

SHOOT THE WORKS

Ask a pilot to hit the starter.

Have one of your buddies make with the muscle power on the sprayer.



Spray the cleaning solution into the compressor inlet as the engine is turning over with the ignition off. For more even cleaning never use a solid stream.

Inject 2 to 4 quarts of the solution at the rate of 1 quart in 9 to 11 seconds. Disengage the starter if 10 per cent NI speed is reached. You can always repeat the injection cycle until the solution is used up. Course, the solution exits out the combustion case.



RINSE THE COMPRESSOR

When you rinse the compressor use clean water, or distilled water if you have it. When the outside air temperature is below 40 degrees F, rinse with a mixture of 40 per cent methanol and 60 per cent water.

Start the rinse at the same time the starter is engaged, using 1 pint to 1 quart in 5 to 10 seconds. Disengage the starter any time the NI speed goes over 10 per cent and start again.

THAT'S JUST ABOUT ALL THERE IS TO IT!



Remove the line caps and reconnect the control and bleed valve sensing tubes and the air lines to the engine compressor. Tighten the coupling nuts to 80-120 inch-pounds. Reconnect the power lead to the ignition exciter.

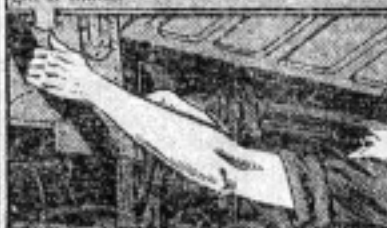
Put a dab of anti-seize compound on the threads of the burner drain valve and insert it, with a new O-ring, into the combustion case. Tighten the valve to 120-140 inch-pounds.

Add a dab of anti-seize compound to the threads on the outer end of the drain valve. Then, secure the clamp to the drain valve. Torque the jam nut to 55-80 inch-pounds. Be sure you safety the valve.



If you're winding up a wash job on a Cayuse engine, use anti-seize compound on the burner drain valve. Add a new O-ring and put the valve into the 45-degree drain port on the combustion case. Tighten the valve to 120-140 inch-pounds.

Put back the cowling, and man, you've got it made.



Ask your favorite throttle jockey to start the engine for the 5-minute drying out period. This should be done within 15 minutes after rinsing. The pilot should operate the engine anti-icing system to purge any solution from the compressor front support. Fact is, any systems that use compressor bleed air should be operated.

YESSIR-E-E-E!! YOU'LL GET THE MOST OUT OF YOUR F-63 IF YOU JUST KEEP THAT ENGINE CLEAN, MAN!



END