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5. The turbine engine assembly of claim 4 wherein rod end portion includes a threaded portion for engaging the retainer feature.

6. The turbine engine assembly of claim 3, wherein the hemispherical washer and the hemispherical end portion are both removeably secureable to the rod portion.

7. The turbine engine assembly of claim 3, wherein at least one of the hemispherical washer or the hemispherical end portion are spherical.

8. The turbine engine assembly of claim 1, wherein the link extends across an annular bypass flow path established between the engine liner and the engine casing.

9. The turbine engine assembly of claim 1, including a collar of the link, the collar configured to limit longitudinal movement of the link toward the second attachment structure.

10. The turbine engine assembly of claim 1, wherein the first attachment structure and the second attachment structure are radially aligned relative to an axis of rotation of the turbine engine assembly.

11. The turbine engine assembly of claim 1, wherein the link extends across a bypass flow path and is positioned radially between the engine liner and the engine casing.

12. The turbine engine assembly of claim 1, wherein the recess is a hemispherical recess and the hemispherical end portion is in direct contact with the hemispherical recess.

13. The turbine engine assembly of claim 1, wherein the link supports the engine liner relative to the engine casing.

14. A turbine engine link assembly, comprising:

a link extending longitudinally from a rod end and terminating at a hemispherical end, the rod end secured to one of an engine liner or an engine casing, the hemispherical end biased by a spring toward a corresponding hemispherical recess provided by the other of the engine liner or the engine casing, wherein the link extends across a

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bypass flow path of a gas turbine engine and is positioned radially between an engine casing and an engine liner.

15. The turbine engine line assembly of claim 14, wherein the hemispherical end engages a first attachment structure of the engine liner, and the rod end is received within a recess of an second attachment structure of the engine casing.

16. The turbine engine link assembly of claim 14, wherein a spring biases the hemispherical end and the spring is housed within the first attachment structure.

17. The turbine engine link assembly of claim 14, wherein the hemispherical end portion extends away from the rod end and terminates at a leading surface that does not extend past a perimeter of the hemispherical end portion, wherein the spring contacts the leading surface of the hemispherical end portion.

18. A turbine engine assembly, comprising:

a first attachment structure of an engine liner;

a second attachment structure of an engine casing, the engine liner and the engine casing together establishing a bypass flowpath of a turbine engine;

a link radially bounded by the engine liner and the engine casing, the link having a rod portion extending longitudinally from a hemispherical end portion and terminating at a rod end portion, the hemispherical end portion received within a hemispherical recess defined by the first attachment structure, the rod end portion secured relative to the second attachment structure; and a spring biasing the hemispherical end portion of the link toward the hemispherical recess defined by the first attachment structure.

19. The turbine engine assembly of claim 18, wherein the link supports the engine liner relative to the engine casing.

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