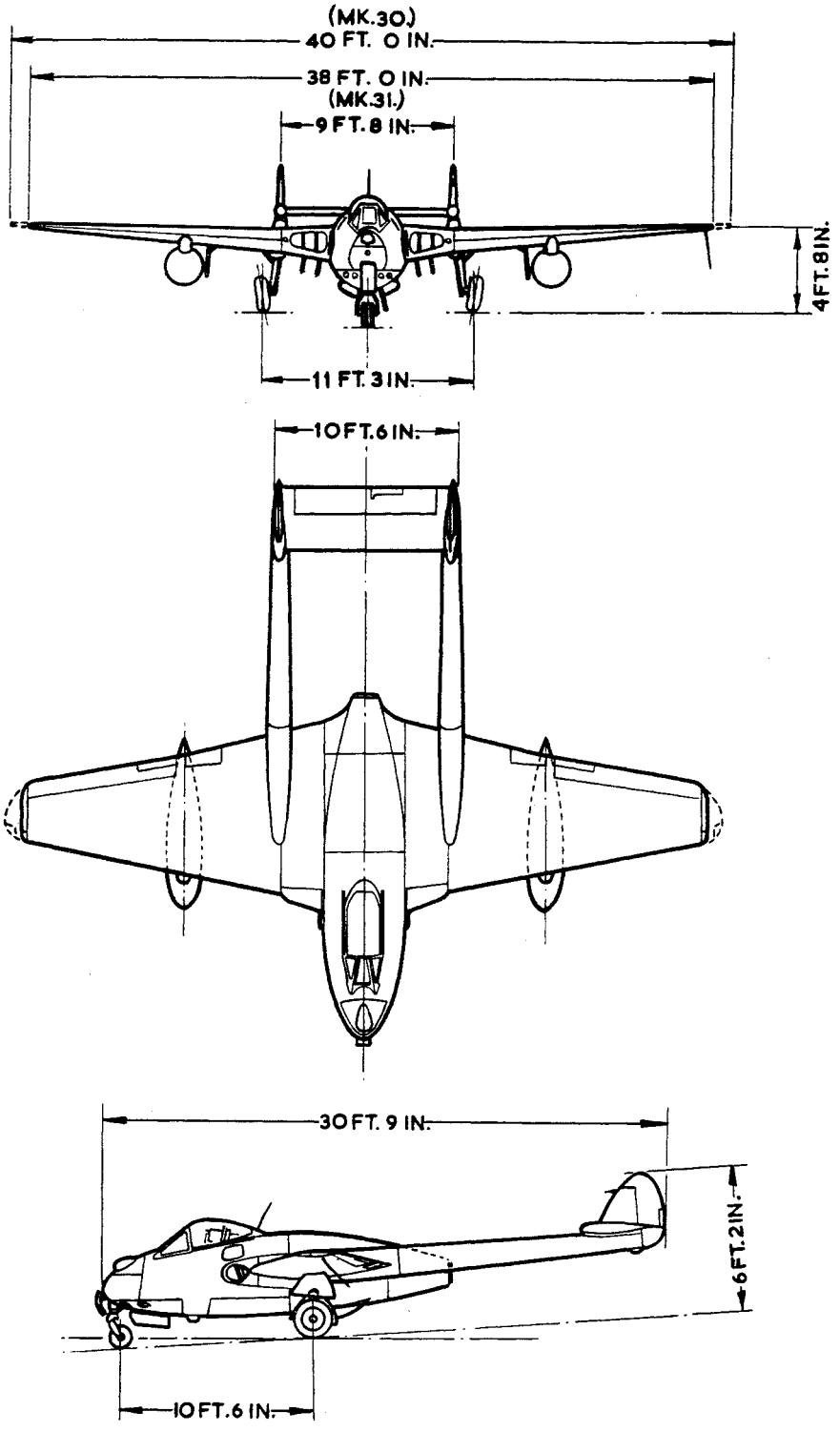


FIG. 1

GENERAL ARRANGEMENT

FIG. 1

FIG. 2

FLYING CONTROLS

FIG. 2

1. HYDRAULIC HAND PUMP.
2. LEAR RADIO COMPASS TUNER.
3. ELEVATOR TRIM WHEEL.
4. CONTROL FRICTION DAMPER WHEEL.
5. DIVE BRAKE LEVER.
6. FLAP SELECTOR LEVER.
7. UNDERCARRIAGE SELECTOR
8. UNDERCARRIAGE OVERRIDE SWITCH.
9. GROUND-FLIGHT SWITCH.
10. UNDERCARRIAGE INDICATOR.
11. FLAP INDICATOR.
12. BLIND FLYING INSTRUMENT PANEL.
13. SINGLE GRIP CONTROL COLUMN.
14. POWER FAILURE WARNING LIGHT.
15. BRAKE LEVER.
16. UNDERCARRIAGE WARNING LIGHT.

17. MACHMETER.
18. ELEVATOR TRIM INDICATOR.
19. COMPASS ISOLATING SWITCH.
20. LEAR RADIO COMPASS INDICATOR.
21. ACCELEROMETER.
22. TELEPHONE SELECTOR SWITCH.
23. BRAKE PRESSURE GAUGE.
24. FLIGHT CLOCK.
25. GYRO COMPASS SWITCH.
26. PITOT HEAD.
27. NAV. LIGHTS DIM/BRIGHT SWITCH.
28. LANDING LIGHTS SWITCH.
29. LEAR RADIO COMPASS SWITCH.
30. GYRO COMPASS JUNCTION BOX.
31. DE-ICER PUMP.
32. RUDDER PEDALS.

PRE. DH(AUST). MOD. V.229

A.A.P. No. 828.

FIG. 3

ENGINE CONTROLS

FIG. 3

1. LOW PRESSURE FUEL COCK.
2. THROTTLE LEVER.
3. HIGH PRESSURE FUEL COCK.
4. OIL TEMPERATURE GAUGE.
5. JET PIPE TEMPERATURE GAUGE.
6. OIL PRESSURE GAUGE.
7. R.P.M. INDICATOR.
8. RELIGHT TIME SWITCH.
9. FUEL PRESSURE WARNING LIGHT.
10. FIRE WARNING LIGHT.
11. GENERATOR WARNING LIGHT.

12. FUEL CONTENTS GAUGE. PORT INNER.
13. FUEL CONTENTS GAUGE. PORT OUTER.
14. FUEL CONTENTS GAUGE. MAIN TANK.
15. FUEL CONTENTS GAUGE. STBD. INNER.
16. FUEL CONTENTS GAUGE. STBD. OUTER.
17. STARTER BUTTON.
18. STARTER MASTER SWITCH.
19. BOOSTER COIL SWITCH.
20. EMERGENCY FUEL PUMP SWITCH.
21. EMERGENCY FUEL PUMP WARNING LIGHT.
22. FIRE EXTINGUISHER BUTTON.

PRE. DH.(AUST).MOD. V.229

A.A.P. No.828.

FIG. 4

OPERATIONAL CONTROLS

FIG. 4

1. DIMMER SWITCHES FOR COCKPIT LIGHTING.
2. R.P. & BOMBS MASTER SWITCH.
3. GUNSIGHT CONTROL.
4. 'PRESS TO TRANSMIT' SWITCH.
5. V.H.F. RADIO CONTROLLER.
6. GUN FIRING TRIGGER.
7. CAMERA SWITCH.
8. BOMB SWITCH.
9. GYRO GUNSIGHT.
10. GYRO GUNSIGHT RECORDER.

11. E-2A COMPASS.
12. GUNSIGHT SELECTOR DIMMER CONTROL.
13. OXYGEN REGULATOR.
14. R.P. SELECTOR SWITCH.
15. R.P. & BOMB JUNCTION BOX.
16. IDENTIFICATION LIGHTS SWITCH.
17. IDENTIFICATION LIGHTS PUSH SWITCH.
18. CAMERA GUN SWITCH.
19. GYRO GUNSIGHT SWITCH.
20. GYRO GUNSIGHT RP/GUNS SWITCH.

PRE. D.H.(AUST) MOD. V. 229

FIG 5

MISCELLANEOUS EQUIPMENT

FIG 5

1. CABIN VENTILATOR.
2. CANOPY JETTISON LEVER.
3. CABIN AIR PRESSURE GAUGE.
4. CABIN PRESSURE WARNING LIGHT.
5. SAFETY LANYARD.
6. CANOPY SEAL COCK.
7. CANOPY WINDING HANDLE.
8. GENERATOR FIELD SWITCH.
9. HOT AND COLD AIR CONTROL.
10. FUEL TANK JETTISON LEVER.
11. EMERGENCY LIGHT SWITCH.

PRE. DH.(AUST). MOD. V.229

A.A.P. No.828.

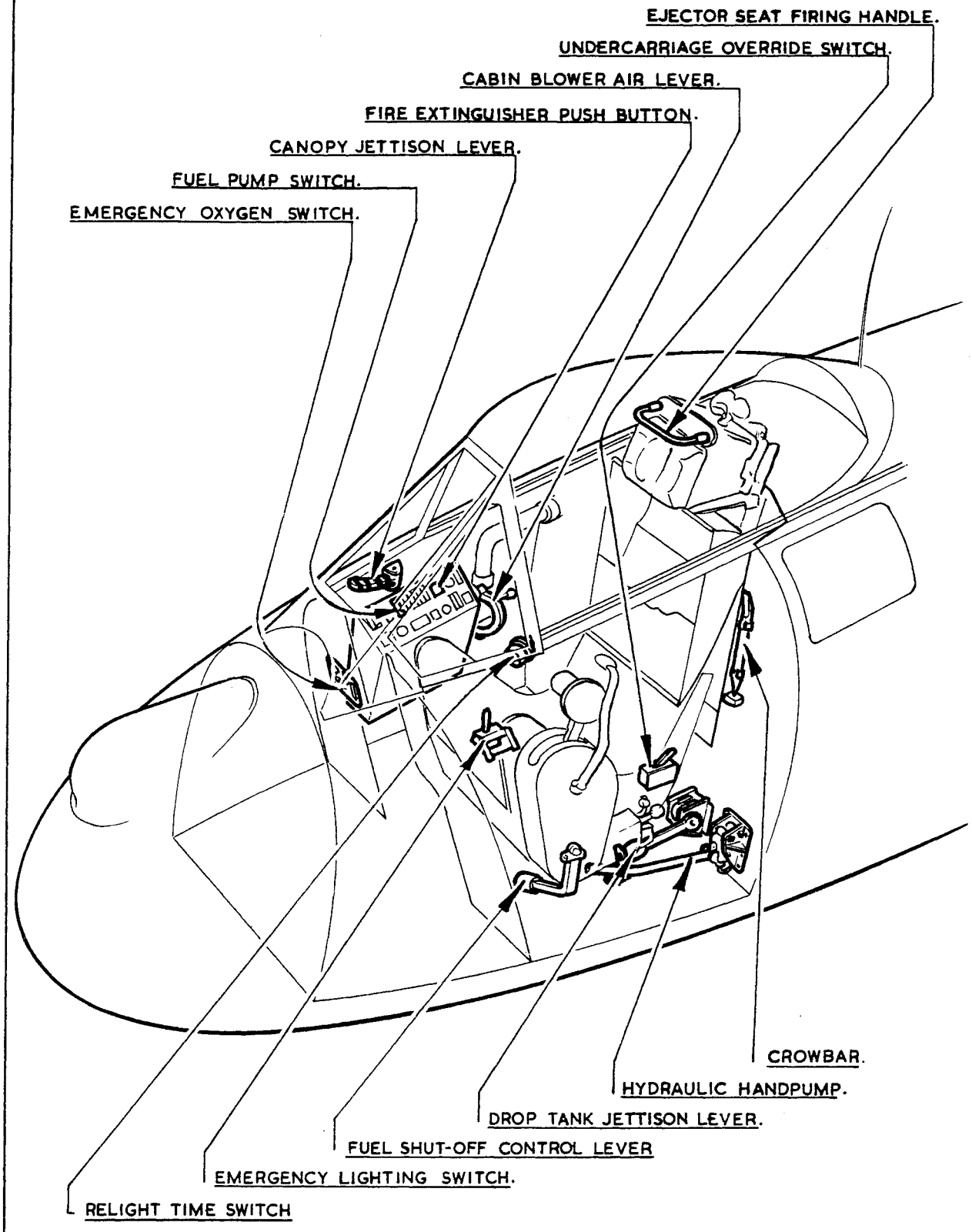


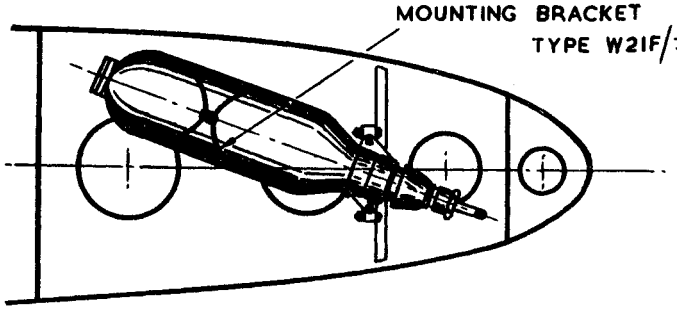
FIG. 6

EMERGENCY EQUIPMENT

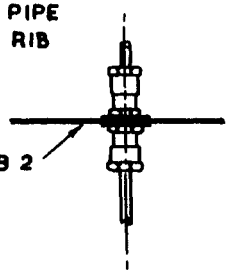
FIG. 6

FIG 7

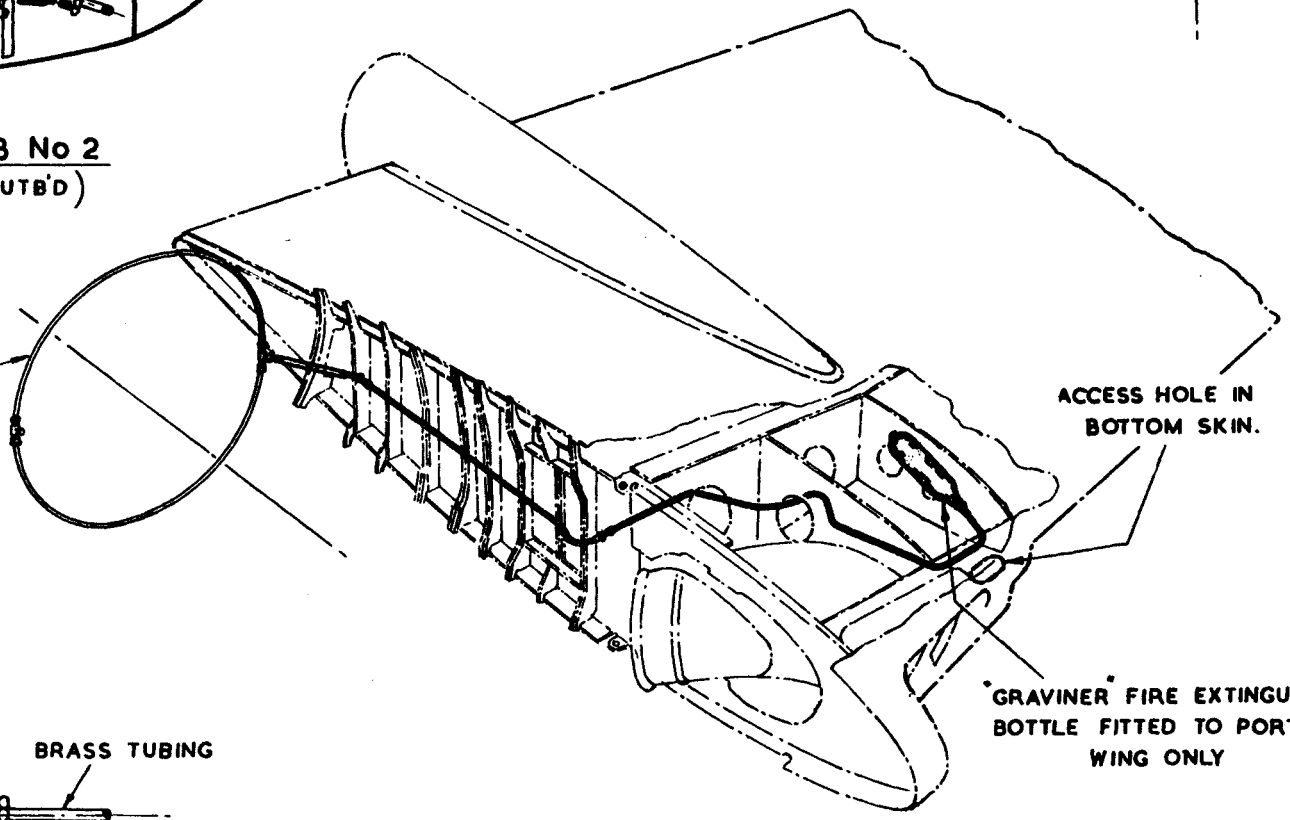
FIRE EXTINGUISHER SYSTEM

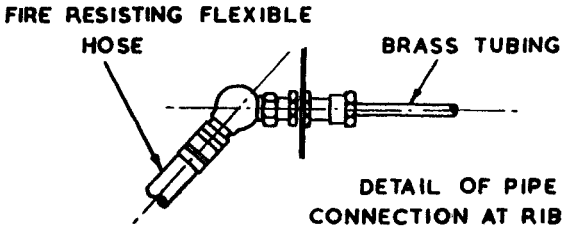


DETAIL OF PIPE CONNECTION AT RIB



VIEW ON RIB No 2
(LOOKING OUTB'D)



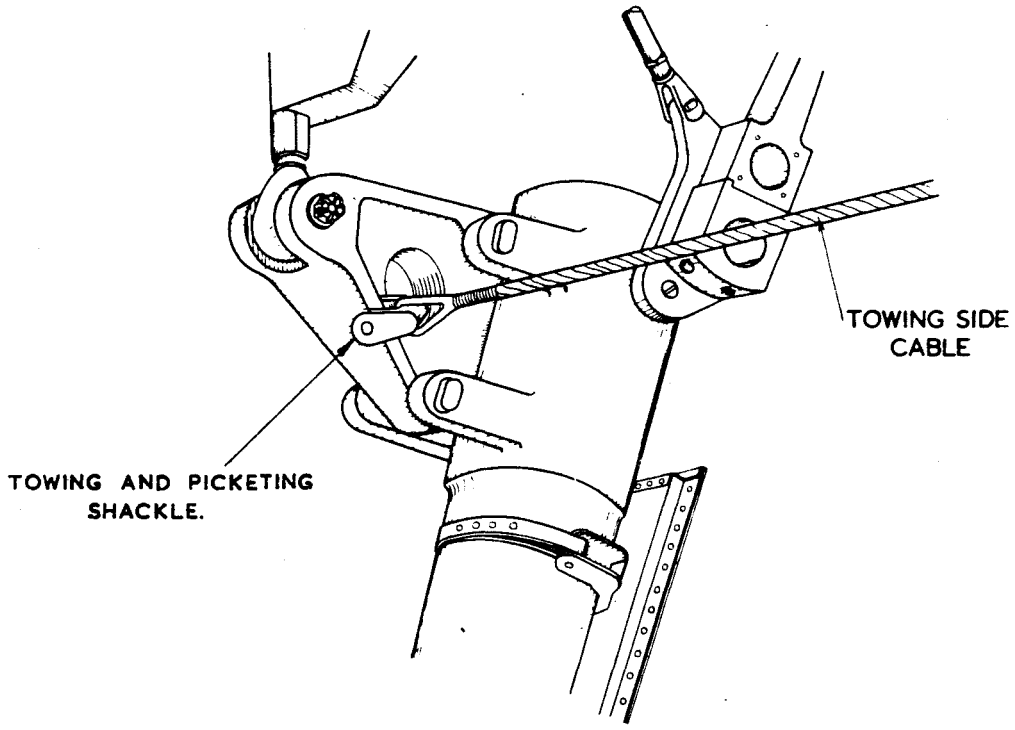


DETAIL OF PIPE CONNECTION AT RIB STIFFENER

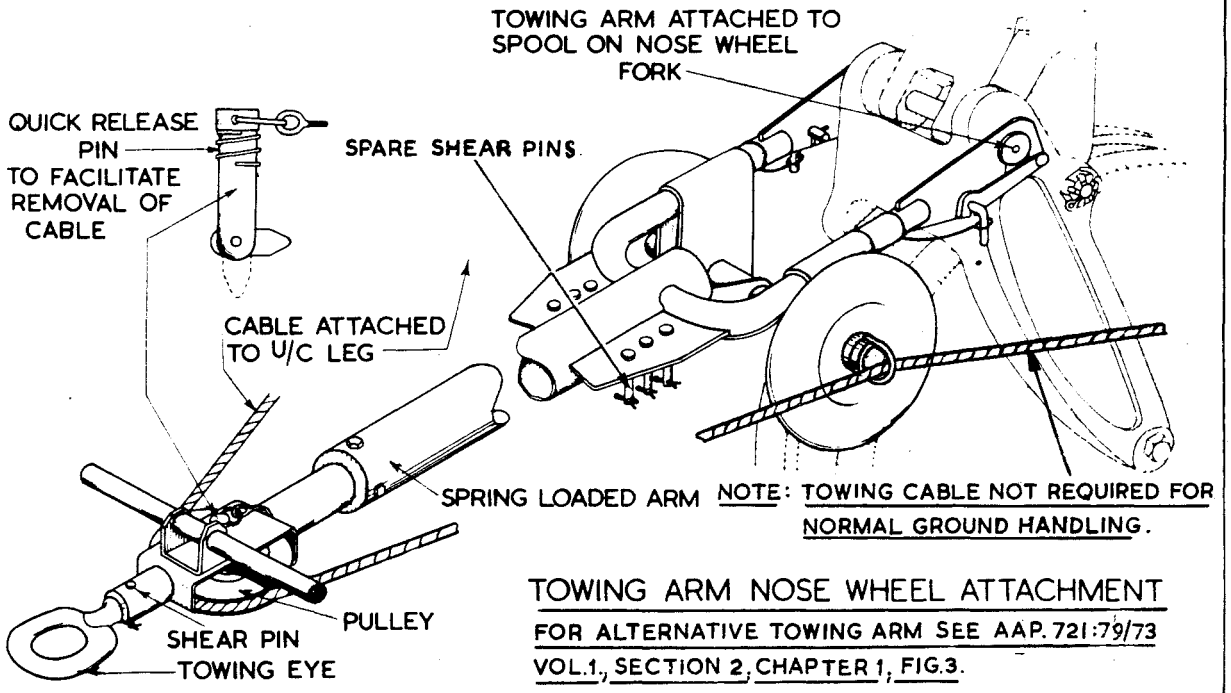
RAAF PUB No 82B

K.J.H.

FIG 7



COMPRESSION LEG ON STARBOARD UNDERCARRIAGE
VIEW LOOKING REARWARDS



NOTE: TOWING CABLE NOT REQUIRED FOR NORMAL GROUND HANDLING.

TOWING ARM NOSE WHEEL ATTACHMENT

FOR ALTERNATIVE TOWING ARM SEE AAP. 721:79/73 VOL.1., SECTION 2, CHAPTER 1, FIG.3.

FIG. 8	TOWING DIAGRAM	FIG 8

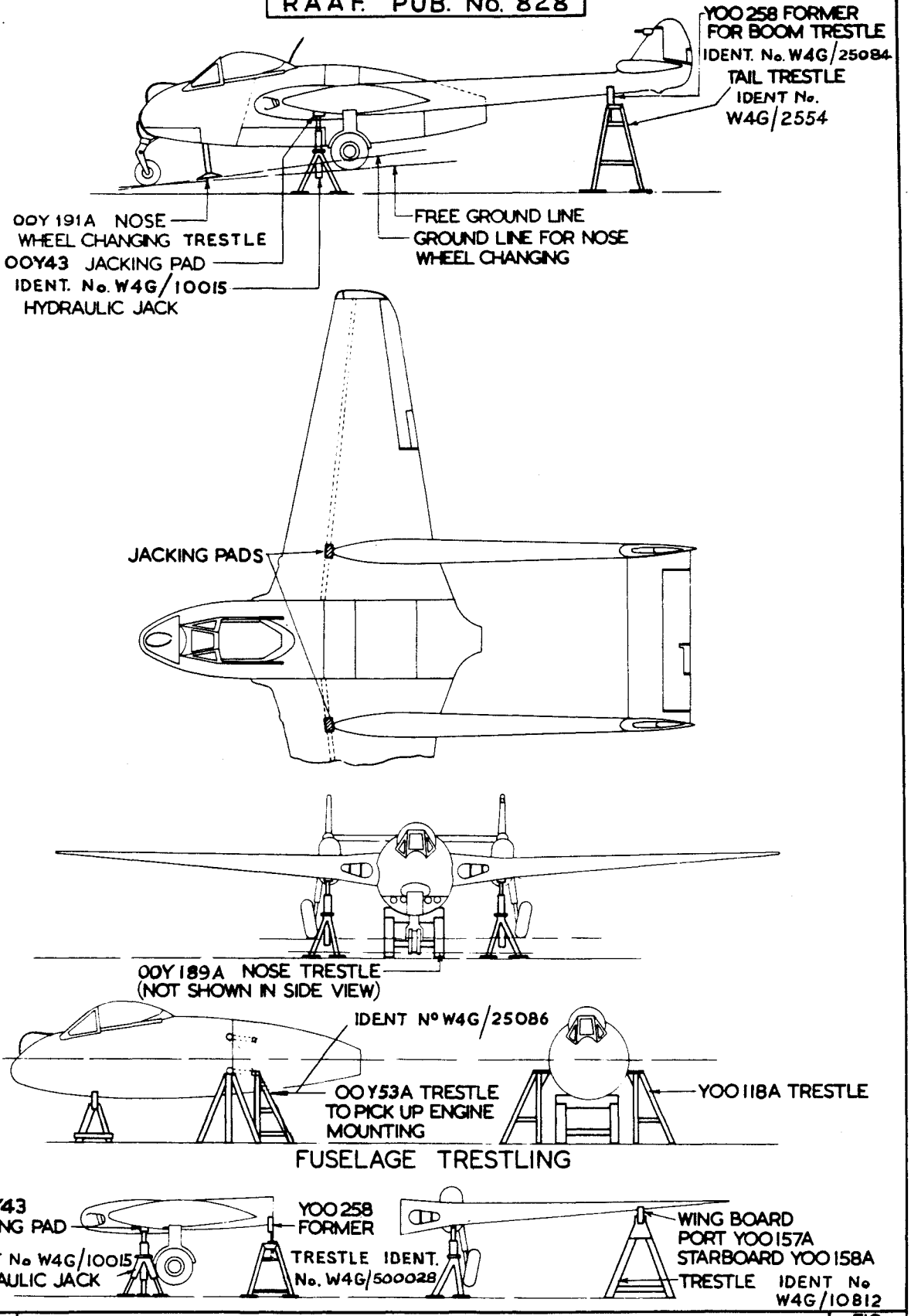


FIG. 9

TRESTLING DIAGRAM

FIG. 9

A.L.2

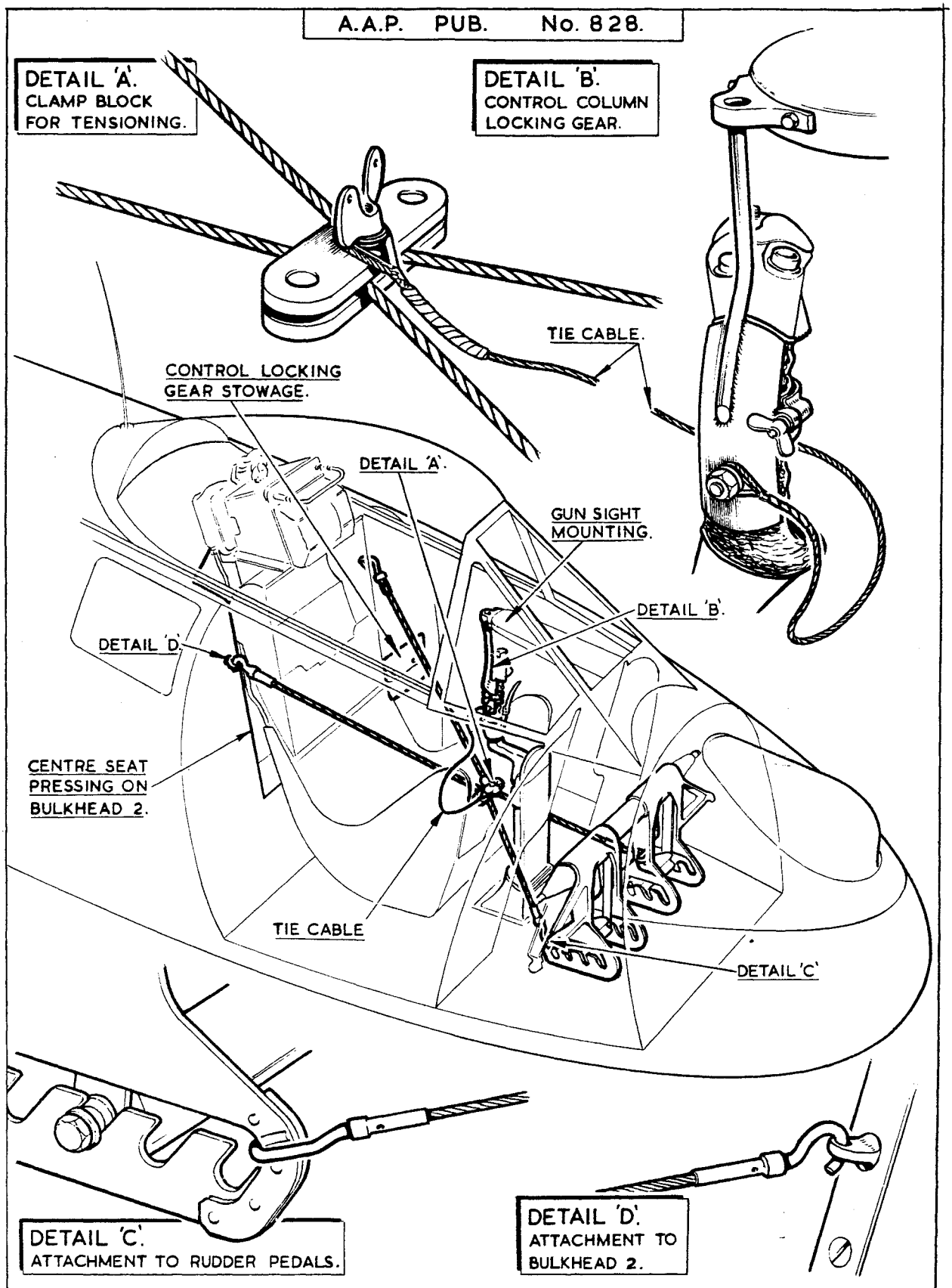


FIG. 10

CONTROL LOCKING

FIG. 10

A.L.2

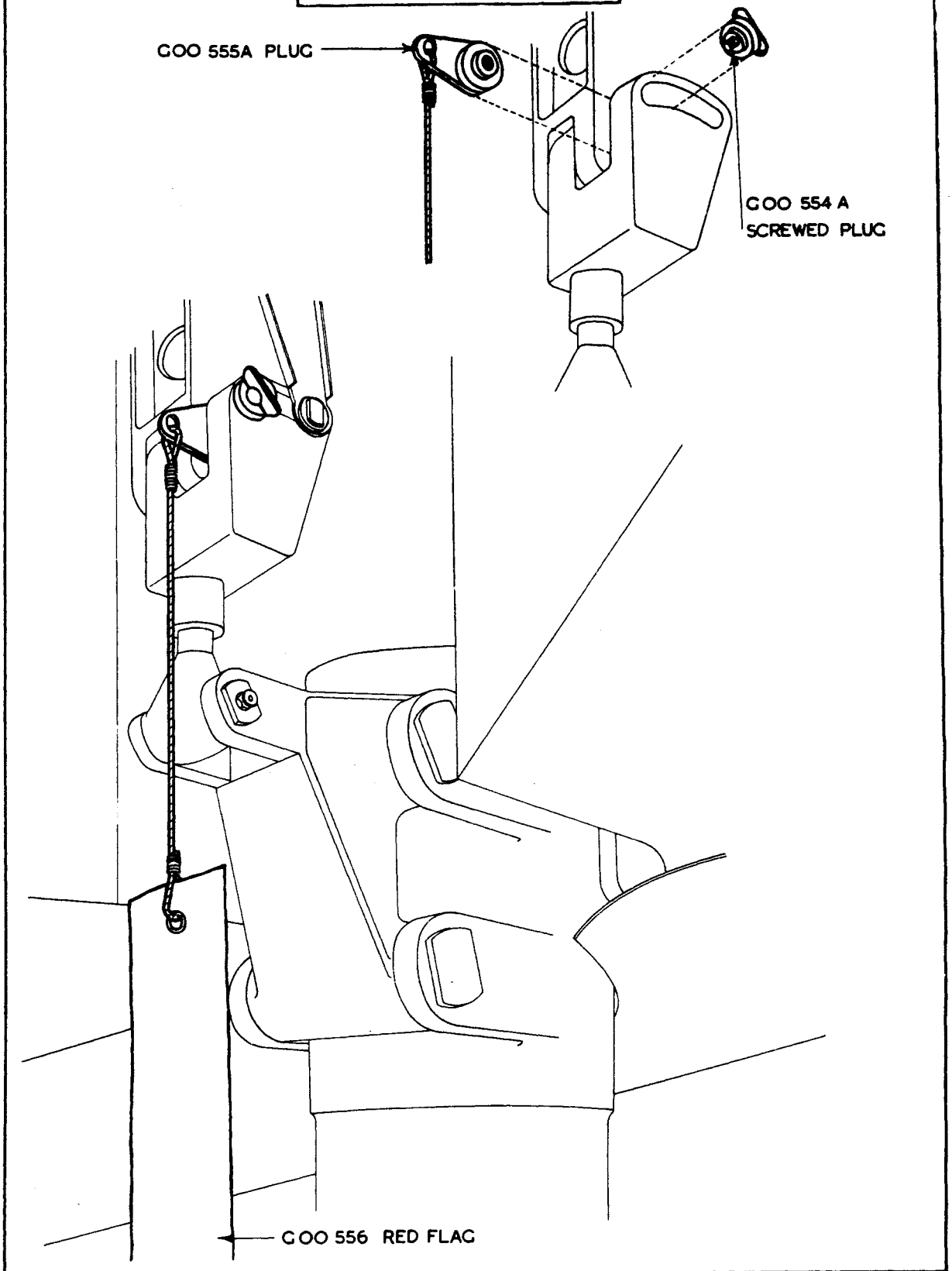


FIG 11

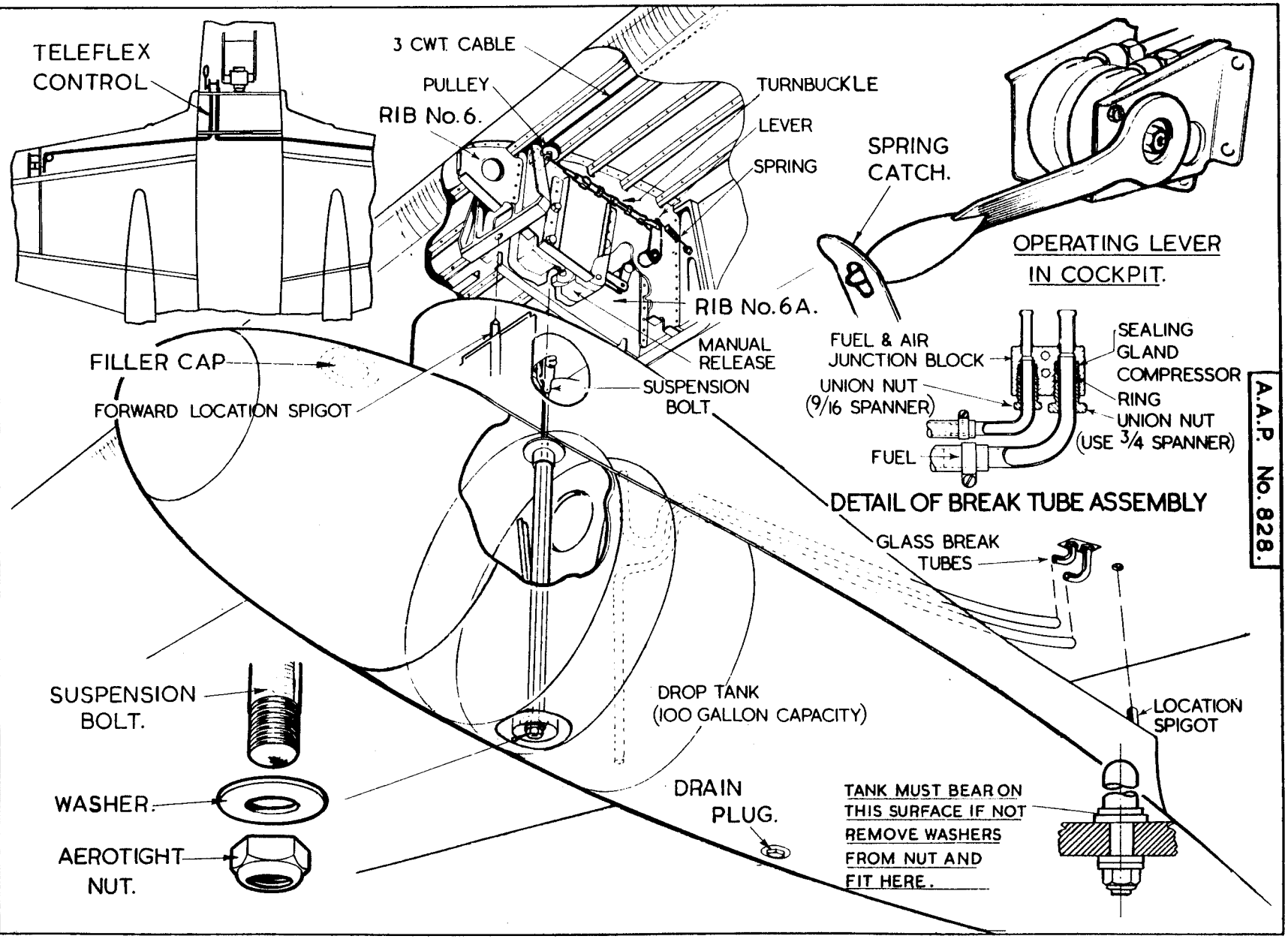
UNDERCARRIAGE LOCKING

FIG 11

FIG 12

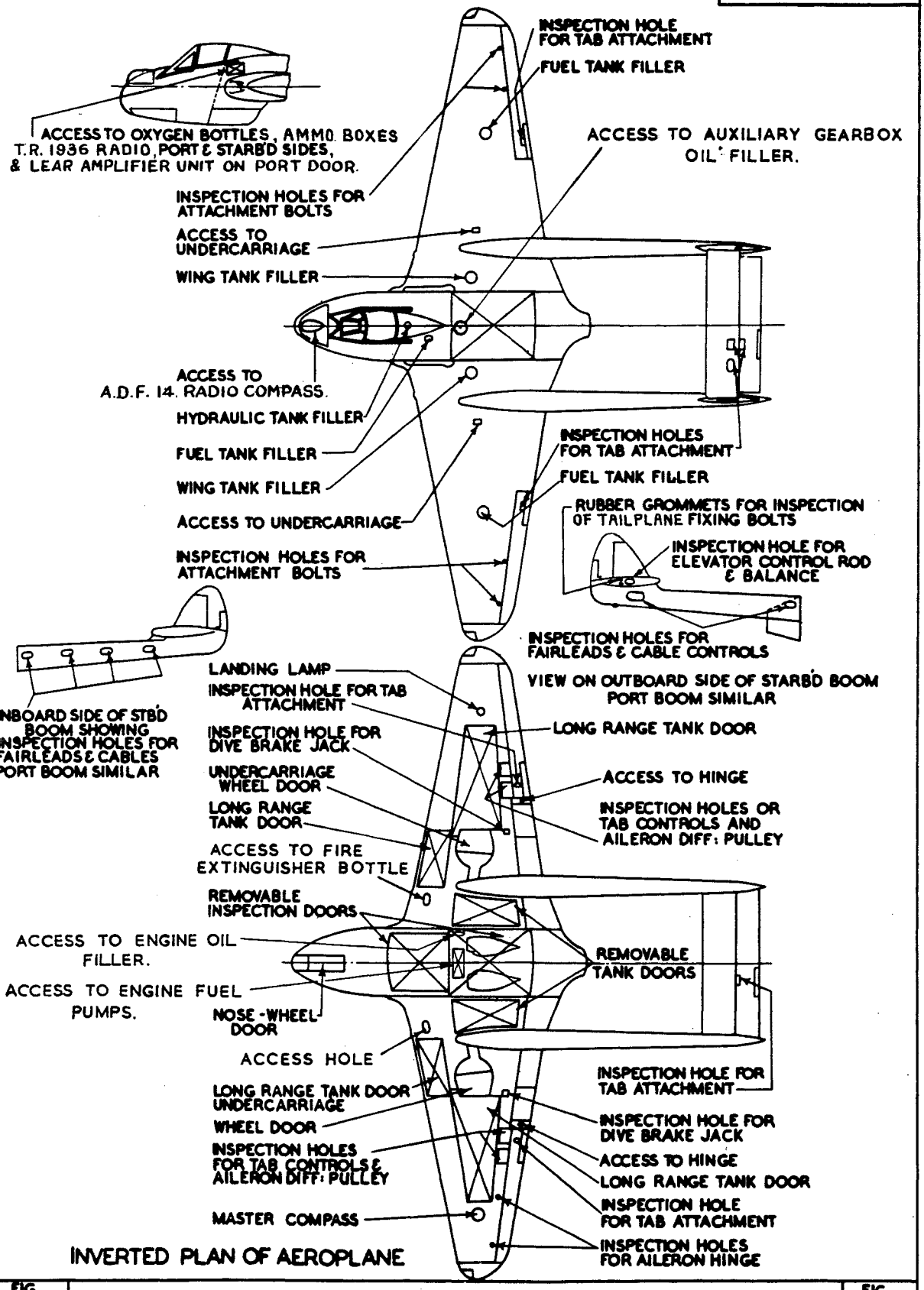
ASSEMBLY TO WING OF DROP TANK

FIG 12



A.A.P. No. 828.

A.L.2

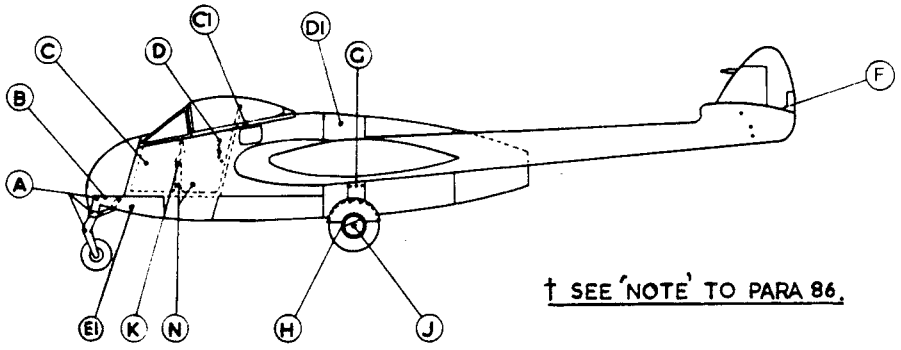


INVERTED PLAN OF AEROPLANE

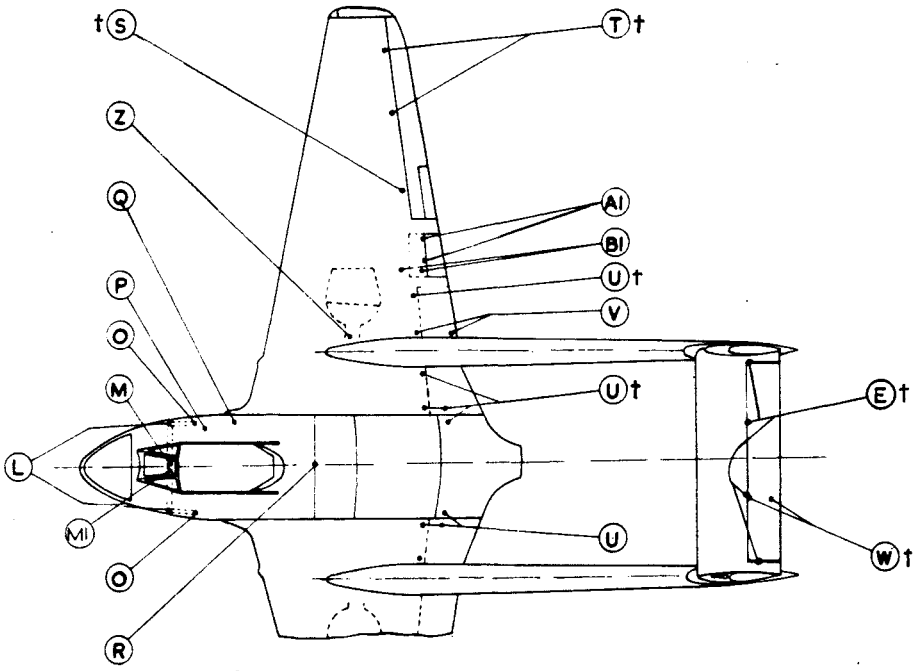
FIG 14

INSPECTION PANELS

FIG 14



† SEE 'NOTE' TO PARA 86.



NOTE! ALL CABLE CONTROL PULLEYS AND FLYING CONTROL LEVERS IN TAIL UNIT SEALED BALL RACES

(A) NOSE WHEEL 13 GREASE NIPPLES ▭
(B) NOSE WHEEL DOOR HINGE •
(C) PENDULUM RUDDER PEDALS •
(D) TELEFLEX CONTROLS 6 GREASE NIPPLES ▭
(E) ELEVATOR HINGES SEALED BALL RACES
(F) ELEVATOR TAB JACK ▭
(G) RADIUS ROD • (PORT & STAR'BD) 4 POINTS
(H) WHEEL DOOR HINGES • (PORT & STARB'D) 4 ▭
(J) HUB GREASE ■ U/C LEG 6 GREASE NIPPLES ▭
(K) CONTROL COLUMN • 2 BALL RACES
(L) ELEVATOR LEVER BALL RACE • PORT & STARB'D.
(M) BEARING SLEEVE ON CONTROL COLUMN •
(M1) BRAKE CABLE NIPPLES ON CONTROL COLUMN •
▭ GREASE ANTI FREEZING IDENT N° K2/210
• OIL LUBRICATING ANTI FREEZING IDENT N° K2/55
◑ FLUID HYDRAULIC (MINERAL) IDENT N° K2/138
◓ GREASE, ANTI SIEZE K2/212.

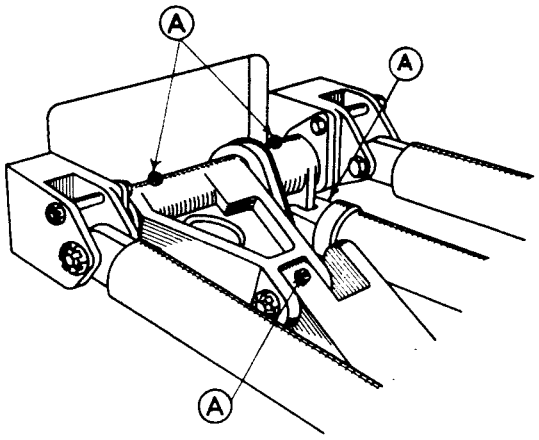
(N) ELEVATOR CON ROD (2 BALL RACES) • PORT & STARB'D.
(O) ELEVATOR PULLEY BALL RACE • PORT & STARB'D.
(P) CANOPY UNIVERSAL CONTROL JOINTS •
(Q) CANOPY SPROCKETS ▭
(R) THROTTLE CONTROL SHAFTS 4 BALL RACES
(S) SERVO TAB SEALED BALL RACE
(T) AILERON HINGE POINTS. SEALED BALL RACES
(U) FLAP HINGES SEALED BALL RACES
(V) FLAP JACK ATTACHMENT ▭
(W) ELEVATOR TRIM CONTROL SEALED BALL RACE
(Z) U/C STRUT ◑
(A1) DIVE BRAKE HINGES 2 BALL RACES - SEALED.
(B1) DIVE BRAKE JACK HINGES 2 GREASE NIPPLES ▭
(C1) CANOPY ROLLERS ▭
(D1) AUXILIARY GEAR BOX DRIVE COUPLING ◓
(E1) CANNON FT. MTG. ■

■ HIGH MELTING PT. GREASE IDENT N°K2/66

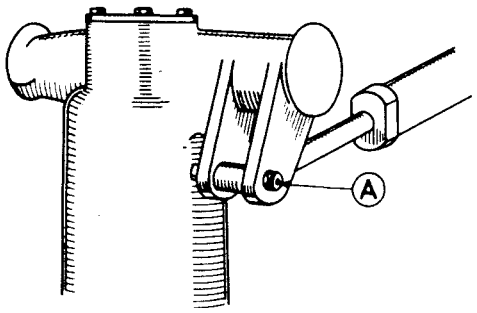
FIG. 15

LUBRICATION DIAGRAM

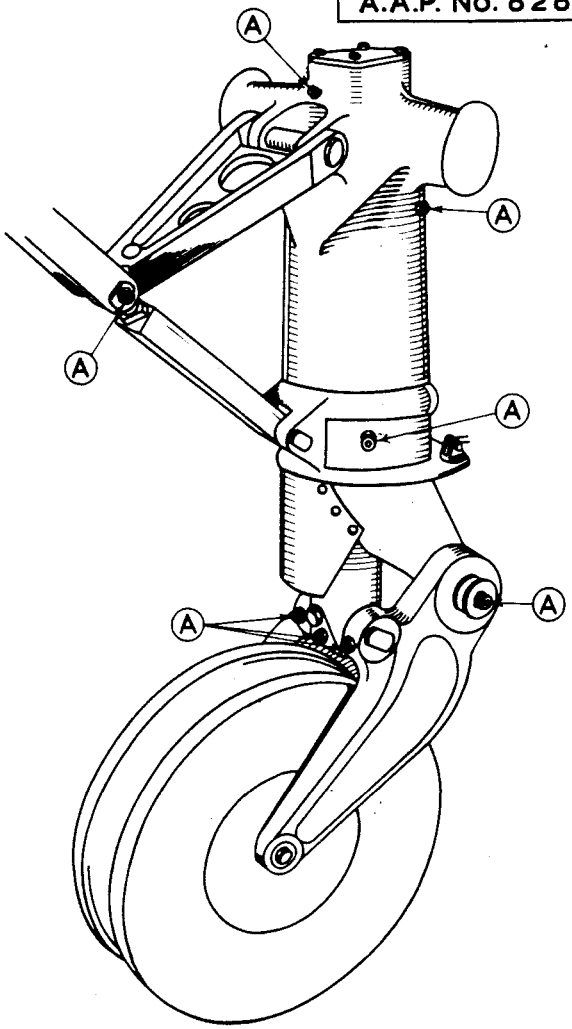
FIG. 15



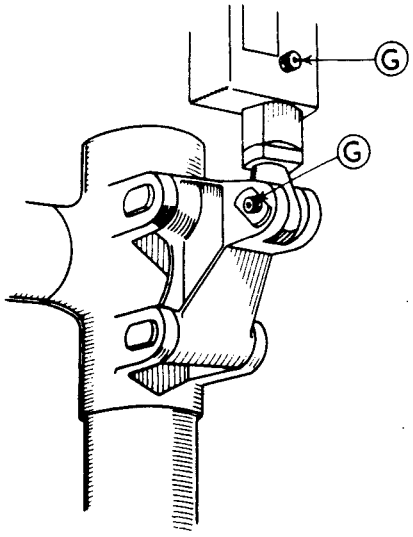
NOSE WHEEL RADIUS ROD HINGE



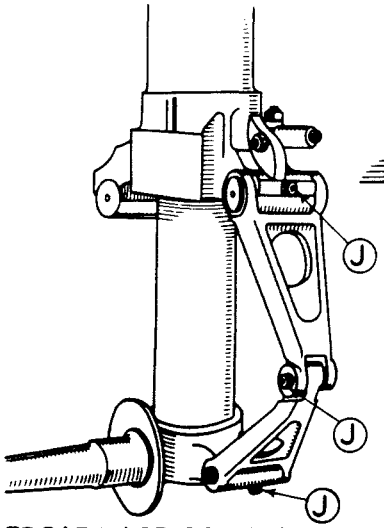
NOSE WHEEL JACK HINGE



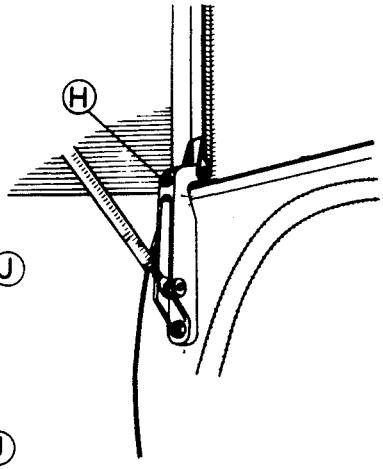
NOSE WHEEL UNIT



UNDERCARRIAGE HINGE



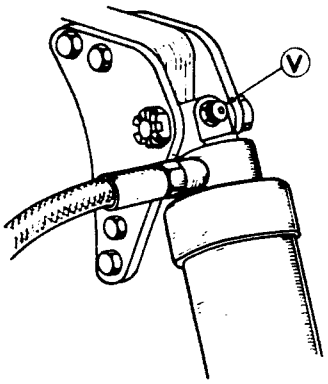
UNDERCARRIAGE COMPRESSION LEG



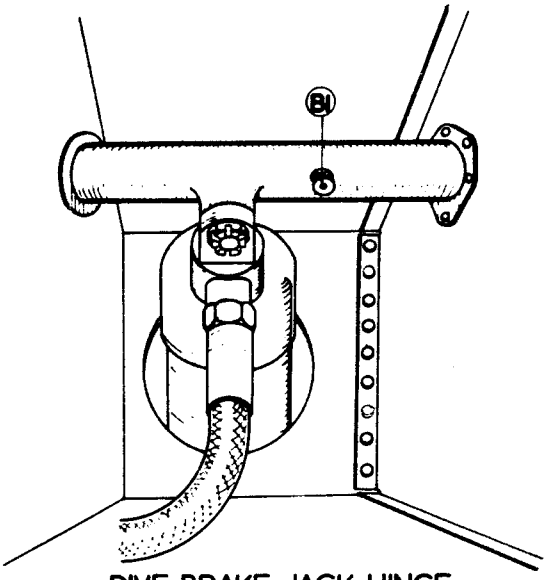
UNDERCARRIAGE WELL DOOR

FOR LUBRICATION DIAGRAM SEE FIG. 15

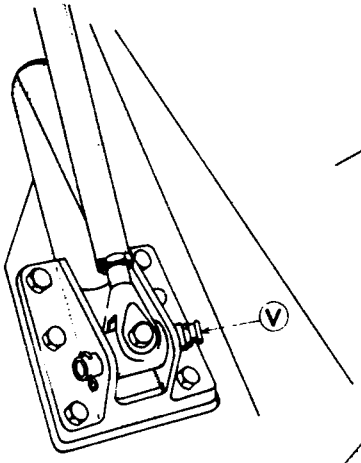
FIG. 16	UNDERCARRIAGE & NOSE WHEEL LUBRICATION	FIG. 16



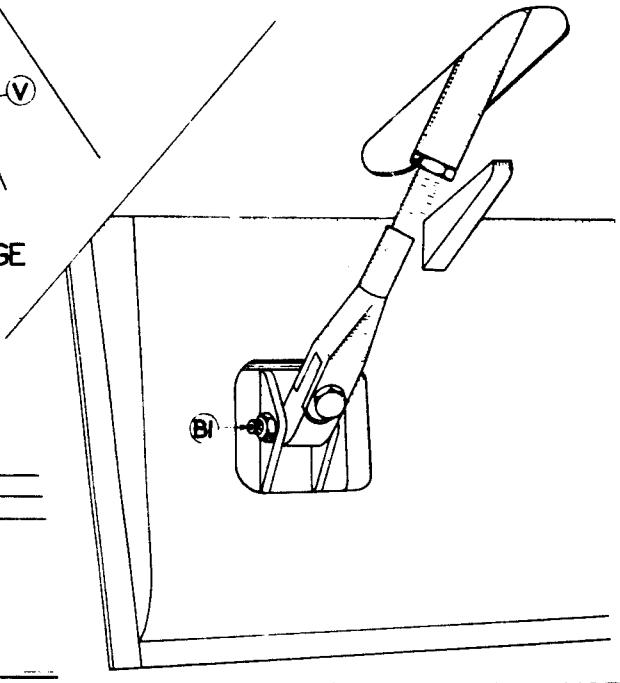
FLAP JACK HINGE



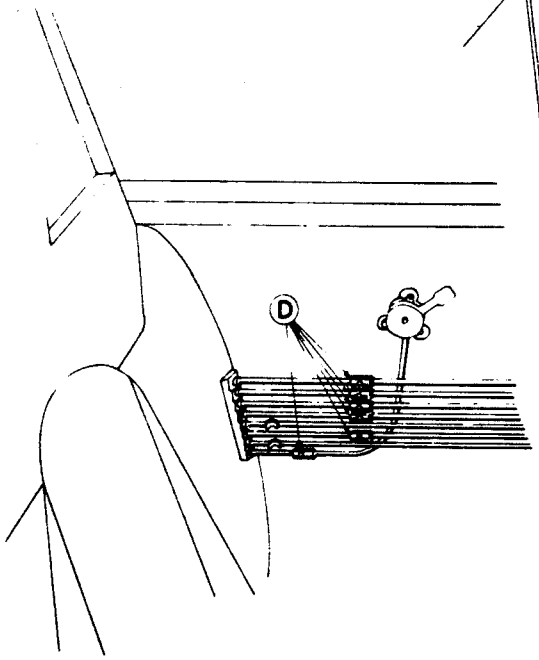
DIVE BRAKE JACK HINGE



FLAP JACK PISTON HINGE



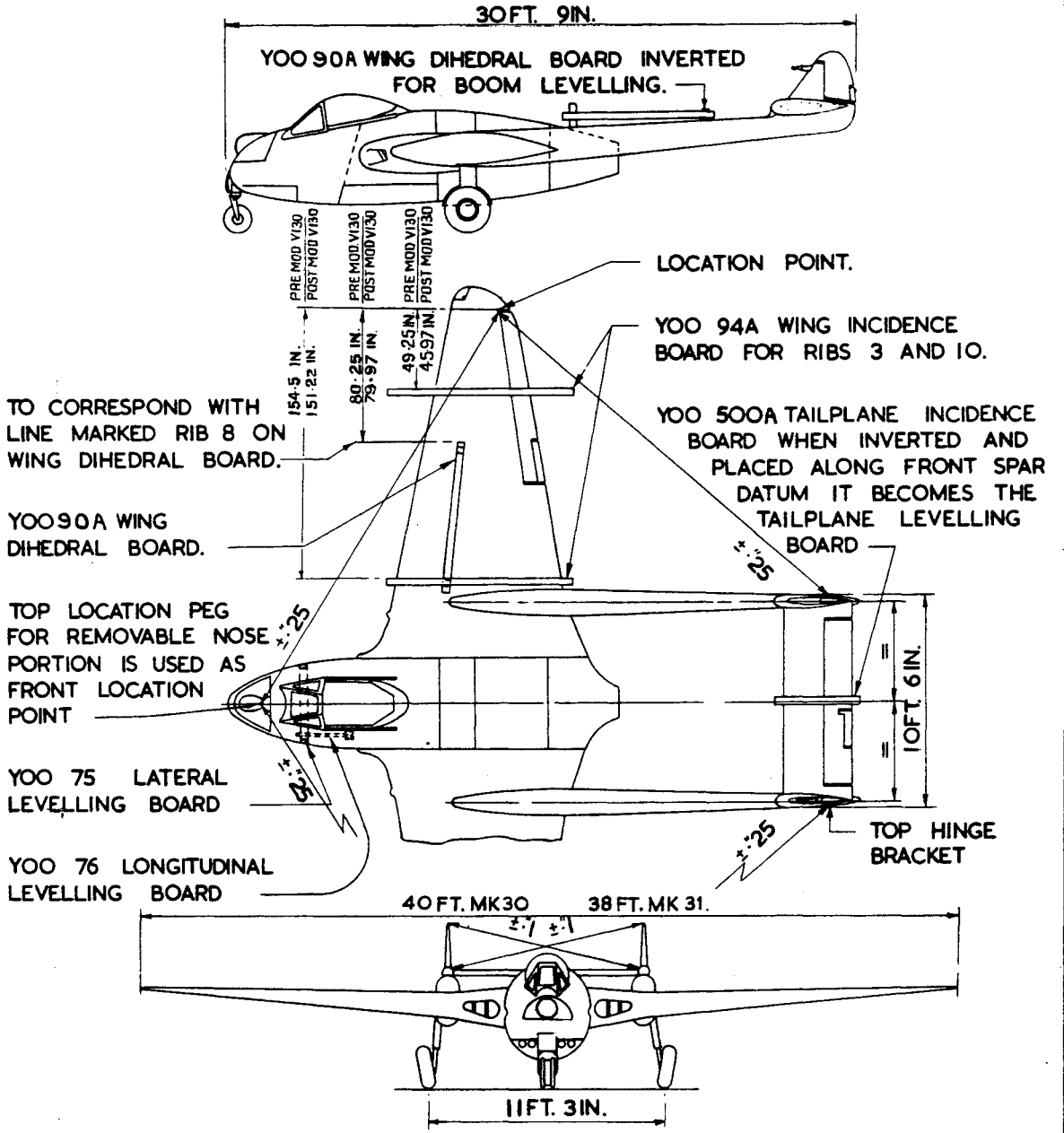
DIVE BRAKE JACK PISTON HINGE



TELEFLEX ENGINE CONTROLS

FOR LUBRICATION DIAGRAM SEE FIG 15

FIG. 17	MISCELLANEOUS LUBRICATION	FIG. 17



CONTROL SURFACE MOVEMENTS

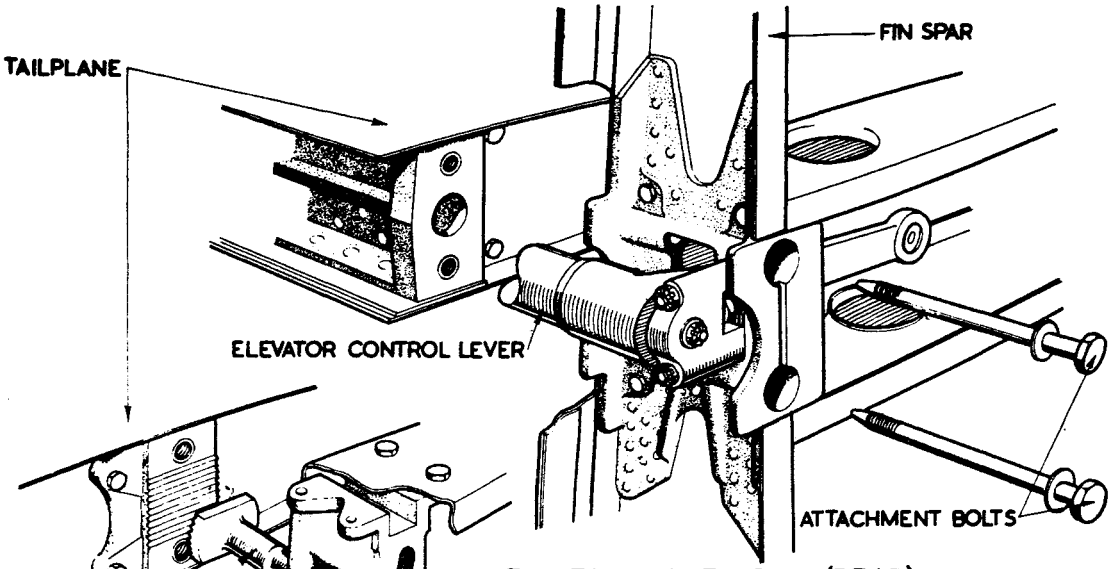
AILERON	15° 36′ UP 10° 31′ DOWN
	(3·0 IN. UP 2·0 IN. DOWN)
TAB	·85 IN UP 1·2 IN DOWN
RUDDER	24° 36′ (7·8 IN.) EACH WAY
TAB	GROUND TRIM ONLY
ELEVATOR	19° 0′ UP 10° 20′ DOWN
	(5·10 IN. UP 2·8 IN. DOWN)
TAB	6° UP 18° DOWN PRE MOD. V 90
	8° UP 22° DOWN POST MOD V90
FLAPS	80° DOWN (29·3 IN.)
DIVE BRAKE	73° UP (12·18 IN.)

MAINPLANE INCIDENCE, ZERO AT FUSELAGE DATUM.
DIHEDRAL ON TOP SURFACE OF FRONT SPAR 1° 15′.
DIHEDRAL BOARD READS HORIZONTAL WHEN IN POSITION.
TAILPLANE INCIDENCE, NEUTRAL.
LOCATION POINTS FOR RIGGING BOARDS ARE PAINTED ON AIRFRAME.

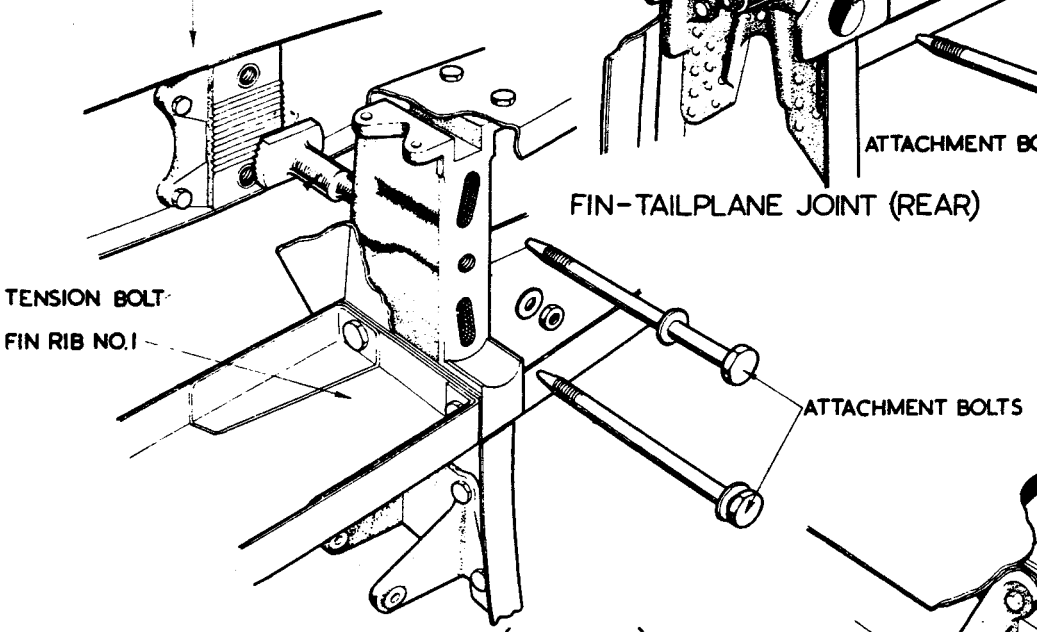
FIG. 18

RIGGING DIAGRAM

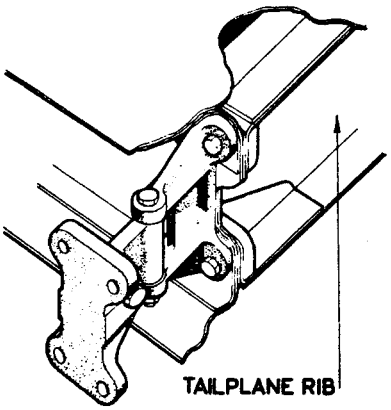
FIG. 18



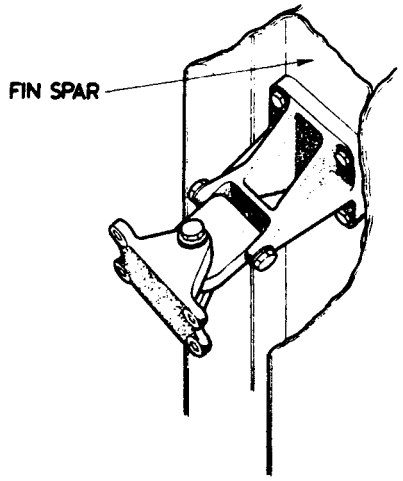
FIN-TAILPLANE JOINT (REAR)



FIN-TAILPLANE JOINT (FORWARD)



ELEVATOR HINGE



RUDDER HINGE

FOR TAIL UNIT STRUCTURE SEE SECT. 7

FIG. 19

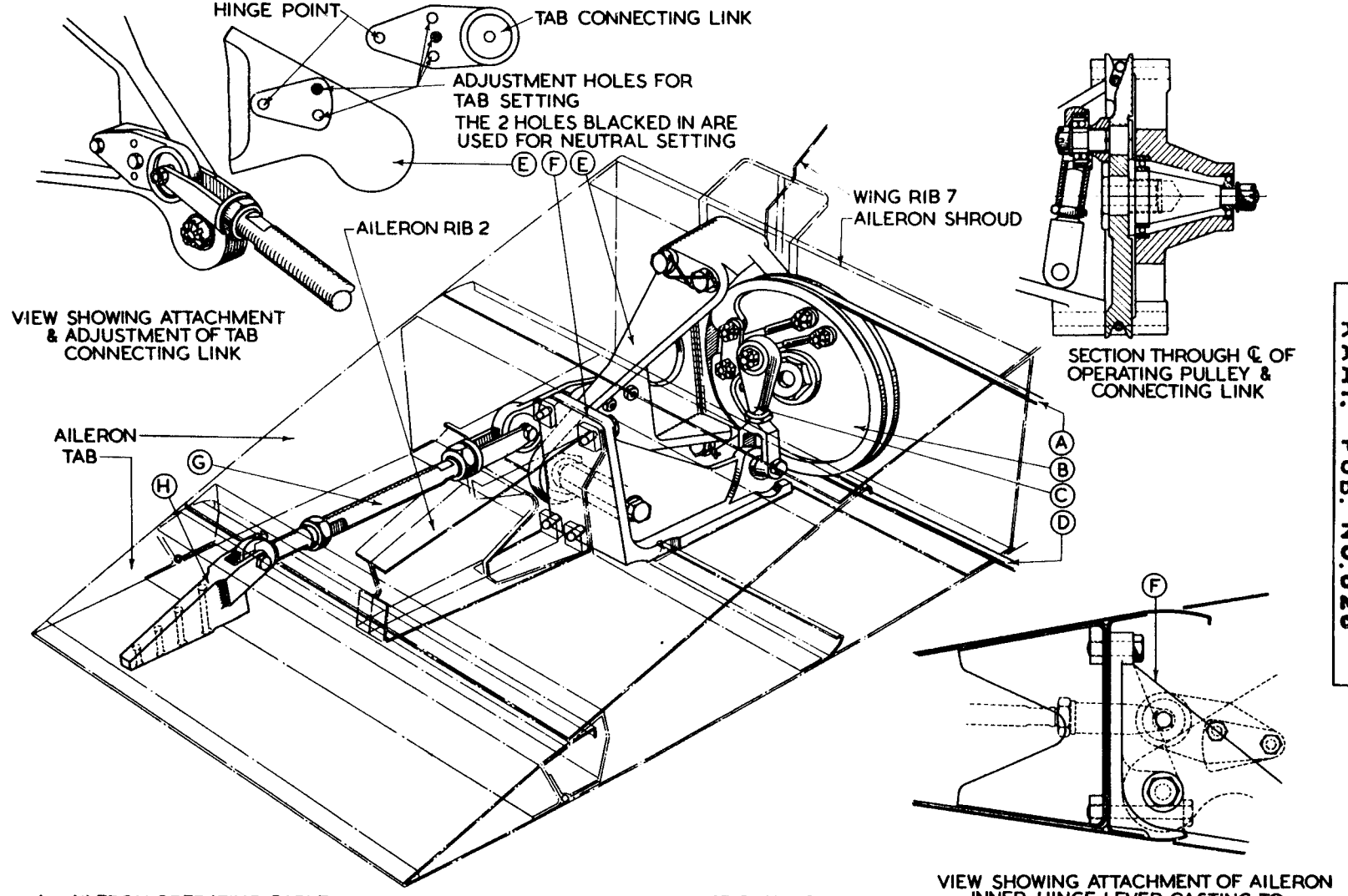
TAIL UNIT DETAILS

FIG. 19

FIG 20

PORT AILERON DIFFERENTIAL UNIT

STARBOARD SIMILAR



A AILERON OPERATING CABLE
B AILERON CONTROL PULLEY WHEEL
C AILERON CONNECTING LINK
D AILERON BALANCE CABLE

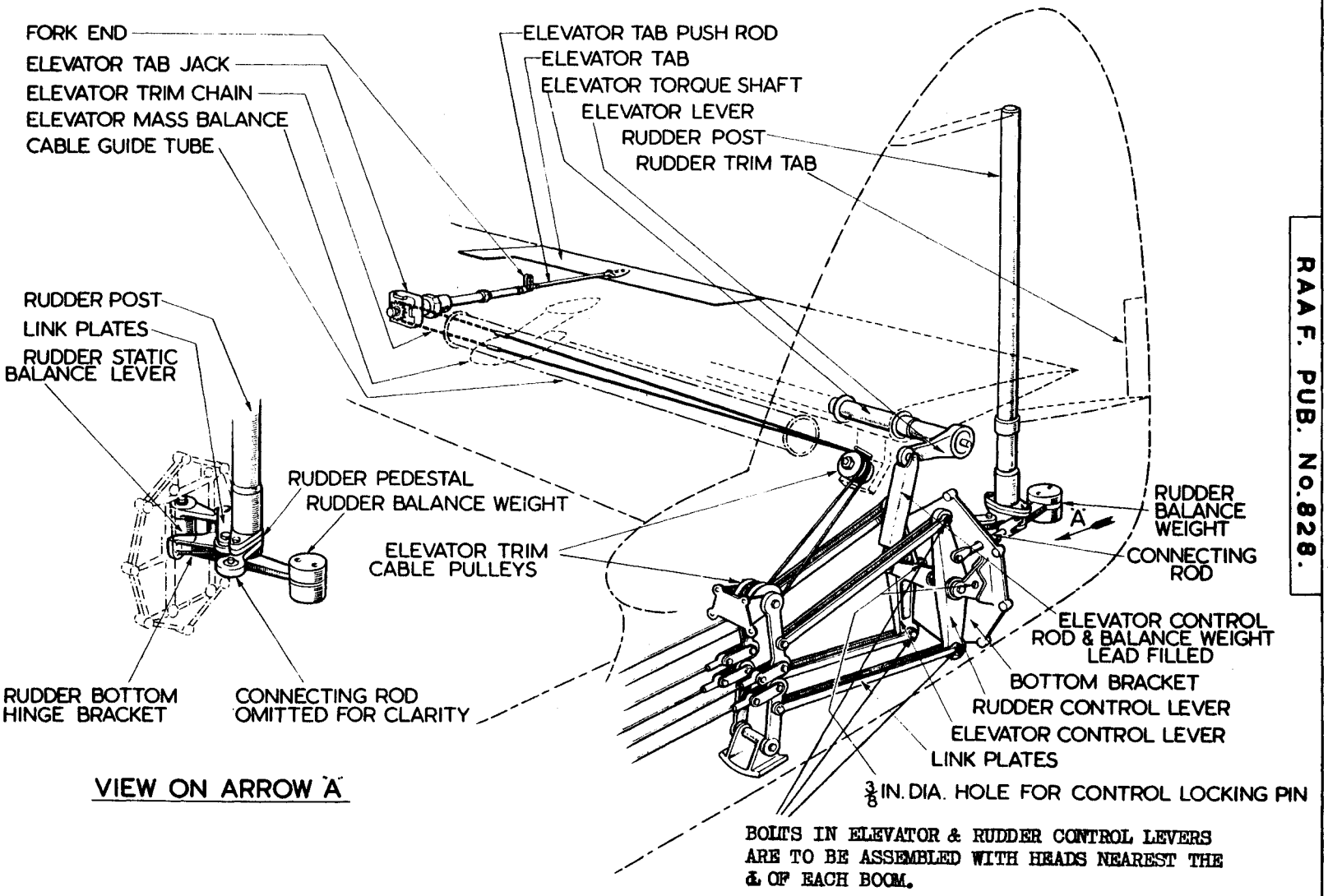
E AILERON INNER HINGE CASTING
F AILERON INNER HINGE LEVER CASTING
G CONNECTING ROD
H TAB OPERATING LUG

RAAF. PUB. No. 828

FIG 20

FIG. 21

ASSEMBLY OF CONTROLS IN TAIL UNIT

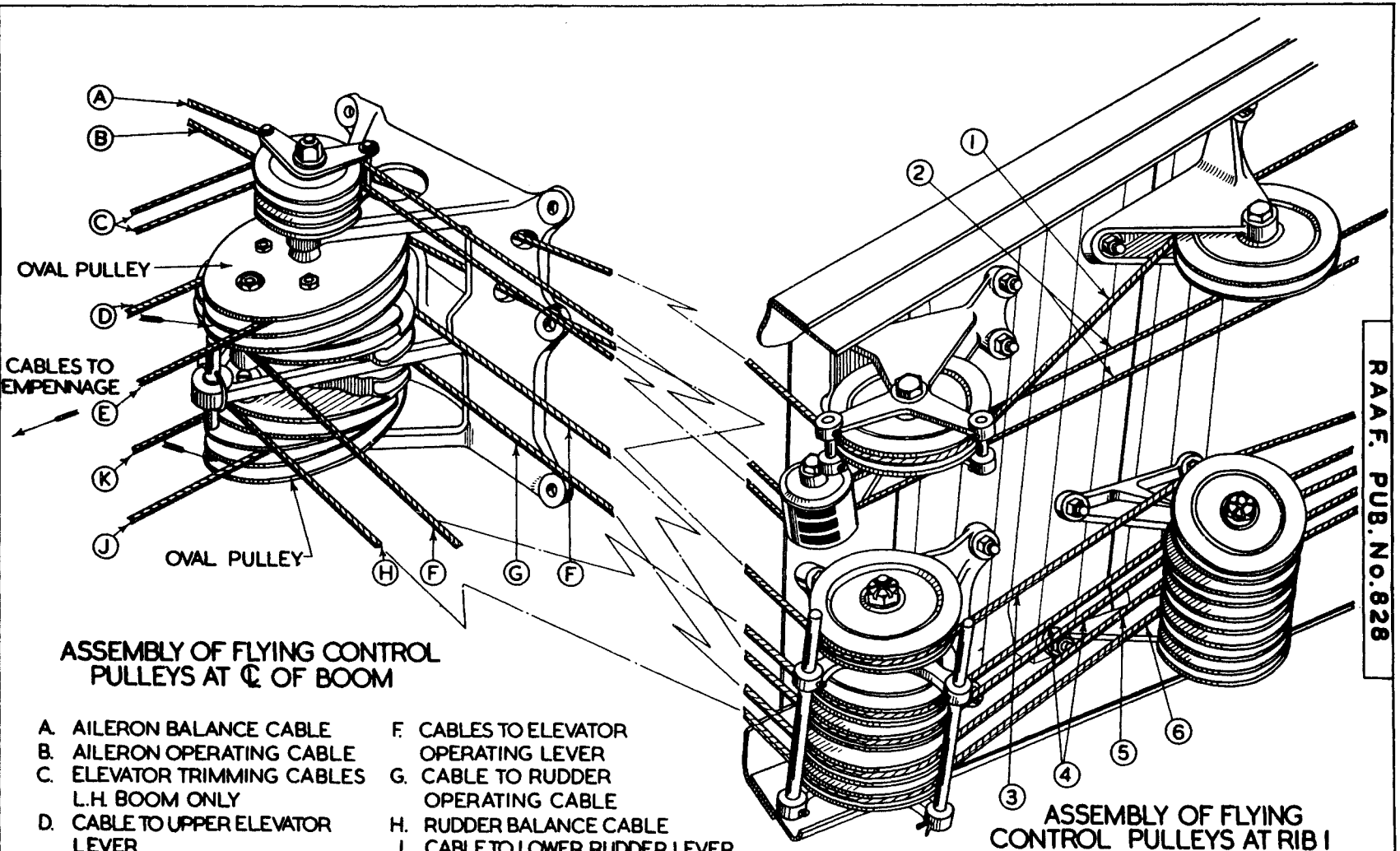


RAAF. PUB. No. 828.

FIG. 21

FIG. 22

DETAILS OF FLYING CONTROL GUIDE PULLEYS



ASSEMBLY OF FLYING CONTROL PULLEYS AT ℄ OF BOOM

A. AILERON BALANCE CABLE
B. AILERON OPERATING CABLE
C. ELEVATOR TRIMMING CABLES L.H. BOOM ONLY
D. CABLE TO UPPER ELEVATOR LEVER
E. CABLE TO LOWER ELEVATOR LEVER
F. CABLES TO ELEVATOR OPERATING LEVER
G. CABLE TO RUDDER OPERATING CABLE
H. RUDDER BALANCE CABLE
J. CABLE TO LOWER RUDDER LEVER
K. CABLE TO UPPER RUDDER LEVER

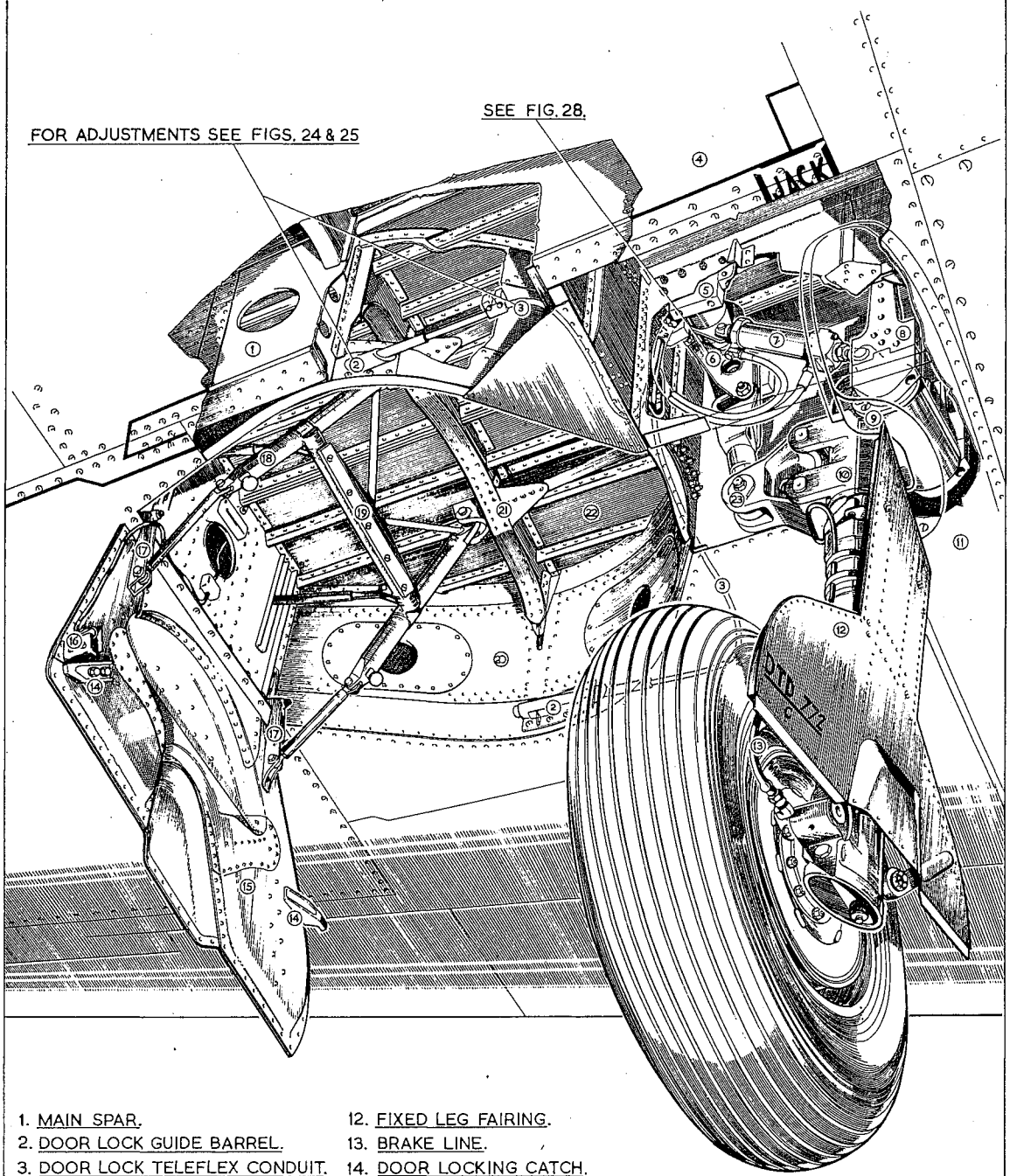
⟶ DENOTES GROOVE IN WHICH CABLE RUNS

ASSEMBLY OF FLYING CONTROL PULLEYS AT RIB 1

1. AILERON BALANCE CABLE
2. ELEVATOR TRIMMING CABLES L.H. BOOM ONLY
3. AILERON OPERATING CABLE
4. CABLES TO ELEVATOR OPERATING LEVER
5. RUDDER OPERATING CABLE
6. RUDDER BALANCE CABLE

RAAF. PUB. No. 828

FIG. 22

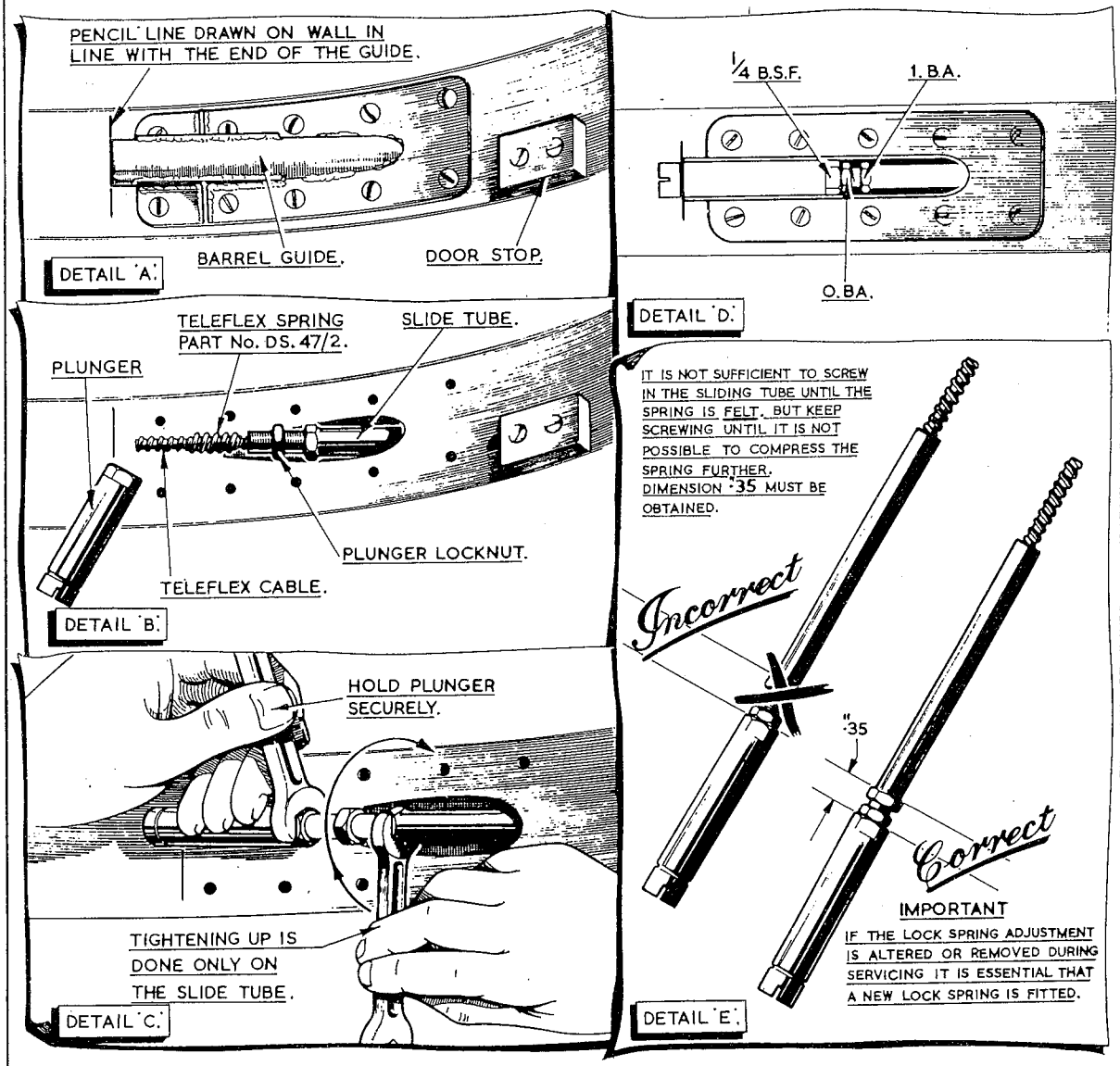


1. MAIN SPAR.
2. DOOR LOCK GUIDE BARREL.
3. DOOR LOCK TELEFLEX CONDUIT.
4. BOTTOM SKIN OF WING.
5. RADIUS ROD END FITTING & PICK UP.
6. RADIUS ROD.
7. MAIN WHEEL RETRACTION JACK.
8. HINGE END FITTING & PICK UP.
9. JACK OPERATING LEVER.
10. COMPRESSION LEG.
11. TAIL BOOM FAIRING.
12. FIXED LEG FAIRING.
13. BRAKE LINE.
14. DOOR LOCKING CATCH.
15. MAIN WHEEL DOOR.
16. DOOR UP-LOCK MICRO SWITCH.
17. MAIN WHEEL DOOR HINGE.
18. DOOR RETRACTION FRAME.
19. RUBBING STRIP.
20. WHEEL WELL WALL.
21. WHEEL ARCH (RIB 4).
22. TOP SKIN OF WING.
23. LOCK LINK PIN.

FIG 23

UNDERCARRIAGE

FIG 23



NOTE:
FOR ADJUSTMENT PROCEDURE SEE FIG. 25.

FIG 24 **U/C DOOR LOCK-ADJUSTMENTS** FIG 24

DOOR LOCK PLUNGER — ADJUSTMENT PROCEDURE

WARNING

A number of undercarriage failures have been due to the fracturing of the teleflex controls which operate the door lock plungers, these are attributed to semi-seizure of the teleflex cables inside the conduits, the plungers fouling the door catches, or maladjustment of the door lock plungers. Detailed below is the correct sequence of the door lock plunger adjustment and the check required to ensure unrestricted movement of the teleflex system.

PROCEDURE

(a) Jack up the aircraft and remove the leg fairing and main wheel. Then disconnect the 'D' door by means of the adjustable radius rods.

(b) Refer to Detail A and draw a pencil line on the wheel well wall to coincide with the forward face of the plunger barrel guide. Remove the barrel guide.

(c) Remove the front and rear access panels inboard of the plunger barrel guide on the wheel well wall. Check that the dimension between the centre line of the clamp block, assembled on the lower wing skin and the outboard end of the conduit is 5.25 inches. This will ensure the correct routing of the conduit, which should then contact the face of Rib 3 and obviate the possibility of the conduit 'bottoming' inside the slide tube, which will cause the teleflex to fracture. At the same time, it is most essential that these conduits inside the wing are checked for any signs of movement in relation to their respective clamp blocks. Any movement of the conduit on its clamping block will alter the plunger adjustment.

(d) Retract the undercarriage.

(e) Remove the inspection panel on the top wing surface immediately above the main undercarriage, and ensure that the teleflex cable protrudes .1 inch through the guide holes on the wrapped wheel.

(f) Remove the plunger assembly, fit a new lock spring Teleflex Part No. DS.47/2, Ident.No. T27K/504 (Note lock spring should be used once only). With the teleflex pulled out to its full extent, adjust the position of the spring so that when the plunger is replaced against the spring, the groove on the plunger is approximately 1/32 inch in advance of the pencil line (see Detail B.)

(g) Prior to assembly of the sliding tube to the conduit, lubricate the conduit with anti-freeze grease DTD.825 Ident. No. K2/210.

(h) Important Note: Screw the locknut back against the hexagon plug of the sliding tube as far as possible. Holding the plunger stationary, screw up the sliding tube tight and secure the locknut (see Detail C). It is not sufficient to screw the sliding tube in until the spring is felt, but keep screwing until it is not possible to compress the spring further. Dimension .35 inch must be obtained (see Detail E). The groove on the plunger should now be level with the pencil line as in Detail D. Lubricate the lock plunger with anti-freeze grease DTD.825 and replace the barrel guide. Lower the undercarriage and perform a retraction test to ensure the correct functioning of the plunger under operating conditions. Re-check the plunger protrusion in the retracted position (see Detail D).

(i) Refit the undercarriage wheel and connect up the 'D' door adjustable radius rods. Adjust the wheel doors so that when the undercarriage is fully retracted the doors are a tight fit against the two door stops in the wheel well. It should require a load of approximately 50 lbs. applied at each corner of the door to pull it down on to the lock plungers. The gap between the lock plunger and door catches should be .04 inch to .06 inch, this clearance is most important in order to obviate the door catches fouling the Teleflex plunger during the actual operation of locking in the up position.

(j) To ensure unrestricted movement of the teleflex controls, disconnect the main undercarriage radius rod at its lower attachment and remove the lower hydraulic jack attachment bolt Part No. G00.87; operate the radius rod by hand through its full range of travel checking for signs of stiffness in the teleflex cable run. As an approximate guide to the required freedom of movement, the radius rod should fall from the retracted position due to its own weight. If severe stiffness is experienced, the cause must be traced and remedial action taken.

(k) Where it is found necessary to remove the teleflex cable and conduit in order to trace stiffness, it will be appreciated that, where the teleflex controls are broken down, the adjustments of the door lock plungers as detailed in paragraphs d-h will have to be repeated.

(l) In cases where a new cable is being fitted prior to re-assembly, ensure that the ends are well radiused on a grindstone to remove all burrs and sharp edges. All filing or grinding must be done only in the direction of the winding of the helix of the cable. Lubricate the teleflex cable prior to assembly with anti-freeze grease DTD.825, Ident. No. K2/210.

(m) Disconnect the 'D' Door adjustable radius rods and fit the leg fairing. With the undercarriage locked in the up position, and the strap securing the leg fairing tight, ensure that the fairing has all round clearance of .050 inch with the underside of the wing. A flush fit is effected by the addition or removal of the packing washers on the strap attachment fittings, and by moving the fairing about the leg. At the same time ensure a clearance of .05 inch to .2 inch between the leg fairing and 'D' door. (This does not refer to the leg fairing shroud which overlaps the 'D' door). When a good fit has been obtained, lower the undercarriage and, with the compression leg fully deflated and compressed, ensure that the torque links do not foul the leg fairing.

(n) Reconnect the 'D' door adjustable radius rod and carry out a retraction test with a hydraulic rig. On completion, refit all access and inspection panels and re-lock all appropriate parts which were broken down to carry out this instruction.

(o) When it is found necessary to renew the Teleflex cable, a thorough examination of the wheel, wrapped Ident. No. A79/501471, Part No. C20059 (Port) or Ident. No. A79/501472, Part No. C20060 (Starboard) must be carried out. If any doubt exists as to its condition, replacement must be made.

DISMANTLING SHOCK ABSORBER STRUT

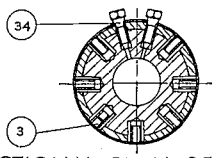
1. RELEASE ALL AIR & REMOVE THE INFLATION VALVE (37)
   REMOVE THE FILLER PLUGS (34) COMPRESS THE STRUT TO EJECT FLUID
2. REMOVE THE UPPER HINGE PIN (39) AND THE LOWER HINGE PIN (31) REMOVE THE UPPER & LOWER TORQUE LINKS (44) (43)
   PART LINKS BY REMOVING HINGE PIN (41)
3. REMOVE BOLT (47) REMOVE AXLE (25) FROM THE PLUNGER TUBE (15)
4. REMOVE COUNTERSUNK SCREW (35) & RETAINING RING (2) EXTRACT DOWELS (3) FROM FLUID HEAD (1) WITHDRAW DOWELS WITH DOWEL EXTRACTOR OR 2BA BOLT
5. COMPRESS THE STRUT SO THAT THE PISTON BUTTS ON THE FLUID HEAD & PUSH THE FLUID HEAD & PLUNGER TUBE ASSEMBLY OUT OF CYLINDER TUBE
6. REMOVE GRUB SCREW (33) UNSCREW PISTON (7) FROM PLUNGER TUBE REMOVE PISTON BUSH (8)

LONG STROKE.

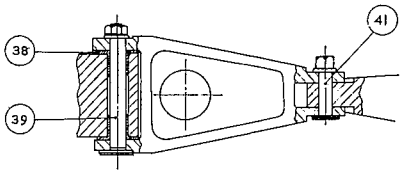
7. PUSH SEPARATOR (14) AIR HEAD (48) & STOP TUBE (46) OUT OF PLUNGER TUBE
8. TO REMOVE FLUTTER PLATE (10) HOLD FLUTTER PLATE RETAINER (12) UNSCREW NUT (9) & TAP RETAINER OUT OF PISTON HEAD COLLECT FLUTTER PLATE & SPRING (11)
9. UNSCREW 4 SCREWS (36) REMOVE WIPER RETAINER (23) WIPER (22) & SEAL (21) UNSCREW SEAL RETAINER (20) REMOVE SEAL (19) UNSCREW BUSH RETAINER (17) & REMOVE THE MAIN BEARING BUSH (16)

OTHER COMPONENTS NOT MENTIONED IN DISMANTLING

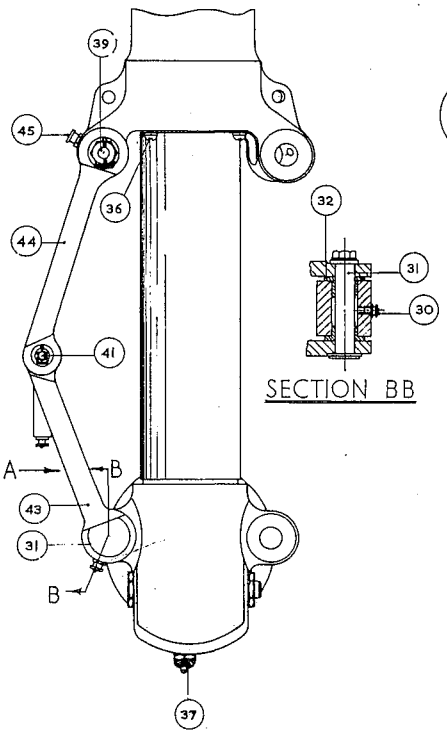
(4) (13) (24) SEALS
(30) (45) GREASE NIPPLES
(32) FLANGED BUSH
(38) FLANGED BUSH.



SECTIONAL PLAN OF FLUID HEAD SHOWING DOWELS & FILLER PLUGS.



VIEW ON ARROW A



SECTION BB

WARNING.
DEFINITELY NO SCREWS NUTS ETC. TO BE REMOVED PRIOR TO DEFLATION OTHERWISE A SERIOUS ACCIDENT MAY RESULT.

A.I.R. { 51756 L.H. / 51757 R.H.

FIG. 26 — **UNDECARRIAGE SHOCK ABSORBER STRUT** — FIG. 26

MAIN UNDERCARRIAGE AIR 51756 - 7

NOMINAL PRESSURE 350 LB./SQ.INS.

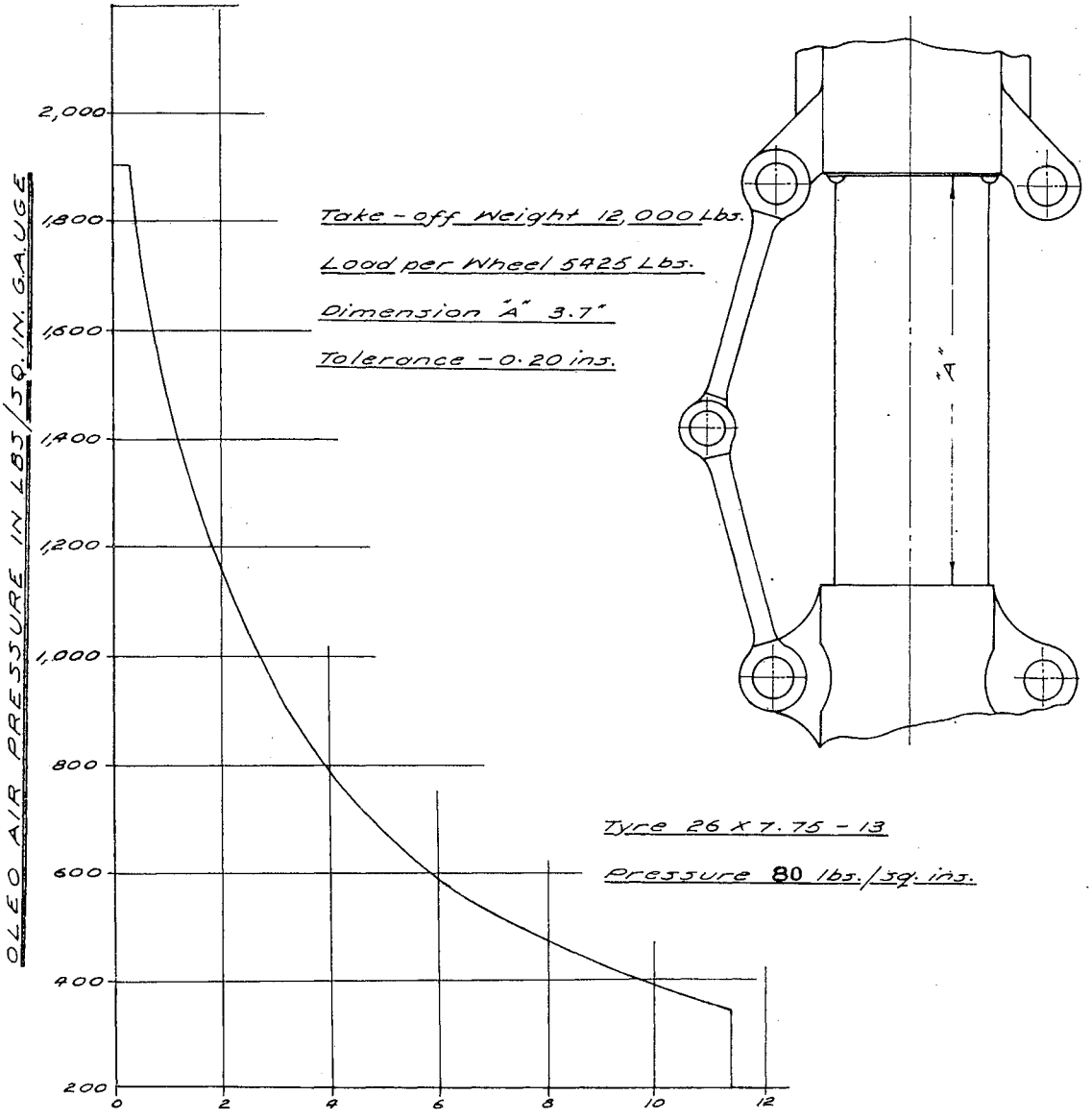
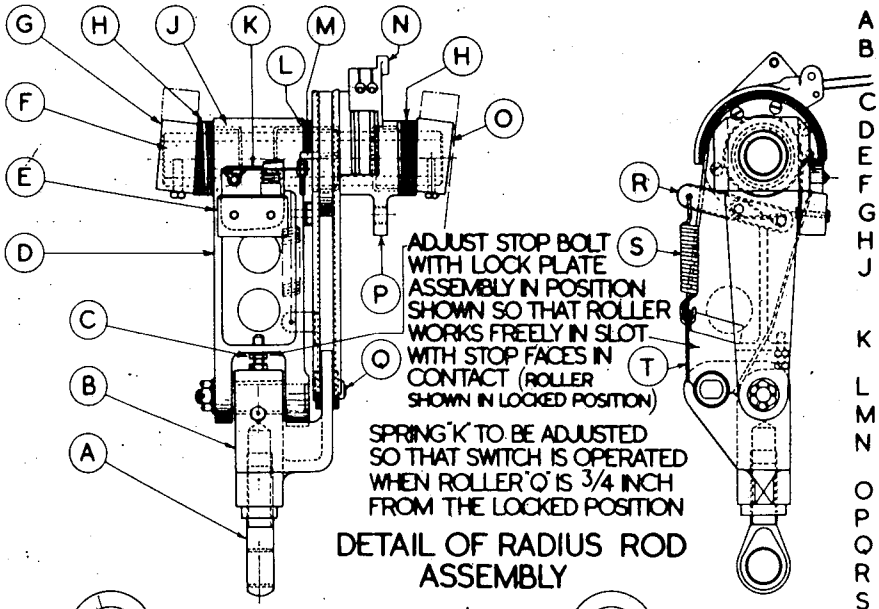
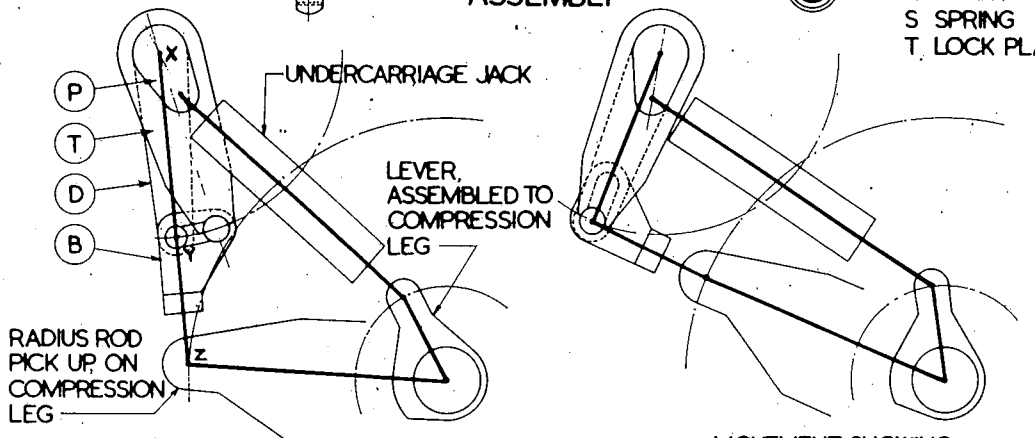


FIG. 27	UNDERCARRIAGE INFLATION DIAGRAM	FIG. 27



DETAIL OF RADIUS ROD ASSEMBLY

A EYEBOLT
B LOCK LINK
C STOP BOLT
D UPPER LINK
E MICRO SWITCH
F BEARING TUBE
G REAR END FITTING
H SPRING WASHER
J NEEDLE ROLLER BEARING
K SPRING (MICRO SWITCH)
L WASHER
M SPIGOT
N TELEFLEX WRAPPED BOX
O FRONT END FITTING
P LUG FOR JACK
Q ROLLER
R LEVER
S SPRING
T LOCK PLATE



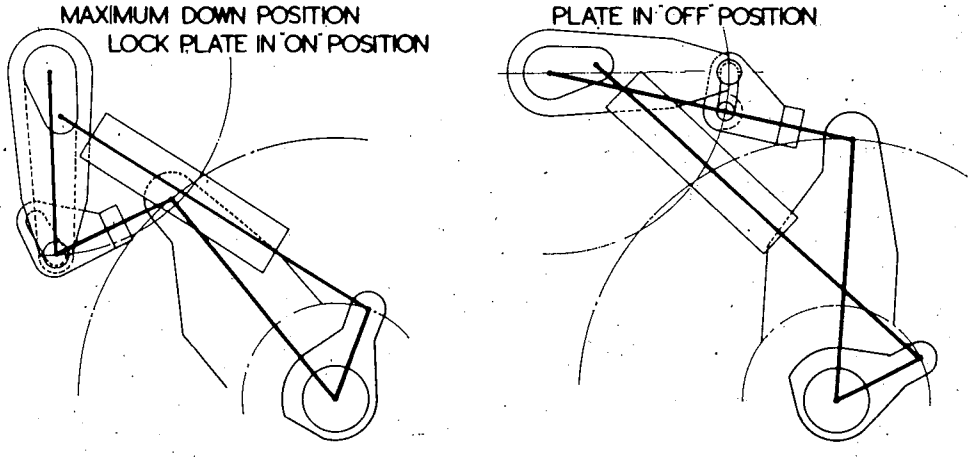


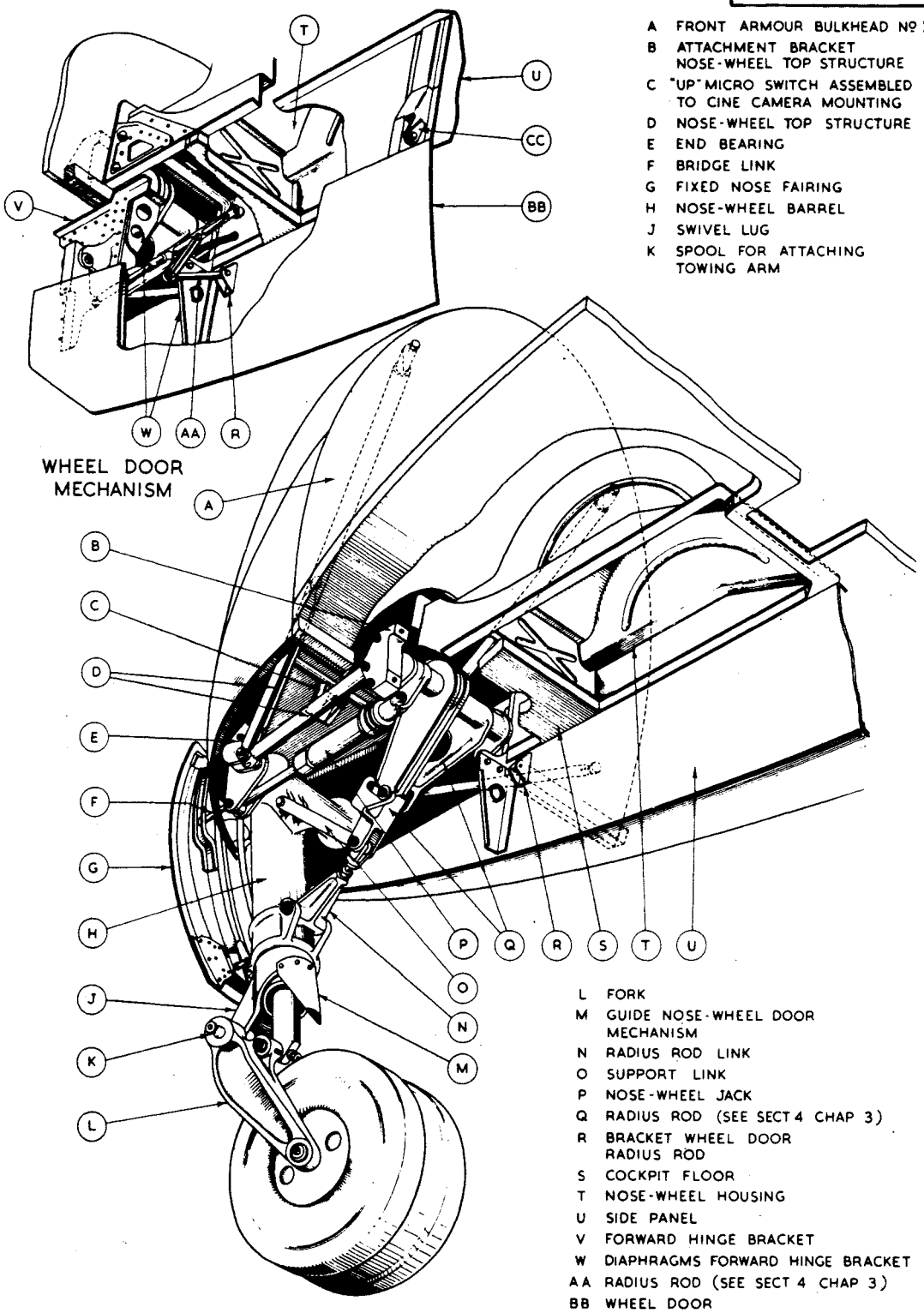
DIAGRAM OF UNDERCARRIAGE MOVEMENTS

FIG. 28

DETAILS OF UNDERCARRIAGE

FIG. 28

A.L.2



WHEEL DOOR MECHANISM

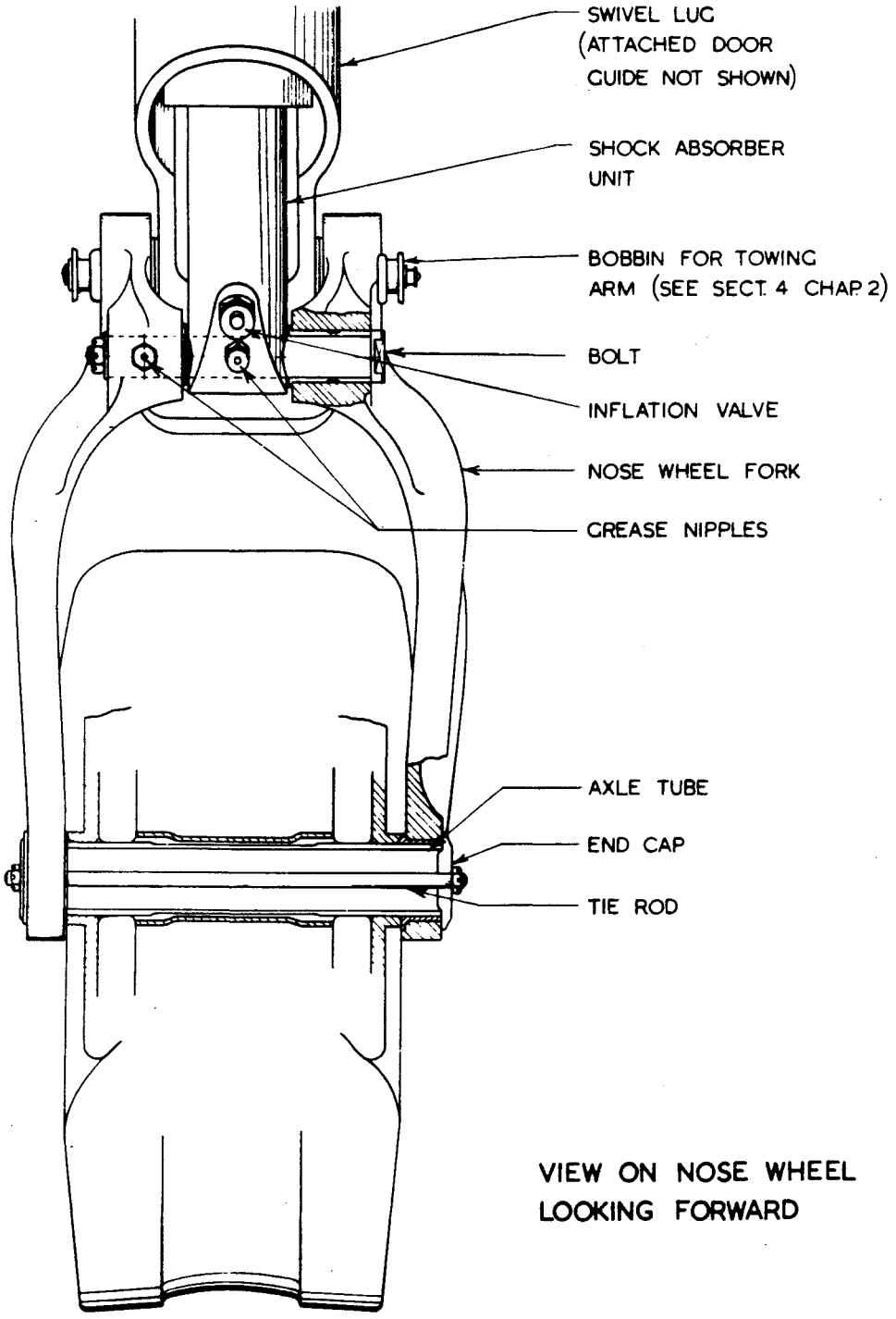
A FRONT ARMOUR BULKHEAD Nº 1
B ATTACHMENT BRACKET NOSE-WHEEL TOP STRUCTURE
C "UP" MICRO SWITCH ASSEMBLED TO CINE CAMERA MOUNTING
D NOSE-WHEEL TOP STRUCTURE
E END BEARING
F BRIDGE LINK
G FIXED NOSE FAIRING
H NOSE-WHEEL BARREL
J SWIVEL LUG
K SPOOL FOR ATTACHING TOWING ARM
L FORK
M GUIDE NOSE-WHEEL DOOR MECHANISM
N RADIUS ROD LINK
O SUPPORT LINK
P NOSE-WHEEL JACK
Q RADIUS ROD (SEE SECT 4 CHAP 3)
R BRACKET WHEEL DOOR RADIUS ROD
S COCKPIT FLOOR
T NOSE-WHEEL HOUSING
U SIDE PANEL
V FORWARD HINGE BRACKET
W DIAPHRAGMS FORWARD HINGE BRACKET
AA RADIUS ROD (SEE SECT 4 CHAP 3)
BB WHEEL DOOR
CC REAR HINGE BRACKET

VIEW LOOKING FORWARD ON NOSE-WHEEL. WHEEL DOOR AND PORT SIDE PANEL REMOVED TO SHOW WHEEL HOUSING ON COCKPIT FLOOR

FIG. 29

NOSE - WHEEL

FIG. 29

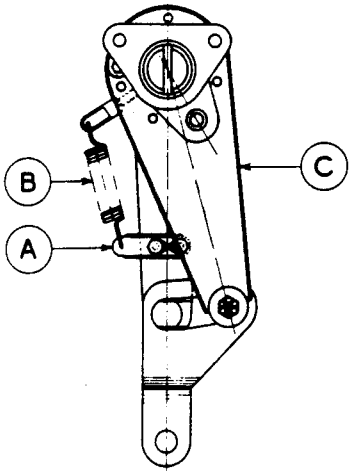


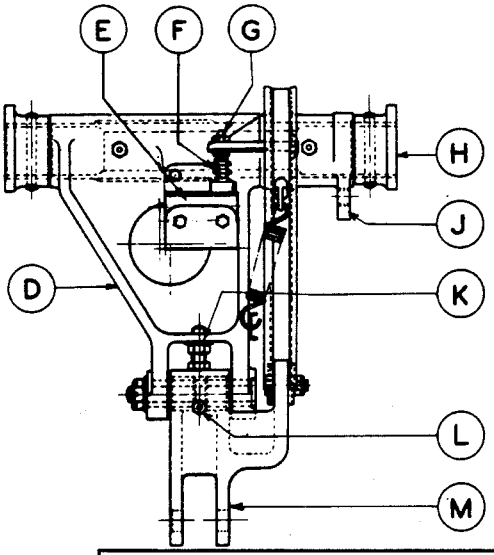
VIEW ON NOSE WHEEL
LOOKING FORWARD

FIG. 30

NOSE WHEEL DETAILS (1)

FIG. 30



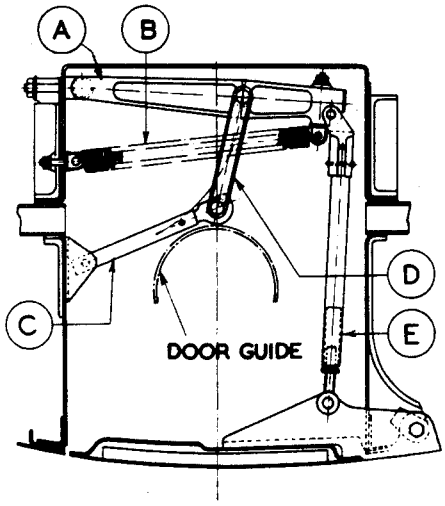


A LEVER
B SPRING
C LOCK PLATE
D UPPER LINK
E MICRO SWITCH
F SPRING CONTACT
G STRIKER BOLT
H BEARING
J LUG FOR JACK
K STOP BOLT
L GREASE NIPPLE
M LOWER LINK

NOSE WHEEL DOOR TENSIONING

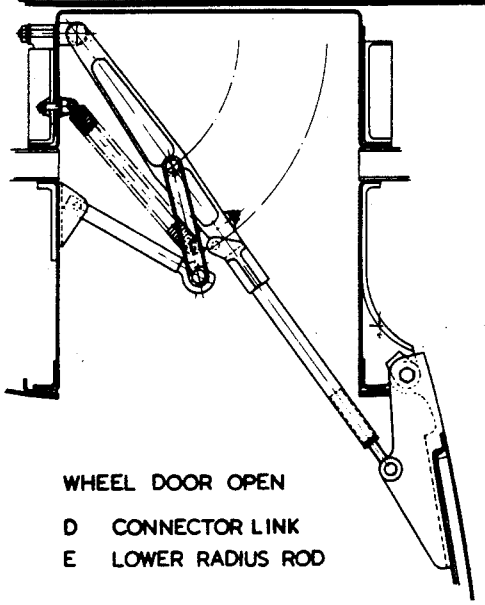
1. DISCONNECT FAIRING ATTACHMENT STRUTS FROM LEG SUPPORT CASTING & REMOVE LOWER RADIUS ROD ATTACHMENT PIN.
2. SLOWLY RETRACT THE NOSE WHEEL.
3. CLOSE THE NOSE WHEEL DOOR & HOLD IN POSITION BY HAND PRESSURE, ADJUST LOWER RADIUS ROD EYE BOLT UNTIL THE PIN CAN BE FITTED BY HAND.
4. LOWER THE NOSE WHEEL & REMOVE THE PIN, SCREW THE EYE BOLT IN 1¼ TURNS TO TENSION THE DOOR IN THE RETRACTED POSITION.
5. RE-FIT PIN & SPLIT PIN.
6. CARRY OUT NOSE WHEEL RETRACTION TEST.

DETAIL OF RADIUS ROD ASSEMBLY



WHEEL DOOR CLOSED

A UPPER RADIUS ROD
B DOUBLE SPRING
C LINK GUIDE



WHEEL DOOR OPEN

D CONNECTOR LINK
E LOWER RADIUS ROD

DETAILS OF NOSE WHEEL DOOR MECHANISM

FIG. 31

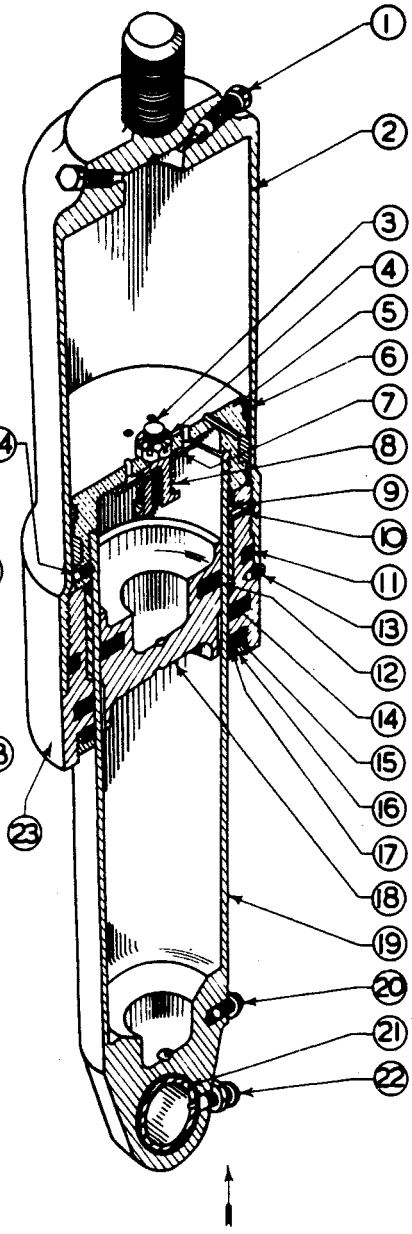
NOSE WHEEL DETAILS (2)

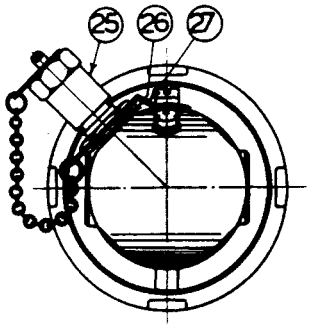
FIG. 31

DISMANTLING

SHOCK ABSORBER STRUT

1. RELEASE ALL AIR AND REMOVE SCREW (20) LOCKING PLATE, (27) AND INFLATION VALVE (25) REMOVE FILLER PLUGS (1) AND COMPRESS THE SHOCK ABSORBER TO EJECT FLUID.
2. REMOVE LOCKING WIRE, WITH TUBULAR KEY SPANNER, UNSCREW WIPER RETAINER (16) FROM SEAL RETAINER (23) REMOVE WIPER (17) AND SEAL (15)
3. REMOVE GRUB SCREW (13) WITH TUBULAR KEY SPANNER UNSCREW SEAL RETAINER (23) FROM CYLINDER TUBE (2) SLIDE SEAL RETAINER OFF PLUNGER TUBE & WITHDRAW PLUNGER TUBE (19) FROM CYLINDER TUBE.
4. REMOVE GRUB SCREW (24) FROM PISTON (5) GRIP PISTON BELOW RINGS BETWEEN SOFT JAWS IN A VICE. USING A BAR INSERTED THROUGH BUSH (21) UNSCREW PLUNGER TUBE FROM PISTON, IF NECESSARY REMOVE PISTON RINGS (6)
5. REMOVE BOLT (3) FROM PISTON HEAD AND COLLECT FLUTTER PLATE (7) & SPRING (8)
6. REPLACE INFLATION VALVE IN PLUNGER TUBE HOLD TUBE IN VERTICAL POSITION ON A SOFT BASE. ON BENCH AND APPLY SUFFICIENT AIR PRESSURE TO THE VALVE FORCING SEPARATOR (18) OUT OF THE PLUNGER TUBE.
7. IF IT IS NECESSARY TO REMOVE BEARING RING (9) WHICH IS A DRIVING FIT IN THE SEAL RETAINER (23), TAP OUT DOWEL (10) & DRIVE THE RING OUT OF THE RETAINER. THIS OPERATION WILL DAMAGE THE RING THEREFORE A NEW RING WILL BE REQUIRED ON ASSEMBLY





VIEW ON ARROW SHOWING INFLATION VALVE

OTHER COMPONENTS NOT MENTIONED IN DISMANTLING

(4) NUT

(22) GREASE NIPPLE

(11), (12), (14) SEALS.

(26) JOINTING WASHER

PART Nº A.I.R.40012

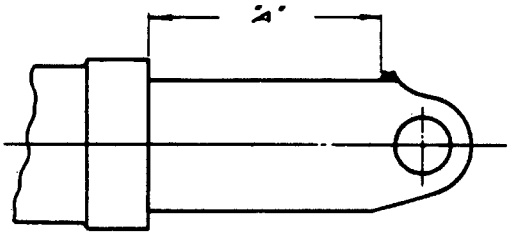
WARNING :- DEFINITELY NO SCREWS NUTS ETC. TO BE REMOVED PRIOR TO DEFLATION, OTHERWISE A SERIOUS ACCIDENT MAY RESULT.

FIG 32 **NOSE WHEEL SHOCK ABSORBER STRUT** FIG 32

A.I.R. 40012

NOSE WHEEL STRUT.

NOMINAL PRESSURE 500 LB / 30 INS.



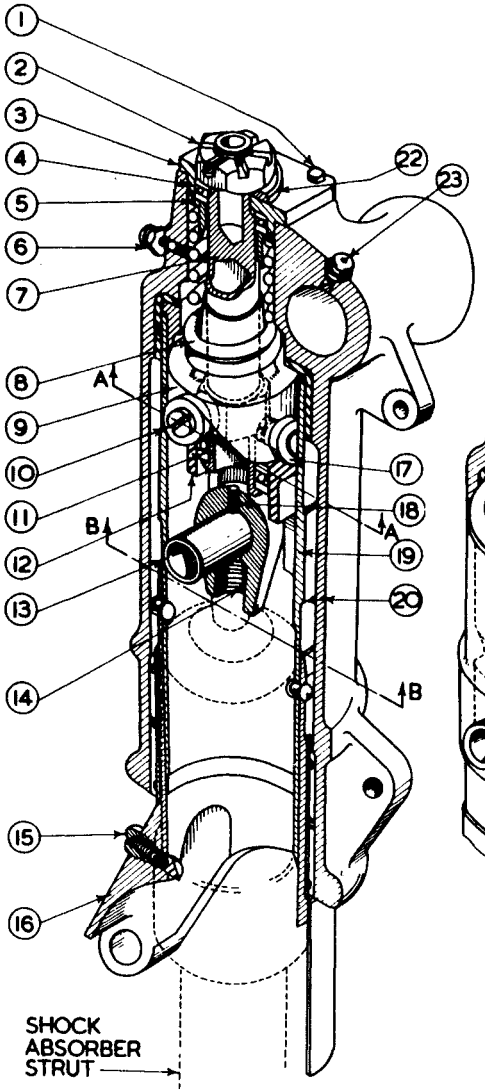
All up Weight 12,000 lbs.
Load on Wheel 1150 lbs.
Dimension 'A' 1.98 ins.
Tolerance - 0.08 ins.

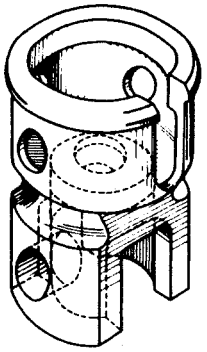
Tyre - Dunlop 6.5 x 5.5 T.C.
Pressure 60 lbs / sq. in.

FIG 33 NOSE WHEEL – INFLATION DIAGRAM FIG 33

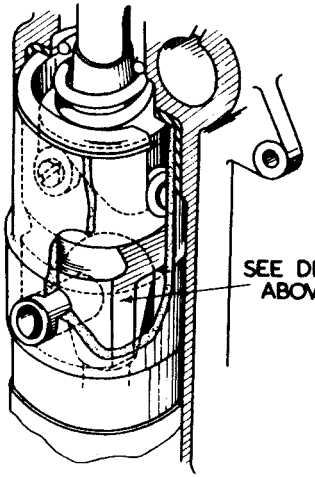
FIG. 34

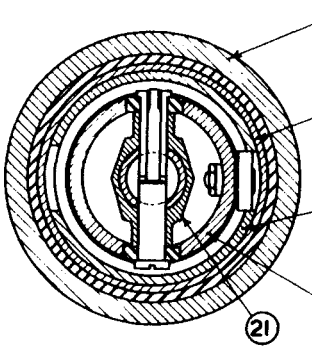
SELF CENTRING UNIT



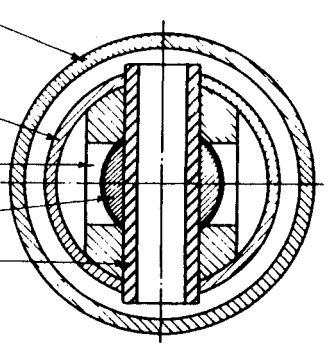


DETAIL OF THRUST HEAD PICK-UP (12)





SECTION "A-A", SHOWING SELF-CENTRING CAM, BALL RACES & SUPPORT COLLAR



SECTION "B-B" SHOWING PIVOT SOCKET & SOCKET PIN

DISMANTLING OF SELF CENTRING UNIT

1 UNSCREW SLOTTED NUT (2) REMOVE 4. 2 B.A. SECURING BOLTS (1) AND LIFT OUT LOCATING PLATE (3) THEN REMOVE THRUST BEARING (4) SPRING COLLAR (5) AND SPRING (8)

2 REMOVE SHOCK ABSORBER UNIT AND SELF-CENTRING UNIT COMPLETE INSIDE SWIVEL LUG (19) TO REMOVE SHOCK ABSORBER UNIT, UNSCREW LOCK PLUNGER (15) SECURE LOWER END OF UNIT IN A VICE, AND INSERTING A LEVER IN PIVOT SOCKET PIN (13) UNSCREW AT PIVOT SOCKET (14)

3 UNSCREW BOLT (18) KNOCK OUT PIVOT SOCKET PIN (13) REMOVE SWIVEL LUG (19) AND PIVOT SOCKET (14) UNSCREW ROLLERS (10) AND REMOVE SELF CENTRING CAM (9) ENABLING SLIPPER (17) TO BE REMOVED FROM IT. THE SUPPORT COLLAR (21) MAY NOW BE REMOVED THE ASSEMBLY BOLT (7) AND THRUST RACE (11) ARE THEN EXTRACTED FROM THE THRUST HEAD (12)

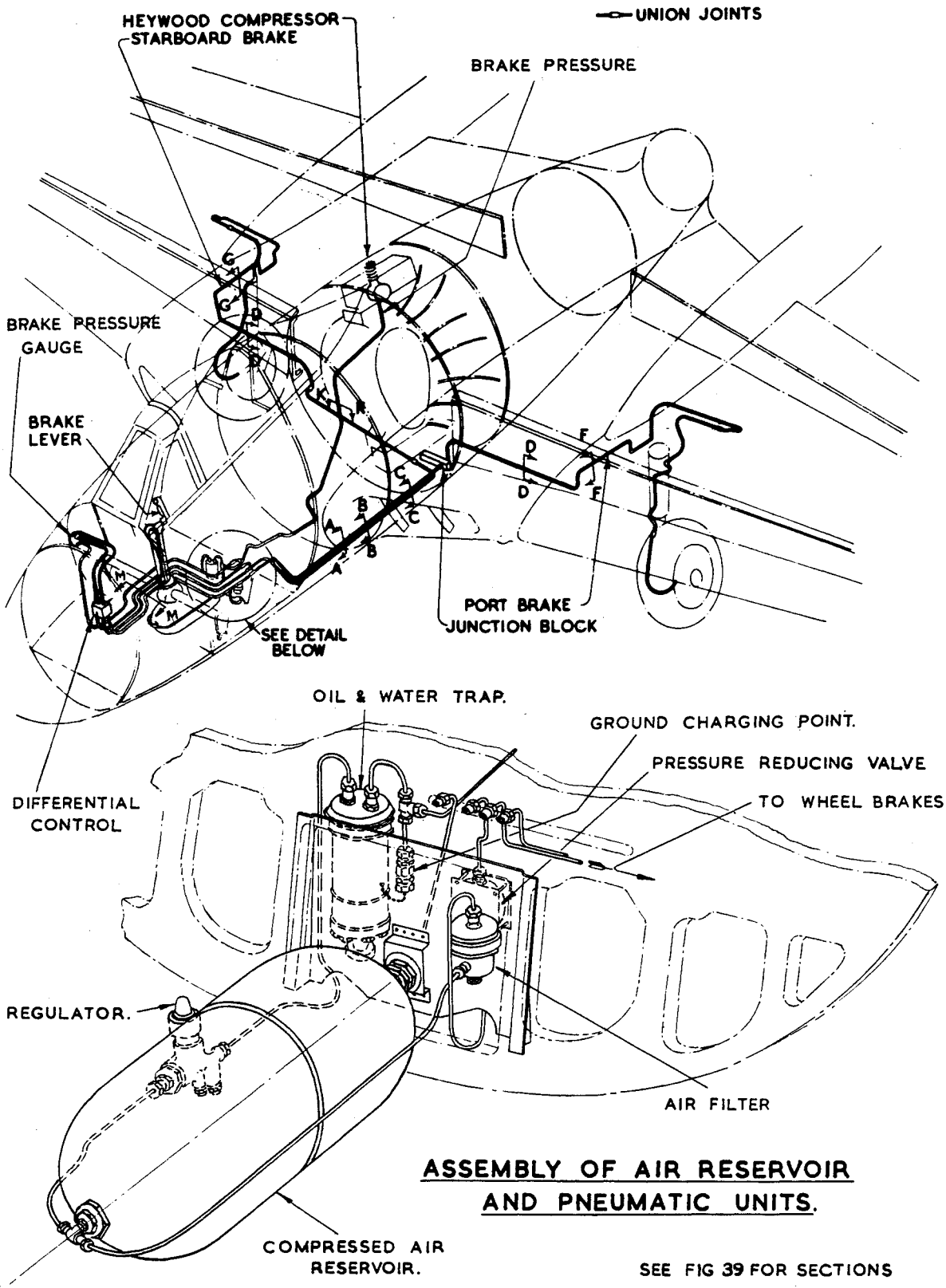
OTHER COMPONENTS NOT MENTIONED IN DISMANTLING

(6) GREASE NIPPLE
(23) GREASE NIPPLE
(20) NOSE WHEEL BARREL
(22) WASHER

A.A.P. No. 828.

FIG. 34

A.L.2



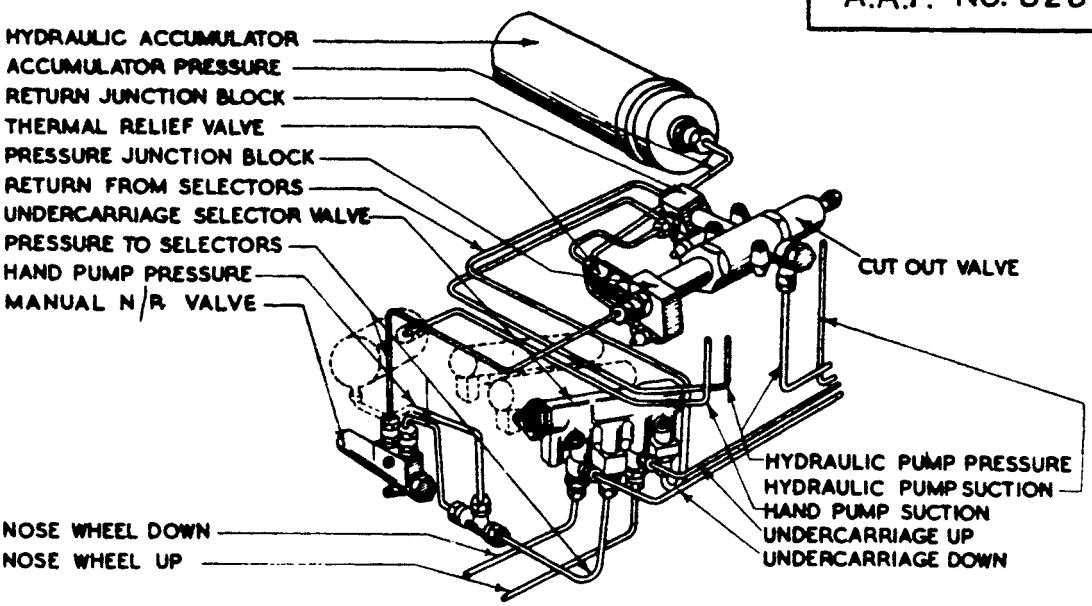
ASSEMBLY OF AIR RESERVOIR AND PNEUMATIC UNITS.

SEE FIG 39 FOR SECTIONS

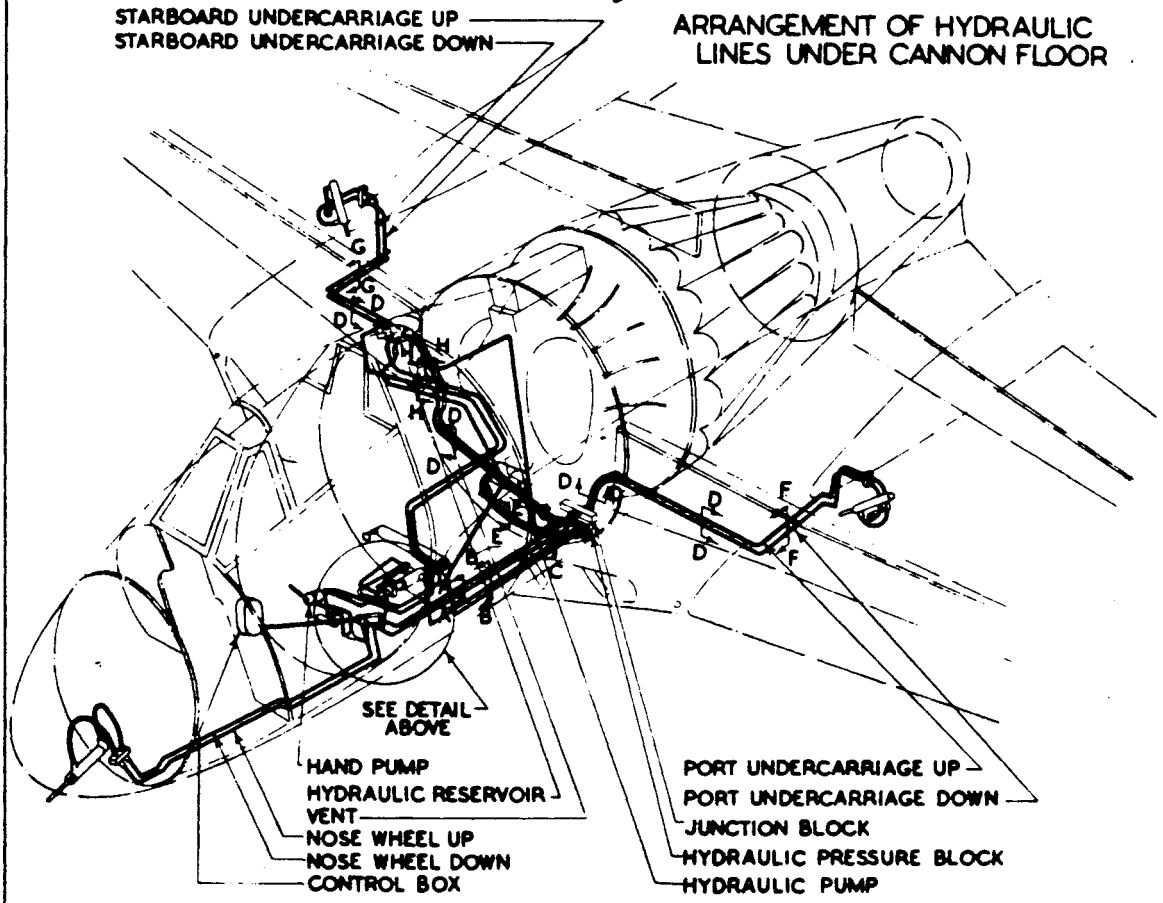
FIG. 35

BRAKE PNEUMATIC SYSTEM

FIG. 35



ARRANGEMENT OF HYDRAULIC LINES UNDER CANNON FLOOR



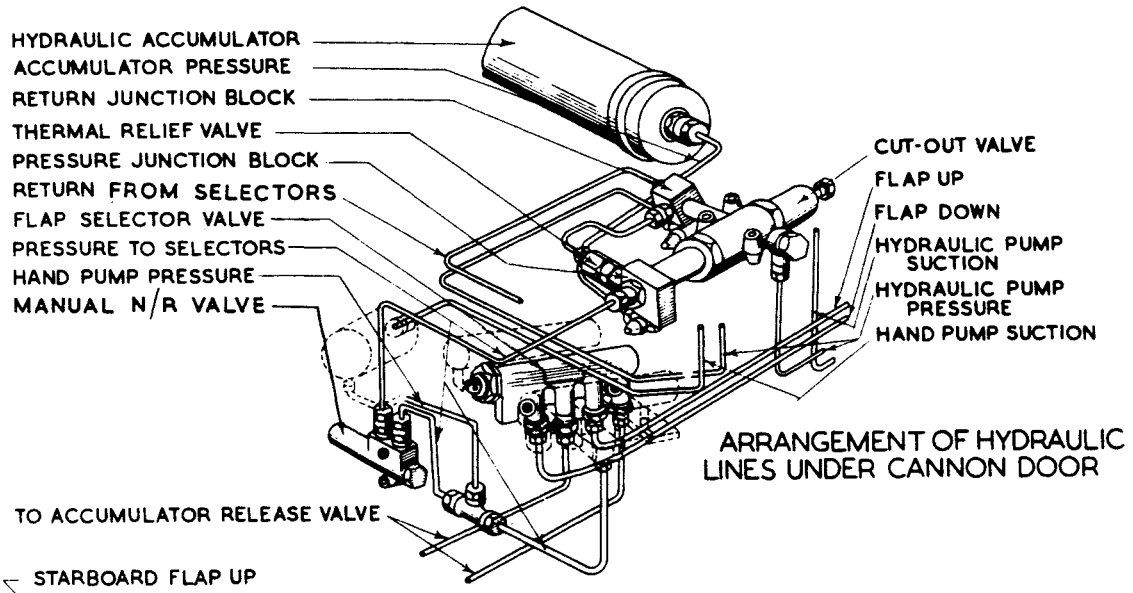
SEE FIG 39 FOR SECTIONS

UNION JOINTS

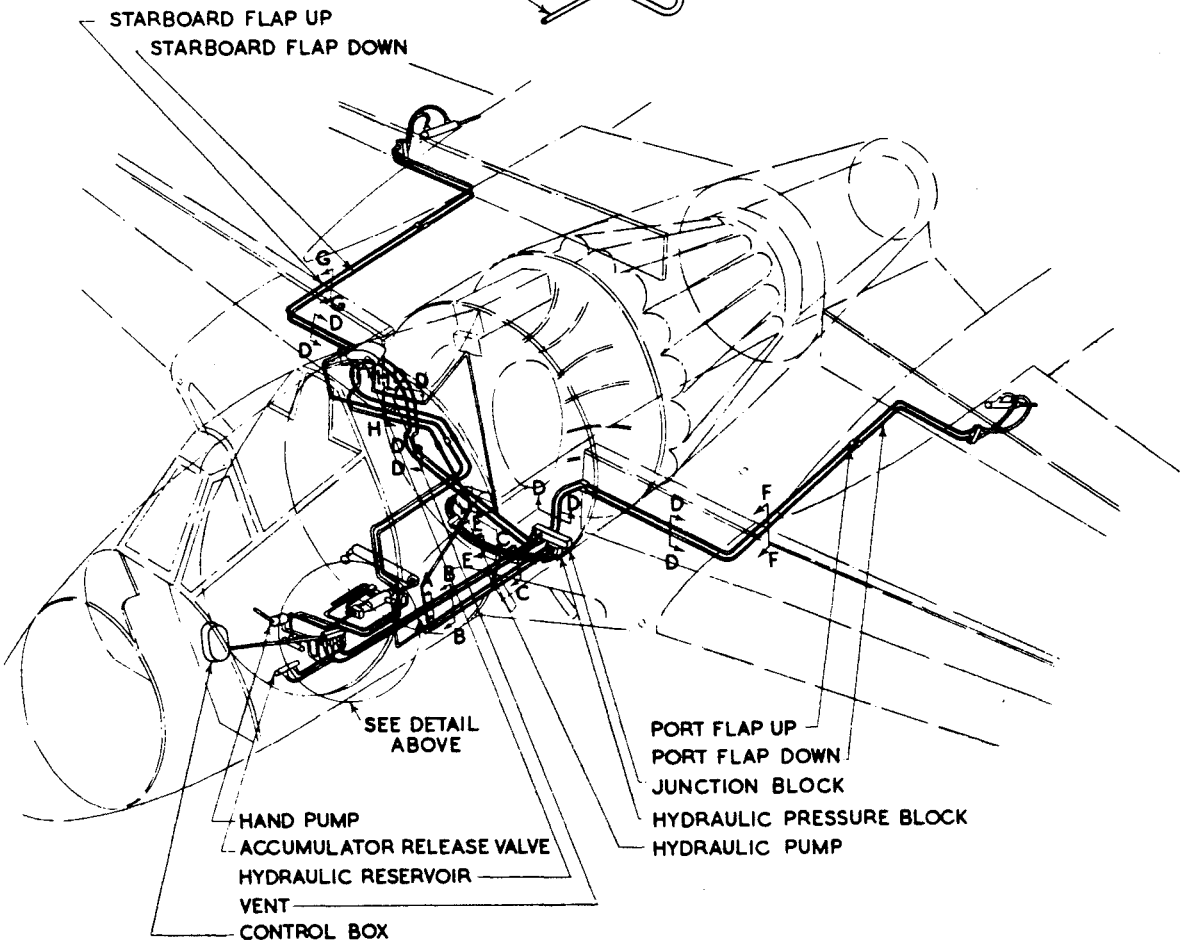
HOSE JOINTS

NOTE: ACCUMULATOR RELEASE VALVE NOT SHOWN. REFER TO FIG 37

FIG. 36 UNDERCARRIAGE AND NOSE WHEEL HYDRAULIC SYSTEM FIG. 36



ARRANGEMENT OF HYDRAULIC LINES UNDER CANNON DOOR

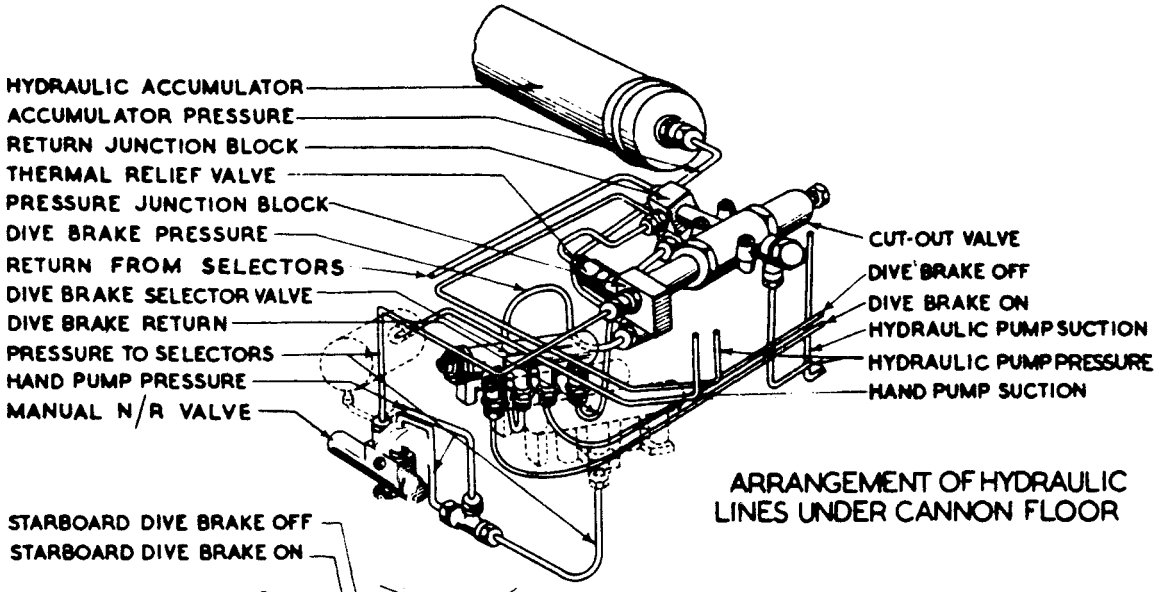


SEE FIG.39 FOR SECTIONS
UNION JOINTS
HOSE JOINTS

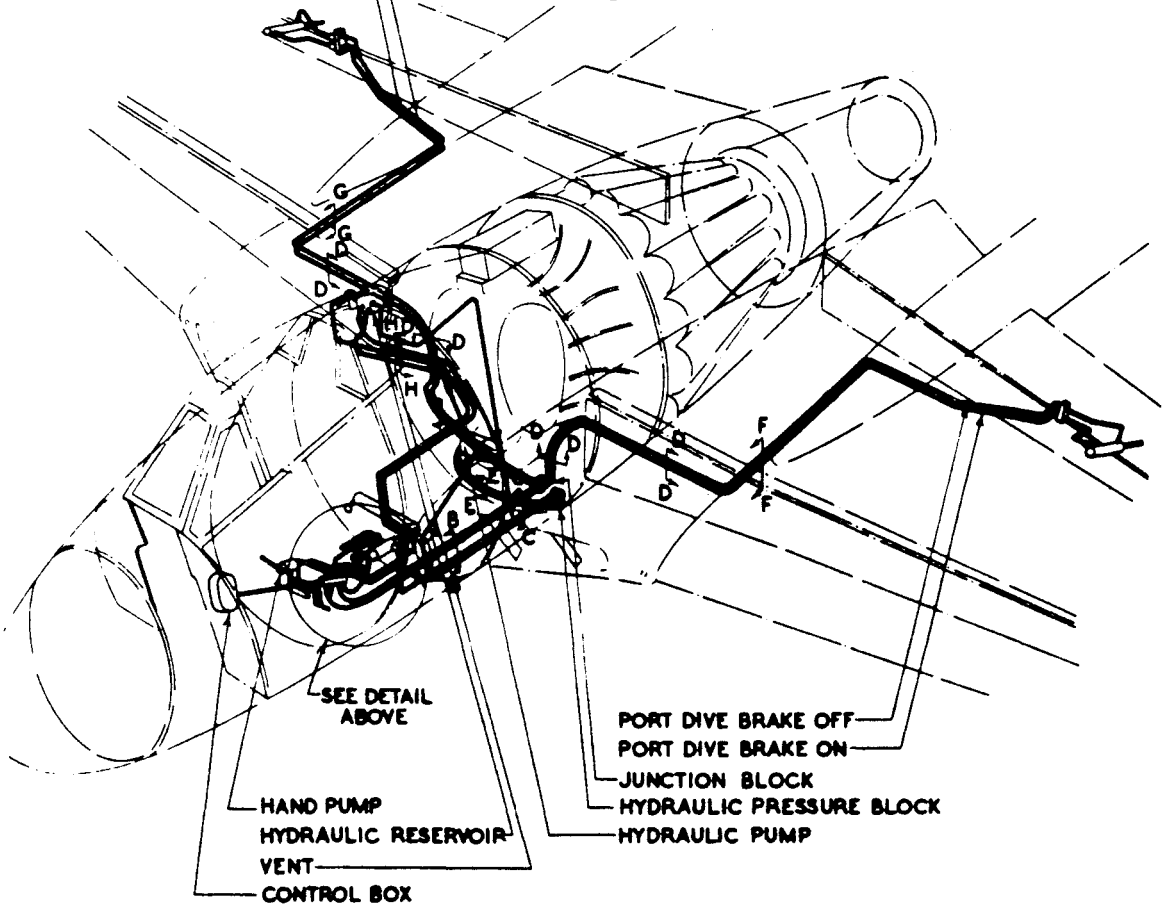
FIG 37

FLAP HYDRAULIC SYSTEM

FIG 37



ARRANGEMENT OF HYDRAULIC LINES UNDER CANNON FLOOR



SEE FIG. 39 FOR SECTIONS

UNION JOINTS

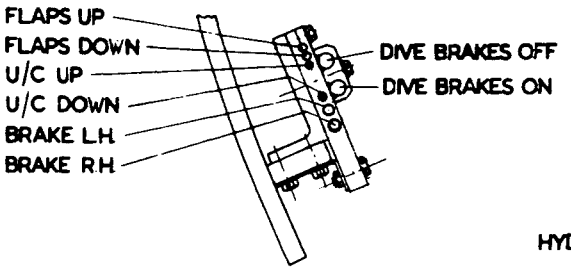
HOSE JOINTS

NOTE: ACCUMULATOR RELEASE VALVE NOT SHOWN, REFER TO FIG. 37.

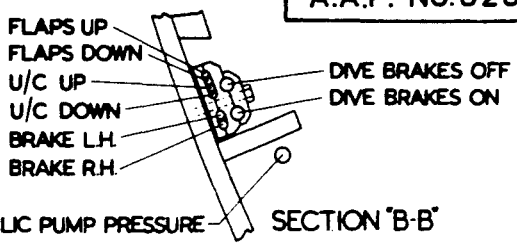
FIG. 38

DIVE BRAKE HYDRAULIC SYSTEM

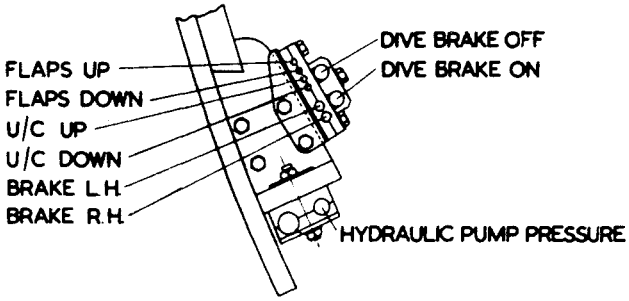
FIG. 38



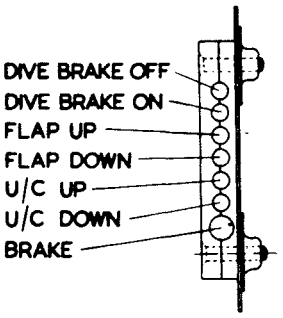
SECTION "A-A"



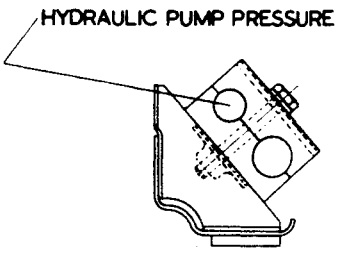
SECTION "B-B"



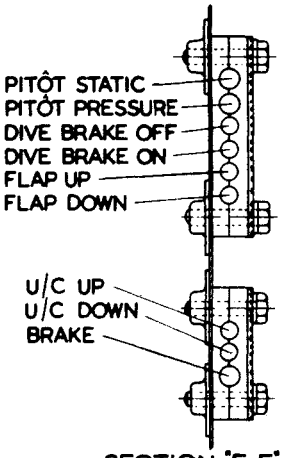
SECTION "C-C"



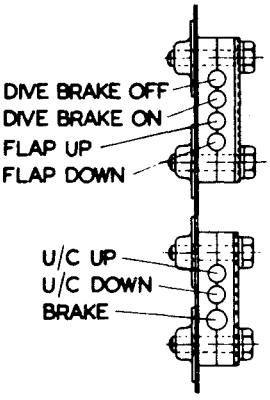
SECTION "D-D"



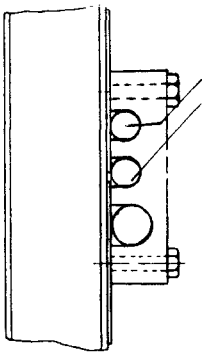
SECTION "E-E"



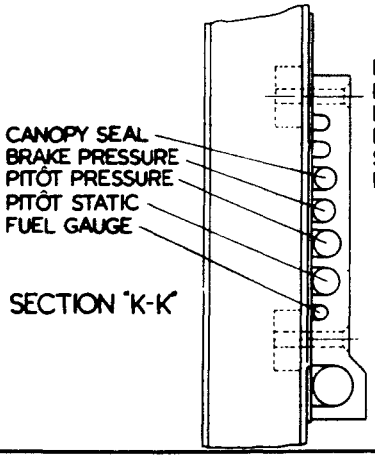
SECTION "F-F"



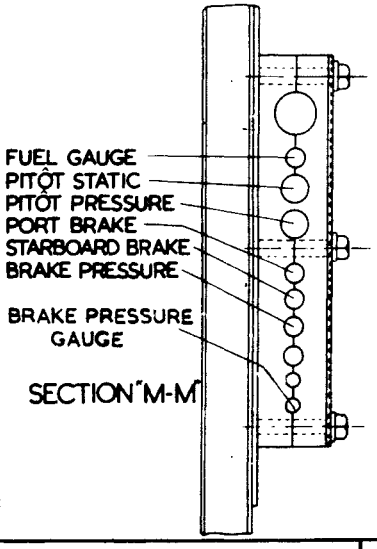
SECTION "G-G"



SECTION "H-H"



SECTION "K-K"



SECTION "M-M"

FIG. 39

ASSEMBLY OF PIPES IN CLAMP BLOCKS

FIG. 39

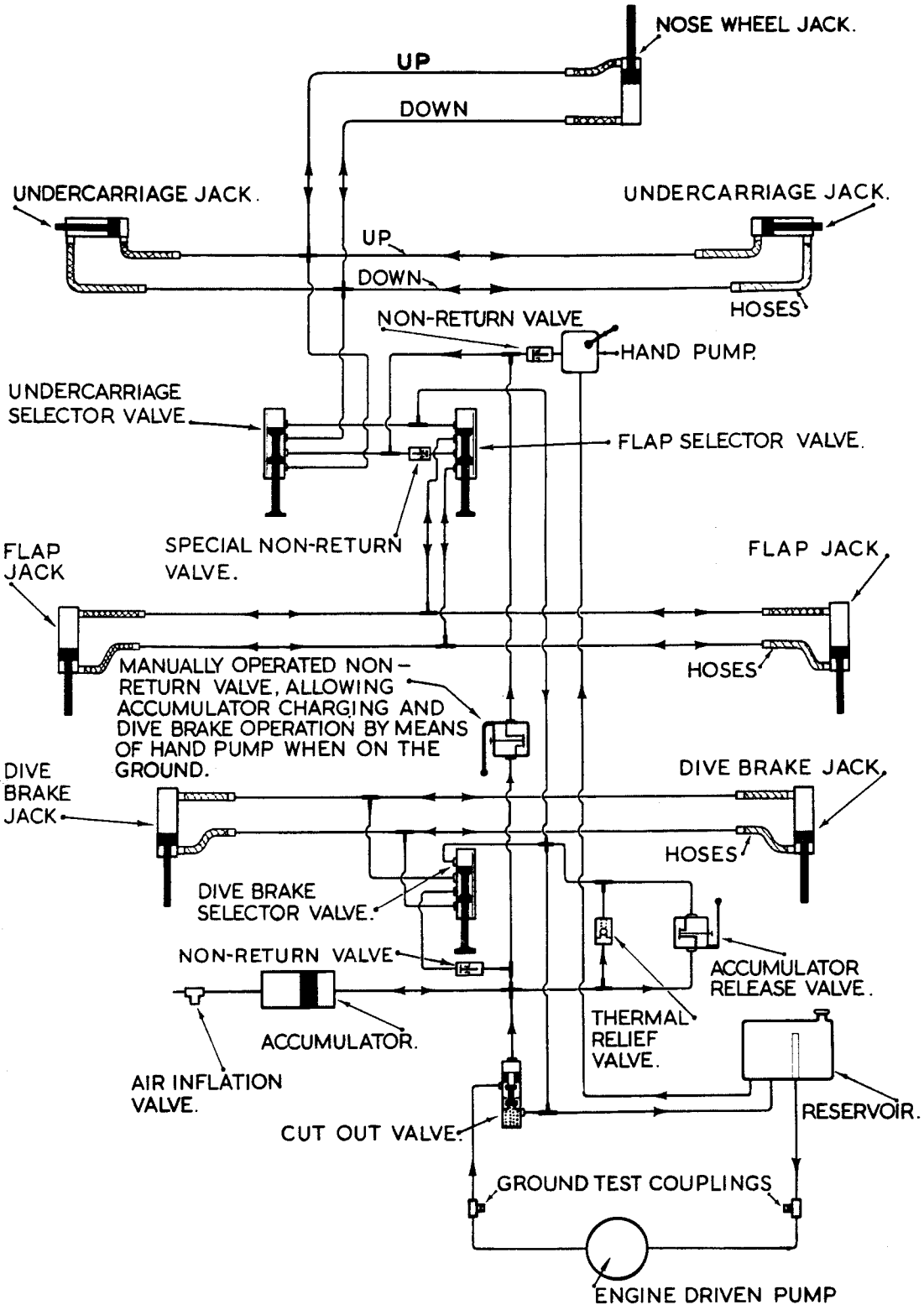


FIG 40 **DIAGRAM OF HYDRAULIC SYSTEM** FIG 40

A.L.2

SYMPTOM	FAULT	PROB. CAUSE	REMEDY
ALL SERVICES INOPERATIVE	LOSS OF PRESSURE	FAILURE OF PUMP	FIT NEW PUMP
EXTERNAL LEAKAGE	LOSS OF PRESSURE	FAULTY CONNECTIONS	TIGHTEN CONNECTIONS AND IF NECESSARY FIT NEW WASHERS, EXTERNAL GLANDS ON JACKS, OR NEW COUPLINGS
SLUGGISH MOVEMENTS OF ALL SERVICES	INTERNAL LEAKAGE OR LOW PRESSURE IN ACCUMULATOR	EXCESSIVE CLEARANCE IN ENGINE DRIVEN PUMP ALLOWING FLUID TO ESCAPE FROM THE PRESSURE SIDE TO THE SUCTION SIDE LEAKING VALVE	FIT NEW PUMP FIT NEW VALVE
SLUGGISH MOVEMENT OF A PARTICULAR SERVICE	INTERNAL LEAKAGE	FLUID LEAKAGE PAST GLANDS IN CONTROL VALVE	FIT NEW GLANDS
SAGGING OF FLAPS OR LIFTING WHEN LOWERED IN FLIGHT	INTERNAL LEAKAGE	FLUID LEAKAGE PAST VALVES IN SELECTOR	DISMANTLE SELECTOR AND INSPECT FOR WEAR, IF NECESSARY FIT NEW SELECTOR
DIVE BRAKES MOVE WHEN HAND PUMP IS OPERATED AND MAN OPR. NON-RETURN VALVE IS CLOSED.	LOSS OF PRESSURE	FAULTY MANUALLY OPERATED NON-RETURN VALVE	FIT NEW M/O NON-RET. VALVE
CIRCUIT OPERATING TIMES EXCESSIVE	INTERNAL LEAKAGE OR LOW PRESSURE IN ACCUMULATOR	FLUID LEAKAGE PAST GLANDS IN JACKS. LEAKING VALVE	FIT NEW GLANDS FIT NEW VALVE
OPERATING TIMES SLOW BACKLASH AT FLAPS LOAD ON HAND PUMP VERY LIGHT & SPONGY	AIR IN SYSTEM		FUNCTION THE SYSTEM SEVERAL TIMES CAUSING AIR TO DISSIPATE THROUGH RESERVOIR
INCREASE OF LOAD		1. MAL-ALIGNMENT OF JACKS CAUSING SIDE LOAD ON EXTENDED PISTON ROD. 2. MECHANICAL INTERFERENCE BETWEEN MOVING PARTS. 3. PRESENCE OF FOREIGN MATTER BETWEEN MOVING PARTS. 4. INCREASE OF FRICTION DUE TO EXCESSIVE TIGHTENING OF GLANDS ETC.	

FIG 42

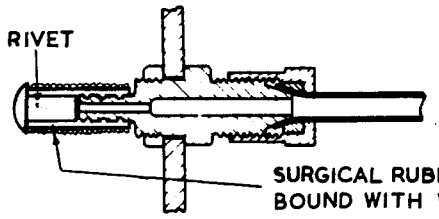
PRESSURE CABIN AIR SYSTEM.

FIG 42

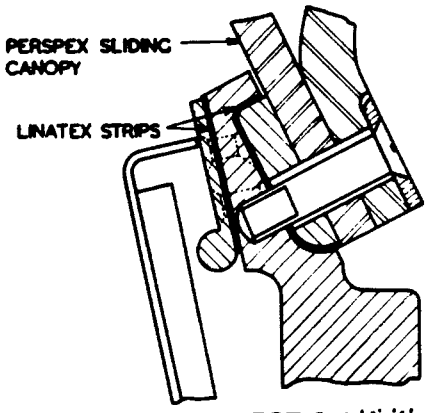
PRE. DH.(AUST).MOD. V.212

A.A.P. No. 828.

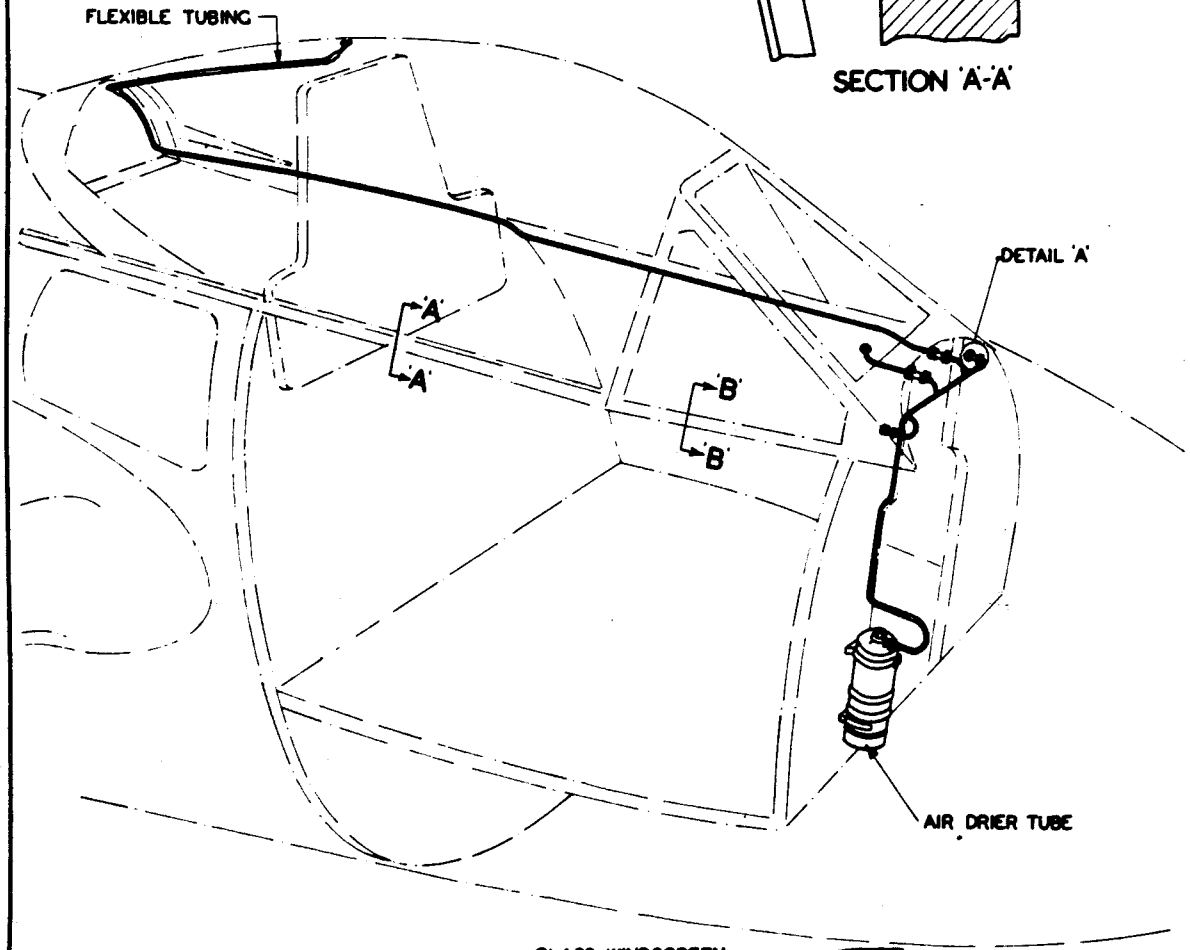
A.L.2

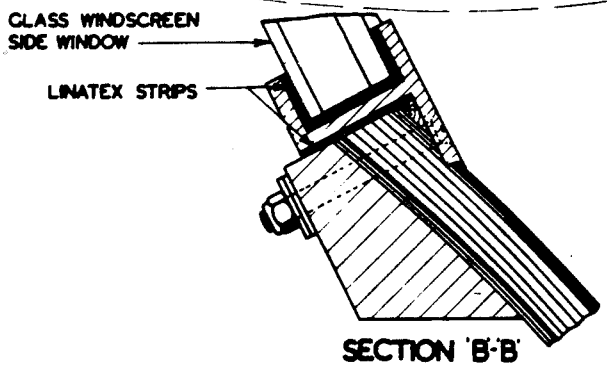


DETAIL 'A'
COUPLING AT BULKHEAD



SECTION 'A-A'





SECTION 'B-B'

FIG. 43

AIR DRIER SYSTEM

FIG. 43

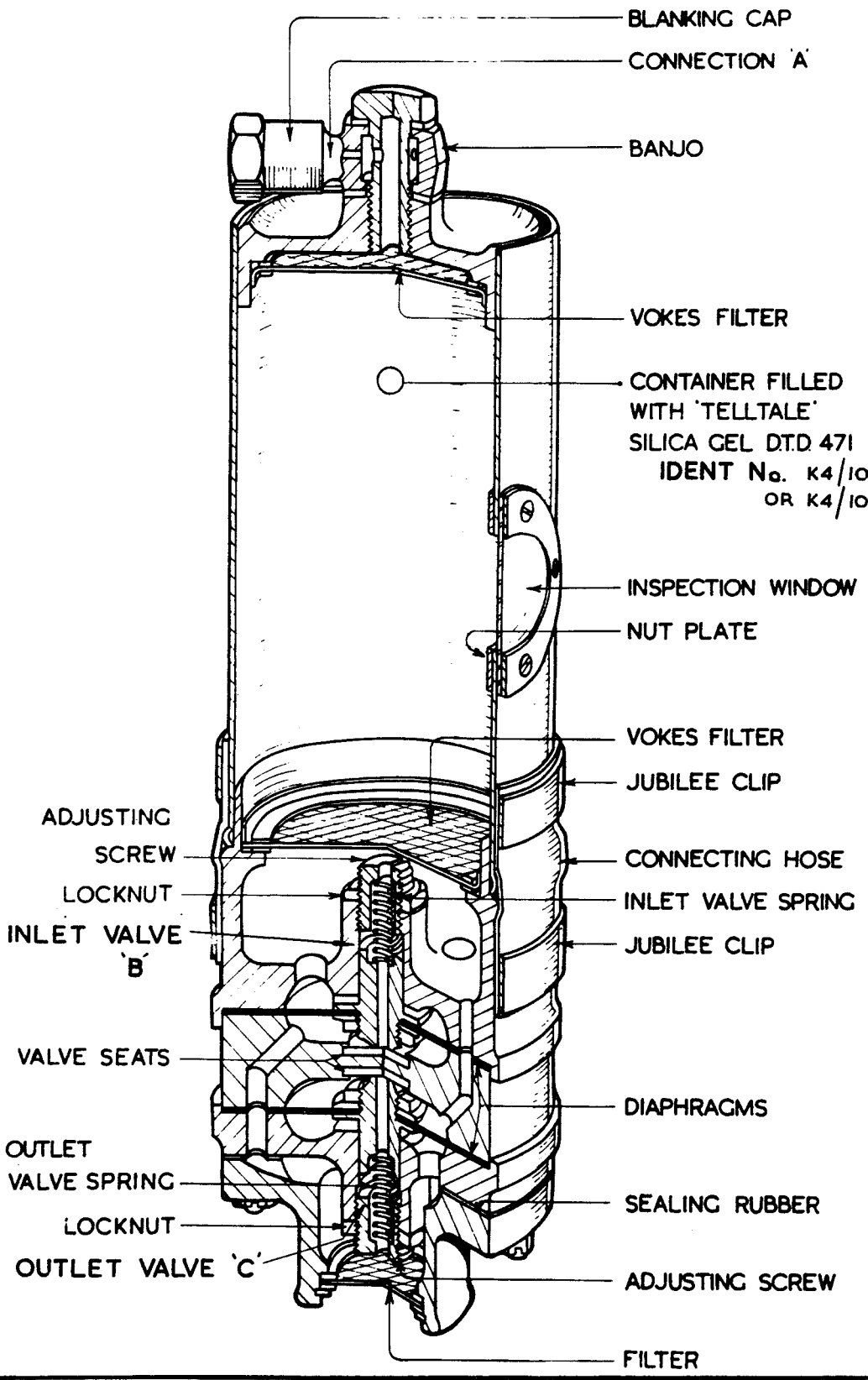


FIG 44

DRIER TUBE

FIG 44

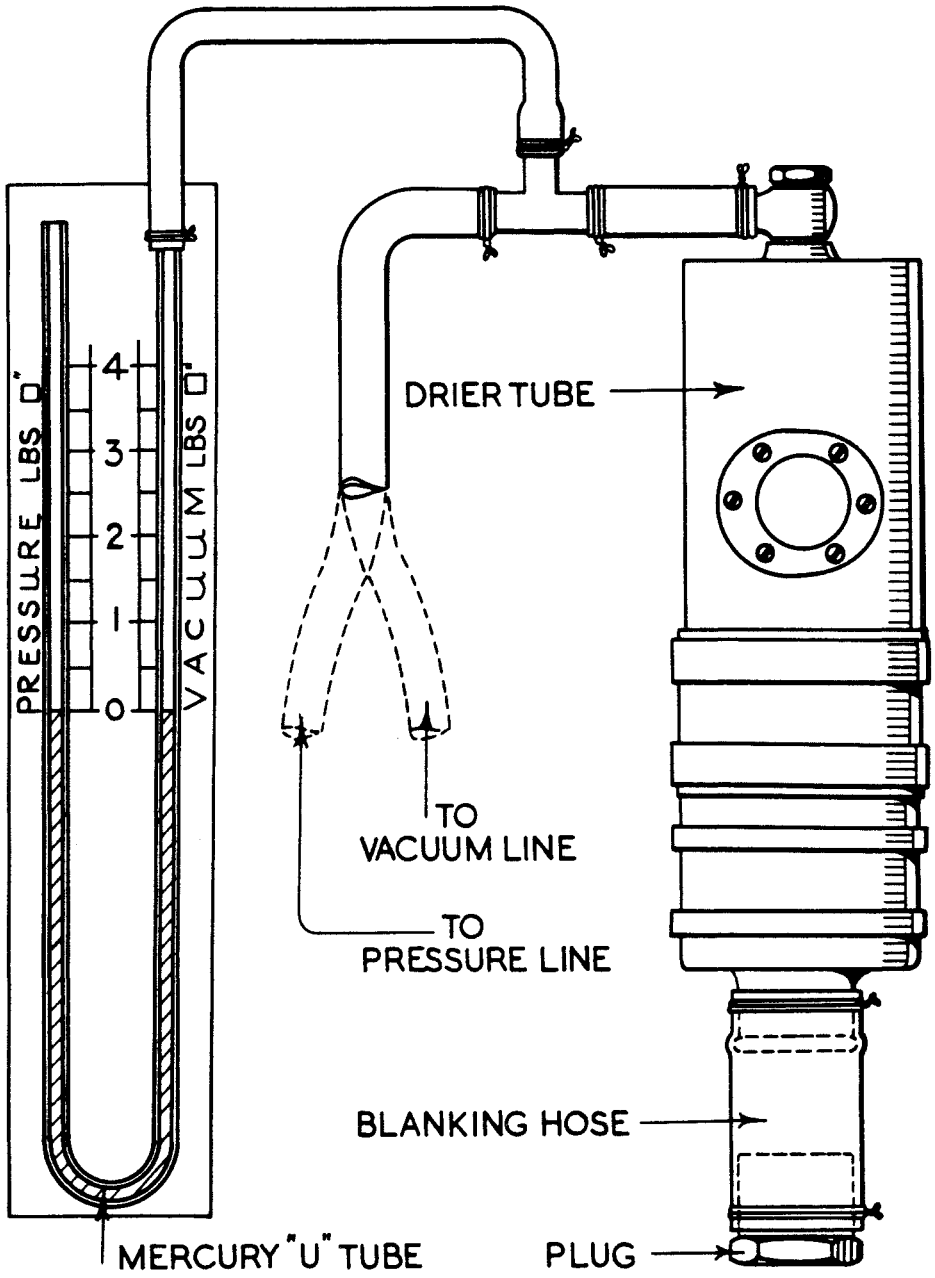
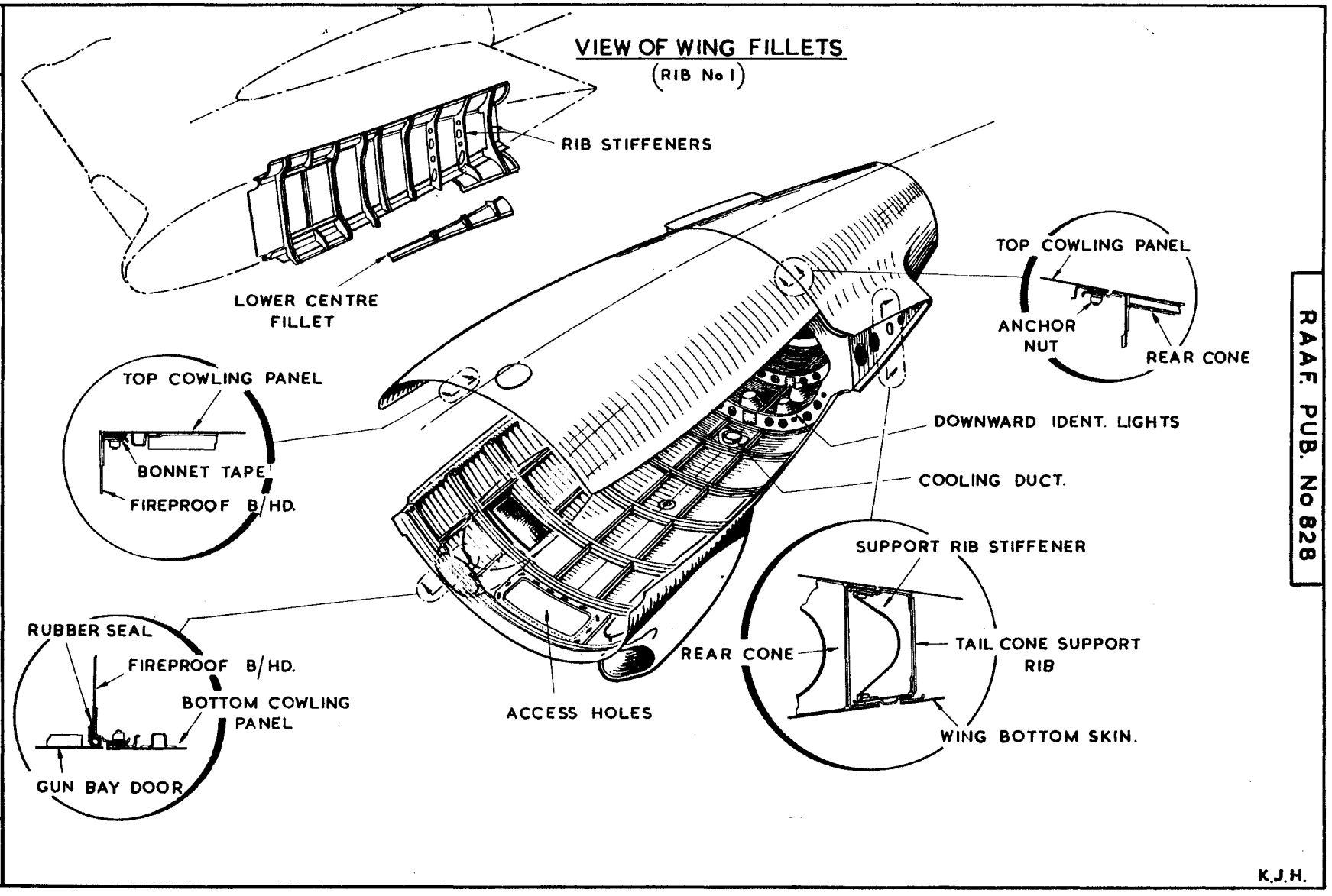


FIG 45

DRIER TUBE TEST

FIG 45



RAAF. PUB. No 828

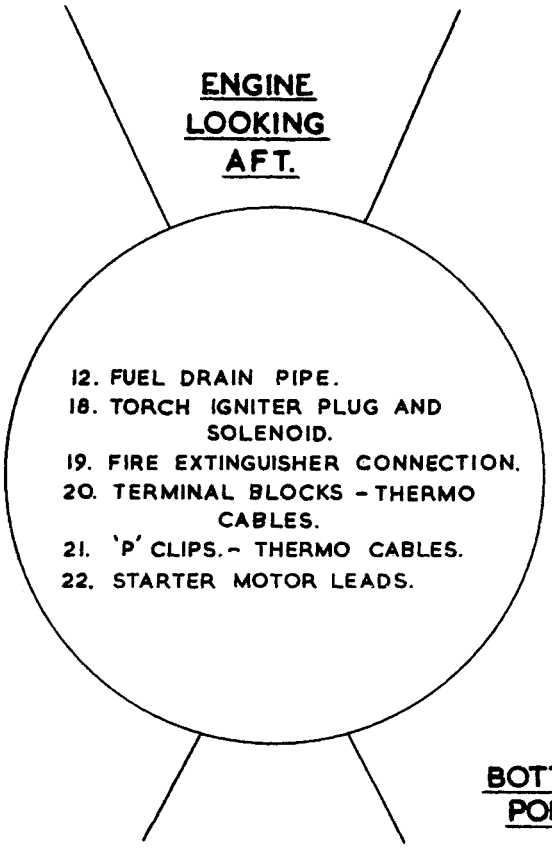
K.J.H.

TOP STARBOARD.

1. ROTOL ACCESSORY GEAR BOX DRIVE & CAP.
2. CABIN PRESSURISING PIPE.
3. HIGHFIELD PUMP SOLENOID LEAD.

TOP PORT.

17. TACHOMETER GENERATOR LEAD.



BOTTOM STARBOARD

5. BOLT (LOWER TIE - ROD.)
6. PLESSY PRIMING PUMP SOCKET.
7.
8. CANNON HEATING PIPE.
9. FUEL PIPE.
10. FUEL PRESSURE WARNING LIGHT SWITCH LEAD.
11. THROTTLE VALVE PUSH ROD.

BOTTOM PORT

5. BOLT (LOWER TIE - ROD.)
13. DESYNN OIL PRESSURE TRANS'R
14. OIL THERMOMETER PLUG.
15. H.P. SHUT-OFF COCK PUSH - ROD.
16. OIL FILLER DRAIN PIPE.

REFER TO PAR.145 FOR EXPLANATION.

KEY TO FIG 47.

RAAF PUB No 828

K.J.H.

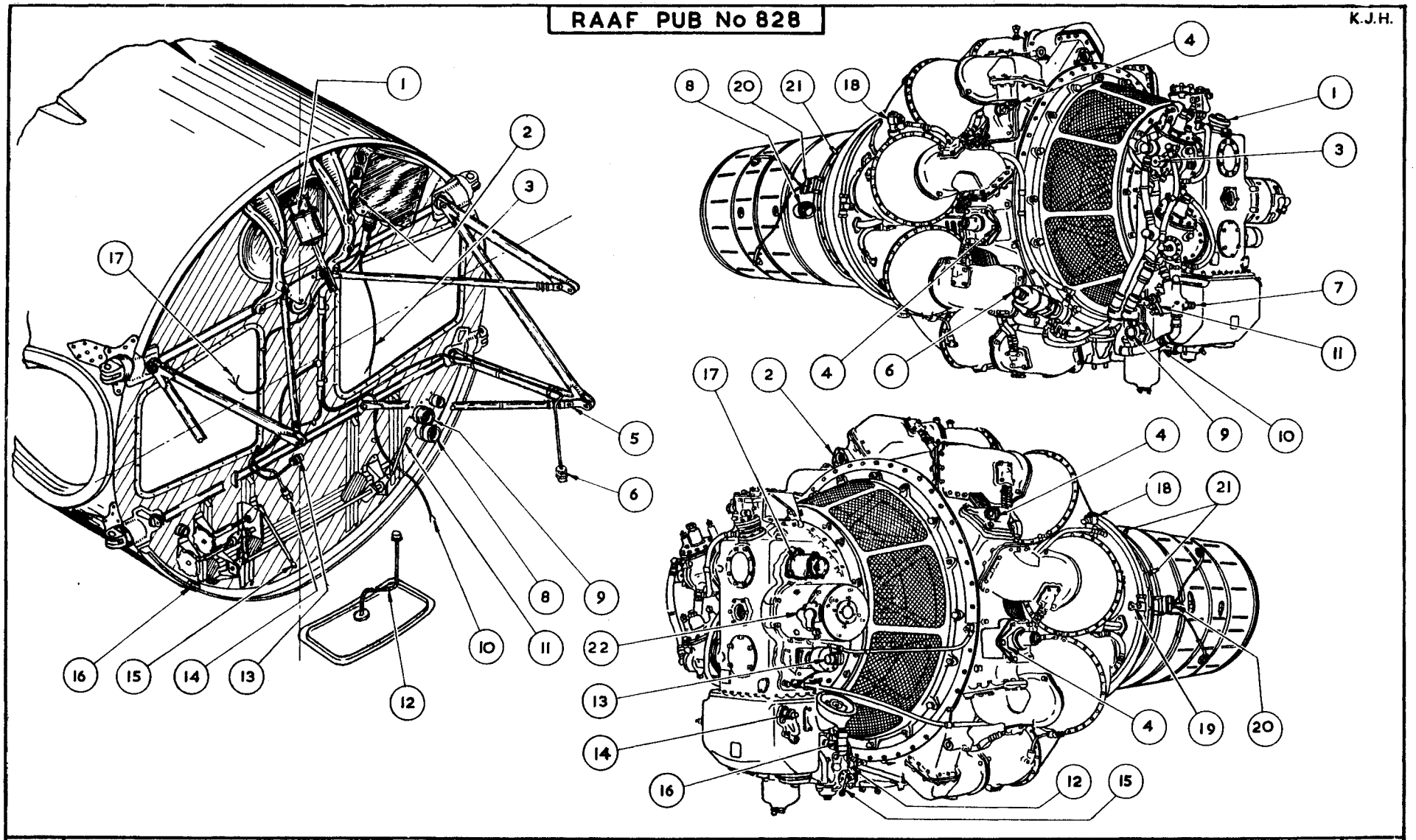
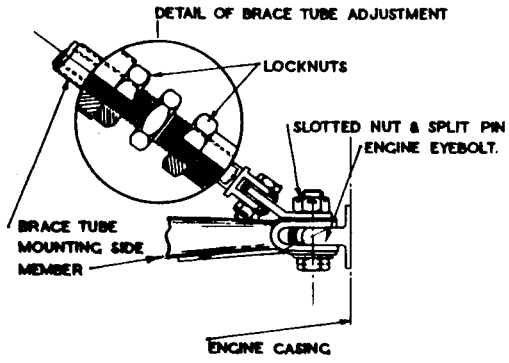


FIG 47

ENGINE REMOVAL

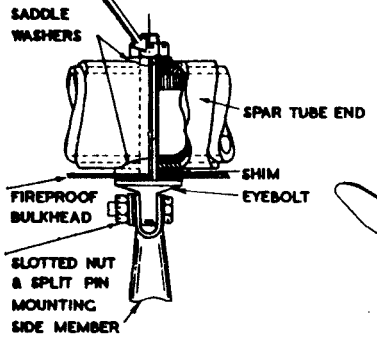
FIG 47

A.A.P. No. 828.

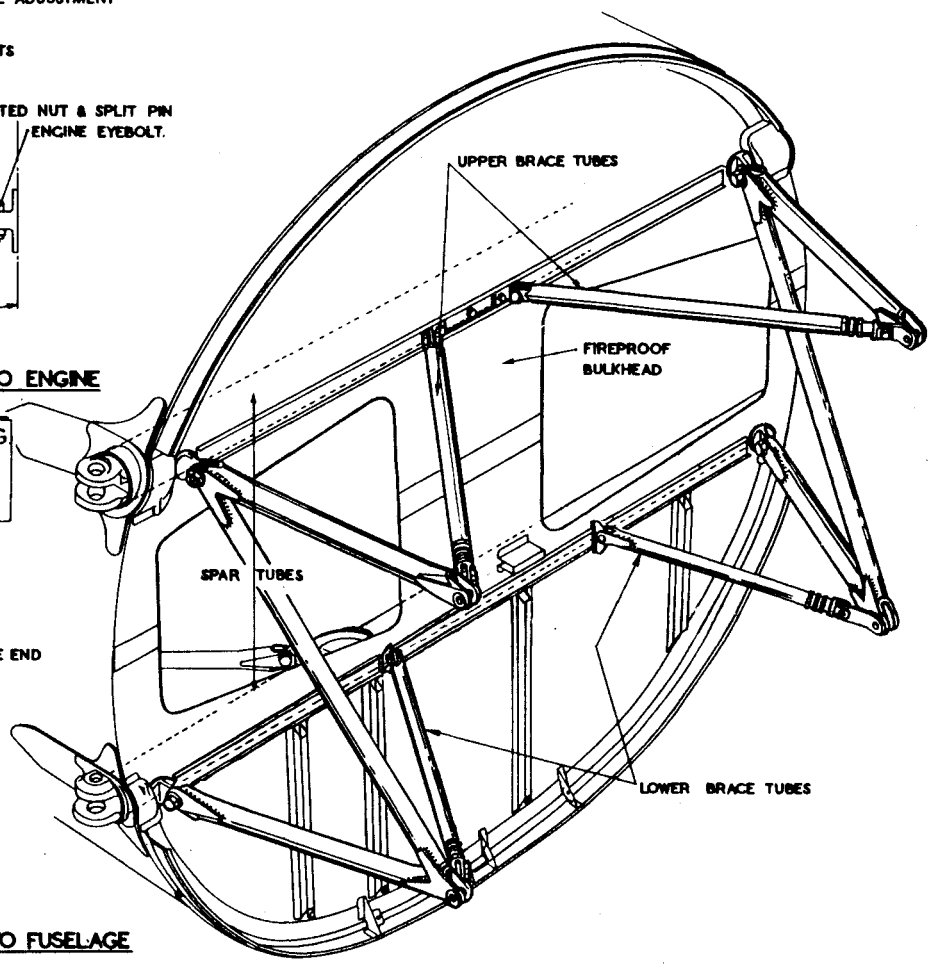


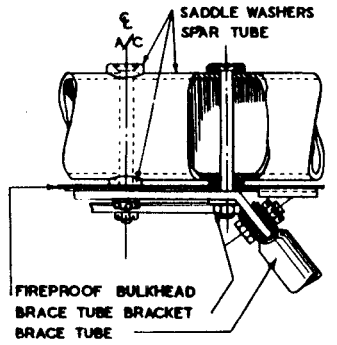
TYPICAL FIXING MOUNTING TO ENGINE

EYEBOLT TORQUE LOADING
490 ± 50 LB/IN – UPPER
325 ± 30 LB/IN – LOWER

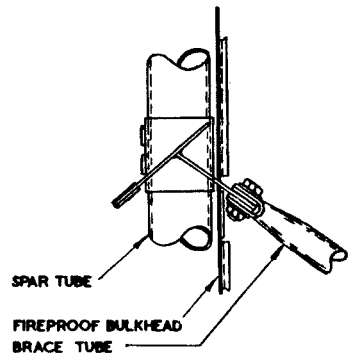


TYPICAL FIXING MOUNTING TO FUSELAGE





FIXING OF UPPER BRACE TUBES



FIXING OF LOWER BRACKET TUBES

A.L.2

FIG 48

ENGINE MOUNTING

FIG 48

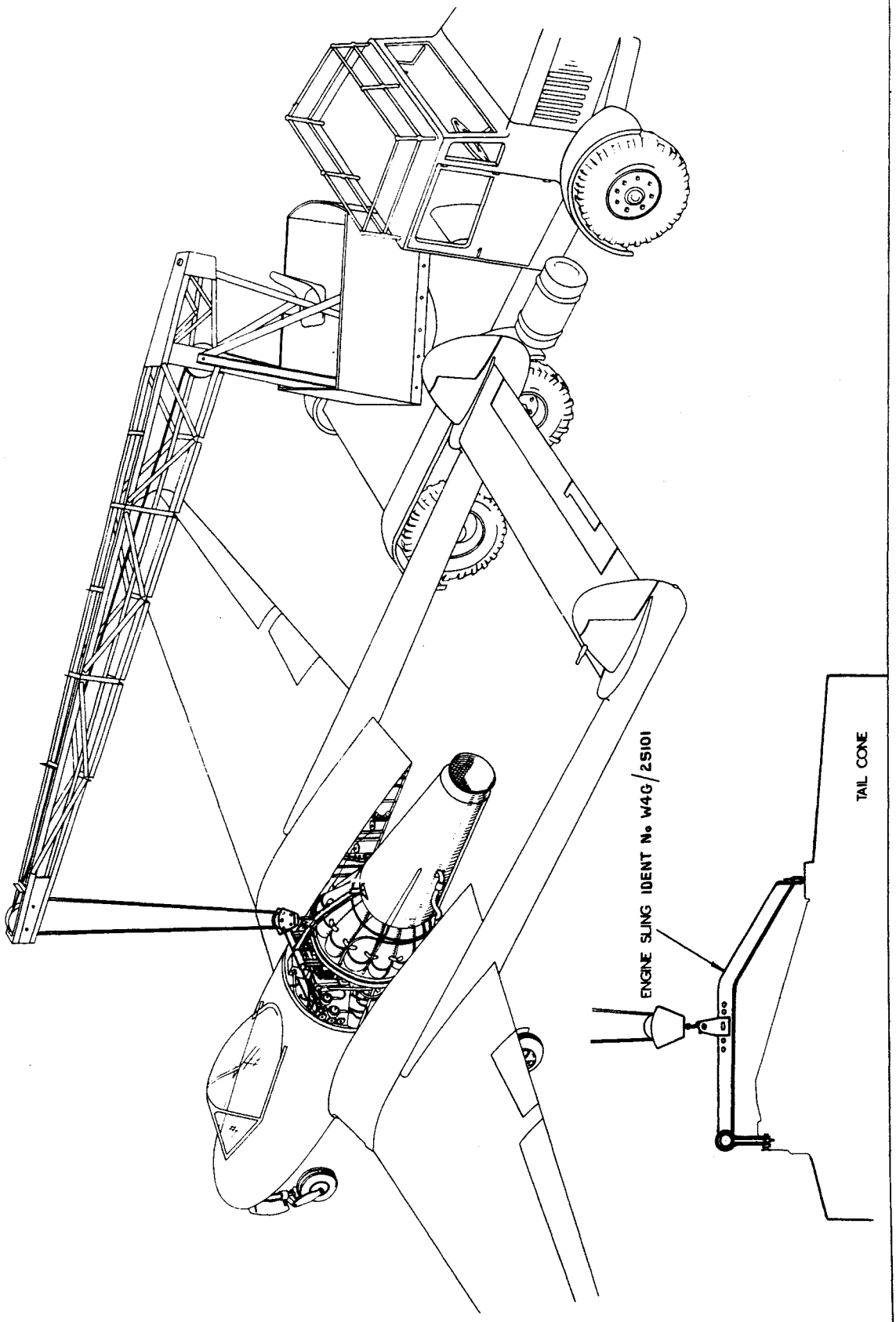
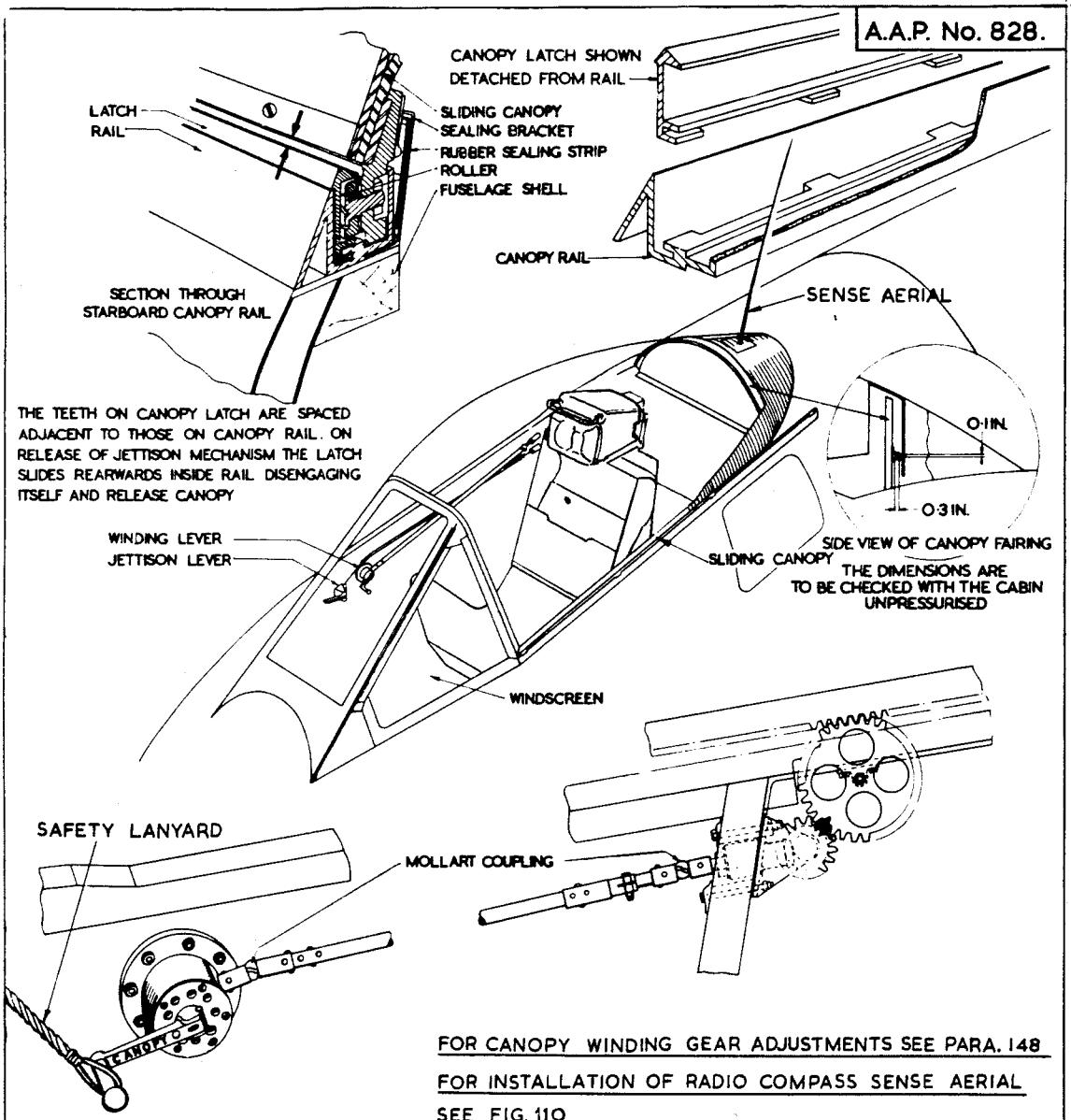


FIG. 49

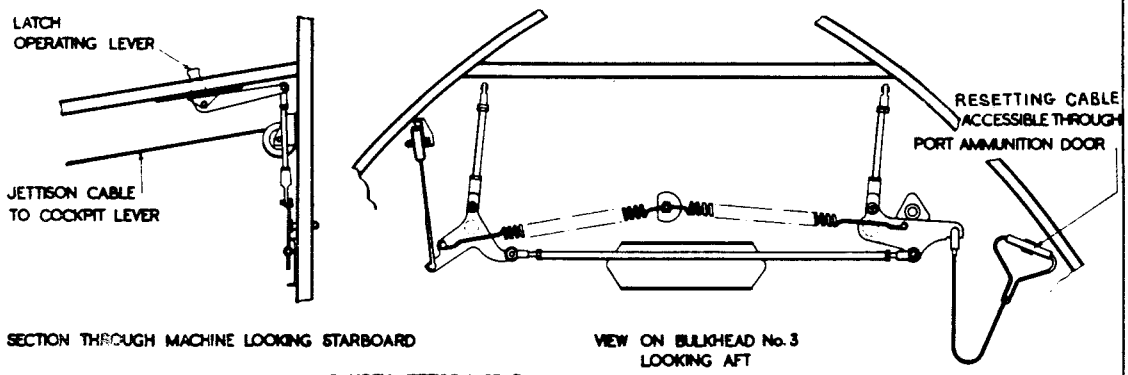
POWER PLANT REMOVAL

FIG. 49



FOR CANOPY WINDING GEAR ADJUSTMENTS SEE PARA. 148

FOR INSTALLATION OF RADIO COMPASS SENSE AERIAL SEE FIG. 110



SECTION THROUGH MACHINE LOOKING STARBOARD

VIEW ON BULKHEAD No. 3 LOOKING AFT

CANOPY JETTISON GEAR

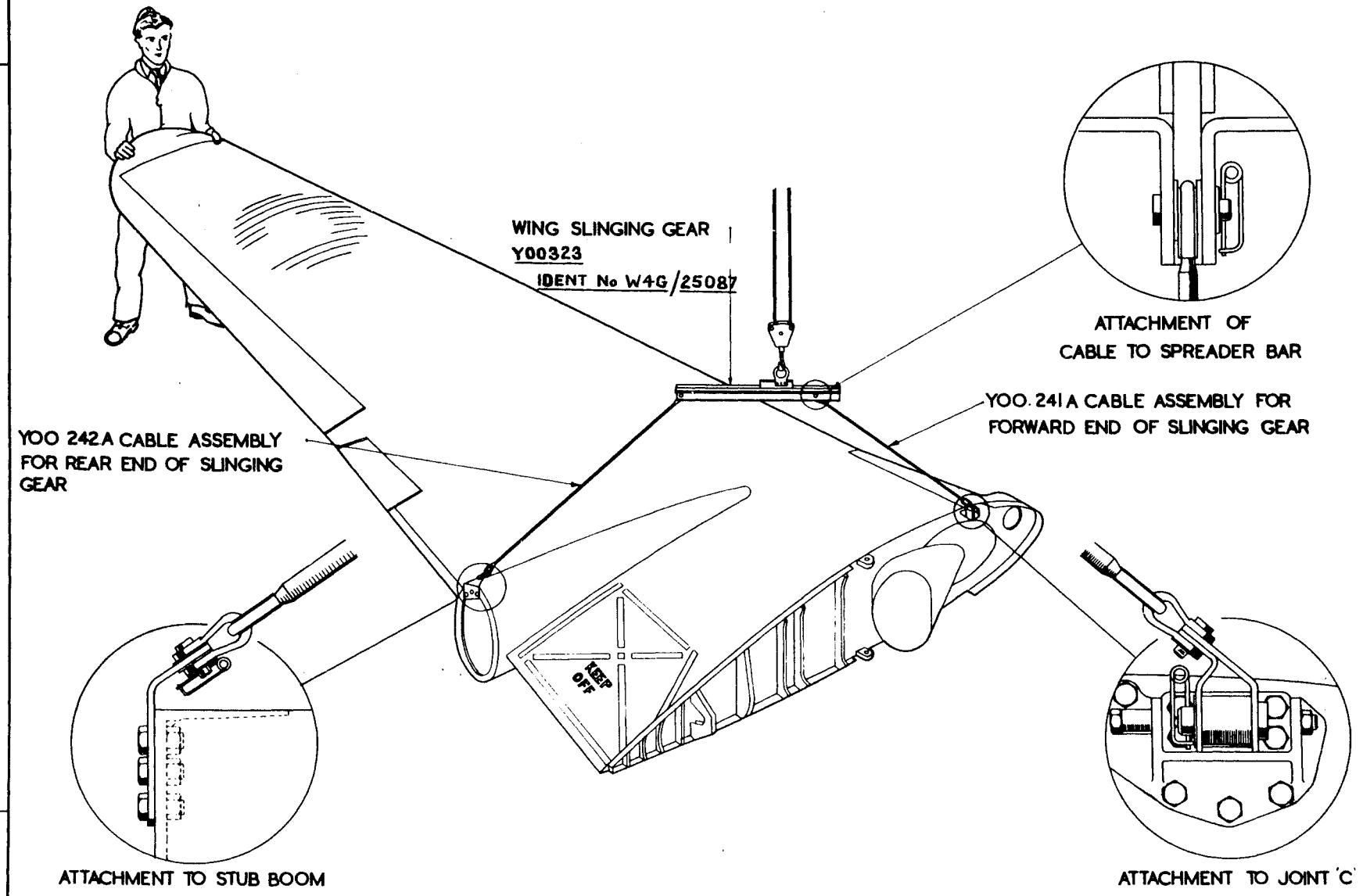
FIG. 50

CANOPY

FIG. 50

FIG. 51

WING SLINGING



RAAF PUB No 828

FIG. 51

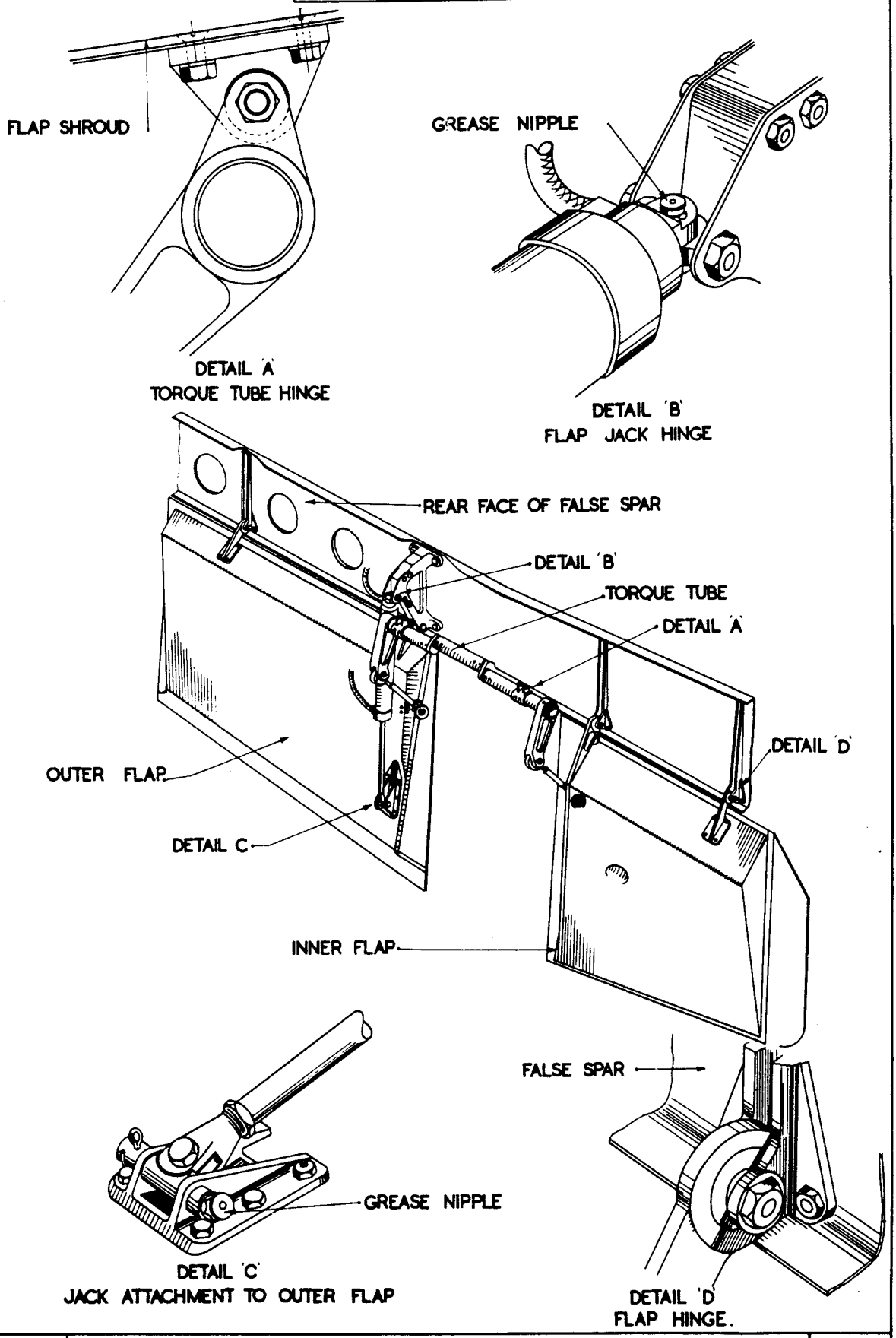
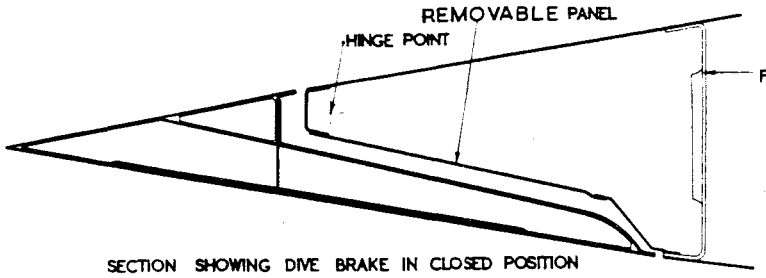


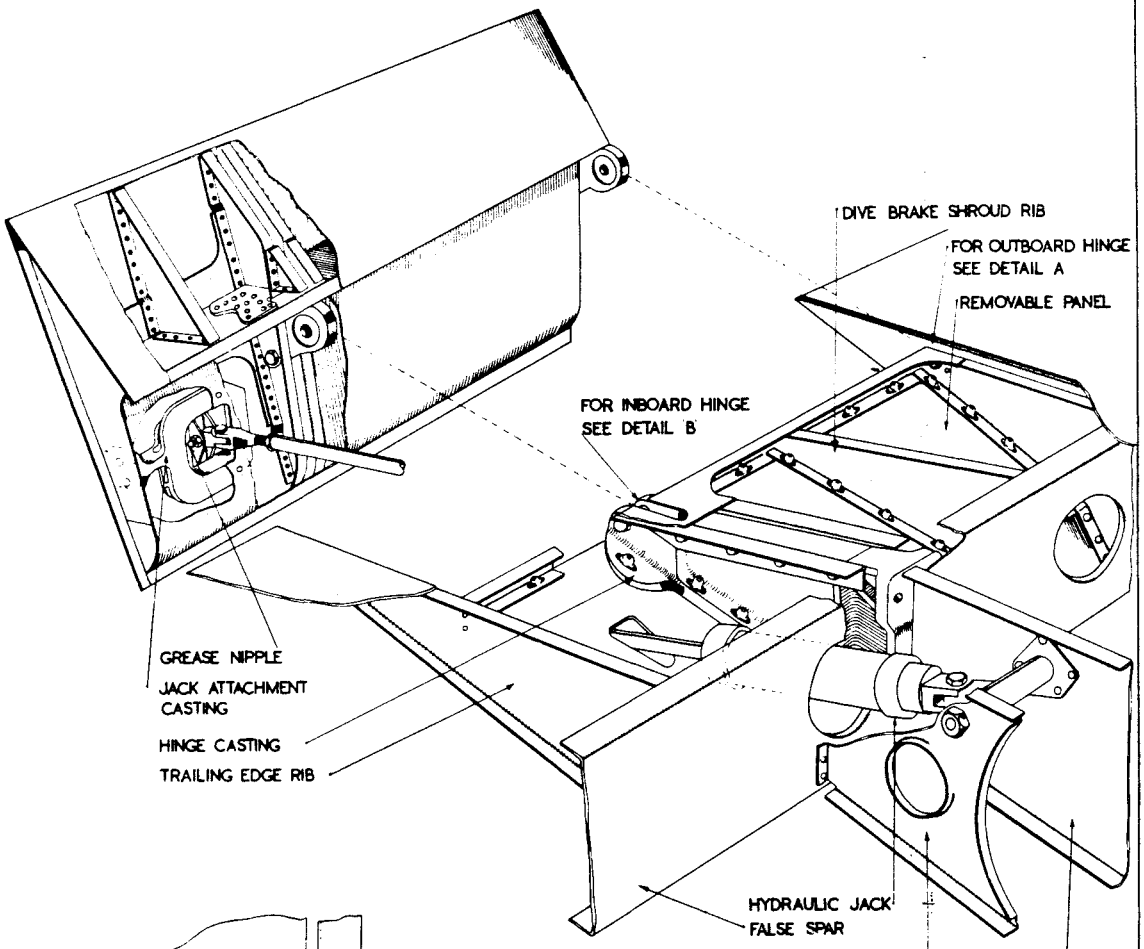
FIG. 52

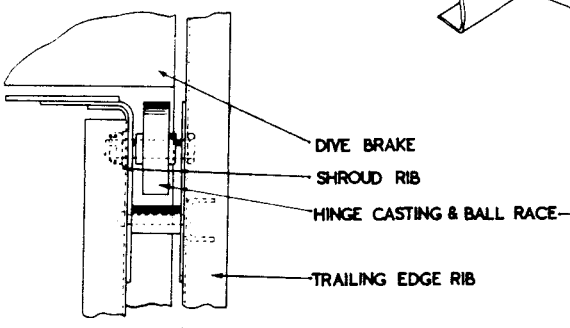
SPLIT FLAP ASSEMBLY

FIG. 52

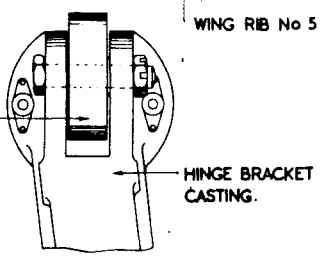


SECTION SHOWING DIVE BRAKE IN CLOSED POSITION





DETAIL A
DIVE BRAKE OUTER HINGE
TOP SKIN REMOVED FOR CLARITY



DETAIL B
DIVE BRAKE INNER HINGE

FIG 53 — DIVE BRAKE INSTALLATION — FIG 53

FIG. 54

A.S.I. PIPE RUN

FOR SECTIONS SEE FIG. 36

A.A.P. No. 828.

FIG. 54

A.L.2

A.A.P. No.828.

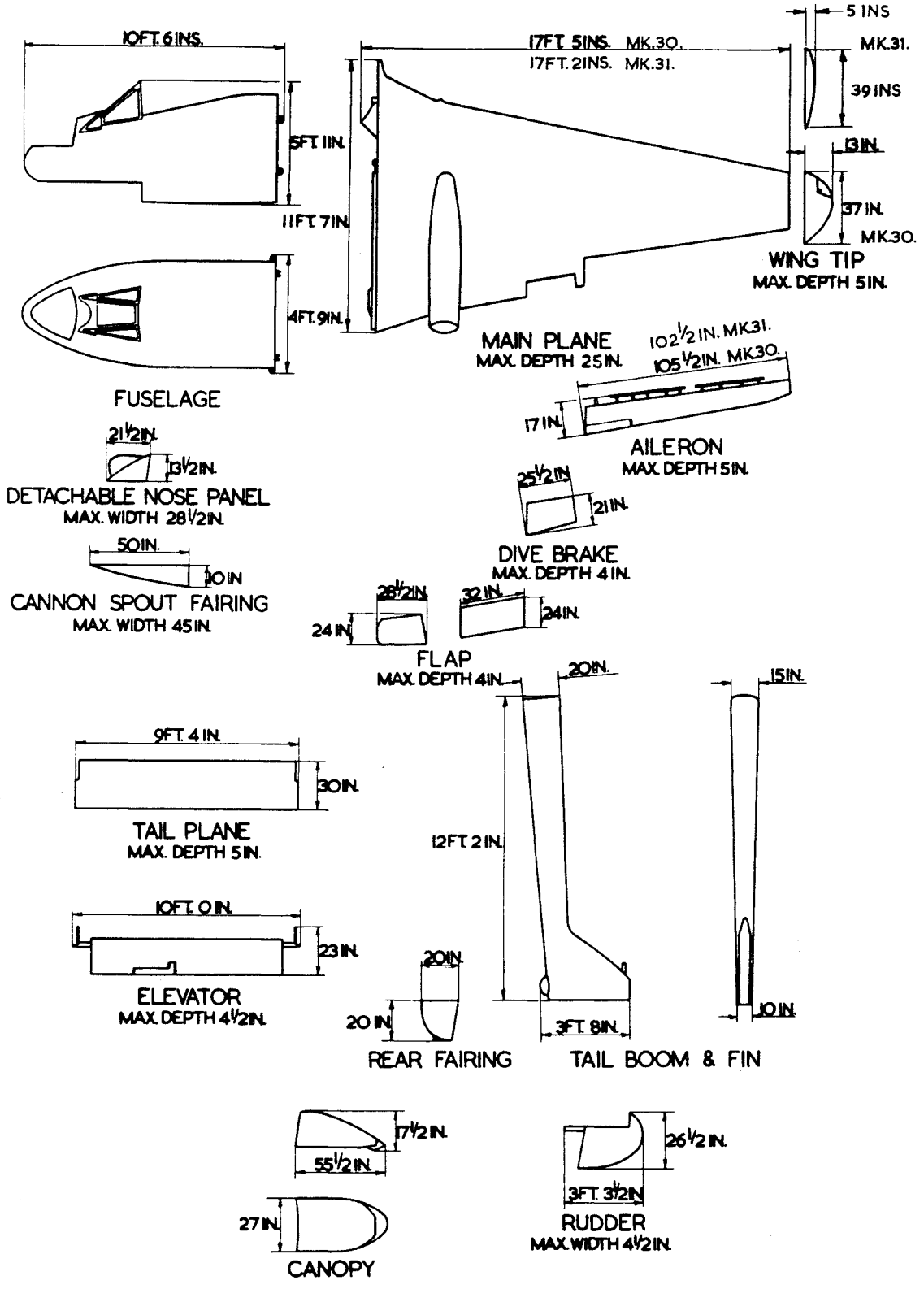
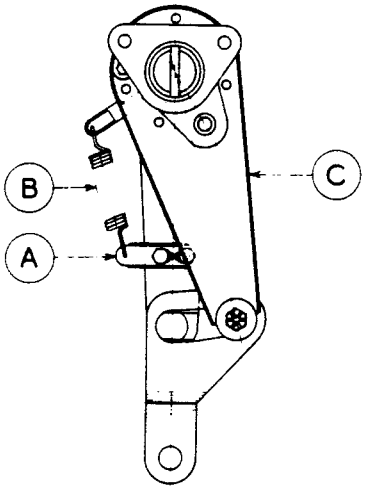


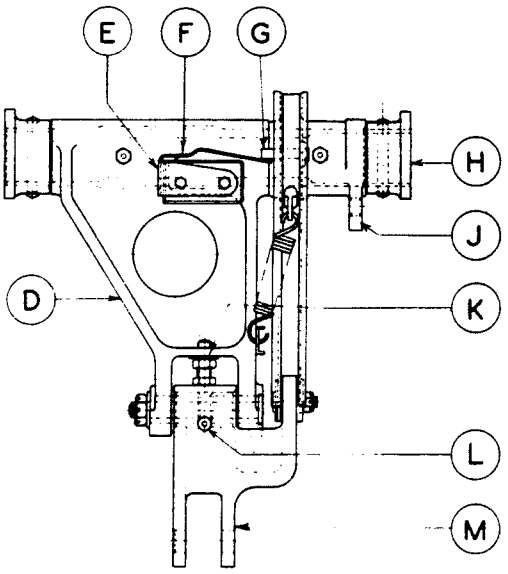
FIG. 55

MINIMUM PACKING DIMENSIONS

FIG. 55

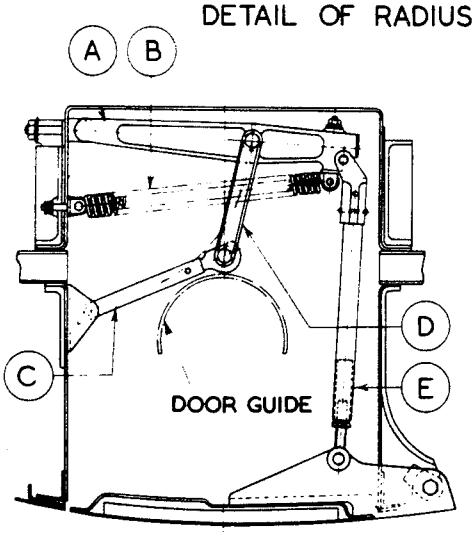
A.L.2

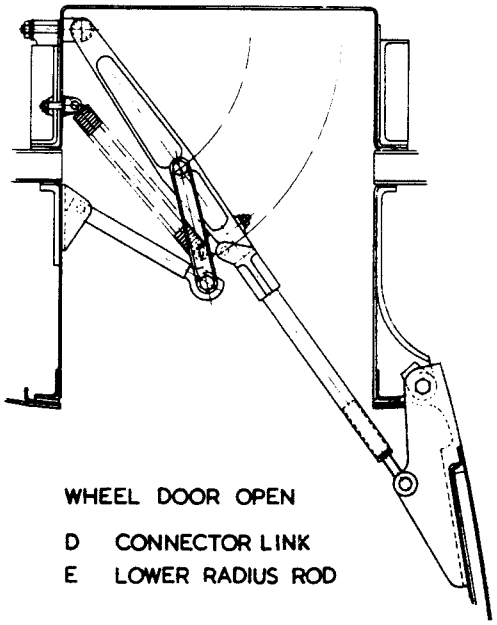




A LEVER
B SPRING
C LOCK PLATE
D UPPER LINK
E MICRO SWITCH
F SPRING (MICRO SWITCH)
G SPIGOT
H BEARING
J LUG FOR JACK
K STOP BOLT
L GREASE NIPPLE
M LOWER LINK

DETAIL OF RADIUS ROD ASSEMBLY





WHEEL DOOR CLOSED

A UPPER RADIUS ROD
B DOUBLE SPRING
C LINK GUIDE

WHEEL DOOR OPEN

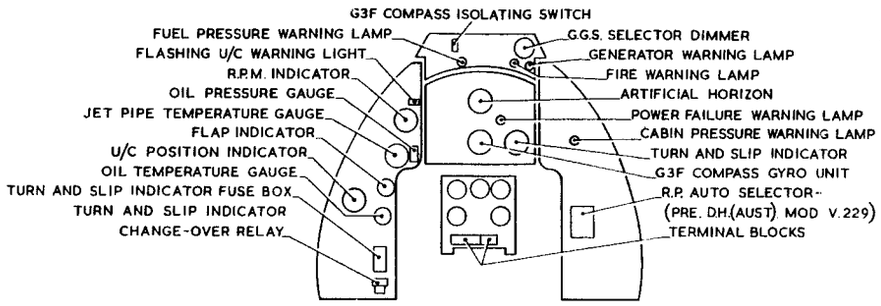
D CONNECTOR LINK
E LOWER RADIUS ROD

DETAILS OF NOSE WHEEL DOOR MECHANISM

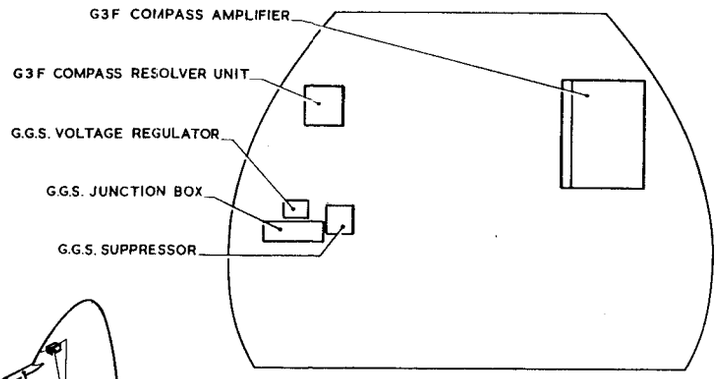
FIG. 56

NOSE WHEEL DETAILS (2)

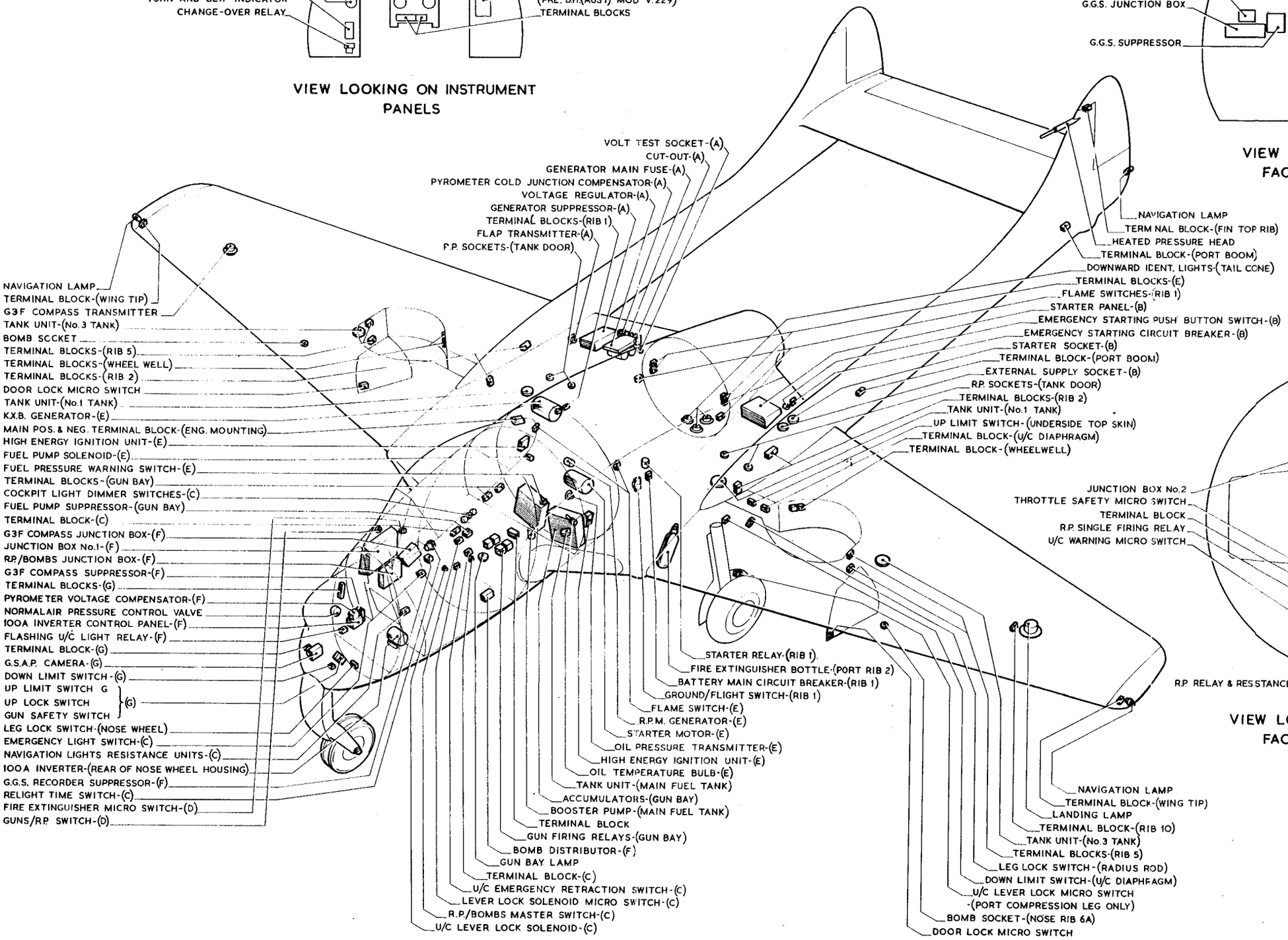
FIG. 56

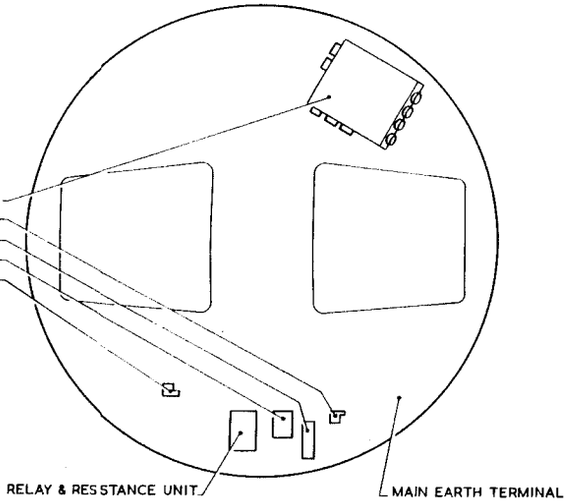


VIEW LOOKING ON INSTRUMENT PANELS



VIEW LOOKING AFT ON FRONT FACE OF BULKHEAD No.2

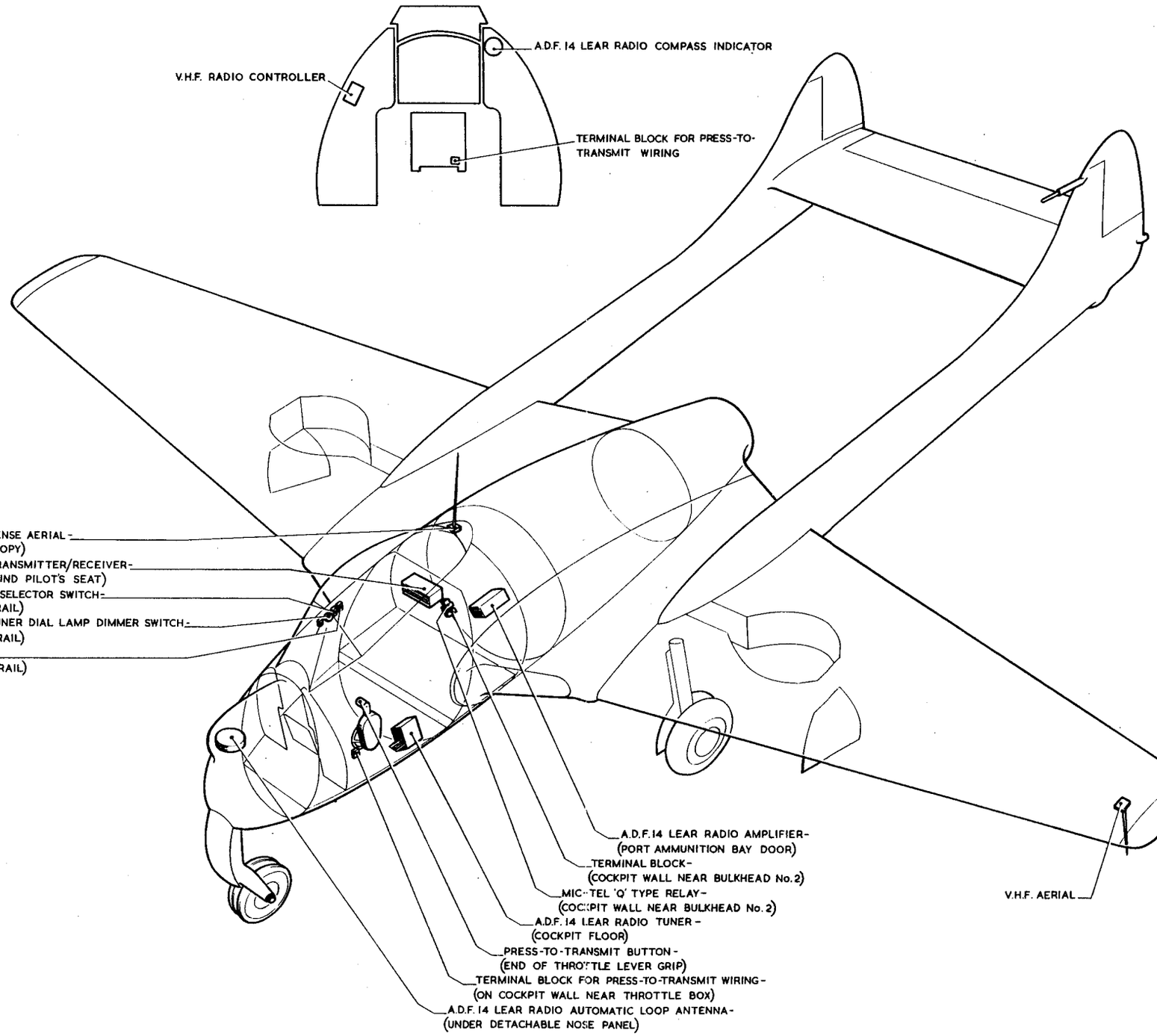


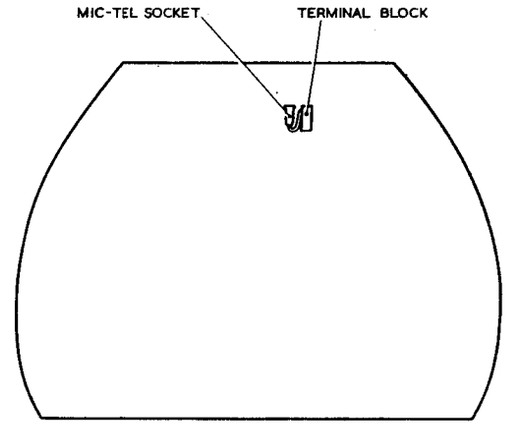


VIEW LOOKING FORWARD ON REAR FACE OF BULKHEAD No.4

LOCATION CODE
A - STARBOARD FLAP SHROUD
B - PORT FLAP SHROUD
C - PORT COCKPIT WALL
D - STARBOARD COCKPIT WALL
E - ENGINE BAY
F - COCKPIT FLOOR
G - NOSE COMPARTMENT

LOCATION DIAGRAM (ELECTRICAL GENERAL SERVICES) FIG. 57

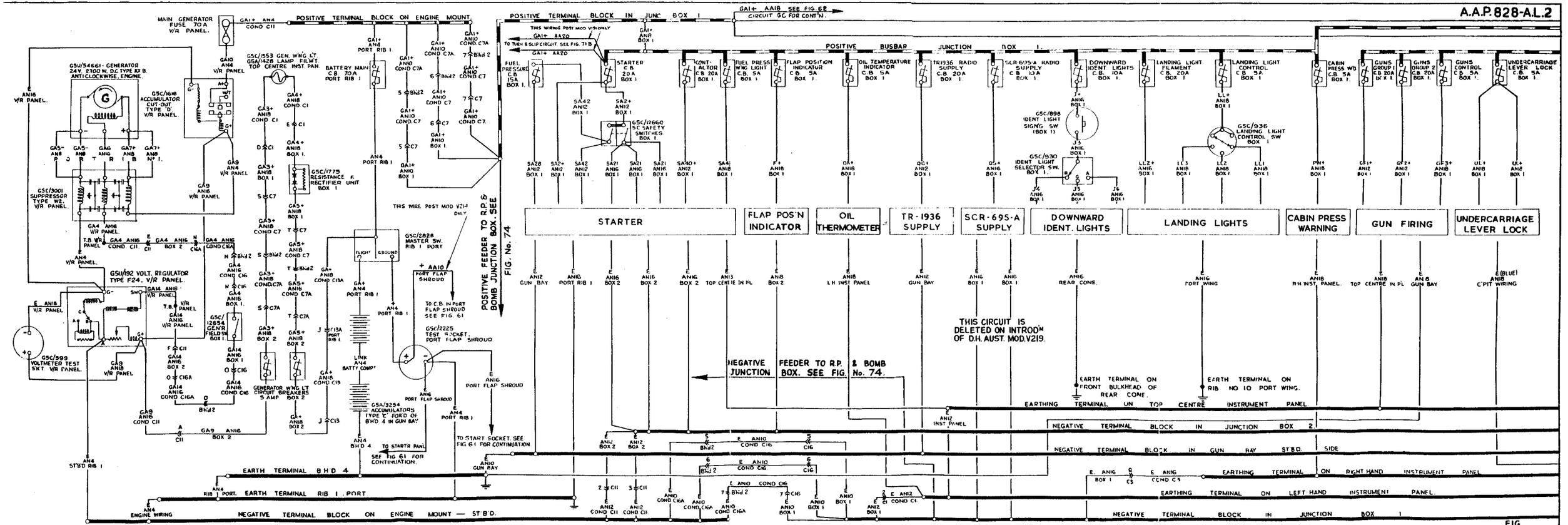




VIEW LOOKING AFT ON FRONT FACE OF BULKHEAD No. 2

LOCATION DIAGRAM (RADIO)

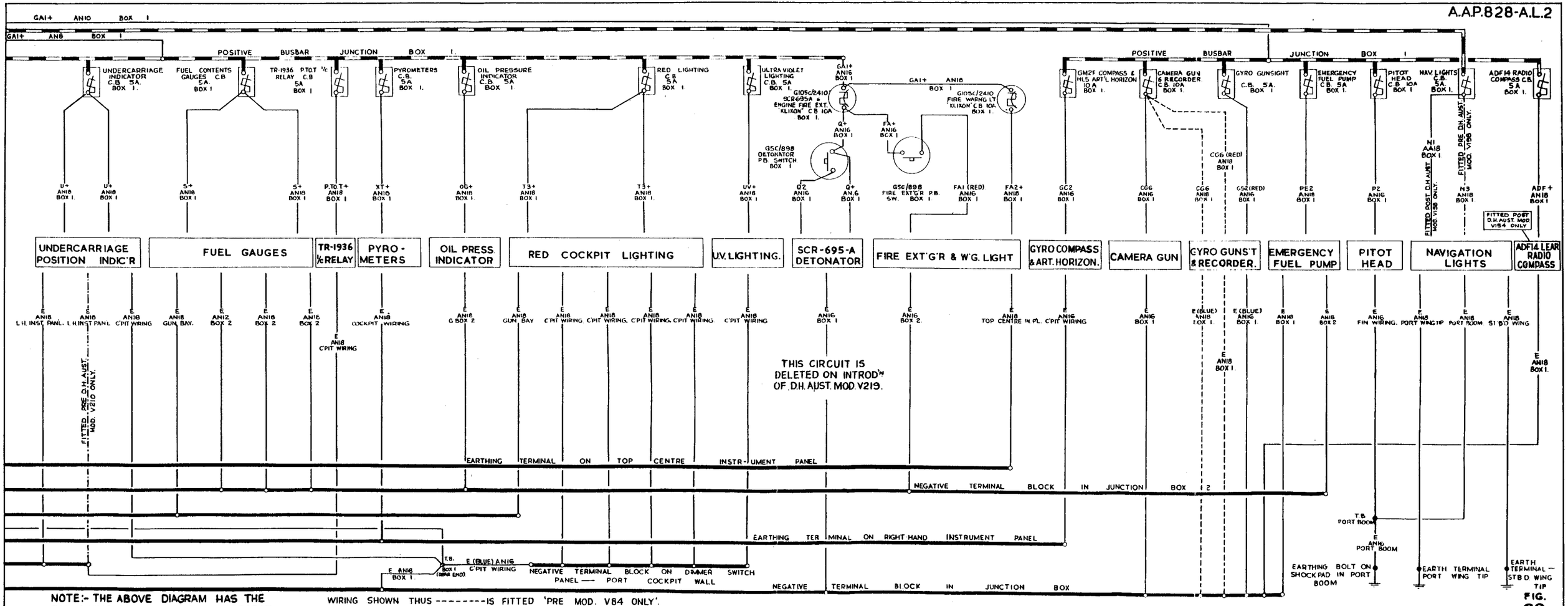
FIG. 58



GENERAL SERVICES ELECTRICAL SYSTEM DH·100 MK. 30 POSITIVE & NEGATIVE FEEDER DIAGRAM.

FIG 59

NOTE:- THE ABOVE DIAGRAM HAS THE FOLLOWING D.H. AUST. MODS. INCORPORATED:- V84-V108-V141-V162-V189-V214-V219 V191, V154, V198, V202.



NOTE:- THE ABOVE DIAGRAM HAS THE FOLLOWING D.H. AUST. MODS. INCORPORATED:- V102-V108-V111-V84-V159-V210-V198-V219-V154-

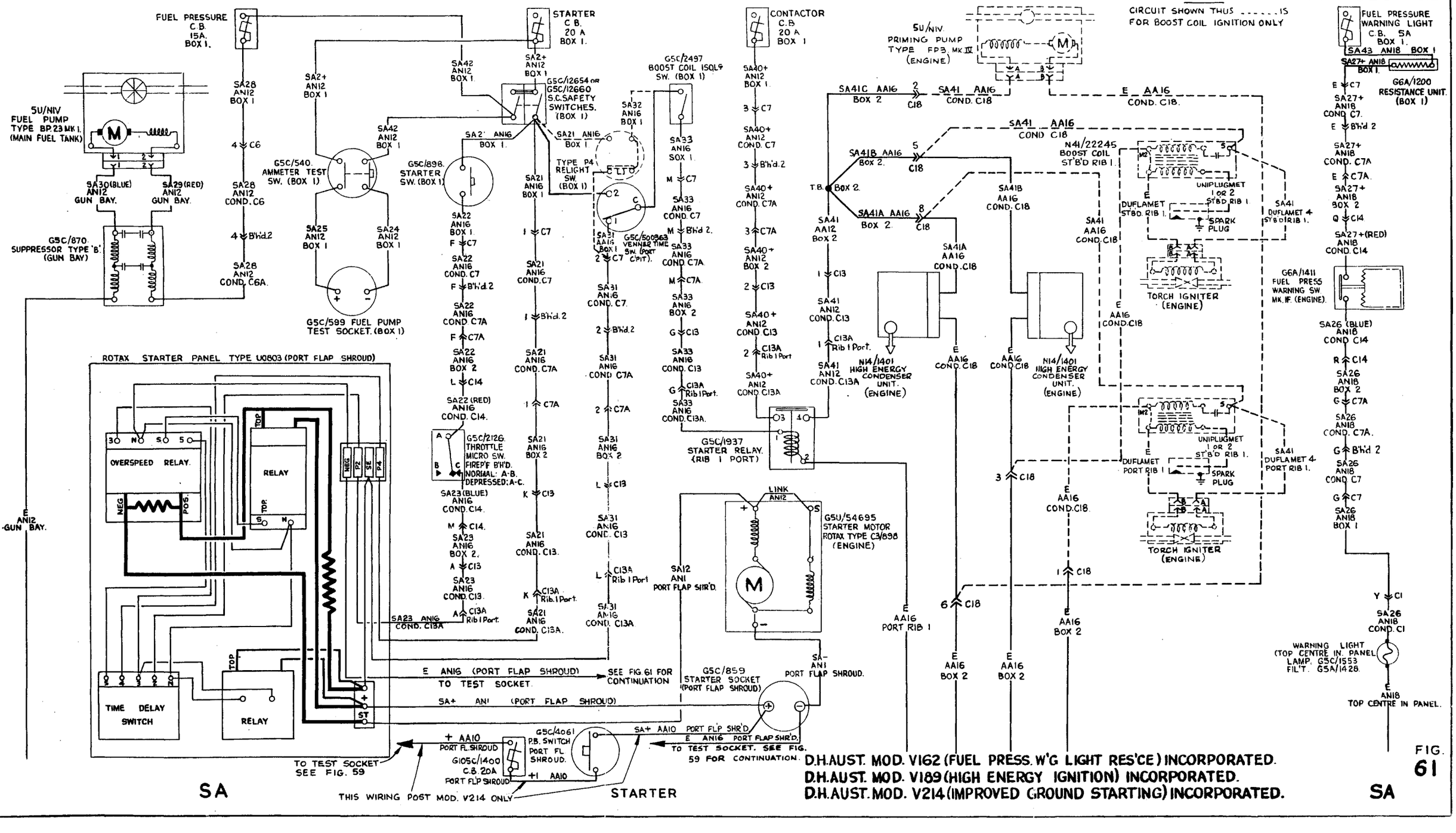
WIRING SHOWN THUS --------IS FITTED 'PRE MOD. V84 ONLY'.

GENERAL SERVICES ELECTRICAL SYSTEM DH·100 MK. 30 POSITIVE & NEGATIVE FEEDER DIAGRAM.

FIG. 60

NOTE

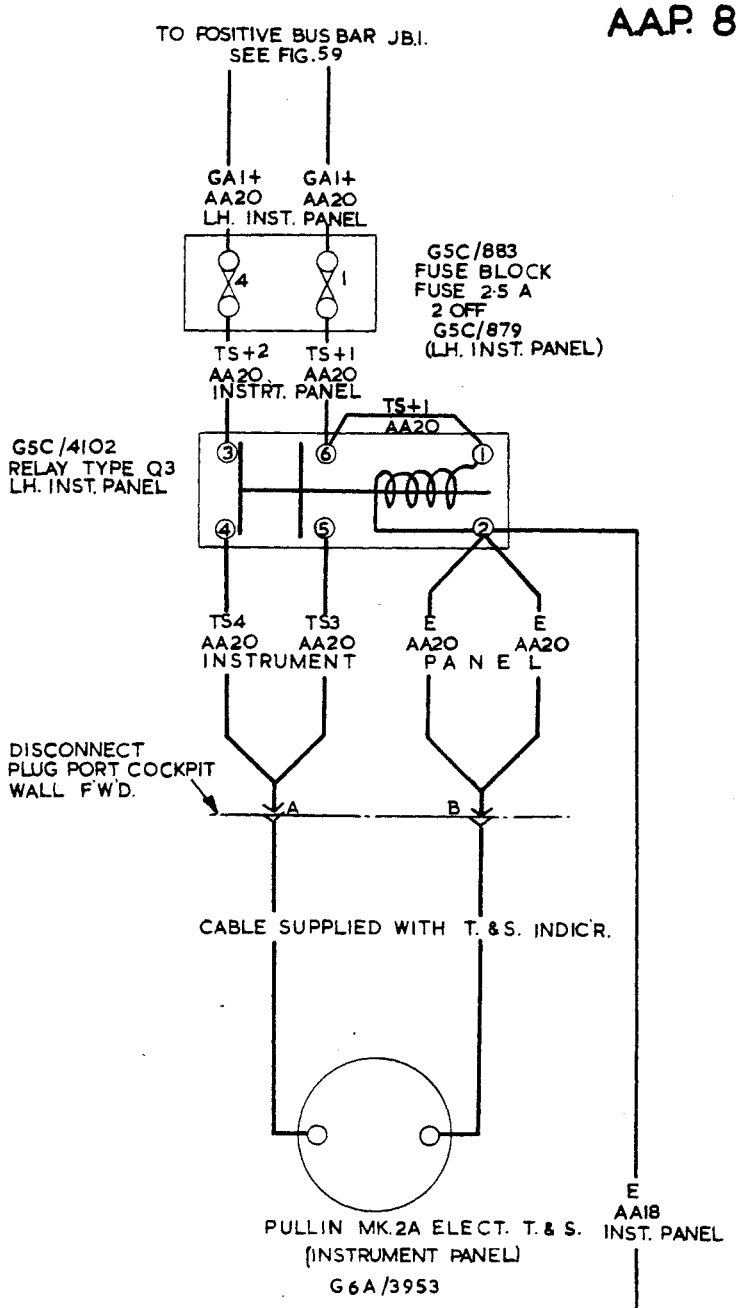
CIRCUIT SHOWN THUS ..... IS FOR BOOST COIL IGNITION ONLY



D.H.AUST. MOD. V162 (FUEL PRESS. W'G LIGHT RES'CE) INCORPORATED.
D.H.AUST. MOD. V189 (HIGH ENERGY IGNITION) INCORPORATED.
D.H.AUST. MOD. V214 (IMPROVED GROUND STARTING) INCORPORATED.

SA

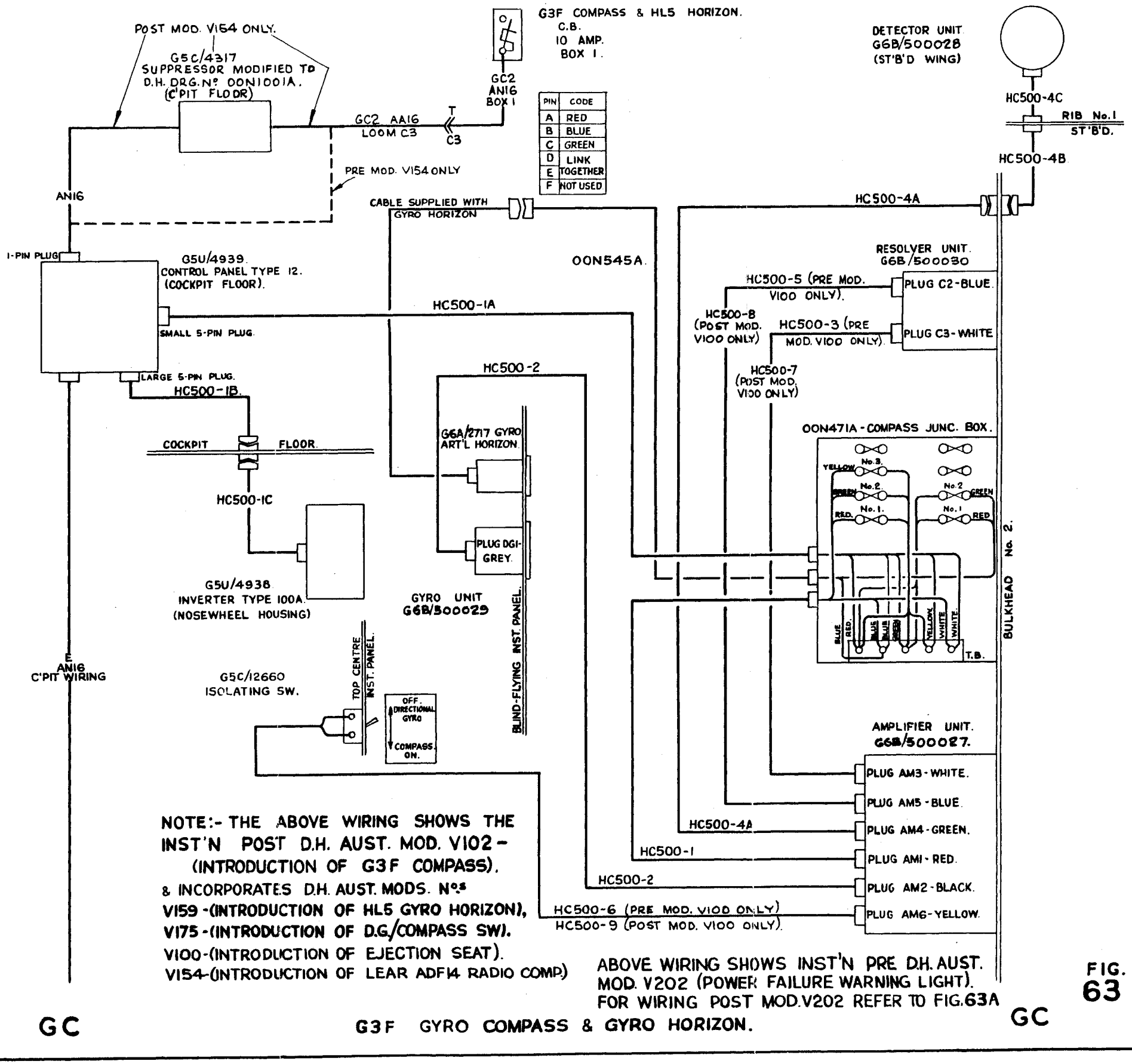
FIG. 61



ABOVE WIRING SHOWS INSTN. POST D.H. AUST. MOD. V191 (INTROD'N. OF PULLIN MK.2A. TURN & SLIP INDICATOR).

TS TURN AND SLIP INDICATOR TS

FIG. 62



NOTE:- THE ABOVE WIRING SHOWS THE INST'N POST D.H. AUST. MOD. V102 - (INTRODUCTION OF G3F COMPASS).
& INCORPORATES D.H. AUST. MODS. Nºs
V159 - (INTRODUCTION OF HL5 GYRO HORIZON),
V175 - (INTRODUCTION OF D.G./COMPASS SW).
V100 - (INTRODUCTION OF EJECTION SEAT).
V154 - (INTRODUCTION OF LEAR ADF14 RADIO COMP.)

ABOVE WIRING SHOWS INST'N PRE D.H. AUST. MOD. V202 (POWER FAILURE WARNING LIGHT).
FOR WIRING POST MOD. V202 REFER TO FIG. 63A

FIG. 63

GC

G3F GYRO COMPASS & GYRO HORIZON.

GC

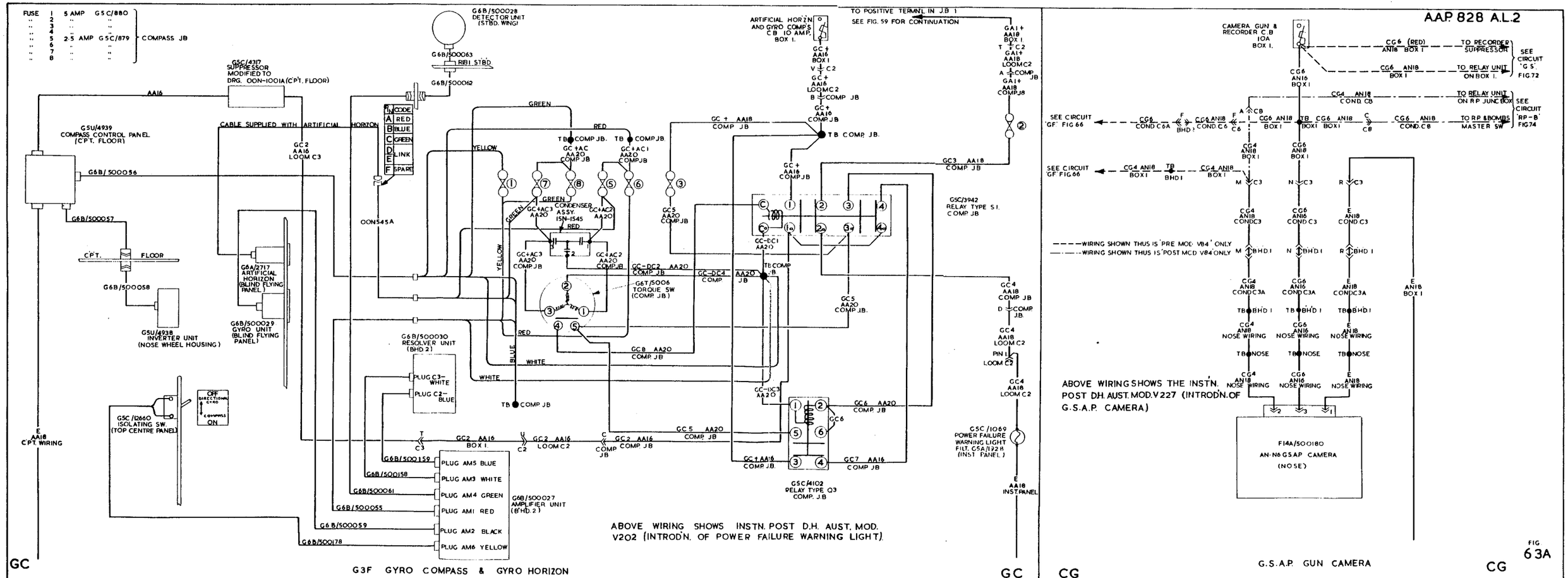
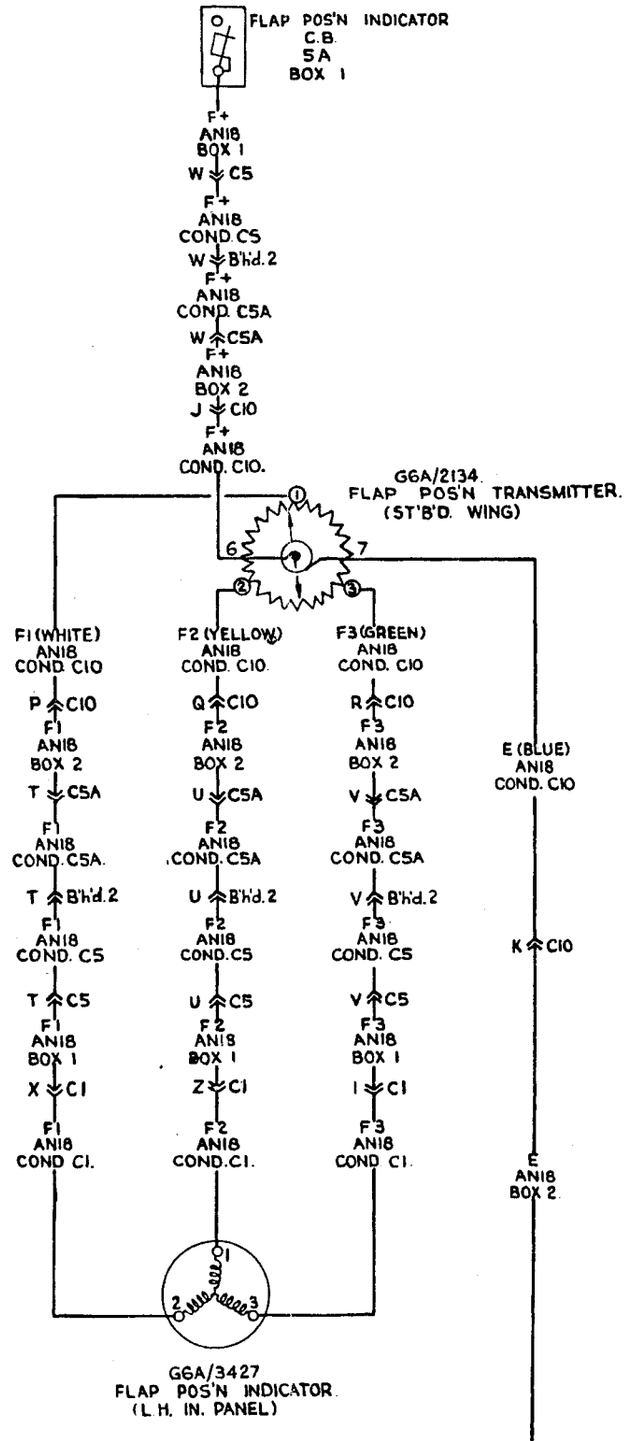
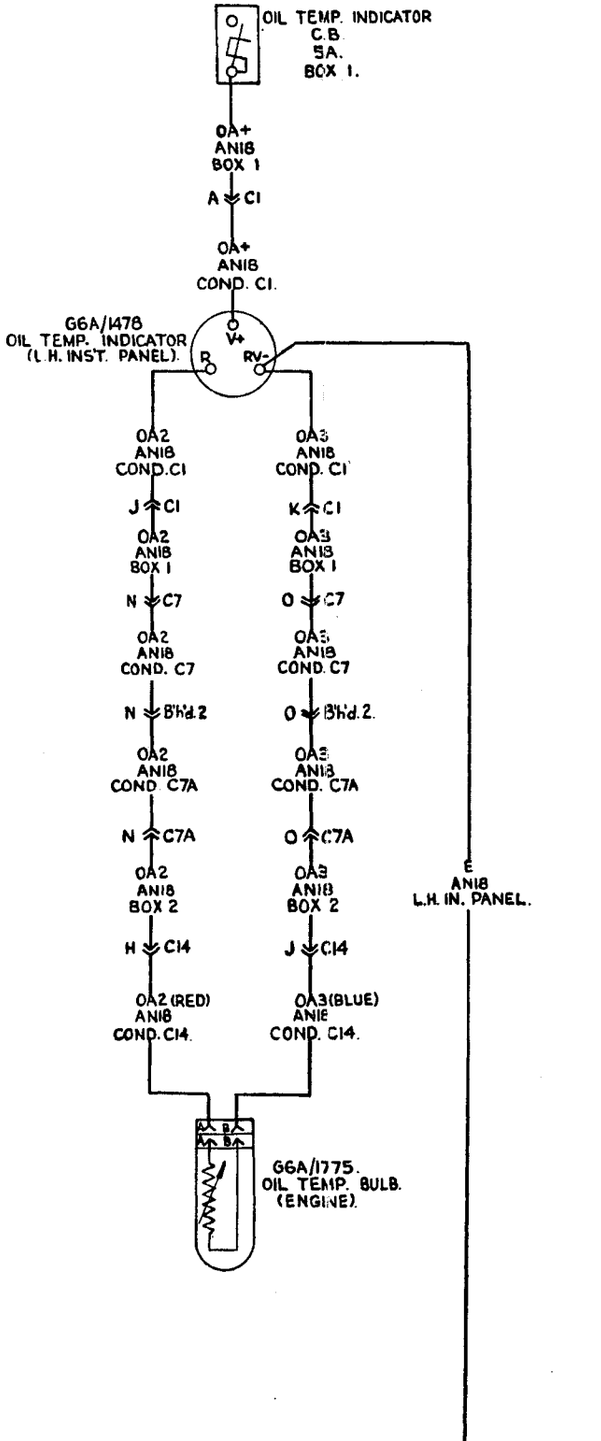

FUSE 1 5 AMP G5C/880
2 "
3 "
4 "
2·5 AMP G5C/879
6 "
7 "
8 "
COMPASS JB
G6B/500028 DETECTOR UNIT (STBD. WING)
G6B/500063 RIB 1 STBD
G6B/500062
G5C/4317 SUPPRESSOR MODIFIED TO DRG. OON-1001A (CPT. FLOOR)
AA16
CABLE SUPPLIED WITH ARTIFICIAL HORIZON
G5U/4939 COMPASS CONTROL PANEL (CPT. FLOOR)
G6B/500056
G6B/500057
CPT. FLOOR
G6B/500058
G5U/4938 INVERTER UNIT (NOSE WHEEL HOUSING)
G6A/2717 ARTIFICIAL HORIZON (BLIND FLYING PANEL)
G6B/500029 GYRO UNIT (BLIND FLYING PANEL)
G5C/12660 ISOLATING SW. (TOP CENTRE PANEL)
OFF DIRECTIONAL GYRO
COMPASS ON
E AA18 CPT. WIRING
GC2 AA16 LOOM C3
OON545A
CODE
A RED
B BLUE
C GREEN
D LINK
E SPARE
F
GREEN
RED
YELLOW
TB COMP JB.
GC+AC AA20 COMP JB
GC+AC1 AA20 COMP JB
GREEN CONDENSER ASSY. 15N-1545
GC+AC3 AA20
GC+AC2 AA20
GC+AC3 AA20 COMP JB
GC+AC2 AA20 COMP JB
GC-DC2 AA20 COMP JB
GC-DC4 AA20 COMP JB
G6T/5006 TORQUE SW (COMP. J.B.)
GC8 AA20 COMP JB
BLUE
WHITE
TB COMP JB
G6B/500030 RESOLVER UNIT (BHD.2)
PLUG C3 – WHITE
PLUG C2 – BLUE
GC2 AA16 BOX 1.
GC2 AA16 LOOM C2
GC2 AA16 COMP JB
GC5 AA20 COMP JB
G6B/500159
G6B/500158
G6B/500061
G6B/500055
G6B/500059
G6B/500178
PLUG AM5 BLUE
PLUG AM3 WHITE
PLUG AM4 GREEN
PLUG AM1 RED
PLUG AM2 BLACK
PLUG AM6 YELLOW
G6B/500027 AMPLIFIER UNIT (B'HD.2)
ARTIFICIAL HORIZN AND GYRO COMPS CB 10 AMP. BOX 1.
GC+ AA16 BOX 1
GC+ AA16 LOOM C2
GC+ AA16 COMP JB
TO POSITIVE TERMNL IN J.B 1
SEE FIG. 59 FOR CONTINUATION
GA1+ AA18 BOX 1
GA1+ AA18 LOOM C2
GA1+ AA18 COMP JB
GC+ AA18 COMP JB
GC3 AA18 COMP JB
G5C/3942 RELAY TYPE S1. COMP JB
GC5 AA20 COMP JB
GC-DC1 AA20
GC-1C3 AA20
GC6 AA20 COMP JB
GC6
GC7 AA16 COMP JB
G5C/4102 RELAY TYPE Q3 COMP. J.B
GC4 AA18 COMP JB
GC4 AA18 LOOM C2
PIN 1 LOOM C2
G5C/1069 POWER FAILURE WARNING LIGHT FILT. G5A/1928 (INST. PANEL)
E AA18 INST. PANEL
ABOVE WIRING SHOWS INSTN. POST D.H. AUST. MOD. V202 (INTROD'N. OF POWER FAILURE WARNING LIGHT).
GC
G3F GYRO COMPASS & GYRO HORIZON
A.A.P. 828 A.L.2
CAMERA GUN & RECORDER C.B 10A BOX 1.
CG6 (RED) AN18 BOX 1
TO RECORDER SUPPRESSOR
CG6 AN18 BOX 1
TO RELAY UNIT ON BOX 1.
SEE CIRCUIT 'G.S.' FIG. 72
CG6 AN18 BOX 1
CG4 AN18 COND. C8
TO RELAY UNIT ON R.P. JUNC. BOX
SEE CIRCUIT RP–B' FIG. 74
SEE CIRCUIT 'GF' FIG. 66
CG6 COND C6A
CG6 AN18 COND. C6
CG6 AN18 BOX 1
TB CG6 AN18 BOX 1
CG6 AN18 COND. C8
TO R.P. & BOMBS MASTER SW
CG4 AN18 BOX 1
CG6 AN18 BOX 1
SEE CIRCUIT 'GF' FIG. 66
CG4 AN18 BOX 1
TB BHD 1
CG4 AN18 BOX 1
CG4 AN18 COND C3
CG6 AN16 COND C3
E AN18 COND C3
E AN18 BOX 1
—— WIRING SHOWN THUS IS 'PRE MOD. V84' ONLY
—·— WIRING SHOWN THUS IS 'POST MOD V84' ONLY
CG4 AN18 COND C3A
CG6 AN16 COND C3A
E AN18 COND C3A
TB BHD 1
CG4 AN18 NOSE WIRING
CG6 AN16 NOSE WIRING
E AN18 NOSE WIRING
TB NOSE
ABOVE WIRING SHOWS THE INSTN. POST D.H. AUST. MOD. V227 (INTROD'N. OF G.S.A.P. CAMERA)
F14A/5001B0 AN-N6 G.S.A.P. CAMERA (NOSE)
G.S.A.P. GUN CAMERA
CG

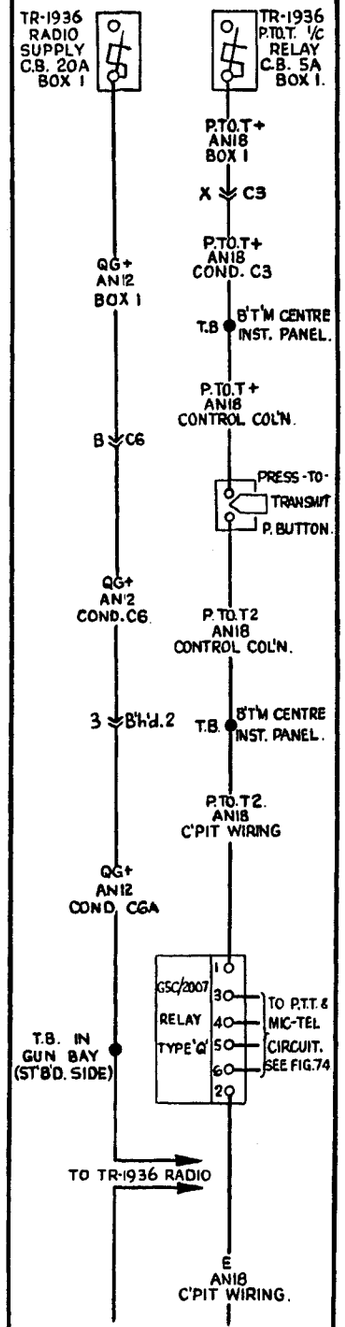
FIG 63A



F FLAP POSITION INDICATOR F



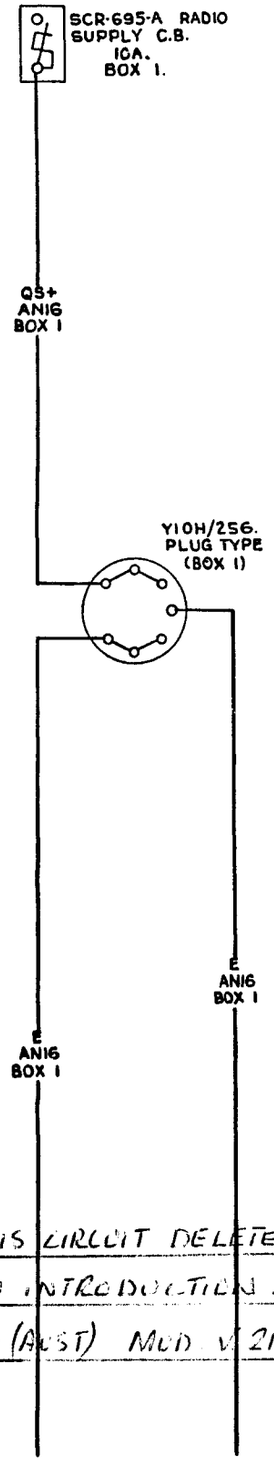
OA OIL THERMOMETER. OA



D.H. AUST. MOD. V108
(INTRODUCTION OF
TR-1936 RADIO) INCORPORATED.

FIG. 64

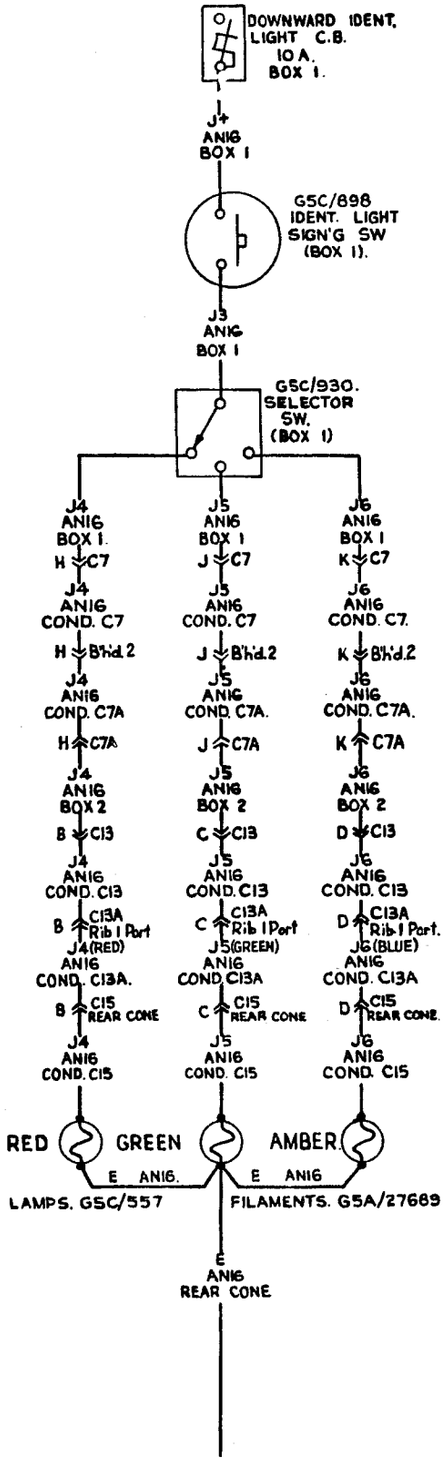
TR-1936 P.TO.T. 1/c RELAY.
TR-1936 QG SUPPLY.



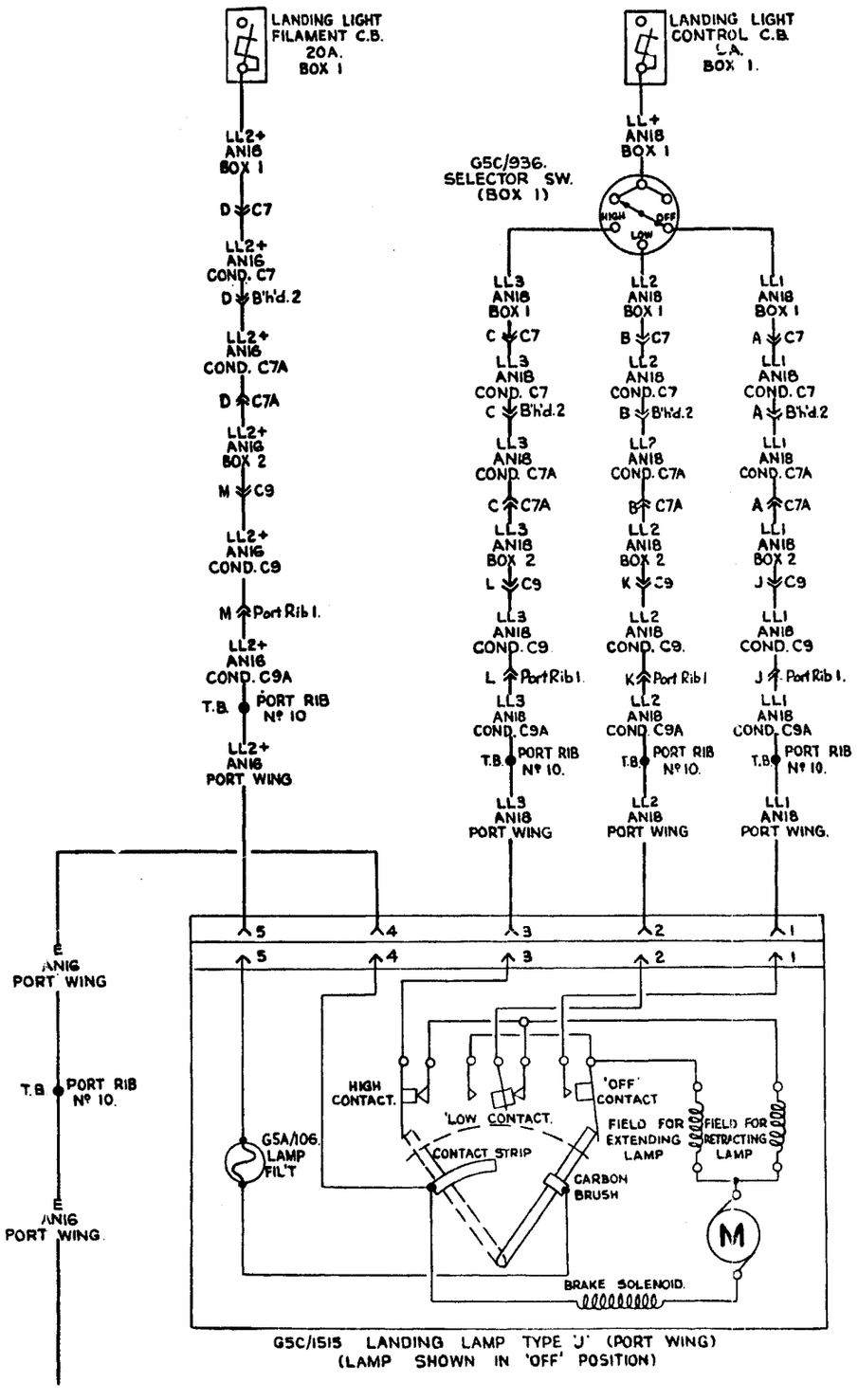
THIS CIRCUIT DELETED ON INTRODUCTION OF D.H (AUST) MOD V 219

D.L.Z. (W.F.T.)

SCR·695·A **QS** SUPPLY.



DOWNWARD **J** IDENT. LIGHTS.



G5C/1515 LANDING LAMP TYPE 'J' (PORT WING) (LAMP SHOWN IN 'OFF' POSITION)

LL LANDING LIGHT. **LL**

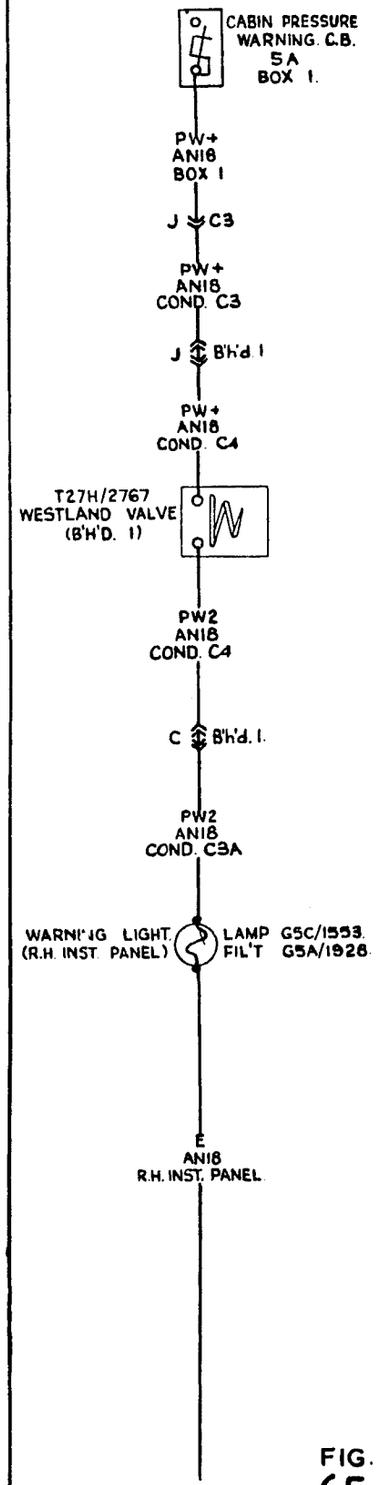
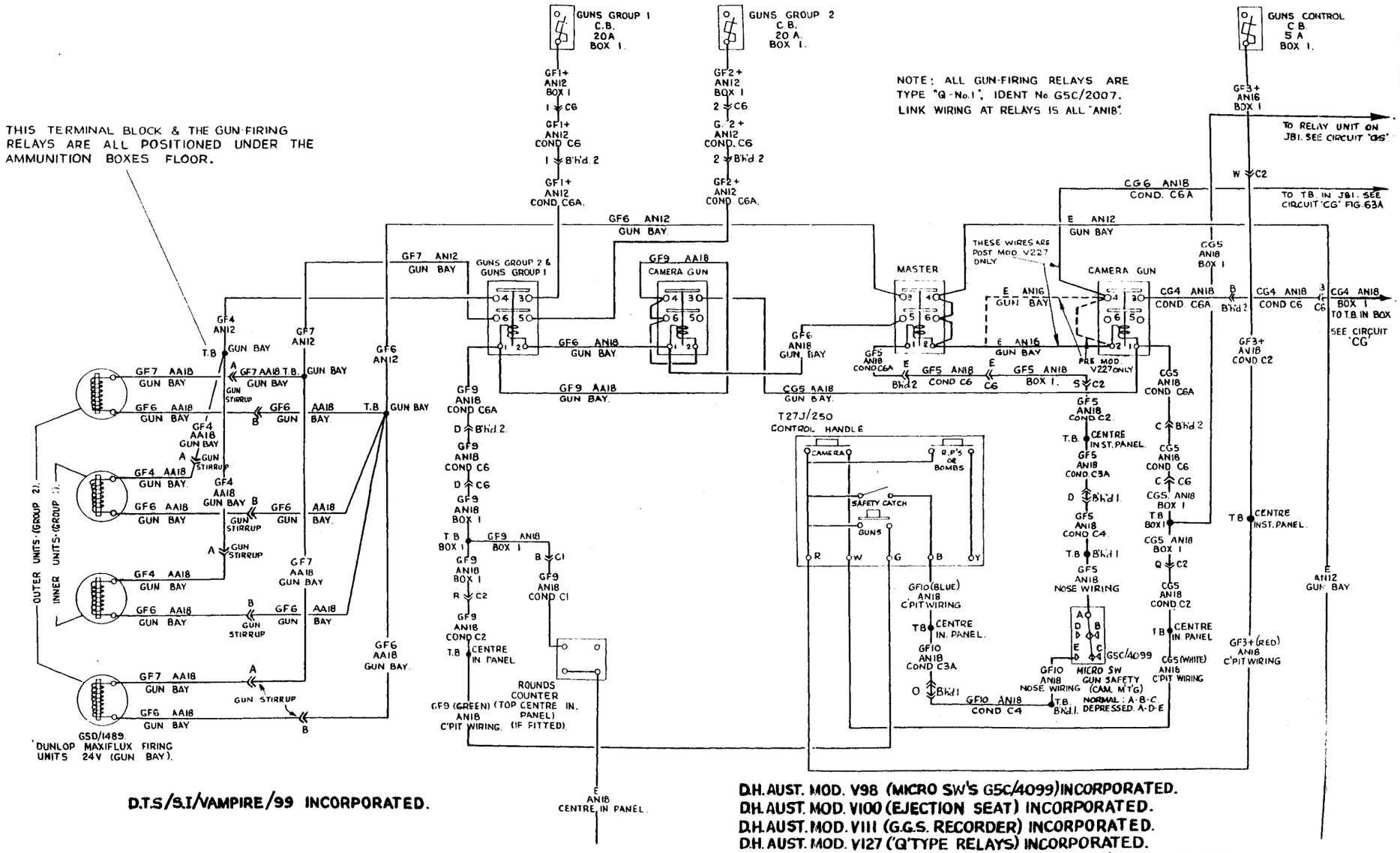


FIG. 65

CABIN PRESS. **PW** WARNING.



D.T.S/S.I/VAMPIRE/99 INCORPORATED.

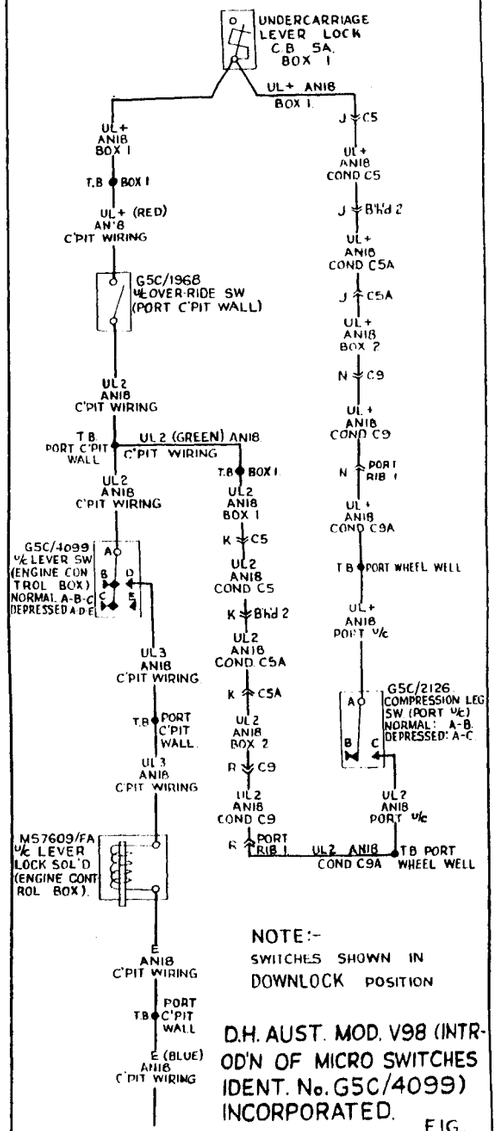
D.H. AUST. MOD. V98 (MICRO SW'S G5C/4099) INCORPORATED.
D.H. AUST. MOD. V100 (EJECTION SEAT) INCORPORATED.
D.H. AUST. MOD. V111 (G.G.S. RECORDER) INCORPORATED.
D.H. AUST. MOD. V127 ('Q' TYPE RELAYS) INCORPORATED.
D.H. AUST. MOD. V211 (BREAK IN GUN-FIRING CABLES) INCORPORATED.
D.H. AUST. MOD. V227 (G.S.A.P. CAMERA) INCORPORATED.

SEE FIG 66A FOR MK 31 A/C

GF

GUN FIRING
(APPLICABLE TO MK.30 A/C ONLY)

GF



D.H. AUST. MOD. V98 (INTROD'N OF MICRO SWITCHES IDENT. No. G5C/4099) INCORPORATED.

FIG. 66

UNDERCARRIAGE UL LEVER LOCK.

GUNS GROUP 1 CB 20A BOX 1.

GUNS GROUP 2 CB 20A BOX 1.

GUNS CONTROL CB 5A BOX 1.

NOTE: ALL GUN FIRING RELAYS ARE TYPE 'Q' No.1 IDENT. No. G5C/2007
LINK WIRING AT RELAYS IS ALL AA18

GF1+ AA12 BOX 1 1 C6

GF1+ AA12 COND. C6 1 B'H'D.2

GF1+ AA12 COND. C6A

GF2+ AA12 BOX 1. 2 C6

GF2+ AA12 COND.C6 2 B'H'D.2

GF2+ AA12 COND.C6A

B+ AA18 COND. C6A

C B'H.D.2

B+ AA18 COND. C6

G C6

B+ AA18 BOX1

GF3+ AA18 BOX 1.

W C2

GF3+ AA18 COND. C2

TO T.B ON R.P J.BOX (SEE FIG. 74)

GF6 AA18 GUN BAY

B14 AA18 (COND C6A)

B B'H.D.2

B14 AA18 COND C6

TB CENTRE INST. PANEL

B14 AA18 TO TB R.P. J.BOX BOX 1. (SEE FIG. 74)

GROUPS 1 & 2

R.P. & BOMBS

MASTER

CAMERA GUN

GF4 AA12

GF7 AA12

GF6 AA12

TB GUN BAY STB'D. SIDE

GF7 AA18 GUN BAY

GF7 AA18 GUN BAY STB'D. SIDE

GUN STIRRUP

GF6 AA18 GUN BAY

GF4 AA18 GUN BAY

GF6 AA18 BAY

TB GUN BAY STB'D. SIDE

GF4 AA18 GUN BAY

GF6 AA18 GUN BAY

GF6 AA18 GUN BAY

GF7 AA18 GUN BAY

GF6 AA18 GUN BAY

OUTER GUNS GROUP 2

INNER GUNS GROUP 1

G5D/148 DUNLOP MAXIFLUX FIRING UNITS 24V GUN BAY

GF9 AA18 GUN BAY

GF9 AA18 COND C6A

D B'H.D.2

GF9 AA18 COND C6

D C6

GF9 AA18 BOX 1.

TB BOX 1 GF9 AA18 BOX 1

B C1

GF9 AA18 BOX 1.

R C2

GF9 AA18 COND C2

TB CENTRE INST. PANEL

GF9 AA18 C'PT. WIRING (GREEN)

GF9 AA18 COND C1

ROUNDS COUNTER TOP CENTRE INST. PANEL (IF FITTED)

E AA18 CENTRE INST. PANEL

B17 AA18 COND C6A

F B'H.D.2

B17 AA18 COND C6

F C6

B17 AA18 BOX 1.

TB BOX 1

B17 AA18 BOX 1.

P C2

B17 AA18 COND. 2

TB CENTRE INST. PANEL

B17 AA18 C'PT. WIRING (YELLOW)

T27J/250 CONTROL HANDLE

CAMERA

BOMBS OR R.P.'S.

SAFETY CATCH

GUNS

R W G B Y

GF6 AA18 GUN BAY

GF10 AA16 COND. C6A

E B'H.D2

GF10 AA18 COND. C6

E C6

GF10 AA18 BOX 1

S C2

GF10 AA18 COND. C2

TB CENTRE INST. PANEL

GF10 (BLUE) AA18 C'PT. WIRING

E AA16 GUN BAY

CG5 AA18 COND. C6A

C B'H.D 2

CG5 AA18 COND. C6

C C6

CG5 AA18 BOX 1

TB BOX 1 CG5 AA18 BOX 1

Q C2

CG5 AA18 COND C2

TB CENTRE INST. PANEL

CG5 (WHITE) AA18 C'PT. WIRING

GF3+ AA18 C'PT. WIRING

B'H.D.1.

GF3+ AA18 COND. C4

CG5 AA18 BOX 1

TB B'H.D.1.

GF3+ AA18 NOSE WIRING

C E B D A

G5C/4099 MICRO. SW. GUN SAFETY (CAM. MTG.) NORMAL: A.B.C. DEPRESD: A.D.E

GF5 AA18 NOSE WIRING

TB B'H.D. 1

GF5 AA18 COND. C4

TO RELAY UNIT ON J.B1 SEE CIRCUIT GS

E AA12 GUN BAY

GF5 AA18 C'PT. WIRING

TB CENTRE INST. PANEL

GF5 AA16 COND. C3A

D B'H.D.1.

D.H. AUST. MOD. V84 (R.P. & BOMB WIRING) INCORPORATED.
D.H. AUST. MOD. V98 (MICRO. SW'S. G5C/4099) INCORPORATED.
D.H. AUST. MOD. V100 (EJECTION SEAT) INCORPORATED.
D.H. AUST. MOD. V111 (G.G.S. RECORDER) INCORPORATED.
D.H. AUST. MOD. V127 ('Q' TYPE RELAY) INCORPORATED.
D.H. AUST. MOD. V211 (BREAK IN G/F CABLES) INCORPORATED.

D.T.S./S.1/ VAMPIRE/99 INCORPORATED.
D.T.S./S.1/ VAMPIRE/118 INCORPORATED.

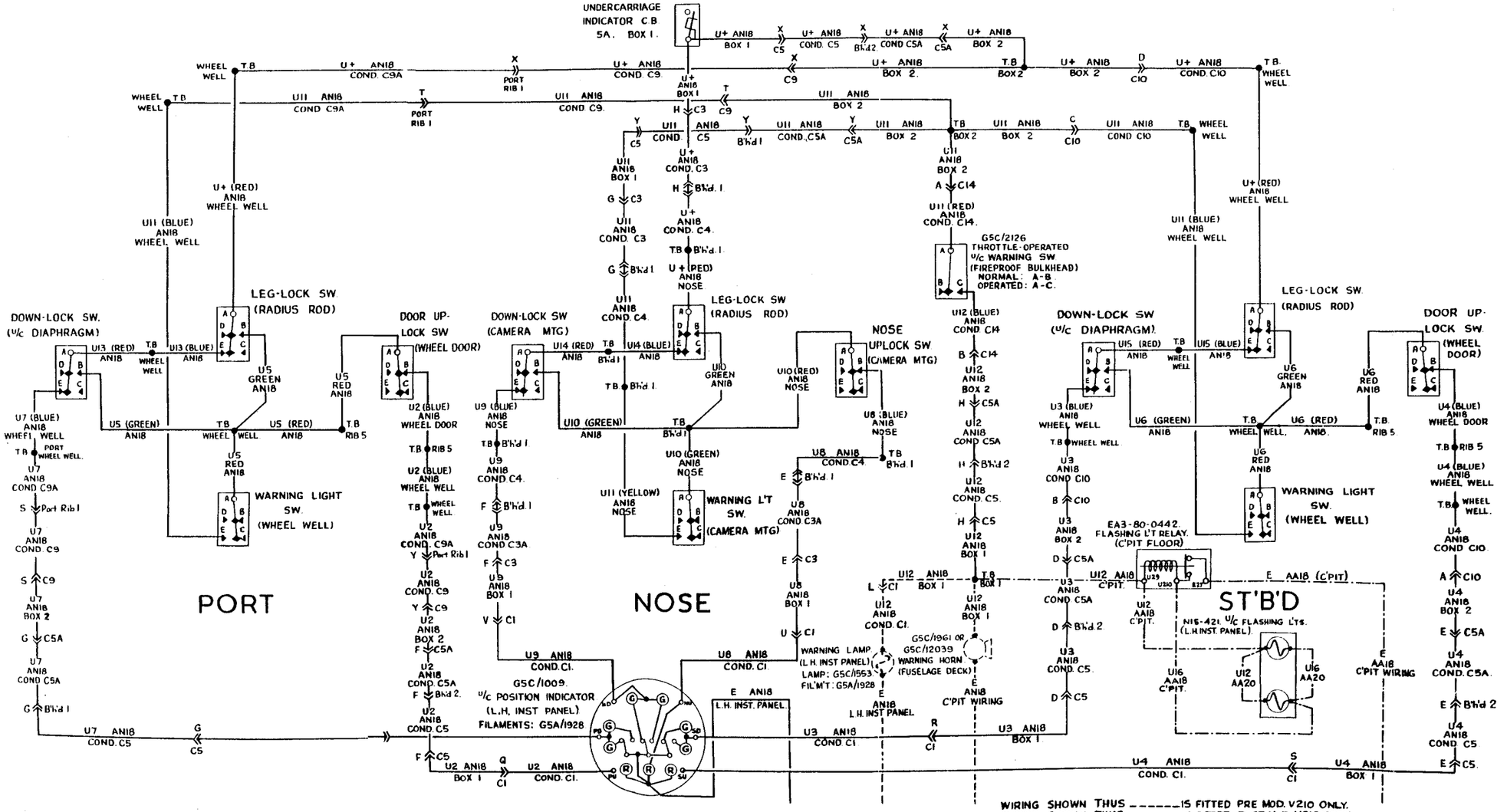
GF

GUN FIRING

(APPLICABLE TO MK31 A/C ONLY)

SEE FIG. 66 FOR MK30 A/C

FIG. 66A



NOTES.

CIRCUIT DRAWN WITH UNDERCARRIAGE IN THE DOWN-LOCK POSITION.
LEG-LOCK SWITCH CONTACTS ARE IN THE SAME POSITION IN THE UP-LOCK OR DOWNLOCK STATE & ONLY CHANGE WHEN THE LEG IS UNLOCKED. UNLESS OTHERWISE STATED THE MICRO SWITCHES ARE IDENT No G5C/4099-TYPE 4A- THE CONTACT POSITIONS BEING:-
NORMAL: A-B-C
OPERATED: A-D-E

INDICATING SET-UP:-

WHEELS LOCKED DOWN ——— GREEN LIGHTS.
WHEELS BETWEEN DOWN & UP — RED LIGHTS.
WHEELS LOCKED UP BUT DOORS NOT LOCKED — RED LIGHTS.
WHEELS LOCKED UP & DOORS LOCKED — NO LIGHTS.
WHEELS LOCKED UP BUT THROTTLE LESS THAN ¼ OPEN — U/C WARNING LIGHT & HORN.

NOTE!

ABOVE WIRING SHOWS INST'N POST D.H. AUST. MOD. V98 (INTROD'N OF MICRO SWITCHES IDENT No. G5C/4099).
D.H. AUST. MOD. V210 (FLASHING U/C LIGHTS) INCORPORATED.

U

UNDERCARRIAGE POSITION INDICATOR

U

FIG 67

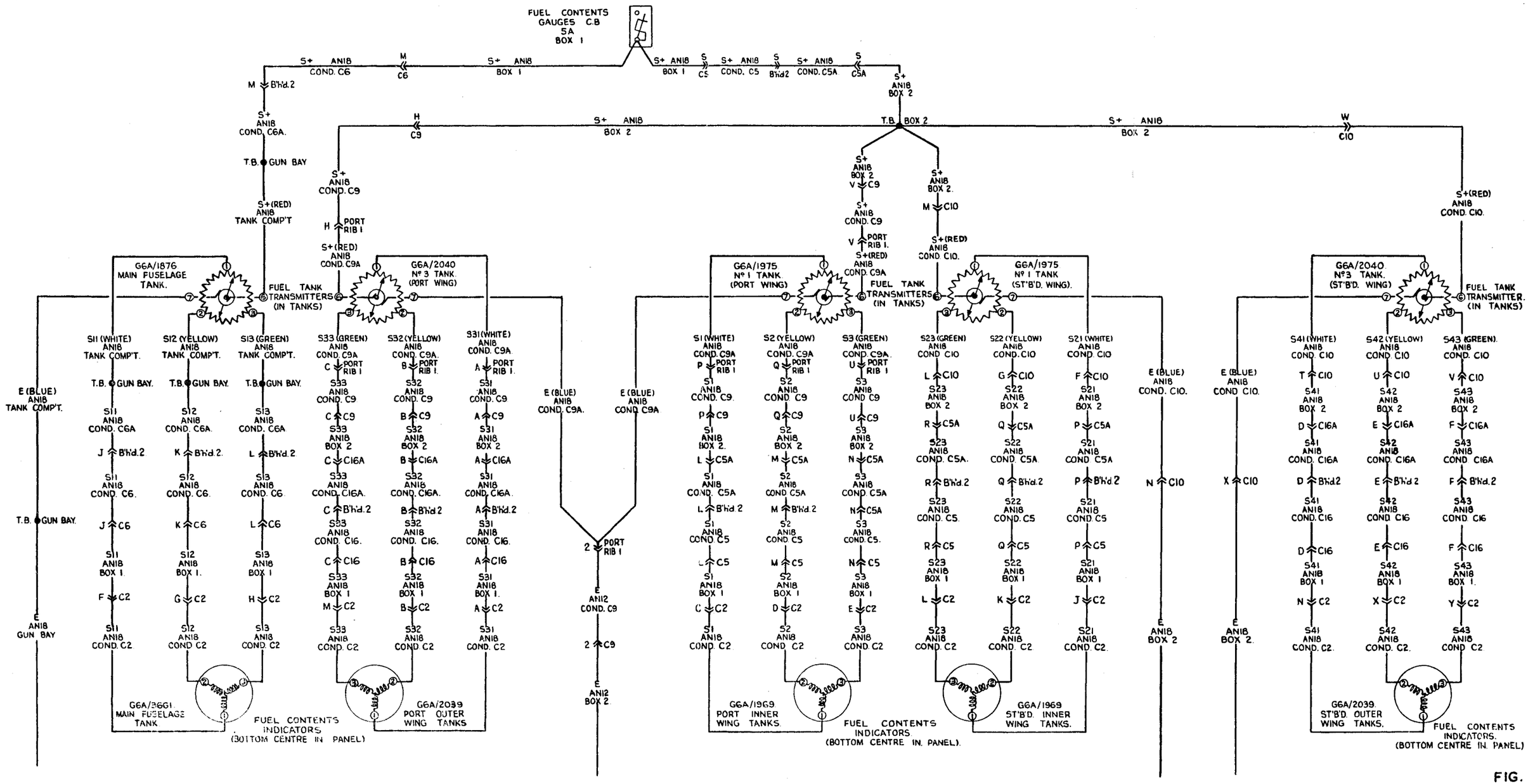
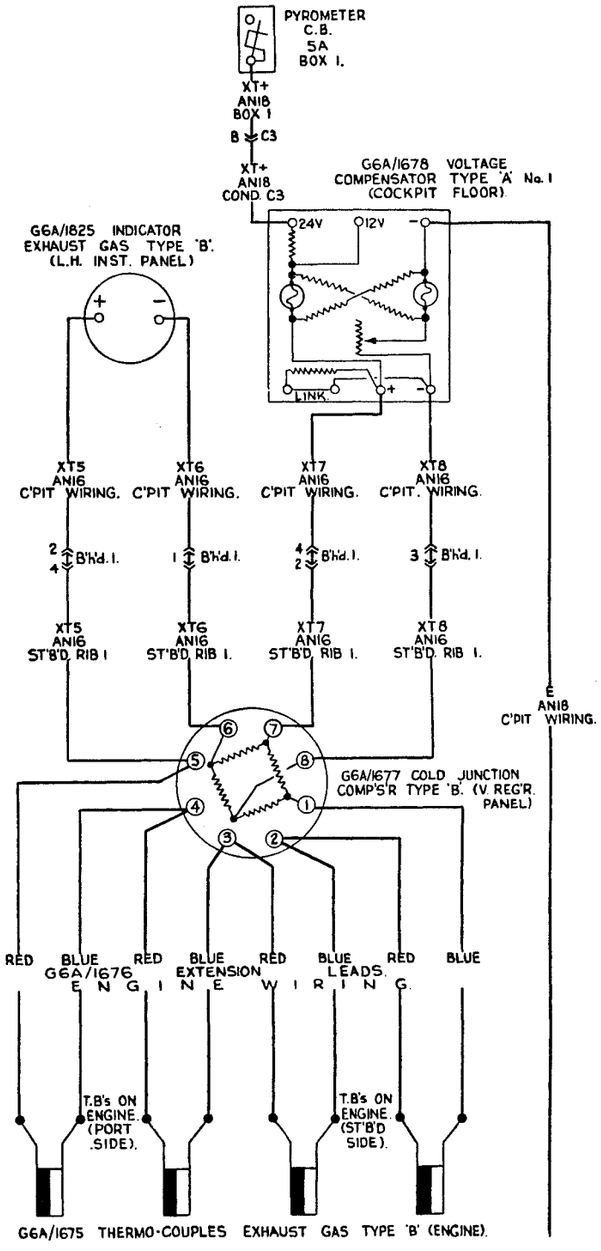
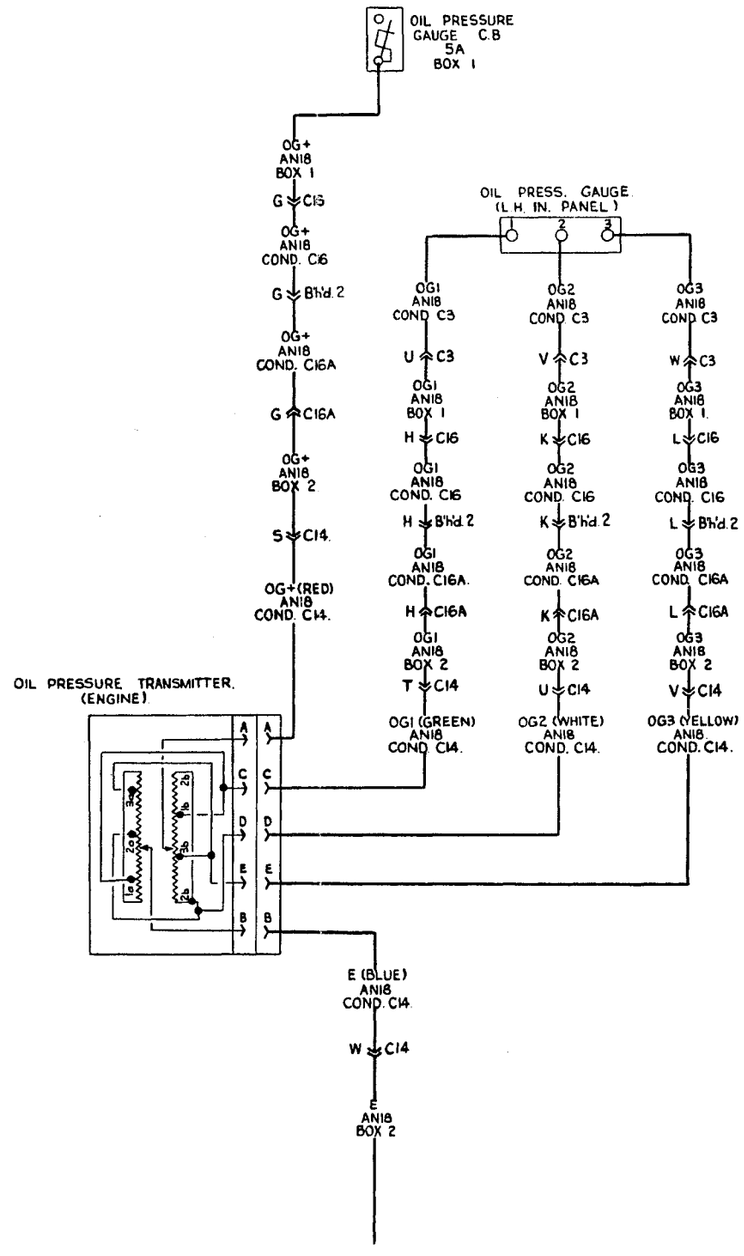

FUEL CONTENTS GAUGES C.B 5A BOX 1
S+ AN18 COND. C6
M C6
S+ AN18 BOX 1
S+ AN18 BOX 1
S C5
S+ AN18 COND. C5
S B'hd2
S+ AN18 COND. C5A
S C5A
S+ AN18 BOX 2
T.B. BOX 2
M B'hd.2
S+ AN18 COND. C6A.
T.B. GUN BAY
S+(RED) AN18 TANK COMP'T
E (BLUE) AN18 TANK COMP'T.
T.B. GUN BAY.
E AN18 GUN BAY
G6A/1876 MAIN FUSELAGE TANK.
FUEL TANK TRANSMITTERS (IN TANKS)
S11 (WHITE) AN18 TANK COMP'T.
S12 (YELLOW) AN18 TANK COMP'T.
S13 (GREEN) AN18 TANK COMP'T.
T.B. GUN BAY.
S11 AN18 COND. C6A
S12 AN18 COND. C6A.
S13 AN18 COND. C6A
J B'hd.2
K B'hd.2.
L B'hd.2.
S11 AN18 COND. C6.
S12 AN18 COND. C6.
S13 AN18 COND. C6
J C6
K C6
L C6
S11 AN18 BOX 1.
S12 AN18 BOX 1.
S13 AN18 BOX 1
F C2
G C2
H C2
S11 AN18 COND. C2
S12 AN18 COND C2
S13 AN18 COND. C2
G6A/3661 MAIN FUSELAGE TANK
H C9
S+ AN18 COND. C9
S+(RED) AN18 COND. C9A
G6A/2040 Nº 3 TANK. (PORT WING)
S33 (GREEN) AN18 COND. C9A
S32 (YELLOW) AN18 COND. C9A.
S31 (WHITE) AN18 COND. C9A.
C PORT RIB 1
B PORT RIB 1.
A PORT RIB 1.
S33 AN18 COND. C9
S32 AN18 COND. C9
S31 AN18 COND. C9
C C9
B C9
A C9
S33 AN18 BOX 2
S32 AN18 BOX 2
S31 AN18 BOX 2
C C16A
B C16A
A C16A
S33 AN18 COND. C16A.
S32 AN18 COND. C16A.
S31 AN18 COND. C16A.
C B'hd.2
B B'hd.2
A B'hd.2
S33 AN18 COND. C16.
S32 AN18 COND. C16.
S31 AN18 COND. C16.
C C16
B C16
A C16
S33 AN18 BOX 1
S32 AN18 BOX 1
S31 AN18 BOX 1.
M C2
B C2
A C2
S33 AN18 COND. C2
S32 AN18 COND C2
S31 AN18 COND. C2
G6A/2039 PORT OUTER WING TANKS
FUEL CONTENTS INDICATORS (BOTTOM CENTRE IN PANEL)
E (BLUE) AN18 COND. C9A.
2 PORT RIB 1
E AN12 COND. C9
2 C9
E AN12 BOX 2
V C9
S+ AN18 COND. C9
V PORT RIB 1.
S+(RED) AN18 COND. C9A
M C10
S+(RED) AN18 COND. C10.
G6A/1975 Nº 1 TANK. (PORT WING)
G6A/1975 Nº 1 TANK (ST'B'D. WING).
S1 (WHITE) AN18 COND. C9A
S2 (YELLOW) AN18 COND. C9A
S3 (GREEN) AN18 COND. C9A.
P PORT RIB 1
Q PORT RIB 1
U PORT RIB 1
S1 AN18 COND. C9.
S2 AN18 COND C9
S3 AN18 COND C9
P C9
Q C9
U C9
S1 AN18 BOX 2.
S2 AN18 BOX 2
S3 AN18 BOX 2
L C5A
M C5A
N C5A
S1 AN18 COND. C5A
S2 AN18 COND C5A
S3 AN18 COND C5A.
L B'hd 2
M B'hd.2
N B'hd.2
S1 AN18 COND. C5
S2 AN18 COND C5
S3 AN18 COND. C5.
L C5
M C5
N C5
S1 AN18 BOX 1
S2 AN18 BOX 1
S3 AN18 BOX 1
C C2
D C2
E C2
S1 AN18 COND. C2
S2 AN18 COND C2
S3 AN18 COND C2
G6A/1969 PORT INNER WING TANKS.
FUEL CONTENTS INDICATORS (BOTTOM CENTRE IN. PANEL).
S23 (GREEN) AN18 COND C10
S22 (YELLOW) AN18 COND. C10
S21 (WHITE) AN18 COND C10
L C10
G C10
F C10
S23 AN18 BOX 2
S22 AN18 BOX 2
S21 AN18 BOX 2
R C5A
Q C5A
P C5A
S23 AN18 COND. C5A.
S22 AN18 COND. C5A
S21 AN18 COND C5A
R B'hd.2
Q B'hd.2
P B'hd.2
S23 AN18 COND. C5.
S22 AN18 COND. C5
S21 AN18 COND C5
R C5
Q C5
P C5
S23 AN18 BOX 1
S22 AN18 BOX 1
S21 AN18 BOX 1
L C2
K C2
J C2
S23 AN18 COND. C2
S22 AN18 COND. C2
S21 AN18 COND. C2.
G6A/1969 ST'B'D. INNER WING TANKS.
E (BLUE) AN18 COND. C10.
N C10
E AN18 BOX 2
W C10
S+(RED) AN18 COND. C10.
E (BLUE) AN18 COND C10.
X C10
E AN18 BOX 2.
G6A/2040 Nº3 TANK. (ST'B'D. WING)
FUEL TANK TRANSMITTER. (IN TANKS)
S41 (WHITE) AN18 COND. C10
S42 (YELLOW) AN18 COND C10
S43 (GREEN) AN18 COND C10
T C10
U C10
V C10
S41 AN18 BOX 2
S42 AN18 BOX 2
S43 AN18 BOX 2
D C16A
E C16A
F C16A
S41 AN18 COND. C16A
S42 AN18 COND. C16A
S43 AN18 COND C16A
D B'hd.2
E B'hd.2
F B'hd.2
S41 AN18 COND. C16
S42 AN18 COND C16
S43 AN18 COND C16
D C16
E C16
F C16
S41 AN18 BOX 1
S42 AN18 BOX 1
S43 AN18 BOX 1.
N C2
X C2
Y C2
S41 AN18 COND. C2.
S42 AN18 COND. C2.
S43 AN18 COND C2
G6A/2039. ST'B'D. OUTER WING TANKS.
FUEL CONTENTS INDICATORS. (BOTTOM CENTRE IN. PANEL)

FIG. 68



XT PYROMETERS. XT



QG OIL PRESSURE INDICATOR. QG

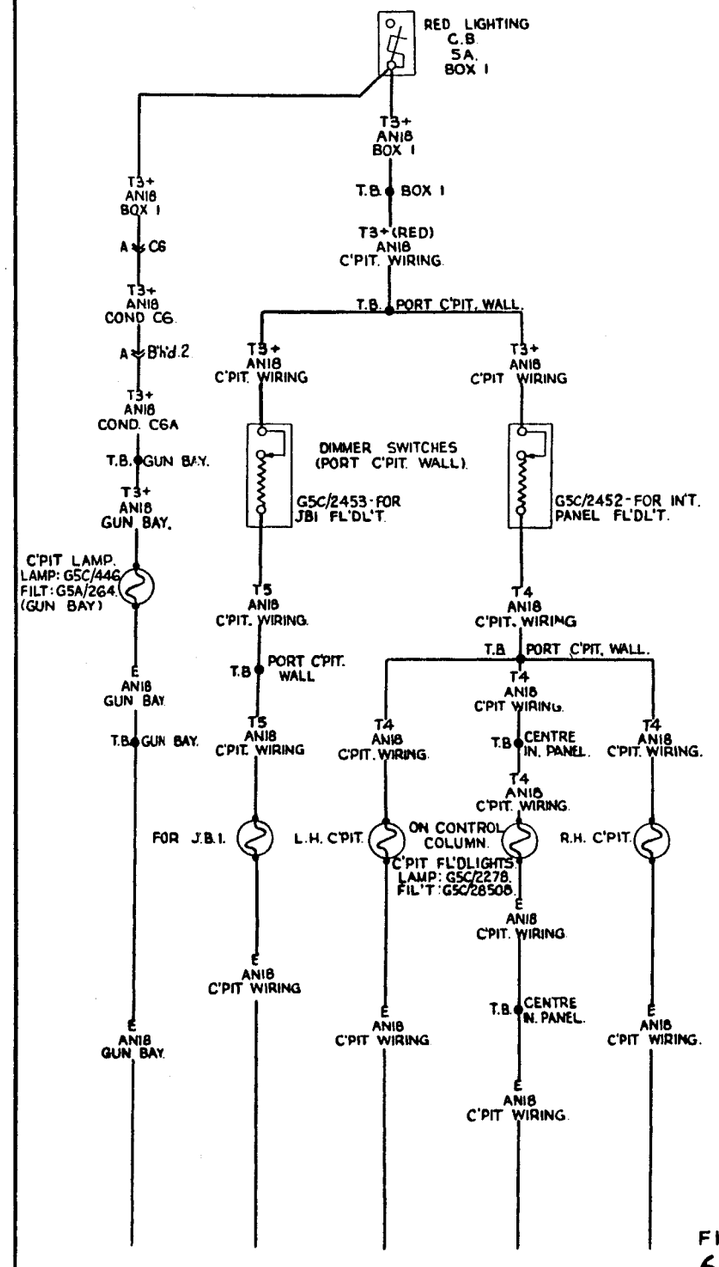
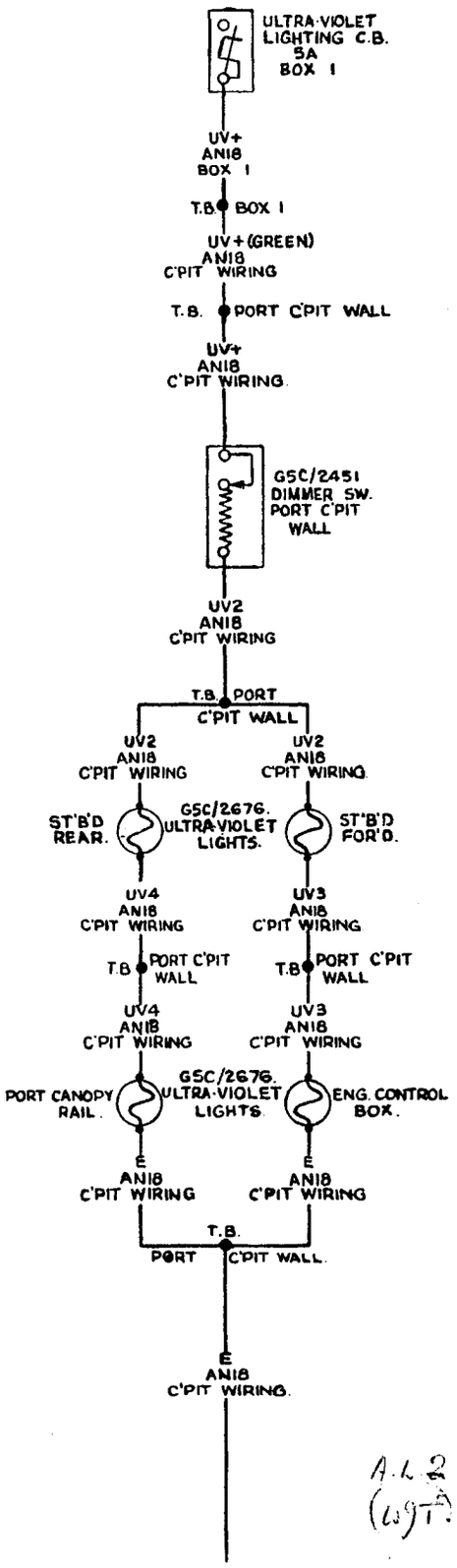


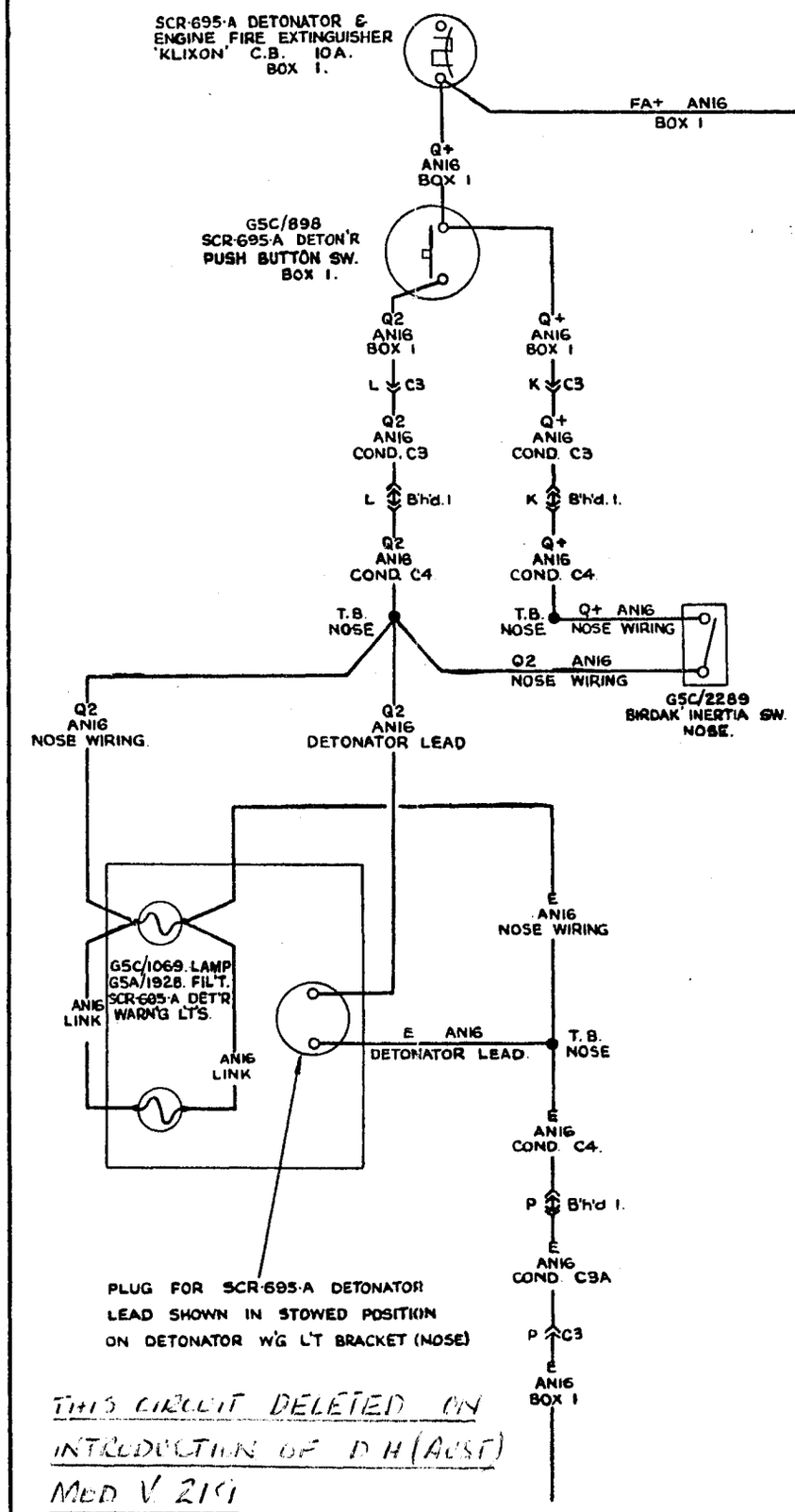
FIG. 69

T RED COCKPIT LIGHTING. T



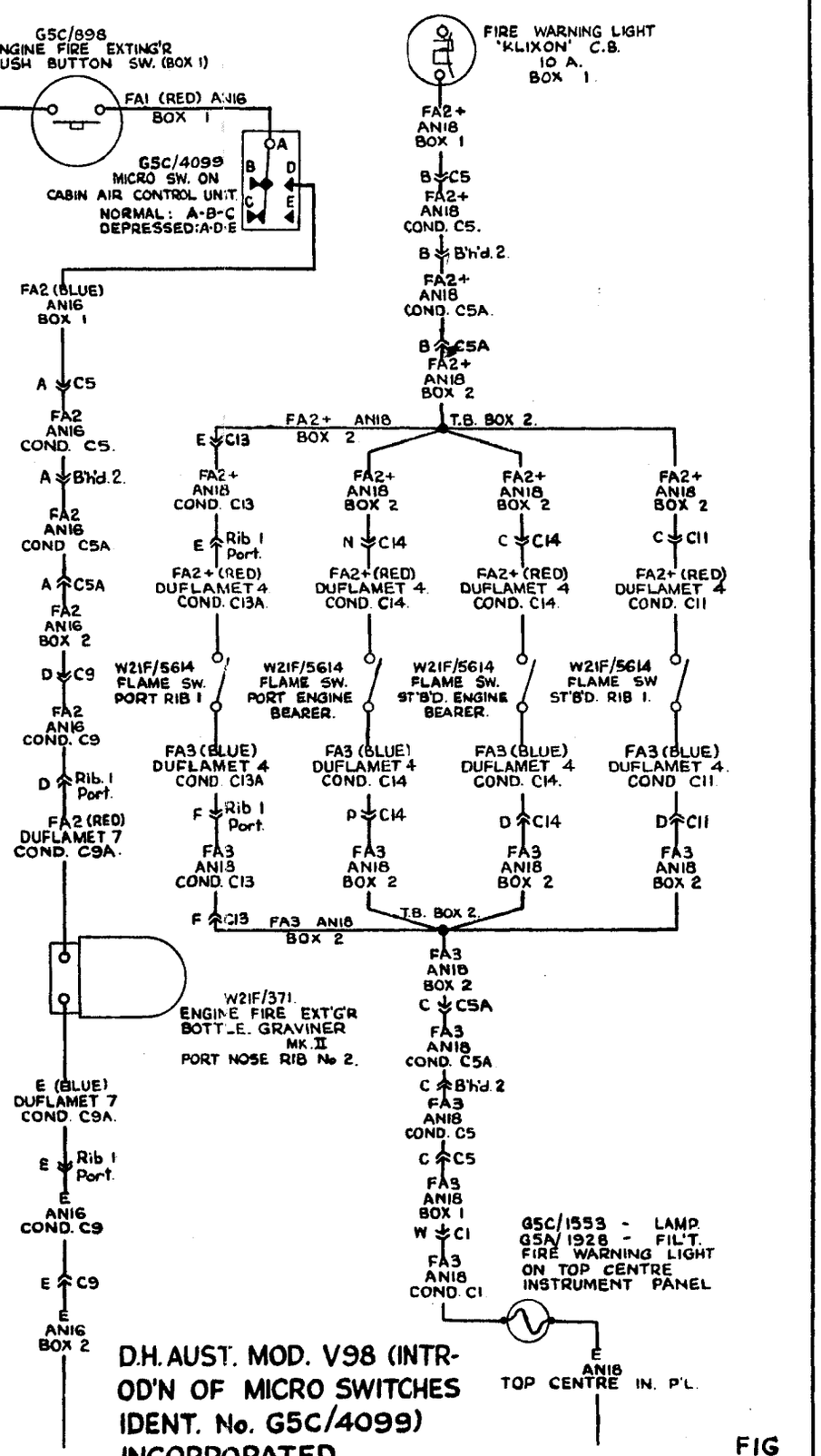
A.L.2 (W.T.A.)

ULTRA-VIOLET **UV** LIGHTING.



THIS CIRCUIT DELETED ON INTRODUCTION OF D.H.(AUST) MOD V 2161

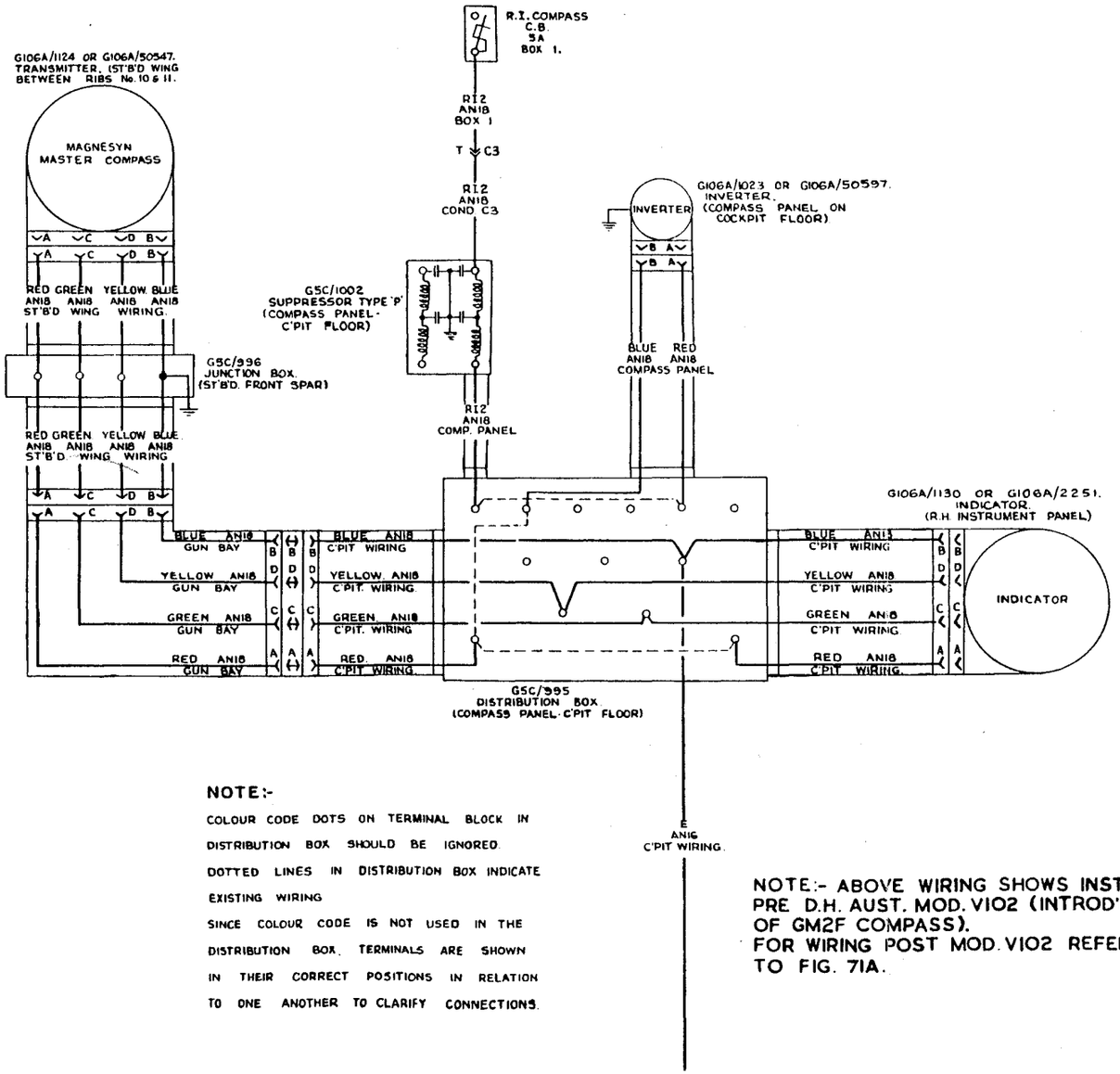
Q SCR-695-A RADIO DETONATOR. **Q**



D.H. AUST. MOD. V98 (INTR-OD'N OF MICRO SWITCHES IDENT. No. G5C/4099) INCORPORATED.

FIG 70

FA FIRE EXTINGUISHER & WARNING LIGHT. **FA**



NOTE:-

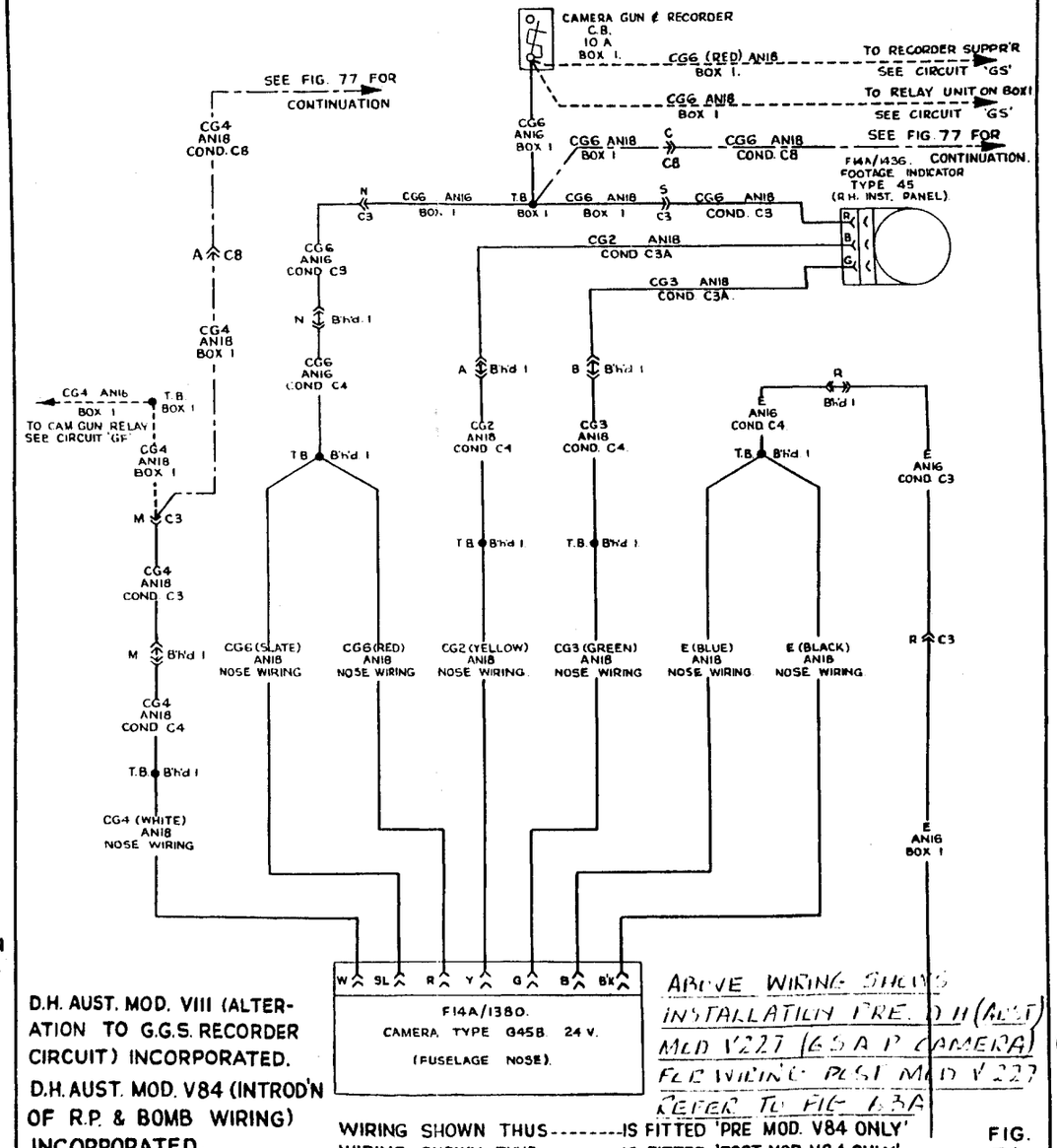
COLOUR CODE DOTS ON TERMINAL BLOCK IN DISTRIBUTION BOX SHOULD BE IGNORED.

DOTTED LINES IN DISTRIBUTION BOX INDICATE EXISTING WIRING

SINCE COLOUR CODE IS NOT USED IN THE DISTRIBUTION BOX, TERMINALS ARE SHOWN IN THEIR CORRECT POSITIONS IN RELATION TO ONE ANOTHER TO CLARIFY CONNECTIONS.

NOTE:- ABOVE WIRING SHOWS INST'N PRE D.H. AUST. MOD. V102 (INTROD'N. OF GM2F COMPASS). FOR WIRING POST MOD. V102 REFER TO FIG. 71A.

DR MAGNESYN COMPASS. DR



D.H. AUST. MOD. VIII (ALTERATION TO G.G.S. RECORDER CIRCUIT) INCORPORATED.

D.H. AUST. MOD. V84 (INTROD'N OF R.P. & BOMB WIRING) INCORPORATED.

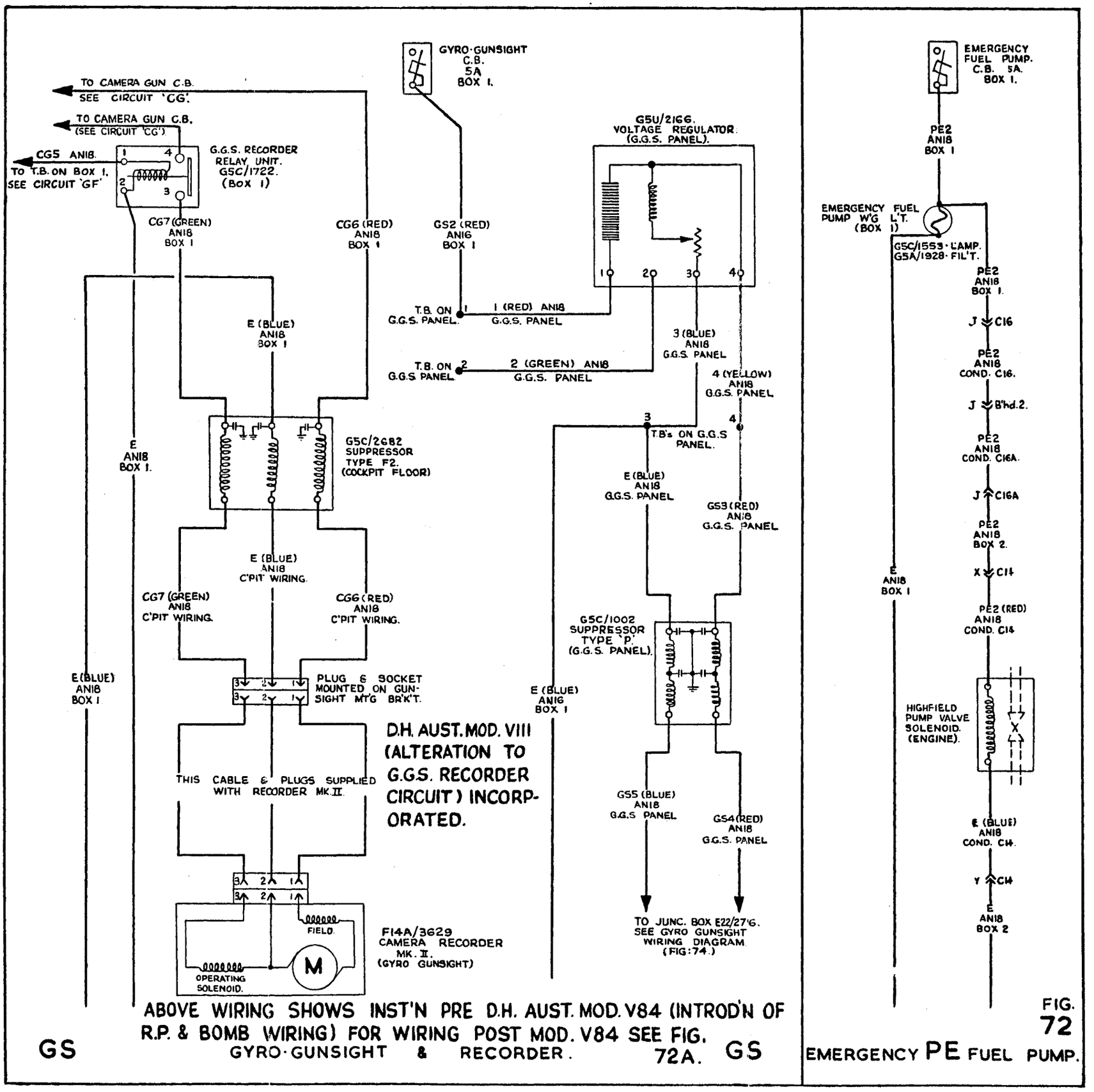
ABOVE WIRING SHOWS INSTALLATION PRE. D.H. (AUST) MOD V227 (G5A P CAMERA) FOR WIRING POST MOD V227 REFER TO FIG 73A

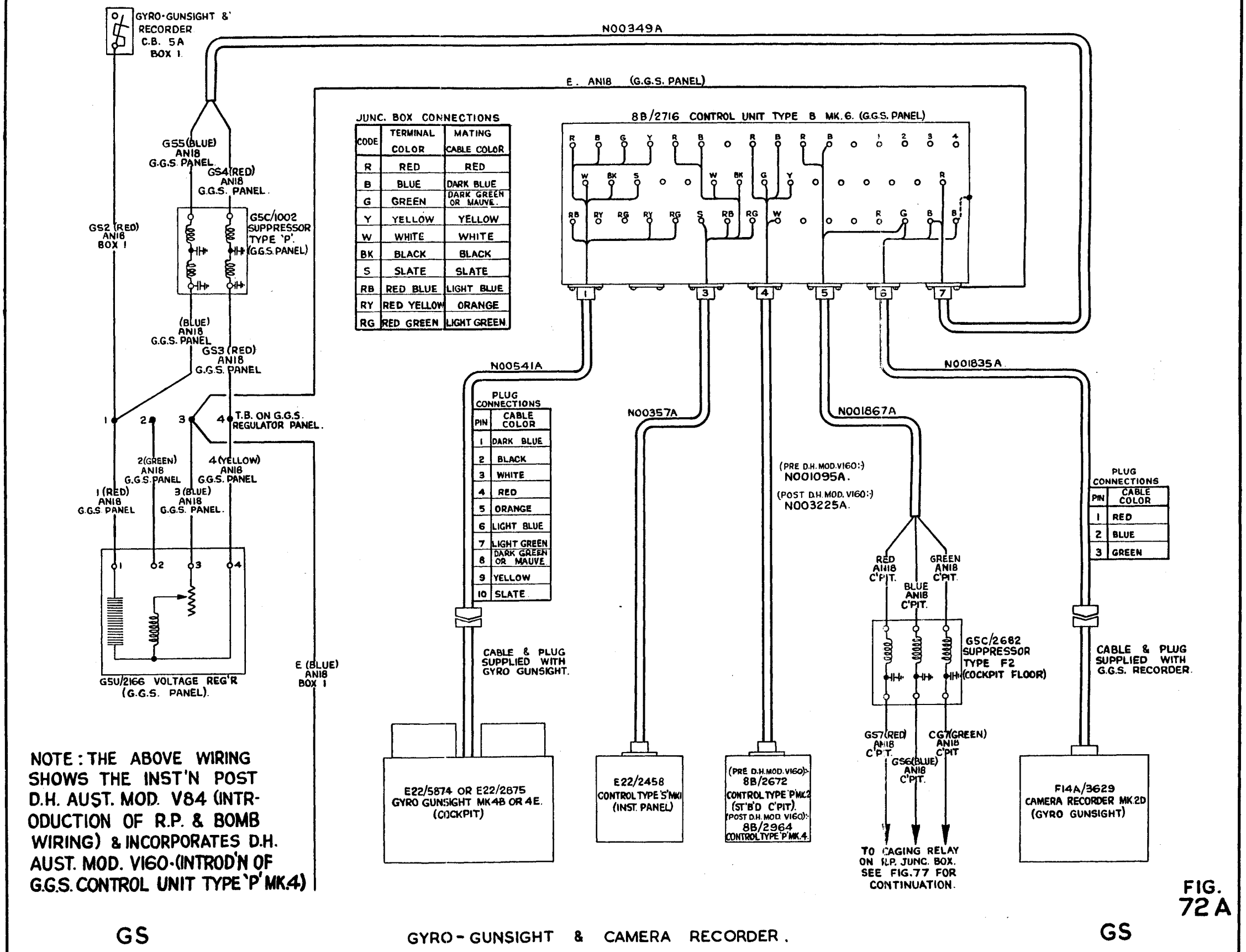
A.L.2 (N.T.)

WIRING SHOWN THUS--------IS FITTED 'PRE MOD. V84 ONLY'
WIRING SHOWN THUS——— ———IS FITTED 'POST MOD. V84 ONLY'.

FIG. 71

CG CAMERA GUN. CG


GYRO-GUNSIGHT C.B. 5A BOX 1.
TO CAMERA GUN C.B. SEE CIRCUIT 'CG'.
TO CAMERA GUN C.B. (SEE CIRCUIT 'CG')
CG5 AN18. TO T.B. ON BOX 1. SEE CIRCUIT 'GF'
G.G.S. RECORDER RELAY UNIT. G5C/1722. (BOX 1)
CG7 (GREEN) AN18 BOX 1
CG6 (RED) AN18 BOX 1
GS2 (RED) AN16 BOX 1
G5U/2166. VOLTAGE REGULATOR. (G.G.S. PANEL).
T.B. ON G.G.S. PANEL. 1 (RED) AN18 G.G.S. PANEL
T.B. ON G.G.S. PANEL. 2 (GREEN) AN18 G.G.S. PANEL
3 (BLUE) AN18 G.G.S. PANEL
4 (YELLOW) AN18 G.G.S. PANEL
T.B's ON G.G.S PANEL.
E (BLUE) AN18 BOX 1
E AN18 BOX 1.
G5C/2682 SUPPRESSOR TYPE F2. (COCKPIT FLOOR)
E (BLUE) AN18 C'PIT WIRING.
CG7 (GREEN) AN18 C'PIT WIRING.
CG6 (RED) AN18 C'PIT WIRING.
E (BLUE) AN18 G.G.S. PANEL
GS3 (RED) AN18 G.G.S. PANEL
G5C/1002 SUPPRESSOR TYPE 'P' (G.G.S. PANEL).
E (BLUE) AN16 BOX 1
E (BLUE) AN18 BOX 1
PLUG & SOCKET MOUNTED ON GUN-SIGHT MT'G BR'K'T.
THIS CABLE & PLUGS SUPPLIED WITH RECORDER MK.II.
D.H. AUST. MOD. VIII (ALTERATION TO G.G.S. RECORDER CIRCUIT) INCORP-ORATED.
GS5 (BLUE) AN18 G.G.S PANEL
GS4 (RED) AN18 G.G.S. PANEL
TO JUNC. BOX E22/27'6. SEE GYRO GUNSIGHT WIRING DIAGRAM. (FIG:74.)
FIELD.
OPERATING SOLENOID.
M
F14A/3629 CAMERA RECORDER MK. II. (GYRO GUNSIGHT)
ABOVE WIRING SHOWS INST'N PRE D.H. AUST. MOD. V84 (INTROD'N OF R.P. & BOMB WIRING) FOR WIRING POST MOD. V84 SEE FIG. 72A.
GS
GYRO-GUNSIGHT & RECORDER.
EMERGENCY FUEL PUMP. C.B. 5A. BOX 1.
PE2 AN18 BOX 1
EMERGENCY FUEL PUMP W'G L'T. (BOX 1)
G5C/1553 · L'AMP. G5A/1928 · FIL'T.
PE2 AN18 BOX 1.
J C16
PE2 AN18 COND. C16.
J B'hd.2.
PE2 AN18 COND. C16A.
J C16A
PE2 AN18 BOX 2.
X C14
PE2 (RED) AN18 COND. C14
E AN18 BOX 1
HIGHFIELD PUMP VALVE SOLENOID. (ENGINE).
E (BLUE) AN18 COND. C14.
Y C14
E AN18 BOX 2
FIG. 72
EMERGENCY PE FUEL PUMP.



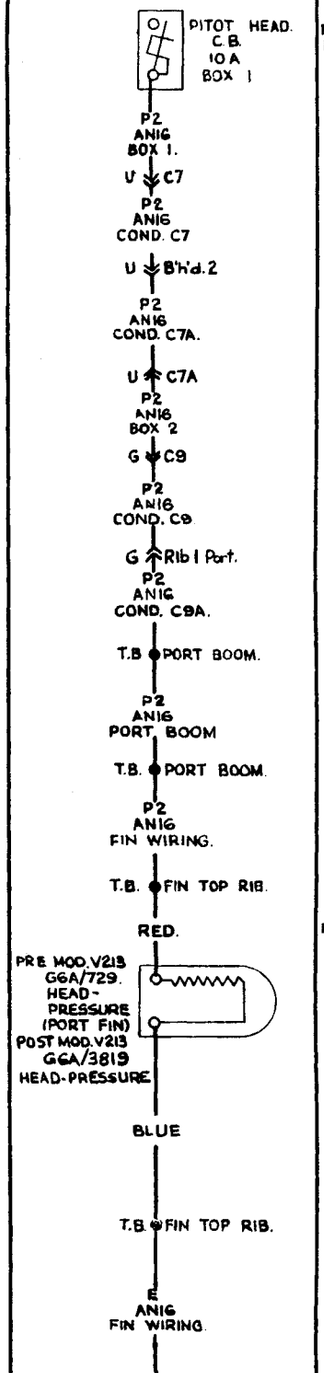
NOTE: THE ABOVE WIRING SHOWS THE INST'N POST D.H. AUST. MOD. V84 (INTRODUCTION OF R.P. & BOMB WIRING) & INCORPORATES D.H. AUST. MOD. V160-(INTROD'N OF G.G.S. CONTROL UNIT TYPE 'P' MK.4)

FIG. 72A

GS

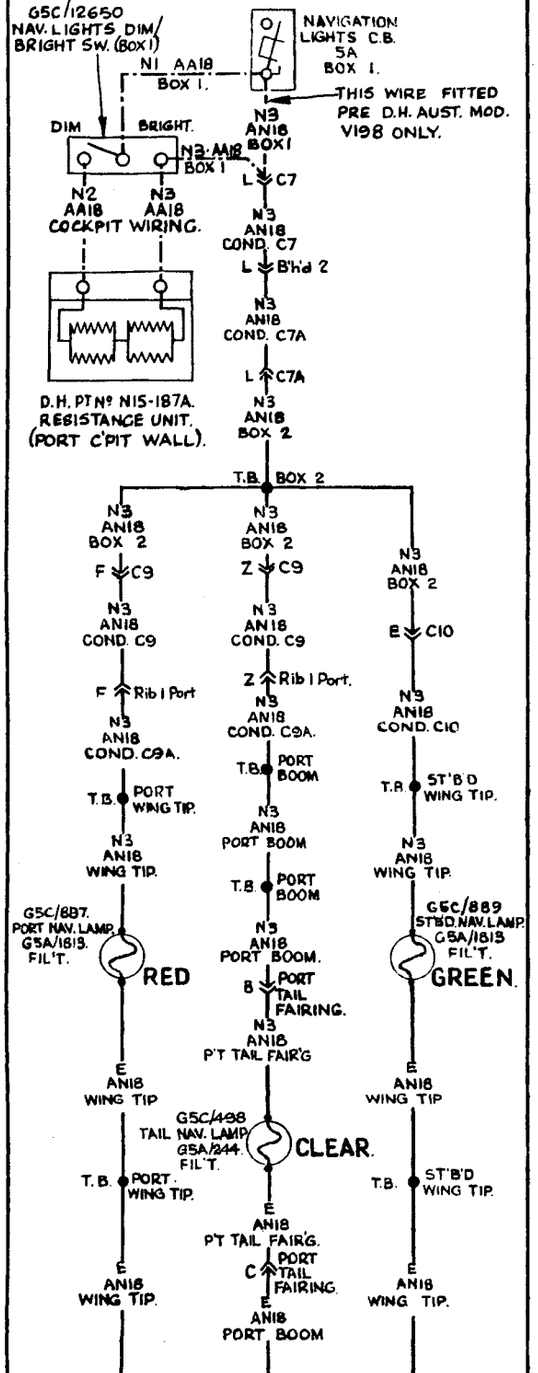
GYRO-GUNSIGHT & CAMERA RECORDER.

GS



D.H. AUST. MOD. V213 (INTR'N OF MK. 8T PRESSURE HEAD) INCORPORATED.

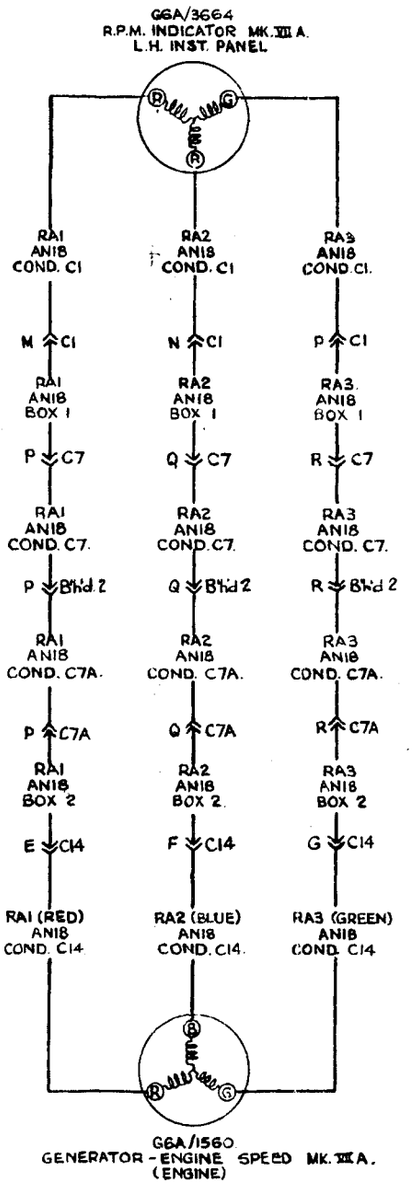
PITOT **P** HEAD.



D.H. AUST. MOD. V198 (NAV. LIGHTS DIM/BRIGHT SW.) INCORPORATED.

WIRING SHOWN THUS—·—·—IS FITTED POST MOD. V198 ONLY.

NAVIGATION **N** LIGHTS.



R.P.M. **RA** INDICATOR.

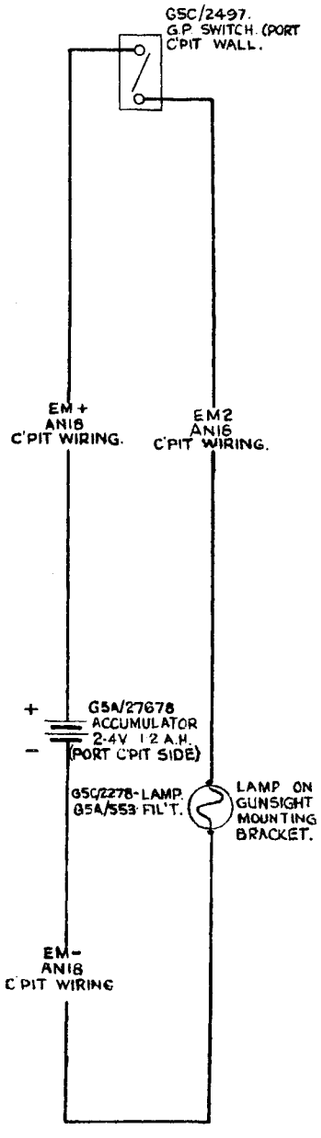
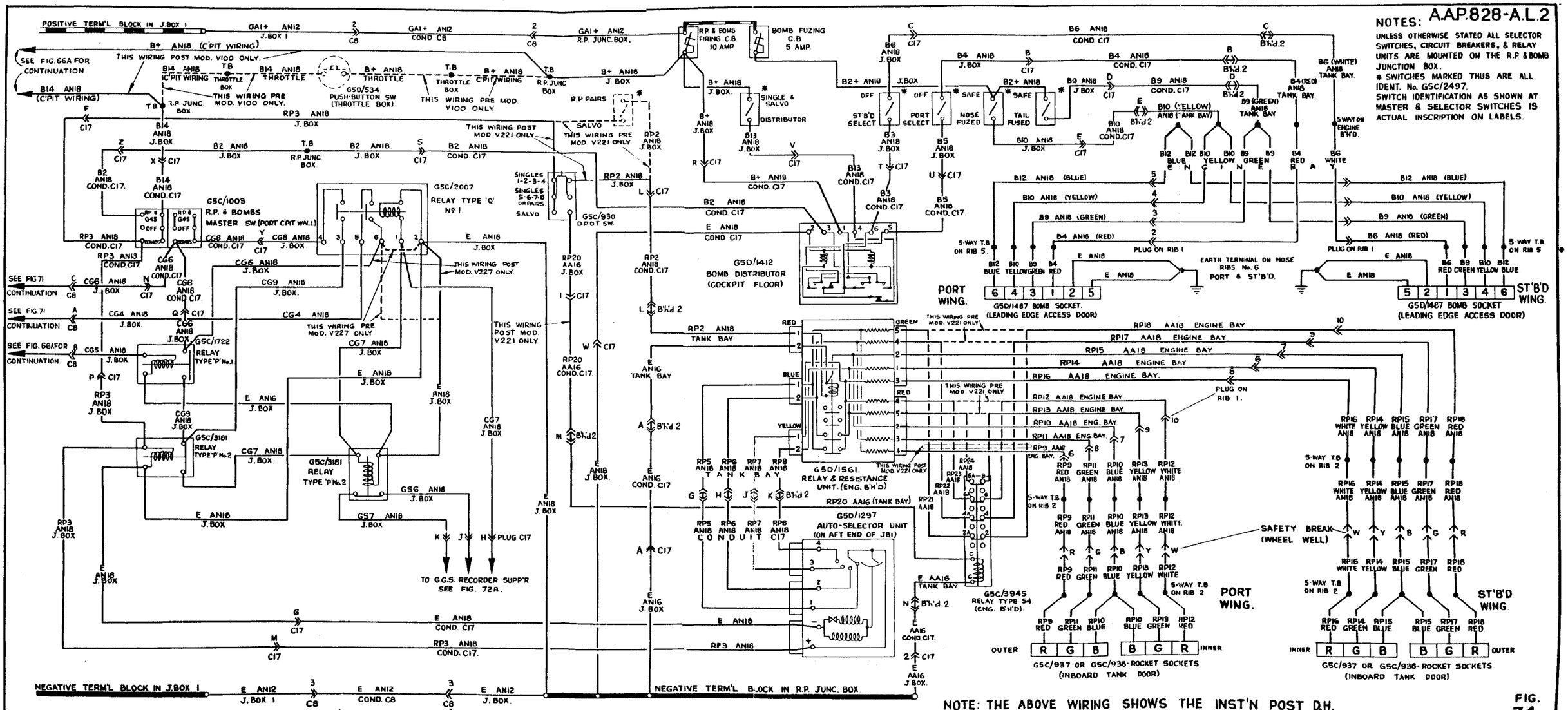
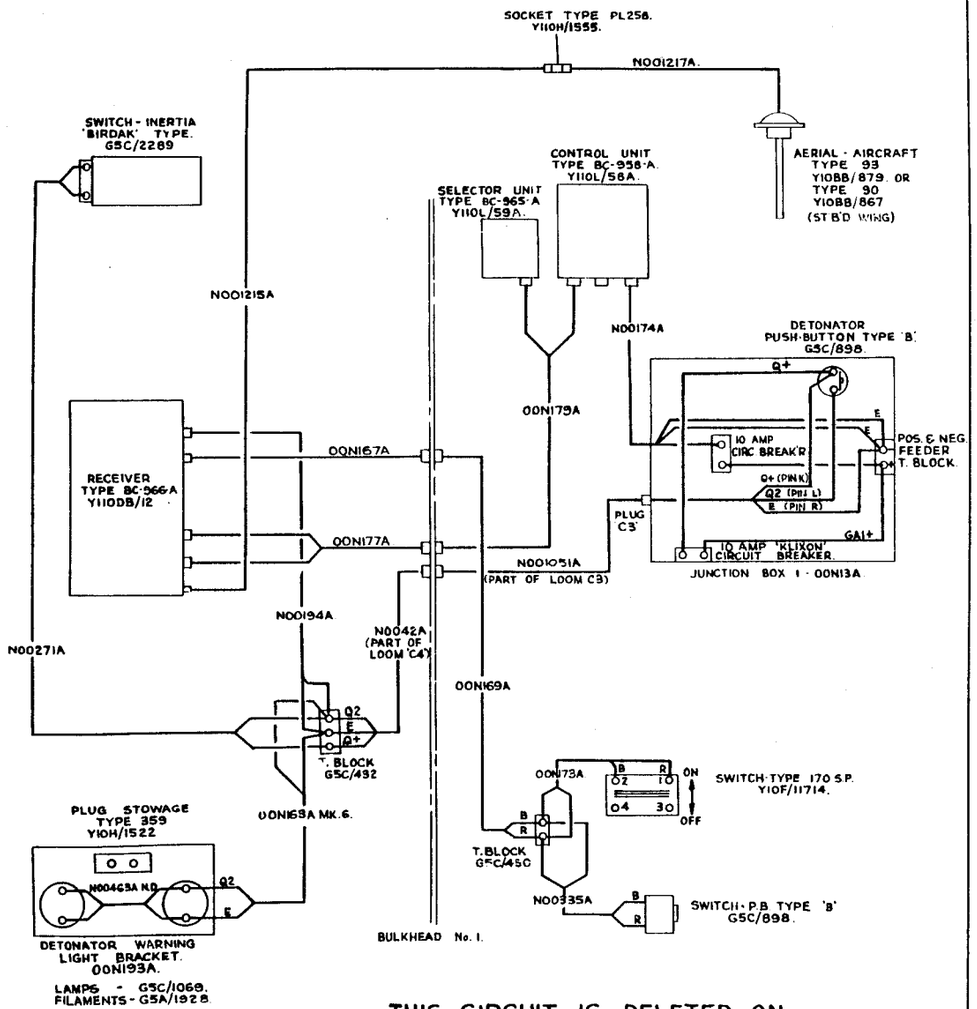


FIG. 73

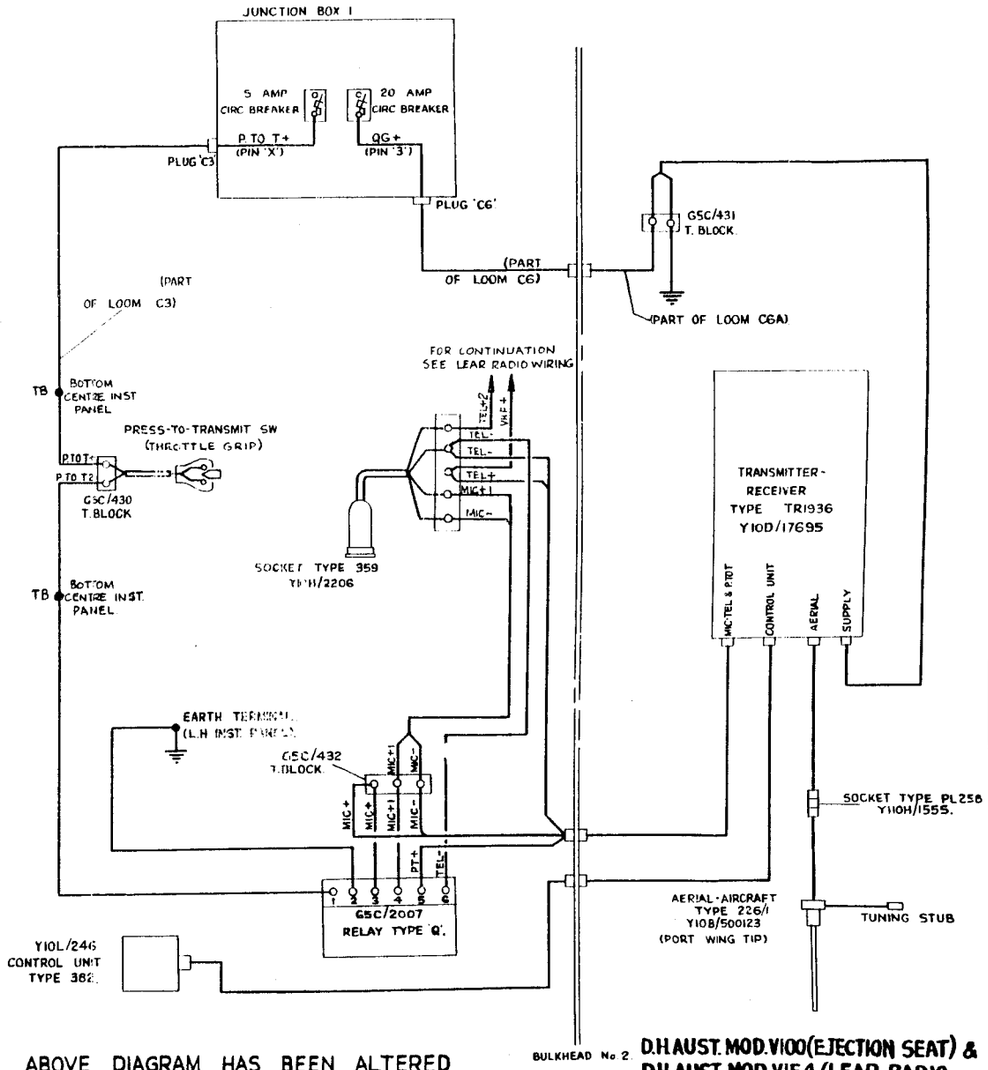
EMERGENCY **EM** LIGHTING


NOTES: A.A.P.828-A.L.2
UNLESS OTHERWISE STATED ALL SELECTOR SWITCHES, CIRCUIT BREAKERS, & RELAY UNITS ARE MOUNTED ON THE R.P. & BOMB JUNCTION BOX.
* SWITCHES MARKED THUS ARE ALL IDENT. No. G5C/2497.
SWITCH IDENTIFICATION AS SHOWN AT MASTER & SELECTOR SWITCHES IS ACTUAL INSCRIPTION ON LABELS.
POSITIVE TERM'L BLOCK IN J.BOX 1
NEGATIVE TERM'L BLOCK IN J.BOX 1
NEGATIVE TERM'L BLOCK IN R.P. JUNC. BOX
G5C/1003 R.P. & BOMBS MASTER SW.(PORT C'PIT WALL)
G5C/2007 RELAY TYPE 'Q' No 1.
G5C/930 D.P.D.T. SW.
G5D/1412 BOMB DISTRIBUTOR (COCKPIT FLOOR)
G5C/1722 RELAY TYPE 'P' No.1
G5C/3181 RELAY TYPE 'P' No.2
G5D/534 PUSH-BUTTON SW (THROTTLE BOX)
G5D/1561. RELAY & RESISTANCE UNIT. (ENG. B'H'D)
G5D/1297 AUTO-SELECTOR UNIT (ON AFT END OF J.B.1)
G5C/3945 RELAY TYPE 54 (ENG. B'H'D).
G5D/1487 BOMB SOCKET (LEADING EDGE ACCESS DOOR)
PORT WING.
ST'B'D WING.
G5C/937 OR G5C/938 ROCKET SOCKETS (INBOARD TANK DOOR)
TO G.G.S. RECORDER SUPP'R SEE FIG. 72A.
SAFETY BREAK (WHEEL WELL)
EARTH TERMINAL ON NOSE RIBS No. 6 PORT & ST'B'D.
R.P. & BOMB FIRING C.B 10 AMP
BOMB FUZING C.B 5 AMP.
SINGLE & SALVO DISTRIBUTOR
SALVO
SINGLES 1-2-3-4
SINGLES 5-6-7-8 OR PAIRS
ST'B'D SELECT
PORT SELECT
NOSE FUZED
TAIL FUSED
SAFE
OFF
THIS WIRING PRE MOD. V100 ONLY.
THIS WIRING POST MOD. V100 ONLY.
THIS WIRING PRE MOD. V221 ONLY
THIS WIRING POST MOD. V221 ONLY
THIS WIRING PRE MOD. V227 ONLY
THIS WIRING POST MOD. V227 ONLY
SEE FIG.66A FOR CONTINUATION
SEE FIG.71 CONTINUATION
SEE FIG.66A FOR CONTINUATION.
RP-B
D.H. AUST. MOD. V100-(EJECTION SEAT) INCORPORATED.
D.H. AUST. MOD. V221-(R.P. FIRING SINGLE/PAIRS/SALVO) INCORPORATED.
D.H. AUST. MOD. V227-(G.S.A.P. CAMERA) INCORPORATED.
ROCKET PROJECTILES & BOMB FIRING.
NOTE: THE ABOVE WIRING SHOWS THE INST'N POST D.H. AUST. MOD. V84 - (INTRODUCTION OF R.P. & BOMB WIRING). & INCORPORATES D.H. AUST. MOD. V149-(REPOSITIONING OF MASTER SW.)
RP-B
FIG. 74



THIS CIRCUIT IS DELETED ON THE INTRODUCTION OF D.H. AUST. MOD. V219.

SCR-695-A RADIO.



ABOVE DIAGRAM HAS BEEN ALTERED TO INCORPORATE D.H. AUST. MOD. V108 (INTROD'N OF TR-1936 RADIO).

TR-1936 RADIO.

D.H. AUST. MOD. V100 (EJECTION SEAT) & D.H. AUST. MOD. V154 (LEAR RADIO COMPASS) EMBODIED.

TERMINALS IN JUNCTION BOX ARE SHOWN IN THEIR CORRECT POSITION IN RELATION TO ONE ANOTHER TO CLARIFY CONNECTIONS.

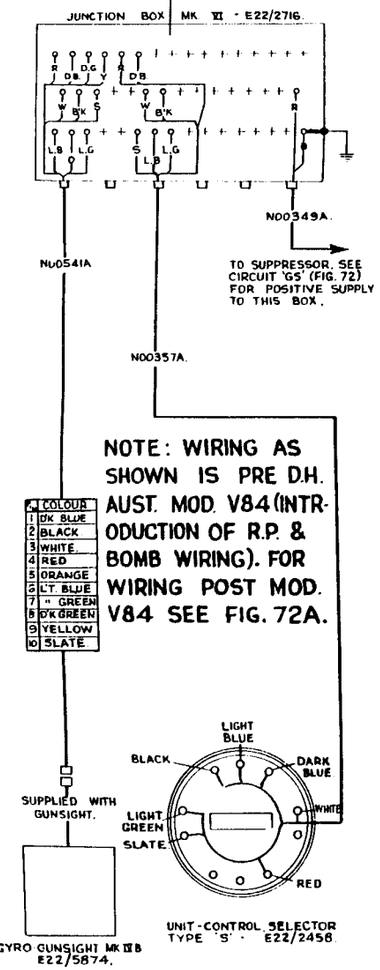
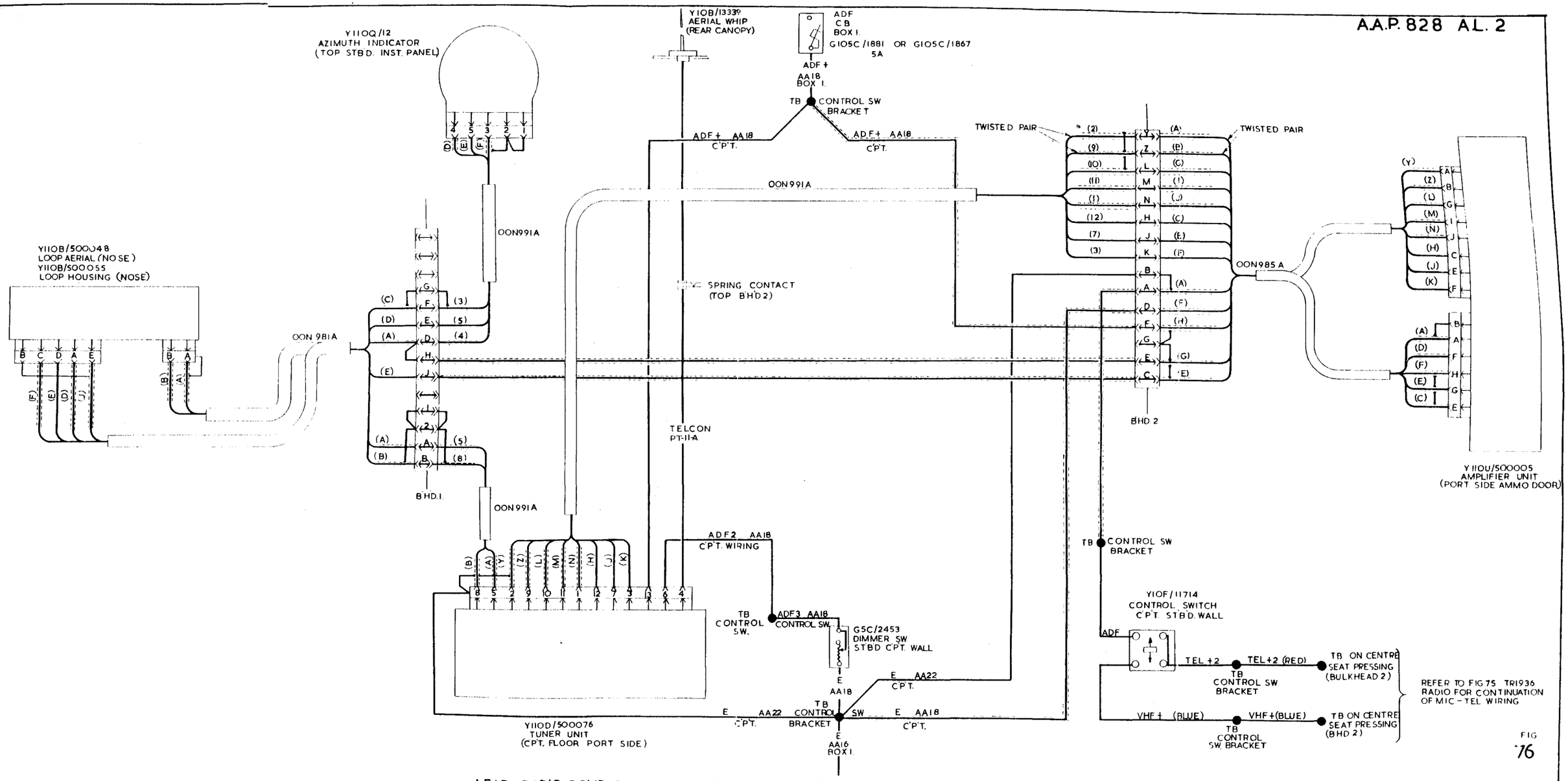


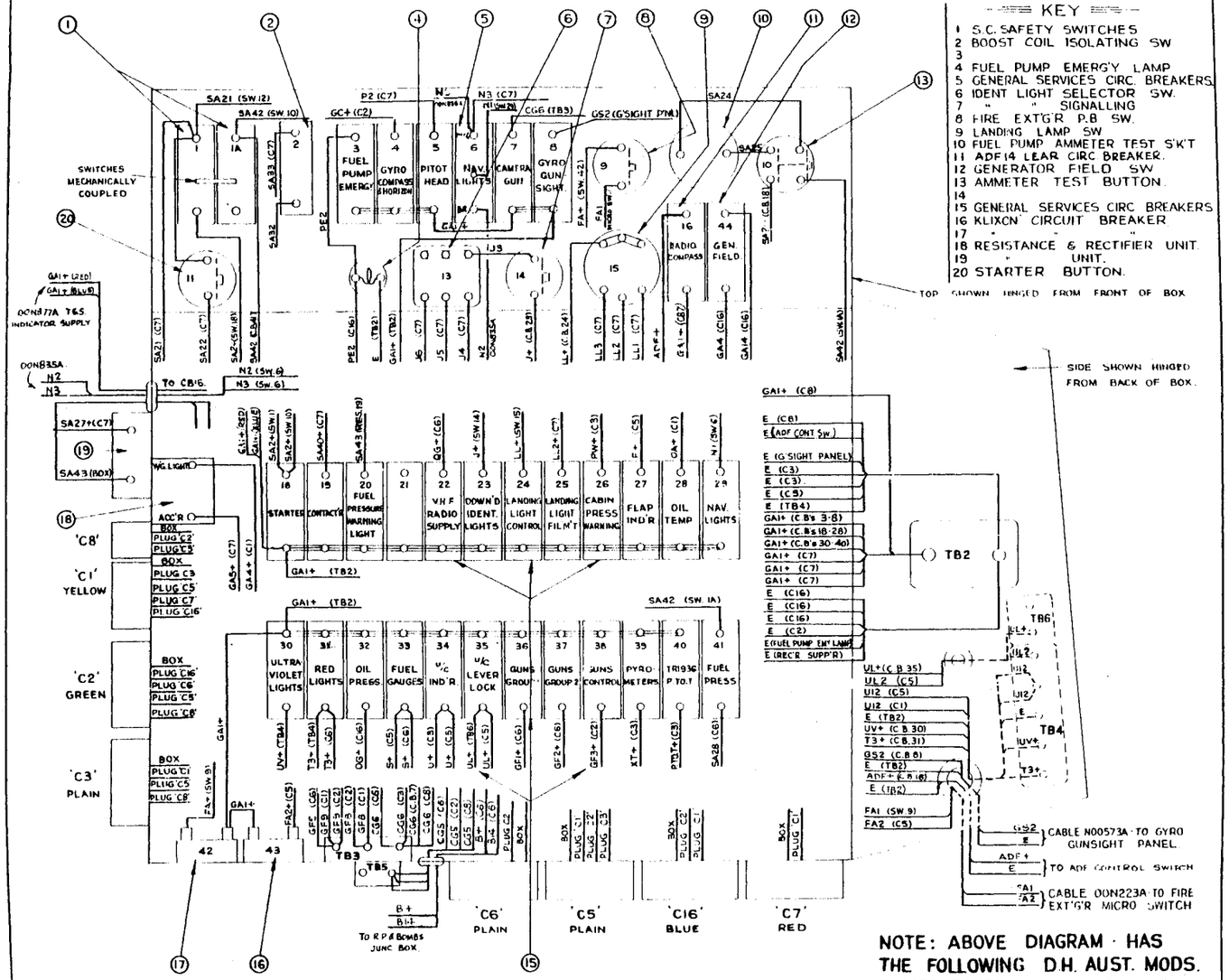
FIG. 75

GYRO GUNSIGHT.



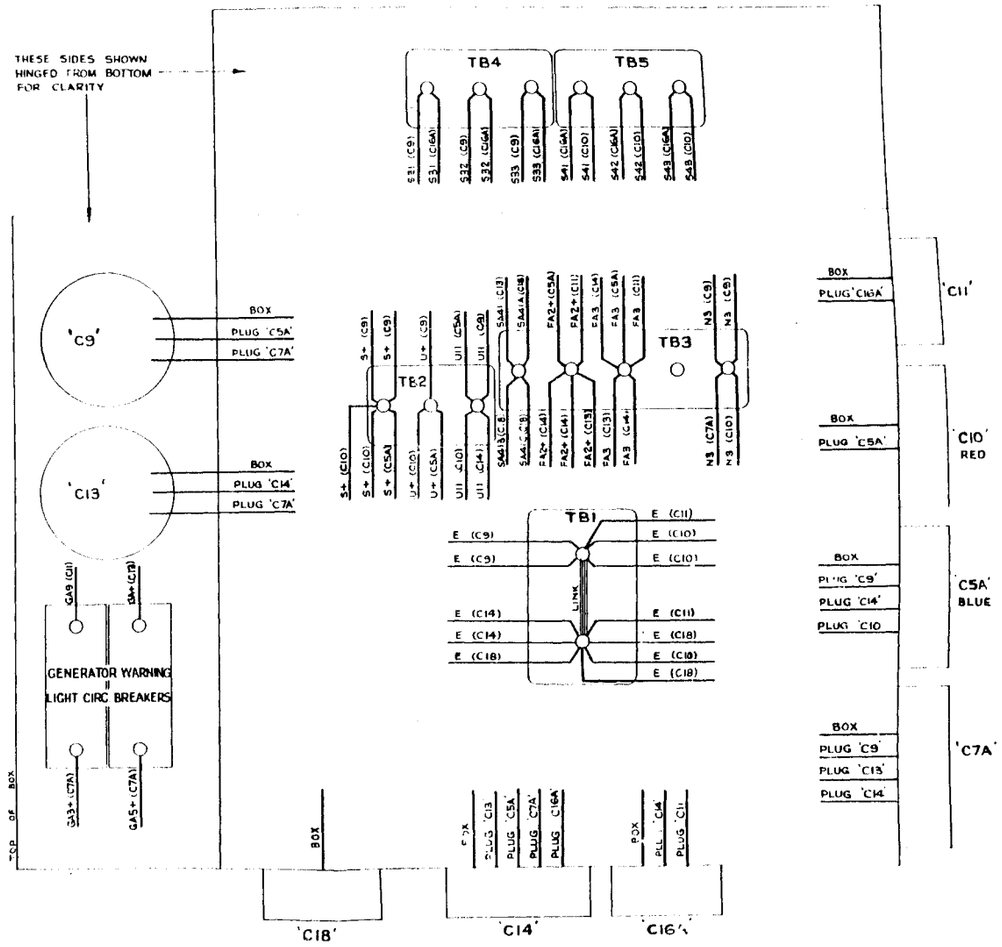
LEAR RADIO COMPASS – TYPE ADF 14 INSTALLATION

FIG 76



NOTE: ABOVE DIAGRAM HAS THE FOLLOWING D.H. AUST. MODS. INCORPORATED: V84, V102, V108, V159, V162, V506, V198, V100, V191, V189, V202, V154, V219, V227.

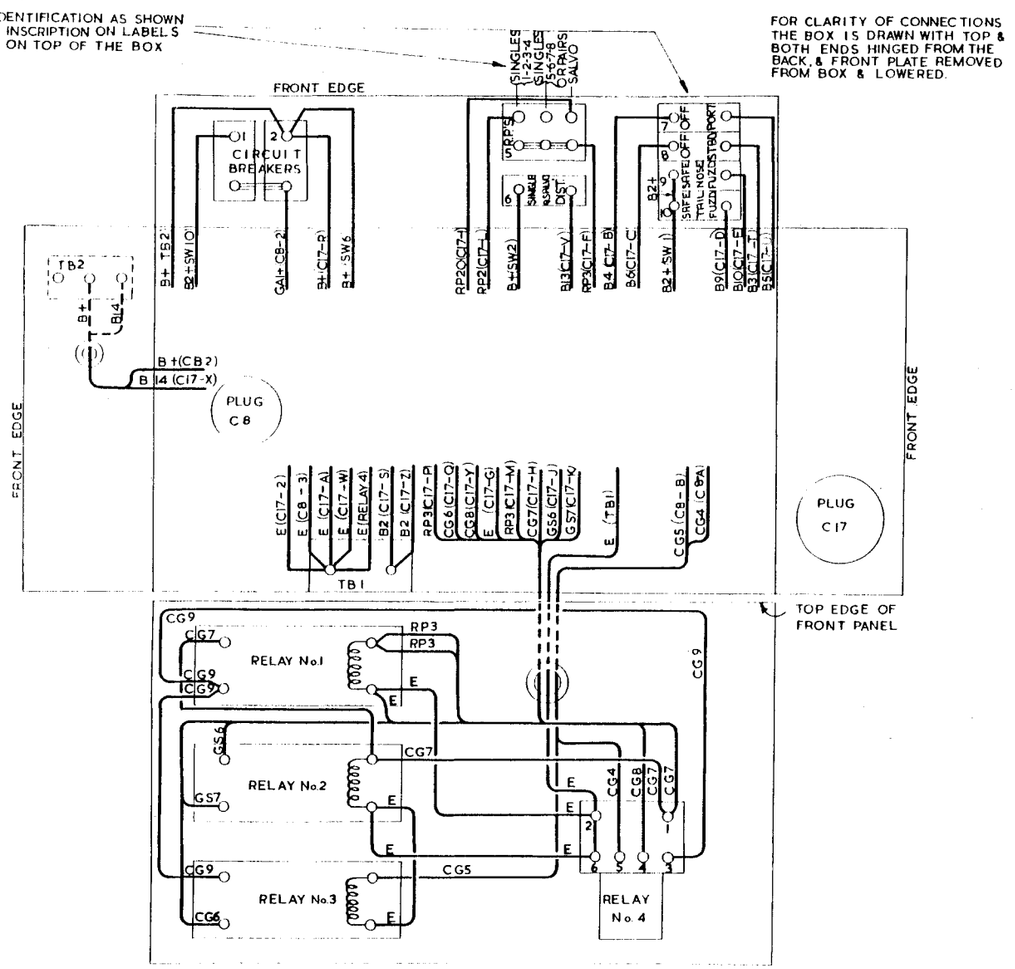
WIRING DIAGRAM JUNCTION BOX 1



THE ABOVE DIAGRAM HAS THE FOLLOWING D.H.AUST. MODS. INCORPORATED: V189.

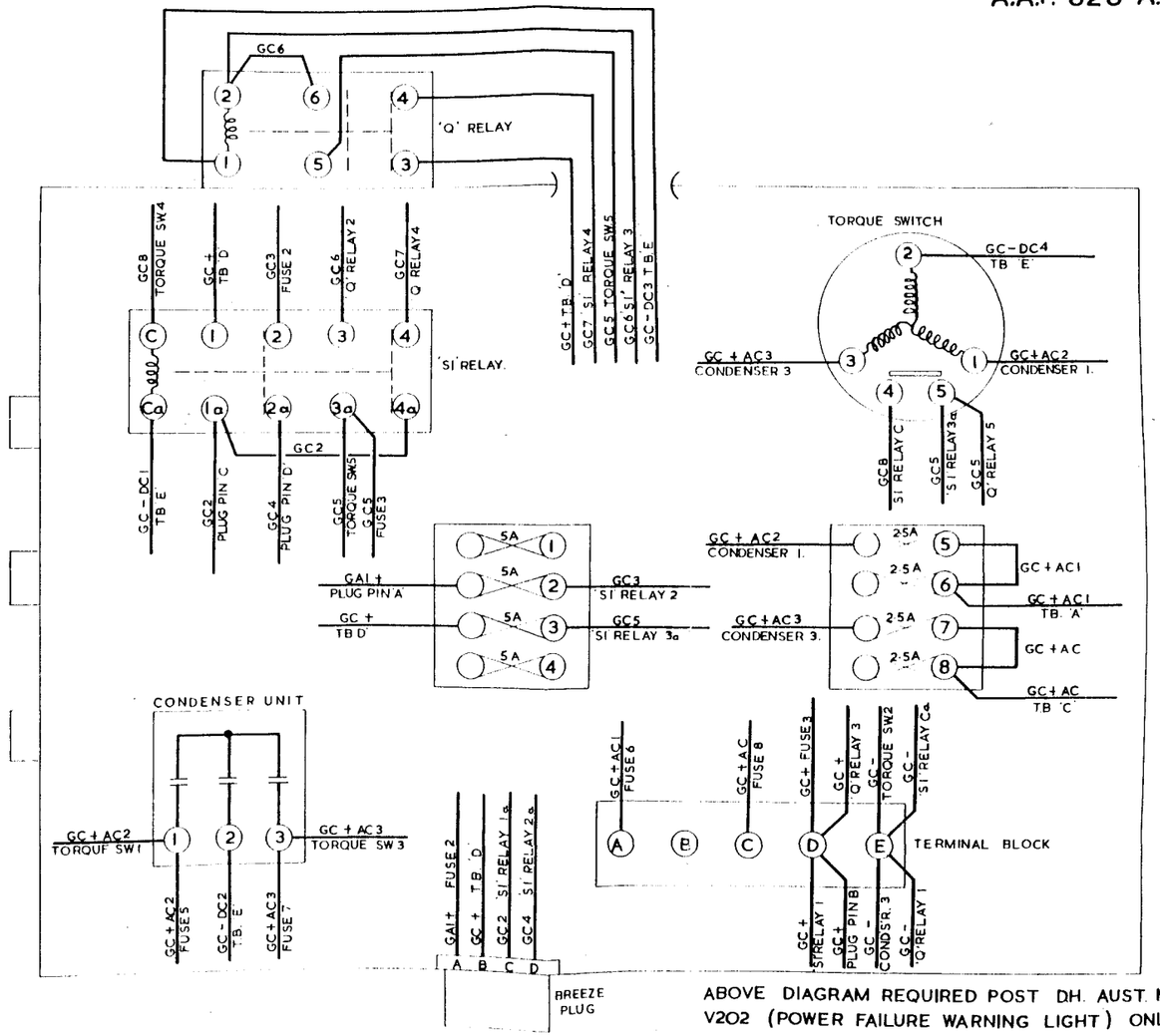
WIRING DIAGRAM JUNCTION BOX 2

FIG. 77



NOTE: ABOVE DIAGRAM HAS THE FOLLOWING D.H. AUST. MODS. INCORPORATED: V149, V221.

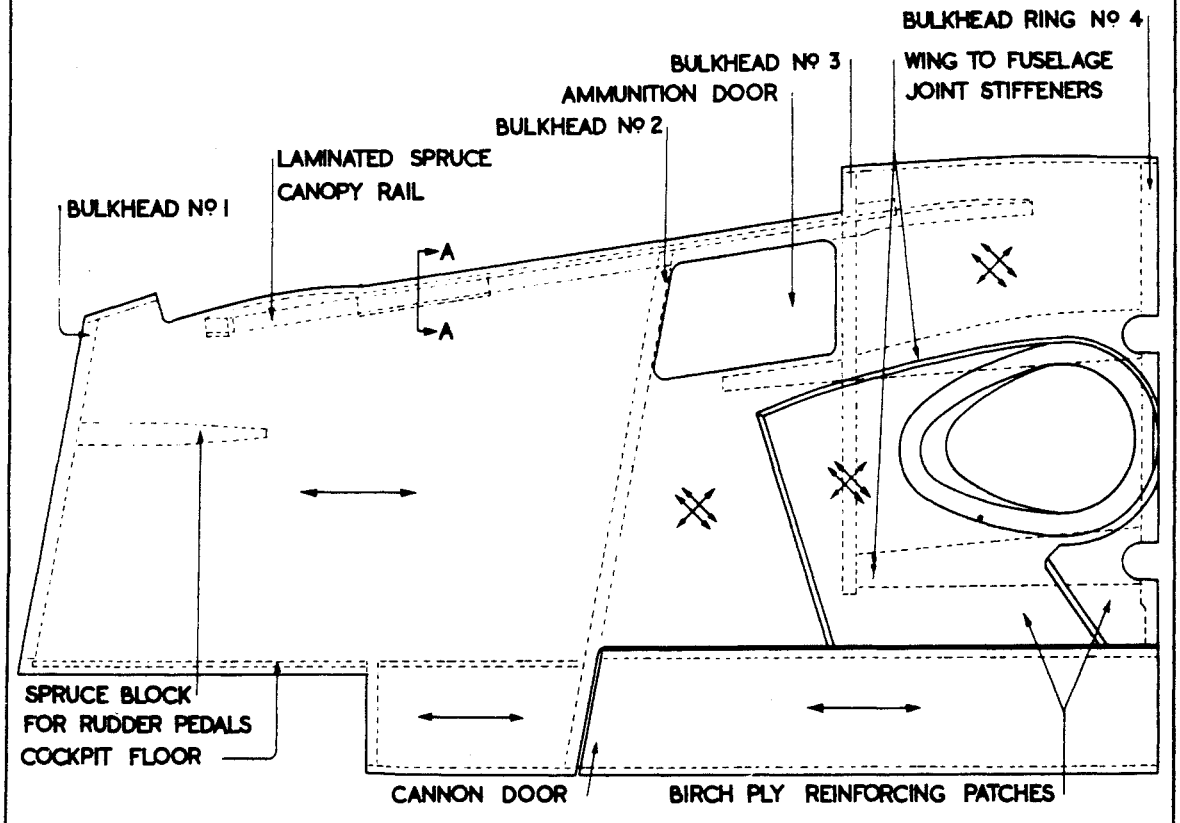
WIRING DIAGRAM – R.P. & BOMB JUNCTION BOX

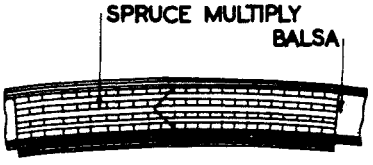


ABOVE DIAGRAM REQUIRED POST DH. AUST. MOD. V202 (POWER FAILURE WARNING LIGHT) ONLY

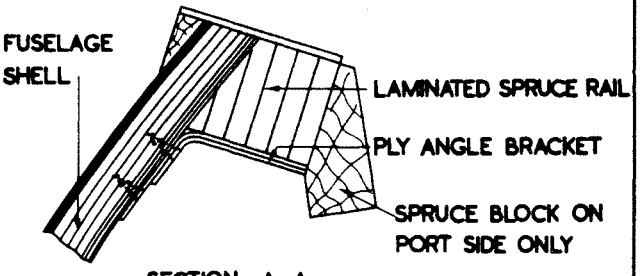
WIRING DIAGRAM GYRO COMPASS JUNCTION BOX

FIG. 77A

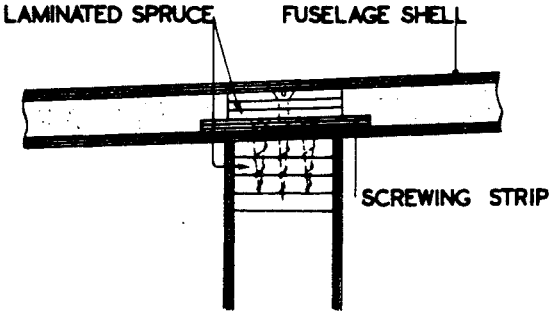




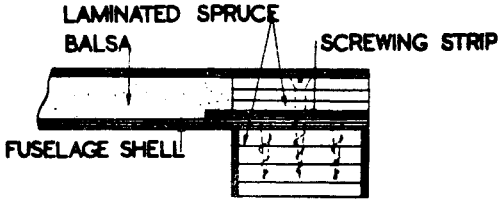
SHELL HALVES JOINT
ON CENTRE LINE OF AIRCRAFT



SECTION A-A
CANOPY RAIL



TYPICAL BULKHEAD JOINT



JOINT AT BULKHEAD RING Nº 4

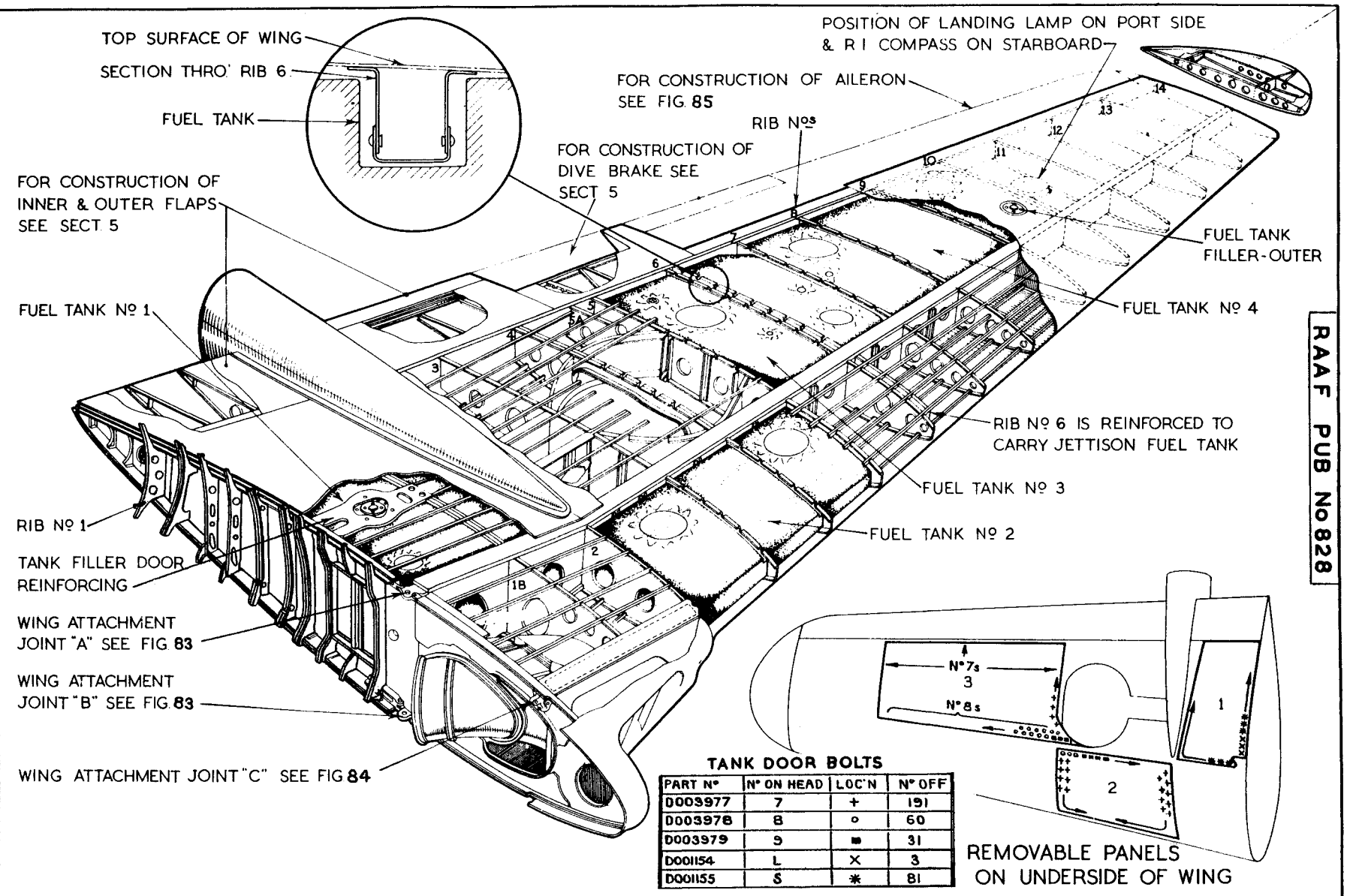
GRAIN OF PLY SHOWN THUS ←——→

FIG. 78

FUSELAGE CONSTRUCTION

FIG. 78

MAINPLANE

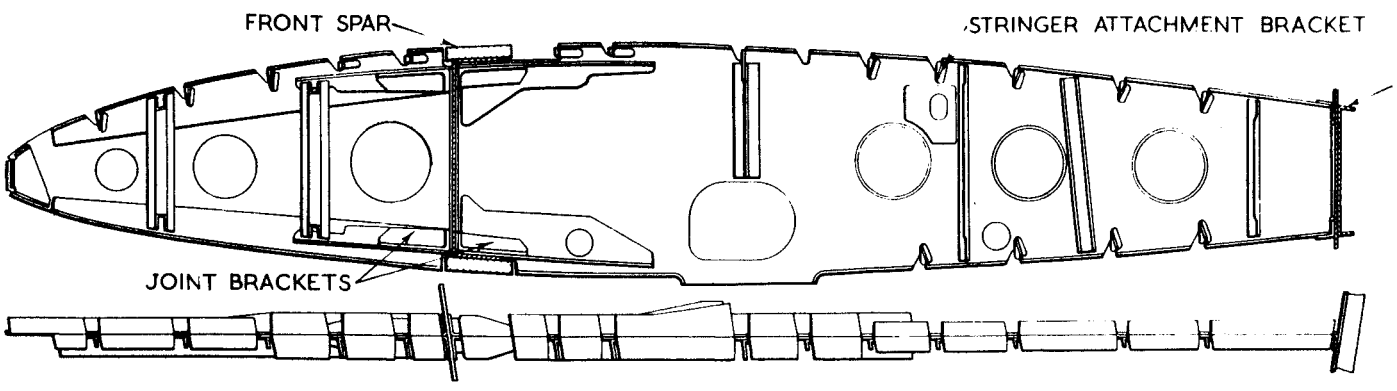


TANK DOOR BOLTS

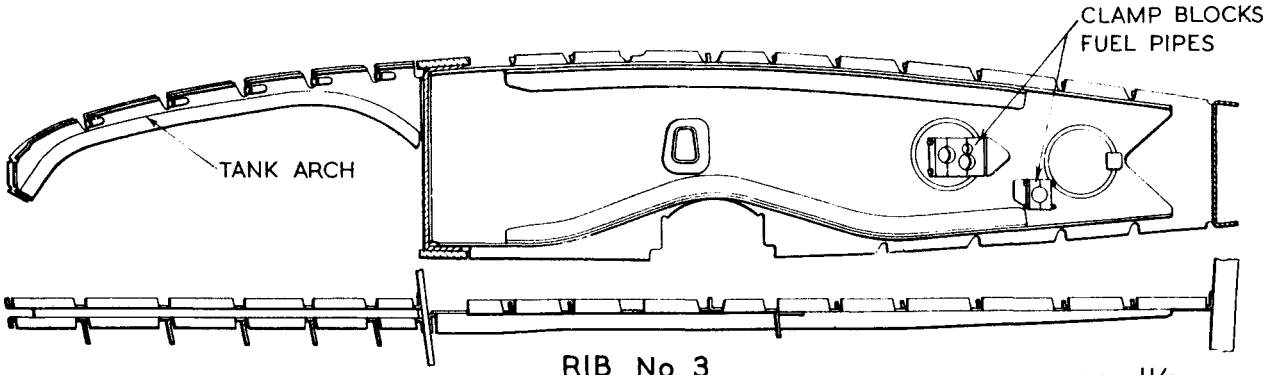
PART N°	N° ON HEAD	LOC'N	N° OFF
D003977	7	+	191
D003978	8	o	60
D003979	9	■	31
D001154	L	×	3
D001155	S	*	81

FIG. 80

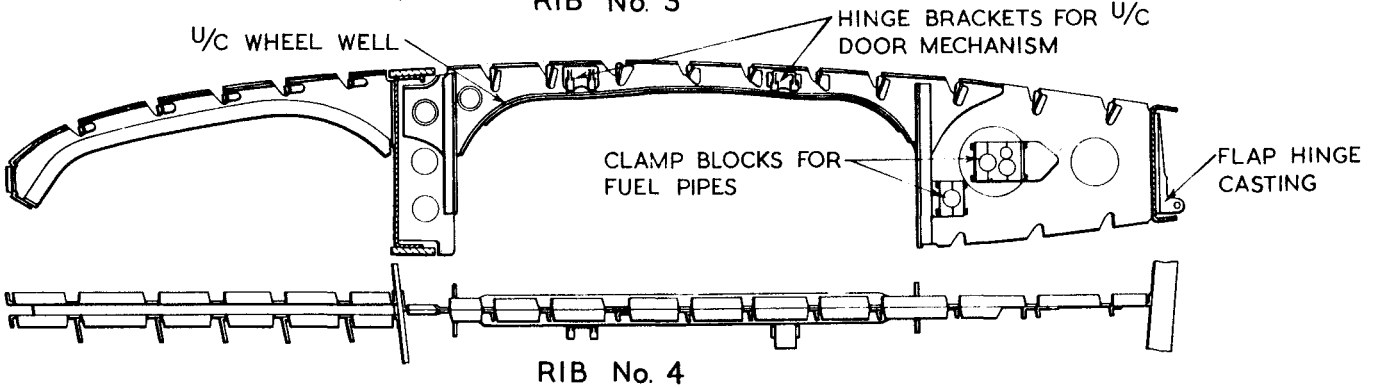
DETAILS OF HEAVY RIBS



RIB No. 2



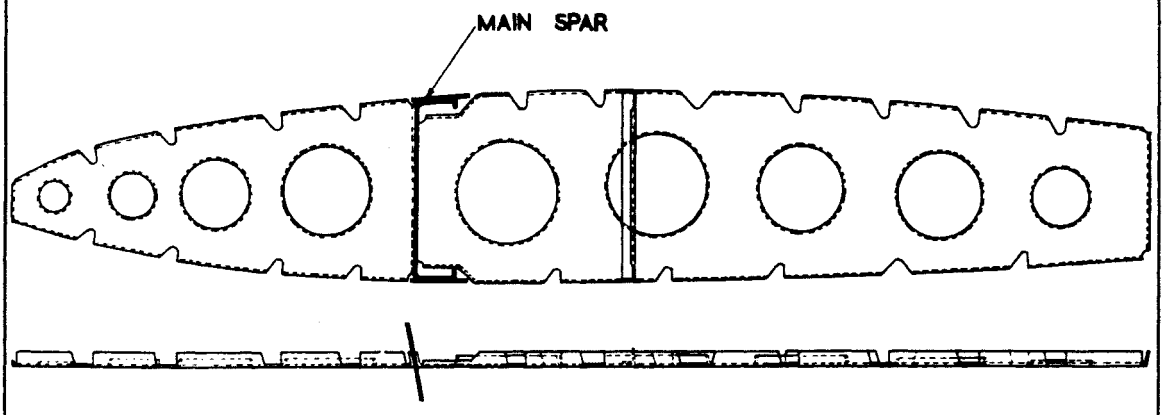
RIB No. 3



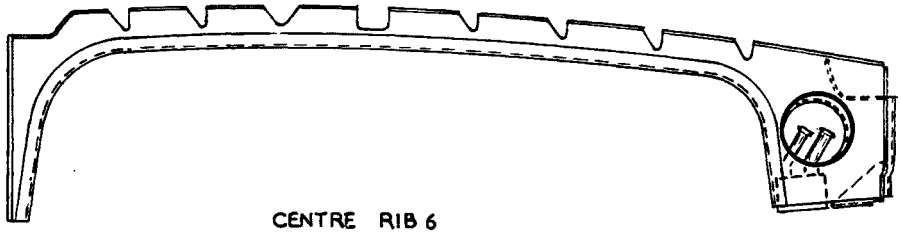
RIB No. 4

RAAF PUB No 828

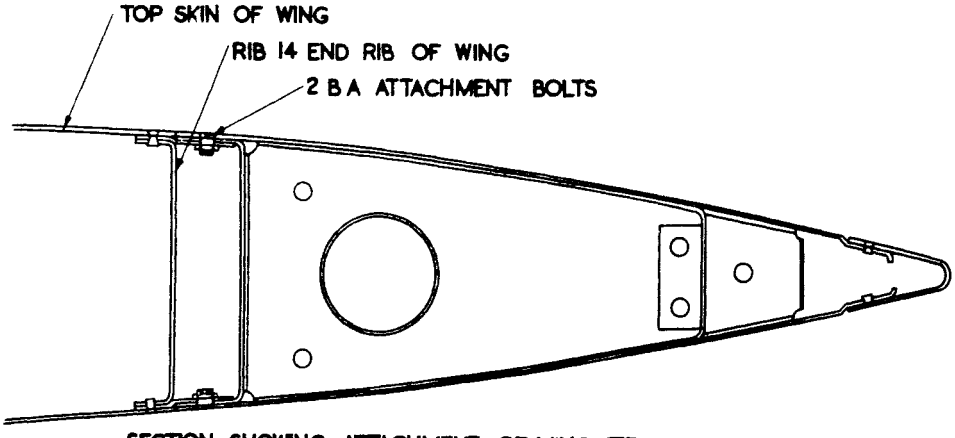
FIG. 80



TYPICAL LIGHT RIB



CENTRE RIB 6
SHOWING FUEL AND AIR JUNCTION BLOCK

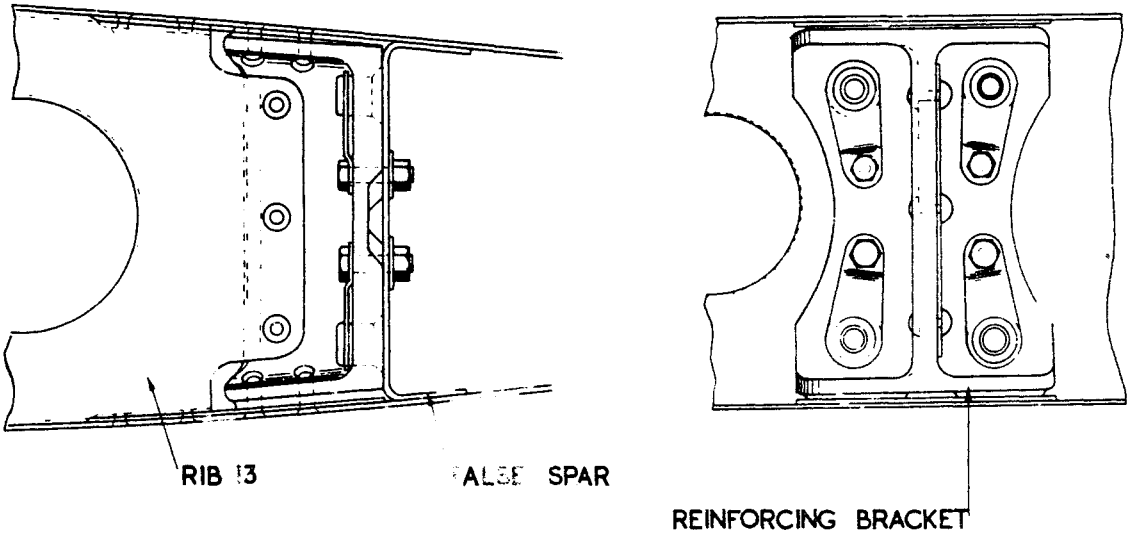


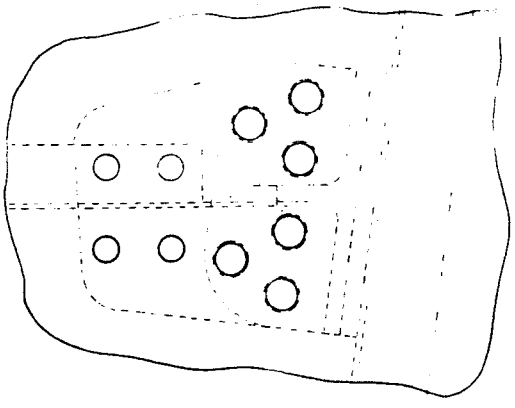
SECTION SHOWING ATTACHMENT OF WING TIP

FIG. 81

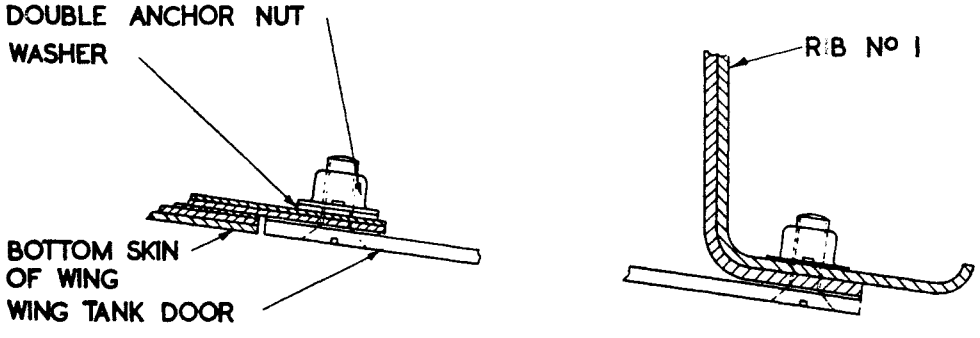
MAIN PLANE DETAILS (1)

FIG. 81





REINFORCING BRACKET ON RIB No. 13
(SIMILAR TO BRACKETS ON RIBS 7 & 10)



SECTION SHOWING TANK DOOR FIXING

FIG. 82

MAIN PLANE DETAILS (2)

FIG. 82

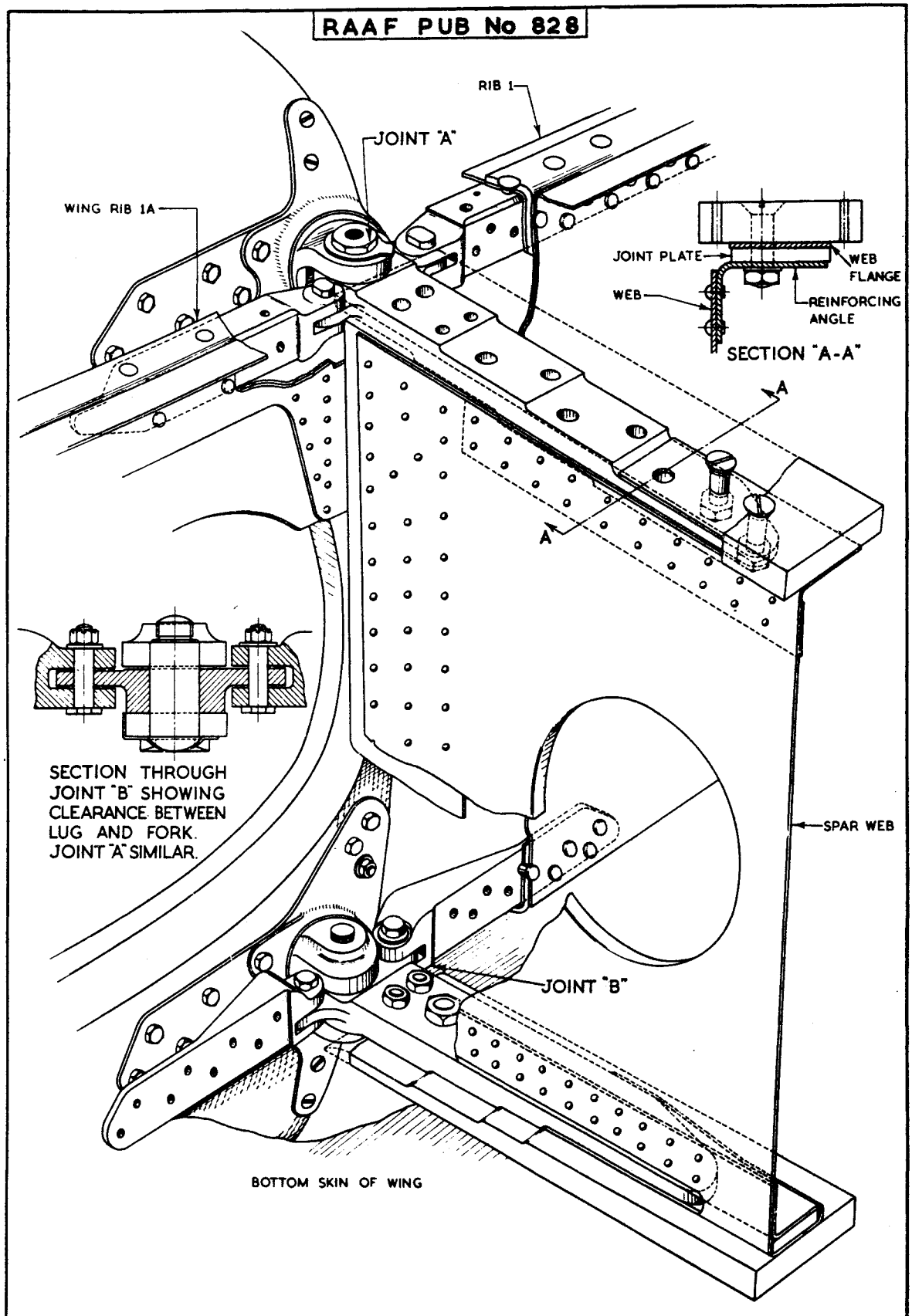
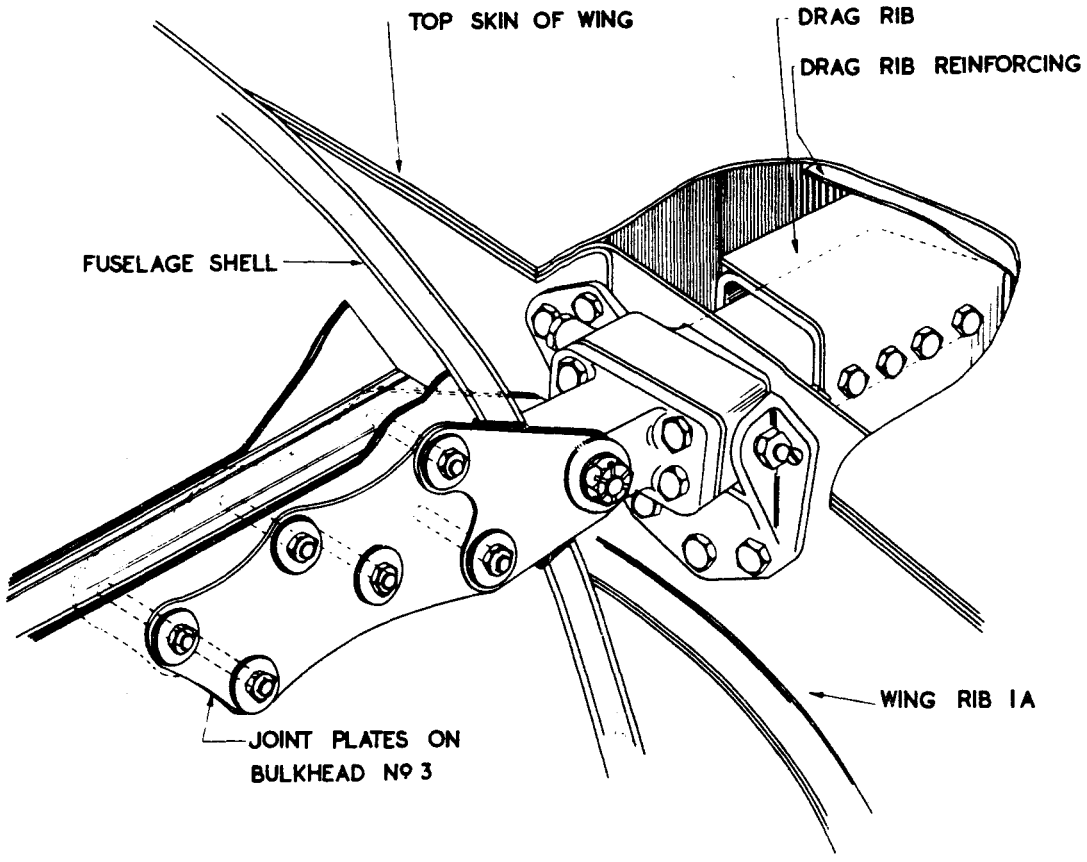
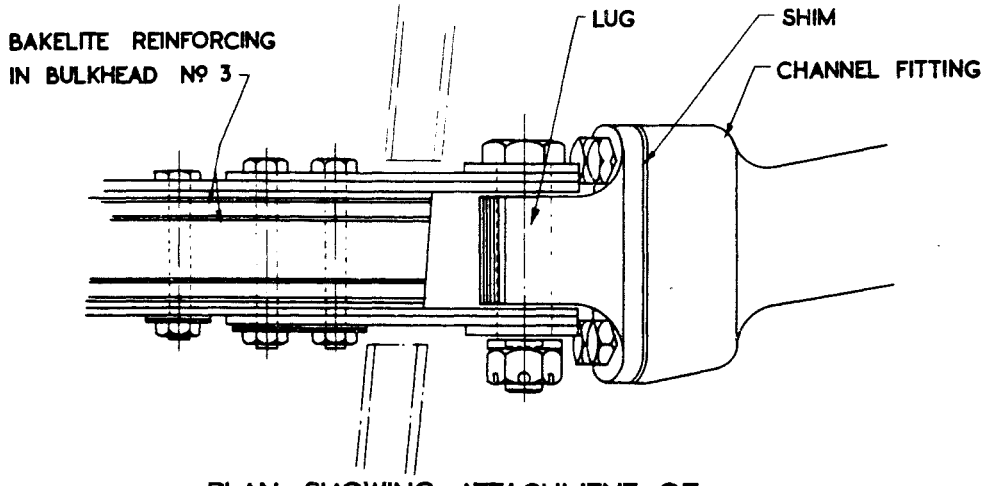


FIG. 83 **ATTACHMENT JOINTS WING TO FUSELAGE** FIG. 83

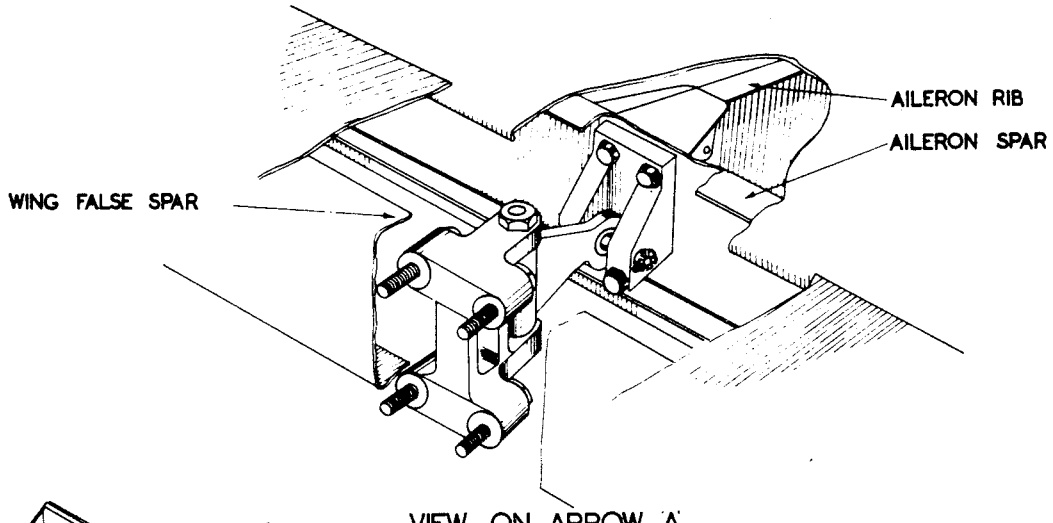


VIEW ON PORT SIDE
STARBOARD JOINT SIMILAR

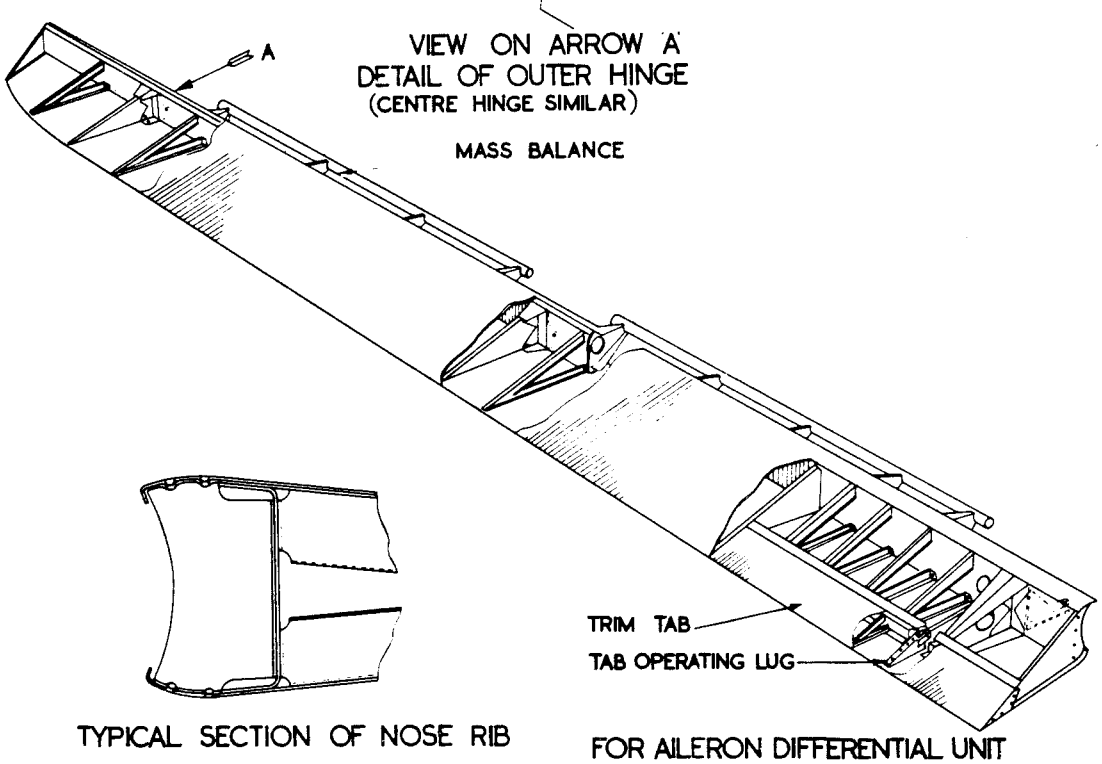


PLAN SHOWING ATTACHMENT OF
LUG TO JOINT PLATES

FIG. 84 **ATTACHMENT WING TO FUSELAGE** FIG. 84

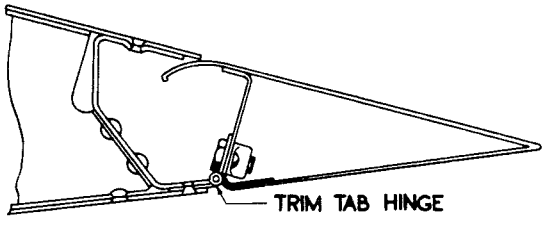


VIEW ON ARROW 'A'
DETAIL OF OUTER HINGE
(CENTRE HINGE SIMILAR)



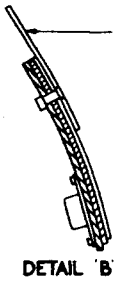
TYPICAL SECTION OF NOSE RIB

FOR AILERON DIFFERENTIAL UNIT
SEE FIG 20

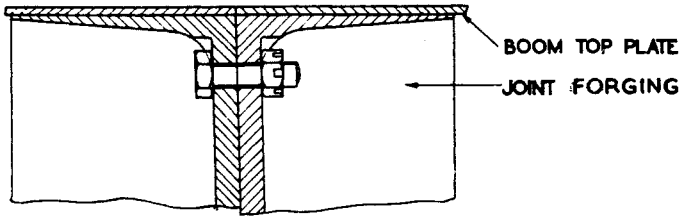


SECTION THROUGH TRIM TAB AT RIB 2 OF AILERON

FIG. 85	AILERON	FIG. 85

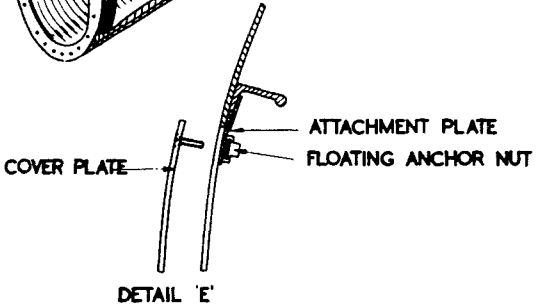


DETAIL 'B'
ATTACHMENT OF FIN SKIN TO BOOM



DETAIL 'A'
TAIL BOOM TO WING JOINT

DETAIL 'D'
REAR END FAIRING ATTACHMENT



DETAIL 'E'
ATTACHMENT OF HAND HOLE COVERS

DETAIL 'F'
LAP JOINT OF TOP & SIDE PLATES

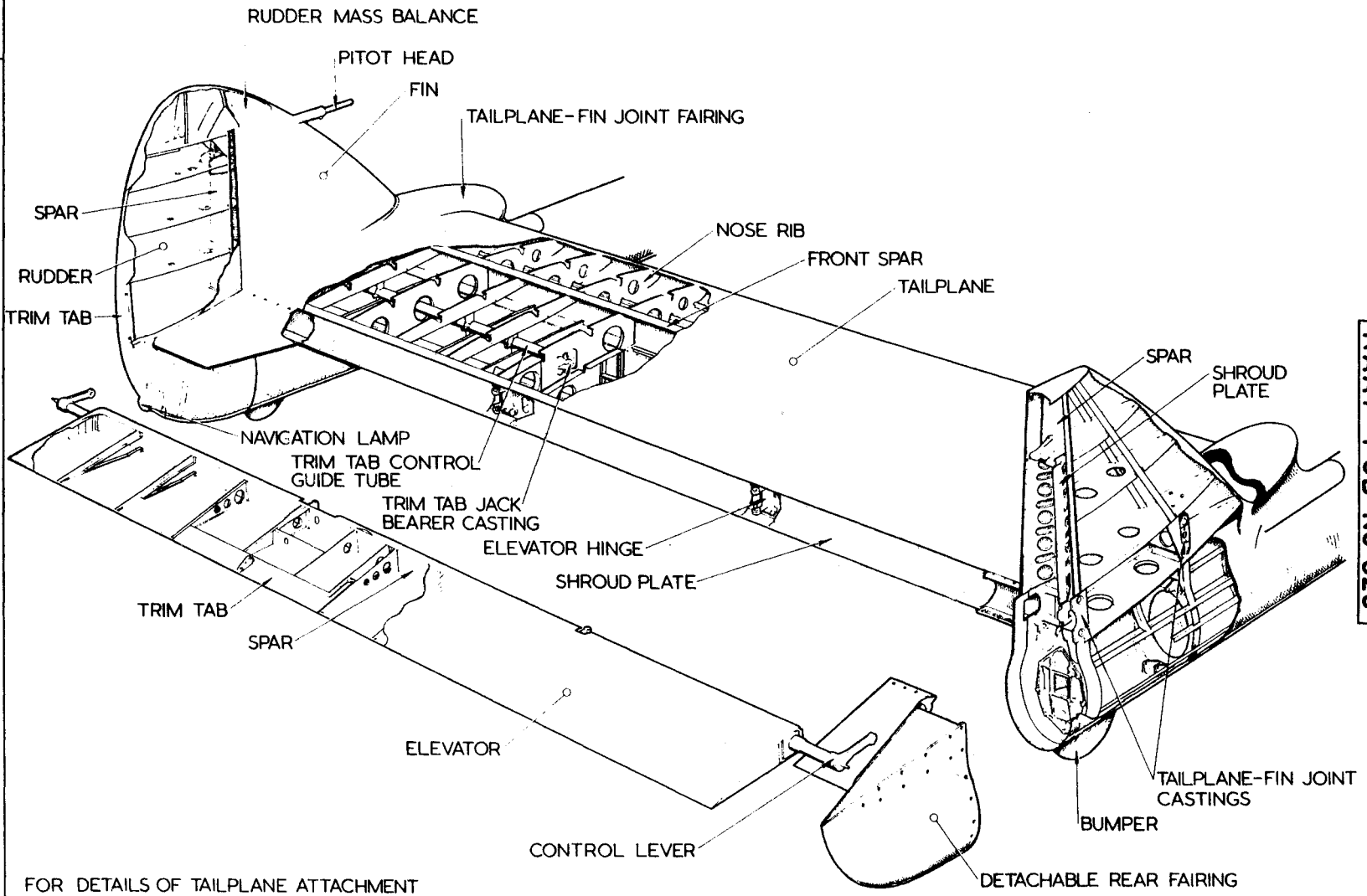
FIG. 86

TAIL BOOM

FIG. 86

FIG. 87

TAIL UNIT STRUCTURE



FOR DETAILS OF TAILPLANE ATTACHMENT AND CONTROL SURFACE HINGES SEE **FIG 19**

RAAF PUB No 828

FIG. 87

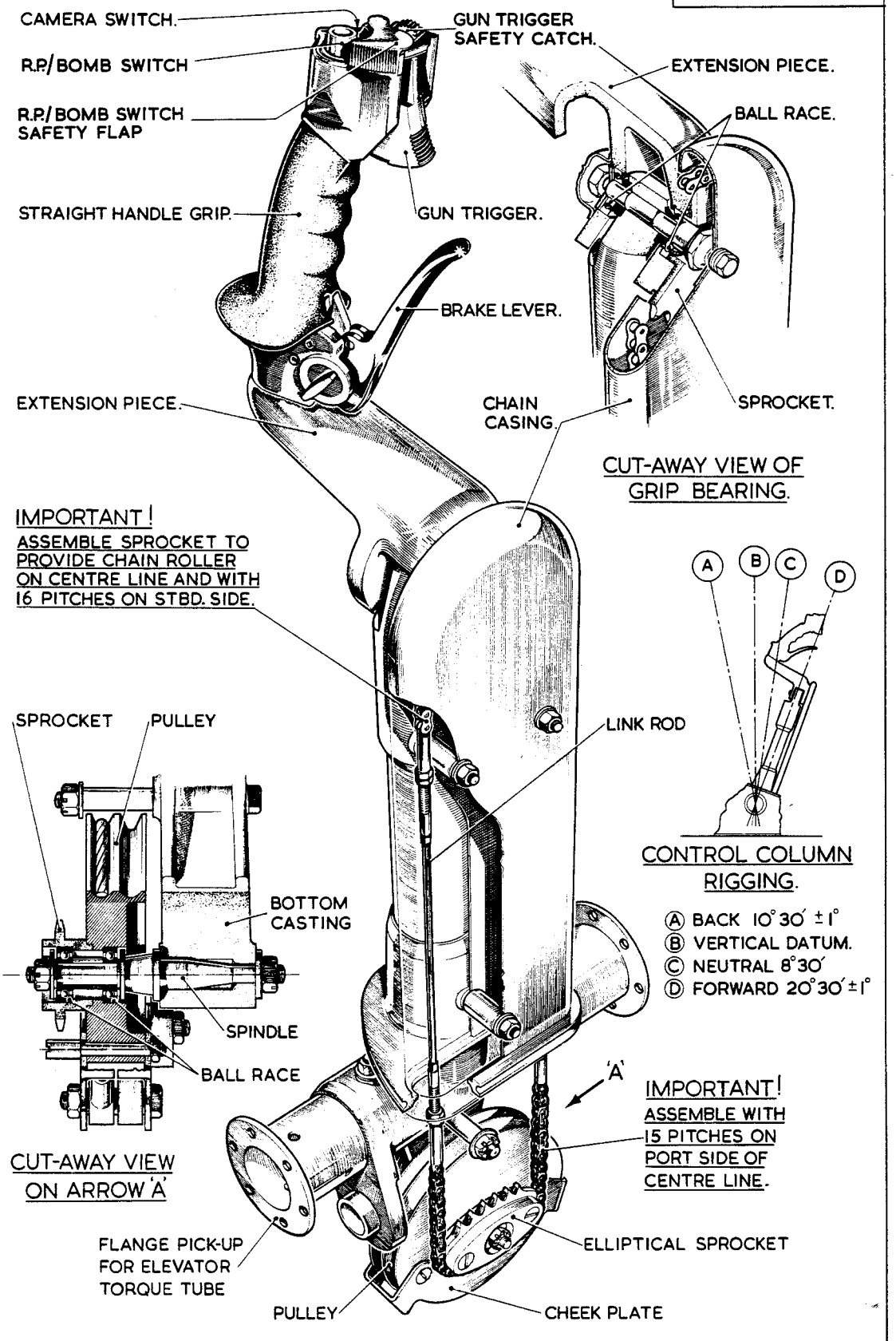


FIG. 88

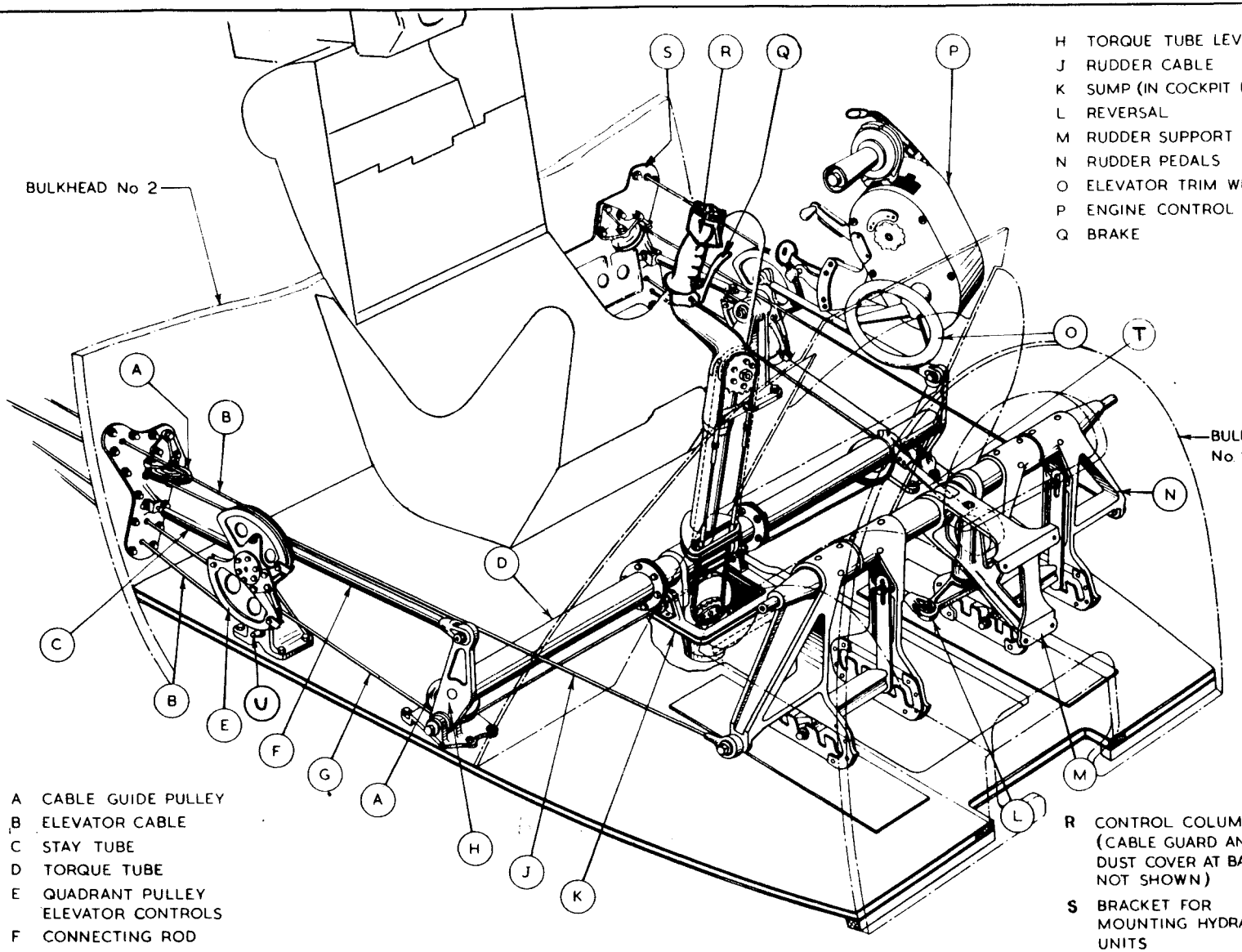
CONTROL COLUMN

FIG. 88

A.L.2

FIG. 89

FLYING CONTROLS IN COCKPIT



A CABLE GUIDE PULLEY
B ELEVATOR CABLE
C STAY TUBE
D TORQUE TUBE
E QUADRANT PULLEY ELEVATOR CONTROLS
F CONNECTING ROD
G AILERON CABLE

H TORQUE TUBE LEVER
J RUDDER CABLE
K SUMP (IN COCKPIT FLOOR)
L REVERSAL
M RUDDER SUPPORT BRACKET
N RUDDER PEDALS
O ELEVATOR TRIM WHEEL
P ENGINE CONTROL BOX
Q BRAKE

R CONTROL COLUMN (CABLE GUARD AND DUST COVER AT BASE NOT SHOWN)
S BRACKET FOR MOUNTING HYDRAULIC UNITS
T ELEVATOR BIAS WEIGHT

U CABLE GUIDE BLOCK.

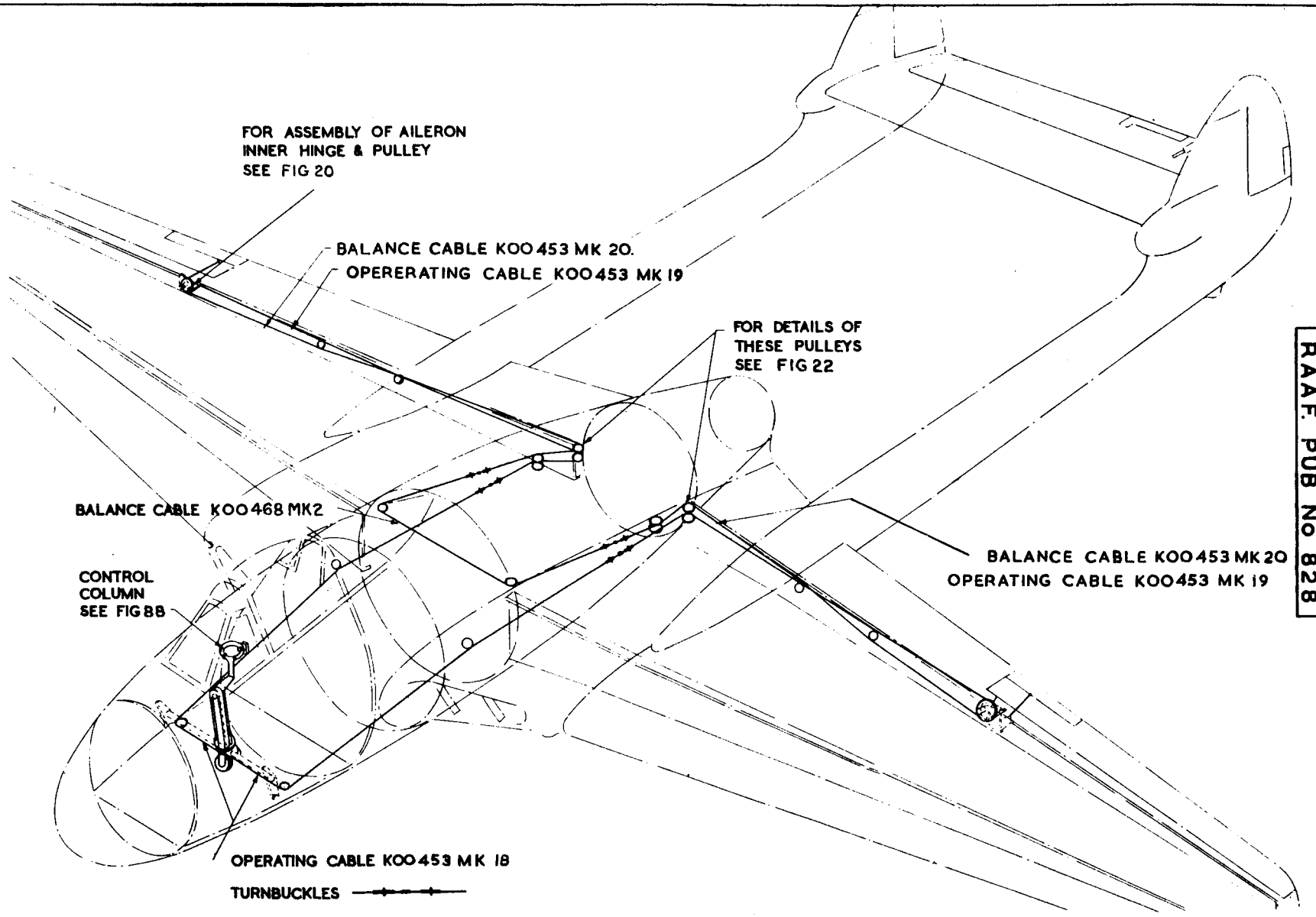
A.A.P. No.828.

FIG. 89

A.L.2

FIG. 90

AILERON CONTROLS

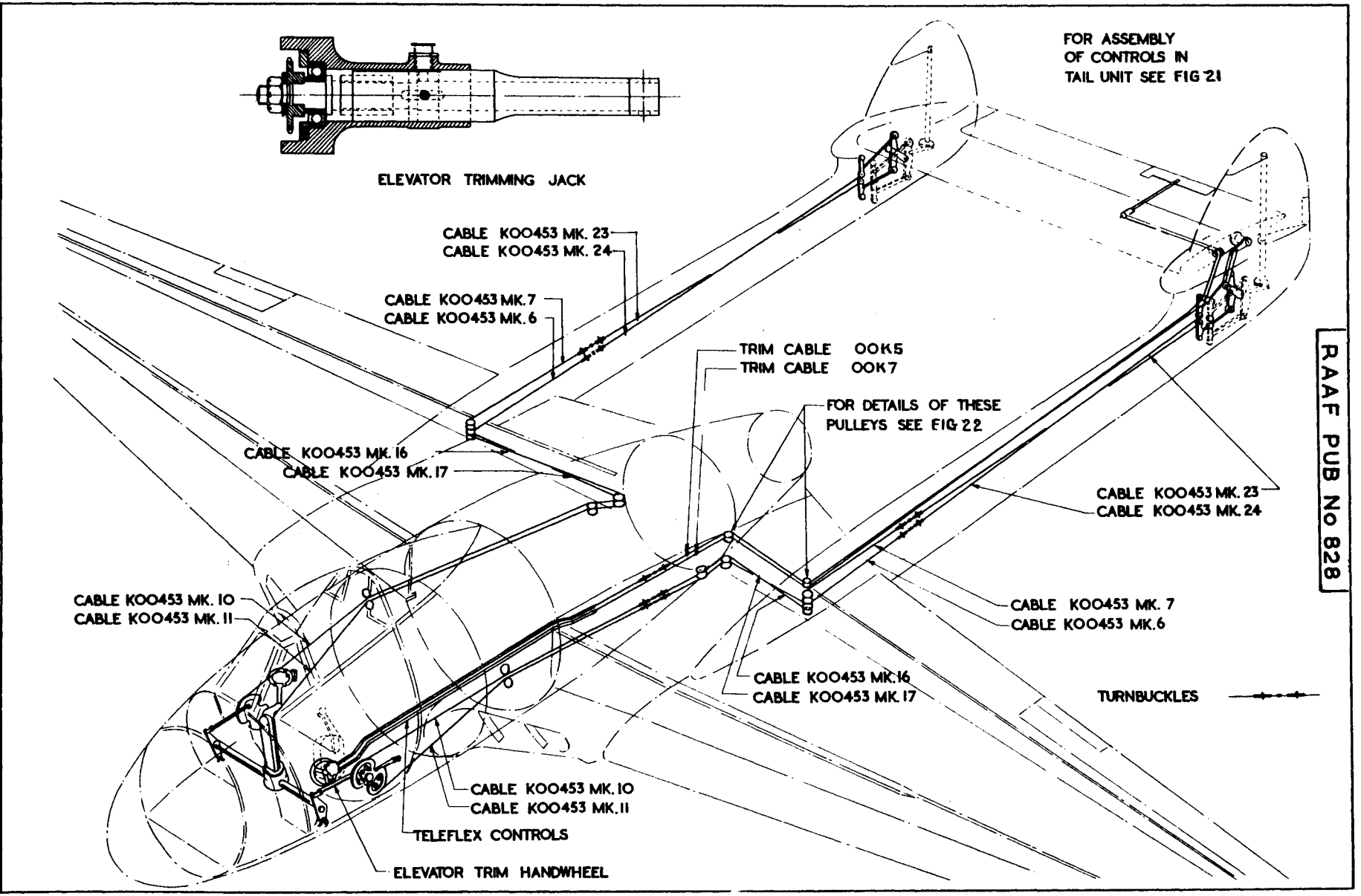


RAAF. PUB No 828

FIG. 90

FIG. 91

ELEVATOR CONTROLS

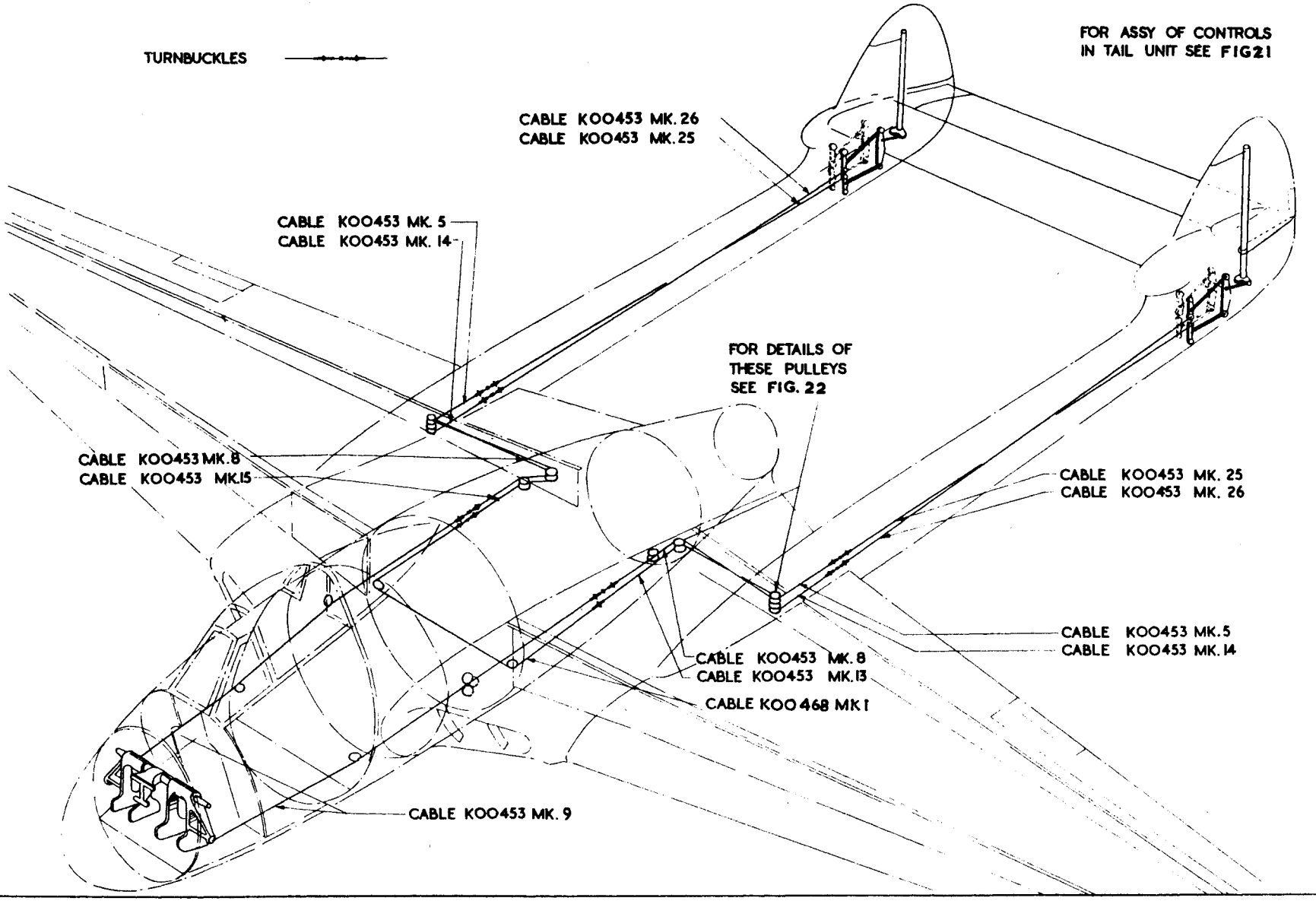


RAAF PUB No 828

FIG. 91

FIG. 92

RUDDER CONTROLS



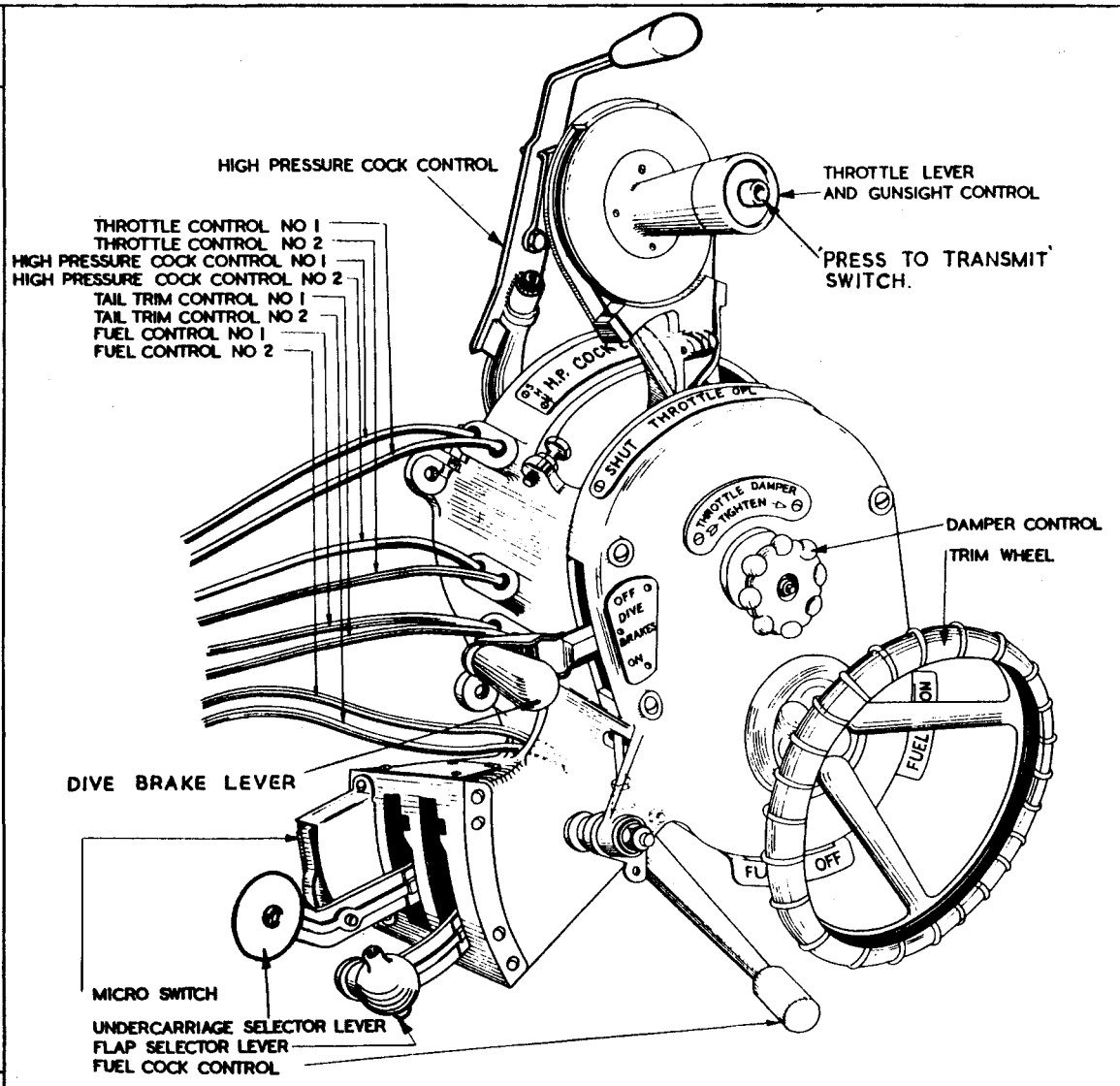
RAAF PUB No 828

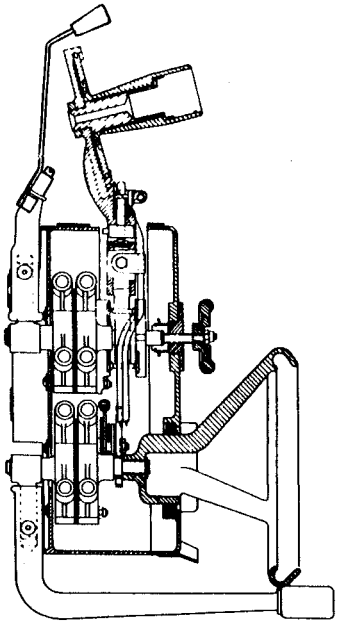
FIG 92

FIG 93

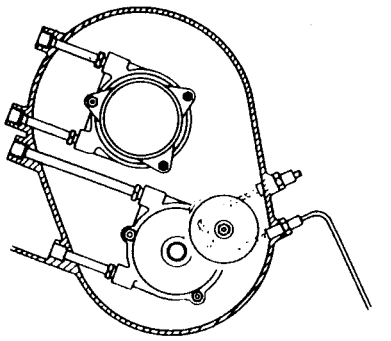
ASSEMBLY OF ENGINE CONTROL BOX

FIG 93





SECTION SHOWING TELEFLEX CONTROL BOXES AND MECHANISM OF THROTTLE LEVER AND GUNSIGHT CONTROL

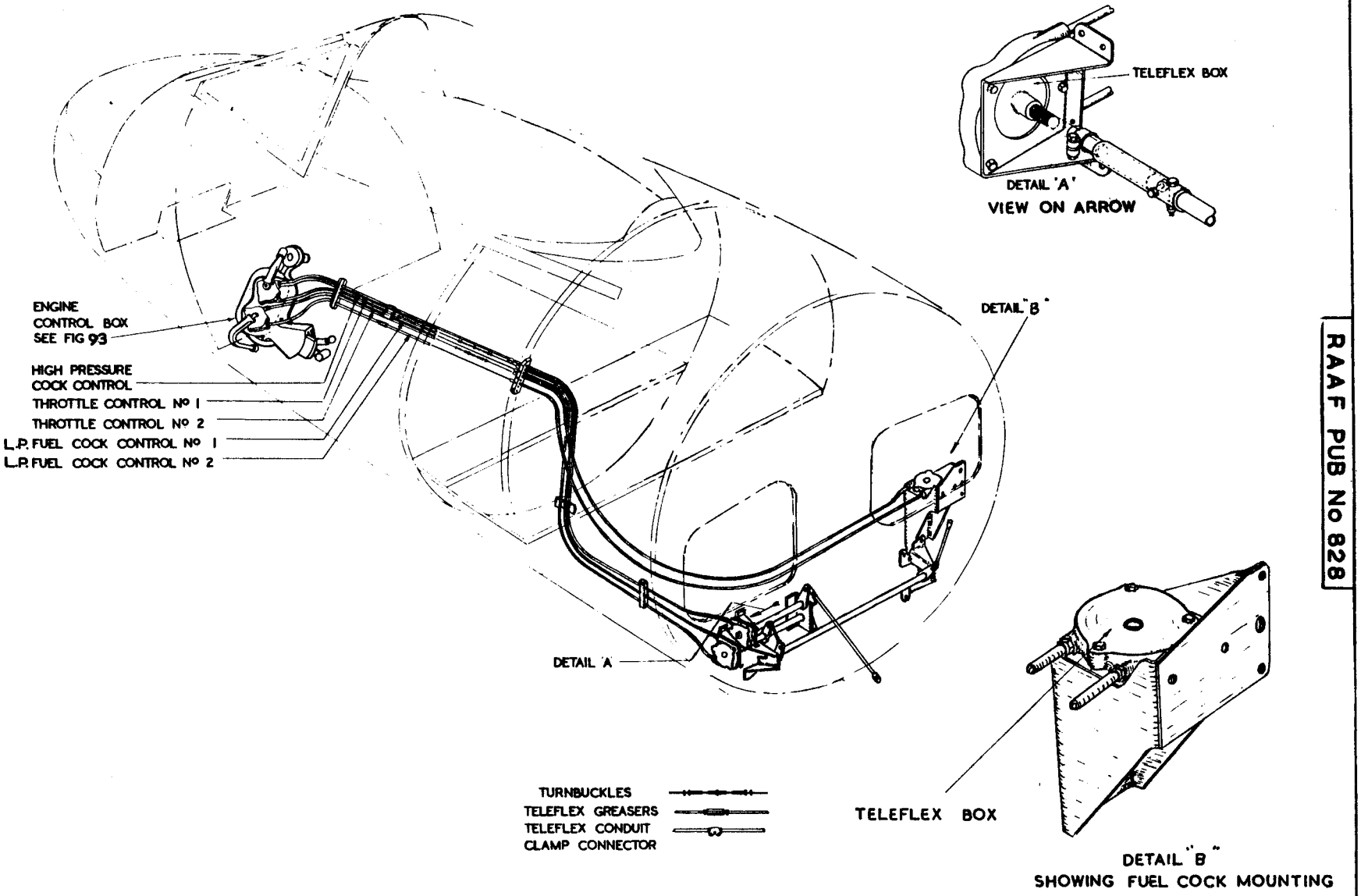


VIEW SHOWING TELEFLEX CONTROL BOXES

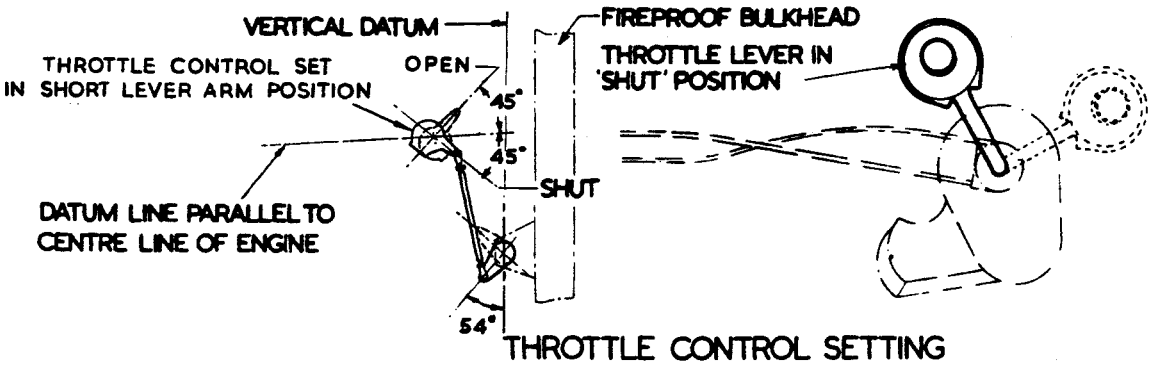
A.A.P. No. 828.

A.L.2

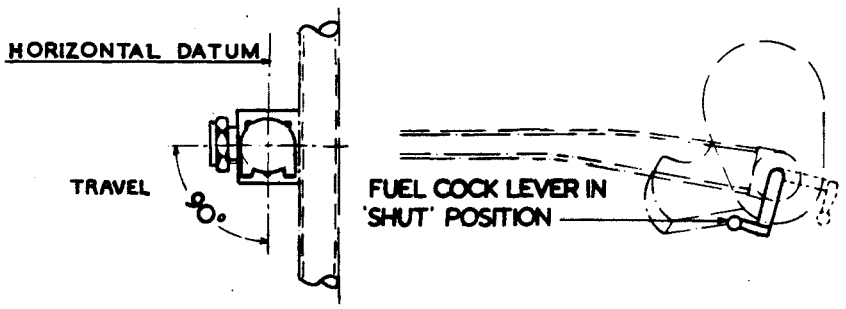
ENGINE CONTROLS



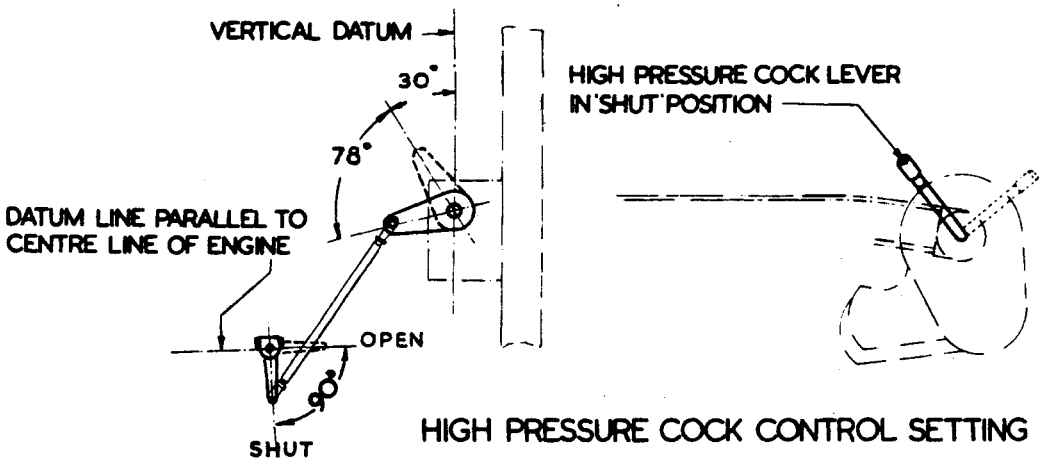
FOR ENGINE CONTROL RIGGING SEE FIG 39



THROTTLE CONTROL SETTING



FUEL COCK CONTROL SETTING

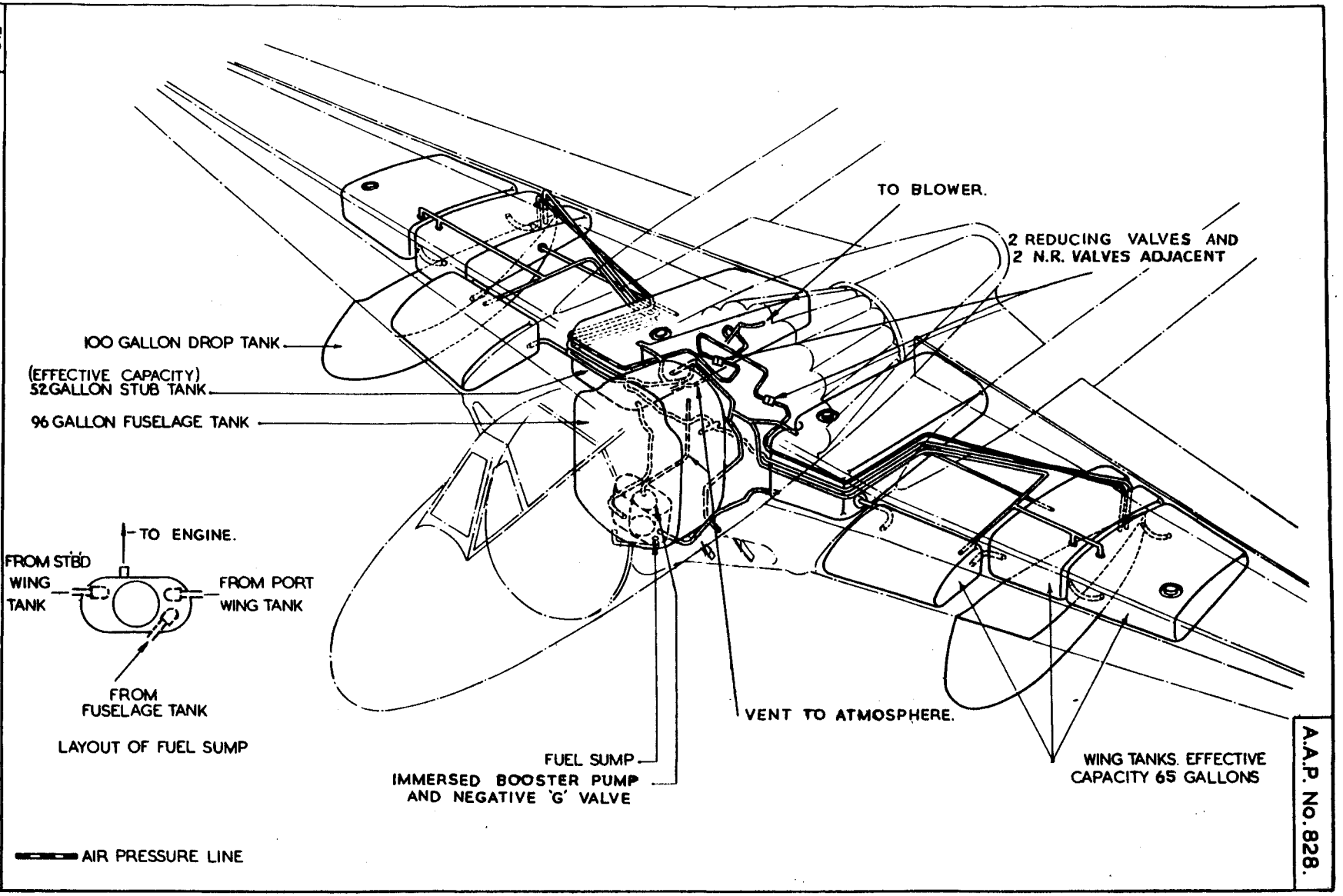


HIGH PRESSURE COCK CONTROL SETTING

FIG 95 **ENGINE CONTROL RIGGING** FIG 95

FIG 96

FUEL SYSTEM



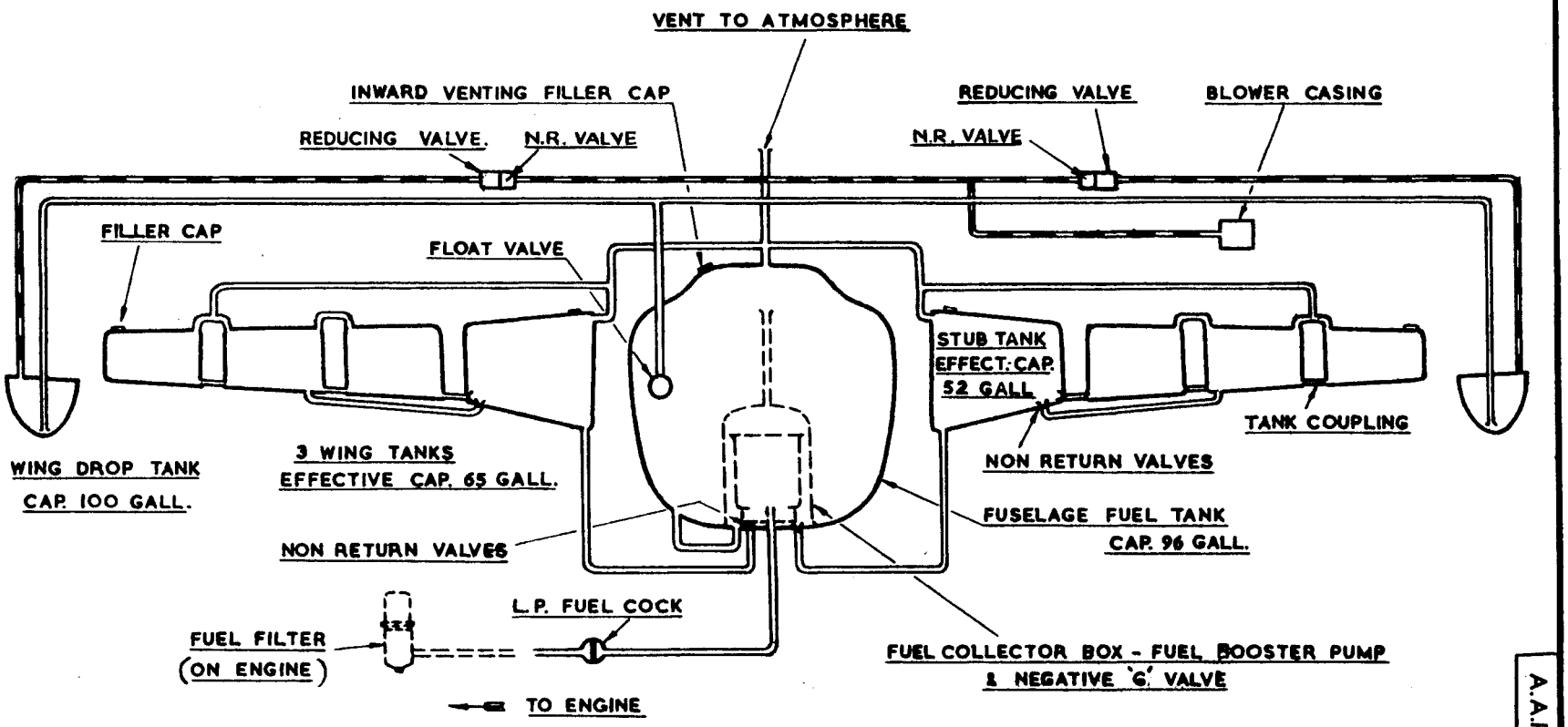
A.A.P. No. 828.

FIG 96

A.L.2

FIG 97

FUEL SYSTEM DIAGRAM



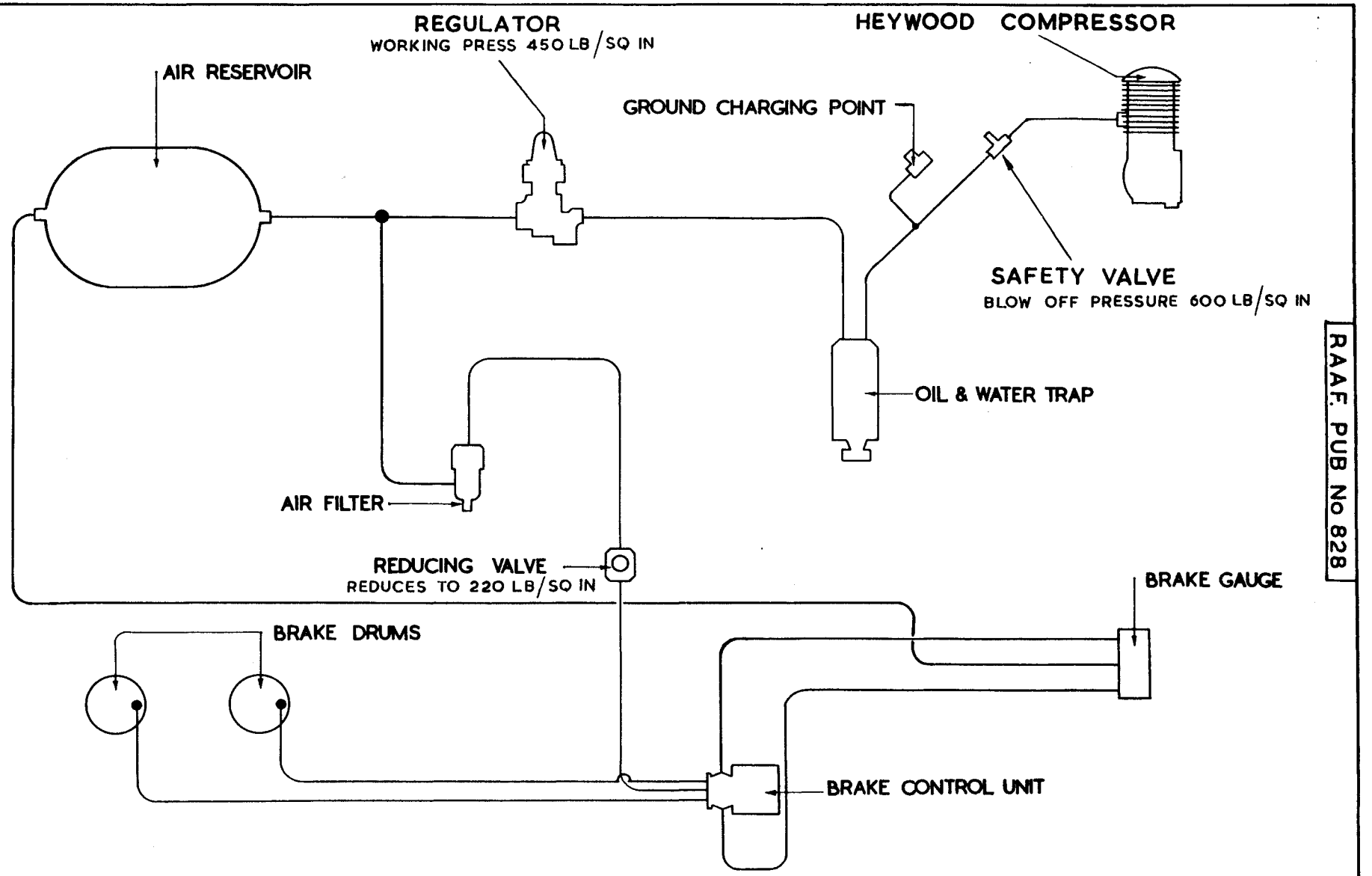
A.A.P. No. 828

FIG 97

A.L.2

FIG 98

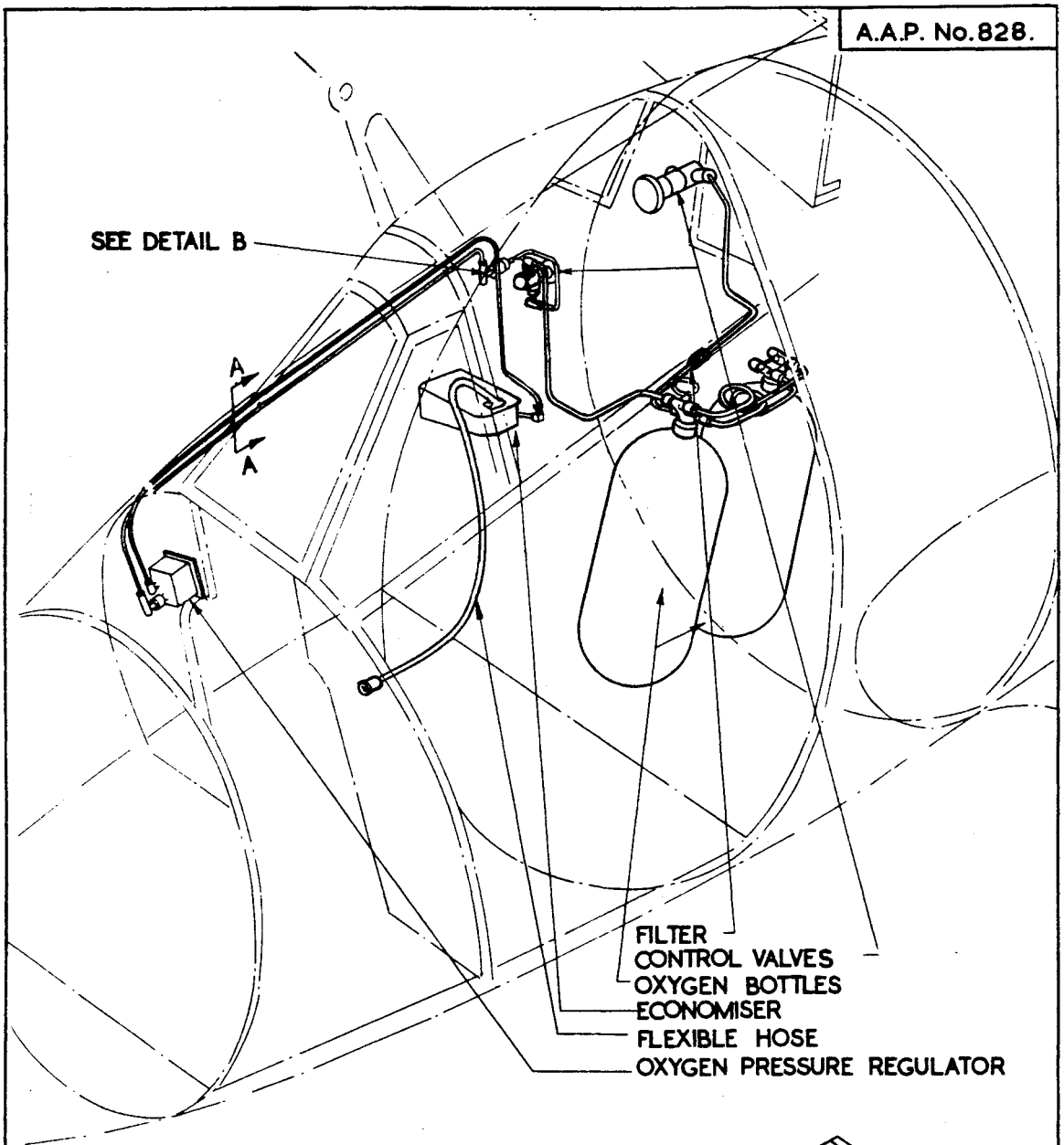
PNEUMATIC SYSTEM

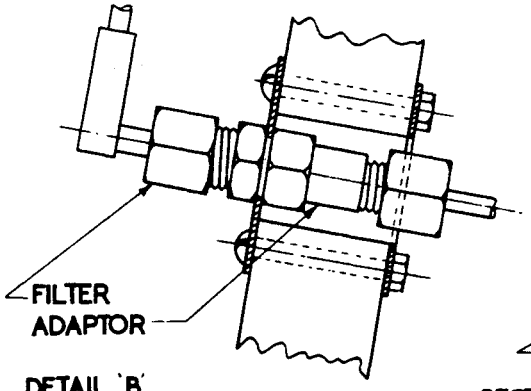


RAAF. PUB No 828

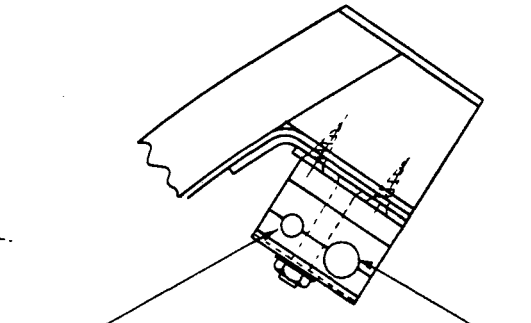
FIG 98

A.A.P. No.828.





DETAIL 'B'



SECTION A-A CLAMPING OF PIPES TO CANOPY RAIL.

FIG 99

OXYGEN SYSTEM

PRE. D.H. (AUST). MOD. V.229

FIG 99

A.L.2

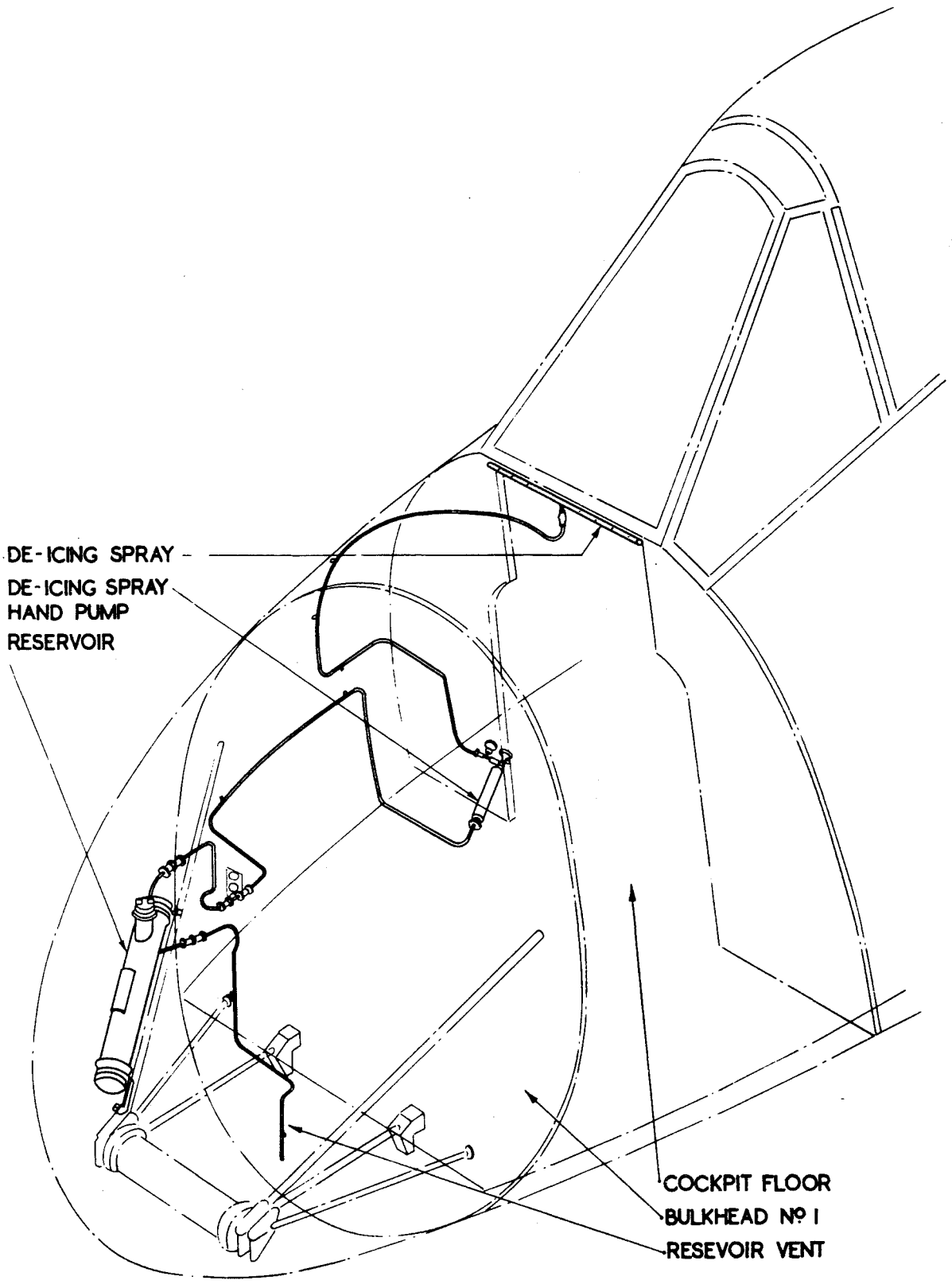


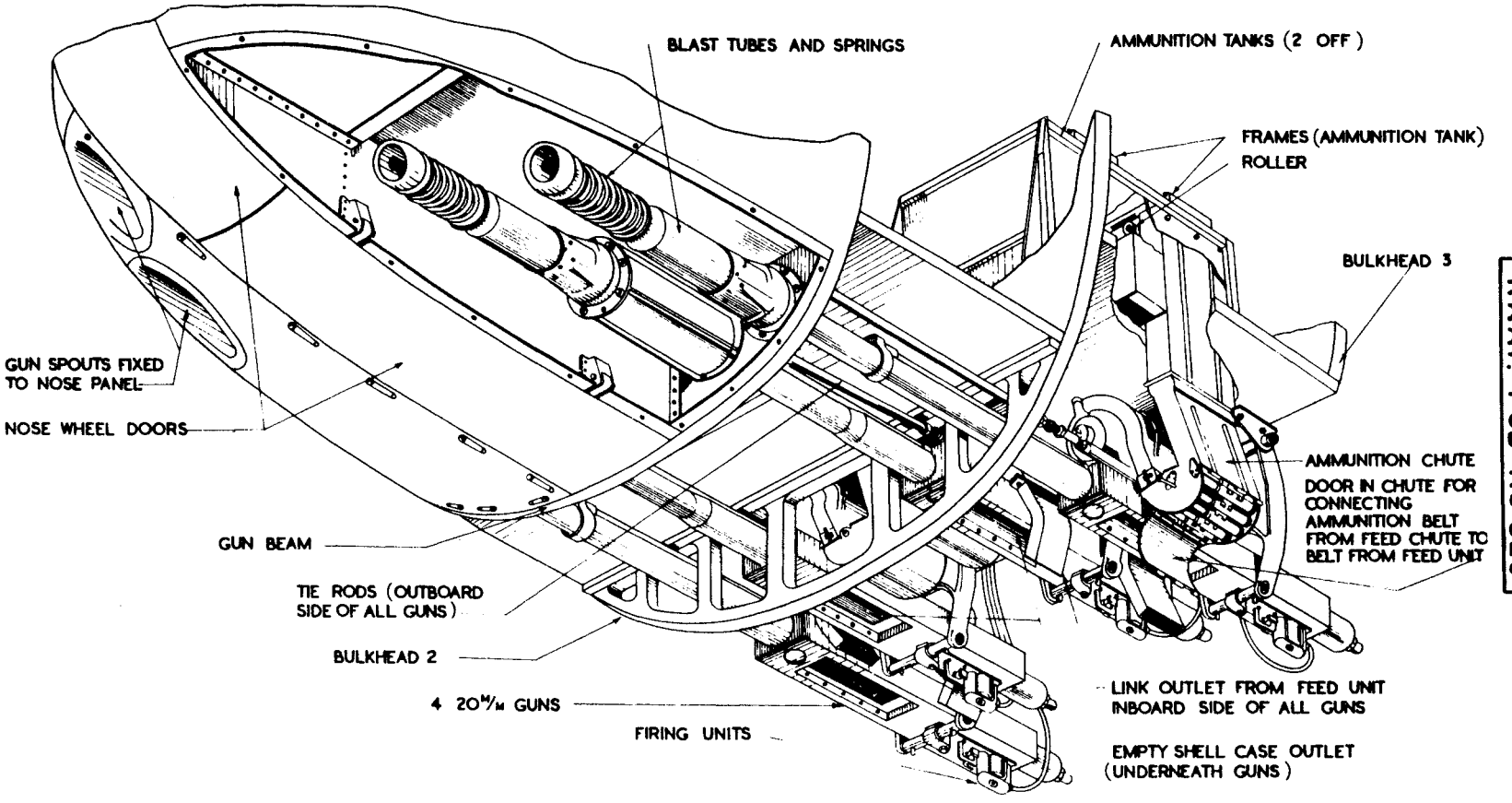
FIG 100

WINDSCREEN DE-ICING SYSTEM

FIG 100

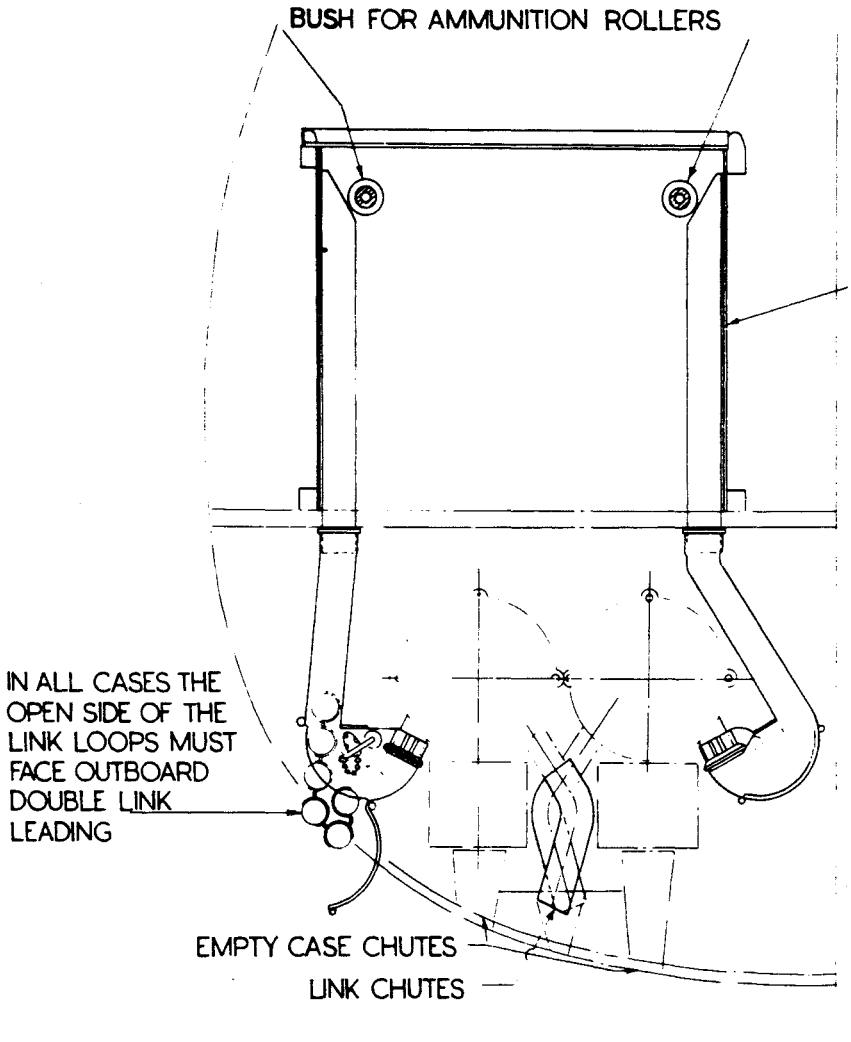
FIG 101

INSTALLATION OF 20M/M GUNS

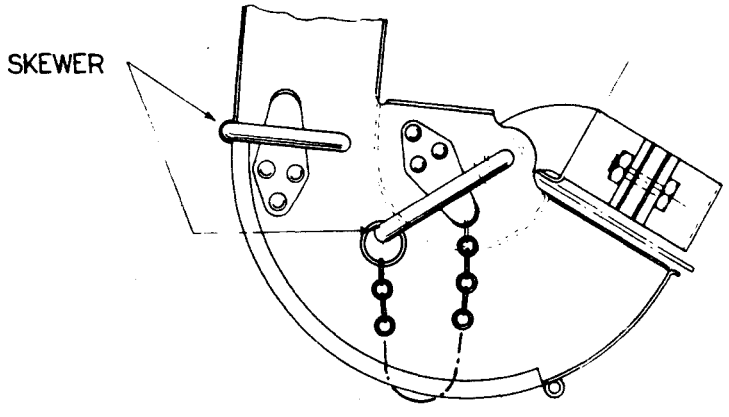


RAAF. PUB No 828

FIG 101

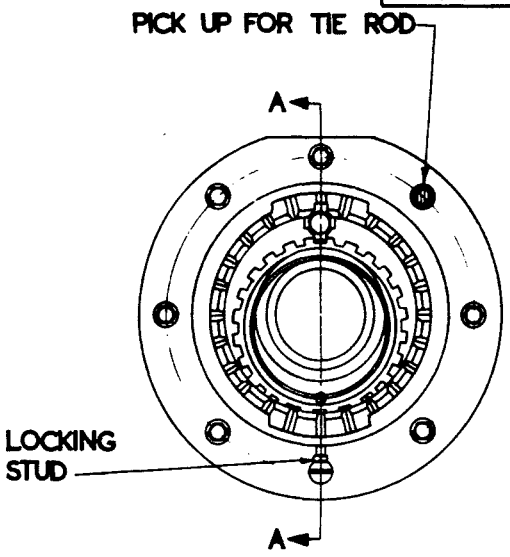


AMMUNITION LOADING FOR 20 M/M GUNS

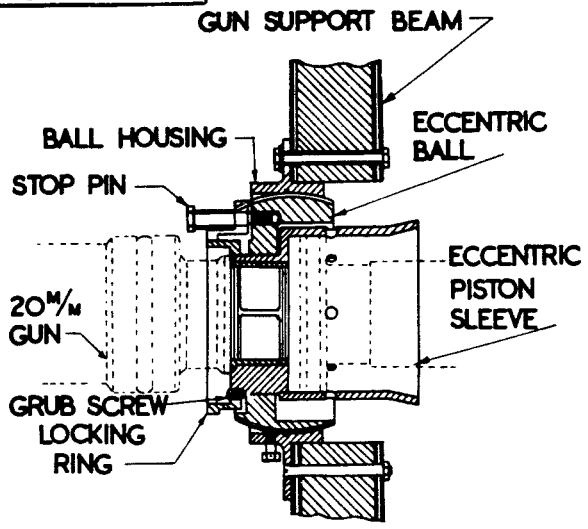


DETAIL SHOWING FIXING OF CHUTES TO FEED UNITS

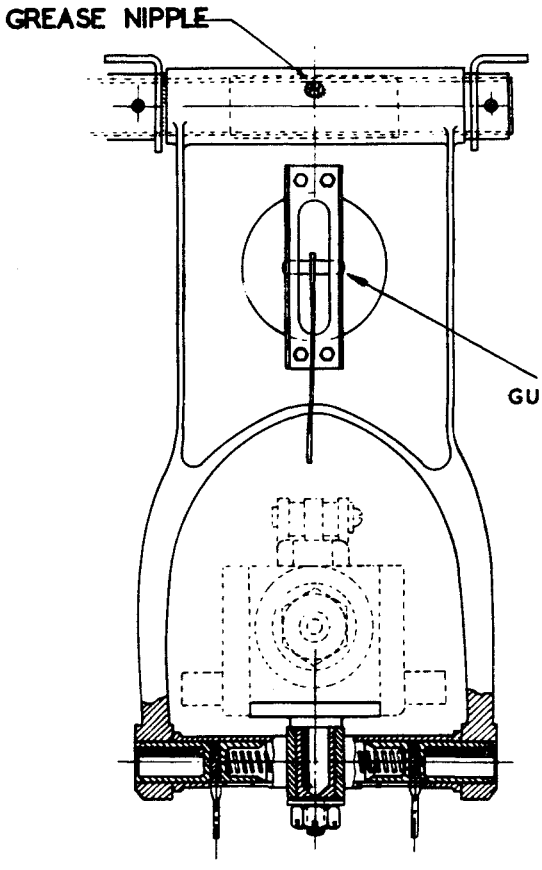
FIG 102 **DETAILS OF 20 M/M GUN INSTALLATION** FIG 102



FRONT MOUNTING
VIEW LOOKING AFT
ON PORT OUTER GUN



SECTION A-A



REAR MOUNTING
VIEW LOOKING FORWARD
ON STARBOARD OUTER GUN

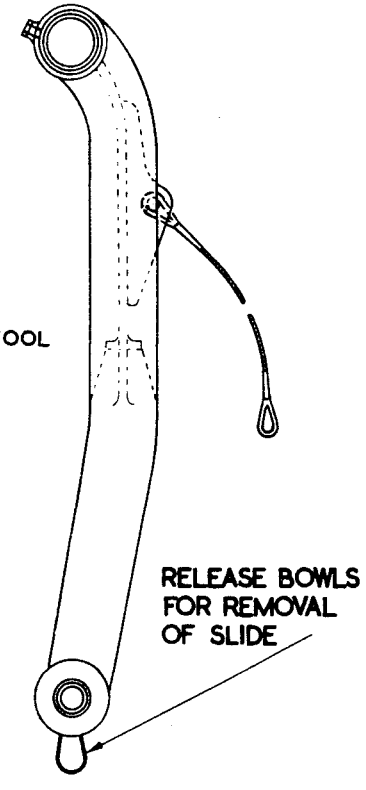
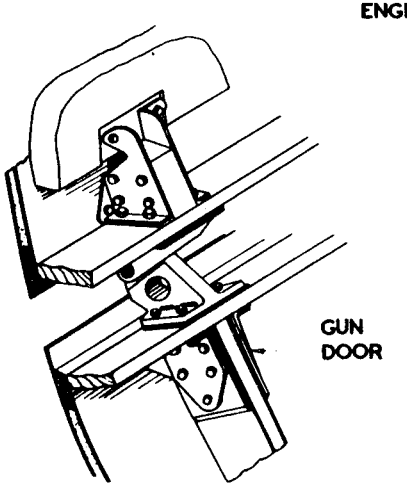


FIG 103 **20M/M GUN MOUNTINGS FRONT & REAR** FIG 103

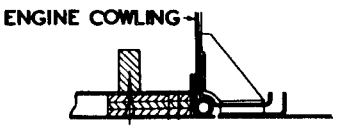
FIG 104

ASSEMBLY OF 20 m/m GUN BAY DOORS & SPOUT FAIRING

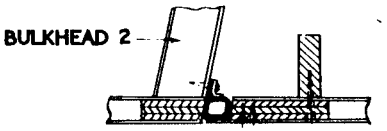


GUN DOOR

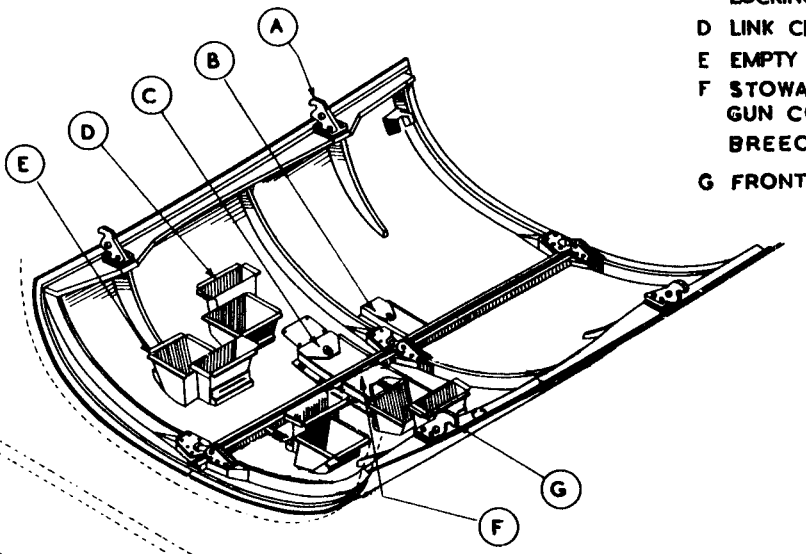
TYPICAL HINGE SHOWING ATTATCHMENT TO FUSELAGE SIDE



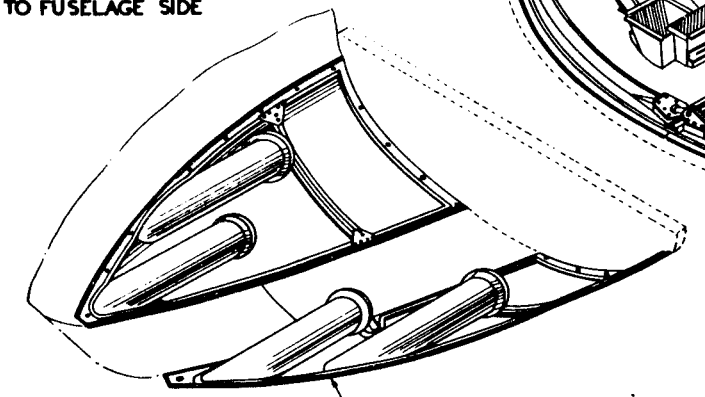
SECTION THRO' REAR OF GUN DOOR SHOWING ASSEMBLY TO ENGINE COWLING



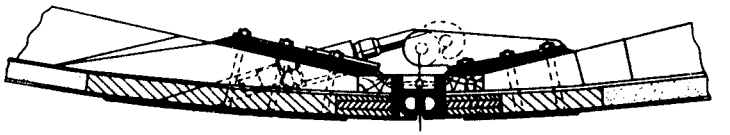
SECTION THRO' GUN DOOR SHOWING ASSEMBLY TO BULKHEAD 2



A REAR HINGE
B STOWAGE BAG CONTAINING BARREL PLUG
C STOWAGE BAG CONTAINING MAIN UNDERCARRIAGE LOCKING GEAR
D LINK CHUTE
E EMPTY CASE CHUTE
F STOWAGE BAG CONTAINING GUN COCKING TOOL AND BREECH STOPPAGE TOOL
G FRONT HINGE



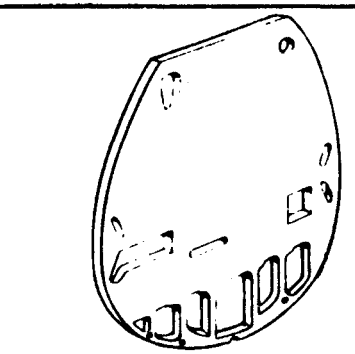
CANNON SPOUT FAIRING ASSEMBLED WITH DZUS FASTENERS TO FIXED NOSE



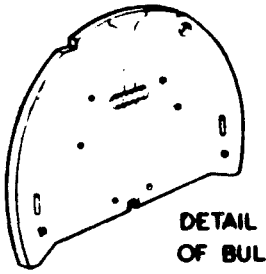
SECTION AT TYPICAL FASTENER

RAAF. PUB No 828

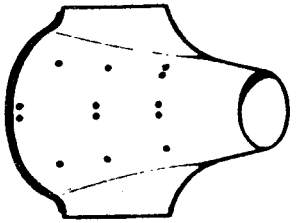
FIG 104



DETAIL OF REAR FACE
OF BULKHEAD NO.2

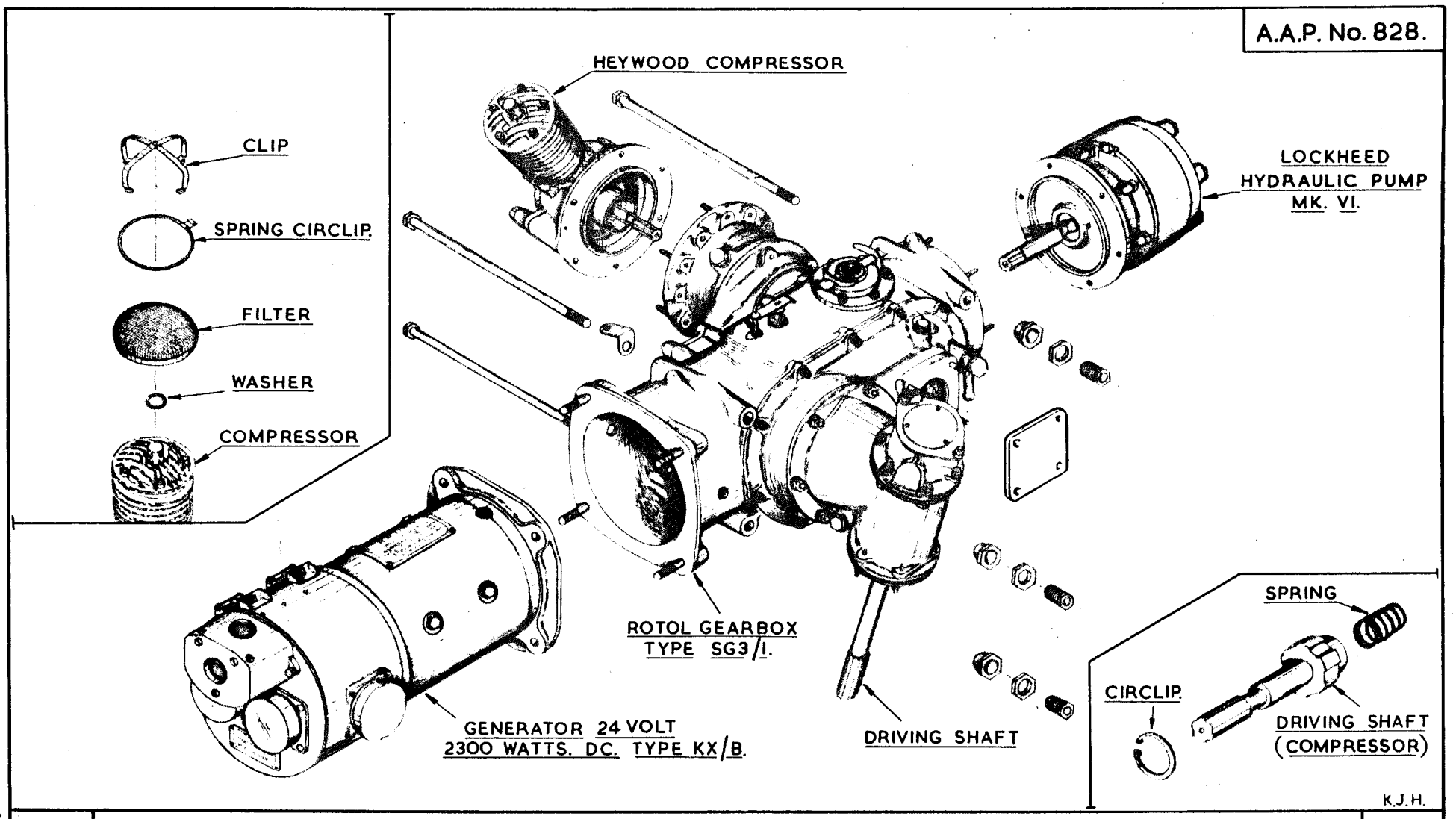


DETAIL OF REAR FACE
OF BULKHEAD NO.3



DETAIL OF UNDERSIDE
OF REAR CONE FAIRING

A.A.P. No. 828.

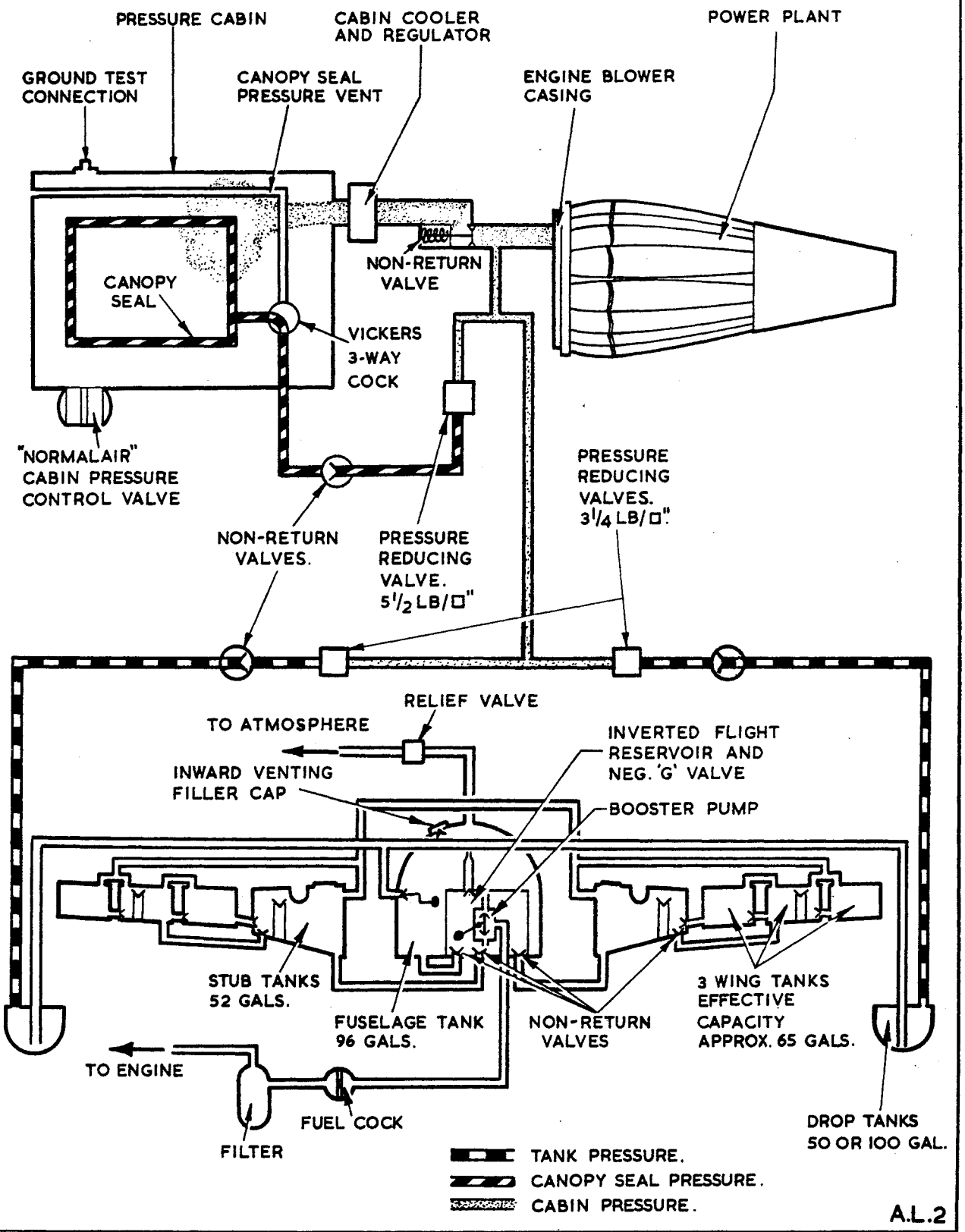


A.L.2

106

AUXILIARY GEARBOX

106



A.L.2

FIG 107

FUEL & AIR SYSTEM DIAGRAM

FIG 107

A.L.2

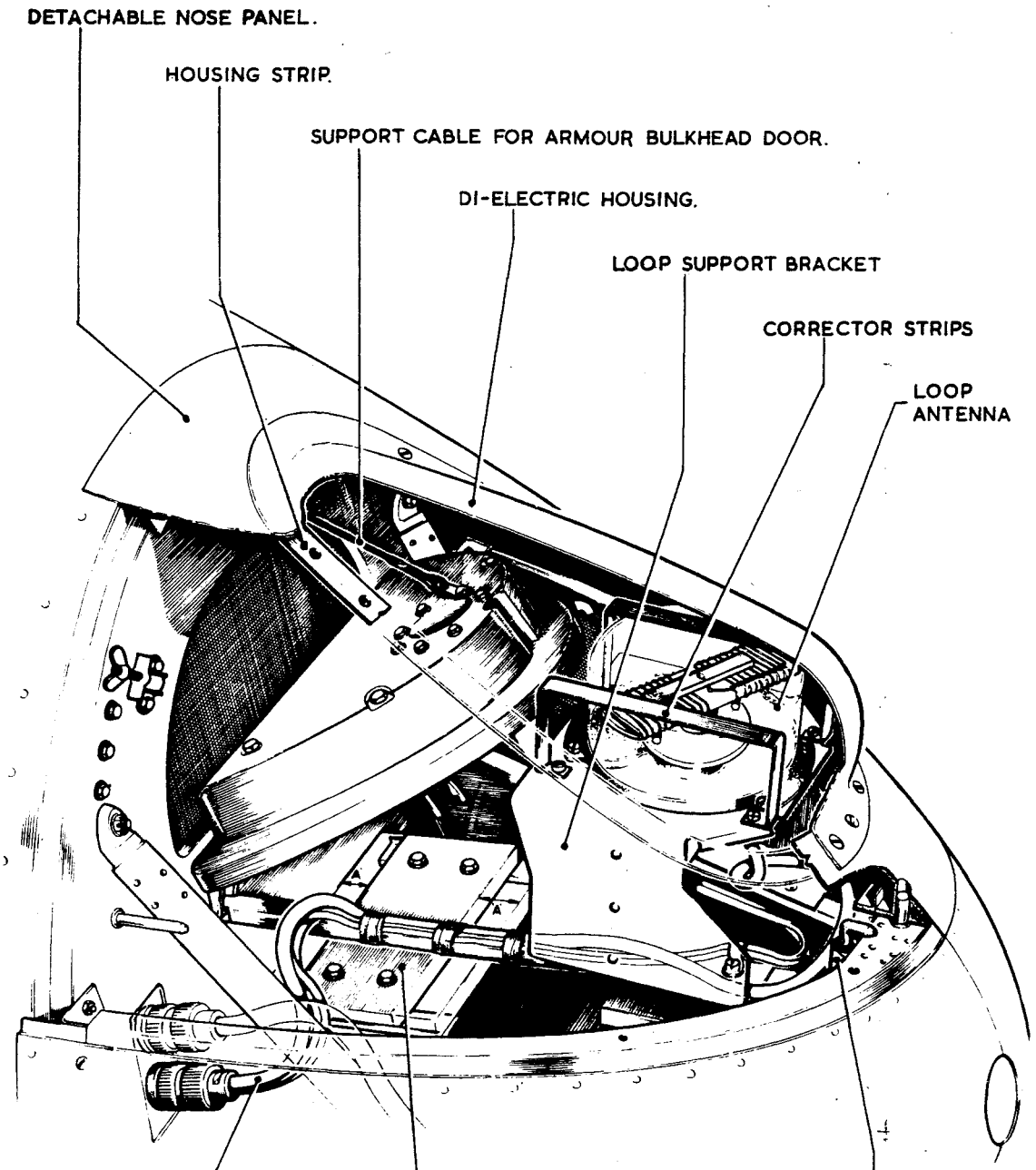
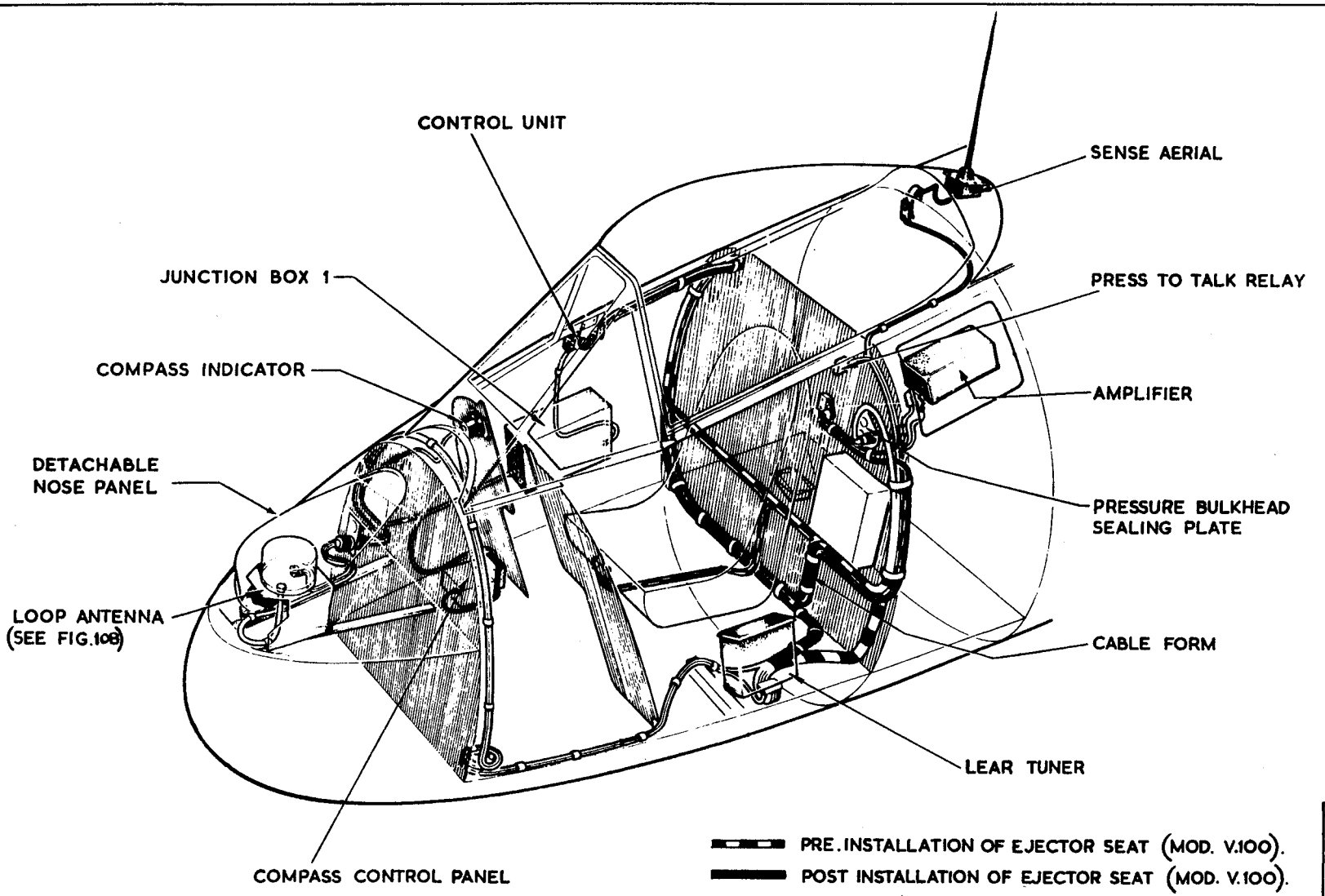


FIG 108 A.D.F.-14 LOOP INSTALLATION FIG 108

FIG 109

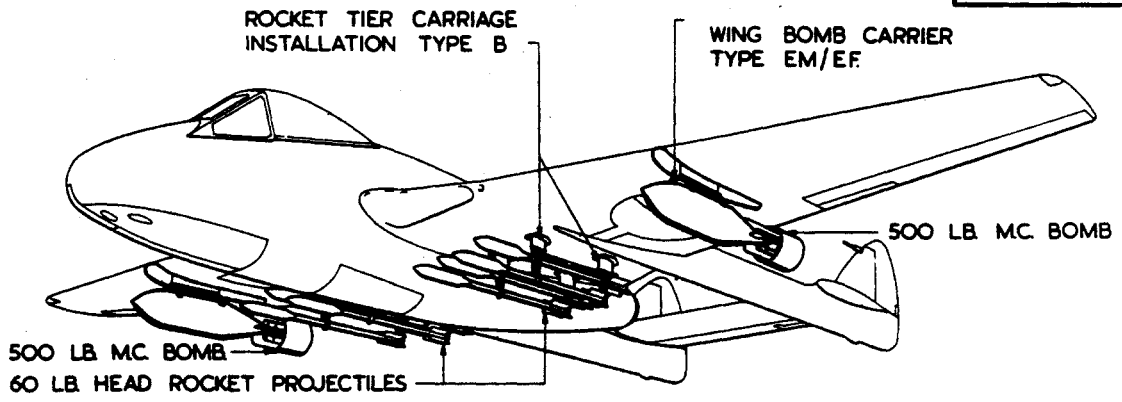
A.D.F. 14 - INSTALLATION

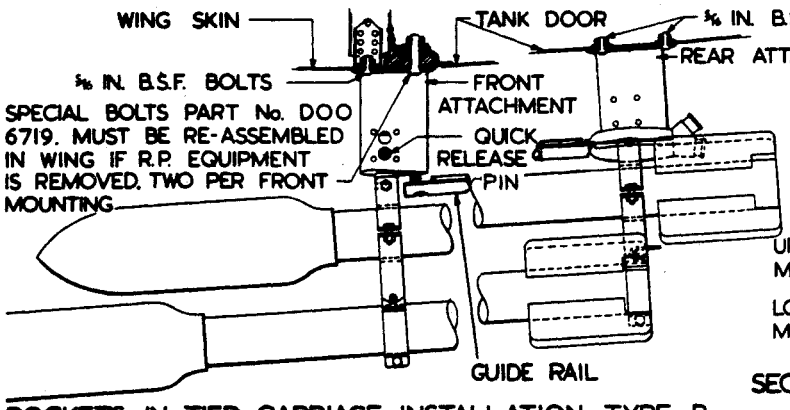


A.A.P. No. 828.

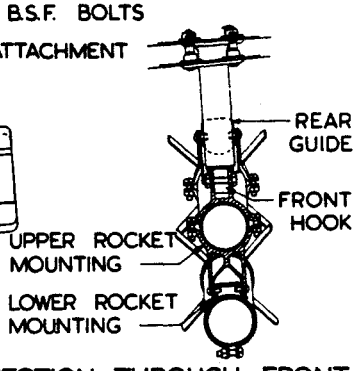
FIG 109

A.L.2

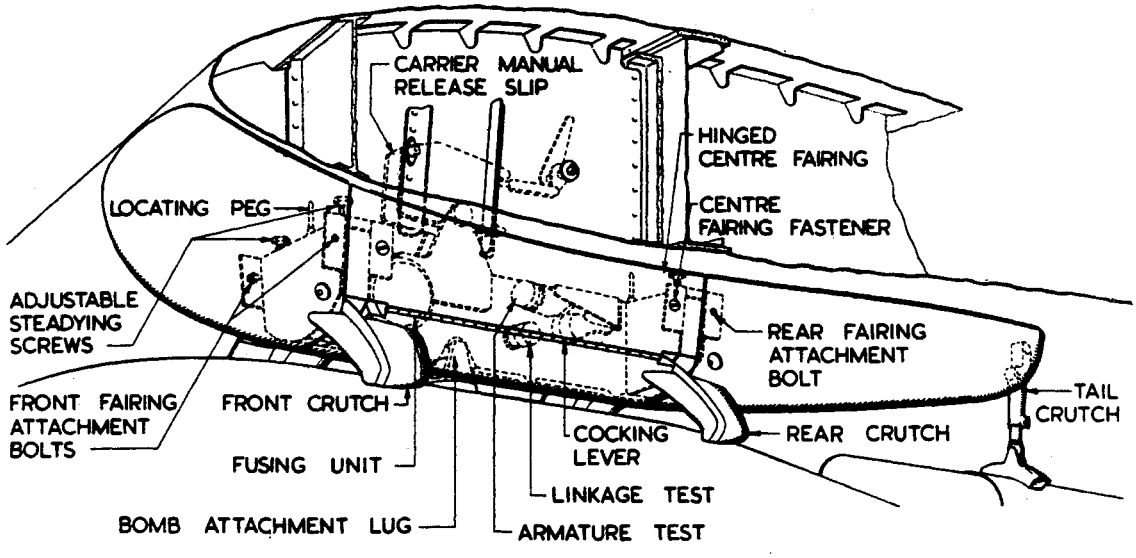




ROCKETS IN TIER CARRIAGE INSTALLATION TYPE B SHOWING ATTACHMENTS TO WING IN SECTION.



SECTION THROUGH FRONT ROCKET MOUNTING LOOKING AFT.



VIEW SHOWING BOMB CARRIER WITH FAIRINGS FITTED AND BOMB ATTACHED.

FIG. 110	WING BOMB AND R.P. INSTALLATIONS	FIG. 110