



ASH 25 E Maintenance Manual

- Clean any dirt caused by oil, exhaust gases or fuel from power-plant and engine well.
- Renew fuel filter in fuselage (e.g: with Type Pierburg PE 1569; on no account use paper filters!).
- Examine fuel hoses for condition, leaks and abrasions.

2.3.4 Dismantling and Re-Assembling the Power-Plant

The following two Sections describe how to dismantle and re-fit the power-plant. This may become necessary for maintenance, repair or weight reduction or compliance with competition rules. The only component groups left in the fuselage are the fuel system, swivel mounting arms, extending spindle and all cockpit engine controls.

Dismantling the Power Unit

1. Before starting to remove the power-plant, check on the Notes on Engine Preservation and Storage (see Engine Manual).
2. Pull off spark plug connector (1).
3. Unplug connector (5) of the pyrometer ring at the spark plug (only applicable if no ILEC is fitted).
4. Disconnect connection for AC supply and ignition coil at the terminal block (6) (triple plug-and-socket connection). If this connection is still done by three single plug&socket con-



8.4 Inspection after 300 hours of operation:

General overhaul by manufacturer or by a maintenance workshop authorized by the manufacturer and the civil aviation authorities.

8.5 Conservation and storage of engine:

If the engine is stored for prolonged time (2 months and more) or is out of use, preserve and store it as follows:

If the engine is warm, inject approx. 10 c.c. of conservation oil (Shell Ensis, Mobilarma 524, BP Protective Oil or adequate oil) and stop engine by closing the fuelcock. Crank engine through by hand until compression can be felt.

Cover intake openings on carburetors and exhaust tube on muffler. Drain fuel system.

8.6 Table of screw torques:

Spark plug:	28 Nm (240 in.lb.)
Cylinder head nuts:	20 Nm (175 in.lb.)
Magneto flywheel:	90 Nm (800 in.lb.)
Propeller hub M12x1,5 LH:	120 Nm (530 in.lb.) left hand
Crankcase nuts	M10:40 Nm (355 in.lb.)
and screws:	M 8:22 Nm (195 in.lb.)
	M 6:10 Nm (90 in.lb.)
Drive gear on PTO	60 Nm (530 in.lb.)
crankshaft:	