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To split a Allison 250 C20 gearbox, the gearbox cover or aft portion is lifted off of the housing or front half. Place the gearbox on a flat, clean work bench with a lot of room. The chip detectors...

**Allison Model 250 - Wikipedia**

The YOH-6A was powered by a T63-A-5 turboshaft engine (Allison Model 250-C10) mounted behind the cabin at a 45° angle. The engine was rated at 212 shaft horsepower at 52,142 r.p.m. (102% N1) and 693 °C. turbine outlet temperature for maximum continuous power, and 250 shaft horsepower at 738 °C., 5-minute limit, for takeoff.

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**Common maintenance events on the Allison 250 C20 ...**

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**M250 turboshaft - Rolls-Royce**

The Allison Model 250, now known as the Rolls-Royce M250, (US military designations T63 and T703) is a highly successful turboshaft engine family, originally developed by the Allison Engine Company in the early 1960s. The Model 250 has been produced by Rolls-Royce since it acquired Allison in 1995.

**Allison Model 250 - Wikipedia**

3. The Allison 250-C20B engine is a growth version of the 250-C20 engine incorporating a redesigned combustor and turbine. For this evaluation, the test engine was equipped with a Bendix fuel control system and was restricted to the helicopter's transmission takeoff power limit of 317 shaft horsepower (shp) from

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PT - Following the instructions in the Rolls-Royce 250 operations and maintenance manual (OMM), lubricate the tach drives as instructed and at the proper intervals. If the N1 and N2 tach drives are lubricated as called out in the OMM, the reduced wear and tear will prolong engine life and reduce maintenance costs, as the tach drives cost ...

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The improved Model 206B JetRanger and 206B-2 JetRanger II used a 370 horsepower 250-C20 engine, and the Model 206B-3 JetRanger III had 250-C20B, -C20J or -C20R engines installed, rated at 420 shaft horsepower at 105% N 1, (53,519 r.p.m.). Many 206As were upgraded to 206Bs and they are sometimes referred to as a "206A/B."

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