



INFORMATION BULLETIN

No. M 462-RF/24

CONCERNS: The MN-14B Oil Pump (Assembly Dwg. No. 14-711-112) and realized design alterations of some parts of the pump as well as of the vertical driving shaft, Part No. 14-711-60.

REASON: Unification of some parts of the pump from the point of view of a manufacturing unification of the pump involved with the other oil pumps of the respective type series of the aeroengines referred to, signifying a design improvement of the present MN-14 B oil pump.

The type designation MN-14B of the oil pump has, however, not been changed. The design alterations refer to the parts only which are apparent from the attached assembly draft of the oil pump and also from the following parts list:

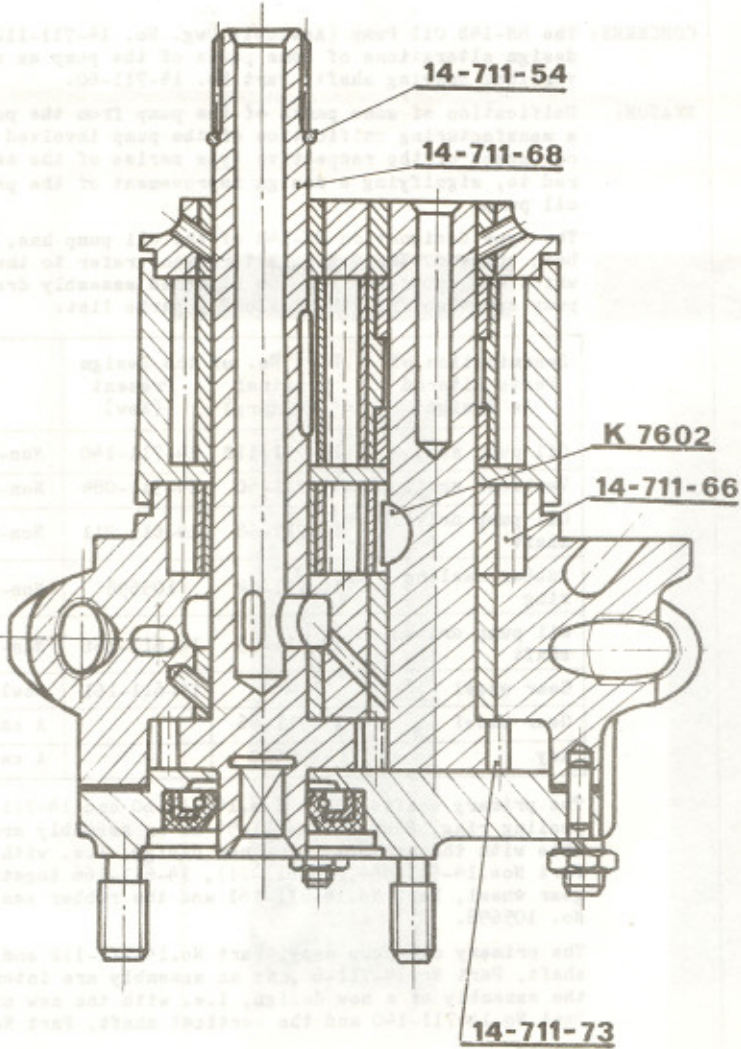
| Denomination of Parts Altered in Design | Part No. of the Design | | Note |
|---|------------------------|---------------|---------------------|
| | Original (Primary) | Present (New) | |
| Oil pump assy. | 14-711-112 | 14-711-140 | Non-interchangeable |
| Vertical shaft | 14-711-60 | 14-911-084 | Non-interchangeable |
| Oil pump driving shaft | 14-711-68 | 14-611-211 | Non-interchangeable |
| Rubber sealing ring | 14-711-54 | 105698 | Non-interchangeable |
| Oil pump driven shaft | 14-711-73 | 14-611-166 | Non-interchangeable |
| Gear wheel | - | 14-611-161 | Newly introduced |
| Gear wheel | 14-711-66 | - | A cancelled part |
| Key | K 7602 | - | A cancelled part |

The primary shafts, Part Nos. 14-711-60 and 14-711-68 c/w rubber sealing ring, Part No. 14-711-54 as an assembly are interchangeable with the assembly of a new design, i.e. with the new shafts, Part Nos. 14-911-084, 14-611-211, 14-611-166 together with the gear wheel, Part No. 14-611-161 and the rubber sealing ring, Part No. 105698.

The primary oil pump assy, Part No. 14-711-112 and the vertical shaft, Part No. 14-711-60, as an assembly are interchangeable with the assembly of a new design, i.e. with the new oil pump assy, Part No. 14-711-140 and the vertical shaft, Part No. 14-911-084.

DRÍVE
BYLO
PRIMARY
FRÜHER

14-711-112



**NYNÍ
СТАЛО
NEW
NEU**

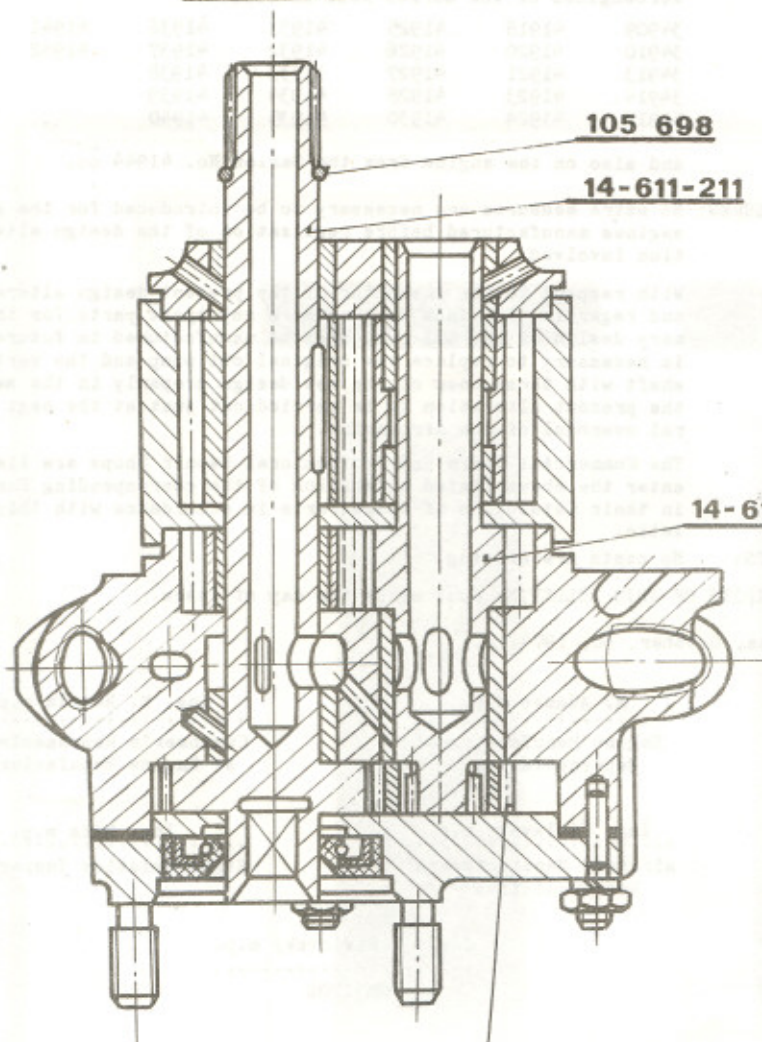
14-711-140

105 698

14-611-211

14-611-166

14-611-161



NOTE: For a quick informative differentiation of both the original and new designs of the oil pump will do the number of grooves of the oil pump driving shaft: there are 28 grooves on the primary driving shaft design and, 18 grooves only on the new design of the driving shaft.

The new design of the oil pump, Part No.14-711-140 and the vertical shaft, Part No.14-911-084, are fitted on the M 462-RF aeroengines of the Series Nos. as follow:

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 34909 | 41918 | 41925 | 41931 | 41936 | 41941 |
| 34910 | 41920 | 41926 | 41932 | 41937 | 41942 |
| 34913 | 41921 | 41927 | 41933 | 41938 | |
| 34914 | 41923 | 41928 | 41934 | 41939 | |
| 41917 | 41924 | 41930 | 41935 | 41940 | |

and also on the engine from the Series No. 41944 on.

MEASURES: No extra measures are necessary to be introduced for the aero-engines manufactured before realization of the design alteration involved.

With respect to the character of the present design alteration and regarding the fact that no more any spare parts for the primary design of the oil pump will be manufactured in future, it is necessary to replace the original oil pump and the vertical shaft with those ones of the new design properly in the sense of the present alteration to be carried out just at the next general overhaul of the aeroengine.

The Commercial Users and professional Repair Shops are liable to enter the above stated alteration of the corresponding Part Nos. in their Catalogues of Spare Parts in accordance with this Bulletin.

COSTS: No costs are arising.

VALIDITY OF THIS BULLETIN: Just since the day of issue.

Praha, October, 30, 1974.

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