

AMENDMENT RECORD SHEET

Incorporation of an Amendment List in this publication is to be recorded by signing in the appropriate column and inserting the date of making the amendments

A.L. No.	Amended by	Date	A.L. No.	Amended by	Date	A.L. No.	Amended by	Date
1 to 77	Incorporated	Oct. 65	101			125		
78	<i>Jr.</i>	24.6.66	102			126		
79	<i>B Smith</i>	19.7.66	103			127		
80	<i>B. Saxon</i>	6.10.66	104			128		
81	<i>B. Parsons</i>	21.11.66	105			129		
82	<i>B. Parsons</i>	21.11.66	106			130		
83	<i>Jr.</i>	10.1.67	107			131		
84	<i>m Dyke</i>	13.2.67	108			132		
85	<i>m Dyke</i>	28.2.67	109			133		
86	<i>m Dyke</i>	28.2.67	110			134		
87	<i>m Dyke</i>	19.4.67	111			135		
88	<i>m Dyke</i>	17.4.67	112			136		
89	<i>AB Gaddie</i>	25.5.67	113			137		
90	<i>AB Gaddie</i>	25.5.67	114			138		
91	<i>J CHESHIRE</i>	20.9.68	115			139		
92	<i>m Dyke</i>	5.11.68	116			140		
93	<i>J Gaddie</i>	4.9.70	117			141		
94			118			142		
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RESTRICTED

(Continued overleaf)

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions are to be obeyed:-

R.N. Safety precautions contained in A.P. (N.) 140 – Naval Aircraft Maintenance Manual.

R.A.F. *ALL PERSONNEL* before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.

3. Full instructions for rendering the firing mechanisms safe are contained in the A.P. 4288 and A.P. (N.) 1023 series, in Aircraft Servicing Schedules and in the A.D. 5037 series.

METHYL BROMIDE

4. Methyl Bromide fumes, from fire extinguishers, are toxic, have delayed action and must not be inhaled.

HIGH ENERGY IGNITERS

5. The energy stored in the capacitors of high energy igniter units can be of a lethal nature. No servicing should be attempted until at least one minute has elapsed after disconnection of the L.T. supply to the input plug.

POWER-OPERATED CONTROL SURFACES

6. Before working on any control surfaces or near the air brakes, ensure that the hydraulic system concerned has been rendered safe.

MICRO WAVE RADIATION HAZARD

7. There is a microwave radiation hazard from certain equipment in this aircraft. To avoid injury to health, all personnel are to keep clear of the area indicated when warning notices are displayed.

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Leading Particulars		
Modification Record		
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Section 3 - Airframe		
Section 4 - Power unit installation		
Section 5 - Armament installation		
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Section 9 - Radar installation		Chapter 1 - General information 2 - ARI 18107 - TACAN 3 - Doppler navigation system 4 - Attack system 5 - ARI 18165 6 - ARI 5848

LUBRICATION DETAILS

Information on lubricating all moving parts is given in the relevant chapters in Sect. 3, 4 and 5. The lubricants are identified throughout these chapters by the British Joint-Service designations and their appropriate symbols. To avoid repeating Reference Numbers and N.A.T.O. code numbers throughout this book, details of the lubricants used are listed below:-

Joint-Service designation	Ref No.	N.A.T.O. Code No.
OM-11	34A/9105055	0-135
XG-273	34B/9423151	G-357
XG-275	34B/9100512 (4 oz)	G-350
	34B/9100513 (1 lb)	G-350
XG-276	34B/9425139	G-353
XG-277	34B/9100514	G-359
XG-278	34B/9105058	G-354
XG-285	34B/9100517	G-355
◀ XG-315	34B/9100519	G-394 ▶
ZX-13	34B/9100528	S-720
◀ ZX-22	34B/9105061	S-719
ZX-24	34B/9427802	S-718
—	34B/1447	— ▶