the normal mode of operation. In the event of a primary failure, the system automatically switches to the reversionary backup mode. Reversionary mode can also be selected by the pilot.
- c. Hydromechanical Assembly (HMA). The HMA consists of two units: The hydromechanical metering unit (HMU) and the fuel pumping unit (FPU). The HMU includes all fuel metering components to support both primary and reversionary fuel metering, a self-contained alternator for powering the electronics, both primary and reversionary compressor bleed air control, and redundant core speed sensing. The FPU includes a jet-induced boost into a main stage gear section. When operating in primary mode, the HMU receives actuation signals from the DECU that operate the primary stepper motor. The stepper motor controls the position of the fuel metering valve. A potentiometer connected to the rotary portion of the metering valve provides closed-loop feedback to the DECU. When operating in reversionary mode, the primary stepper motor is deenergized, and fuel flow is deter- mined by the hydromechanical Wf/P3 reversionary control. The scheduled Wf/P3 is multiplied by P3 to give altitude-sensitive control of metered fuel flow. A mechanical P3 transducer, mechanical Wf/P3 times P3 multiplier, Wf/P3 servomechanism and reversionary stepper motor comprise this function. The output of the mechanical multiplier drives the fuel metering valve to the required flow.
- d. Digital Electronic Control Unit (DECU). The DECU includes a microcomputer-based primary control section and an independent reversionary section, controlled through an independent microcomputer for backup. In primary mode, the DECU provides engine load matching through either shaft torque or engine temperature as selected by the pilot. The DECU sends signals to the HMU to control fuel flow based on the required engine load match. The DECU's primary section also provides automatic start logic, surge detection and recovery, torque sharing and management, control of the bleed valve actuator, and self-diagnostic capabilities. In the event of a serious failure within the primary section, the system automatically switches to the redundant electronic reversionary control. Engine load anticipation is provided using rotor thrust lever position, with trimming provided by beep up and beep down switches. The DECU's reversionary section operates with the hydromechanical Wf/P3 manual system by controlling the reversionary stepper motor and changeover solenoid.

G-3 TEST EQUIPMENT

- a. Some fault isolation procedures require the use of a volt-ohmmeter to indicate resistance across the wire harnesses or across component connector pins. To avoid unstringing harnesses, use test cables with size 20 pins to mate with the harness plugs and sockets.
- b. The voltmeter used for measuring voltages shall have an accuracy of <u>0.1 percent</u> full scale or better on the <u>200V</u> range.
- c. The ohmmeter used for measuring all resistances except ground strap resistance shall have an accuracy of 0.05 percent full scale or better on the 2000 range and 0.5 percent full scale or better on all other ranges. The ohmmeter used for measuring ground strap resistance during the insulation/voltage check shall be capable of measuring $50m\Omega$ with an accuracy of $\pm 5m\Omega$, using a four wire configuration. The meter should always be set to the lowest possible range for the specified limits. If the autoscale function is used, an automatic switch from one range to another can appear to be a discontinuity in the component being measured. If this occurs, turn off the autoscale function and manually set the meter to the appropriate range.

CAUTION

DO NOT USE A METER THAT WILL SUPPLY MORE THAN <u>5mA</u> WHEN MEASURING PLA OR METERING VALVE POTENTIOMETER RESIS- TANCES (FAULT CODES B7, F4 AND F6) AS THIS CAN DAMAGE THE POTENTIOMETER.

G-4 RESISTANCE AND INSULATION TESTS

a. Components which fail the resistance and insulation test specified herein are suspected to be faulty. Consult the manufacturer's procedure for diagnosis and troubleshooting of these components before replacing. Note that conductive solvents may cause temporary resistance and insulation shorts or failure. If wetting is a possible cause of the problem, allow the affected component to dry out, then recheck the resistance.

G-5 HIGH FUEL CONSUMPTION

a. The engine HMA cannot cause high fuel consumption. Fuel consumption depends upon turbine engine condition, fuel characteristics or operating conditions. No troubleshooting of the HMA system is required.

G-6 FAULT ISOLATION

- a. Effective fault isolation is the determination of the actual problem by an intelligent analysis of the symptoms of the fault, followed by a systematic series of checks to isolate the fault and to correct the cause. Fault isolation is not complete until the symptom(s) has been proven to be cured. Replacement of the fuel control hydromechanical assembly (HMA) or the electronic control unit (DECU) for fault isolation purposes should be at-tempted as a last resort. If the symptoms are not corrected by this method, reinstall the original HMA or DECU on the engine. If the new components completely correct the fault, make certain to include complete symptom data together with accumulated operating time on maintenance forms returned with the component. If such data is not supplied, the item must be returned to overhaul, regardless of condition.
- b. For faults related to signals supplied from components external to FADEC, it is recommended that these external components be functionally tested per manufacturer specified procedures. Fault isolation procedures for the FADEC system may not detect all problems occurring in external signal sources.

WARNING

THE EMC-32T FADEC FAULT DETECTION SYSTEM IS A LIMITED DIAGNOSTIC TOOL. IT MONITORS CRITICAL INPUT AND OUTPUT SIG- NALS OF THE FADEC SYSTEM AND INTERNAL FUNCTIONS OF THE DECU. THE FAULT LOGIC DOES NOT MONITOR ALL COMPONENTS OR FUNCTIONS OF THE T55-L-714 HMA SYSTEM SINCE MANY TYPES OF FAILURES ARE NOT ELECTRONICALLY (BIT) DETECTABLE. THE FAULT LOGIC MONITORS ONLY THOSE COMPONENTS AND FUNCTIONS AS SPECIFIED IN THE CECO SYSTEM SPECIFICATION 109597.

THEREFORE, THE ABSENCE OF FAULT CODES DOES NOT GUARANTEE HMA SYSTEM INTEGRITY. ANY HMA SYSTEM PROBLEM OR ANOMALY SHOULD BE FULLY INVESTIGATED BY MAINTENANCE PER- SONNEL FOR CAUSE AND RESOLUTION PRIOR TO DETERMINING READINESS FOR FLIGHT. READINESS FOR FLIGHT SHOULD NOT BE DETERMINED SOLELY ON THE ABSENCE OF FAULT CODES.

CAUTION

DIRECTION IN THIS MANUAL TO REPLACE HMA OR DECU COM- PONENTS IS IN SOME CASES BASED ON DEFAULT, THAT IS, IT IS CONCLUDED TO BE TO BE THE ONLY REMAINING POSSIBILITY OF PROBLEM CAUSE WITHIN THE SYSTEM AFTER ALL OTHER CAUSES HAVE BEEN ELIMINATED.

IF THE SYSTEM PROBLEM IS NOT ALLEVIATED BY REPLACEMENT OF THE DECU OR HMA, IT IS LIKELY THAT THESE COMPONENTS WERE NOT DISCREPANT. IN SUCH CASE IT SHOULD BE VERIFIED THAT ALL PRECEDING FAULT ISOLATION STEPS WERE CONDUCTED CORRECTLY. IT SHOULD ALSO BE INVESTIGATED WHETHER THE PROBLEM HAS CAUSES EXTERNAL TO THE HMA SYSTEM OR CAUSES DUE TO INCORRECT OPERATING PROCEDURE.

CAUTION

DIRECTION TO REPLACE AIRFRAME OR ENGINE COMPONENTS WHICH ARE NOT MANUFACTURED BY CECO IS BASED ON THE LIM-

ITED INFORMATION WHICH CAN BE DETERMINED WITH SIMPLE VOLT-OHMMETER CHECKS. THE INTENT IS TO ISOLATE A SUS- PECTED PROBLEM AREA RATHER THAN MAKE A FINAL DETERMINA- TION TO REJECT THESE COMPONENTS. APPLICABLE CHECKOUT PROCEDURES FOR THESE COMPONENTS SPECIFIED BY THE AIR- FRAME OR ENGINE MANUFACTURER SHOULD BE APPLIED TO DE-TERMINE THE INTEGRITY OF THESE COMPONENTS.

CAUTION

ELECTRICAL PARAMETERS GIVEN IN THIS MANUAL REFLECT CHARACTERISTICS OF ACTUAL AIRCRAFT COMPONENTS. WHEN USING THIS MANUAL IN A TEST CELL INSTALLATION, IT SHOULD BE NOTED THAT SIGNAL INPUTS FOR AIRCRAFT COMPONENTS MAY BE PRO- VIDED BY REPRESENTATIVE TEST CELL EQUIPMENT. IN SOME INSTANCES, THE ELECTRICAL CHARACTERISTICS OF THE TEST CELL EQUIPMENT MAY NOT BE THE SAME AS THOSE OF THE ACTU- AL AIRCRAFT COMPONENTS. THIS CAN RESULT IN FAULTS BEING LOGGED BY THE DECU AND CAN POSSIBLY DAMAGE THE DECU. IF DIFFERENCES ARE FOUND, THE TEST CELL EQUIPMENT SHOULD BE REPLACED BEFORE FADEC TESTING CONTINUES.

NOTE

Before replacing any component, be sure that a contaminated or corroded connector is not the cause of the fault. Clean connectors with contact cleaner and blow-dry using compressed nitrogen (preferred) or filtered dry air.

G-7 DISPLAY OF FAULT CODES

a. Code Display. All faults are classified into two main categories of criticality. Hard faults are failures which could cause unacceptable engine and/or aircraft performance if operation were to continue in the normal primary mode of control. Soft faults are failures which do not impact normal control of the engine or aircraft. Fault information is logged in an electrically erasable nonvolatile memory (EEPROM), and is available through a two-digit hexadecimal display on the DECU. See figure 201 for location of the display. The most significant digit is used to identify the source of the faulty component, as defined below:

F -- Fluid Controller (HMU/Pump)

A -- Airframe-Supplied Sensor

D, 1, or B -- DECU

E-- Engine-Supplied Sensor

C -- Communication Between DECUs

The least significant digit is used to identify the specific fault. The codes are listed in Table 1 in numeric/ alpha order with their descriptions and fault isolation procedure numbers.

TABLE 1. FAULT CODE INDEX

Fault	Fault Description	Procedure
Code	T duit Besonption	Figure No.
10	Microprocessor Hard Fault	141
11	Non-volatile RAM Checksum Hard Fault	141
12	Non-volatile RAM Engine History Data Soft Fault	141
13	Non-volatile RAM Fault Data Soft Fault	141
14	Non-volatile RAM Accumulated Fault Data Soft Fault	141
15	Non-volatile RAM Write Test Soft Fault	141
16	Non-volatile RAM Storage Incomplete	141
17	Non-volatile RAM History Data Inconsistent	141
18	Minor Cycle Not Completed Hard or Soft Fault	141
1B	EMS Cycle Not Completed Soft Fault	141
1C	A/D Conversion Not Completed Hard or Soft Fault	141
1E	RAM Failure Hard Fault	141
1F	Opcode Error Hard Fault	141
Al	Q Sensor Soft Fault	112
A2	N2 Set Potentiometer Soft Fault	113
A3	Primary and Reversionary C/P Angle LVDT Soft Fault	114
A4	NR Sensor Soft Fault	115
A5	Primary and Reversionary ECL Resolver Soft Fault	116
A6	Airframe Emergency +28V DC Supply Soft Fault	117
A7	Airframe +28V DC Supply Soft Fault	118
B2	Primary or Reversionary N1 B Sensor Soft Fault	133
B3	Primary or Reversionary N2B Sensor Soft Fault	134
B4	Primary or Reversionary T4.5 Sensor Soft Fault	135
B5	Primary or Reversionary C/P Angle LVDT Soft Fault	136
B6	Primary or Reversionary ECL Resolver Soft Fault	137
B7	Primary or Reversionary PLA Potentiometer Soft Fault	138
B9 BA	Primary or Reversionary CJC Soft Fault	139 139
BB	Reversionary +28V Soft Fault Reversionary T4.5 Calibration Soft Fault	139
BC	Primary or Reversionary 400Hz Resolver Reference Soft Fault	140
C1	Communication Line Soft Fault on T4.5 (0) Signal	129
C2	Communication Line Bort Fault on P1 (O) Signal	129
C3	Communication Line Hard or Soft Fault on T1 (0) Signal	129
C4	Communication Line Soft Fault on Q (0) Signal	130
C5	Communication Line Soft Fault on N2 SET (0) Signal	129
C6	Communication Line Soft Fault on C/P (0) Signal	129
C7	Communication Line Soft Fault on NR (0) Signal	129
C8	Communication Link Soft Fault	129
C9	Communication Line Soft Fault on N1B (0) Signal	131
CF	Loss of Load Share Signals Hard Fault	132
DO	Overspeed Drive Soft Fault	119
D1	P3 Transducer Soft Fault	121
D2	P1 Transducer Soft Fault	122
D3	28V "OR" Diodes Soft Fault	119

TABLE 1. FAULT CODE INDEX (CONT)

Fault Fault Description Procedure			
D4 +10V Reference Hard Fault 120 D5 +/-15V Hard Fault 1120 D6 +12V Reversionary or +/-12V Overspeed Soft Fault 119 D7 +5V Hard Fault 120 D8 Primary and Reversionary CJC Soft Fault 120 D9 +24V Regulator Soft Fault 120 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 119 DE Primary and Reversionary At Escolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 126 E4 Primary and Reversionary N1B Sensor Hard Fault 101 F2 N1A/NIB Difference Soft Fault 102 F3 N1A/NIB Difference Soft	Fault	Fault Description	Procedure
D5 47-15 ½ Hard Fault 120 D6 +12 ½ Reversionary or +/-12 ½ Overspeed Soft Fault 120 D7 +5 ⅓ Hard Fault 120 D8 Primary and Reversionary CJC Soft Fault 120 D9 +24 ⅓ Regulator Soft Fault 120 D4 +½ Reversionary Soft Fault 119 DB Reversionary System Soft Fault 119 DC T-15 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 120 DE primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary 74.5 Sensor Soft Fault 123 DF Watchdog Timer Test Hard Fault 125 E1 T1 Sensor Soft Fault 126 E7 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 101 F1 N14 Sensor Soft Fault 102 F2 N14 NNIB Difference Soft Fault 102 <	Code		Figure No.
D6 +12V Reversionary or +/-12V Overspeed Soft Fault 120 D7 +5V Hard Fault 120 D8 Primary and Reversionary CJC Soft Fault 120 D9 +24V Regulator Soft Fault 119 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 120 DD Overspeed Check Soft Fault 123 DF Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary 14.5 Sensor Soft Fault 124 E3 N2A Sensor Soft Fault 125 E4 Primary and Reversionary N2B Sensor Hard Fault 126 E5 N2A/N2B Difference Soft Fault 127 F2 Primary and Reversionary N1 B Sensor Hard Fault 101 F2 Primary Greversionary N1 B Sensor Hard Fault 102 F3 N1A/NiB Difference Soft Fault 103 F4<	D4	+10V Reference Hard Fault	120
D7 +5V Hard Fault 120 D8 Primary and Reversionary CJC Soft Fault 120 D9 +24V Regulator Soft Fault 120 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 120 DE Drimary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 E1 Primary and Reversionary 14.5 Sensor Soft Fault 122 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 102 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F5 Primary and Reversionary M	D5	+/- <u>15V</u> Hard Fault	120
DB Primary and Reversionary CJC Soft Fault 120 D9 +24V Regulator Soft Fault 120 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault or Idle Check Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 119 DE Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A/N2B Difference Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F5 Wifstepcount Difference Hard Fault 106	D6	+12V Reversionary or +/-12V Overspeed Soft Fault	119
D9 +24V Regulator Soft Fault 120 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault or Idle Check Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 119 DE Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 N2A/N2B Difference Soft Fault 101 F3 N1A/NIB Difference Soft Fault 102 F4 MV Potentiometer Hard or Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F6 Primary And Reversionary PLA Potentiometer Soft Fault 106 F7<	D7	+ <u>5V</u> Hard Fault	120
D9 +24V Regulator Soft Fault 120 DA +5V Reversionary Soft Fault 119 DB Reversionary System Soft Fault or Idle Check Soft Fault 119 DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 119 DE Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 N2A/N2B Difference Soft Fault 101 F3 N1A/NIB Difference Soft Fault 102 F4 MV Potentiometer Hard or Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F6 Primary And Reversionary PLA Potentiometer Soft Fault 106 F7<	D8	Primary and Reversionary CJC Soft Fault	120
DB	D9		120
DC T4.5 Calibration Soft Fault 120 DD Overspeed Check Soft Fault 119 DE Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 102 F2 Primary or Reversionary N1 B Sensor Hard Fault 103 F2 N1A/NIB Difference Soft Fault 103 F3 N1A/NIB Difference Soft Fault 104 F5 My Potentiometer Hard or Soft Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 108 F9 Alternator Voltage Soft Fault 109	DA	+ <u>5V</u> Reversionary Soft Fault	119
DD Overspeed Check Soft Fault Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 T1 Sensor Soft Fault 125 T3 NaA Sensor Soft Fault 126 Primary and Reversionary T4.5 Sensor Soft Fault 126 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 127 E5 N2A/N2B Difference Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 Primary or Reversionary N1 B Sensor Hard Fault 103 F4 MV Potentiometer Hard or Soft Fault 103 F4 Wi/Stepcount Difference Hard Fault 105 Wi/Stepcount Difference Hard Fault 105 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 Atternator Voltage Soft Fault 109 Atternator Voltage Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Unable to Switch to Reversionary Mode 142 None Value Solenoid Soft Fault 111 None Unable to Switch to Reversionary Mode 143 None System Toggles Between Primary and Reversionary Mode 144 None Information Relay Does Not Function Properly 148 None Engine Out Indicator (EOI) Does Not Matched 146 None Bleed Band Does Not Function Properly 148 None Engine Out Indicator (EOI) Does Not Illuminate During Overspeed Test 150 No Beeper Switch Response in Reversion 151 None Moving ECL Lever to Stop Causes Increase in Engine Power 153 None Proper Normal Shutdown 154 None F/R Lamp Does Not Illuminate When Reversion Is Selected 156 None F/R Lamp Illuminated When Primary Is Selected 156 None F/R Lamp Illuminated When Primary Is Selected 156 None F/R Lamp Illuminated When Primary Is Selected 157 NOTE	DB	Reversionary System Soft Fault or Idle Check Soft Fault	119
DE DF Primary and Reversionary 400Hz Resolver Reference Soft Fault 123 DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F5 Wifstepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 FA Start Fuel Solenoid Soft Fault 110	DC	T4.5 Calibration Soft Fault	120
DF Watchdog Timer Test Hard Fault 120 EI Primary and Reversionary T4.5 Sensor Soft Fault 124 E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 103 F5 Wf/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 FA Alternator Voltage Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Unable to Switch to Reversionary Mode 142 None<	DD	Overspeed Check Soft Fault	119
File	DE	Primary and Reversionary 400Hz Resolver Reference Soft Fault	123
E2 T1 Sensor Soft Fault 125 E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 104 F5 Wi/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 105 F7 Bleed Valve Solenoid Hard Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 108 F9 Alternator Voltage Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Unable to Switch to Reversionary Mode 142 None Unable to Switch to Reversionary Mode 143 None	DF	Watchdog Timer Test Hard Fault	120
E3 N2A Sensor Soft Fault 126 E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2A/N2B Difference Soft Fault 101 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F5 Wf/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 FA Alternator Voltage Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Unable to Switch to Reversionary Mode 142 None Unable to Switch to Primary Mode 143 None Unable to Switch to Primary Mode 144 None Q Load Share Selected, Qs Not Matched 145	El	Primary and Reversionary T4.5 Sensor Soft Fault	124
E4 Primary and Reversionary N2B Sensor Hard Fault 127 E5 N2AN2B Difference Soft Fault 128 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 104 F5 Wi/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 FA Start Fuel Solenoid Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 110 None Nater Sulphare Selected, Soft Fault 110 None Unable to Switch to Reversionary Mode 142 None Unable to Switch to Reversionary Mode 143 None System Toggles Between Primary and Reversionary Mode 144 None T4.5 Load Share Selected, T4.5 Not Matched	E2	T1 Sensor Soft Fault	125
E5 N2A/N2B Difference Soft Fault 128 F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 105 F5 Wf/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 FA Start Fuel Solenoid Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Noble to Switch to Reversionary Mode 142 None Unable to Switch to Primary Mode 143 None System Toggles Between Primary and Reversionary Mode 144 None Q Load Share Selected, Qs Not Matched 145 None T4.5 Load Share Selected, T4.5 Not Matched 146 None Indicator (EOI) Does Not Illuminate During Normal Shut	E3	N2A Sensor Soft Fault	126
F1 N1A Sensor Soft Fault 101 F2 Primary or Reversionary N1 B Sensor Hard Fault 102 F3 N1A/NIB Difference Soft Fault 103 F4 MV Potentiometer Hard or Soft Fault 104 F5 Wf/Stepcount Difference Hard Fault 105 F6 Primary and Reversionary PLA Potentiometer Soft Fault 106 F7 Bleed Valve Solenoid Hard Fault 107 F8 Primary/Reversionary Solenoid Hard Fault 109 F9 Alternator Voltage Soft Fault 109 FA Start Fuel Solenoid Soft Fault 110 FB Reversionary Step Count Soft Fault 111 None Unable to Switch to Reversionary Mode 142 None Unable to Switch to Primary Mode 143 None Unable to Switch to Primary and Reversionary Mode 144 None Q Load Share Selected, Os Not Matched 145 None T4.5 Load Share Selected, T4.5 Not Matched 146 None Indicator (Eol) Does Not Function 147 None Bleed Band Does Not Function Properly	E4	Primary and Reversionary N2B Sensor Hard Fault	127
F2 Primary or Reversionary N1 B Sensor Hard Fault F3 N1A/NIB Difference Soft Fault F4 MV Potentiometer Hard or Soft Fault F5 Wf/Stepcount Difference Hard Fault F6 Primary and Reversionary PLA Potentiometer Soft Fault F6 Primary and Reversionary PLA Potentiometer Soft Fault F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault F9 Alternator Voltage Soft Fault F9 Reversionary Step Count Soft	E5	N2A/N2B Difference Soft Fault	128
F3 N1A/NÍB Difference Soft Fault F4 MV Potentiometer Hard or Soft Fault F5 Wf/Stepcount Difference Hard Fault F6 Primary and Reversionary PLA Potentiometer Soft Fault F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Atternator Voltage Soft Fault F9 Atternator Voltage Soft Fault F8 Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode Vonable to Switch to Primary Mode None Q Load Share Selected, Qs Not Matched None Int. Soad Share Selected, T4.5 Not Matched None Bleed Band Does Not Function None Bleed Band Does Not Function Properly None No Beeper Switch Response in Reversion None No Beeper Switch Response in Reversion None No Beeper Switch Response in Reversion None Moving ECL Lever to Stop Causes Increase in Engine Power None F/R Lamp Does Not Illuminate When Reversion Is Selected None F/R Lamp Is Illuminated When Primary Is Selected NOTE	F1	N1A Sensor Soft Fault	101
F4 MV Potentiometer Hard or Soft Fault F5 Wf/Stepcount Difference Hard Fault F6 Primary and Reversionary PLA Potentiometer Soft Fault F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault F9 Atternator Voltage Soft Fault F8 Reversionary Step Count Soft Fault F9 Atternator Voltage Soft Fault F10 Fa Reversionary Step Count Soft Fault F11 Fa Reversionary Step Count Soft Fault F11 Fa Reversionary Step Count Soft Fault F12 Fa Faversion Value to Switch to Primary Mode F14 Fa Faversion Value to Switch to Primary Mode F14 Fa Faversion Value Tale Val	F2	Primary or Reversionary N1 B Sensor Hard Fault	102
F5 Wf/Stepcount Difference Hard Fault F6 Primary and Reversionary PLA Potentiometer Soft Fault F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault F9 Alternator Voltage Soft Fault F9 Alternator Voltage Soft Fault F100 FA Start Fuel Solenoid Soft Fault F110 F8 Reversionary Step Count Soft Fault F9 Reversionary Step Count Soft Fault F111 F111 F111 F111 F111 F111 F111 F1	F3	N1A/NIB Difference Soft Fault	103
F6 Primary and Reversionary PLA Potentiometer Soft Fault F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault F0 Start Fuel Solenoid Soft Fault F10 Reversionary Step Count Soft Fault F11 None F12 Unable to Switch to Reversionary Mode F13 Vunable to Switch to Primary Mode F14 Vunable to Switch to Primary Mode F14 Vunable to Switch to Primary And Reversionary Mode F14 Vunable to Switch to Primary and Reversionary Mode F14 Vunable to Switch to Primary and Reversionary Mode F15 Vunable to Switch to Primary and Reversionary Mode F16 Vunable to Switch to Primary and Reversionary Mode F17 Vunable to Switch to Primary and Reversionary Mode F18 Vunable Vunable Selected, Qs Not Matched F19 Vunable Vunabl	F4	MV Potentiometer Hard or Soft Fault	104
F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault F9 Start Fuel Solenoid Soft Fault FB Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode Unable to Switch to Primary Mode Unable to Switch to Primary Mode Unable to Switch to Primary and Reversionary Mode None Q Load Share Selected, Qs Not Matched None T4.5 Load Share Selected, T4.5 Not Matched None Ignition Relay Does Not Function None Bleed Band Does Not Function Properly None Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown No Beeper Switch Response in Reversion None No Beeper Switch Response in Reversion None Moving ECL Lever to Stop Causes Increase in Engine Power None Engine Out Indicator (EOI) Is Always Illuminated None F/R Lamp Does Not Illuminate When Reversion Is Selected None F/R Lamp Is Illuminated When Primary Is Selected NOTE	F5	Wf/Stepcount Difference Hard Fault	105
F7 Bleed Valve Solenoid Hard Fault F8 Primary/Reversionary Solenoid Hard Fault F9 Alternator Voltage Soft Fault FA Start Fuel Solenoid Soft Fault FB Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode Unable to Switch to Primary Mode Vone Unable to Switch to Primary Mode Volume System Toggles Between Primary and Reversionary Mode Volume	F6	Primary and Reversionary PLA Potentiometer Soft Fault	106
F9 Alternator Voltage Soft Fault FA Start Fuel Solenoid Soft Fault FB Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode None Unable to Switch to Primary Mode None System Toggles Between Primary and Reversionary Mode None Q Load Share Selected, Qs Not Matched None If 145 Load Share Selected, Qs Not Matched None Ignition Relay Does Not Function None Bleed Band Does Not Function Properly None Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown No Beeper Switch Response in Reversion None No Beeper Switch Response in Reversion None Moving ECL Lever to Stop Causes Increase in Engine Power None Engine Out Indicator (EOI) Is Always Illuminated None F/R Lamp Does Not Illuminate When Reversion Is Selected None F/R Lamp Is Illuminated When Primary Is Selected NOTE	F7		107
F9 Alternator Voltage Soft Fault FA Start Fuel Solenoid Soft Fault FB Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode None Unable to Switch to Primary Mode None System Toggles Between Primary and Reversionary Mode None Q Load Share Selected, Qs Not Matched None If 145 Load Share Selected, Qs Not Matched None Ignition Relay Does Not Function None Bleed Band Does Not Function Properly None Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown No Beeper Switch Response in Reversion None No Beeper Switch Response in Reversion None Moving ECL Lever to Stop Causes Increase in Engine Power None Engine Out Indicator (EOI) Is Always Illuminated None F/R Lamp Does Not Illuminate When Reversion Is Selected None F/R Lamp Is Illuminated When Primary Is Selected NOTE	F8	Primary/Reversionary Solenoid Hard Fault	108
FB Reversionary Step Count Soft Fault None Unable to Switch to Reversionary Mode None Unable to Switch to Primary Mode None System Toggles Between Primary and Reversionary Mode None Q Load Share Selected, Qs Not Matched None T4.5 Load Share Selected, T4.5 Not Matched None Ignition Relay Does Not Function None Bleed Band Does Not Function Properly None Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown None No Observed Engine Speed Reduction During Overspeed Test None No Beeper Switch Response in Reversion None Unable to Perform Power Assurance Test (Results Not Indicated on Hex Display) None Moving ECL Lever to Stop Causes Increase in Engine Power None Engine Out Indicator (EOI) Is Always Illuminated None F/R Lamp Does Not Illuminate When Reversion Is Selected None F/R Lamp Is Illuminated When Primary Is Selected NOTE	F9	Alternator Voltage Soft Fault	109
None Unable to Switch to Reversionary Mode 142 None Unable to Switch to Primary Mode 143 None System Toggles Between Primary and Reversionary Mode 144 None Q Load Share Selected, Qs Not Matched 145 None T4.5 Load Share Selected, T4.5 Not Matched 146 None Ignition Relay Does Not Function 147 None Bleed Band Does Not Function Properly 148 None Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown 149 None No Observed Engine Speed Reduction During Overspeed Test 150 None No Beeper Switch Response in Reversion 151 None Unable to Perform Power Assurance Test (Results Not Indicated on Hex Display) 152 None Moving ECL Lever to Stop Causes Increase in Engine Power 153 None Moving ECL Lever to Flight Causes Engine Shutdown 154 None Engine Out Indicator (EOI) Is Always Illuminated 155 None F/R Lamp Does Not Illuminate When Reversion Is Selected 156 None F/R Lamp Is Illuminated When Primary Is Selected 157 NOTE	FA	Start Fuel Solenoid Soft Fault	110
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NoneUnable to Perform Power Assurance Test (Results Not Indicated on Hex Display)152NoneMoving ECL Lever to Stop Causes Increase in Engine Power153NoneMoving ECL Lever to Flight Causes Engine Shutdown154NoneEngine Out Indicator (EOI) Is Always Illuminated155NoneF/R Lamp Does Not Illuminate When Reversion Is Selected156NoneF/R Lamp Is Illuminated When Primary Is Selected157	None	No Observed Engine Speed Reduction During Overspeed Test	150
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None F/R Lamp Is Illuminated When Primary Is Selected 157 NOTE	None		155
NOTE	None	F/R Lamp Does Not Illuminate When Reversion Is Selected	156
	None	F/R Lamp Is Illuminated When Primary Is Selected	157
If fault code displayed is not listed in Table 1, follow procedures in Figure 158.		NOTE	
		If fault code displayed is not listed in Table 1, follow procedures in Figure 158.	

- b. To View Current Faults and Faults From Last Engine Run. Faults displayed in shutoff cannot be cleared until the engine is run above 48 percent N1.
 - (1) Turn on power to DECU.
 - (2) Set engine condition lever (ECL) to stop position.
 - (3) The display will indicate current fault codes and fault codes from the last engine run in sequence. After all applicable fault codes have been displayed, the sequence will repeat. If there are no applicable fault codes, an "88" will be displayed. Record all codes displayed.

NOTE

If an ECL fault occurs, the DECU holds the second to last good ECL value until DECU power is removed. If the ECL fault is still present when DECU power is reapplied, the ECL value defaults to GROUND. Therefore, if the second to last good ECL value is FLIGHT, the hex display will not display any faults until DECU power is cycled. If the second to last good ECL value is GROUND, the hex display will display both current faults and faults from the last engine run until DECU power is cycled. In either case, when DECU power is reapplied, the ECL value will default to GROUND, and only current faults. can be displayed until the ECL fault has been cleared.

G-8 POWER SUPPLY INTERRUPT

- a. The DECU is designed to operate normally with three separate power buses. The primary control lane is powered by either the engine HMA alternator <u>Q8V</u> ALT) at engine speeds greater than idle, or the <u>28V</u> airframe DC bus (<u>28V</u> AF) whichever is higher. The reversionary control lane is powered by either <u>28V</u> AF or the <u>28V</u> emergency bus (<u>28V</u> EM),whichever is higher. During pilot generator switching actions, which normally take place at flight idle conditions before and then subsequent to a flight, simultaneous aircraft bus interrupts on the <u>28V</u> AF and <u>28V</u> EM can occur, causing the reversion control lane to be depowered. The primary control lane continues operating normally since it is receiving its power from <u>28V</u> ALT.
- b. The primary lane monitors specific reversionary lane signals. When both power supplies to reversionary are interrupted, these signals are temporarily seen as out of range by the primary lane. If the interrupts are of sufficient duration (>50ms), the primary lane will latch the faults. The faults remain latched in primary until primary lane power is removed, even if a reversionary reset has cleared the reversionary lane of all faults. The end result is one or more nuisance faults that are due to the power interruption, not to an actual FADEC problem. The possible faults are listed below. The actual combination of faults will depend on both the operating conditions at the time of the interrupt and the duration of the interrupt. FADEC faults caused by power interrupts are expected to be an occasional random occurrence, not a regular occurrence.

FAULT CODE	<u>FAULT</u>
A1	Q
A6	<u>28V</u> EM
A7	<u>28V</u> EM
B2	N1B
B3	N2B
B5	C/P LVDT
B6	ECL
B7	PLA
BC	RESOLVER REFERENCE
DO	OVERSPEED DRIVE
D3	OR DIODES
D6	+ <u>12V</u> REVERSIONARY
DA	+ <u>5V</u> REVERSIONARY
DB	REVERSIONARY SYSTEM
DD	OVERSPEED CHECK
E5	N2A/N2B DIFFERENCE
F3	N1A/N1B DIFFERENCE

c. If any of the above faults occur, the engine must be shut down and power to the DECU cycled to clear the faults. After power is cycled. the appropriate action must be taken to confirm the fault (run engine with ECL at GROUND, run engine with ECL at FLIGHT, etc.) If the faults clear (hex display of "88" with ECL in ground), the faults are to be considered due to power interrupts, and not indicative of a FADEC system fault. If the faults do not clear, then the appropriate fault isolation action should be taken.

G-9 OPERATIONAL PROBLEMS WITHOUT CODES

There are some operational problems that may be noted that do not result in fault codes on the diagnostic display, such as, engine torques not matched, no response to cockpit switch, etc. Refer to fault isolation procedure figures 142 through 157 for these problems.

G-10 USING THE FAULT ISOLATION DIAGRAMS

a. Display current fault codes using the procedure defined in paragraph G-7. Record all fault codes. If a system fault has been observed that does not result in a fault code, record the symptom(s).

NOTE

Under specific conditions, it is possible for an undefined fault code not listed in Table 1 to appear on the hex display. In this event, the procedure given in figure 158 shall be followed.

b. If only one fault is noted, locate the fault by fault code or description in Table 1. Go to the figure listed for that fault and follow the procedure.

- c. If multiple fault codes and/or symptoms are noted, use the following guidelines to determine the order of troubleshooting. Faults listed in step c.(1) should be investigated first, then faults listed in step c.(2), etc. Faults listed within the same item may generally be investigated in any order with respect to each other; exceptions are given at the beginning of the affected fault code procedures.
 - (1) All fault codes beginning with '1'.
 - (2) B9, BA, BB, and BC.
 - (3) All fault codes beginning with "D" except D1, D2, DE, and DF.
 - (4) D1, D2, and DE.
 - (5) All remaining fault codes beginning with "B".
 - (6) All fault codes beginning with "A".
 - (7) All fault codes beginning with "E".
 - (8) All fault codes beginning with "C" except CF.
 - (9) All fault codes beginning with "F".
 - (10) CF.
 - (11) DF.
 - (12) Any symptoms noted that do not cause a fault code.
- d. Once the first fault to be investigated has been determined, locate the fault in table 1. Go to the figure listed for that fault and follow the procedure. Once the fault has been cleared, check to see if any other faults still exist. If there are still faults, use the guidelines above to determine which fault to troubleshoot next. Continue investigating faults one at a time until all faults are cleared.
- e. If the engine exhibits erratic behavior but no fault codes are displayed, perform the insulation/voltage check per figure 159 to determine if a bad ground connection is causing the problem.

G-11 DIAGRAMS

- a. Fuel Control System Harness Connections. See figure 201.
- b. Electrical Connector Pin Locations. See figure 202.
- c. HMU Schematic Diagram. See figure 203.
- d. Interface wiring diagram (Ref. APPENDIX D).

G-12 ABBREVIATIONS

A/D	Analog-to-digital	N2A	N2 signals from
AL	Alumel	N2B	dual magnetic pickup
BLD	Bleed	N2SET	Power turbine set speed
C/P	Collective pitch angle (same as RTL)	O/S	Overspeed
CDP	Compressor discharge pressure	O/STAT	Overspeed status
CJC	Cold junction compensation for	Paf	Metering head regulator bypass return
	temperature signal		pressure
CR	Chromel	Pbc	Mechanical speed sensor pressure out-put
DC	Direct current	Pf	Pump discharge pressure
DECU	Digital Electronic Control Unit	Pfm	Pump discharge pressure metered
EEPROM	Electrically erasable programmable read-	PLA	Power lever angle
	only memory		•
ECL	Engine control lever	Pm	Bleed system pressure
ECLEX	ECL excitation	Pme	Metering valve discharge pressure
EGT	Exhaust gas temperature	Pn	Fuel pressure to engine
EMS	Engine monitoring system	Pot.	potentiometer
EX	Excitation	PSM	Primary stepper motor
E01	Engine out indicator #1	Pw	Windmill bypass valve pressure
E02'	Engine out indicator #2	P1	Atmospheric air pressure
FADEC	Full Authority Digital Electronic Control	P3	Compressor discharge pressure
F/R	Failure/reversionary selected	Q	Torque
FPU	Fuel Pump Unit	RAM	Random access memory
GND	Ground	REF	Reference
HMA	Hydromechanical Assembly	RET	Return
HMU	Hydromechanical Unit	RSM	Reversion stepper motor
IGN	Ignition	RTL	Rotor thrust lever (same as collective pitch)
LRU	Line Replaceable Unit	REV	Reversionary control mode
LVDT	Linear variable displacement transformer	SEL	Select
MAG	Magnetic	SIG	Signal
MV	Metering valve	SOL	Solenoid
NR	Sensed rotor speed	T1	Ambient temperature
NVM	Non-volatile memory	T4.5	Power turbine inlet temperature
N1	Sensed core speed	VDC	Volts direct current
N1A	N1 from magnetic speed pickup	VEM	Emergency voltage
N1B	N1 from alternator	Wf	Fuel flow
N2	Sensed power turbine speed	Ω	Ohms
TBD	To be determined		

FAULT ISOLATION TREES

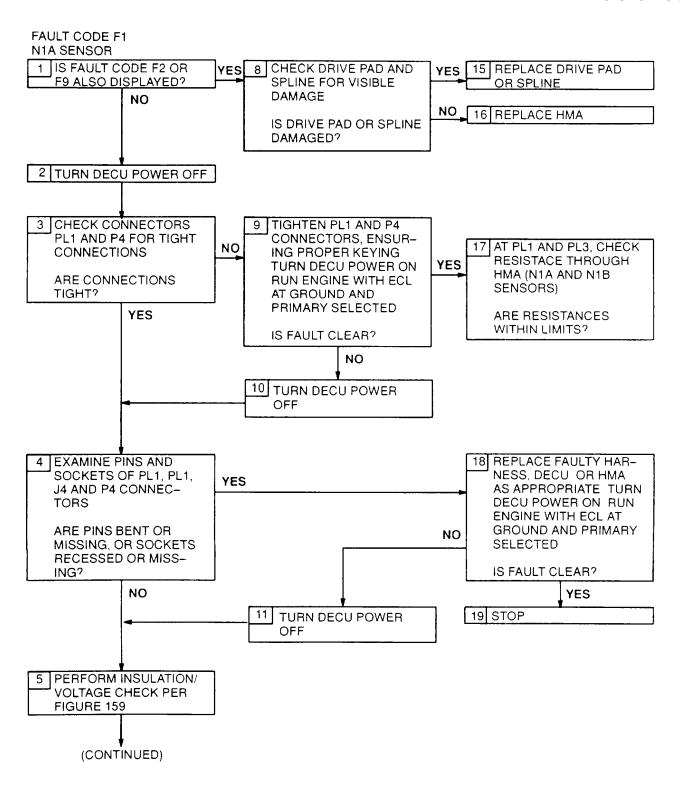
G-13 FAULT TREES

- a. The maintenance procedures required to isolate the fault codes displayed on the DECU to line replaceable units (LRUs) are depicted in the following fault tree diagrams. Fault trees are listed according to fault codes. The procedures are biased against removing the HMU until other more accessible possibilities have been eliminated.
- b. In the fault trees, "DECU #1" is used to indicate the FADEC under investigation, be it the right-hand or left-hand engine. "DECU #2" is used to indicate the FADEC on the opposite-side engine.
- c. Each of the fault trees is accompanied by a facing page that contains expanded instructions for some of the steps. The expanded instructions contain more detail for certain steps, reference to helpful diagrams (which are at the end of this manual), and resistance limits.
- d. The term "manufacturer" as stated in this manual refer to either Textron Lycoming or Boeing Helicopters. dependent on whether the context refers to an airframe component or an engine component.

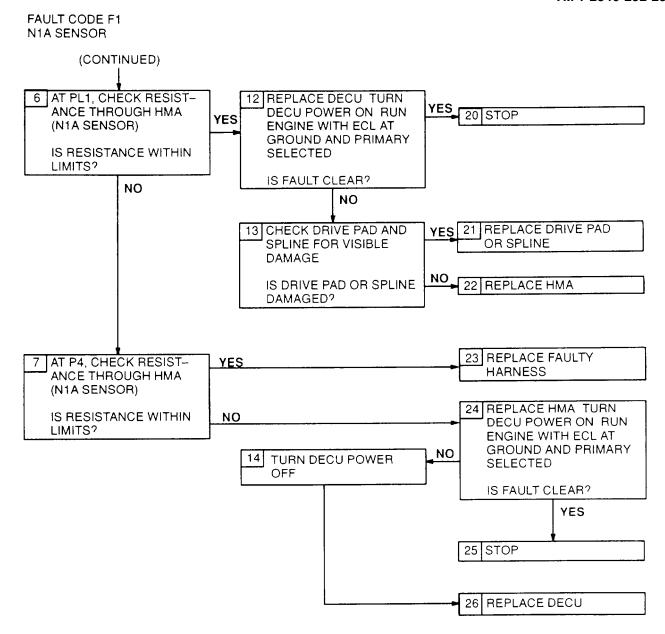
G-14 DIAGRAMS

The following diagrams appear in this manual.

- a. Figure 201, Fuel Control System Harness Connections. This diagram shows the physical location of each harness connector and component connector. It can be used to locate the connectors as called out in the charts.
- b. Figure 202, Electrical Connector Pin Locations. This diagram can be used to identify the physical location of each connector pin of the component (DECU or HMA) connectors. Note that the socket locations for the harness connectors are the same except that they are reversed to form a mirror image.
- c. Electrical System Schematic (Ref. APPENDIX D). This diagram can be used to trace the termination of each terminal on each connector. For instance, find the N1 A SPEED PICKUP at lower right corner of the diagram on page D-3. The diagram shows that it is in the HMU at J4 connector terminals R and S. Follow up to top to trace through harness P1 7/J75 connector to harness PL1 connector to DECU PL1 connector terminals MM and FF.
 - d. Figure 203, HMA Schematic Diagram. This diagram gives an operational overview of the HMU.



Fault Code F1, N1A Sensor Figure 101 (Sheet 1 of 2)



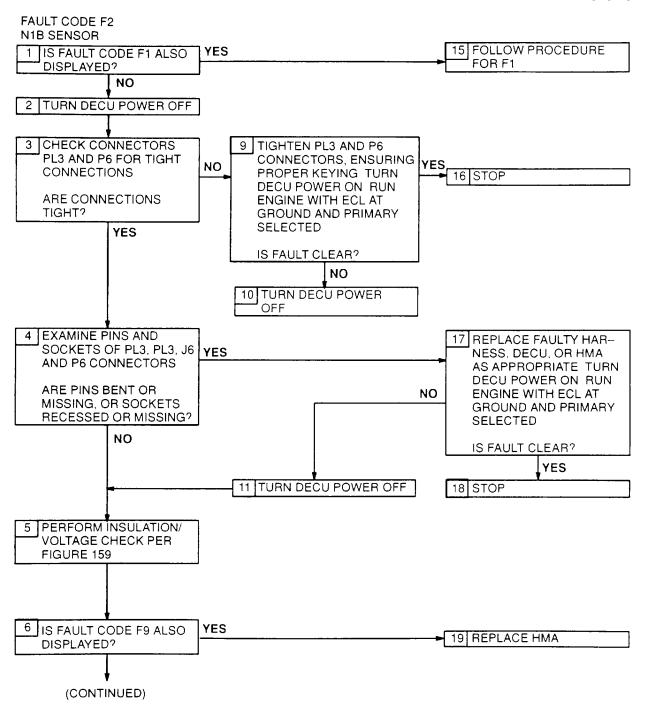
Fault Code F1, N1A Sensor Figure 101 (Sheet 2 of 2)

G-15 FAULT CODE F1, N1A SENSOR EXPANDED INSTRUCTIONS

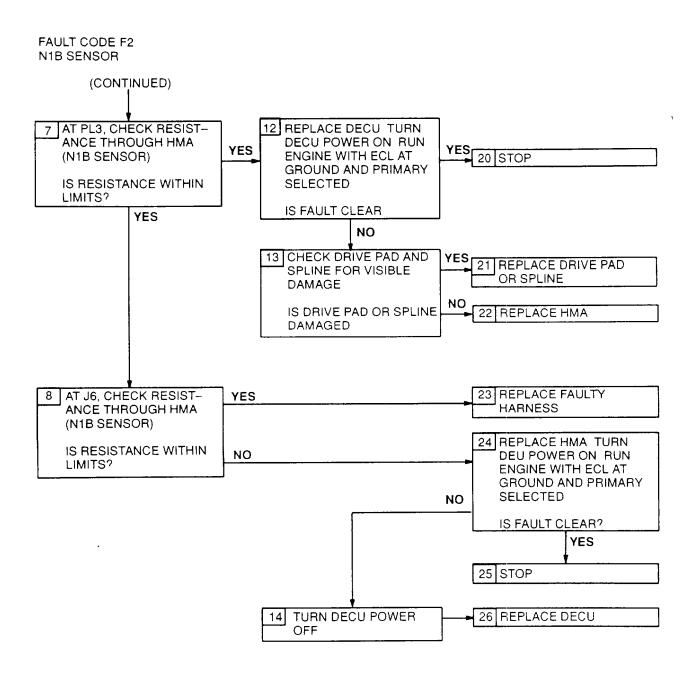
Refer to numbered steps in figure 101.

- Step 3. Check harness connector PL1 (figure 201) at DECU, and P4 at HMA for tight connections.
- Step 4. Disconnect connectors PL1 and P4 to check pins and sockets.
- Step 6. With PL1 disconnected, check resistance of HMA (N1A sensor) at harness PL1 connector sockets MM and FF (figure 202). Limit is 200-550Q.
- Step 7. With P4 disconnected, check resistance of HMA (N1A sensor) at HMA J4 connector pins R and S. Limit is 200-550Q.
- Step 8. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 9. Before tightening harness connectors PL1 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 13. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 15. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 18. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 21. Refer to manufacturer's procedure for checking drive pad and spline
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector	Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
HMA - N1A Sensor	PL1	MM & FF	200-550	<u>390</u>
*At <u>25°C</u>	J4	R&S	<u>200-550</u>	<u>390</u>



Fault Code F2, N1B Sensor Figure 102 (Sheet 1 of 2)



Fault Code F2, N1B Sensor Figure 102 (Sheet 2 of 2)

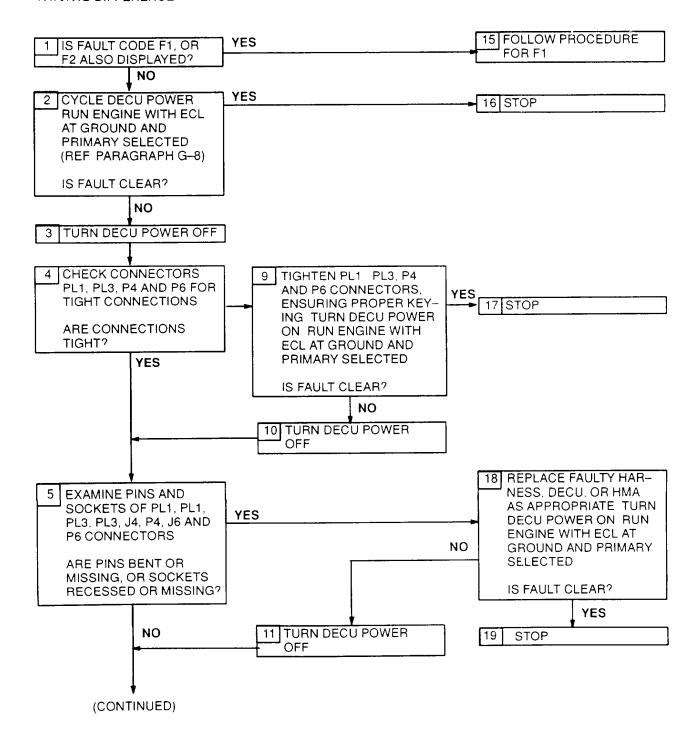
G-16 FAULT CODE F2, NIB SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 102.

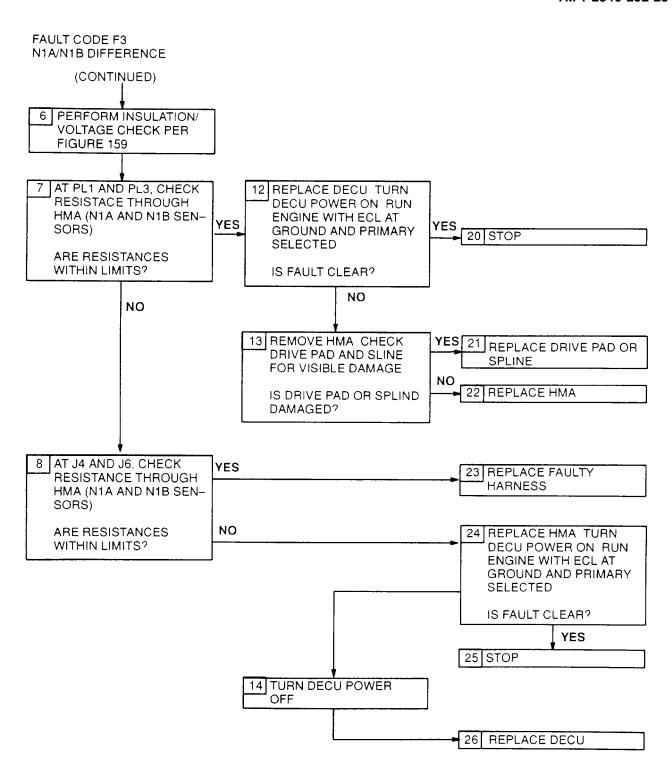
- Step 3. Check harness connector PL3 (figure 201) at DECU, and P6 at HMA for tight connections.
- Step 4. Disconnect connectors PL3 and P6 to check pins and sockets.
- Step 7. With PL3 disconnected, check resistance of N1 B sensor at harness PL3 connector sockets A and c (figure 202). Limit is 0.3-3.55.
- Step 8 With P6 disconnected, check resistance of HMA (N1B sensor) at HMA J6 connector pins E and F. Limit is 0.3-3.0Q.
- Step 9. Before tightening harness connectors PL3 and P6, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 13. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 21. Refer to manufacturer's procedure for replacing drive pad or spline.
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector	Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal
HMA - NIB Sensor	PL3	A & <u>c</u>	<u>0.3 - 3.5</u>	<u>0.7</u>
*At <u>25°C</u>	J6	E& F	<u>0.3 - 3.0</u>	<u>0.7</u>

FAULT CODE F3 N1A/N1B DIFFERENCE



Fault Code F3, N1/N1B Difference Figure 103 (Sheet 1 of 2)



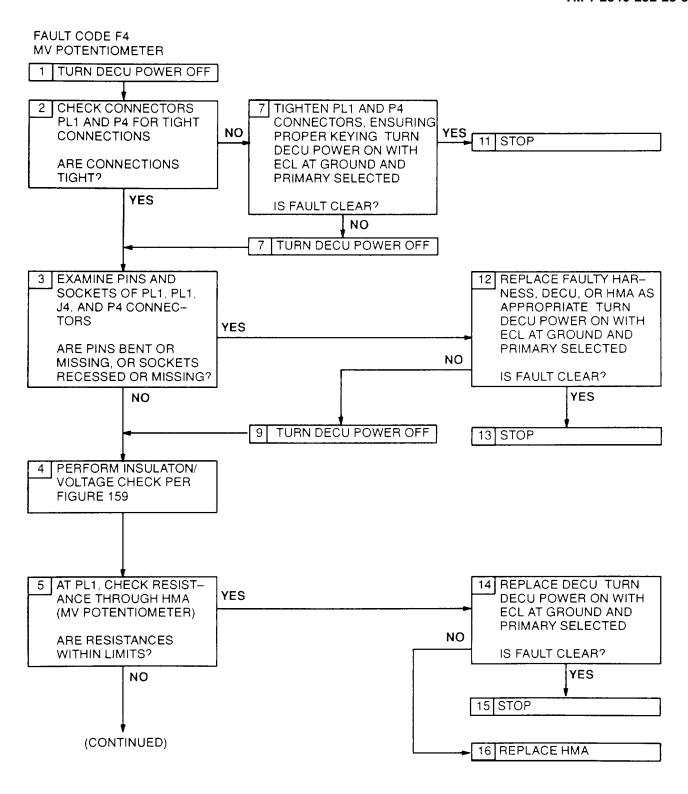
Fault Code F3, N1/N1B Difference Figure 103 (Sheet 2 of 2)

G-17 FAULT CODE F3, NIA/NIB DIFFERENCE EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 103.

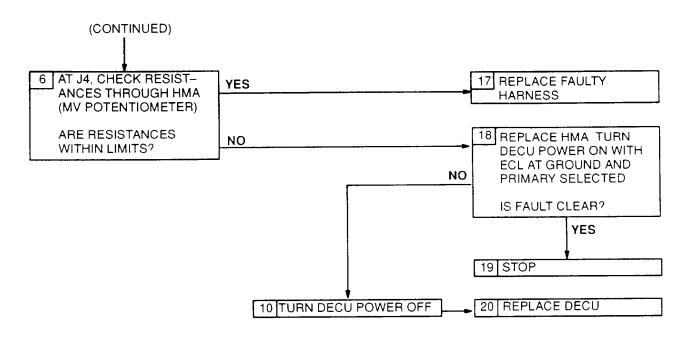
- Step 4. Check harness connectors PL1 and PL3 (figure 201) at DECU, and P4 and P6 at HMA for tight connections.
- Step 5. Disconnect connectors PL1, PL3, P4 and P6 to check pins and sockets.
- Step 7. With PL1 disconnected, check resistance of HMA (N1A sensor) at harness PL1 connector sockets MM and FF (figure 202). Limit is 200-550Q. With PL3 disconnected, check resistance of HMA (N1 B sensor) at harness PL3 connector sockets A and c. Limit is 0.3-3.5o2.
- Step 8. With P4 disconnected, check resistance of HMA (N1A sensor) at HMA J4 connector pins R and S. Limit is 200-550Q. With P6 disconnected, check resistance of HMA (N1 B sensor) at HMA T. J6 connector pins E and F. Limit is 0.3-3.3Q.
- Step 9. Before tightening harness connectors PL1, PL3, P4 and P6, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 13. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 18. Refer to manufacturer's procedure for diagnosis and replacing harness.
- Step 21. Refer to manufacturer's procedure for replacing drive pad or spline.
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector	Resistan	çe (Ω)
Component	No.			Nominal *
HMA - N1A Sensor	PL1	MM &FF	<u> 200 - 550</u>	<u>390</u>
	J4	R & S	<u> 200 - 550</u>	<u>390</u>
HMA - N1A Sensor	J4	A- <u>c</u>	<u>0.3 - 3.5</u>	0.7
*At <u>25°C</u>	J6	E&F	<u>0.3 - 3.0</u>	<u>0.7</u>



Fault Code F4, MV Potentiometer Figure 104 (Sheet 1 of 2)

FAULT CODE F4 MV POTENTIOMETER



Fault Code F4, MV Potentiometer Figure 104 (Sheet 2 of 2)

G-18 FAULT CODE F4. MV POTENTIOMETER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 104.

- Step 2. Check harness connector PL1 (figure 201) at DECU, and P4 at HMA for tight connections.
- Step 3. Disconnect connectors PL1 and P4 to check pins and sockets.
- Step 5. <u>CAUTION</u>: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN <u>5 mA</u> WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE FUEL METERING VALVE POTENTIOMETER.

With PL1 disconnected, check resistance of HMA (fuel metering valve potentiometer) at harness

PL1 connector sockets Q and y .(results are "a") and y and KK (results are "b"). Limit for "a" and "b" is $300 - 5800\Omega$. Check resistance at sockets g and KK (results are "c"). Limit for "c" is $4250 - 5750\Omega$. Use the following equation to check wiper resistance:

$$a + b - c \div 2 = d$$

Limit for "d" is \leq 300-. Use the following equation to check if the high or low limit of the metering

valve potentiometer has been exceeded:

$$b - d \div c = e$$

Limit for "e" is <u>0.0710 - 0.9573</u>.

Step 6. <u>CAUTION</u>: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN <u>5 mA</u> WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE FUEL METERING VALVE POTENTIOMETER.

With P4 disconnected, check resistance of HMA (fuel metering valve potentiometer) at HMA J4 connector pins M and N (results are "f") and N and P (results are "g"). Limit for "" and "g" is $\underline{300 - 5800\Omega}$. Check resistance at pins M and P (results are "h"). Limit for "h" is $\underline{4250 - 5750\Omega}$. Use the following equation to check wiper resistance.

$$f + q - h \div 2 = i$$

Limit for "i" is ≤ 30052 . Use the following equation to check if the high or low limit of the metering valve potentiometer has been exceeded:

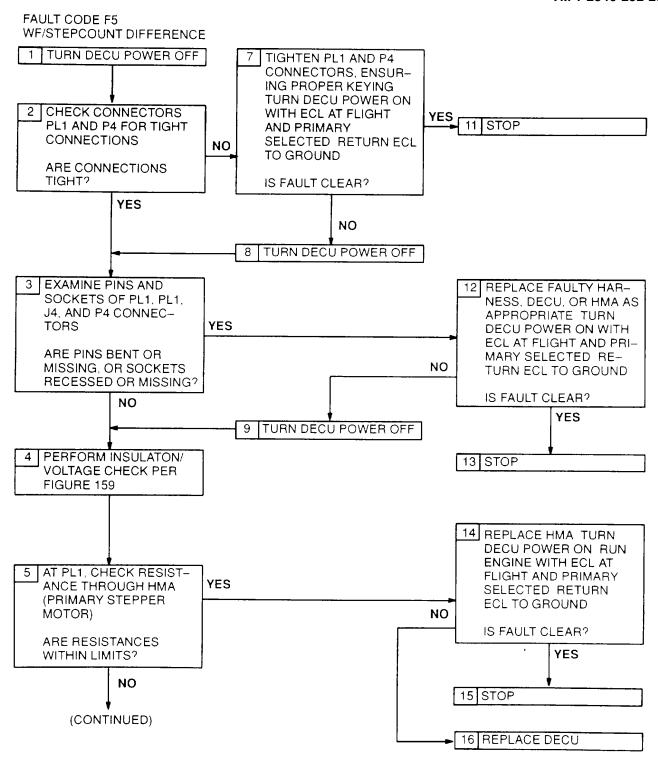
$$g - i \div h = j$$

Limit for "j" is <u>0.0710 - 0.9573</u>.

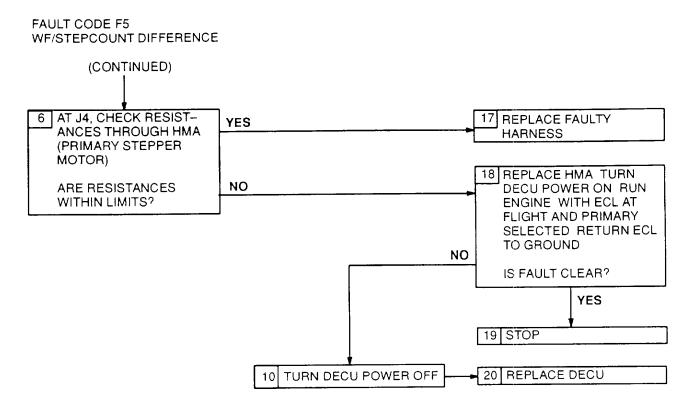
- Step 7. Before tightening harness connectors PL1 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.

G-18 FAULT CODE F4, MV POTENTIOMETER EXPANDED INSTRUCTIONS (CONTINUED)

		Connecto	r	Resistan	ice (Ω)
Component	No.	Contacts	i	Limits	Nominal*
HMA - Fuel Metering Valve Potentiometer	PL1	g & y (a)		<u>300 - 5800</u>	*
i otomiometer		y & K	(b)	300 - 5800	**
		g and KK	(c)	<u>4250 - 5750</u>	<u>5000</u>
		a + b - c ÷ 2	(d)	≤ <u>300</u>	<u>195</u>
		b - d ÷ c	(e)	<u>0.0710-0.9573</u>	**
	J4	M & N N & P.	(f) (g)	<u>300- 5800</u> 300 - 5800	
		M & P	(h)	4250-5750	<u>5000</u>
		f + g- h ÷ 2	(I)	<u>≤300</u>	<u>195</u>
* At <u>25°C</u> ** Dependent on MMV Position		g - i ÷ h	(j)	0.0710-0.9573	**



Fault Code F5, Wf/Stepcount Difference Figure 105 (Sheet 1 of 2)



G-19 FAULT CODE F5 Wf/STEPCOUNT DIFFERENCE EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 105.

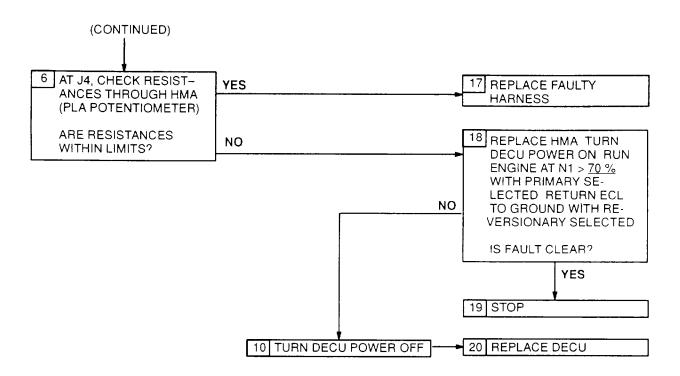
- Step 2. Check harness connector PL1 (figure 201) at DECU, and P4 at HMA for tight connections.
- Step 3. Disconnect connectors PL1 and P4 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of HMA (primary stepper motor) at harness PL1 connector sockets T and X (figure 202), U and X, V and X, and W and X. In each case limit is 45-111Q.
- Step 6. With P4 disconnected, check resistance of (primary stepper motor) at HMA J4 connector. pins D and T, C and T, B and T, and A and T. In each case, limit is 45-111Q.
- Step 7. Before tightening harness connectors PL1 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector	Resista	ance (Ω)
Component	No.	Contacts	Limits	Nominal*
HMA - Primary Stepper Motor	PL1	T & X	<u>45 - 111</u>	<u>73</u>
		U & X	<u>45 - 111</u>	<u>73</u>
		V & X	<u>45 - 111</u>	<u>73</u>
		W & X	<u>45 - 111</u>	<u>73</u>
	J4	D&T	<u>45 - 111</u>	<u>73</u>
		C & T	<u>45 - 111</u>	<u>73</u>
		B&T	45 - 111	73
* At <u>25°C</u>		A&T	<u>45 - 111</u>	<u>73</u>

FAULT CODE F6 PLA POTENTIOMETER 7 TIGHTEN PL3 AND P4 1 TURN DECU POWER OFF CONNECTORS, ENSUR-ING PROPER KEYING TURN DECU POWER ON 2 CHECK CONNECTORS RUN ENGINE AT N1 > 70PL3 AND P4 FOR TIGHT % WITH PRIMARY SE-YES 11 STOP NO CONNECTIONS LECTED RETURN ECL TO **GROUND WITH REVER-**ARE CONNECTIONS SIONARY SELECTED TIGHT? IS FAULT CLEAR? YES NO 8 TURN DECU POWER OFF 3 EXAMINE PINS AND 12 REPLACE FAULTY HAR-SOCKETS OF PL3, PL3, NESS, DECU, OR HMA AS J4, AND P4 CONNEC-APPROPRIATE TURN YES **TORS** DECU POWER ON RUN ENGINE AT N1 > 70 % ARE PINS BENT OR WITH PRIMARY SE-NO MISSING, OR SOCKETS LECTED RETURN ECL RECESSED OR MISSING? TO GROUND WITH RE-VERSIONARY SELECTED NO TURN DECU POWER OFF IS FAULT CLEAR? YES 4 PERFORM INSULATON/ **VOLTAGE CHECK PER** 13 STOP FIGURE 159 14 REPLACE DECU TURN DECU POWER ON RUN ENGINE AT N1 > 70 % WITH PRIMARY SE-5 AT PL3, CHECK RESIST-YES LECTED RETURN ECL ANCE THROUGH HMA TO GROUND WITH RE-(PLA POTENTIOMETER) VERSIONARY SELECTED NO ARE RESISTANCES IS FAULT CLEAR? WITHIN LIMITS? YES NO 15 STOP (CONTINUED) 16 REPLACE HMA

Fault Code F6, PLA Potentiometer Figure 106 (Sheet 1 of 2)

FAULT CODE F6 PLA POTENTIOMETER



Fault Code F6, PLA Potentiometer Figure 106 (Sheet 2 of 2)

G-20 FAULT CODE F6, PLA POTENTIOMETER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 106.

- Step 2. Check harness connector PL3 (figure 201) at DECU, and P4 at HMA for tight connections.
- Step 3. Disconnect connectors PL3 and P4 to checkpins and sockets.
- Step 5. CAUTION: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN 5 mA WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE PLA POTENTIOMETER.

With PL3 disconnected, check resistance of HMA (PLA potentiometer) at harness PL3 connector sockets U and T (results are "a") and T and S (results are "b"). Limit for "a" and "b"

is

 $\underline{510 - 5750\Omega}$. Check resistance at sockets U and S (results are "c"). Limit for "c" is $\underline{4250 - 5750\Omega}$. Use the following equation to check wiper resistance:

$$a + b - c \div 2 = d$$

Limit for "d" is $\leq 300\Omega$. Use the following equation to check if the high or low limit of the PLA potentiometer has been exceeded:

$$b-d \div c = e$$

Limit for "e" is <u>0.120 - 0.950</u>.

Step 6. <u>CAUTION</u>: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN 5 mA WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE PLA POTENTIOMETER.

With P4 disconnected, check resistance of HMA (PLA potentiometer) at HMA J4 connector pins X and Y (results are "f") and Y and Z (results are "g"). Limit for "f" and "g" is $\underline{510 - 5750\Omega}$. Check resistance at pins X and Z (results are "h"). Limit for "h" is $\underline{4250 - 5750\Omega}$. Use the following equation to check wiper resistance.

$$f + g - h \div 2 = i$$

Limit for "i" is $\leq 300\Omega$. Use the following equation to check if the high or low limit of the metering

valve potentiometer has been exceeded:

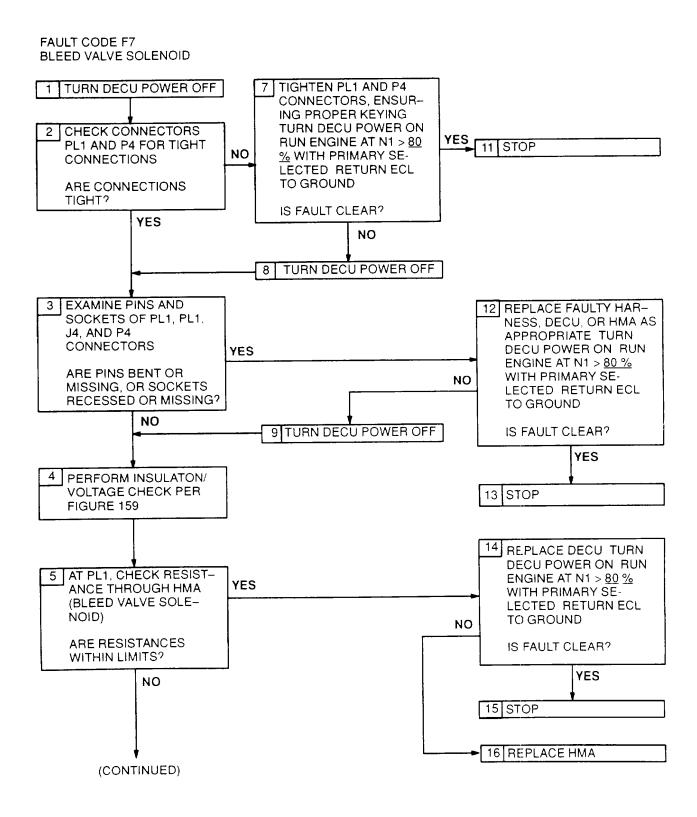
$$g - i \div h = j$$

Limit for "j" is 0.120 - 0.950.

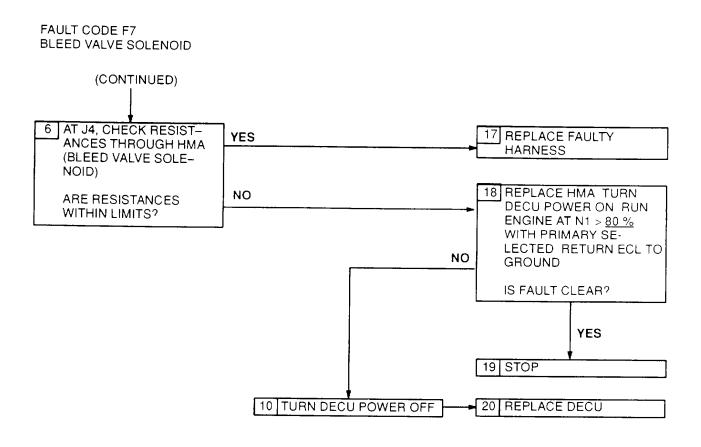
- Step 7. Before tightening harness connectors PL3 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.

G-20 FAULT CODE F6, PLV POTENTIOMETER EXPANDED INSTRUCTIONS (CONTINUED)

		Connector		Resistan	ce (Ω)
Component	No.	Contacts		Limits	Nominal *
HMA - PLA Potentiometer	PL3	U&T	(a)	<u>510 - 5750</u>	**
		T&S	(b)	<u>510 - 5750</u>	**
		U&S	(c)	<u>4250 - 5750</u>	<u>5000</u>
		a + b- c -2	(d)	<-300	<u>195</u>
		b - d + c	(e)	<u>0.120 - 0.950</u>	**
	J4	X & Y	(f)	<u>510 - 5750</u>	**
		Y & Z.	(g)	<u>510 - 5750</u>	**
		X & Z	(h)	4250-5750	<u>5000</u>
		f + g - h ÷ 2	(i)	<u><300</u>	<u>195</u>
		g - i ÷ h	(j)	<u>0.120 - 0.950</u>	**
* At <u>25°C</u>					
** Dependent on PLA Position					



Fault Code F7, Bleed Valve Solenoid Figure 107 (Sheet 1 of 2)



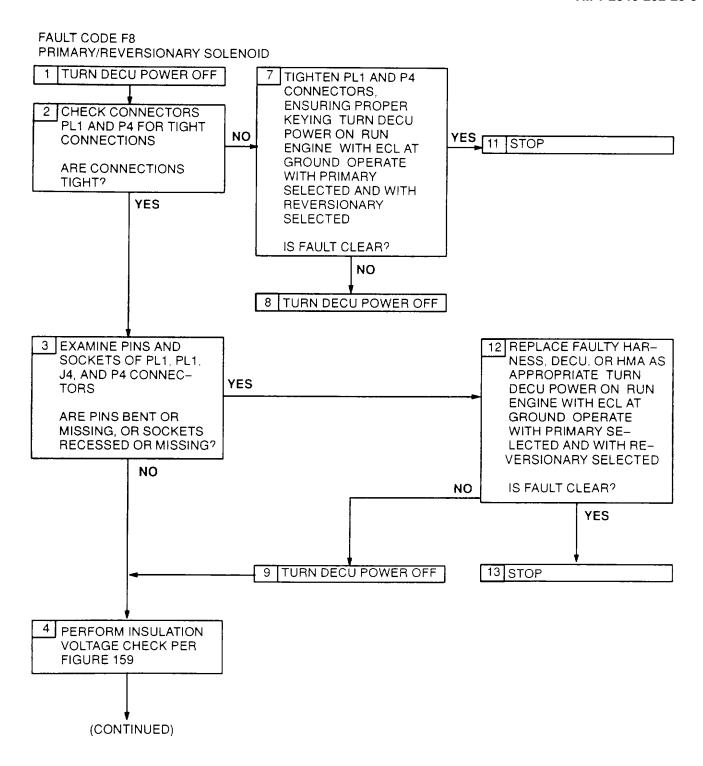
Fault Code F7, Bleed Valve Solenoid Figure 107 (Sheet 2 of 2)

G-21 FAULT CODE F7, BLEED VALVE SOLENOID EXPANDED INSTRUCTIONS

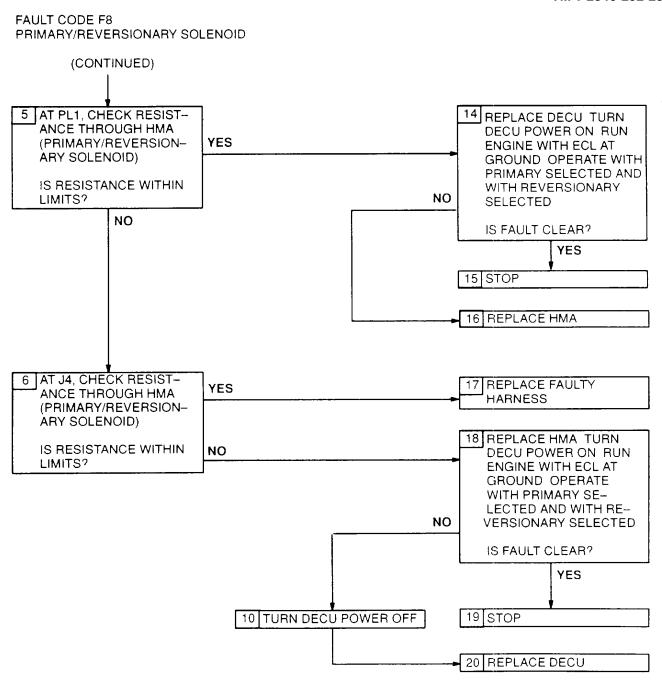
Refer to numbered steps in figure 107.

- Step 2. Check harness connector PL1 (igure 201) at DECU, and P4 at HMA for tight connections.
- Step 3. Disconnect connectors PL1 and P4 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of HMA (bleed valve solenoid) at harness PL1 connector sockets r and s (figure 202). Limit is 27 62Ω.
- Step 6. With P4 disconnected, check resistance of HMA (bleed valve solenoid) at HMA J4 connector pins E and F. Limit is <u>27-62Ω</u>.
- Step 7. Before tightening harness connectors PL1 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 14 Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector	Resista	nce (Ω)
Component	No.	Contacts	Limits	Nominal *
HMA - Bleed Valve Solenoid	PL1	<u>r</u> & <u>s</u>	<u>27 - 62</u>	<u>42</u>
*At <u>25°C</u>	J4	E&F	<u>27 - 62</u>	<u>42</u>



Fault Code F8, Primary/Reversionary Solenoid Figure 108 (Sheet 1 of 2)



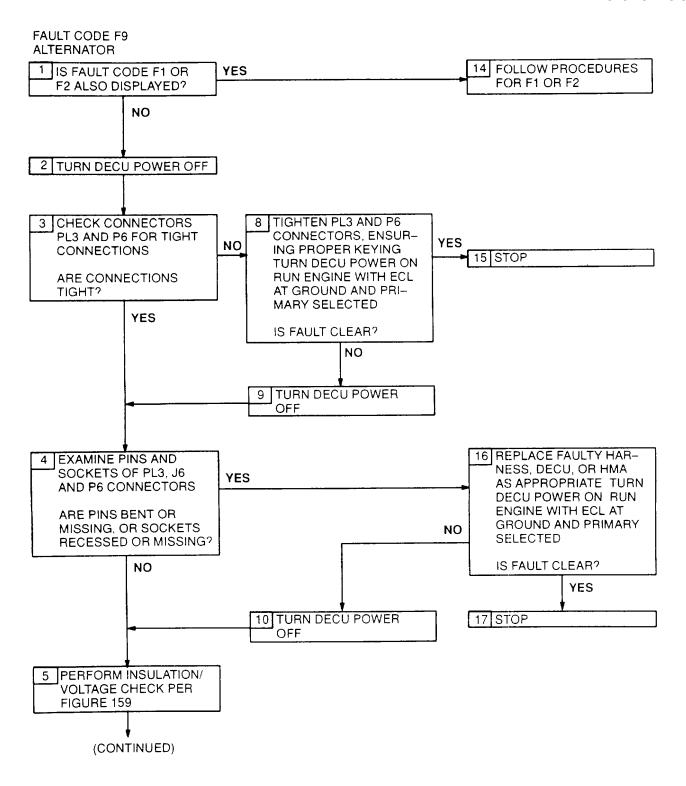
Fault Code F8, Primary/Reversionary Solenoid Figure 108 (Sheet 2 of 2)

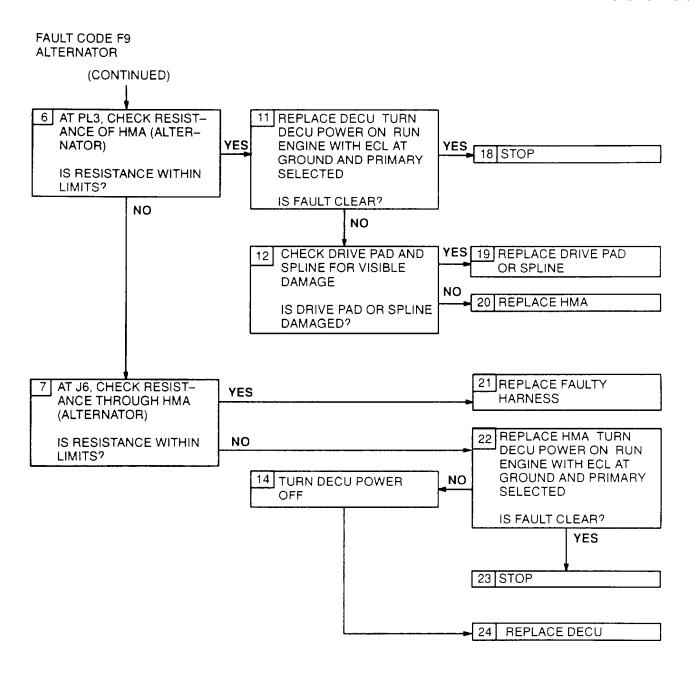
G-22 FAULT CODE F8, PRIMARY/REVERSIONARY SOLENOID EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 108.

- Step 2. Check harness connector PL1 (figure 201) at DECU, and P4 and HMA for tight connections.
- Step 3. Disconnect connectors PL1 and P4 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of HMA (primary/reversionary solenoid) at harness PL1 connector sockets I and EE (figure 202). Limit is 27 62Q.
- Step 6. With P4 disconnected, check resistance of HMA (primary/reversionary solenoid) at HMA J4 connector pins V and U. Limit is 27 62Q.
- Step 7. Before tightening harness connectors PL1 and P4, be sure that keyways in harness conectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.

	Connector		Resista	ince (Ω)
Component	No.	Contacts	Limits	Nominal *
HMA - Primary/Reversionary Solenoid	PL1	<u>g</u> & EE	<u> 27 - 62</u>	<u>42</u>
*At <u>25°C</u>	J4	U & V	<u>27 - 62</u>	<u>42</u>





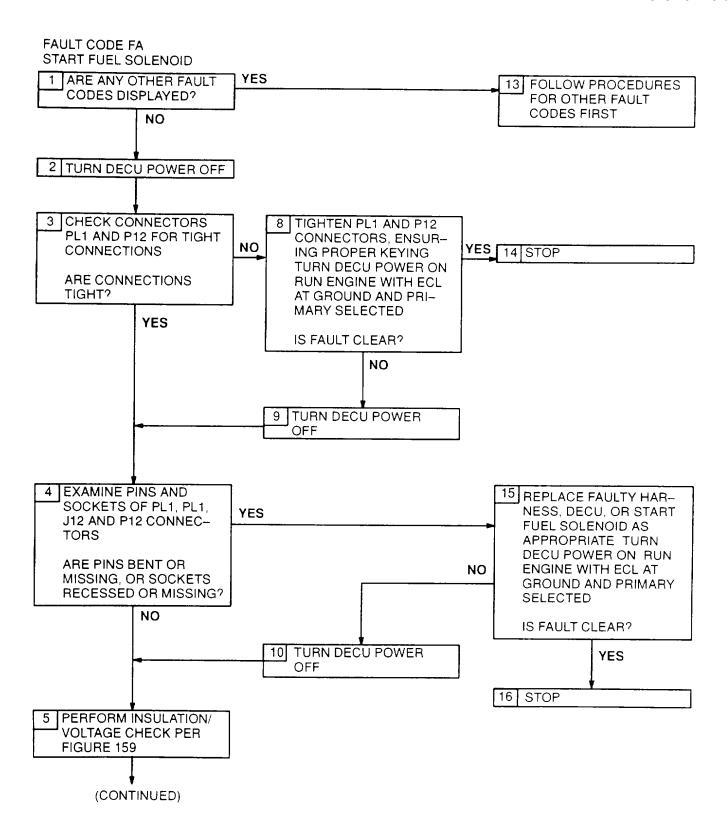
Fault Code F9, Alternator Figure 109 (Sheet 2 of 2)

G-23 FAULT CODE F9, ALTERNATOR EXPANDED INSTRUCTIONS

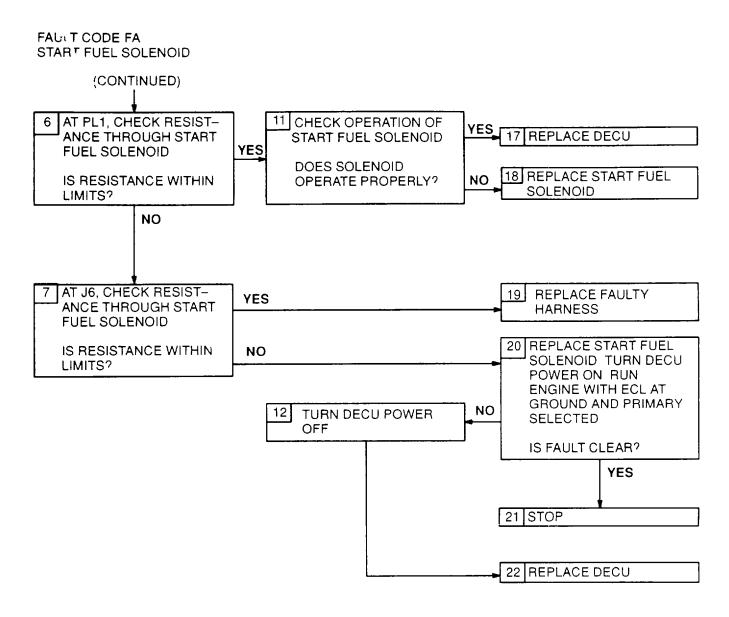
Refer to numbered steps in figure 109.

- Step 3. Check harness connector PL3 (figure 201) at DECU, and P6 at HMA for tight connections.
- Step 4. Disconnect connectors PL3 and P6 to check pins and sockets.
- Step 6. With PL3 disconnected, check resistance of HMA (alternator) at harness PL3 connector sockets K and L (figure 202), and sockets M and L. In each case, limit is $0.5 10.5\Omega$.
- Step 7. With P6 disconnected, check resistance of HMA (alternator) at HMA J6 connector pins B and C. and pins A and C. In each case, limit is $0.5 10.5\Omega$.
- Step 8. Before tightening harness connectors PL3 and P6, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 19. Refer to manufacturer's procedure for replacing drive pad or spline.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector Resistance (Ω)		ance (Ω)
Component	No.	Contacts	Limits	Nominal *
HMA - Alternator	PL3	K&L	<u>0.5 - 10.5</u>	3.0
		M & L	<u>0.5 - 10.5</u>	3.0
	J6	B & C	<u>0.5 - 10.5</u>	3.0
*At <u>25°C</u>		A&C	<u>0.5 - 10.5</u>	3.0



Fault Code FA, Start Fuel Solenoid Valve Figure 110 (Sheet 1 of 2)



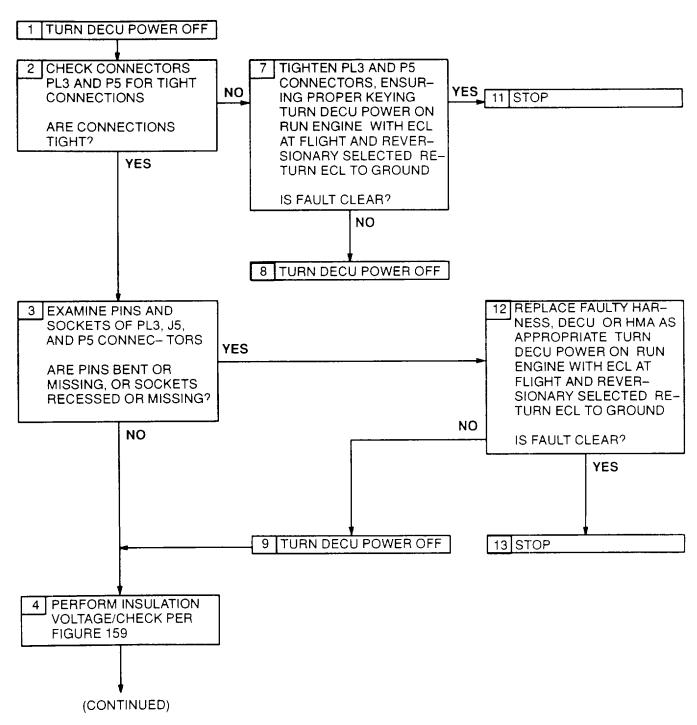
G-24 FAULT CODE FA, START FUE L SOLENOID EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 110.

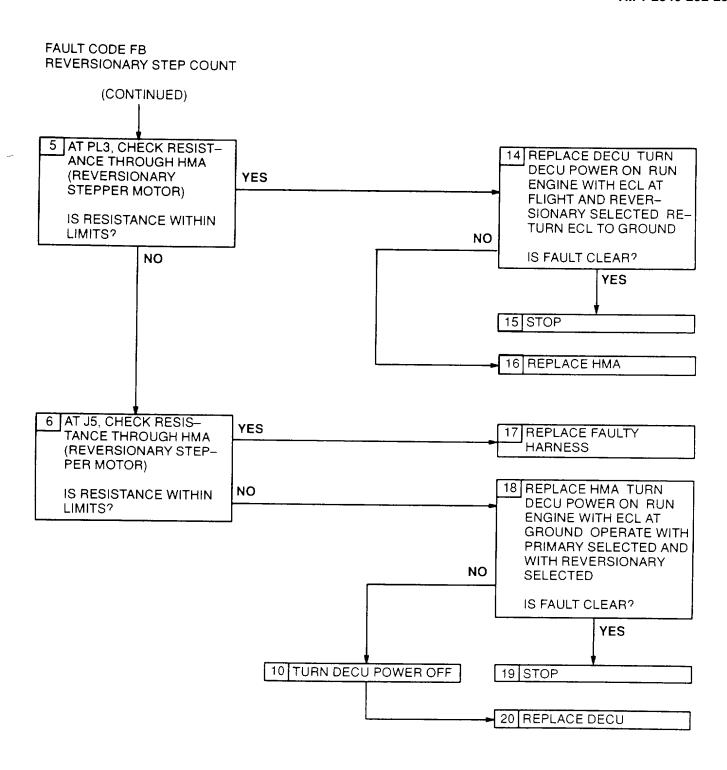
- Step 3. Check harness connector PL1 (figure 201) at DECU, and P12 at start fuel valve assembly for tight connections.
- Step 4. Disconnect connectors PL1 and P12 to check pins and sockets.
- Step 6. With PL1 disconnected, check resistance of start fuel solenoid at harness PL1 connector sockets S and R (figure 202). Limit is 10.0 40.5Q.
- Step 7. With P12 disconnected, check resistance of start fuel solenoid at start fuel valve assembly J12 connector pins A and B. Limit is 10.0 40.0Q.
- Step 8. Before tightening harness connectors PL1 and P12., be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 11. Refer to manufacturer's procedure for checking operation of start fuel solenoid.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness or start fuel solenoid.
- Step 18 Refer to manufacturer's procedure for diagnosing and replacing start fuel solenoid.
- Step 19 Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20 Refer to manufacturer's procedure for diagnosing and replacing start fuel solenoid.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
Start Fuel Solenoid	PL1	S&R	<u> 10.0 - 40.5</u>	<u>21.5</u>
*At <u>25°C</u>	J12	A & B	<u> 10.0 - 40.0</u>	<u>21.5</u>

FAULT CODE FB REVERSIONARY STEP COUNT



Fault Code FB, Reversionary Step Count Figure 111 (Sheet 1 of 2)



Fault Code FB, Reversionary Step Count Figure 111 (Sheet 2 of 2)

G-25 FAULT CODE FB, REVERSIONARY STEP COUNT EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 111.

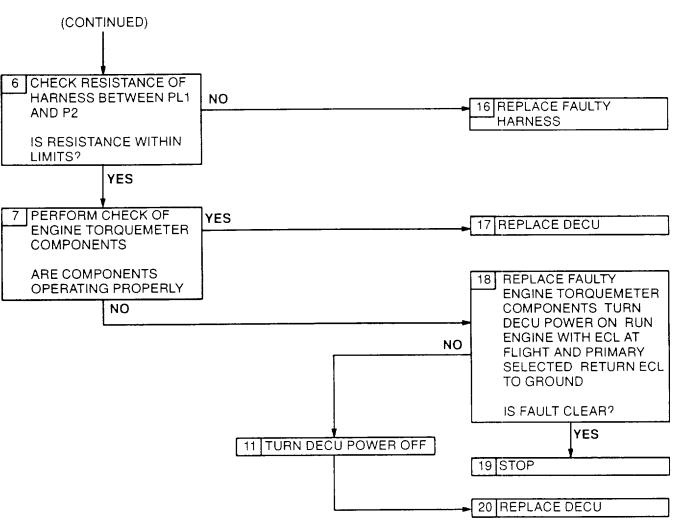
- Step 2. Check harness connector PL3 (figure 201) at DECU, and P5 at HMA for tight connections.
- Step 3. Disconnect connectors PL3 and P5 to check pins and sockets.
- Step 5. With PL3 disconnected, check resistance of HMA (reversionary stepper motor) at harness PL3 connector sockets F and E (figure 202), G and E, H and E, and J and E. In each case, limit is 11.0 24.5Q.
- Step 6. With P5 disconnected, check resistance of HMA (reversionary stepper motor) at HMA J5. connector pins 2 and 6, 3 and 6, 4 and 6, and 5 and 6. In each case, limit is11.0 24.0Q.
- Step 7. Before tightening harness connectors PL3 and P5, be sure that keyways in harness connects are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17 Refer to manufacturer's procedure for diagnosing and replacing harness.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
HMA - Primary Stepper Motor	PL3	F&E	<u>11.0 - 24.5</u>	<u>17.0</u>
		G & E	<u>11.0 - 24.5</u>	<u>17.0</u>
		H & E	<u>11.0 - 24.5</u>	<u>17.0</u>
		J&E	<u>11.0 - 24.5</u>	<u>17.0</u>
	J5	2 & 6	<u>11.0 - 24.0</u>	<u>17.0</u>
		3 & 6	<u>11.0 - 24.0</u>	<u>17.0</u>
		4 & 6	<u>11.0 - 24.0</u>	<u>17.0</u>
*At <u>25°C</u>		5 & 6	<u>11.0 - 24.0</u>	<u>17.0</u>

FAULT CODE A1 Q SENSOR (CONTINUED) 6 CHECK RESISTANCE OF HARNESS BETWEEN PL1 NO 16 REPLACE FAULTY AND P2 **HARNESS** IS RESISTANCE WITHIN LIMITS? YES 7 PERFORM CHECK OF YES 17 REPLACE DECU **ENGINE TORQUEMETER** COMPONENTS ARE COMPONENTS 18 REPLACE FAULTY **OPERATING PROPERLY ENGINE TORQUEMETER** NO COMPONENTS TURN DECU POWER ON RUN ENGINE WITH ECL AT NO FLIGHT AND PRIMARY SELECTED RETURN ECL TO GROUND IS FAULT CLEAR? YES 11 TURN DECU POWER OFF 19 STOP 20 REPLACE DECU

Fault Code AI, Q Sensor Figure 112 (Sheet 1 of 2)

FAULT CODE A1 Q SENSOR



Fault Code AI, Q Sensor Figure 112 (Sheet 2 of 2)

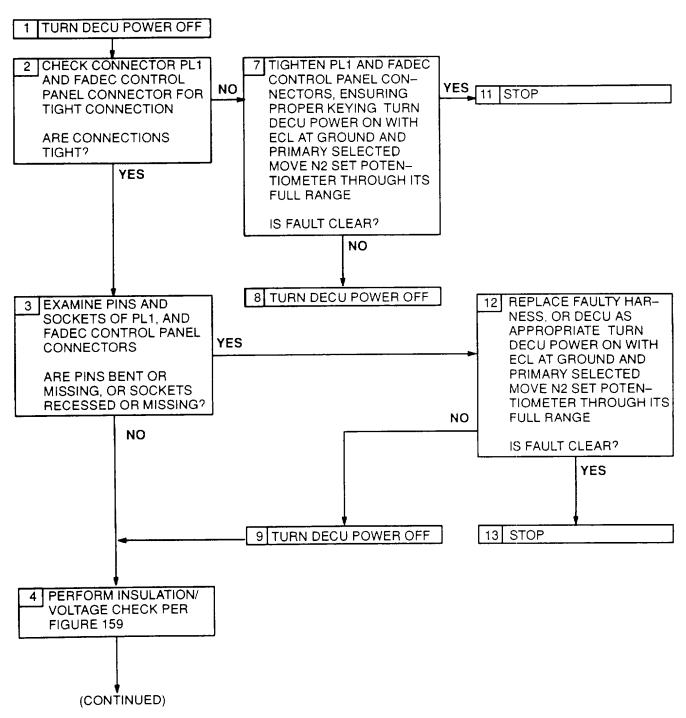
G-26 FAULT CODE AI, Q SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 112.

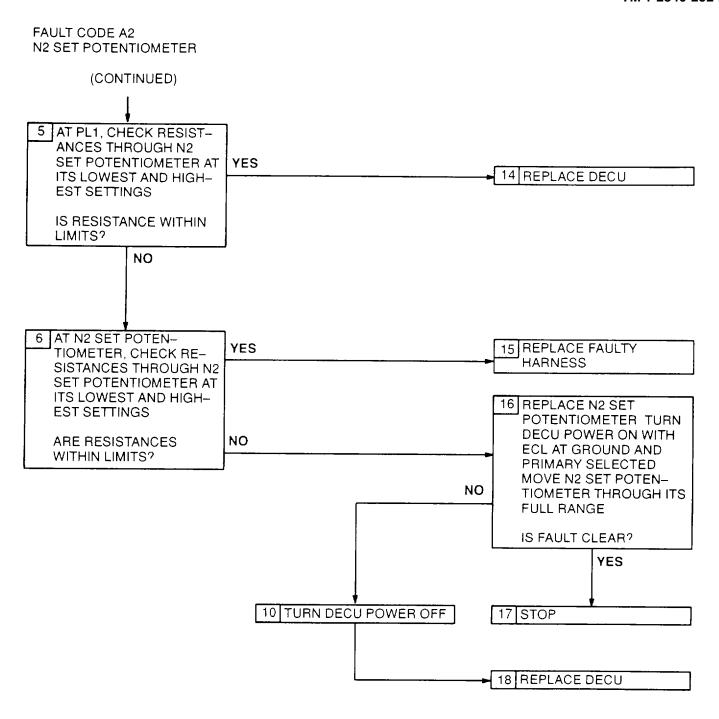
- Step 3. Check harness connector PL1 (figure 201) at DECU, and P2 at signal conditioner for tight connections.
- Step 4. Disconnect connectors PL1 and P2 to check pins and sockets.
- Step 6. With PL1 and P2 disconnected, short P2 connector sockets D and K together. Check resistance at harness PL1 connector sockets H and J (figure 202). Limit is < 1Q.
- Step 7. Refer to manufacturer's procedure for checking operation of engine torquemeter components.
- Step 8. Before tightening harness connectors PL1 and P2, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 14. Refer t- manufacturer's procedure for diagnosing and replacing harness or signal conditioner.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 18 Refer to manufacturer's procedure for diagnosing and replacing engine torquemeter components.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
Q Sensor Harness	PL1	H & J (with P2 D & K shorted)	<u><1</u>	<u><1</u>
*At <u>25°C</u>				

FAULT CODE A2 N2 SET POTENTIOMETER



Fault Code A2, N2 Set Potentiometer Figure 113 (Sheet 1 of 2)



Fault Code A2, N2 Set Potentiometer Figure 113 (Sheet 2 of 2)

G-27 FAULT CODE A2, N2 SET POTENTIOMETER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 113.

- Step 2. Check harness connector PL1 (figure 201) at DECU and FADEC control panel connector for tight connections.
- Step 3. Disconnect connector PL1 and FADEC control panel connector to check pins and sockets.
- Step 5. Set the N2 set potentiometer to its lowest setting. With PL1 disconnected, check resistance of N2 set potentiometer at harness PL1 connector sockets h and z. Limit is 3600 4200Ω. Check resistance at sockets z and AA (results are "a"). :Limit is 800 1400Ω Check resistance at sockets h and AA (results are "b"). Limit is 4500 5500Ω. Use the following equation to check if the low limit of the N2 set potentiometer has been exceeded:

$$a \div b = c$$

Limit on "c" is > 0.10.

Set the N2 set potentiometer to its highest setting. Check resistance at sockets h and z. Limit is $800 1400\Omega$. Check resistance at sockets z and AA (results are "d"). Limit is $800 1400\Omega$. Check resistance at sockets h and AA (results are "e"). Limit is $800 1400\Omega$. Use the following equation to check if the high limit of the N2 set potentiometer has been exceeded:

$$d \div e = f$$

Limit on "f" is < 0.90.

Step 6. Set the N2 set potentiometer to its lowest setting. With FADEC control panel connector disconnected, check resistance at panel connector pins A and B. Limit is 3600 4200Ω. Check resistance at pins B and C (results are g). Limit is 800 1400Ω. Check resistance at pins A and C (results are "h"). Limit is 4500 5500Ω. Use the following equation to check if the low limit of the N2 set potentiometer has been exceeded:

$$g \div h = i$$

Limit on "i" is > 0.10.

Set the N2 set potentiometer to its highest setting. Check resistance at panel connector pins A and B. Check resistance at pins B and C (results are "j"). Limit is $\underline{3600\ 4200\Omega}$. Check resistance at pins A and C (results are "k"). Limit is $\underline{4500\ 5500\Omega}$. Use the following equation to check if the low limit of the potentiometer has been exceeded.

$$i \div k = 1$$

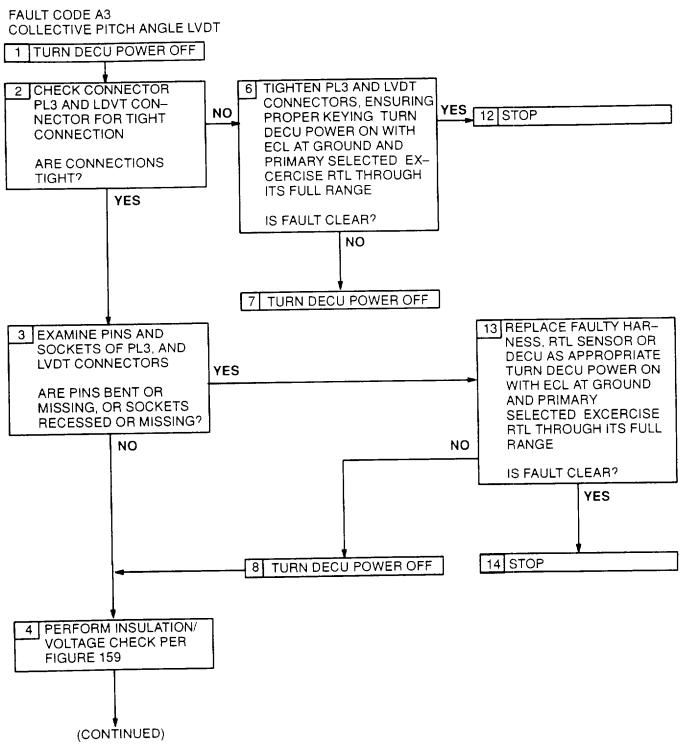
Limit on "I" is < 0.90.

Step 7. Before tightening harness connector PL1 and FADEC control panel connector, be sure that keyway in harness connectors is aligned with keyways in component connectors.

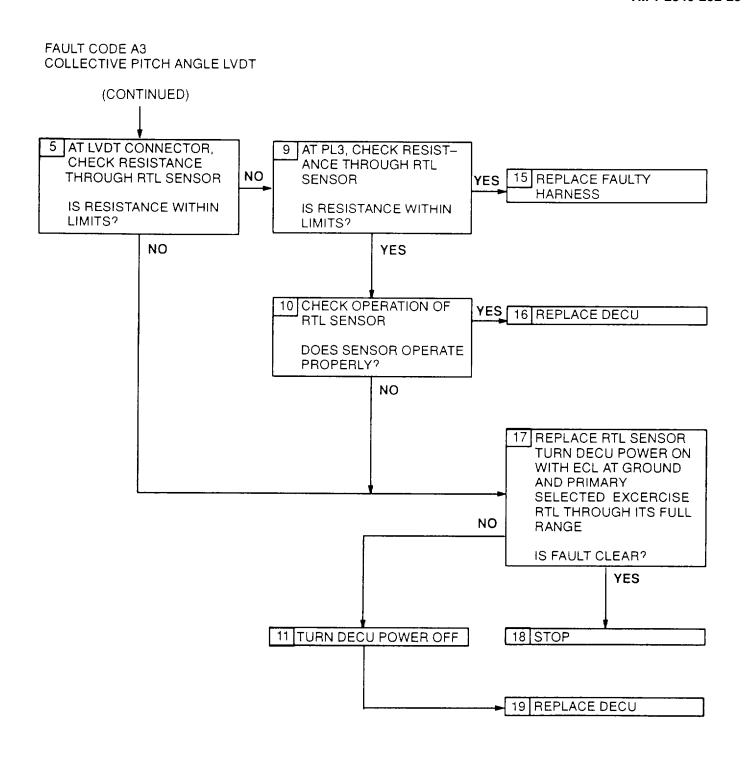
G-27 FAULT CODE A2, N2 SET POTENTIOMETER EXPANDED INSTRUCTIONS(CONTINUED)

- Step 12 Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 15 Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 16 Refer to manufacturer's procedure for diagnosingand replacing potentiometer.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
No. 0 + 5 + + + +	51.4		0000 4000	4000
N2 Set Potentiometer	PL1	<u>h & z</u> (a)	<u> 3600 - 4200</u>	<u>4000</u>
Lowest Setting		<u>z</u> & AA (b)	<u>800 - 1400</u>	<u>1000</u>
		<u>h</u> & AA (c)	<u>4500 - 5500</u>	<u>5000</u>
		a ÷ b (c)	<u>>0.10</u>	<u>0.20</u>
N2 Set Potentiometer Highest Setting	PL1	<u>h</u> & z	<u>800 - 1400</u>	<u>1000</u>
		<u>z</u> & AA (d)	3600 - 4200	4000
		h & AA (e)	4500 - 5500	5000
		d÷e (f)	<0.90	0.80
N2 Set Potentiometer Lowest Setting	FADEC Control Panel	A & B	<u>3600 - 4200</u>	4000
		B & C (g)	<u>800 - 1400</u>	<u>1000</u>
		A & C (h)	4500 - 5500	5000
		g ÷ h (i)	<0.10	0.20
N2 Set Potentiometer Highest Setting	FADEC Control Panel	Ă & B	800 - 1400	<u>1000</u>
		B & C (j)	<u> 3600 - 4200</u>	<u>4000</u>
		A & C (k)	<u>4500 - 5500</u>	<u>5000</u>
		j ÷ k (l)	<u><0.90</u>	<u>0.80</u>
*At <u>25°C</u>				



Fault Code A3, Collective Pitch Angle LVDT Figure 114 (Sheet 1 of 2)



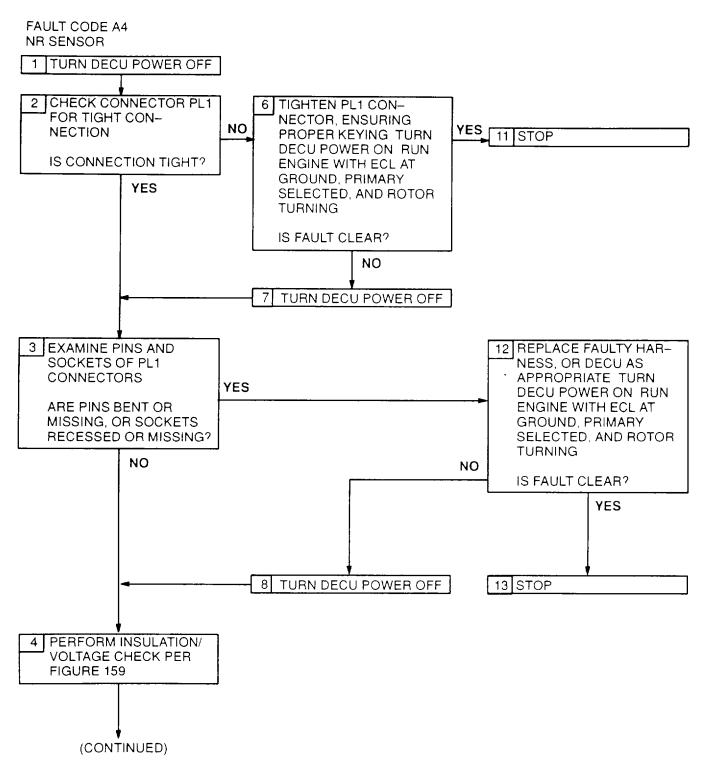
Fault Code A3, Collective Pitch Angle LVDT Figure 114 (Sheet 2 of 2)

G-28 FAULT CODE A3, COLLECTIVE PITCH ANGLE LVDT EXPANDED INSTRUCTIONS

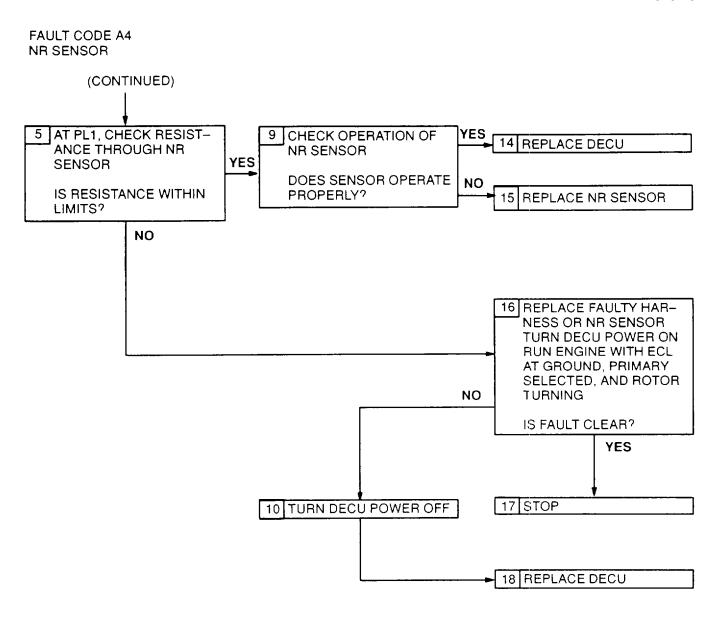
Refer to numbered steps in figure 114.

- Step 2. Check harness connector PL3 (figure 201) at DECU and LVDT for tight connections.
- Step 3. Disconnect connector PL3 and LVDT to check pins and sockets.
- Step 5. With LVT connector disconnected, check resistance of RTL sensor at sensor connector pins 1 and 2. Limit is $\underline{110\ 140\Omega}$. Check resistance at pins 3 and 4. Limit is $\underline{210\ 260\Omega}$. Check resistance at pins 3 and 5, and pins 4 and 5. Limit is $<230\Omega$.
- Step 6. Before tightening harness connector PL3 and LVDT connector, be sure that keyway in harness connectors is aligned with keyways in component connectors.
- Step 9. With PL3 disconnected, check resistance of RTL sensor at harness PL3 connector sockets and p (figure 202). Limit is $210 260\Omega$. Check resistance at sockets and AA. Limit is $110 140\Omega$
- Step 10. Refer to manufacturer's procedure for checking operation of RTL sensor.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or RTL sensor.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing RTL sensor.

		Connector		ance (Ω)
Component	No.	Contacts	Limits	Nominal*
RTL Sensor C/P Signal	LVDT	3 & 4	<u> 210 - 26-</u>	<u>225</u>
		3 & 5	<u><230</u>	-
		4 & 5	< <u>230</u>	-
C/P Excitation	PL3	q & p	<u>210 - 260</u>	-
*At <u>25°C</u>		z & AA	<u>110 - 140</u>	<u>120</u>



Fault Code A4. NR Sensor Figure 115 (Sheet 1 of 2)



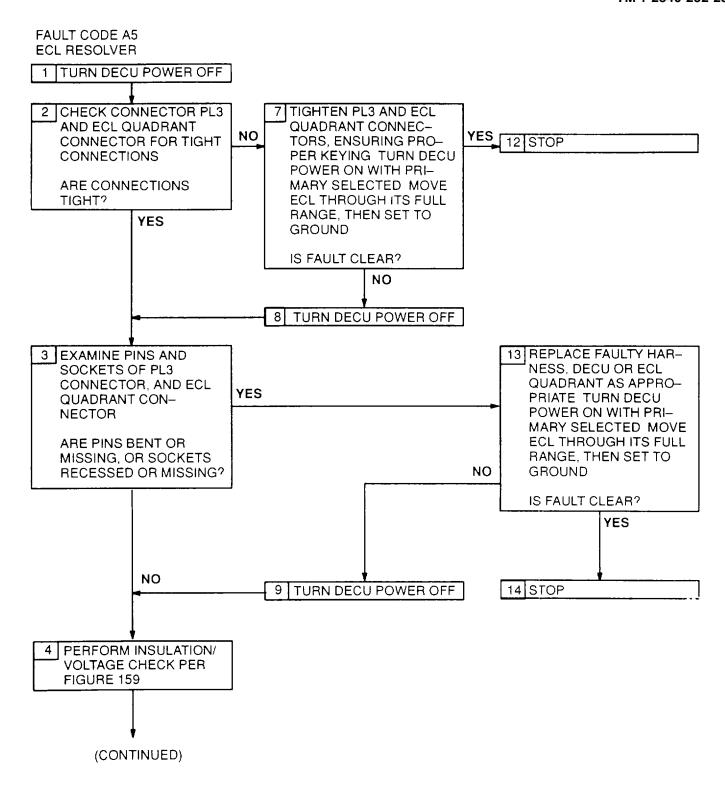
Fault Code A4, NR Sensor Figure 115 (Sheet 2 of 2)

G-29 FAULT CODE A4, NR SENSOR EXPANDED INSTRUCTIONS

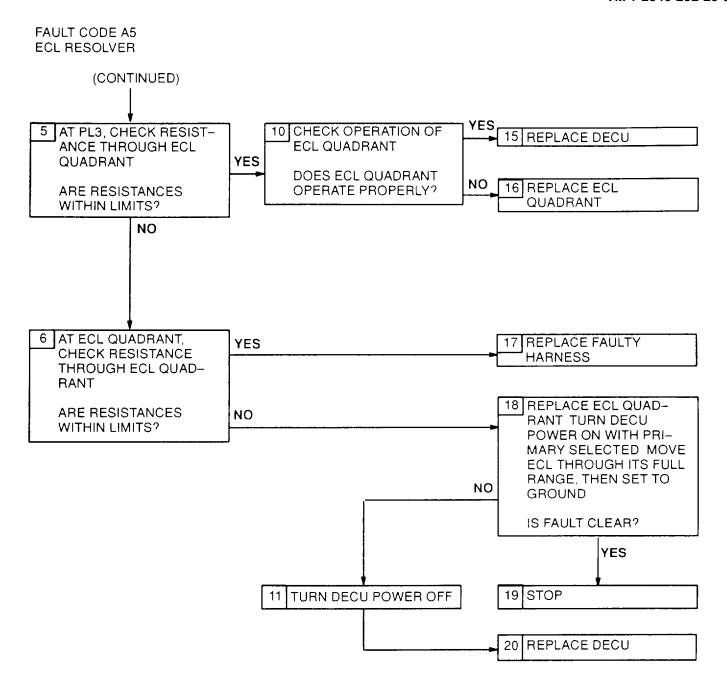
Refer to numbered steps in figure 115.

- Step 2. Check harness connector PL1 (figure 201) at DECU for tight connections.
- Step 3. Disconnect connector PL1 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of NR sensor at harness PL1 connector sockets k and N (figure 202). Limit is $\underline{110 130\Omega}$.
- Step 6. Before tightening harness connector PL1, be sure that keyway in harness connectors is aligned withkeyway in DECU connector.
- Step 9. Refer to manufacturer's procedure for checking operation of NR sensor.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing NR sensor.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing harness or NR sensor.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
NR Sensor *At <u>25°C</u>	PL1	<u>k</u> & N	<u>110 - 130</u>	<u>120</u>



Fault Code A5, ECL Resolver Figure 116 (Sheet 1 of 2)



Fault Code A5, ECL Resolver Figure 116 (Sheet 2 of 2)

G-30 FAULT CODE A5, ECL RESOLVER EXPANDED INSTRUCTIONS

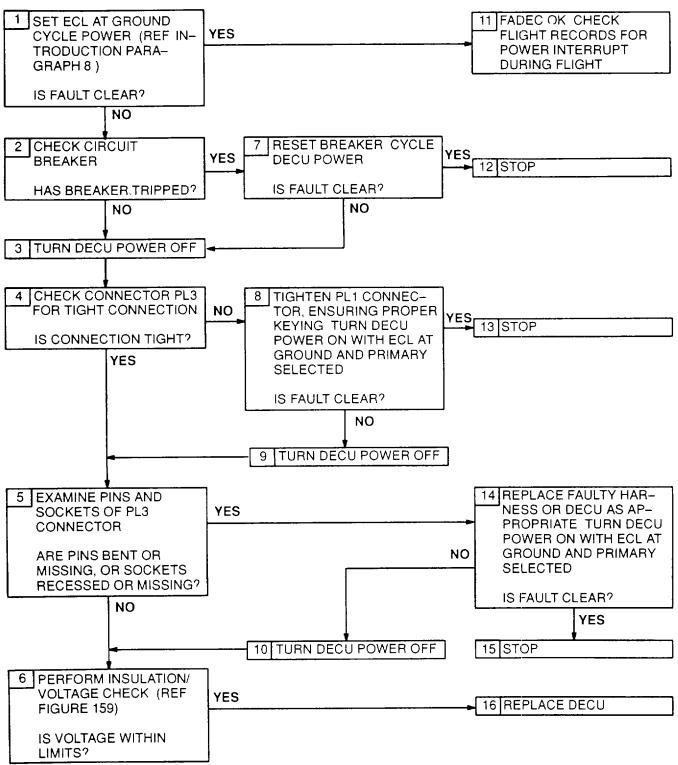
Refer to numbered steps in figure 116.

- Step 2. Check harness connector PL3 (figure 201) at DECU, and connector at ECL quadrant for tight connections.
- Step 3. Disconnect PL3 and ECL quadrant connectors to check pins and sockets.
- Set ECL to STOP. With PL3 disconnected, check resistance of ECL quadrant (excitation) at harness PL3 connector sockets h and i (figure 202). Limit is 35 42Ω. Check resistance of ECL quadrant (signal) at sockets EE and DD. Limit is 90 102Ω. Monitor resistance of ECL quadrant (interlock discrete) at sockets f and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are defined in table below. Monitor resistance of ECL quadrant (gain discrete) at sockets MM and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Set ECL to STOP. With ECL quadrant connector disconnected, check resistance of ECL quadrant (excitation) at quadrant pins 1 and 2. Limit is 35 40Ω. Check resistance of ECL quadrant (signal) at quadrant pins 3 and 4. Limit is 90 100Ω. Monitor resistance of ECL quadrant (interlock discrete) at pins 11 and 12 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. Monitor resistance of ECL quadrant (gain discrete) at pins 5 and 11 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.
- Step 7. Before tightening harness connector PL3 and connector at ECL resolver, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 10 Refer to manufacturer's procedure for checking operation of ECL quadrant.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or ECL quadrant.
- Step 16. Refer to manufacturer's procedure replacing ECL quadrant.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness
- Step 18. Refer to manufacturer's procedure for diagnosing and replacing ECL quadrant.

G-30 FAULT CODE A5, ECL RESOLVER EXPANDED INSTRUCTIONS(CONTINUED)

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
ECL Quadrant - Excitation	PL3	<u>h</u> & <u>i</u>	<u>35 - 42</u>	-
	ECL Quadrant	1 & 2	35 - 40	-
ECL Quadrant - Signal	PL3	EE & DD	90 - 102	-
-	ECL Quadrant	3 & 4	90 - 100	-
ECL Quadrant - Interlock Discrete:				
ECL at STOP	PL3	<u>f & LL</u>	>150K	∞
ECL between STOP and GROUND		<u>f & LL</u>	<u><50</u>	<u>1</u>
ECL at GROUND		<u>f & LL</u>	>150K	∞
ECL between GROUND and FLIGHT		<u>f & LL</u>	<u><50</u>	<u>1</u>
ECL at FLIGHT		<u>f & LL</u>	>140K	∞
ECL Quadrant - Interlock Discrete:				
ECL at STOP	ECL Quadrant	12 & 11	>150K	∞
ECL between STOP and GROUND		12 & 11	<50	<u>1</u>
ECL at GROUND		12 & 11	>150K	∞
ECL between GROUND and FLIGHT		12 & 11	<50	<u>1</u>
ECL at FLIGHT		12 & 11	>150K	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	PL3	MM & LL	<u><50</u>	<u>1</u>
ECL between STOP and GROUND		MM & LL	<u><50</u>	<u>1</u> 1
ECL between GROUND and FLIGHT		MM & LL	>150K	<u>∞</u>
ECL at Flight		MM & LL	>150K	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	ECL Quadrant	5 & 11	<u><50</u>	<u>1</u>
ECL between STOP and GROUND		5 & 11	<50	<u>1</u> 1
ECL between GROUND AND FLIGHT		5 & 11	>150K	<u>∞</u>
ECL at FLIGTH		5 & 11	>150k	∞
*At <u>25°C</u>				

FAULT CODE A6 AIRFRAME EMERGENCY 28V DC

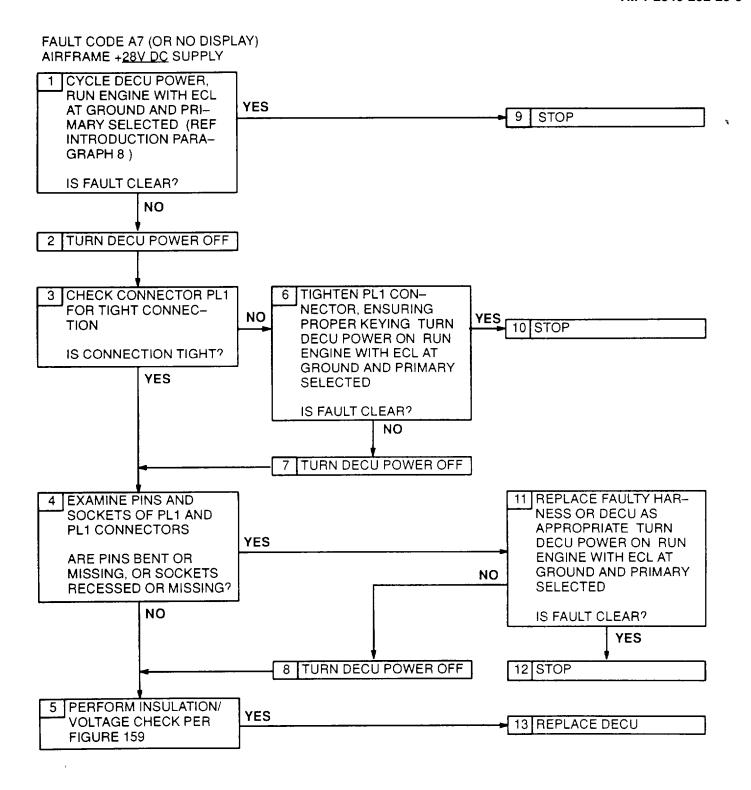


Fault Code A6, Airframe Emergency <u>28V</u> DC Figure 117

G-31 FAULT CODE A6, AIRFRAME EMERGENCY 28V DC EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 117.

- Step 4. Check harness connector PL3 (figure 201) at DECU for tight connections.
- Step 5. Disconnect connector PL3 to check pins and sockets.
- Step 8. Before tightening harness connector PL3, be sure that keyway in harness connector is aligned with keyway in DECU connector.
- Step 14. Refer to manufacturer's procedure for diagnosing and replacing harness.



NOTE FAULT A7 CAN ONLY BE ILLUMINATED WHEN THE ENGINE IS RUNNING, SINCE THE DECU WILL BE UNPOWERED (PRIMARY) AT SHUTDOWN IF THE AIRFRAME +28V IS NOT PRESENT

Fault Code A7 (or No Display), Airframe <u>+28V</u> DC Supply Figure 118

G-32 FAULT CODE A7 (OR NO DISPLAY), AIRFRAME +28V DC SUPPLY EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 118.

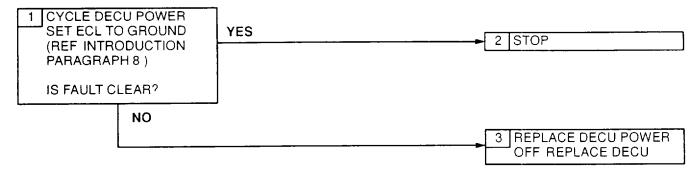
- Step 3. Check harness connector PL1 (figure 201) at DECU for tight connections.
- Step 4. Disconnect connector PL1 to check pins and sockets.
- Step 6. Before tightening harness connector PL1, be sure that keyway in harness connector is aligned with keyway in DECU connector.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.

FAULT CODES DO OVERSPEED DRIVE

D3 28V "OR" DIODES

D6 +12V REVERSIONARY OR ± 12V OVERSPEED

DA +5V REVERSIONARY
DB REVERSIONARY SYSTEM
DD OVERSPEED CHECK



Fault Codes D0, D3, D6, DA, DB, DD Internal DECU Faults
Figure 119

FAULT CODES D4 +10V DC

D5 + 15V SUPPLY

D7 +5V SUPPLY

D8 COLD JUNCTION COMPENSATION

D9 +24V REGULATOR DC T4.5 CALIBRATION

DF WATCHDOG TIMER TEST

1 TURN DECU POWER OFF. REPLACE DECU.

NOTE: FAULT CODE DF CAN OCCUR AS A RESULT OF A PRE-EXISTING HARD FAULT WHEN THE WATCHDOG TIMER TEST IS PERFORMED AT POWER-UP. IF DF OCCURS IH CONJUCTION WITH ANOTHER HARD FAULT, FOLLOW THE PROCEDURE FOR THE OTHER FAULT CODE FIRST.

Faults Codes D4, D5, D7, D8, D9, DC, DF Internal DECU Faults Figure 120

G-33 FAULT CODES DO, D3, D6, DA, DB, DD INTERNAL DECU FAULTS EXPANDED IN STRUCTIONS

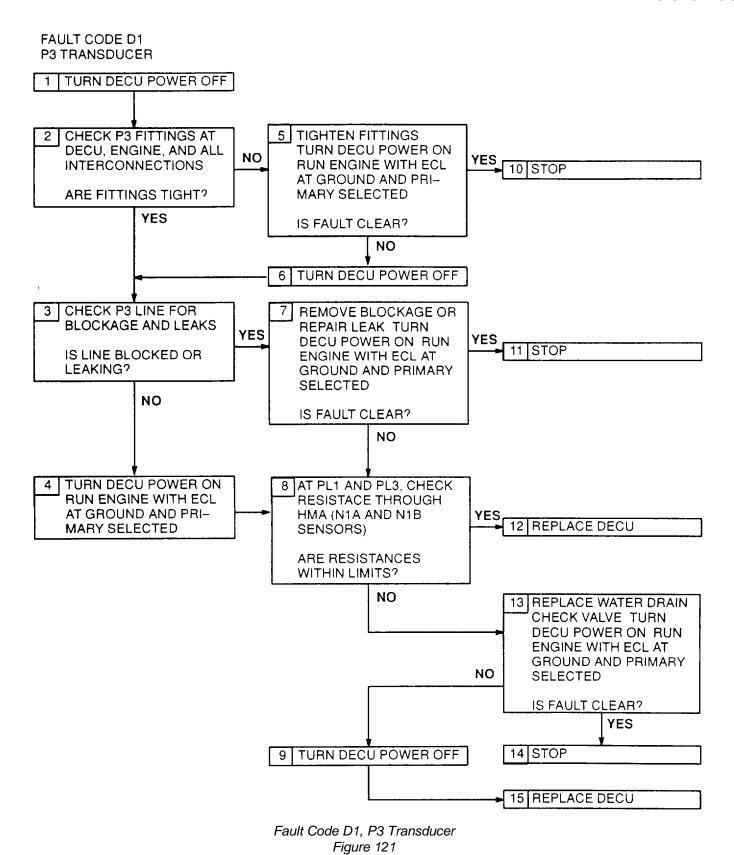
Refer to numbered steps in figure 119.

- Step 1. Cycle DECU power to determine if fault is a DECU problem or was caused by an interrupt to both reversionary power supplies.
- Step 3. An internal DECU fault exists. No further troubleshooting is possible.

G-34 FAULT CODES D4, D5, D7, D8, D9, DC, DF INTERNAL DECU FAULTS EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 120.

These codes indicate internal DECU problems. No further troubleshooting is possible.

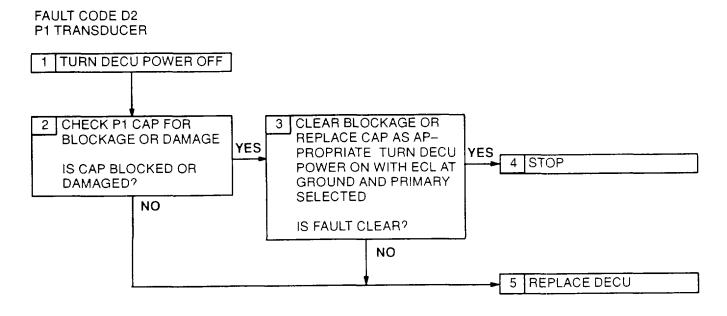


G-70

G-35 FAULT CODE D1, P3 TRANSDUCER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 121.

- Step 3. Refer to manufacturer's procedure to check line for blockage and leaks.
- Step 5. Tighten fittings to torque as specified by the manufacturer.
- Step 7. Refer to manufacturer's procedure for repairing/replacing P3 line.
- Step 8. Refer to manufacturer's procedure for checking the water drain check valve.
- Step 13. Refer to manufacturer's procedure for replacing the water drain check valve.



Fault Code D2, P1 Transducer Figure 122

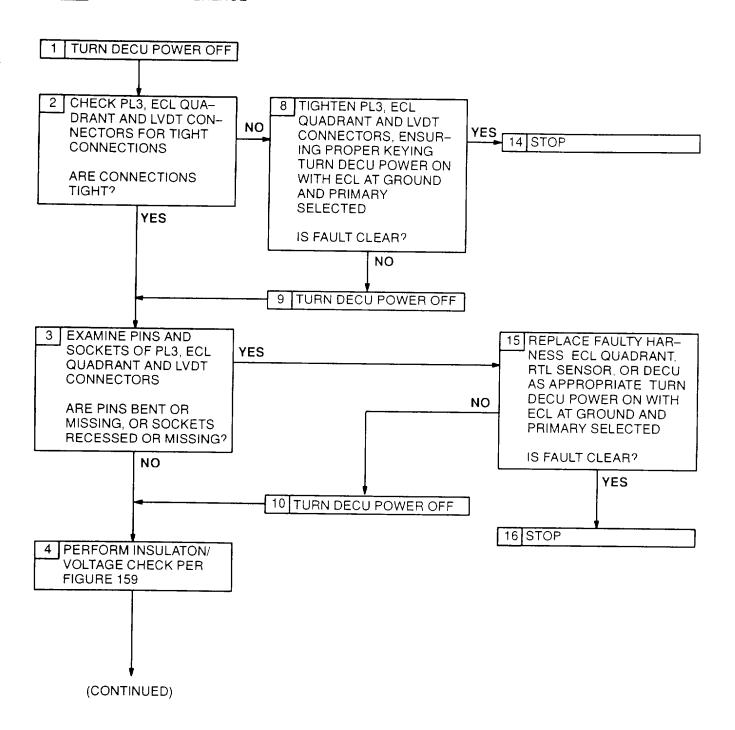
G-36 FAULT CODE D2, P1 TRANSDUCER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 122.

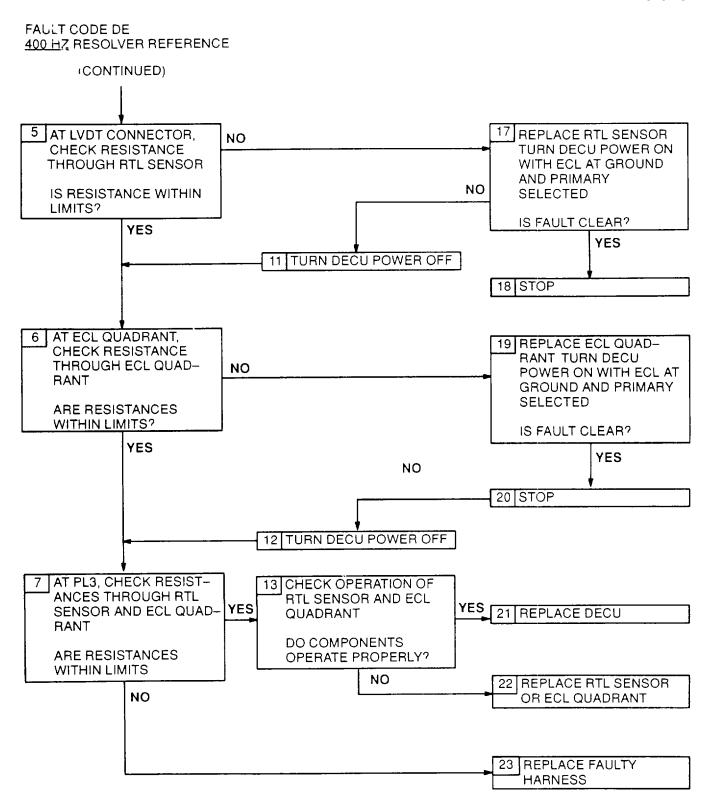
Step 2. Check P1 cap for blockage or damage.

Step 3. Tighten cap to torque.

FAULT CODE DE 400 HZ RESOLVER REFERENCE



Fault Code DE, <u>400 Hz</u> Resolver Reference Figure 123 (Sheet 1 of 2)



Fault Code DE, <u>400 Hz</u> Resolver Reference Figure 123 (Sheet 2 of 2)

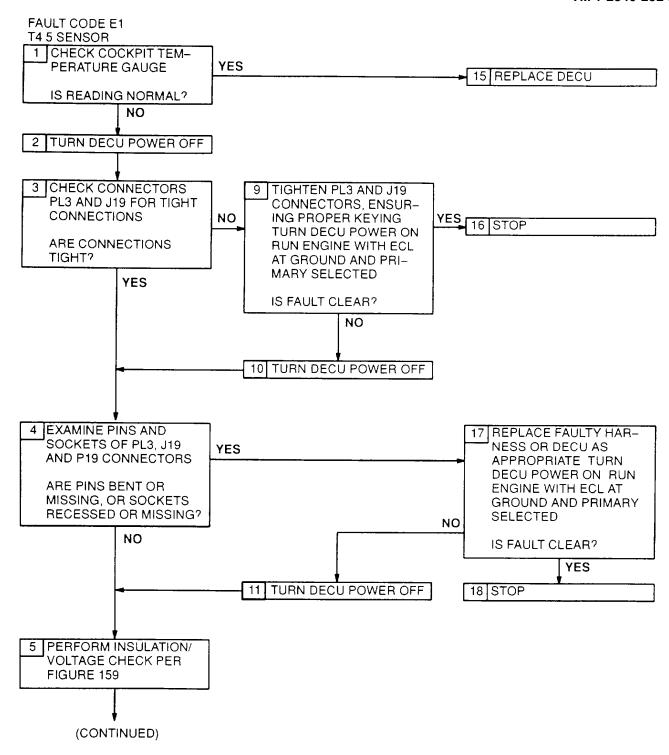
G-37 FAULT CODE DE, 400 HZ RESOLVER REFERENCE EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 123.

- Step 2. Check harness connector PL3 (figure 201) at DECU, ECL quadrant connector and LVDT connector for tight connections.
- Step 3. Disconnect PL3, ECL quadrant and LVDT connectors to check pins and sockets.
- Step 5. With LVDT connector disconnected, check resistance of RTL sensor at sensor connector pins 1 and 2. Limit is $\underline{110 140\Omega}$. Check resistance at pins 3 and 4. Limit is $\underline{210 260\Omega}$. Check resistance at pins 3 and 5, and pins 4 and 5. Limit is $\underline{< 230\Omega}$.
- Step 6. With ECL quadrant connector disconnected, check resistance of ECL quadrant at quadrant pins 1 and 2. Limit is $35 40\Omega$. Check resistance at pins 3 and 4. Limit is $90 100\Omega$.
- Step 7. With PL3 disconnected, check resistance of ECL quadrant at harness PL3 connector sockets and i (figure 202). Limit is $\underline{35 42\Omega}$. Check resistance at sockets EE and DD. Limit is $\underline{90 100\Omega}$. Check resistance of RTL sensor at sockets g and p. Limit is $\underline{210 260\Omega}$. Check resistance of sockets z and AA. Limit is $\underline{110 140\Omega}$.
- Step 8. Before tightening PL3, ECL quadrant and LVDT connectors, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 13. Refer to manufacturer's procedure for checking operation of ECL quadrant and RTL sensor.
- Step 15 Refer to manufacturer's procedure for diagnosing and replacing harness, ECL quadrant or RTL sensor.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing RTL sensor.
- Step 19. Refer to manufacturer's procedure for diagnosing andreplacing ECL quadrant.
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness.

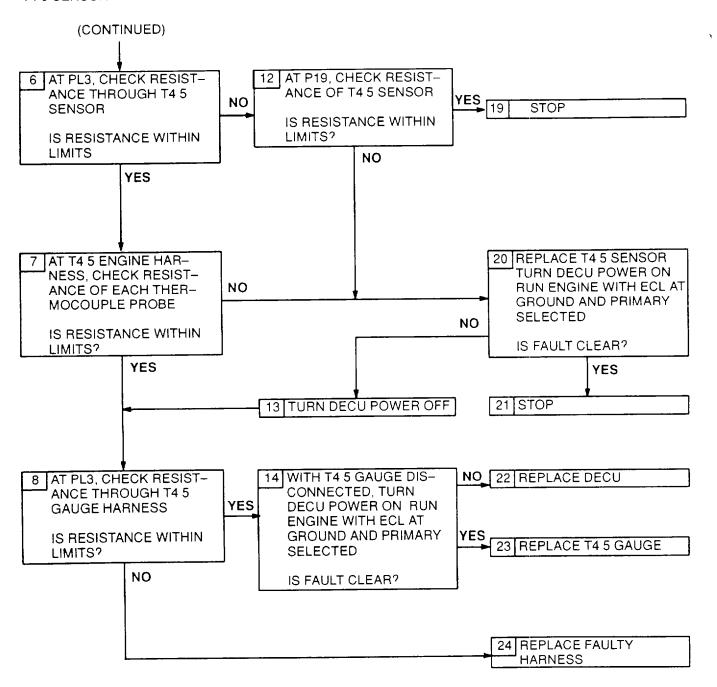
G-37 FAULT CODE DE, 400 HZ RESOLVER REFERENCE EXPANDED INSTRUCTIONS (CONTINUED)

	Conr	ector	Resistance (Ω)		
Component	No.	Contacts	Limits	Nominal*	
ECL Quadrant	PL3	<u>h</u> & <u>i</u>	<u>35 - 42</u>	-	
		EE & DD	<u>90- 102</u>	-	
	ECL Quadrant	1 & 2	<u>35 - 40</u>	-	
		3 &4	<u>90 - 100</u>	-	
RTL Sensor	PL3	<u>z</u> & AA	<u> 110 - 140</u>	-	
		<u>q</u> &p	<u>210 -260</u>	=	
	LVDT	1 & 2	<u> 110 - 140</u>	=	
		3 & 4	<u> 210 - 260</u>	=	
		3 & 5	< 230	-	
		4 & 5	< <u>230</u>	-	
*At <u>25°C</u>				-	



Fault Code E1, T4.5 Sensor Figure 124 (Sheet 1 of 2)

FAULT CODE E1 T4 5 SENSOR



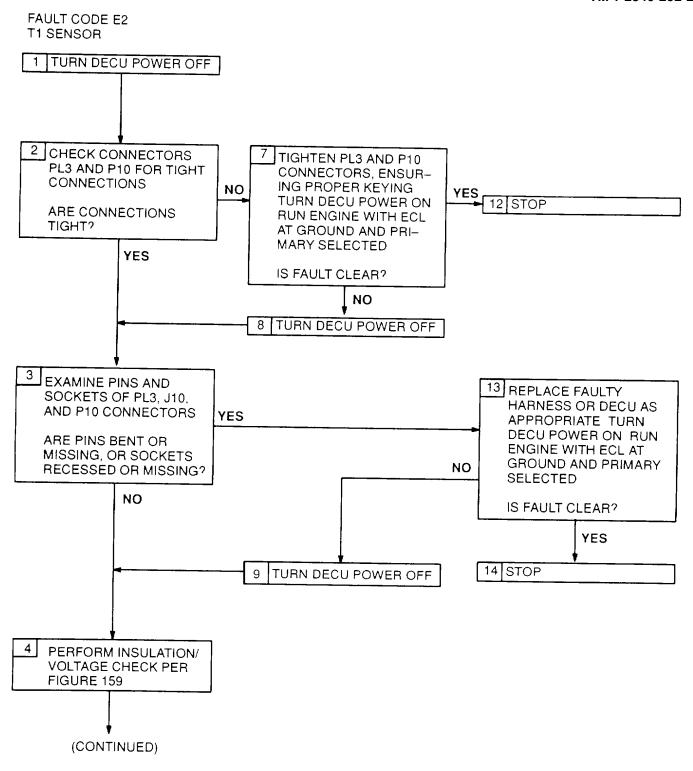
Fault Code E1, T4.5 Sensor Figure 124 (Sheet 2 of 2)

G-38 FAULT CODE E1, T4.5 SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 124.

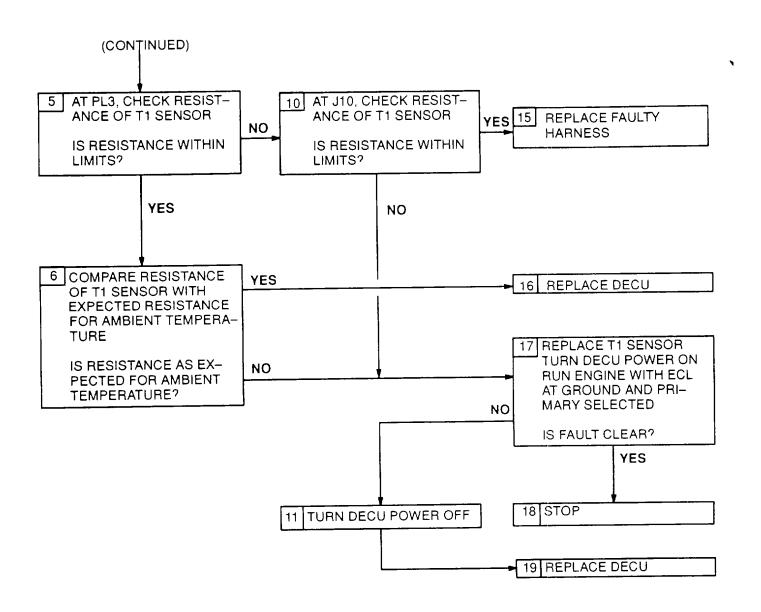
- Step 3. Check harness connector PL3 (figure 201) at DECU, and J19 at T4.5 harness for tight connections.
- Step 4. Disconnect connectors PL3 and J19 to check pins and sockets.
- Step 6. With PL3 disconnected, check resistance of T4.5 sensor at harness PL3 connector sockets and GG (figure 202). Limit is 3.5 20\Omega.
- Step 7. To measure resistance of T4.5 thermocouple probe, disconnect one leg of probe from the bus bar. Measure resistance. Reverse polarity and measure resistance again. Average the two readings to obtain final results. (Note: An analog ohmmeter is recommended for measuring probe resistance.)
- Step 8. With PL3 and T4.5 gauge disconnected, check resistance of T4.5 harness at harness PL3 connector sockets \underline{u} and a (figure 202). Limit is $\underline{>1 \text{ M}\Omega}$.
- Step 9. Before tightening harness connectors PL3 and P19, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. With J19 disconnected, check resistance of T4.5 sensor at sensor P19 connector sockets A and B (figure 202). Limit is $3.5 5.5\Omega$.
- Step 17. Refer to airframe manufacturer's procedure for diagnosing and replacing harness.
- Step 19. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20. Refer to manufacturer's procedure for diagnosing and replacing T4.5 sensor.
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness or T4.5 gauge.
- Step 24. Refer to manufacturer's procedure for diagnosingand replacing harness.

		Connector	Resistance (Ω)		
Component	No.	Contacts	Limits	Nominal*	
T4.5 Gauge Harness	PL3	<u>u</u> & <u>a</u>	> <u>1 M</u>	> <u>1 M</u>	
T4.5 Sensor	PL3	<u>v</u> & GG	3.5 - 20.0	10.0	
	P19	A & B	3.5 - 5.5	4.0	
T4.5 Thermocouple Probe	-	-	≥4.0	-	
*At 25°C					



Fault Code E2, T1 Sensor Figure 125 (Sheet 1 of 2)

FAULT CODE E2 T1 SENSOR



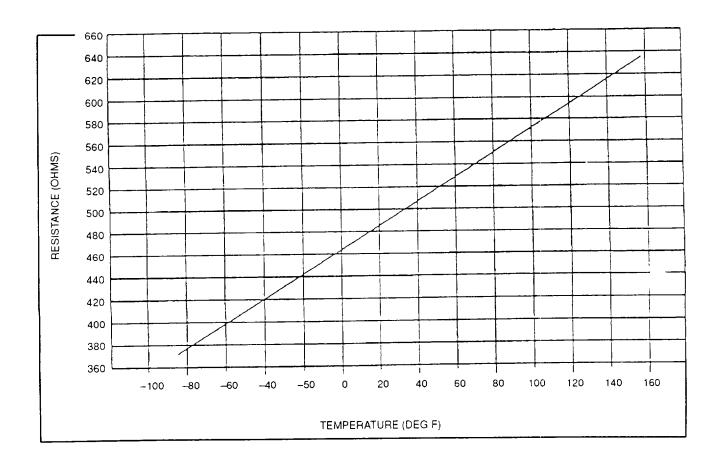
Fault Code E2, T1 Sensor Figure 125 (Sheet 2 of 2)

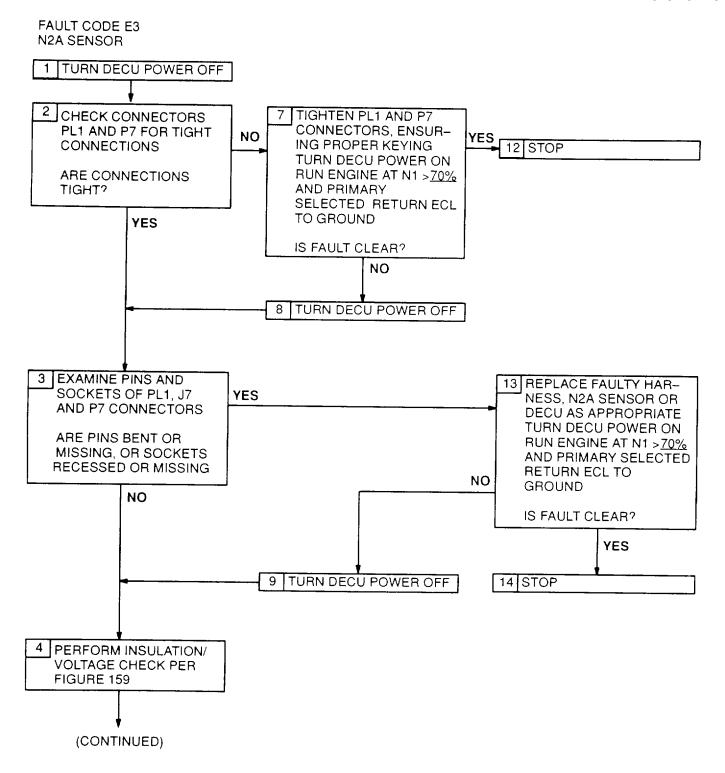
G-39 FAULT CODE E2, T1 SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 125.

- Step 2. Check harness connector PL3 (figure 201) at DECU, and P10 at T1 sensor for tight connections.
- Step 3. Disconnect connectors PL3and P10 to check pins and sockets.
- Step 5. With PL3 disconnected, check resistance of T1 sensor at harness PL3 connector sockets and t (figure 202), and s and t. Limit in each case is 356 637Ω.
- Step 6 Refer to the T12 Temp vs. Resistance graph to determine the expected resistance for the ambient temperature.
- Step 7. Before tightening harness connectors PL3 and P10, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 10. With P10 disconnected, check resistance of T1 sensor at T1 sensor J10 connector pins C and A (figure 202), and B and A. Limit in each case is <u>356 637Ω</u>.
- Step 14. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing T1 sensor.

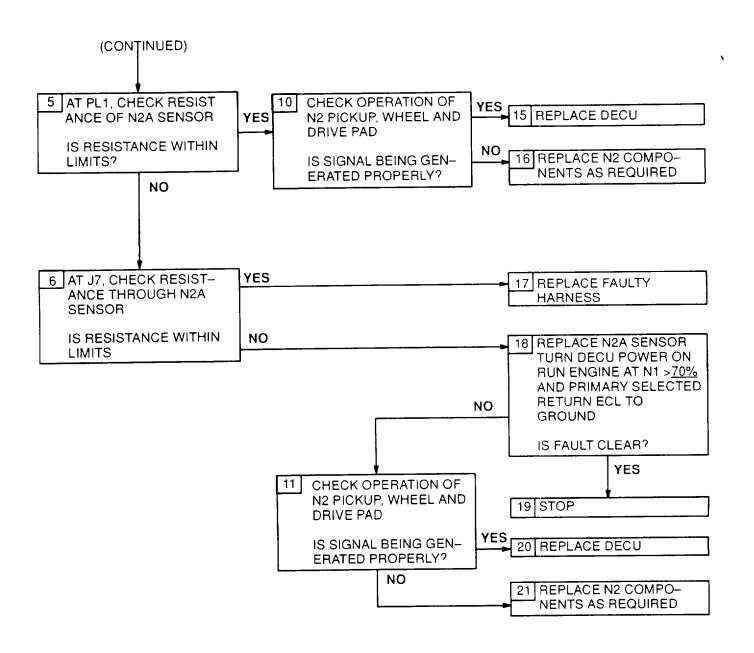
		Connector	Resistance (Ω)					
Component	No.	Contacts	Limits	Nominal*				
T1 Sensor	PL3	<u>r</u> & <u>t</u>	<u> 356 - 637</u>	<u>549</u>				
		<u>s</u> & <u>t</u>	<u>356 - 637</u>	<u>549</u>				
	J10	C & A	356 - 637	<u>549</u>				
		B & A	<u> 356 - 637</u>	<u>549</u>				
*At 25°C								





Fault Code E3, N2A Sensor Figure 126 (Sheet 1 of 2)

FAULT CODE E3 N2A SENSOR



Fault Code E3, N2A Sensor Figure 126 (Sheet 2 of 2)

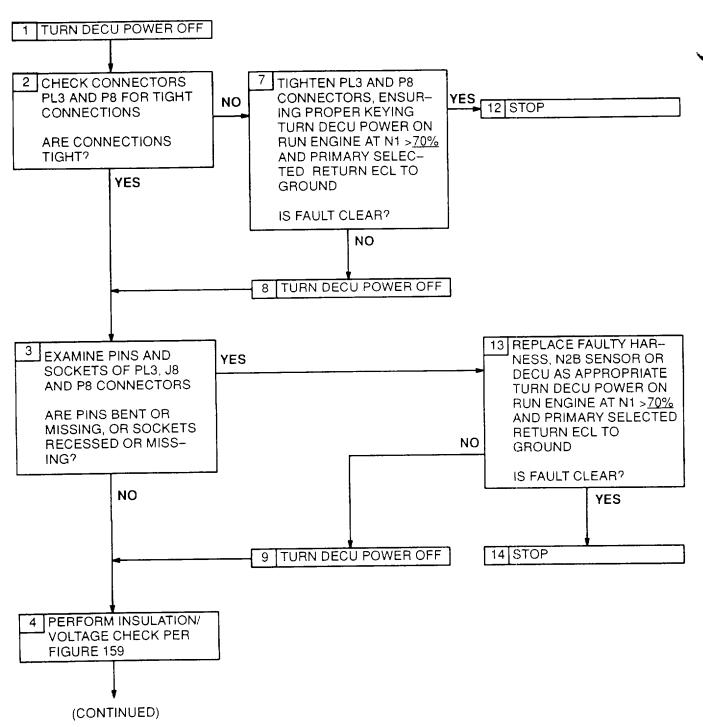
G-40 FAULT CODE E3, N2A SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 126.

- Step 2. Check harness connector PL1 (figure 201) at DECU, and P7 at N2A sensor for tight connections.
- Step 3. Disconnect connectors PL1 and P7 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of N2A sensor at harness PL1 connector sockets BB and (figure 202). Limit is $10.0 45.5\Omega$.
- Step 6. With P7 disconnected, check resistance of N2A sensor at N2A sensor J7 connector pins 1 and 2 (figure 202). Limit is $10.0 45.5\Omega$
- Step 7. Before tightening harness connectors PL1 and P7, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 10 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 11 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or N2A sensor.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing N2 components.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 18. Refer to manufacturer's procedure for diagnosing and replacing N2A sensor.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing N2 components.

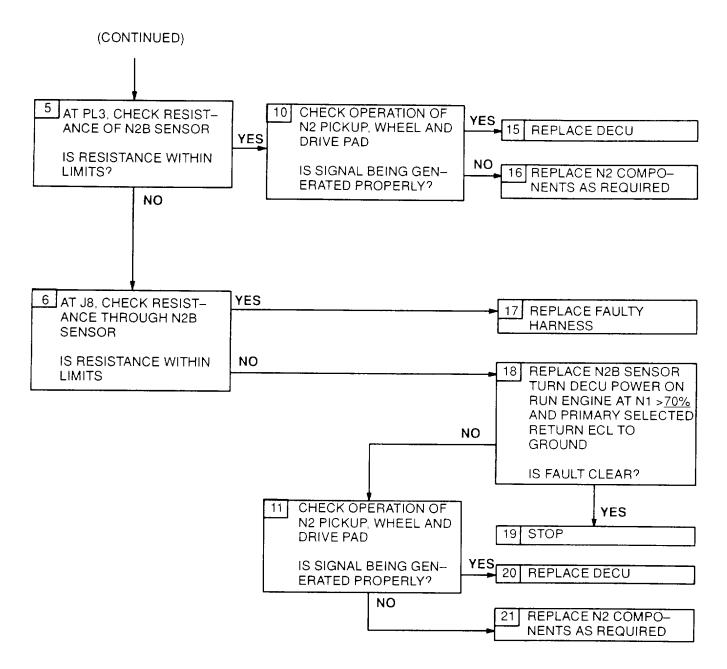
	Connector		Resistance (Ω)			
Component	No. Contacts		Limits	Nominal*		
N2A Sensor	PL1	BB & <u>m</u>	<u> 10.0 - 45.5</u>	<u>25.5</u>		
	J7	1 & 2	<u> 10.0 - 45.5</u>	<u>25.5</u>		
At <u>25°C</u>						

FAULT CODE E4 N2B SENSOR



Fault Code E4, N2B Sensor Figure 127 (Sheet 1 of 2)

FAULT CODE E4 N2B SENSOR



Fault Code E4, N2B Sensor Figure 127 (Sheet 2 of 2)

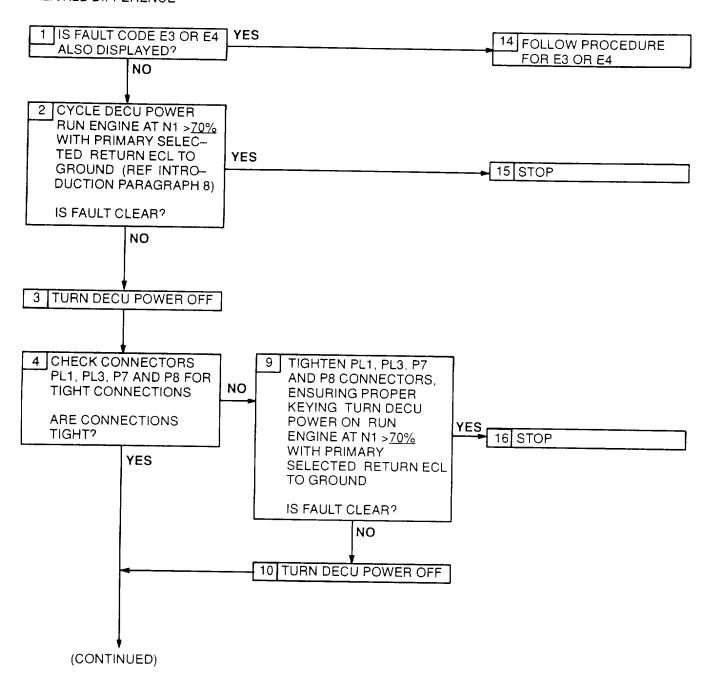
G-41 FAULT CODE E4, N2B SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 127.

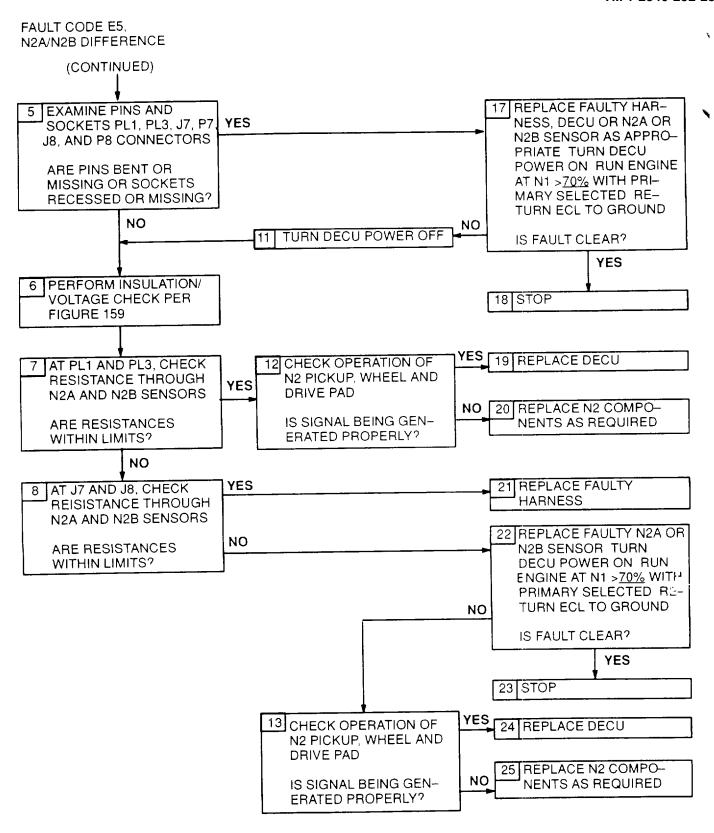
- Step 2. Check harness connector PL3 (figure 201) at DECU, and P8 at N2B sensor for tight connections.
- Step 3. Disconnect connectors PL3 and P8 to check pins and sockets.
- Step 5. With PL3 disconnected, check resistance of N2B sensor at harness PL3 connector sockets B and d (figure 202). Limit is $10.0 45.5\Omega$.
- Step 6. With P8 disconnected, check resistance of N2B sensor at sensor J8 connector pins 1 and 2 (figure 202). Limit is $10.0 45.5\Omega$.
- Step 7. Before tightening harness connectors PL3 and P8, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 10 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 11 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or N2B sensor.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing N2 components.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 18. Refer to manufacturer's procedure for diagnosing and replacing N2B sensor.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing N2 components.

	Connector		Resistance (Ω)		
Component	No.	Contacts	Limits	Nominal*	
N2B Sensor	PL3	B & <u>d</u>	<u> 10.0 - 45.5</u>	<u>25.5</u>	
	J8	1 & 2	<u> 10.0 - 45.5</u>	<u>25.5</u>	
At <u>25°C</u>					

FAULT CODE E5, N2A/N2B DIFFERENCE



Fault Code E5, N2A/N2B Sensor Figure 128 (Sheet 1 of 2)



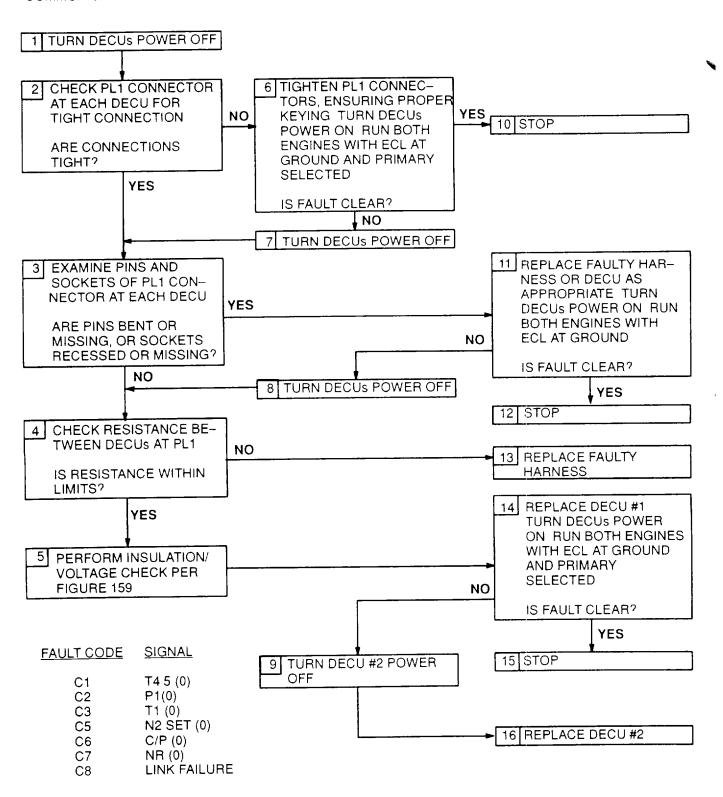
Fault Code E5, N2A/N2B Sensor Figure 128 (Sheet 2 of 2)

G-42 FAULT CODE E5, N2A/N2B SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 128.

- Step 4. Check harness connector PL1 and PL3 (figure 201) atDECU, P7 at N2A sensor and P8 at N2B sensor for tight connections.
- Step 5. Disconnect connectors PL1, PL3, P7 and P8 to check pins and sockets.
- Step 7. With PL3 disconnected, check resistance of N2A sensor at harness PL1 connector sockets BB and m 202). With PL3 disconnected, check resistance of N2B sensor at harness PL3 connector sockets B and m. In each case, limit is 10.0 45.5Ω.
- Step 8. With P7 disconnected, check resistance of N2A sensor at sensor J7 connector pins 1 and 2. With P8 disconnected, check resistance of N2B sensor at sensor J8 connector pins 1 and 2. In each case limit is $10.0 45.5\Omega$.
- Step 9. Before tightening harness connectors PL1, PL3, P7 and P8, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 10. Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 13. Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness or N2A and N2B sensor.
- Step 20. Refer to manufacturer's procedure for diagnosing and replacing N2 components.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 22. Refer to manufacturer's procedure for diagnosing and replacing N2A or N2B sensor.
- Step 25. Refer to manufacturer's procedure for diagnosing and replacing N2 components.

	Connector		Resistance (Ω)		
Component	No. Contacts		Limits	Nominal*	
N2A Sensor	PL1	B & <u>m</u>	<u> 10.0 - 45.5</u>	<u>25.5</u>	
	J7	1 & 2	<u>10.0 - 45.5</u>	<u>25.5</u>	
N2B Sensor	PL3 B & <u>d</u>		<u> 10.0 - 45.5</u>	<u>25.5</u>	
	J8	1 & 2	<u> 10.0 - 45.5</u>	<u>25.5</u>	
At <u>25°C</u>					



Fault Codes C1-C3, C5-C8, Communication Line Faults Figure 129

G-43 FAULT CODES C1-C3, C5-C8, COMMUNICATION LINE FAULTS EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 129.

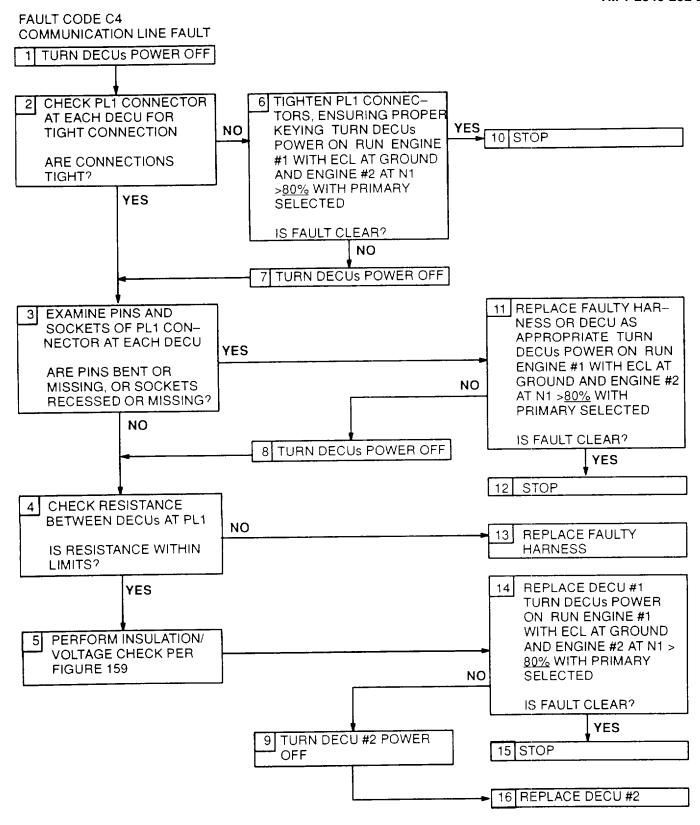
- Step 2. Check harness connectorPL1 (figure 201) at each DECU for tight connection.
- Step 3. Disconnect connector PL1 at each DECU to check pins and sockets.
- Step 4. With PL1 disconnected at both DECUs, check the resistance of the harness between the two DECUs at the following pins:

DECU #1	<u>DECU #2</u>
С	<u>e</u>
D	<u>d</u>
<u>C</u>	<u>X</u>
<u>d</u>	D
<u>e</u>	С
<u>X</u>	<u>C</u>

Limit in each case is $< \underline{1\Omega}$.

- Step 6. Before tightening harness connector PL1 at each DECU, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 13 Refer to manufacturer's procedure for diagnosing and replacing harness.

	Connector				
	DECU #1		DECU #2		
Component	No.	Contact	No.	Contact	Resistance Limits (Ω)
Harness	PL1	С	PL1	<u>e</u>	< <u>1</u>
	PL1	D	PL1	<u>d</u>	< <u>1</u>
	PL1	<u>C</u>	PL1	<u>X</u>	< <u>1</u>
	PL1	<u>d</u>	PL1	D	< <u>1</u>
	PL1	<u>e</u>	PL	С	< <u>1</u>
	PL1	Х	PL1	С	< 1



Fault Code C4, Communication Line Fault Figure 130

G-44 FAULT CODES C4, COMMUNICATION LINE FAULT Q (O) SIGNAL EXPANDED INSTRUCTIONS

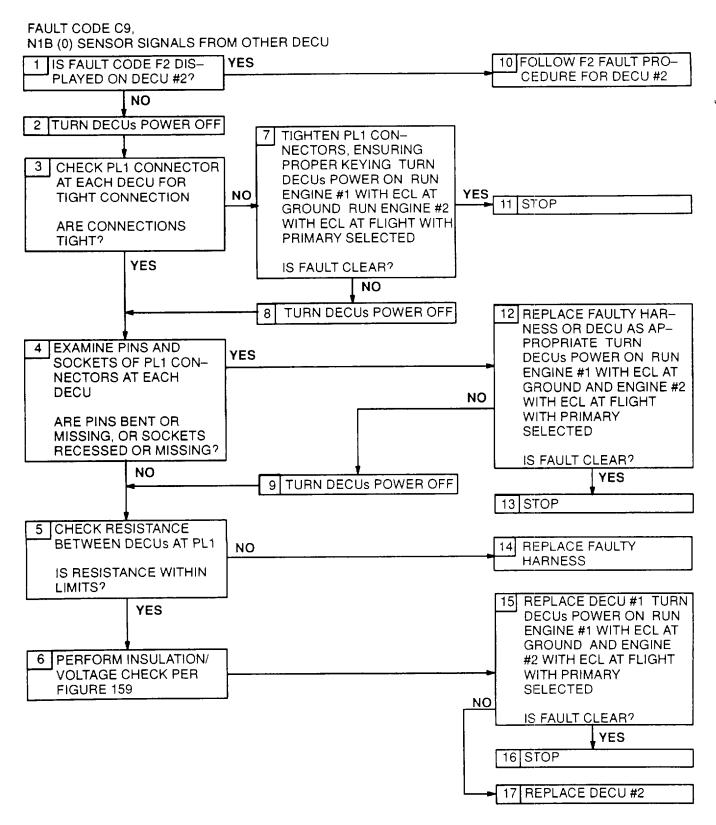
Refer to numbered steps in figure 130.

- Step 2. Check harness connector PL1 (figure 201) at each DECU for tight connection.
- Step 3. Disconnect connector PL1 at each DECU to check pins and sockets.
- Step 4. With PL1 disconnected at both DECUs, check the resistance between the two DECUs at the following harness PL1 sockets:

DECU #1	<u>DECU #2</u>
C	<u>e</u>
D	<u>d</u> x
<u>u</u> <u>d</u>	<u>^</u> D
<u>e</u>	С
<u>X</u>	<u>C</u>
Limit in each case is < 1.	<u> </u>

- Step 6. Before tightening harness connector PL1 at each DECU, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 13 Refer to manufacturer's procedure for diagnosing and replacing harness.

		Conr	ector		
	DEC	DECU #1		CU #2	
Component	No.	Contact	No.	Contact	Resistance Limits (Ω)
Harness	PL1	С	PL1	<u>e</u>	< <u>1</u>
	PL1	D	PL1	<u>d</u>	< <u>1</u>
	PL1	<u>C</u>	PL1	<u>X</u>	< <u>1</u>
	PL1	<u>d</u>	PL1	D	< <u>1</u>
	PL1	<u>e</u>	PL	С	< <u>1</u>
	PL1	х	PL1	С	< 1



Fault Code C9, N1B (0) Sensor Signals From Other DECU Figure 131

G-45 FAULT CODE C9, N1B (O) SENSOR SIGNALS FROM OTHER DECU EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 131.

- Step 3. Check harness connector PL1 (figure 201) at each DECU for tight connection.
- Step 4, Disconnect connector PL1 at each DECU to check pins and sockets.
- Step 5. With PL1 disconnected at both DECUs, check the resistance between the two DECUs at the following harness PL1 sockets:

DECU #1	<u>DECU #2</u>
<u>a</u>	GG
<u>b</u>	NN
GG	<u>a</u>
NN	<u>b</u>
Limit in each case $< 1\Omega$	

- Step 7. Before tightening harness connector PL1 at each DECU, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.'
- Step 14. Refer to manufacturer's procedure for diagnosing and replacing harness.

		Connector					
	DEC	DECU #1		DECU #1 DE		CU #2	
Component	No.	Contact	No.	Contact	Resistance Limits (Ω)		
Harness	PL1	<u>a</u>	PL1	GG	< <u>1</u>		
	PL1	<u>b</u>	PL1	NN	< <u>1</u>		
	PL1	GG	PL1	<u>a</u>	< <u>1</u>		
	PL1	NN	PL1	b	< 1		

FAULT CODE CF LOSS OF LOAD SHARE SIGNALS

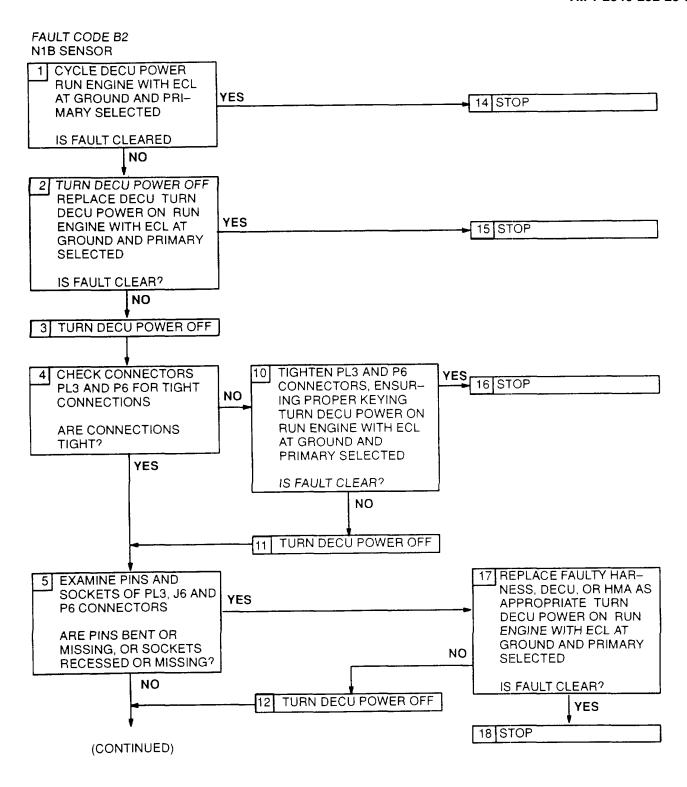
1 NOTE OTHER FAULT
CODES ON DECU #1 AND
DECU #2. FOLLOW FAULT
ISOLATION PROCEDURES
FOR THESE FAULT
CODES

Fault Code CF, Loss of Load Share Signals Figure 132

G-46 FAULT CODE CF, LOSS OF LOAD SHARE SIGNALS EXPANDED INSTRUCTIONS

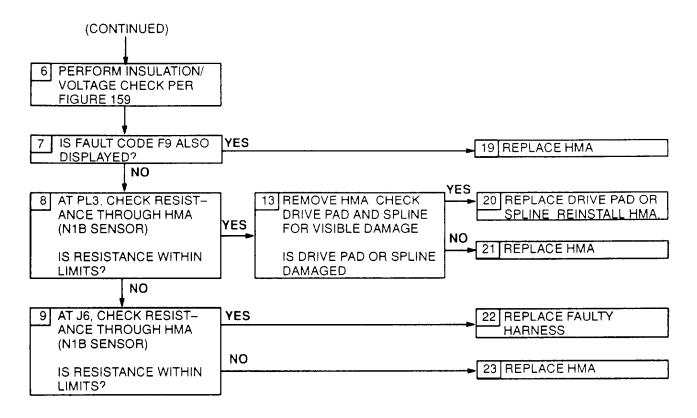
Refer to numbered steps in figure 132.

Step 1. In combination with a CF fault code there must exist both an engine torque signal and an N1 speed signal fault code on either or both DECUs. Fault isolation procedures should continue normally using the directions specified for these fault codes.



Fault Code B2, N1B Sensor Figure 133 (Sheet 1 of 2)

FAULT CODE B2 N1B SENSOR



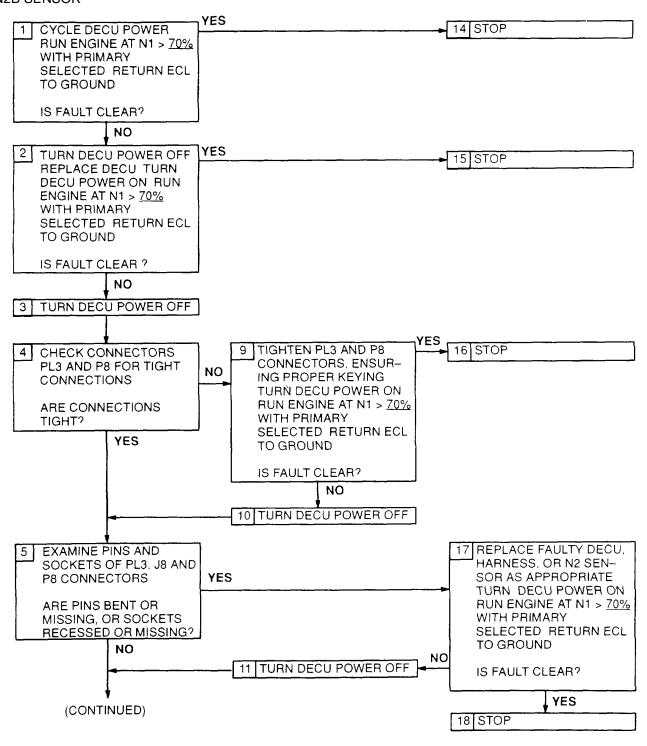
Fault Code B2, N1B Sensor Figure 133 (Sheet 2 of 2)

G-47 FAULT CODE B2, N1B SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 133.

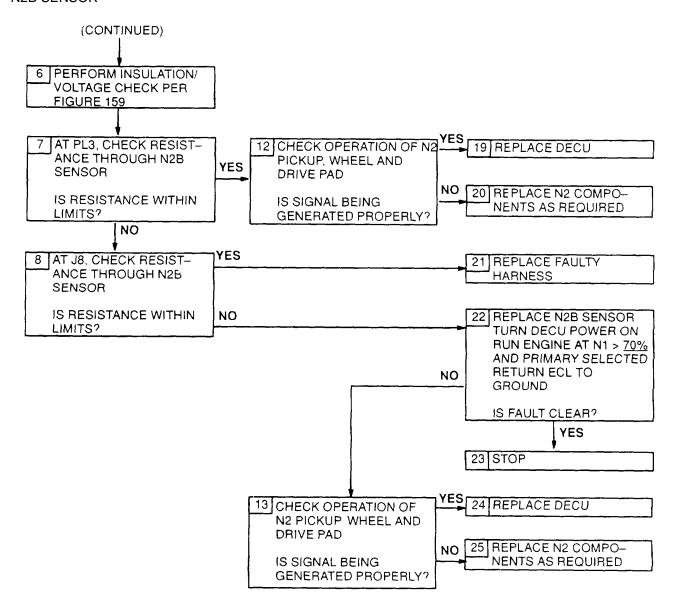
- Step 4. Check harness connector PL3 (figure 201) at DECU, and R5 at HMA.. for tight connections.
- Step 5. Disconnect connectors PL3 and P6 to check pins and sockets.
- Step 8. With PL3 disconnected, check resistance of HMA (N1B sensor) at harness PL3 connector sockets A and \underline{c} (figure 202). Limit is $\underline{0.3 3.5\Omega}$
- Step 9. With P6 disconnected, check resistance of HMA (N1 B sensor) at HMA J6 connector pins E and F. Limit is $0.3 3.0\Omega$..
- Step 10. Before tightening harness connectors PL3 and P6, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 13. Refer to manufacturer's procedure for checking drive pad and spline.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20. Refer to manufacturer's procedure for replacing drive pad or spline.
- Step 22. Refer to manufacturer's procedure for diagnosing and replacing harness.

	Connector		Resistance (Ω)		
Component	No	Contacts	Limits	Nominal *	
HMA – N1B Sensor	PL3	A & <u>c</u>	03-35	0.7	
	J6	E&F	03-30	0.7	
*At <u>25°C</u>					



Fault Code B3, N2B Sensor Figure 134 (Sheet 1 of 2)

FAULT CODE B3 N2B SENSOR



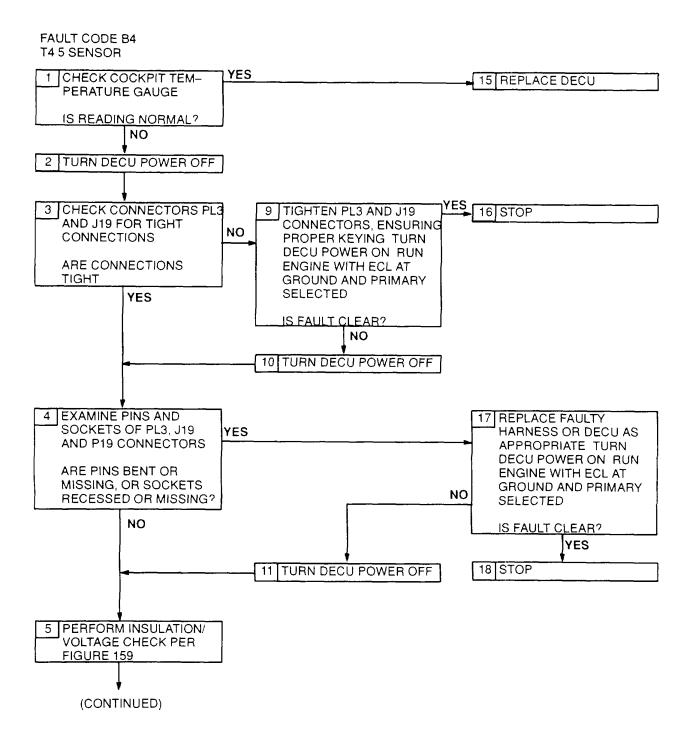
Fault Code B3, N2B Sensor Figure 134 (Sheet 2 of 2)

G-48 FAULT CODE B3, N2B SENSOR EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 134.

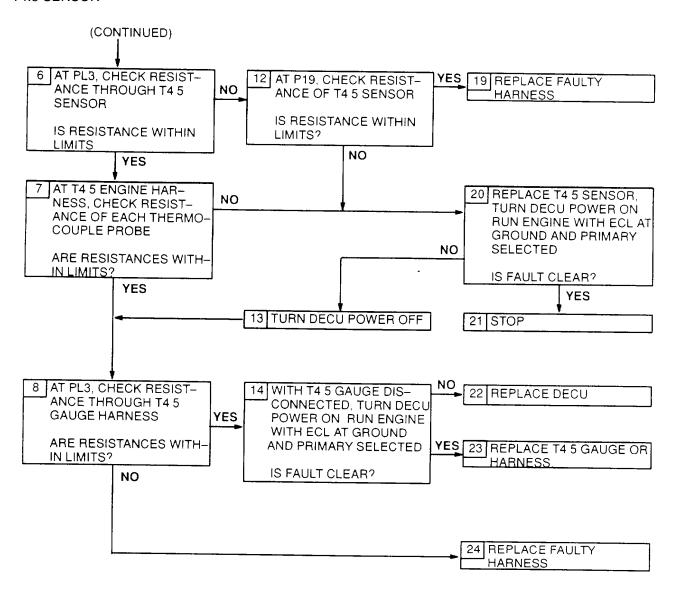
- Step 4. Check harness connector PL3 (figure 201) at DECU, and P8 at N2B sensor for tight connections.
- Step 5. Disconnect connectors PL3 and P8 to check pins and sockets.
- Step 7. With PL3 disconnected, check resistance of N2B sensor at harness PL3 connector sockets B and d. (figure 202). Limit is $\underline{10.0 45.5\Omega}$..
- Step 8. With P8 disconnected, check resistance of N2B sensor at sensor J8 connector pins 1 and 2. Limit is $10.0 45.0\Omega$.
- Step 9. Before tightening harness connectors PL3 and P8, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 13 Refer to manufacturer's procedure for checking operation of N2 pickup, wheel and drive pad.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness or N2B sensor.
- Step 20. Refer to manufacturer's procedure for replacing N2 components.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 22. Refer to manufacturer's procedure for diagnosing and replacing N2B sensor.
- Step 25. Refer to manufacturer's procedure for replacing N2 components.

	Connector		Resistance (Ω)	
Component	No	Contacts	Limits	Nominal *
N2B Sensor	PL3	В& <u>d</u>	<u> 10 0 – 45 5</u>	<u> 25 5</u>
ļ	J8	1 & 2	<u>10 0 – 45 0</u>	<u>25 5</u>
*At <u>25°C</u>	_]		. 1 1	_



Fault Code B4, T4.5 Sensor Figure 135 (Sheet 1 of 2)

FAULT CODE B4 T4.5 SENSOR



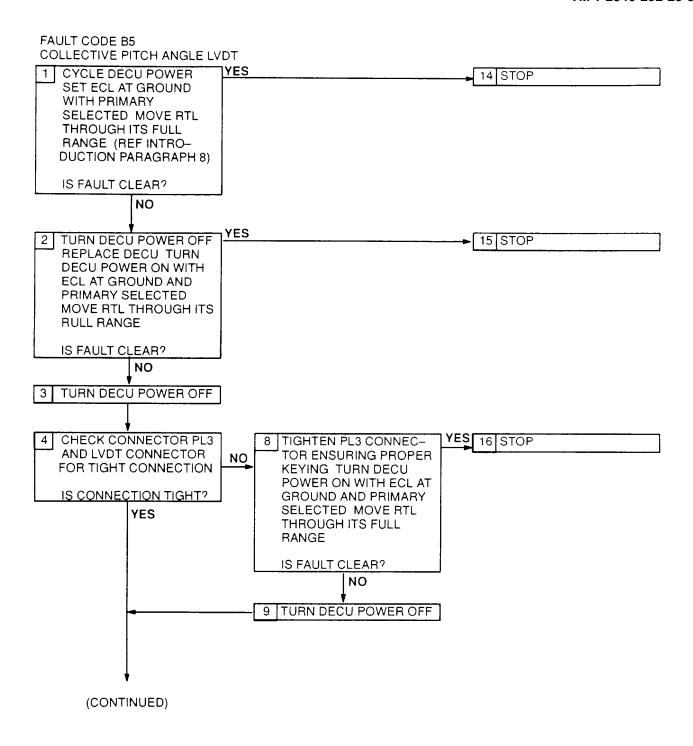
Fault Code B4, T4.5 Sensor Figure 135 (Sheet 2 of 2)

G-49 FAULT CODE B4, T4.5 SENSOR EXPANDED INSTRUCTIONS

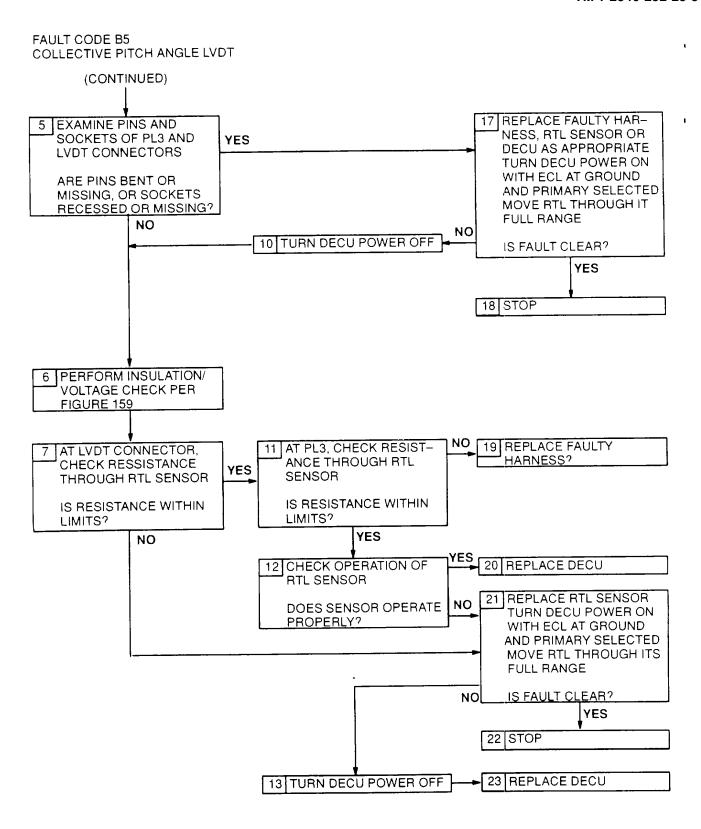
Refer to numbered steps in figure 135.

- Step 3. Check harness connector PL3 (figure 201) at DECU, and J19 at T4.5 harness for tight connections.
- Step 4. Disconnect connectors PL3 and J19 to check pins and sockets.
- Step 6. With PL3 disconnected, check resistance of T4.5 sensor at harness PL3 connector sockets v and GG (figure 202).Limit is $3.5 20.0\Omega$.
- Step 7. To measure resistance of T4.5 thermocouple probe, disconnect one leg of probe from the bus bar. Measure resistance. Reverse polarity and measure resistance again. Average the two readings to obtain final results. (Note: An analog ohmmeter is recommended for measuring probe resistance.)
- Step 8. With PL3 and T4.5 gauge disconnected, check resistance of T4.5 haness at harness connector sockets \underline{u} and \underline{a} (figure 202). Limit is > $\underline{1}\underline{M}\Omega$.
- Step 9. Before tightening harness connectors PL3 and P19, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. With J19 .disconnected, check resistance of T4.5 sensor at sensor P19 connector sockets A and B (figure 202). Limit is 3.5 5.5Q.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 19. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20. Refer to manufacturer's procedure for diagnosing and replacing T4.5 sensor.
- Step 23. Refer to manufacturer's procedure for diagnosing and replacing harness or T4.5 gauge.
- Step 24. Refer to manufacturer's procedure for diagnosing and replacing harness.

Component	Connector		Resistance (Ω)	
	No	Contacts	Limits	Nominal *
T4 5 Gauge Harness	PL3	<u>u</u> & a	> <u>1ΜΩ</u>	> <u>1MΩ</u>
T4 5 Sensor	PL3	⊻ & GG	3 5 - 20 0	10 0
	P19	A & B	<u>35-55</u>	40
T4,5 Thermocouple Probe	-	-	< 40	-
*At <u>25°C</u>				



Fault Code B5, Collective Pitch Angle LVDT Figure 136 (Sheet 1 of 2)



Fault Code B5, Collective Pitch Angle LVDT Figure 136 (Sheet 2 of 2)

G-50 FAULT CODE B5, COLLECTIVE PITCH ANGLE LVDT EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 136.

- Step 4. Check harness connector PL3 (figure 201) at DECU and LVDT connector for tight connections.
- Step 5. Disconnect connector PL3 and LVDT connector to check pins and sockets.
- Step 7. With LVDT connector disconnected, check resistance of RTL sensor at sensor connector pins 1 and 2. Limit is $\underline{110 140\Omega}$. Check resistance at pins 3 and 4. Limit is $\underline{210 260\Omega}$. Check resistance at pins 3 and 5, and pins 4 and 5. Limit is $\underline{230\Omega}$.
- Step 8. Before tightening harness connector PL3 and LVDT connector, be sure that keyway in harness connectors are aligned with keyways incomponent connectors.
- Step 11. With PL3 disconnected, check resistance of RTL sensor at harness PL3 connector sockets q and p (figure 202). Limit is $\underline{220 260\Omega}$. Check resistance at sockets z and AA. Limit is $\underline{110 140\Omega}$.
- Step 12. Refer to manufacturer's procedure for checking RTL sensor operation.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness or RTL sensor.
- Step 19. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 21. Refer to manufacturer's procedure for replacing RTL sensor.

	Connector		Resista	Resistance (Ω)	
Component	No	Contacts	Limits	Nominal *	
RTL Sensor (C/P Signal)	LVDT	3 & 4	210 - 260	225	
		3 & 5	< 230	_	
		4 & 5	< <u>230</u>		
RTL Sensor (C/P Excitation)	PL3	д&р	210 – 260	<u>225</u>	
		<u>z</u> & AA	110 – 140	120	
*At <u>25°C</u>					

FAULT CODE B6 ECL RESOLVER 1 CYCLE DECU POWER YES 14 STOP WITH PRIMARY SELECTED MOVE ECL THROUGH ITS FULL RANGE, THEN SET TO GROUND (REF INTRO-**DUCTION PARAGRAPH 8)** IS FAULT CLEAR? YES 2 TURN DECU POWER OFF 15 STOP REPLACE DECU TURN DECU POWER ON WITH PRIMARY SELECTED MOVE ECL THROUGH ITS RULL RANGE, THEN SET TO GROUND IS FAULT CLEAR? NO 3 TURN DECU POWER OFF YES 4 CHECK CONNECTOR 16 STOP 9 TIGHTEN PL3 AND ECL PL3 AND ECL QUAD-QUADRANT CONNEC-NO RANT CONNECTOR FOR TORS, ENSURING PRO-

PER KEYING TURN DECU POWER ON WITH

PRIMARY SELECTED

MOVE ECL THROUGH ITS FULL RANGE, THEN

NO

10 TURN DECU POWER OFF

SET TO GROUND

IS FAULT CLEAR?

TIGHT CONNECTIONS

YES

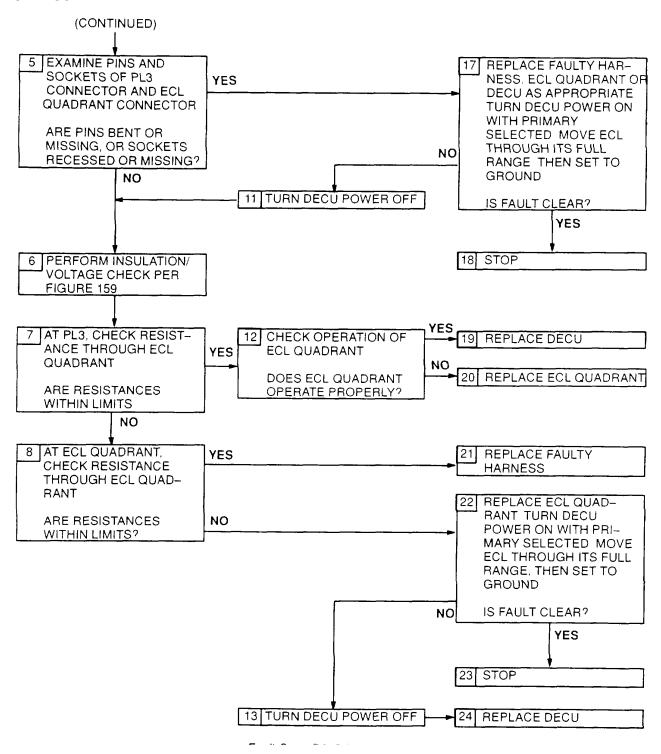
ARE CONNECTIONS

(CONTINUED)

TIGHT?

Fault Code B6, ECL Resolver Figure 137 (Sheet 1 of 2)

FAULT CODE B6 ECL RESOLVER



Fault Code B6. ECL Resolver Figure 137 (Sheet 2 of 2)

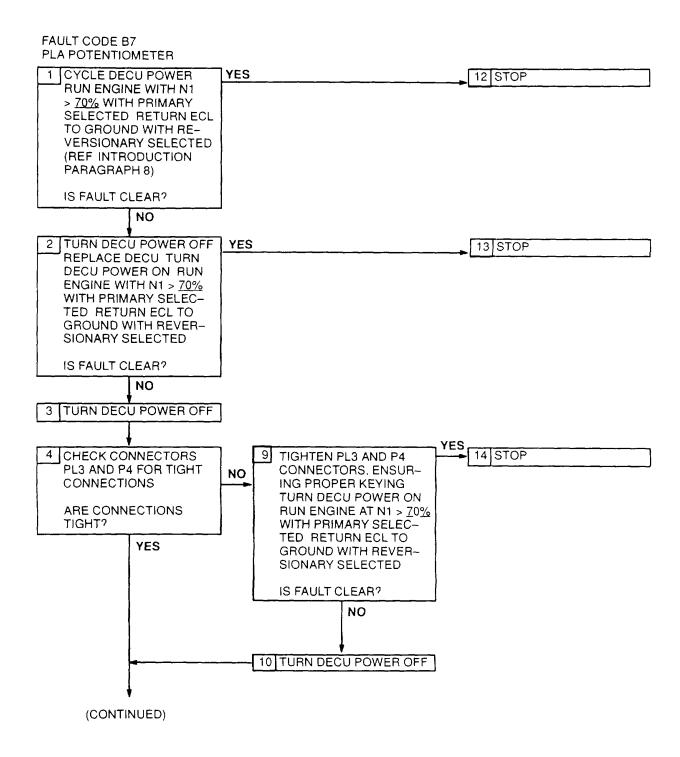
G-51 FAULT CODE B6, ECL RESOLVER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 137.

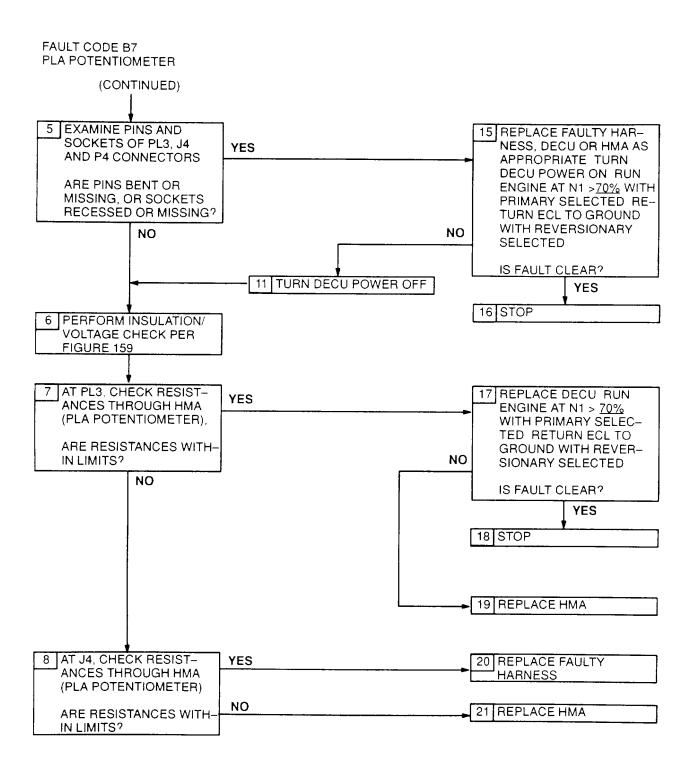
- Step 4. Check harness connector PL3 (figure 201) at DECU, and connector at ECL quadrant for tight connections.
- Step 5. Disconnect PL3 and ECL quadrant connectors to check pins and sockets.
- Set ECL to STOP. With PL3 disconnected, check resistance of ECL quadrant (excitation) at harness PL3 connector sockets h and i figure 202). Limit is 35 42Ω. Check resistance of ECL quadrant (signal) at sockets EE and DD. Limitis 90-102Ω. Monitor resistance of ECL quadrant (interlock discrete) at sockets f and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are defined in table below. Monitor resistance of ECL quadrant (gain discrete) at sockets MM and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Set ECL to STOP. With ECL quadrant connector disconnected, check resistance of ECL quadrant (excitation) at quadrant pins 1 and 2. Limit is 35-40Ω. Check resistance of ECL quadrant (signal) at quadrant pins 3 and 4. Limit is 90 -1 00Ω. Monitor resistance of ECL quadrant (interlock discrete) at pins 11 and 12 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. Monitor resistance of ECL quadrant (gain discrete) at pins 5 and 11 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Step 9. Before tightening harness connector PL3 and connector at ECL resolver, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. Refer to manufacturer's procedure for checking operation of ECL quadrant.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness or ECL quadrant.
- Step 20. Refer to manufacturer's procedure replacing ECL quadrant.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 22. Refer to manufacturer's procedure for diagnosing and replacing ECL quadrant.

G-51 FAULT CODE B6, ECL RESOLVER EXPANDED INSTRUCTIONS(CONTINUED)

	Connector		Resistar	nce (Ω)
Component	No	Contacts	Limits	Nominal *
ECL Quadrant – Excitation	PL3	<u>h</u> & ı	<u> 35 – 42</u>	_
	ECL Quadrant	1 & 2	<u> 35 – 40</u>	_
ECL Quadrant – Signal	PL3	EE & DD	90 – 102	_
	ECL Quadrant	3 & 4	<u>90 – 100</u>	
ECL Quadrant – Interlock Discrete				
ECL at STOP	PL3	<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL between STOP and GROUND		<u>f</u> & <u>LL</u>	< <u>50</u>	1
ECL at GROUND		<u>1 & LL</u>	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		<u>f</u> & <u>LL</u>	< <u>50</u>	<u>1</u>
ECL at FLIGHT		<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL Quadrant – Interlock Discrete				
ECL at STOP	ECL Quadrant	12 & 11	> <u>150K</u>	∞
ECL between STOP and GROUND		12 & 11	< <u>50</u>	<u>1</u>
ECL at GROUND		12 & 11	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		12 & 11	< <u>50</u>	1
ECL at FLIGHT		12 & 11	> <u>150K</u>	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	PL3	MM & LL	< <u>50</u>	1
ECL between STOP and GROUND		MM & LL	< <u>50</u>	<u>1</u>
ECL between GROUND and FLIGHT		MM & LL	> <u>150K</u>	∞
ECL at FLIGHT		MM & LL	> <u>150K</u>	∞
ECL Quadrant – Gain Discrete				
ECL at STOP	ECL Quadrant	5 & 11	< <u>50</u>	1
ECL between STOP and GROUND		5 & 11	< <u>50</u>	1
ECL between GROUND and FLIGHT		5 & 11	> <u>150K</u>	∞
ECL at FLIGHT		5 & 11	> <u>150K</u>	∞
*At 25°C				



Fault Code B7, PLA Potentiometer Figure 138 (Sheet 1 of 2)



Fault Code B7, PLA Potentiometer Figure 138 (Sheet 2 of 2)

G-52 FAULT CODE B7, PLA POTENTIOMETER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 138.

- Step 4. Check harness connector PL3 (figure 201) at DECU, and P4 at HMA for tight connections.
- Step 5. Disconnect connectors PL3 and P4 to check pins and sockets.
- Step 7. CAUTION: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN 5 mA WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE PLA POTENTIOMETER

With PL3 disconnected, check resistance of HMA (PLA potentiometer) at harness PL3 connector sockets U and T (results are "a") and T and S (results are "b"). Limitfor "a" and "b" is <u>510-5750Ω</u>. Check resistance at sockets U and S (results are "c"). Limit for "c" is <u>4250-5750Ω</u>. Use the following equation to check wiper resistance:

$$a + b - c \div 2 = d$$

Limit for "d" is $\leq 300\Omega$. Use the following equation to check if the high or low limit of the PLA potentiometer has been exceeded:

$$b - d \div c = e$$

Limit for "e" is 0.120 - 0.950.

Step 8. CAUTION: DO NOT USE AN OHMMETER THAT CAN APPLY MORE THAN <u>5</u> mA WHEN MEASURING RESISTANCES, TO AVOID DAMAGING THE PLA POTENTIOMETER.

With P4 disconnected, check resistance of HMA (PLA potentiometer) at HMA J4 connector pins X and Y (results are "f") and Y and Z (results are "g"). Limit for "f" and "g" is $\underline{510 - 5750\Omega}$. Check resistance at pins X and Z (results are "h"). Limit for "h" is $\underline{4250 - 5750\Omega}$. Use the following to check wiper resistance.

$$f + g - h \div 2 = i$$

Limit for "i" is $\leq 300\Omega$. Use the following equation to check if the high or low limit of the PLA potentiometer has been exceeded:

$$a - i \div h = i$$

Limit for "j" is 0.120 - 0.950.

equation

- Step 9. Before tightening harness connectors PL3 and P4, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20. Refer to manufacturer's procedure for diagnosing and replacing harness.

G-52 FAULT CODE B7, PLA POTENTIOMETER EXPANDED INSTRUCTIONS(CONTINUED)

RESISTANCE-CHECK SUMMARY

	Connector			Resistance (Ω)	
Component	No	Contacts		Limits	Nominal *
HMA – PLA Potentiometer	PL3	U&T (a)		<u>510 – 5750</u>	**
		T&S	(b)	<u>510 – 5750</u>	**
		U & S	(c)	<u>4250 – 5750</u>	5000
		a + b - c - 2	(d)	≤ <u>300</u>	<u>195</u>
		b-d-c	(e)	0 120 - 0 950	**
	J4	X & Y	(f)	<u>510 – 5750</u>	**
		Y & Z	(g)	<u> 510 – 5750</u>	**
		X & Z	(h)	4250-5750	<u>5000</u>
		f+g-h — 2	(1)	≤ <u>300</u>	<u>195</u>
		g-1-h	(1)	0 120 - 0 950	**
* At 25°C ** Dependent on PLA Position					

FAULT CODES B9 COLD JUNCTION COMPENSATION

BA REVERSIONARY +28V

BB REVERSIONARY T4 5 CALIBRATION

1 TURN DECU POWER OFF REPLACE DECU

Fault Codes B9, BA, BB, Internal DECU Faults
Figure 139

G-53 FAULT CODES B9, BA, BB, INTERNAL DECU FAULTS EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 139.

These codes indicate internal DECU problems. No further troubleshooting is possible.

FAULT CODE BC 400 Hz RESOLVER REFERENCE 1 CYCLE DECU POWER WITH ECL AT GROUND (REF INTRODUCTION PARAGRAPH 8) NO 1 S FAULT CLEAR?

Fault Code BC, <u>400 Hz</u> Resolver Reference Figure 140

G-54 FAULT CODE BC, 400 Hz RESOLVER REFERENCE EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 140.

- Step 1. Cycle DECU power to determine if fault is due to a DECU problem or was caused by an interrupt to both reversionary power supplies.
- Step 3. An internal DECU fault exists. No further troubleshooting is possible.

FAUI	LT CODES	10	MICROPROCESSOR
		11	NVM CHECKSUM
		12	NVM ENGINE HISTORY
		13	NVM FAULT DATA
		. •	
		14	NVM ACCUMULATED FAULT DATA
		15	NVM WRITE TEST
		16	NVM STORAGE INCOMPLETE
		17	NVM HISTORY DATA INCONSISTENT
		18	MINOR CYCLE NOT COMPLETED
		1B	EMS CYCLE NOT COMPLETED
		1C	A/D CONVERSION NOT COMPLETED
		1F	RAM FAILURE
		. –	
		1F	Op CODE ERROR
1	DEDLACE DECL		

1 REPLACE DECU

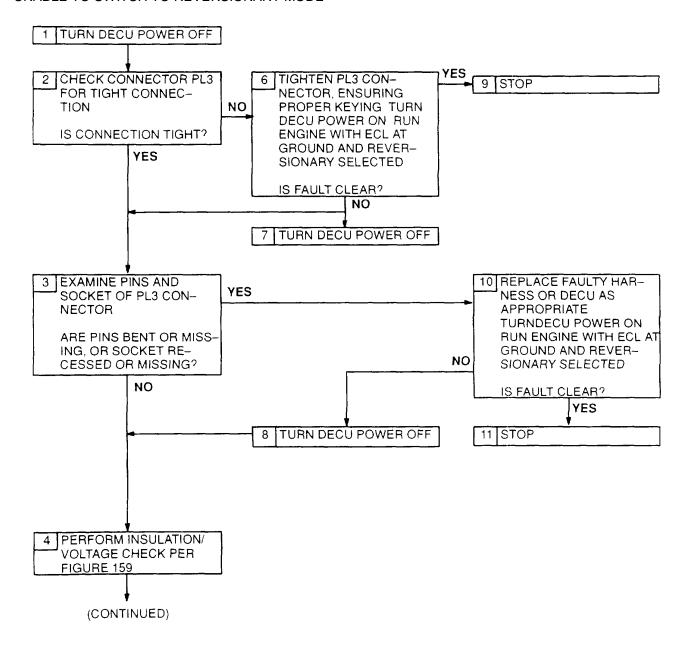
Fault Codes 10-1 F, Internal DECU Faults
Figure 141

G-55 FAULT CODES 10-1F, INTERNAL DECU FAULTS EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 141.

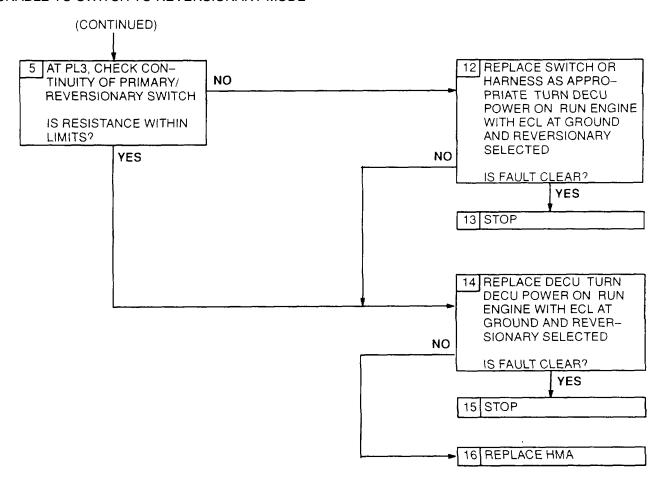
These codes indicate internal DECU problems. No further troubleshooting is possible.

FAULT CODE - NONE UNABLE TO SWITCH TO REVERSIONARY MODE



Unable to Switch to Reversionary Mode (Sheet 1 of 2) Figure 142

FAULT CODE - NONE UNABLE TO SWITCH TO REVERSIONARY MODE



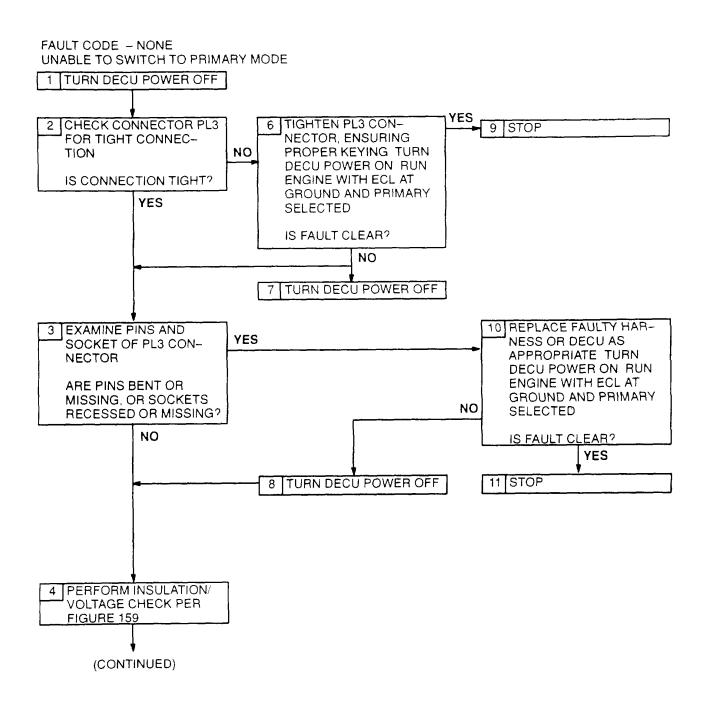
Unable to Switch to Reversionary Mode (Sheet 2 of 2) Figure 142

G-56 UNABLE TO SWITCH TO REVERSIONARY MODE EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 142.

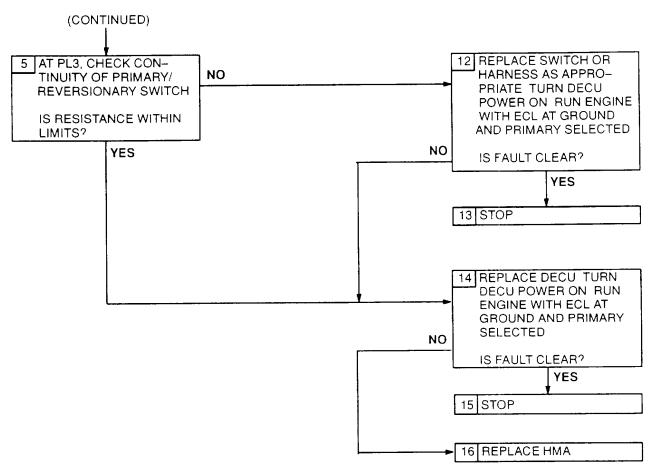
- Step 2. Check harness connector PL3 (figure 201) at DECU for tight connection.
- Step 3. Disconnect connectors PL3 to check pins and sockets.
- Step 5. With PL3 disconnected and primary mode selected, check resistance of primary/reversionary switch at harness PL3 connector sockets x and e (figure 202). Limit is \$\frac{1}{2}\$50KΩ. With reversionary mode selected, check resistance again. Limit is \$<50Ω.
- Step 6. Before tightening harness connectors PL3, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 10. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing switch or harness.

	Connector		Resistance (Ω)	
Component	No	Contacts	Limits	Nominal *
Cockpit Primary/Reversionary Switch				
Primary	PL3	<u>x & e</u>	> <u>150K</u>	∞
Reversionary	PL3	x & €	< 50	1
*At <u>25°C</u>				



Unable to Switch to Primary Mode (Sheet 1 of 2) Figure 143

FAULT CODE - NONE UNABLE TO SWITCH TO PRIMARY MODE



Unable to Switch to Primary Mode (Sheet 2 of 2) Figure 143

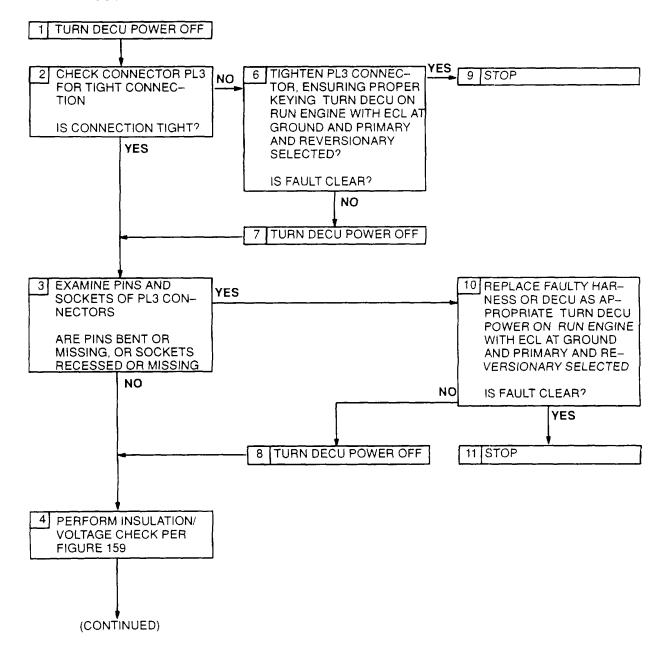
G-57 UNABLE TO SWITCH TO PRIMARY MODE EXPAND ED INSTRUCTIONS

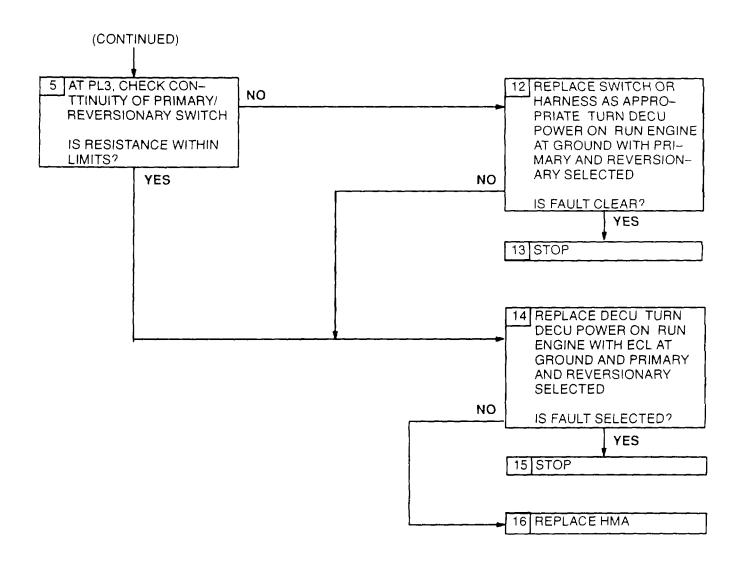
Refer to numbered steps in figure 143.

- Step 2.. Check harness connector PL3 (figure 201) at DECU for tight connection.
- Step 3. Disconnect connector PL3 to check pins and sockets.
- Step 5. With PL3 disconnected and primary mode selected, check resistance of primary/reversionary switch at harness PL3 connector sockets x and e (figure 202). Limit is >150KW. With reversionary mode selected, check resistance again. Limit is <50W.
- Step 6. Before tightening harness connector PL3, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 10. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing switch or harness.

	Connector		Resistance (Ω)	
Component	No	Contacts	Limits	Nominal *
Cockpit Primary/Reversionary Switch				
Primary	PL3	<u>x & e</u>	> <u>150K</u>	∞
Reversionary	PL3	<u>x & e</u>	< <u>50</u>	1
*At <u>25°C</u>				

FAULT CODE - NONE SYSTEM TOGGLES BETWEEN PRIMARY AND REVERSIONARY MODE





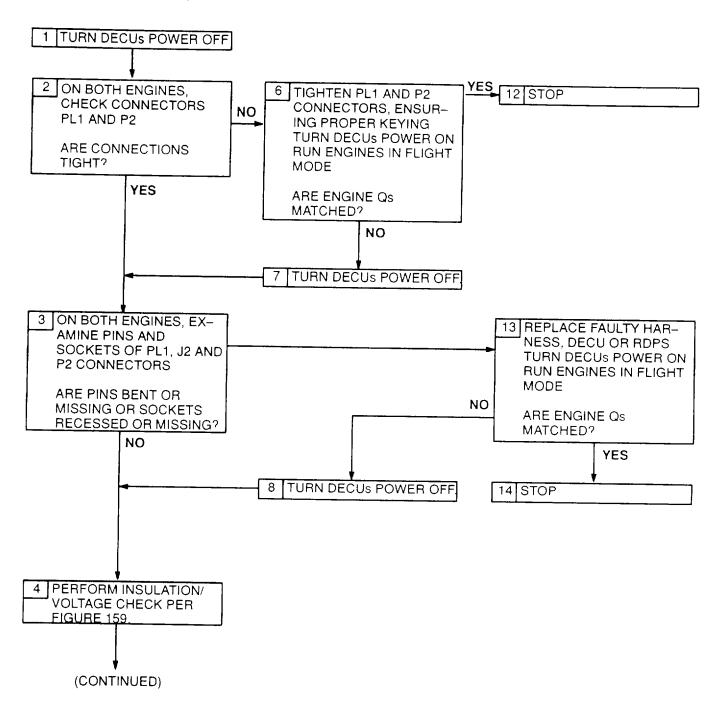
System Toggles Between Primary and Reversionary Mode Figure 144 (Sheet 2 of 2)

G-58 SYSTEM TOGGLES BETWEEN PRIMARY AND REVERSIONARY MODE EXPANDED INSTRUCTIONS

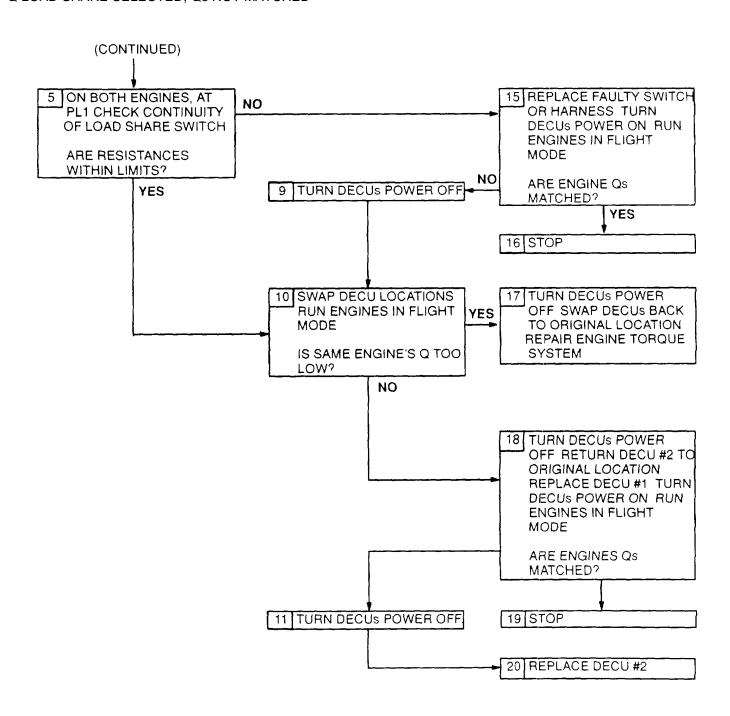
Refer to numbered steps in figure 144.

- Step 2. Check harness connector PL3 (figure 201) at DECU for tight connection.
- Step 3. Disconnect connector PL3 to check pins and sockets.
- Step 5. With PL3 disconnected and primary mode selected, check resistance of primary/reversionary switch at harness PL3 connector sockets x and e (figure 202). Limit is ≤50KΩ. With reversionary mode selected, check resistance again. Limit is ≤50Ω.
- Step 6. Before tightening harness connector PL3, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 10. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing switch or harness.

	Connector		Resistance (Ω)	
Component	No.	Contacts	Limits	Nominal*
Cockpit Primary/Reversionary Switch Primary	PL3	<u>x</u> & <u>e</u>	>150K	∞
Reversionary	PL3	<u>x</u> & <u>e</u>	< <u>50</u>	1
*At <u>25°C</u>				



Q Load Share Selected, Qs Not Matched Figure 145 (Sheet 1 of 2)



Q Load Share Selected, Qs Not Matched Figure 145 (Sheet 2 of 2)

G-59 Q LOAD SHARE SELECTED, Qs NOT MATCHED EXPANDED INSTRUCTIONS

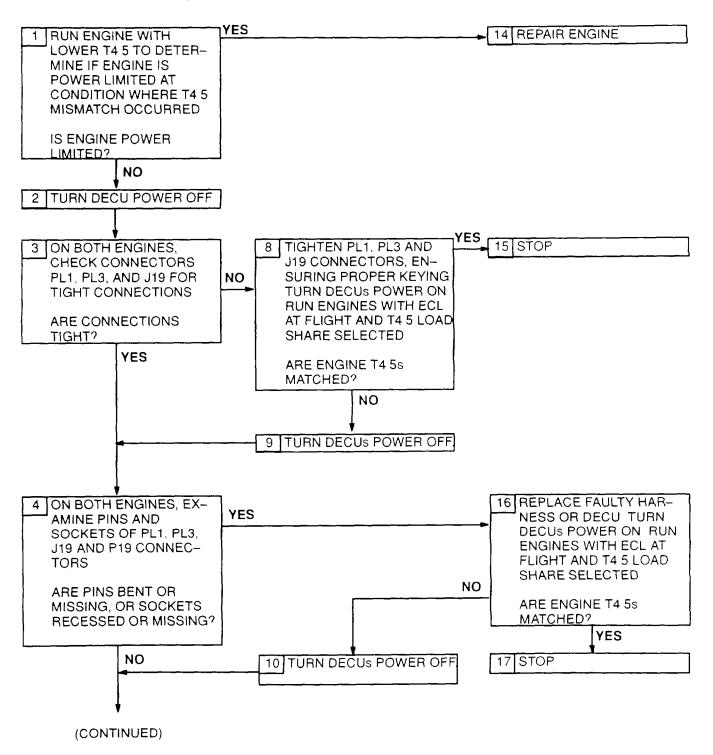
Refer to numbered steps in figure 145.

- Step 2. Check harness connector PL1 (figure 201) at each DECU and P2 at each signal conditioner for tight connection.
- Step 3. At each DECU and signal conditioner, disconnect connectors PL1 and P2 to check pins and sockets.
- Step 5. At each DECU, with PL1 disconnected and load share switch in Q position, check resistance of load share switch at harness PL1 connector sockets L and j. (figure 202). Limit is <50. Check resistance at sockets M and i. Limit is >150KΩ. With load share switch in T4.5 position, check resistance at sockets L and j. Limit is >150KΩ. Check resistance at sockets M and j. Limit is <50Ω. With load share switch in N1 position, check resistance at sockets L and i. and M and j. In each case, limit is ≥150KΩ.
- Step 6. Before tightening harness connectors PL1 and P2, be sure that keyway in haness connector is aligned with keyway in component connector.
- Step 10. Swap DECU locations on engines, such that DECU #1 is on engine #2, and DECU #2 is on engine #1. Compare Q mismatch to determine if the engine with lower Q is the same engine that had lower Q before the swap.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness and signal conditioner.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness or switch.
- Step 17. Swap DECU locations on engines, such that DECU #1 is on engine #1, and DECU #2 is on engine #2. Refer to manufacturer's procedure for diagnosing and replacing signal conditioner.
- Step 18. Return DECU #2 to engine #2. Install replacement DECU on engine #1.

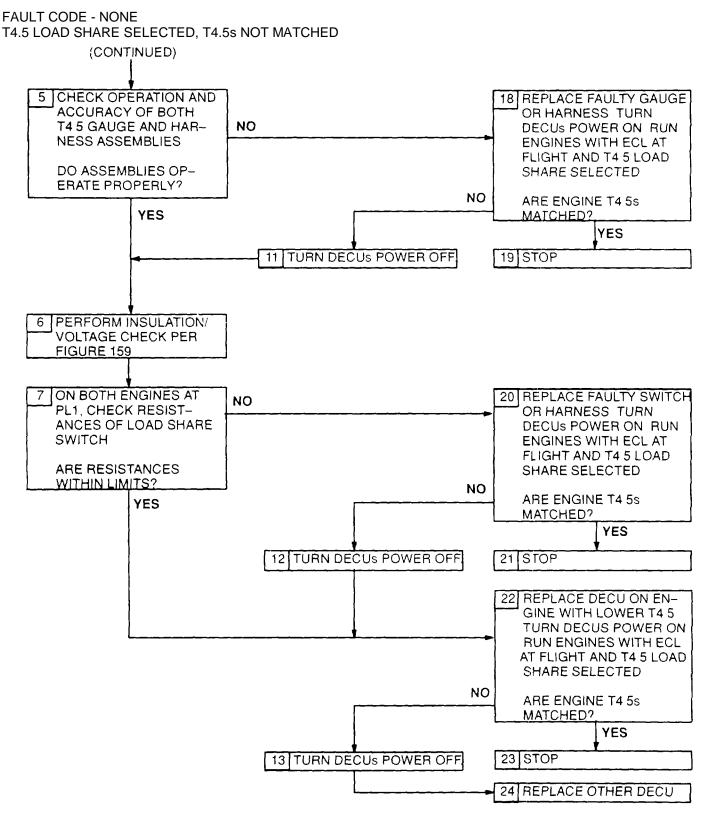
G-59 Q LOAD SHARE SELECTED, Qs NOT MATCHED EXPANDED INSTRUCTIONS(CONTINUED)

	Connector		Resistance (Ω)		
Component	No.	Contacts	Limits	Nominal	
Load Share Switch	PL1	L &	< <u>50</u>	1	
Q Position		M &j	> <u>150K</u>	∞	
Load Share Switch -	PL1	L&j	> <u>150K</u>	∞	
T4.5 Position		M & j	< <u>50</u>	<u>1</u>	
Load Share Switch	PL1	L & j	> <u>150K</u>	∞	
N1 Position *At <u>25°C</u>		M &j	> <u>150K</u>	∞	

FAULT CODE - NONE T4.5 LOAD SHARE SELECTED, T4.5s NOT MATCHED



T4.5 Load Share Selected. T4.5s Not Matched Figure 146 (Sheet 1 of 2)



T4.5 Load Share Selected, T4.5s Not Matched Figure 146 (Sheet 2 of 2)

G-60 T4.5 LOAD SHARE SELECTED, T4.5s NOT MATCHED EXPANDED INSTRUCTIONS

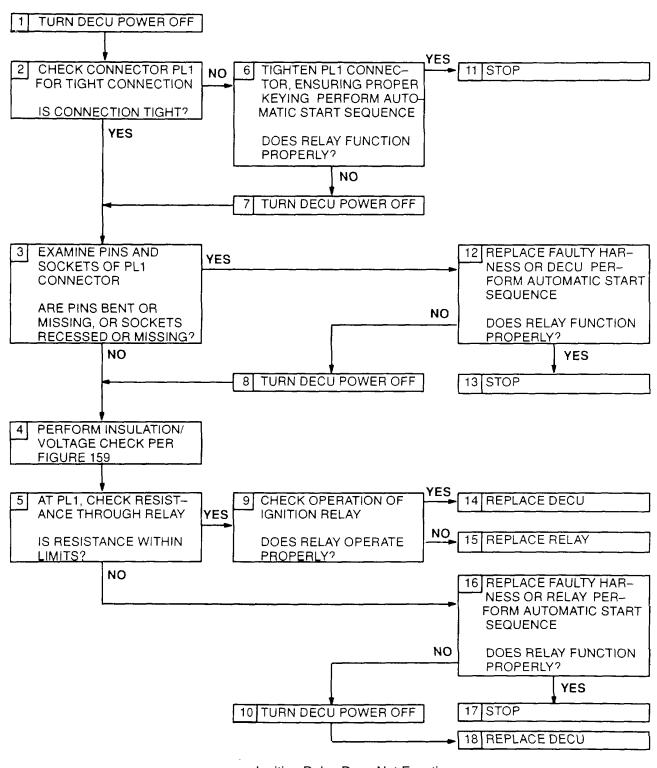
Refer to numbered steps in figure 146.

- Step 1. Refer to manufacturer's procedure to check for power limiting.
- Step 3. Check harness connectors PL1 and PL3 (figure 201) at each DECU, and J19 at each T4.5 harness for tight connections.
- Step 4. At each DECU and T4.5 harness, disconnect connectors PL1, PL3 and J19 to check pins and sockets.
- Step 5. Refer to manufacturer's procedure for checking operation and accuracy of T4.5 gauge and harness assemblies.
- Step 7. At each DECU, with PL1 disconnected and load share switch in Q position, check resistance of load share switch at harness PL1 connector sockets L and j. (figure 202). Limit is 50Ω. Check resistance at sockets M and j. Limit is >150KΩ. With load share switch in T4.5 position, check resistance at sockets L and j. Limit is >150KΩ. Check resistance at sockets M and j. Limit is <50Ω. With load share switch in N1 position, check resistance at sockets L and i., and M and j. In each case, limit is ×150KΩ.
- Step 8. Before tightening harness connectors PL1, PL3 and J19, be sure that keyway in harness connectors are aligned with keyways in component connectors.
- Step 14. Refer to manufacturer's procedure for diagnosing and repaiming engine.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 20. Refer to manufacturer's procedure for diagnosing and replacing switch or harness.
- Step 22 Refer to manufacturer's procedure for diagnosing and replacing harness or T4.5 gauge.

G-60 T4.5 LOAD SHARE SELECTED, T4.5S NOT MATCHED EXPANDED INSTRUCTIONS (CONTINUED)

		Connector	Resis	tance (Ω)
Component	No.	Contacts	Limits	Nominal *
Load Share Switch Q Position	PL1	L & j M & j	< <u>50</u> > <u>150K</u>	<u>1</u> ∞
Load Share Switch	PL1	L & j	> <u>150K</u>	∞
T4.5 Position		M & j	< <u>50</u>	1
Load Share Switch	PL1	L & j	> <u>150K</u>	∞
N1 Position *At 25°C		M & j	> <u>150K</u>	∞

FAULT CODE - NONE IGNATION REPLAY DOES NOT FUNCTIN



Ignition Relay Does Not Function Figure 147

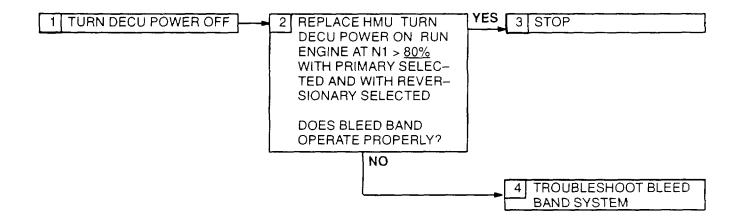
G-61 IGNITION RELAY DOES NOT FUNCTION EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 147.

- Step 2. Check harness connector PL1 (figure 201) at DECU for tight connections.
- Step 3. Disconnect harness connector PL1 to check pins and sockets.
- Step 5. With PL1 disconnected, check resistance of ignition relay at harness PL1 connector sockets \underline{n} and \underline{p} (figure 202). Limit is 190 430 Ω .
- Step 6. Before tightening harness connector PL1, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 9. Refer to manufacturer's procedure for checking operation of ignition relay.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 15. Refer to manufacturer's procedure for replacing ignition relay.
- Step 16. Refer to manufacturer's procedure for diagnosing and replacing harness or relay.

		Connector	Resistance (5)		
Component	No.	Contacts	Limits	Nominal	
Ignition Relay	PL1	<u>п</u> & <u>р</u>	<u> 190 - 430</u>	<u>310</u>	
*At <u>25°C</u>					

FAULT CODE - NONE BLEED BAND DOES NOT FUNCTION PROPERLY



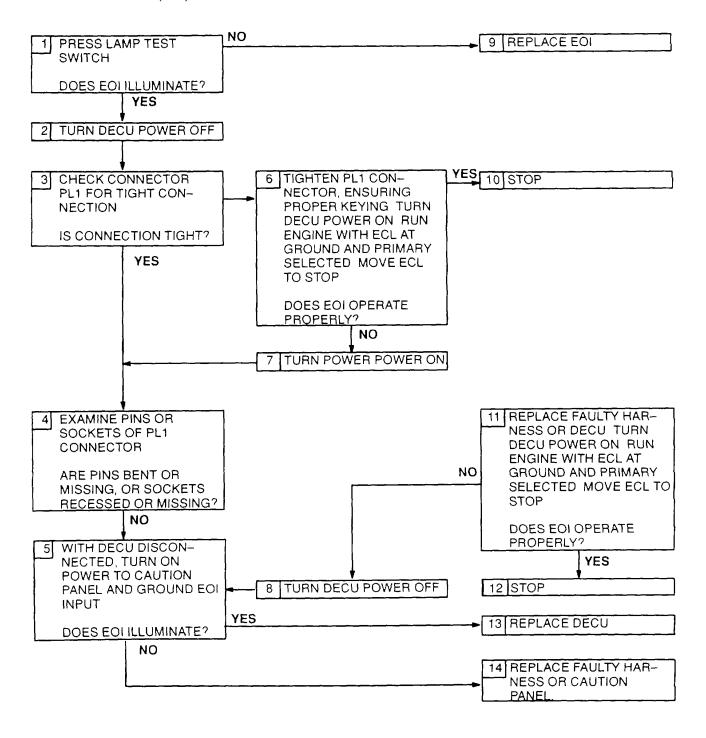
Bleed Band Does Not Function Properly Figure 148

G-62 BLEED BAND DOES NOT FUNCTION PROPERLY EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 148.

Step 4. Refer to manufacturer's procedure for diagnosing engine bleed band.

FAULT CODE - NONE ENGINE OUT INDICATOR (EOI) DOES NOT ILLUMINATE DURING NORMAL SHUTDOWN



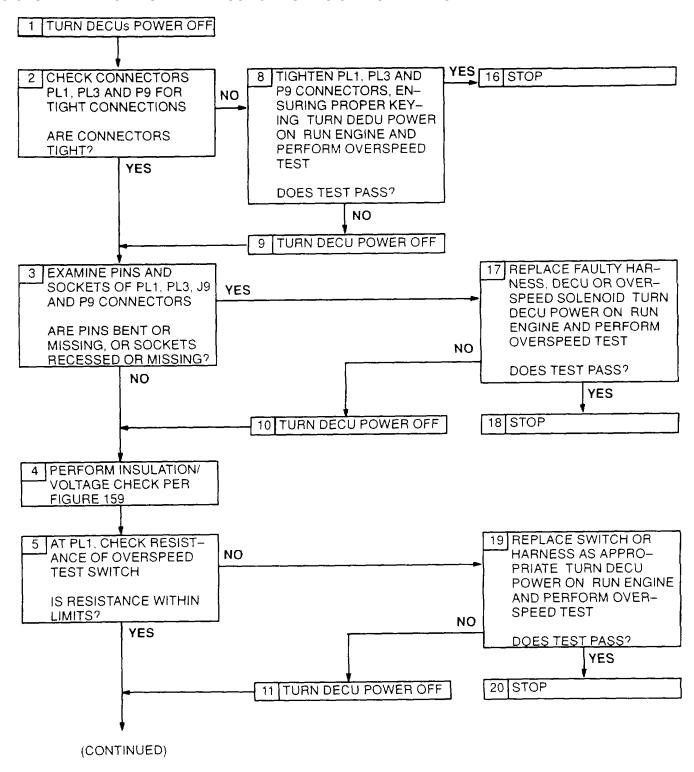
Engine Out Indicator (EOI) Does Not Illuminate During Normal Shutdown Figure 149

G-63 ENGINE OUT INDICATOR (EOI) DOES NOT ILLUMINATE DURING NORMAL SHUTDOWN EXPANDED INSTRUCTIONS.

Refer to numbered steps in figure 149.

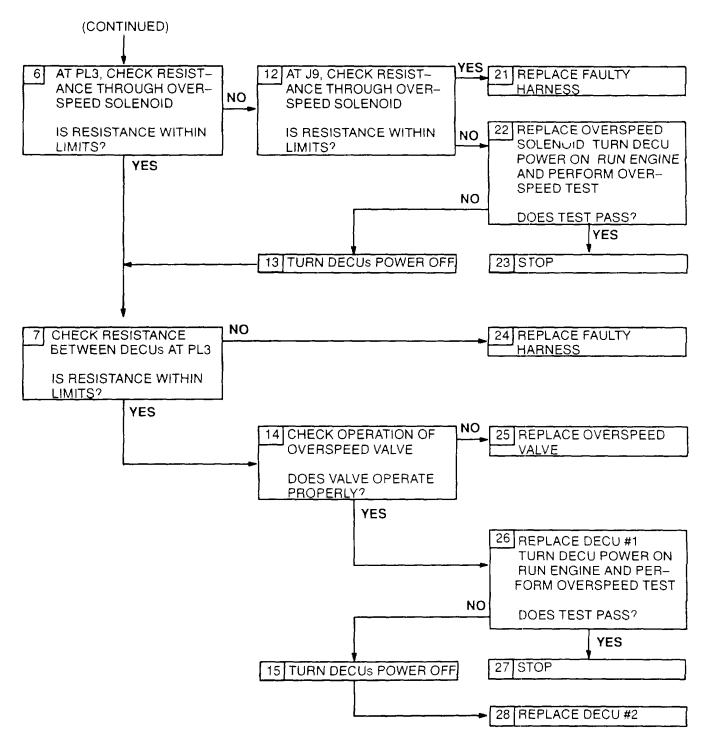
- Step 3. Check harness connector PL1 (figure 201) at each DECU for tight connections.
- Step 4. Disconnector connector PL1 to check pins and sockets.
- Step 5. With PL1 and PL3 disconnected, turn on power to caution panel. Short harness PL1 connector socket DD (figure 202) to airframe ground. EOI should illuminate when DD is grounded.
- Step 6. Before tightening harness connector PL1, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 9. Refer to manufacturer's procedure for diagnosing and replacing of EOI.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 14 Refer to manufacturer's procedure for diagnosing and replacing harness or caution panel.

FAULT CODE - NONE NO OBSERVED ENGINE SPEED REDUCTION DURING OVERSPEED TEST



No Observed Engine Speed Reduction During Overspeed Test (Sheet 1 of 2) Figure 150

FAULT CODE - NONE NO OBSERVED ENGINE SPEED REDUCTION DURING OVERSPEED TEST



No Observed Engine Speed Reduction During Overspeed Test (Sheet 2 of 2) Figure 150

G-64 NO OBSERVED ENGINE SPEED REDUCTION DURING OVERSPEED TEST EXPANDED INSTRUCTIONS.

- Step 2. Check harness connectors PL1 AND PL3 (figure 201) at DECU, and P9 at overspeed solenoid for tight connection.
- Step 3. Disconnect connectors PL1, PL3 and P9 to check pins and sockets.
- Step 5. With PL1 disconnected and overspeed test not selected, check resistance of overspeed switch at harness PL1 connector sockets A and B (figure 202). Limit is $\pm 350 \text{K}\Omega$. With overspeed test selected. check resistance again. Limit is $\pm 50\Omega$.
- Step 6. With PL3 disconnected, check resistance of overspeed solenoid at harness PL3 connector sockets P and R (figure 202). Limit is 15.0 55.00.
- Step 7. With PL3 disconnected at both DECUs, check the resistance between the DECUs at the following harness PL3 sockets:

DECU #1	DECU #2
	.,
<u>g</u>	<u>Y</u>
<u>Y</u>	<u>g</u>

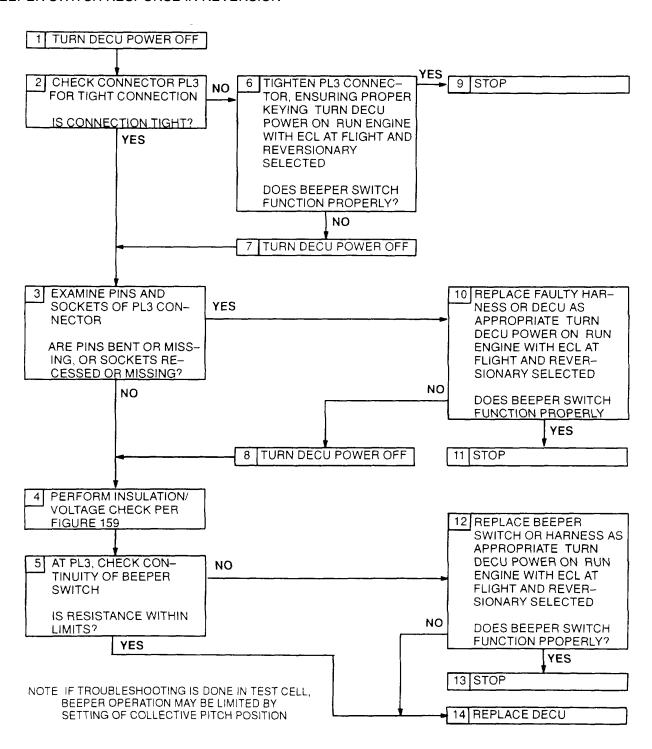
Limit in each case is $<1\Omega$.

- Step 8. Before tightening harness connectors PL1, PL3 and P9, be sure that keyways in harness connectors are aligned with keyways in component connectors.
- Step 12. With P9 disconnected, check resistance of overspeed solenoid at solenoid J9 connector pins A and B. Limit is 15.0 55.00.
- Step 14. Refer to manufacturer's procedure for checking overspeed valve operation.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing harness or overspeed solenoid.
- Step 19. Refer to manufacturer's procedure for diagnosing and replacing harness or switch.
- Step 21. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 22. Refer to manufacturer's procedure for diagnosing and replacing overspeed solenoid.
- Step 24. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 25. Refer to manufacturer's procedure for diagnosing and replacing overspeed valve.

G-64 NO OBSERVED ENGINE SPEED REDUCTION DURING OVERSPEED TEST EXPANDED INSTRUCTIONS.(CONTINUED)

		Conne			
	DEC	CU #1		DECU #2	
Component	No.	Contacts	No.	Contacts	Resistance Limits (Ω)
Overspeed Test Switch					
Test Not Selected	PL1	A & B			> <u>150K</u>
Test Selected		A&B			< <u>50</u>
Overspeed Solenoid	PL3	P&R			<u> 15.0 - 55.5</u>
	J9	A&B			<u> 15.0 - 55.0</u>
Harness	PL3	g	PL3	<u>Y</u>	< <u>1</u>
	PL3	У	PL3	g	< <u>1</u>

FAULT CODE - NONE NO BEEPER SWITCH RESPONSE IN REVERSION



Beeper Switch Does Not Function in Reversion Figure 151

G-65 NO BEEPER SWITCH RESPONSE IN REVERSION EXPANDED INSTRUCTIONS

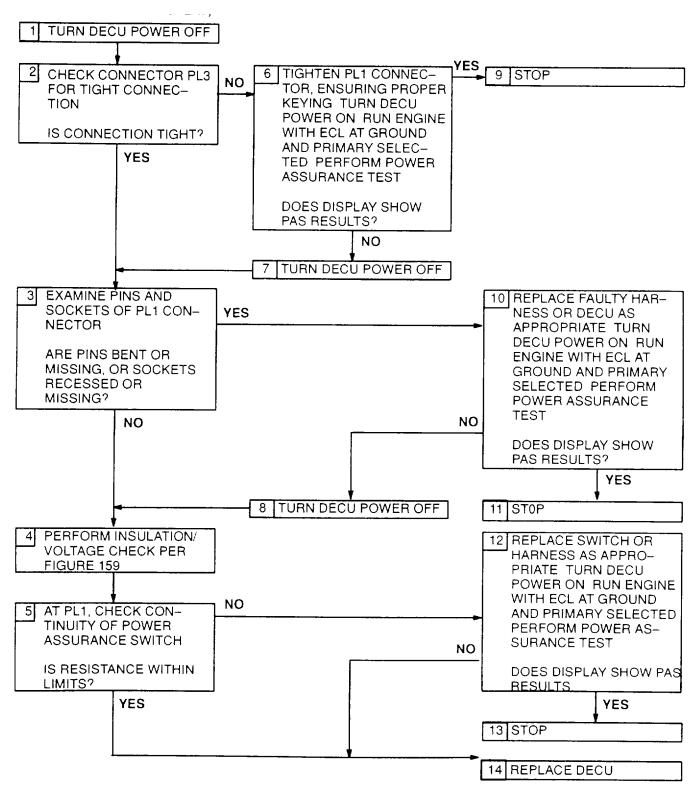
Refer to numbered steps in figure 151.

- Step 2. Check harness connector PL3 (figure 201) at each DECU for tight connection.
- Step 3. Disconnect connector PL3 to check pins and sokets.
- Step 5. With PL3 disconnected and beeper switch in increase position, check resistance of beeper switch at harness PL3 connector sockets JJ and KK (figure 202). Limit is <5@. Check resistance at sockets w and KK. Limit is >150KΩ. With beeper switch in decrease position, check resistance at sockets JJ and KK. Limit is >150KΩ. Check resistance at sockets w and KK. Limit is <5@. With beeper switch in neutral position, check resistance at sockets JJ and KK, and w and KK. In each case limit is >150kΩ.
- Step 6. Before tightening harness connector PL3,be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 10. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness or switch.

RESISTANCE-CHECK SUMMARY

	Connector		Resis	stance (Q)
Component	No.	Contacts	Limits	Nominal *
Beeper Switch Increase Position	PL3	JJ & KK <u>w</u> & KK	< <u>50</u> > <u>150K</u>	<u>1</u> ∞
Beeper Switch	PL3	JJ & KK	> <u>150K</u>	∞
Decrease Position		<u>w</u> & KK	< <u>50</u>	<u>1</u>
Beeper Switch	PL3	JJ & KK	> <u>150K</u>	∞
Neutral Position *At 25°C		<u>w</u> & KK	> <u>150K</u>	

FAULT CODE - NONE UNABLE TO PERFORM POWER ASSURANCE TEST (RESULTS NOT INDICATED ON HEX DISPLAY)



Unable to Perform Power Assurance Test (Results Not Indicated On Hex Display) Figure 152

G-66 UNABLE TO PERFORM POWER ASSURANCE TEST (RESULTS NOT INDICATED ON HEX DISPLAY) EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 152.

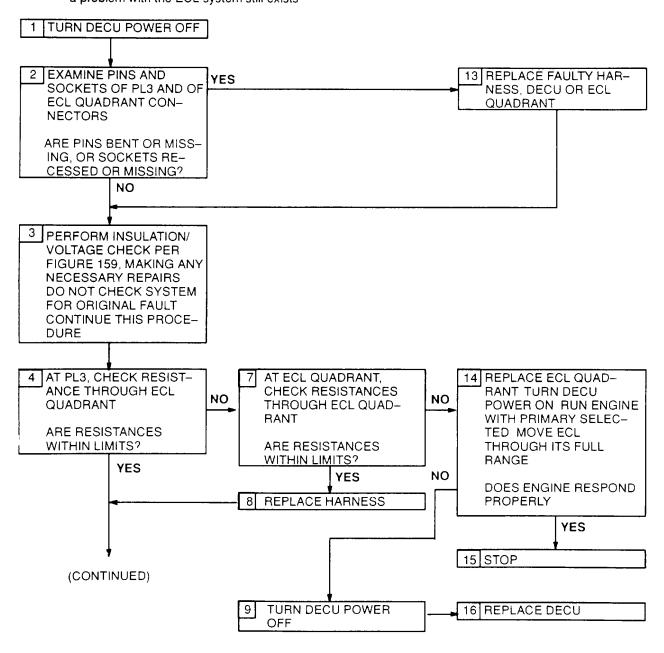
- Step 2. Check harness connector PL1 (figure 201) at DECU for tight connection.
- Step 3. Disconnect connector PL1 to check pins and sockets.
- Step 5. With PL1 disconnected, and power assurance switch in PAS not selected position, check resistance of power assurance switch at harness PL1 connector sockets HH andw (figure 202). Limit is >150KΩ. With switch in PAS selected position, check resistance again. Limit is< 50Ω.
- Step 6. Before tightening harness connector PL1, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 10. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness or switch.

RESISTANCE-CHECK SUMMARY

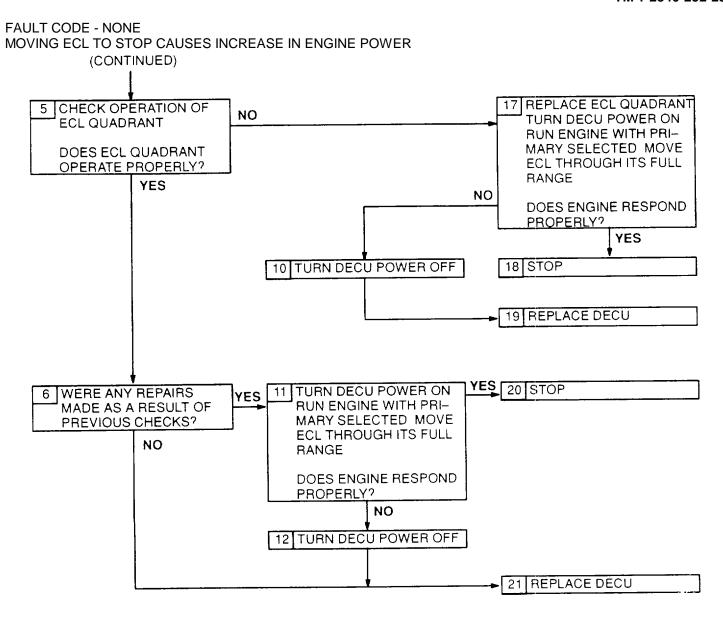
	Connector		Resistance (Q)	
Component	No.	Contacts	Limits	Nominal *
Power Assurance Switch Test Not Selected	PL1	HH & <u>w</u>	<u>> 150K</u>	∞
Test Selected *At 25°C	PL1	HH & <u>w</u>	< <u>50</u>	<u>1</u>

FAULT CODE - NONE MOVING ECL TO STOP CAUSES INCREASE IN ENGINE POWER

NOTE The engine shall not be run following any repairs until all electrical checks have been completed. The pilot may experience loss of control on an unexpected event if a problem with the ECL system still exists.



Moving ECL to Stop Causes Increase in Engine Power (Sheet 1 of 2) Figure 153



Moving ECL to Stop Causes Increase in Engine Power (Sheet 2 of 2) Figure 153

G-67 MOVING ECL TO STOP CAUSES INCREASE IN ENGINE POWER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 153.

- Step 2. Disconnect PL3 and ECL quadrant connectors to check pins and sockets.
- Step 3. Follow instructions as required in figure 159, except do not check system for original fault after any repairs are made. After all checks from figure 159 are completed, go to step 4 of this procedure.
- Step 4. Set ECL to STOP. With PL3 disconnected, check resistance of ECL quadrant (excitation) at harness PL3 connector sockets h and j (figure 202). Limit is 35 42\(\Omega\). Check resistance of ECL quadrant (signal) at sockets EE and DD. Limit is 90 102 \(\Omega\). Monitor resistance of ECL quadrant (interlock discrete) at sockets f and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are defined in table below. Monitor resistance of ECL quadrant (gain discrete) at sockets MM and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (NOTE: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Step 5. Refer to manufacturer's procedure for checking operation of ECL quadrant.
- Step 7. Set ECL to STOP. With ECL quadrant connector disconnected, check resistance of ECL quadrant (excitation) at quadrant pins 1 and 2. Limit is 35 40\omega. Check resistance of ECL quadrant (signal) at quadrant pins 3 and 4. Limit is 90 100\omega. Monitor resistance of ECL quadrant (interlock discrete) at pins 11 and 12 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. Monitor resistance of ECL quadrant (gain discrete) at pins 5 and 11 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (NOTE: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Step 8. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or ECL quadrant.
- Step 14. Refer to manufacturer's procedure replacing ECL quadrant.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing ECL quadrant.

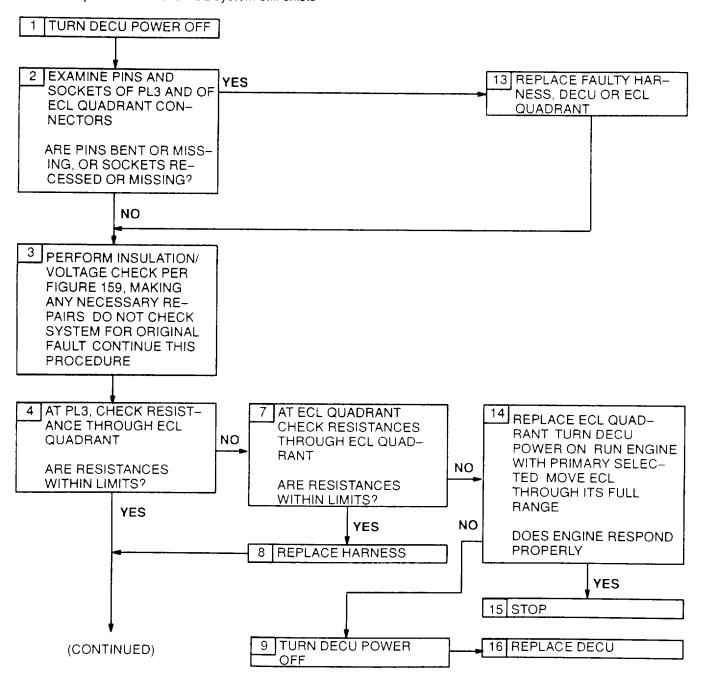
G-67 MOVING ECL TO STOP CAUSES INCREASE IN ENGINE POWER EXPANDED INSTRUCTIONS(CONTINUED)

RESISTANCE-CHECK SUMMARY

	Connec	tor	Resi	stance (Ω)
Component	No.	Contacts	Limits	Nominal
ECL Quadrant - Excitation	PL3 ECL Quadrant	<u>h</u> & <u>i</u> 1 & 2	<u>35 - 42</u> <u>35 - 40</u>	
ECL Quadrant- Signal	PL3	EE & DD	<u>90 - 102</u>	
FOI Overducet Interlegis Discustor	ECL Quadrant	3 & 4	<u>90 - 100</u>	
ECL Quadrant - Interlock Discrete:				
ECL at STOP	PL3	<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL between STOP and GROUND		<u>f</u> & <u>LL</u>	< <u>50</u>	<u>1</u>
ECL at GROUND		<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		<u>f</u> & <u>LL</u>	< 50	<u>1</u>
ECL at FLIGHT		<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL Quadrant - Interlock Discrete:				
ECL at STOP	ECL Quadrant	12 & 11	> <u>150K</u>	∞
ECL between STOP and GROUND		12 & 11	< 50	
ECL at GROUND		12 & 11	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		12 & ii	< <u>50</u>	<u>1</u>
ECL at FLIGHT		12 & 11	> <u>150K</u>	∞
ECL Quadrant - Gain Discrete				
ECL at STOP ECL between STOP and GROUND ECL between GROUND and FLIGHT	PL3	MM & LL MM & LL MM &'LL	< <u>50</u> < <u>50</u> > <u>150K</u>	1 1 ∞
ECL at FLIGHT		MM & LL	> <u>150K</u>	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	ECL Quadrant	5 & 11	< <u>50</u>	<u>1</u>
ECL between STOP and GROUND		5 & 11	< <u>50</u>	<u>1</u>
ECL between GROUND and FLIGHT		5 & 11	> <u>150K</u>	∞
ECL at FLIGHT		5 & 11	> <u>150K</u>	∞
*At <u>25°C</u>				

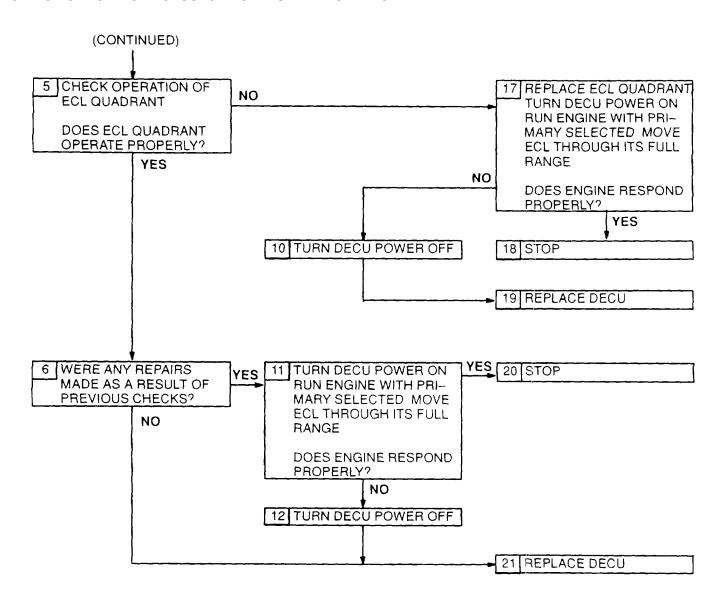
FAULT CODE - NONE MOVING ECL TO FLIGHT CAUSES DECREASE IN ENGINE POWER

NOTE The engine shall not be run following any repairs until all electrical checks have been completed. The pilot may experience loss of control on an unexpected event if a problem with the ECL system still exists.



Moving ECL to Flight Causes Decrease in Engine Power (Sheet 1 of 2) Figure 154

FAULT CODE - NONE MOVING ECL TO FLIGHT CAUSES DECREASE IN ENGINE POWER



Moving ECL to Flight Causes Decrease in Engine Power (Sheet 2 of 2) Figure 154

G-68 MOVING ECL TO FLIGHT CAUSES DECREASE IN ENGINE POWER EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 154.

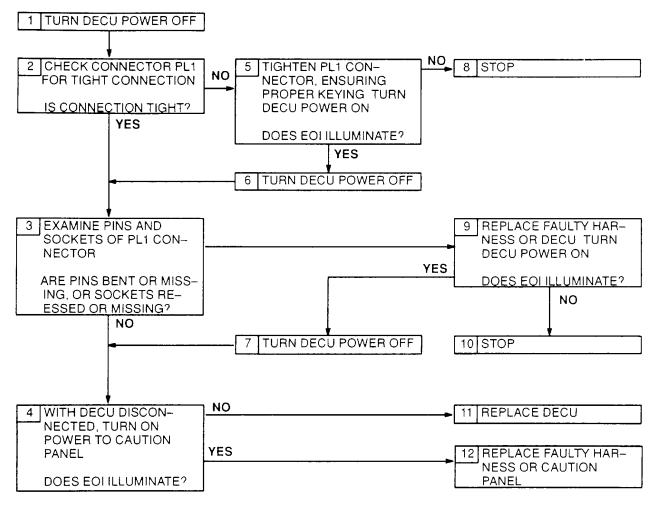
- Step 2. Disconnect PL3 and ECL quadrant connectors to check pins and sockets.
- Step 3. Follow instructions as required in figure 159, except do not check system for original fault after any repairs are made. After all checks from figure 159 are completed, go to step 4 of this procedure.
- Set ECL to STOP. With PL3 disconnected, check resistance of ECL quadrant (excitation) at harness PL3 connector sockets h and i (figure 202). Limit is 35 42Ω Check resistance of ECL quadrant (signal) at sockets EE and DD. Limit is 90 1022 Monitor resistance of ECL quadrant (interlock discrete) at sockets f and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are defined in table below. Monitor resistance of ECL quadrant (gain discrete) at sockets MM and LL while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Step 5. Refer to manufacturer's procedure for checking operation of ECL quadrant.
- Set ECL to STOP. With ECL quadrant connector disconnected, check resistance of ECL quadrant (excitation) at quadrant pins 1 and 2. Limit is 35-40Ω. Check resistance of ECL quadrant (signal) at quadrant pins 3 and 4. Limit is 90-100Ω. Monitor resistance of ECL quadrant (interlock discrete) at pins 11 and 12 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. Monitor resistance of ECL quadrant (gain discrete) at pins 5 and 11 while moving ECL from STOP to GROUND to FLIGHT. Limits are as defined in table below. (Note: Gain discrete resistance is not checked at GROUND because switch can be open or closed at that point.)
- Step 8. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or ECL quadrant.
- Step 14. Refer to manufacturer's procedure replacing ECL quadrant.
- Step 17. Refer to manufacturer's procedure for diagnosing and replacing ECL quadrant.

G-68 MOVING ECL TO FLIGHT CAUSES DECREASE IN ENGINE POWER EXPANDED INSTRUCTIONS(CONTINUED)

RESISTANCE-CHECK SUMMARY

	Connec	ctor	Resistai	nce (Ω)
Component	No	Contacts	Limits	Nominal *
ECL Quadrant – Excitation	PL3	<u>h</u> & <u>ı</u>	<u> 35 42</u>	-
	ECL Quadrant	1 & 2	<u> 35 40</u>	
ECL Quadrant - Signal	PL3	EE & DD	90 – 102	
	ECL Quadrant	3 & 4	90 – 100	
ECL Quadrant – Interlock Discrete				l
ECL at STOP	PL3	<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL between STOP and GROUND		<u>f</u> & <u>LL</u>	< <u>50</u>	1
ECL at GROUND		<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		<u>f</u> & <u>LL</u>	< <u>50</u>	1
ECL at FLIGHT		<u>f</u> & <u>LL</u>	> <u>150K</u>	∞
ECL Quadrant - Interlock Discrete			'	
ECL at STOP	ECL Quadrant	12 & 11	> <u>150K</u>	∞
ECL between STOP and GROUND		12 & 11	< <u>50</u>	<u>1</u>
ECL at GROUND		12 & 11	> <u>150K</u>	∞
ECL between GROUND and FLIGHT		12 & 11	< 50	1
ECL at FLIGHT		12 & 11	> <u>150K</u>	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	PL3	MM & LL	< <u>50</u>	<u>1</u>
ECL between STOP and GROUND		MM & LL	< <u>50</u>	1
ECL between GROUND and FLIGHT		MM & LL	> <u>150K</u>	∞
ECL at FLIGHT		MM & LL	> <u>150K</u>	∞
ECL Quadrant - Gain Discrete				
ECL at STOP	ECL Quadrant	5 & 11	< <u>50</u>	1
ECL between STOP and GROUND		5 & 11	< <u>50</u>	1
ECL between GROUND and FLIGHT		5 & 11	> <u>150K</u>	∞
ECL at FLIGHT		5 & 11	> <u>150K</u>	8
*At 25°C				

FAULT CODE – NONE ENGINE OUT INDICATOR (EOI) IS ALWAYS ILLUMINATED

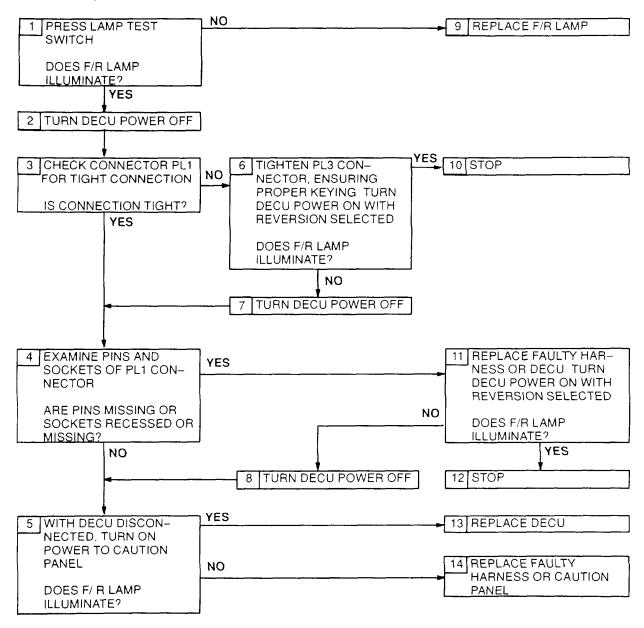


G-69 ENGINE OUT INDICATOR (EOI) IS ALWAYS ILLUMINATED EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 155.

- Step 2. Check harness connector PL1 (figure 201) at DECU for tight connection.
- Step 3. Disconnect connector PL1 to check pins and sockets.
- Step 4. With PL1 and PL3 disconnected, turn on power to caution panel.
- Step 5. Before tightening harness connector PL1, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 9. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 12. Refer to manufacturer's procedure for diagnosing and replacing harness or caution panel.

FAULT CODE – NONE F/R LAMP DOES NOT ILLUMINATE WHEN REVERSION IS SELECTED



F/R Lamp Does Not Illuminate When Reversion Is Selected Figure 156

G-70 F/R LAMP DOES NOT ILLUMINATE WHEN REVERSION IS SELECTED EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 156.

- Step 3. Check harness connector PL3 (figure 201) at DECU for tight connection.
- Step 4. Disconnect connector PL3 to check pins and sockets.
- Step 5. With PL1 and PL3 disconnected, turn on power to caution panel.
- Step 6. Before tightening harness connector PL3, be sure that keyway in harness connector is aligned with keyway in DECU connector.
- Step 9. Refer to manufacturer's procedure for diagnosing and replacing F/R lamp.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 14. Refer to manufacturer's procedure for diagnosing and replacing harness or caution panel.

FAULT CODE - NONE F/R LAMP IS ILLUMINATED WHEN PRIMARY IS SELECTED 1 SET ECL TO GROUND 9 FOLLOW PROCEDURE YES FOR DISPLAYED FAULTS ARE ANY FAULTS DIS-PLAYED ON HEX DISPLAY? NO 2 TURN DECU POWER OFF 3 CHECK CONNECTOR PL3 6 TIGHTEN PL3 CON-10 STOP NO FOR TIGHT CONNECTION NECTOR, ENSURING PROPER KEYING TURN IS CONNECTION TIGHT? DECU POWER ON WITH PRIMARY SELECTED YES DOES F/R LAMP ILLUMINATE? YES TURN DECU POWER OFF 4 EXAMINE PINS AND 11 REPLACE FAULTY HAR-SOCKETS OF PL3 CON-YES NESS OR DECU TURN **NECTOR** DECU POWER ON WITH PRIMARY SELECTED ARE PINS BENT OR MISS-YES ING, OR SOCKETS RE-DOES F/R LAMP CESSED OR MISSING? ILLUMINATE? NO NO 8 TURN DECU POWER OFF 12 STOP NO 5 WITH DECU DISCON-13 REPLACE DECU NECTED, TURN ON POWER TO CAUTION PANEL AND GROUND F/R 14 REPLACE HARNESS OR YES LAMP INPUT CAUTION PANEL DOES F/R LAMP

F/R Lamp is Illuminated When Primary Is Selected Figure 157

ILLUMINATE?

G-71 F/R LAMP IS ILLUMINATED WHEN PRIMARY IS SELECTED EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 157.

- Step 3. Check harness connector PL3 (figure 201) at DECU for tight connection.
- Step 4. Disconnect connector PL3 to check pins and sockets.
- Step 5. With PL1 and PL3 disconnected, turn on power to caution panel. Short harness PL3 connector socket k to airframe ground. F/R lamp should not illuminate when k is grounded.
- Step 6. Before tightening harness connector PL3, be sure that keyway in harness connector is aligned with keyway in component connector.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness.
- Step 14. Refer to manufacturer's procedure for diagnosing and replacing harness or caution panel.

FAULT CODE - UNDEFINED FAULT CODES NOT DEFINED IN TABLE 1

		YES		
$\sqrt{1}$	CYCLE DECU POWER.	163	2	STOP
	SET ECL TO GROUND WITH PRIMARY SELECTED			
		NO	3	TURN DECU POWER OFF
			RI	EPLACE DECU.
	IS FAULT CLEAR?			

Fault Codes Not Defined in Table 1 Figure 158

G-72 FAULT CODES NOT DEFINED IN TABLE 1 EXPANDED INSTRUCTIONS

Refer to figure 158.

- Step 1. Cycle DECU power to verify fault code.
- Step 3. An internal DECU fault exists. No further troubleshooting is necessary.

INSULATION/VOLTAGE CHECK 1 CHECK RESISTANCE BE-9 REPLACE FAULTY NO TWEEN DECU CASE AND GROUND STRAP CHECK AIRFRAME GROUND SYSTEM FOR ORIGINAL **FAULT** NO IS RESISTANCE WITHIN LIMITS? IS FAULT CLEAR? YES YES 5 TURN DECU POWER OFF 10 STOP 2 AT PL1 AND PL3, CHECK 11 REPLACE FAULTY HAR-NO RESISTANCE BETWEEN NESS OR COMPONENT EACH PIN (EXCEPT +28V CHECK SYSTEM FOR SUPPLY PINS) AND AIR-ORIGINAL FAULT NO FRAME GROUND IS FAULT CLEAR? ARE RESISTANCES YES WITHIN LIMITS? YES 6 TURN DECU POWER OFF 12 STOP 3 AT PL1 AND PL3, CHECK 13 REPLACE FAULTY HAR-NO RESISTANCES BETWEEN NESS OR COMPONENT SIGNAL PINS AND INNER CHECK SYSTEM FOR SHIELD PINS ORIGINAL FAULT NO ARE RESISTANCES IS FAULT CLEAR? WITHIN LIMITS? YES YES TURN DECU POWER OFF 14 STOP 4 AT PL1 AND PL3, CHECK 15 REPLACE FAULTY HAR-NO **VOLTAGES OF AIRFRAME** NESS OR SUPPLY CHECK AND EMERGENCY SUP-SYSTEM FOR ORIGINAL **PLIES FAULT** NO ARE VOLTAGES WITHIN IS FAULT CLEAR? LIMITS? YES YES 8 TURN DECU POWER OFF 16 STOP FOLLOW FAULT ISOLA-TION PROCEDURE FOR

Insulation/Voltage Check Figure 159

FAULT?

G-73 INSULATION/VOLTAGE CHECK EXPANDED INSTRUCTIONS

Refer to numbered steps in figure 159.

- Step 1. Check the resistance between the DECU case at the ground strap and airframe ground using a 4-wire configuration. Limit is $< 50\Omega$.
- Step 2.. With PL1 and PL3 (figure 201) disconnected, check the resistance between each harness PL1 and PL3 connector socket (except PL1 -Y, PL1-t and PL3-N) and airframe ground. For PL1 sockets Z and \underline{u} (figure 202), and PL3 sockets R and m, limit is $< 2\Omega$. For PL3 sockets v and GG, limit is $> 1000\Omega$. For all others, limit is $> 1M\Omega$.
- Step 3. With PL1 and PL3 disconnected, check the resistance between the pin pairs listed in the table below at harness PL1 and PL3 connector sockets. Limit in each case is >1 M Ω
- Step 4. With PL1 and PL3 disconnected. turn on airframe supply and emergency supply. Check voltage of the airframe supply at harness PL1 connector sockets Y and Z, and t and <u>u</u>. Limit is <u>16-30V</u>. Check voltage of the emergency supply at harness PL3 connector sockets N and <u>m</u>. Limit is 16-30V.
- Step 9. Refer to manufacturer's procedure for diagnosing and replacing ground strap. See instructions for fault check defined by original procedure being followed.
- Step 11. Refer to manufacturer's procedure for diagnosing and replacing harness or component. See instructions for fault check defined by original procedure being followed.
- Step 13. Refer to manufacturer's procedure for diagnosing and replacing harness or component. See instructions for fault check defined by original procedure being followed.
- Step 15. Refer to manufacturer's procedure for diagnosing and replacing harness or component. See instructions for fault check defined by original procedure being followed.

RESISTANCE-CHECK SUMMARY - STEP 1

Connection	Measurement Locations	Resistance Limits (mΩ)
Ground Strap	DECU case and airframe ground	< <u>50</u>

G-52 INSULATION/VOLTAGE CHECK EXPANDED INSTRUCTIONS(CONTINUED)

RESISTANCE-CHECK SUMMARY - STEP 2

		Connector	Resistance	
Signal	No	Contact to Airframe Ground	Limits (Ω)	
OV A/F	PL1	Z	< <u>2</u>	
		<u>u</u>	< <u>2</u>	
OV EM	PL3	<u>m</u>	< <u>2</u>	
O/S - OUT	PL3	R	< <u>2</u>	
T4 5 Sensor	PL3	Ā	> 1000	
		GG	> 1000	
All others	PL1, PL3	All others*	> <u>1M</u>	

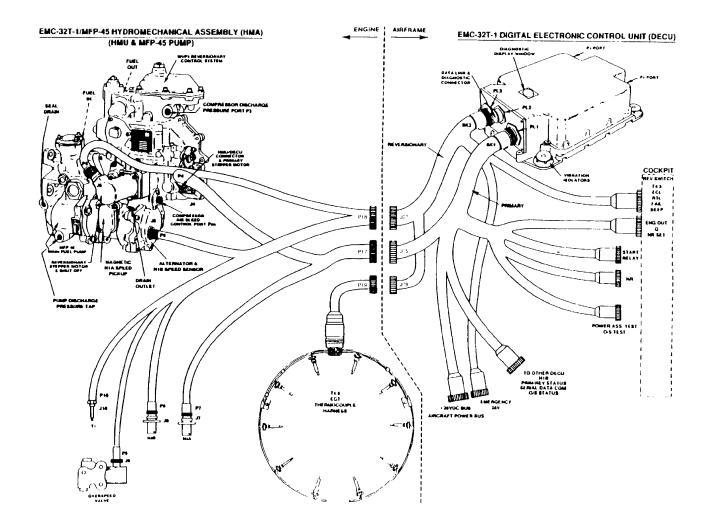
RESISTANCE-CHECK SUMMARY - STEP 3

		Connector	Resistance
Component	No	Contacts	Limits (Ω)
T4 5 Gauge	PL3	Z & <u>a</u>	> <u>1M</u>
		Z & <u>u</u>	> <u>1M</u>
RTL Sensor	PL3	<u>n</u> & p	> <u>1M</u>
		<u>n</u> & g	> <u>1M</u>
		<u>n</u> & <u>z</u>	> <u>1M</u>
		<u>n</u> & AA	> <u>1M</u>
ECL Quadrant	PL3	CC & <u>h</u>	> <u>1M</u>
		CC & I	> <u>1M</u>
		CC & DD	> <u>1M</u>
		CC & EE	> <u>1M</u>
T1 Sensor	PL3	FF & r	> <u>1M</u>
		FF & <u>s</u>	> <u>1M</u>
		FF & t	> <u>1M</u>
T4 5 Harness	PL3	HH & <u>∨</u>	> <u>1M</u>
		HH & GG	> <u>1M</u>

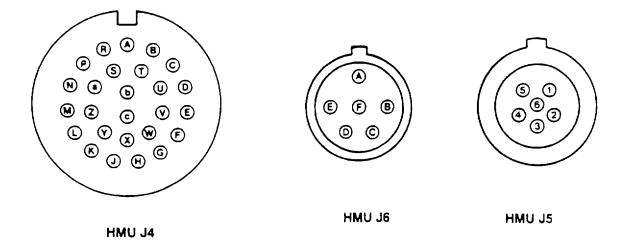
G-52 INSULATION/VOLTAGE CHECK EXPANDED INSTRUCTIONS(CONTINUED)

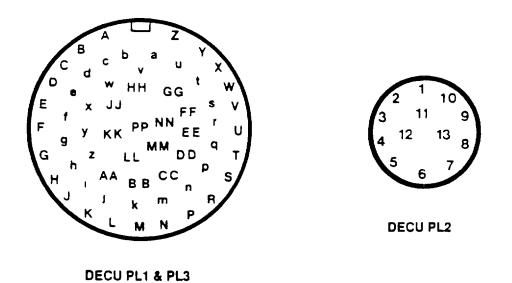
VOLTAGE-CHECK SUMMARY - STEP 3

	Connector		Voltage (V)	
Component	No.	Contacts	Limits	Nominal *
Airframe Power Supply	PL1	Y & Z	<u>16 - 30</u>	<u>28</u>
		<u>t</u> & <u>u</u>	<u> 16 - 30</u>	<u>28</u>
Airframe Emergency Supply *At 25°C	PL3	N & <u>m</u>	<u>16 - 30</u>	<u>28</u>

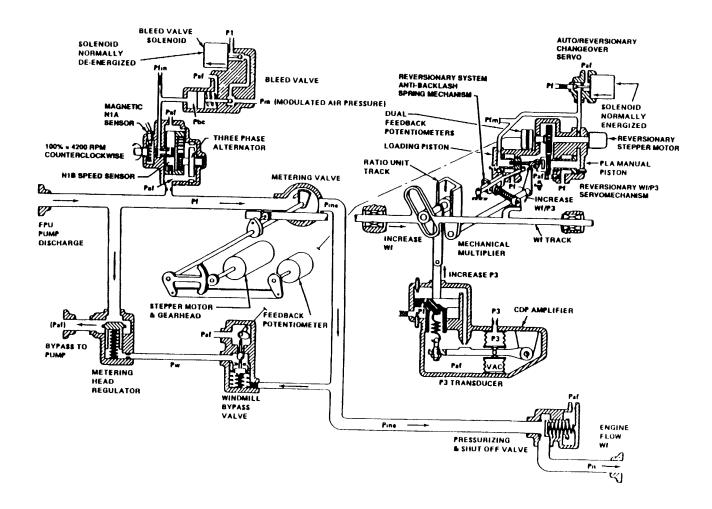


Fuel Control System Harness Connections Figure 201





NOTE These are pin locations for connectors on the HMU and DECU. Note that the socket locations for the harness connectors are the same except that they are reversed to form a mirror image.



HMU Schematic Diagram Figure 203

GLOSSARY

Definition

	<u>Definition</u>
A Abrasion	A roughened surface.
B Bend	Distortion in a part
	To confine and restrict the liberty of a free moving part, material, or component. May cause serious damage if achafing force is being imposed.
Break	
	A large-scale deformation of the original contour of a part, usually due to pressure or impact from a foreign object, structural stresses, excessive localized heating, highpres-
Burn	sure differentials, or to any combination of these. A rapid destructive oxidizing action usually caused by higher temperatures than the material can withstand structural-
Burr	ly. Change in color and appearance often indicates this condition.
Duii	A rough or sharp edge on a hole or corner, usually caused by matching, sometimes by wearing.
С	
Carborundum	The trade name for a manufactured aluminum oxide abrasive similar to natural emery. It is used for grinding wheels and for abrasive papers.
Chafing	A worn or rubbed area caused by friction: refers to the wear produced by parts such as fuel, air, and oil lines rubbing against other parts.
Chipping	
	Progressing in a straight line from one edge to another on a curved surface. Typically, on an airfoil, a direction or measurement from leading to trailing edge.
	A hollow surface curved like the inside of a bowl Any foreign substance such as metal chips, lint, rust, and water that would be harmful to the functioning of a part or system.
Convex	Tending to move toward one point or another A surface shaped like the outside of a sphere or a ball A mass of small pits which cumulatively create a large cavity (usually shallow) in the surface of the parent metal.

Glossary-1

Definition

C (Continued)	
Corrosion Pitting	. Irregular surface depressions having ragged edges due to metal removed caused by corrosive substance adhering to exposed surfaces.
Corrugated	The forming and shaping of sheet metal into wrinkles or folds or into alternating ridges and grooves.
Crack D	
Dent	A completely smooth surface depression caused bypressure or impact from a smooth ball-like foreign object. The parent material is displaced, but usually none is separated.
Desiccant	A drying agent; usually placed in containers along with parts being stored, to absorb moisture and preventcorrosion.
Diagnostic Equipment	Test equipment used to determine what the defective part is.
Distortion	Twisting or bending out of a normal, natural or original shape, usually caused from being exposed to excessive pressure or temperature either when restrained orunrestrained.
F Fatigue	. The progressive weakening of a material under repeated cycles of stress.
Foreign Material	. See Contamination.
Foreign Object	. Any object such as a tool, piece of equipment, engine part (nut, bolt, lockwire) that could in any way damage the engine.
Fraying	. Wearing or rubbing of areas, generally used in reference to damage on wire-braid covering (of Teflon hose) or on ther-
Fretting	mocouple harness. Discoloration or damage caused by rubbing, chafing, or wearing away of original surface material resulting from movement of contacting surfaces. Can cause grooving in severe cases.
G	
Gouge	A wide rough scratch or group of scratches, usually, with one or more sharply impressed corners, and frequently accompanied by deformation or removal of parent metal.

Glossary-2

Definition

G (Continued)	
Grooving	. Wearing away of material, caused by movement of contacting surfaces, in such a manner as to cause a long, thin, sharp depression in the surface. Can cause steps in severe cases
H Heat Discoloration	. Characterized by a discoloring film. Color varies from light straw, tan, or light brown changing to red purple, purple or blue. Caused by high temperature operation.
Insulation	. A material or device used to prevent passage of heatelectricity, or sound from one medium to another.
K Kinks	Short, tight twists or curls caused by a doubling or winding of a hose or line upon itself. Likely to cause difficulties in the operation.
L Loose	. Abnormal movement of a part.
N Nick	A surface impression with sharp corners or bottom, usually caused by pressure or impact from a sharp-edged foreign body. The parent material is displaced but usually none is separated.
0	
Overhaul	To restore an item to a completely serviceable condition as prescribed by serviceability standards developed and published by the Government.
Overshooting	When the expected N1 or N2 speed is exceededmomentarily and then drops below the expected level.
	When the expected N1 or N2 speed is exceeded. A chemical action in which a metallic element is united with oxygen causing deterioration of the metal or material.

Glossary-3

Definition

Р	
Parent Metal	metal; the term is used particularly in connection with welding, where the parent metal is that being welded rather than that used in welding rod.
Peening	. Surface deformation.
Phenolic	. A thermosetting resin or plastic made especially for molding and insulating, coatings and adhesives.
Pitting	. Very shallow depressions in a surface, usually caused by
	chemical reaction (rusting chemical corrosion).
Popping	. Sharp abrupt noise normally caused by erratic bleed band operation.
Protrusion	. Projection sticking out from the rest of the surrounding ma-
	terial or surface.
Puncture	. A hole that is pierced in a material.
R	
Repair	To restore a defective part, component, subassembly or assembly to a serviceable condition.
Rollover	. A curl usually on the leading edge of a blade, resulting from
	deformation by the peening action of foreign objects.
Rub	. When one component contacts another and is moved in
	relationship to it causing material to be removed from it.
Rust	Oxidation of iron. A red, crusty product which forms on iron
	or steel when it unites with oxygen.
S	
_	. Multiple scratches, usually parallel and resulting from the
300111g	same cause.
Scratch	. A long, narrow sharp-cornered impression caused by the
	movement of a sharp object across the surface of parent
	material.
Serviceable	. Equipment or parts that are in condition which allows them
	to be returned to operational status on an aircraft.
Step	Wearing away of material, caused by movement of contact-
	ing surfaces, in such a manner as to cause sharp edged
Cultura a sanah ku	ridges or depressions. Usually a severe form of grooving.
Subassembly	. A self-contained unit of an assembly that can be removed, replaced, and repaired separately; turbine nozzles and
	combustion liner are typical subassemblies.
	combustion inter are typical subassemblies.

Definition

Т	
Tear	A forcible, somewhat crude pulling or wrenching away of material so that ragged or irregular edges result.
Testing	Testing of equipment to determine that the unit functions properly within specified limits.
Tight-Lipped	Type of crack in which edges have separated enough to allow visibility of inner edges. Usually, in vanes, core will be visible.
Tolerance	The range of variation allowed in maintaining a specified dimension in making part.
Torque	To tighten a nut, bolt, or fitting, using a torque wrench, to a specified torque value expressed as inch-pounds or as foot-pounds.
U	
Undershooting	When the expected N1 or N2 speed is not reached and then creeps up to the expected level.
	When the expected N1 or N2 speed is not reached. A part of a rod (as a head on a bolt) that is upset.
V	
Void	A continuous lack of braze material through a braze joint cross-section caused by improper repair.
W	
Wear	Relatively slow removal of parent material from any cause, frequently not visible to the naked eye.

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By Order of the Secretary of the Army:

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P.S.--IF YOUR OUTFIT WANTS TO KNOW ABOUT YOUR RECOMMENDATION MAKE A CARBON COPY OF THIS AND GIVE IT TO YOUR HEADQUARTERS.

The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch

- 1 decimeter = 10 centimeters = 3.94 inches
- 1 meter = 10 decimeters = 39.37 inches
- 1 dekameter = 10 meters = 32.8 feet
- 1 hectometer = 10 dekameters = 328.08 feet
- 1 kilometer = 10 hectometers = 3,280.8 feet

Weights

- 1 centigram = 10 milligrams = .15 grain
- 1 decigram = 10 centigrams = 1.54 grains
- 1 gram = 10 decigram = .035 ounce
- 1 decagram = 10 grams = .35 ounce acres
- 1 hectogram = 10 decagrams = 3.52 ounces
- 1 kilogram = 10 hectograms = 2.2 pounds
- 1 quintal = 100 kilograms = 220.46 pounds
- 1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

- 1 centiliter = 10 milliters = .34 fl. ounce
- 1 deciliter = 10 centiliters = 3.38 fl. ounces
- 1 liter = 10 deciliters = 33.81 fl. ounces
- 1 dekaliter = 10 liters = 2.64 gallons
- 1 hectoliter = 10 dekaliters = 26.42 gallons
- 1 kiloliter = 10 hectoliters = 264.18 gallons

Square Measure

- 1 sq. centimeter = 100 sq. millimeters = .155 sq. inch
- 1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches
- 1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feet
- 1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet
- 1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47
- 1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

Cubic Measure

- 1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch
- 1 cu. decimeter = 1000 cu. centimeters = 61.02 cu.
- inches
- 1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

Approximate Conversion Factors

To change	То	Multiply by	To change	То	Multiply by
inches	centimeters	2.540	ounce-inches	Newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.609	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	square feet	10.764
square miles	square kilometers	2.590	square meters	square yards	1.196
acres	square hectometers	s .405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29,573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.907	kilograms	pounds	2.205
pound-feet	Newton-meters	1.356	metric tons	short tons	1.102
pound-inches	Newton-meters	.11296			

Temperature (Exact)

°F Fahrenheit 5/9 (after Celsius °C temperature subtracting 32) temperature

PIN: 073439-000