



## ADVISORY LEVEL: General Info

DESCRIPTION: Nose Bowl Removal for inspection

ENGINE TYPE: R2800 & R3600

INSPECTION: Required For 25 Hr Service

The following document describes the procedure for the removal of the nose bowl and inspection of the PSRU:

To remove the nose bowl, undo all 14, M6 Nylok nuts around the perimeter of the nose. (DO NOT remove the prop hub, main nut or cotter pin)

Slowly slide the nose away from the main case. If it will not pull away a slide hammer attached to one or two of the M8 threaded prop drive dowels should help pull the nose away from the snug spigot it bears on. Or a gentle tap on the rear of the hub with a "SOFT" hammer should do it.

Slowly slide the nose completely away from the engine. Hold on to it firmly as once it comes away from the crank centre bushing it will fall so be ready for its weight.

Place the complete unit on a clean bench. Thoroughly inspect the overall appearance and colour of the whole planetary arrangement. There should be no signs of wear or gross discoloration.

Most importantly feel the "freeness" of the three planet gears and ease at which they spin, and also exhibit perceivable end clearance. Note: the presence of thick oil could dampen the movement thus making end float hard to detect at first. A suggestion would be to wash away the oil with a solvent or petrol so end float could be more easily detected.

While the nose is removed it's also an opportune time to inspect the engine's internal ring gear, cam and cam gear train.

To replace the nose, slide the complete arrangement back into position. Make sure the "T" found on the perimeter of the nose case is at the vert top stud position. Gear mesh is not timed so any gear position is ok.