

**THE JUNIPER  
CFM56-3 LONG ENGINE  
WASH PROBES**  
JMP/CFM56/D/6987

*(Supplied as set of two)*

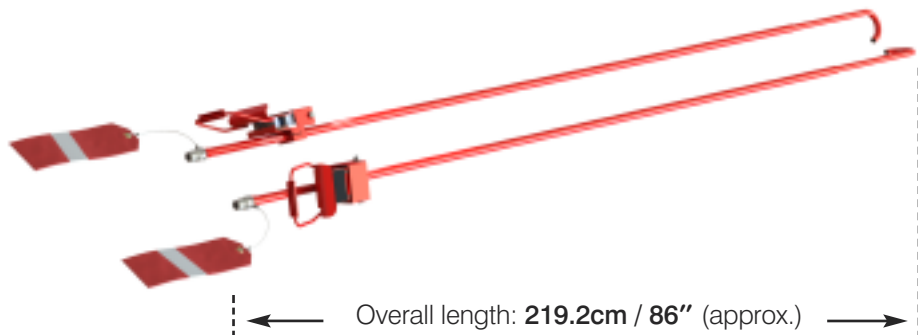
**Fitment Guide**



**AIRCRAFT SERVICE EQUIPMENT**



## The CFM56-3 long engine wash probes **JMP/CFM56/D/6987**



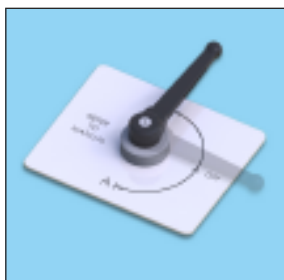
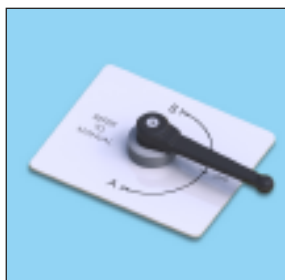
## Juniper's high capacity compressor washing rigs



**The 2x25 gallon rig**  
(JMP/CFM56/D/4777/C200)  
NSN 1730-99-668-7936

**The 2x50 gallon rig**  
(JMP/LUFT/D/4972/C500)

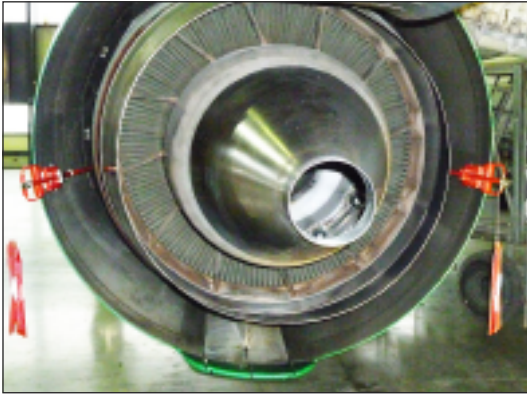
## Delivery hose selection



When using CFM56-3 engine wash probes, turn the three way selector to position 'B' this ensures selection of the ½" bore delivery hose.

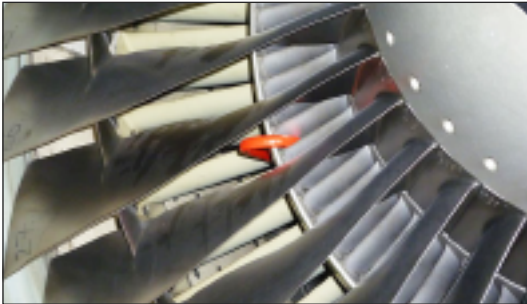
**Please refer to the relevant AMM for correct flow rate information.**

## STEP 1: Locating the probe



Each probe is to be inserted and fitted on the engine at approximately the **3.00 & 9.00 o'clock** positions so that the probe 'j' hook fits over the booster/fan splitter.

**Note: Ensure the engine fan is held securely during fitting of the engine 'J' hook probes.**



## STEP 2: Probe fitment with thrust reverser doors open



Each probe has a single spring loaded clamp which is tensioned against the edge of the engine translating sleeve.

For first time fitment to the engine, loosen the tube clamp via the four allen key bolts and dummy fit the probe to the engine. Once the hook is positioned, visually line up the back edge of the clamp with the edge of the translating sleeve (without hooking it over) and carefully slide the clamp forward a further 5mm (approx.) along the probe tube.

Re-tighten the allen key bolts.

Then, using the handle, pull the clamp towards you and hook it gently over the translating sleeve edge until it rests securely against the rubber lining. You should feel the clamp springs tensioning as you hook it over.

**Note:** If you are unable to pull the clamp far enough to hook over the sleeve, then the clamp has been positioned too far forward, and if you feel no tensioning of the clamp springs as you hook it over, then the clamp has not been moved forward far enough. In both cases, loosen off the allen key bolts and re-position the clamp before re-tightening and trying again.

Once the clamps have been positioned correctly they should not require re-adjusting.

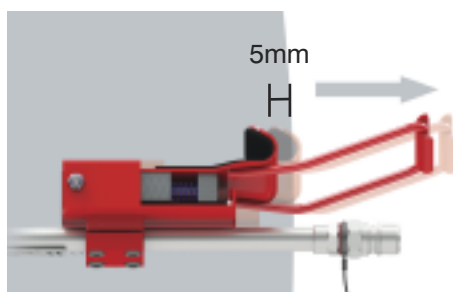
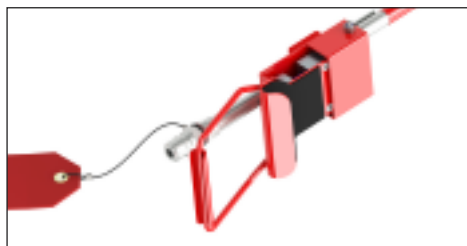
To remove the clamp simply pull the handle towards you and unhook it from the translating sleeve.

Connect the twin hose assembly (provided with all compressor wash rigs) to both of the engine probes, making sure that the probes are

attached securely to the engine with the hoses attached, then connect delivery hose from the wash rig to the twin hose assembly.

**Probe installation is now complete.**

Please refer to the relevant AMM for flow rate information.



*Tighten the clamp approx. 5mm inside the edge of the translating sleeve.*

## Contact details



Contractors to  
H.M. Government Departments  
Registered with ISO 9001:2015

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