

and main wheel jacking points simultaneously to give five or eleven inches lift at the main wheels, for a two or three-bomb loading operation, respectively.

(8) Fully open the flare doors and fit the jury ties.

(9) After positioning the bomb trolley under the bomb bay, lower the aircraft evenly to maintain the original lift of seven inches at the front fuselage position.

For main wheel changing

8. To jack the aircraft for main-wheel changing:

- (1) Ensure that the aircraft is positioned on level ground with a firm foundation.
- (2) Place chocks fore-and-aft of each wheel.
- (3) Place the jack Ref.No.4Q/2657 with its adapter head Ref.No.4Q/2321 and main wheel changing bracket Ref.No. 26FZ/95413 in position.
- (4) Raise the wheel just clear of the ground.

For nose-wheel changing

9. To jack the aircraft for nose wheel changing.

- (1) Ensure that the aircraft is positioned on level ground with a firm foundation.
- (2) Using a spanner Ref.No. 26FZ/95065 remove the plug from the socket in the nose fuselage, and insert and tighten the jacking spigot Ref.No.26FZ/95004.

(3) Place chocks fore-and-aft of the main wheels and release the brakes.

(4) Place a jack Ref.No. 4Q/2232 and adapter Ref.No. 4Q/2627 under the nose spigot, and raise until the nose wheels are just clear of the ground.

(5) Support the fuselage at frame 42.

◀ Trestling (fig.2)

10. When trestling the aircraft, or components of the aircraft, use the correct type of trestle with appropriate former as specified in Table 1.

Drainage holes (fig.8) ▶

11. Drainage holes are provided in various

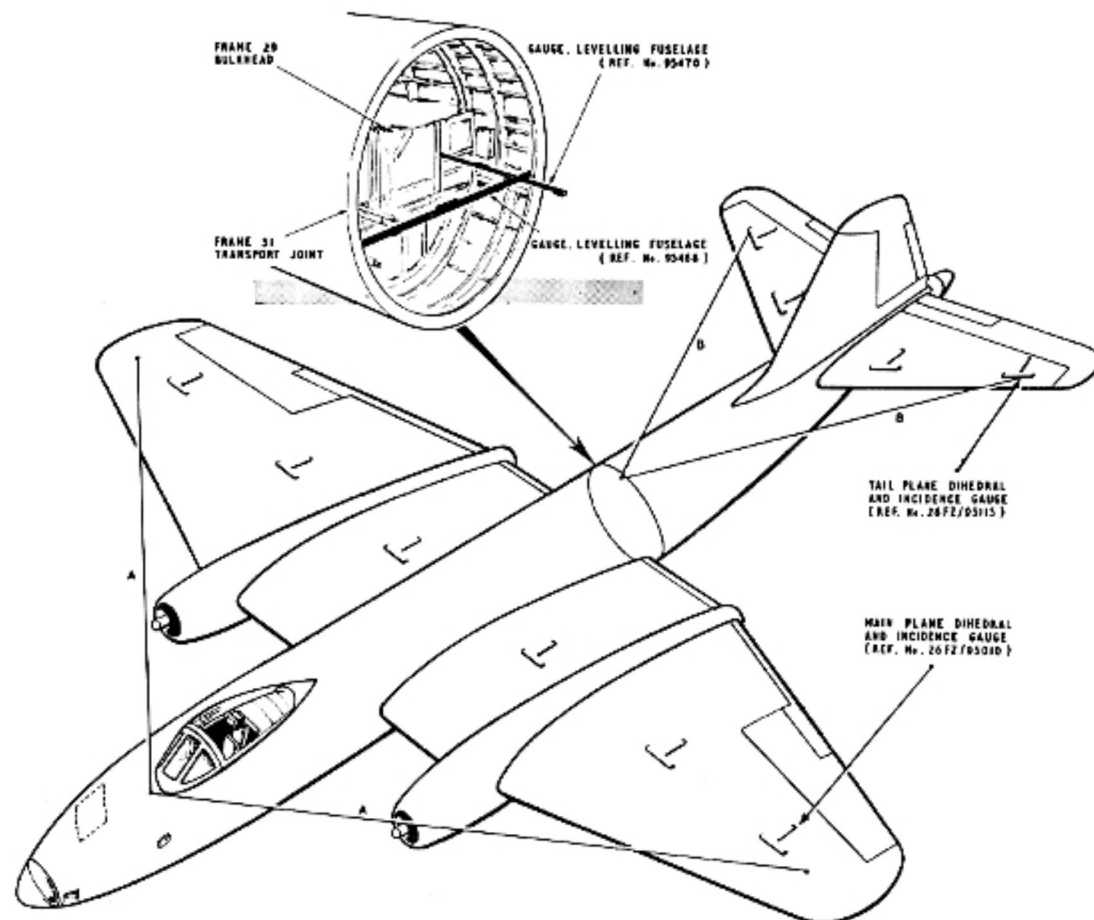


Fig. 4. Alignment checks