

THE JUNIPER CF34-3A1 ENGINE WASH PROBES

JMP/CF34-3A1/D/6850

(Supplied as set of two)

Fitment Guide



AIRCRAFT SERVICE EQUIPMENT



The CF34-3A1 long engine wash probes **JMP/CF34-3A1/D/6850**



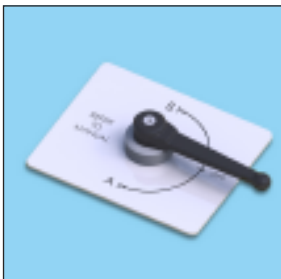
Juniper's high capacity compressor washing rigs



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

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

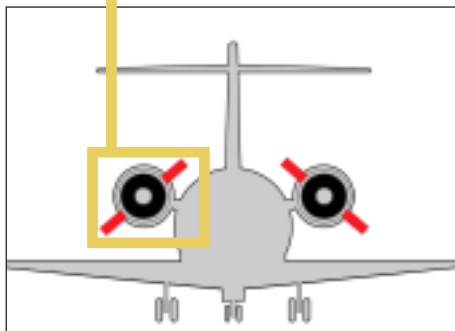
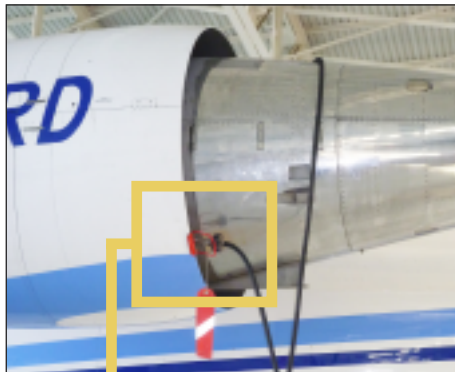
Delivery hose selection



When using CF34-3A1 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



Probe positions on the Challenger CL604 aircraft

Caution: Ensure that the engine fan is held securely during the fitting of the engine 'j' hook probes.

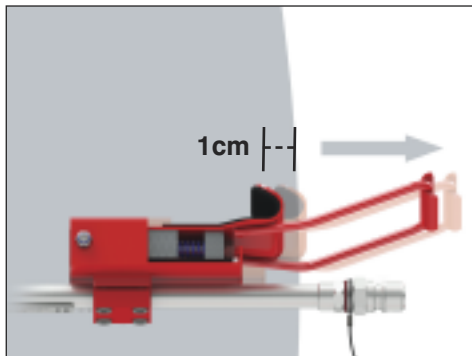
Using the Challenger CL604 aircraft as a typical installation example - viewed from the rear, the **Port (left hand)** engine has the probes positioned at **8.00 and 2.00 o'clock**, and the **Starboard (right hand)** engine has probes positioned at **10.00 and 4.00 o'clock**.

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.

Connect delivery hose from the wash rig to the twin hose assembly.

Note: To make the job of positioning the wash rig easier, an optional 20ft. delivery hose extension is available when using these probes on tail mounted engines (Part number: JMP/CF34/A/6569).

STEP 2: Securing the spring loaded clamps



The clamp tightened approximately 1cm inside the edge of the translating sleeve.

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 1cm (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.



Probe clamp seen here in the 2.00 o'clock position on the Challenger CL604 aircraft

Note: *Images used in this guide are for illustrative purposes only and may not accurately represent the engine in question.*

Contact details



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