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Air Force Head-Quarters

NENE INSTRUCTION NO. 11

Technical Order

Application Nene 2-VH
Installed in Vampire Aircraft

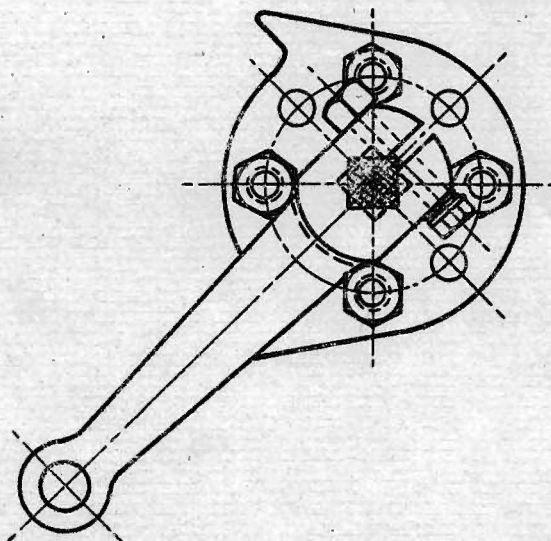
NENE FUEL SYSTEM - HIGH PRESSURE COCK
CONTROL SHAFT END LEVER

Introduction

1. In order to minimise end float in the H.P. cock control shaft assembly, the H.P. cock control lever should be installed in such a position that one corner of the square end of the shaft is directly in line with the clamping slot in the lever. (See Fig. 1).
2. Should the control lever be installed using the alternative square, the clamp bolt will have so little engagement with the shaft groove that excessive end float in the assembly is likely. By using one corner of the shaft square, the greatest depth of engagement between the clamp bolt and the groove is obtained and this results in considerable reduction of the total end float, with less possibility of fuel leaks past the shaft seal.
3. Where necessary, the position shown in Fig. 1 can be obtained by removing the lever stop plate and altering the engagement of the rack and pinion teeth, ensuring that the open and closed positions of the valve are controlled by the lugs of the stop plate.
4. Components as fitted to the engines comply with this instruction, however, should a H.P. cock be received from stores not complying with this instruction, it is to be carried out before fitment.

DESIRED ASSEMBLY
OF LEVER TO SHAFT

FIG. I.



Reference : File R.A.A.F. 150/4/8491.
C.A.C. "Nene" Engineering Bulletin No. 11

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