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General Electric JT8D Engine Manual

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Today, there are 2,400 engines still in use. The eight models that make up the JT8D family cover a thrust range from 14,000 to 17,000 pounds. The JT8D-200 series, which entered service in 1980, offers 18,500 to 21,700 pounds of thrust, and is the exclusive power for the popular MD-80 series aircraft.

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JT8D ENGINE - JT8D - Pratt & Whitney

The Pratt & Whitney JT8D is a low-bypass (0.96 to 1) turbofan engine introduced by Pratt & Whitney in February 1963 with the inaugural flight of the Boeing 727. It was a modification of the Pratt & Whitney J52 turbojet

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engine which powered the US Navy A-6 Intruder attack aircraft. The Volvo RM8 is an afterburning version that was license-built in Sweden for the Saab 37 Viggen fighter.

Pratt & Whitney JT8D - Wikipedia

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6 x PT7 probes and 8 x EGT probes in the engine tailpipe. The engine uses a dry sump oil system feeding 7 main bearings. Oil tank capacity = 4 USG (3 USG min for dispatch). Using fuel heat causes an oil temp rise. High oil pressure (>55 psi) indicates possible oil press regulator failure; requires engine shut-

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737-200 Adv JT8D-15A Engines

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Pratt & Whitney's JT9D engine opened a new era in commercial aviation: the high-bypass-ratio engine to power wide-bodied aircraft. Since entering service on the Boeing 747 aircraft in 1970, the JT9D

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engine has proven itself to be the workhorse for early 747, 767, A300, A310 and DC-10 aircraft models with more than 3,200 cumulative engines ...

JT9D ENGINE - Pratt & Whitney

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Airworthiness Directives; Pratt &

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Whitney JT8D-1, -1A, -1B ...

JT8D-219 will replace the TF33-PW-102 engine providing more than 20 percent improvement in fuel burn over its predecessor, according to Pratt & Whitney. The JT8D-219 engine is a derivative of the JT8D-200 engine introduced in 1980 and aimed mainly at military applications such as E-8C,

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KC-135 and E-3 AWACS.

Ancile

We estimate that this AD will affect 1,527 JT8D -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series turbofan engines installed on airplanes of U.S. registry. We also estimate that it will take about 10 work-hours per engine

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to perform the actions, and that the average labor rate is \$85 per work-hour.

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