

Section

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NOTE TO USER:—
Insert relevant A.P. No. at top of page.

Hunter F. Mk. 6 Aircraft—Oxygen System, Valve, Mk. 10 (Ref. No. 6D/1872) Introduced in place of Valve, Mk. 8* (Ref. No. 6D/223)—
Part (A) Provision for, Part (B) Valve

(MOD. No. HUNTER/539.)

(Class C/3 W.O.T.S.A.C.)

(AB/A/5271.—26.4.57.)

1. INTRODUCTION

This modification makes provision for and introduces Oxygen Charging Valve, Mk. 10 (Ref. No. 6D/1872) in place of Mk. 8* (Ref. No. 6D/223).

This Leaflet is written in two parts:—

Part (A), Provision For,
Part (B), Valve.

- (1) This modification does not cancel, supersede or render unnecessary, any work called for by approved modifications, Command Modifications, S.T.Ls, S.I.s or S.R.I.M.s.
- (2) This modification is not essentially connected with any other approved modification.

2. EMBODIMENT

This modification is to be embodied when old type spares are consumed.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 5 man-hours.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347F/O.1/57 for Part 'A' is incorporated in this leaflet.

No drawings are required for the embodiment of Part 'B' of the modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

- (1) Parts and/or Materials

Part 'A':—

- (a) The Modification Kit, which consists of the following items supplied by the Contractor, will be assembled by No. 16 Maintenance Unit under Ref. No. 26FX/100539:

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/8080	B.216738	Cover for Oxygen Charging Valve	1	C

The above items will be issued to R.A.F. Units at home on issue order—no demands are to be submitted. R.A.F. Units abroad, and all other users, are to demand separately their requirements of kits as listed in sub-para. (a) above in accordance with current regulations.

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(b) The following materials are also required, and are to be provided under Unit arrangements:

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
30A/3055 or 30A/2343	—	22 s.w.g. Stainless Steel wire, Specn. D.T.D.189 or D.T.D.161	As reqd.	C

Part 'B':—

The following materials are required, and are to be provided under Unit arrangements:—

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
6D/1872	—	Valve, oxygen, Master Mk. 10	1	A
30A/3055 or 30A/2343	—	22 s.w.g. Stainless Steel wire, Spec. D.T.D.189 or D.T.D.161	As reqd.	C
28D/12566	A.25-6-C	Bolt	2	C

(2) Special Tools and Test Equipment

There are no special tools or test equipment required for Part 'A' or 'B' for the embodiment of this modification.

6. SPARES AFFECTED

No spares are affected by Part 'A' or 'B' of this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

Part 'A':—

- Through nose wheel aperture, locate oxygen charging valve on forward, lower, starboard side of frame 6.
- Remove the protective cover from the valve.
- Disconnect and remove valve, retaining fixings (A.P.4347, Vol. 1, Sect. 3, Chap. 10 refers).
- Modify frame 6 as shown on the drawing.
- Refit valve as before using existing fixings (A.P.4347, Vol. 1, Sect. 3, Chap. 10 refers).

Note :—Pipe connections must be locked with 22 s.w.g. stainless steel wire, D.T.D.189 or D.T.D.161.

- Fit new protective cover, Part No. B.216738 over valve as before.
- Record the embodiment of this modification on the front fuselage structure modification plate.

Part 'B':—

- Through nose wheel aperture, locate oxygen charging valve on forward, lower, starboard side of frame 6.
- Remove the protective cover from the valve.
- Disconnect and remove the valve, Mk. 8* (A.P.4347, Vol. 1, Sect. 3, Chap. 10 refers).
- Fit new valve, Mk. 10, Ref. No. 6D/1872 using new bolts, Part No. A.25-6-C and two existing nuts and washers as shown on the drawing (A.P.4347, Vol. 1, Sect. 3, Chap. 10 refers).

Note :—Pipe connections must be locked with 22 s.w.g. stainless steel wire, D.T.D.189 or D.T.D.161.

- Re-assemble protective cover over valve.

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9. TESTING AFTER EMBODIMENT

With the oxygen system charged, test for leaks at the pipe connections to the valve, using soap solution. Remove the soap solution.

10. RECORDING ACTION

Record on Aircraft Form 700.

11. DISPOSAL OF REDUNDANT PARTS

Part 'A':—

The undermentioned part rendered redundant by the embodiment of this part of the modification is to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th Edition), Leaflet A.19/1:—

Ref. No.	Part No.	Nomenclature	Qty.
26FX/4233	B.200243	Cover for Oxygen Charging Valve	1

Part 'B':—

The undermentioned part rendered redundant by the embodiment of this part of the modification is to be returned to No. 14 Maintenance Unit, Carlisle:—

Ref. No.	Part No.	Nomenclature	Qty.
6D/223	—	Valve, Oxygen, Mk. 8*	1

12. EFFECT ON WEIGHT AND C. OF G.

The embodiment of this modification causes a weight change of — 0.5 lb., and a change of moment of + 96 lb.

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2 OFF EACH.

VALVE OXYGEN LINE, MK. 10.	6.D. 1872.	A.25. 6. C.	S.P. 15. C.	A.G.S. 2001. C.I.
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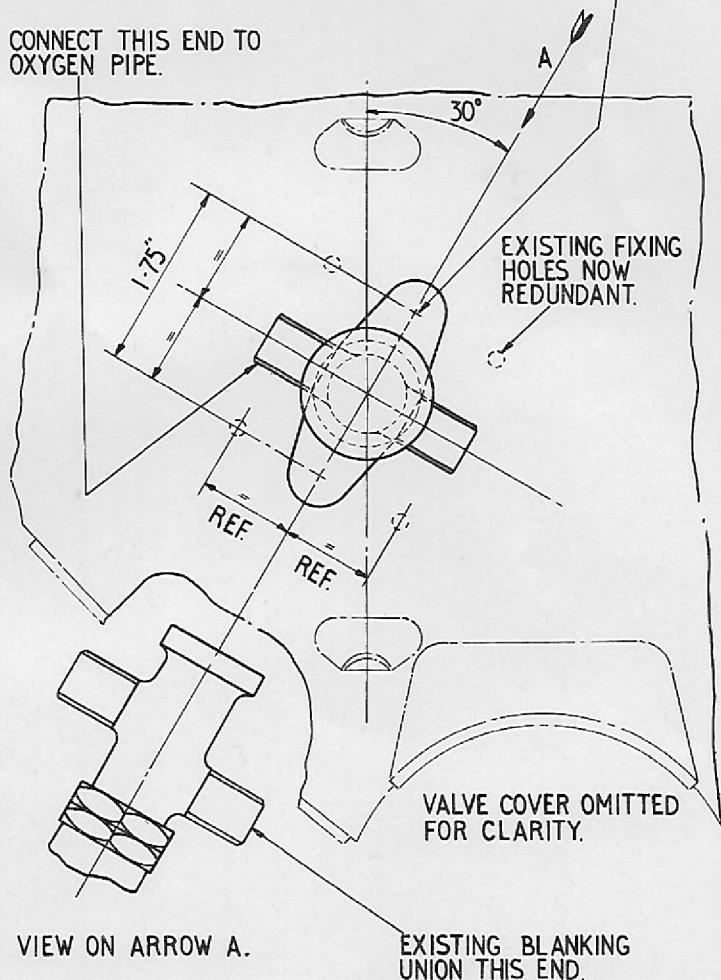
DRILL 2 HOLES
MORSE № 10
IN FRAME

BOLT
HEADS
ON AFT
FACE

WASHER
EXISTING.

NUT

CONNECT THIS END TO
OXYGEN PIPE.



FRAME 6 LOOKING AFT STBD SIDE.

DRG. No. A.P. 4347F/O.1/57

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Hunter F. Mk. 6 Aircraft—To make provision for the introduction of Oxygen Demand Regulator Mk. 17D (Ref. No. 6D/1966) in place of Mk. 17 (Ref. No. 6D/1700) or Mk. 17B (Ref. No. 6D/1710)

(MOD No. HUNTER/678.)

(Class C/3, N.C.P., satisfied by Fighter Command Mod. Hunter/21.)

(AB/A/8188.—22.10.58.)

1. INTRODUCTION

This modification introduces a new oxygen demand regulator, Mk. 17D, together with the necessary electrical wiring, in place of the existing oxygen demand regulator, Mk. 17 or Mk. 17B.

- (1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command Modifications, S.T.I.s, S.I.s or S.R.I.M.s.
- (2) To ensure that electrical modifications affecting functioning and safety are applied in the correct sequence, Mod. No. Hunter/715 (Electrics—Hydraulic pressure audio warning circuit—Cut-off facility introduced) must be embodied prior to, or concurrently with this modification.
- (3) This modification is not applicable if Fighter Command Mod. No. 21 is already embodied, or Fighter Command Mod. No. 21a when Mod. No. Hunter/609 is already embodied

2. EMBODIMENT

This modification is to be embodied by:—

2nd Line Servicing Units: At the first opportunity and not later than six months after receipt of parts

3rd Line Servicing Units (R.S.U.s): As detailed in A.P.3158, Vol. 2, Leaflet B.6

4th Line Servicing Units (Repair Depots): Before issue of aircraft

Aircraft Storage Units: In accordance with the Standard of Preparation.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 15 man-hours (5 to strip and re-assemble, 10 to embody).

4. DRAWINGS REQUIRED

The following drawings are required and are to be demanded in accordance with A.P.3158, Vol. 2, Leaflet No. D.7:—

<i>Drawing No.</i>	<i>Title</i>
D.225522	Oxygen installation revised to introduce Mk. 17D regulator.
A.225523	Reinforcing angle
F.231069	Bonding lug
Std. 2043	Modification of cable assemblies: method of re-numbering
Sheet 7	
Std. 2043	Modification of cable assemblies: method of jointing single
Sheet 7A	core cables

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification kit will not be assembled.

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(b) The following materials are required and are to be provided under Unit arrangements:—

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
30B/1730	—	18G. L. A., Spec. L.72, 5½ in. x 1½ in.	1	C
30B/1603	—	Copper (tinned) sheet, 1½ in. x ½ in. x 24G or 26G	1	C
5E/3038	—	Cable, Unipren 6, Spec. B.S.E.21	10 ft.	C
5K/3455	—	Helsyn 100 sleeve, J.P. x ¾ in.	6	C
5F/2411	—	Tubing, synthetic, P.V.C., 1 in. i/d, Spec. E. & I. 659	As reqd.	C
5F/2121	—	Tubing, P.V.C., 1 mm. i/d. (Comm.)	As reqd.	C
32A/94	—	Cord, stringing, braided, Spec. 4F-35	As reqd.	C
33B/1221	—	Paint, L.P., P.V.C., Spec. S.9 (white)	As reqd.	C
28Q/1650	AS.156/404	Rivet	7	C
28Q/1660	AS.156/405	Rivet	2	C
5D/645	—	Plug, 3-pin, type K	1	B
5X/3238	Z.27323	Pin, plug single	2	C
5X/6480	Z.60218	Link commoning	1	C
5X6943	—	In-line connector	2	C
5K/3685	—	Insulating sleeve	2	C
5CZ/879	—	Fuse, 2.5 amp.	1	C
6D/1966	—	Oxygen demand regulator, Mk. 17D	1	A

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

- (1) Using 18 gauge light alloy, Spec. L72, make the reinforcing plate, Part No. A.225523, as shown on Drawing No. A.225523.
- (2) Using tinned copper strip, 1½ in. x ½ in. x 24G or 26G, make the bonding lug Part No. F.231069, as shown on Drawing No. F.231069.
- (3) Render the aircraft electrically safe; A.P.4347F, Vol. 1, Sect. 5, Chap. 1, Group A.1 refers.
- (4) Remove the cabin starboard shelf; A.P.4347F, Vol. 1, Sect. 5, Chap. 1, Group A.2 refers.
- (5) Disconnect and remove the oxygen demand regulator, Mk. 17 (Ref. No. 6D/1700) or Mk. 17B (Ref. No. 6D/1710), situated at the forward end of the cabin starboard shelf. A.P.4347F, Vol. 1, Sect. 3, Chap. 10 refers.
- (6) Modify the support bracket, Part No. B.185360, and fit the reinforcing angle, Part No. A.225523, as shown on Drawing No. D.225522.
- (7) Modify the mounting for oxygen regulator, Part No. B.185358, as shown on Drawing No. D.225522.

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- (8) Modify cable assembly F.6, Part No. C.206269, as shown on Drawing No. D.225522, and renumber the assembly as "C.228981" in accordance with Std. 2043, Sheet 7. Run and clip the new portion of the cable as shown on Drawing No. D.225522.
- (9) Fit the new oxygen demand regulator, Mk. 17D (Ref. No. 6D/1966), together with bonding lug, Part No. F.231069, as shown on Drawing No. D.225522. A.P.4347F, Vol. 1, Sect. 3, Chap. 10 refers.
Note:— Connecting hose, Part No. D.186746/1, and clips, Part No. AGS.605/1, are to be removed from oxygen pipe, Part No. A.187685, and the pipe is to be connected direct to the hose supplied with the new regulator, using an existing clip, Part No. AGS.605/1.
- (10) Connect cable assembly F.6 to the new oxygen demand regulator Mk. 17D, as shown on Drawing No. D.225522.
- (11) Remove the radio bay access doors, modify the wiring in the supply panel and mark up the wiring diagram to agree; refer to Drawing No. D.225522. Replace the radio bay access doors.
- (12) Replace the cabin starboard shelf; A.P.4347F, Vol. 1, Sect. 5, Chap. 1, Group A.2 refers.
- (13) Reinstate the electrical supply; A.P.4347F, Vol. 1, Sect. 5, Chap. 1, Group A.1 refers.
- (14) Record the embodiment of this modification on the front fuselage modification plate.

9. TESTING AFTER EMBODIMENT

When this modification has been embodied the following tests are to be carried out:—

- (1) Test the continuity of the electrical wiring affected by this modification.
- (2) Test the oxygen system for leaks and for accuracy of function in accordance with A.P.1275G, Vol. 1, Sect. 2, Chap. 5.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

- (1) The undermentioned parts, rendered redundant by the embodiment of this modification, are to be returned to No. 14 Maintenance Unit, Royal Air Force, Carlisle:—

Ref. No.	Part No.	Nomenclature	Qty.
6D/1700	—	Oxygen demand regulator, Mk. 17	1
or			
6D/1710	—	Oxygen demand regulator, Mk. 17B	1

- (2) The undermentioned part, rendered redundant by the embodiment of this modification, is to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th Edition), Leaflet A.19/1:—

Ref. No.	Part No.	Nomenclature	Qty.
26FX/-	D.186746/1	Connecting hose	1

12. EFFECT ON WEIGHT AND C. OF G.

This modification causes a weight change of +0.50 lb. and a change in moment of -81 lb. in.

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M193

A.L. No. 443
(Additional oxygen cylinder)

A.P. 4347F, Vol. 2
Leaflet No. 0.3

**Hunter F.Mk.6 Aircraft - Oxygen System,
Additional Cylinder - Introduced to Cater for
Increased Range with 230 Gallon Drop Tanks**

(MOD. NO. HUNTER 831.)

(Class - S.O.O. Applicable to those aircraft required to
carry 230 gallon drop tanks.)

(AB/A/10315. - 26.1.60.)

1. INTRODUCTION

An additional oxygen cylinder has been introduced to cater for the increased range provided by 230 gallon drop tanks.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s., S.I.s. or S.R.I.M.s.

(2) This modification is essentially connected with Mod. Nos. Hunter 294 (Hydraulics, brake accumulators incorporating filter (Dunlop Mod. 2322) introduced); Hunter 581 (Front Fuselage windscreens de-icing deleted); Hunter 697 (Wings, Provision for inboard pylons with E.R.U. Mk. 1 fitted); Hunter 829 (Main planes revised to cater for 230 gallon drop tanks) and Hunter 841 (Flying controls, tailplane trim range revised); if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied to Special Order Only.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 40 man-hours (10 to strip and re-assemble; 30 to embody).

4. DRAWINGS REQUIRED

The following drawings are required, and are to be demanded in accordance with A.P.3158, Vol. 2, Leaflet No. D.7:-

<i>Drawing No.</i>	<i>Nomenclature</i>
D.234350	Assy. of oxygen cylinder mounting.
D.234386	Oxygen system, additional cylinder introduced to cater for increased range with 230 gallon drop tanks.
B.234371	Bearer.
B.237437	Oxygen system, additional cylinder introduced to cater for increased range with 230 gallon drop tanks.
STD.2043, Sheet 7.	Modification of cable assemblies: Method of re-part numbering.

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5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts or Materials

(a) The Modification Kit which consists of the following items will be assembled by No. 16 Maintenance Unit under Ref. No. 26FX/100831:-

(1) Items supplied by the Contractor:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/	C.234345	Diaphragm, forward	1	C
26FX/	C.234346	Diaphragm, aft	1	C
26FX/	B.234371/A	Bearer	1	C
26FX/10016	B.234392	Four-way piece	1	C
26FX/4234	A.200425	Protective Cover	1	C
26FX/	A.234315	Mounting bracket	1	C
26FX/	A.234321	Tie bracket	2	C
26FX/	A.234369	Diaphragm, top	1	C
26FX/	A.234370	Bracket	1	C
26FX/10013	A.234372	Strap	2	C
26FX/10014	A.234373	Strap	2	C
26FX/10015	A.234391	Pipe	1	C
26FX/	A.234633	Channel	1	C
26FX/	A.234634	Channel	1	C
26FX/10019	A.235403	Carrier for radar hose	1	C
26FX/	A.235627	Reinforcing plate	1	C
26FX/447	F.186436	Bolt	2	C
26FX/2052	F.194538	Clamp block	1	C
26FX/2053	F.194539	Clamp block	1	C
26FX/4236	F.202451	Clip	1	C
26FX/	F.235628	Reinforcing plate	1	C
26FX/	F.235943	Packing	1	C
26FX/10017	B.186747/14	Pipe	1	C
26FX/10018	B.186747/15	Pipe	1	C
26FX/	B.186747/16	Pipe	1	C
26FX/	C.187921/202	Hyd. pipe	1	C
26FX/	C.187921/203	Hyd. pipe	1	C
26FX/	C.187921/204	Hyd. pipe	1	C
26FX/	C.187921/205	Hyd. pipe	1	C
26FX/	C.187921/206	Hyd. pipe	1	C
26FX/	C.187921/207	Hyd. pipe	1	C
26FX/	C.187921/208	Hyd. pipe	1	C
26FX/	C.187921/209	Hyd. pipe	1	C
26FX/1538	STD.1285/3BB	Earthing connector	1	C
26FX/	STD.1509/12/016	D. tube	1	C
26FX/	STD.1509/23/064	D. tube	2	C
26FX/	STD.1547/20/12	Radiusd packing	3	C
26FX/1327	STD.1547/24/12	Radiusd packing	3	C

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26FX/	STD. 2045/15/26	Clip	3	C
26FX/9665	STD. 2045/19/24	Clip	1	C
26FX/	STD. 2045/23/24	Clip	1	C
28Q/1640	AS. 156/403	Rivet	8	C
28Q/1650	AS. 156/404	Rivet	10	C
28Q/1660	AS. 156/405	Rivet	8	C
28Q/1670	AS. 156/406	Rivet	2	C
28Q/6135	AS. 161/506	Rivet	2	C
28Q/5992	AS. 161/605	Rivet	4	C
28Q/9676	AS. 164/403	Rivet	1	C
28Q/7655	AS. 164/404	Rivet	30	C
28Q/7656	AS. 164/405	Rivet	24	C
28Q/8147	AS. 164/406	Rivet	19	C
28D/8306	AS. 1242/1/C	Bolt	3	C
28Q/-	AS. 2228/605	Rivet	3	C
28D/12528	A. 25.1.B.	Bolt	7	C
28D/12511	A. 25.2.B.	Bolt	1	C
28D/12530	A. 25.6.B.	Bolt	1	C
28D/9436920	A. 25.1.C.	Bolt	5	C
28D/12513	A. 25.2.C.	Bolt	1	C
28D/12531	A. 25.3.C.	Bolt	3	C
28D/12533	A. 25.5.C	Bolt	4	C
28P/9429528	S.P. 9.C.8	Split pin	2	C
28W/9419474	S.P. 15.B	Washer	7	C
28W/9419475	S.P. 15.C	Washer	24	C
28M/802	AGS. 113/C	Wing nut	2	C
28F/14528	AGS. 1170/A	Nipple	2	C
5K/119	AGS. 1661/H	Bonding clip	2	C
28M/10287	AGS. 2001/B/1	Nut	9	C
28Q/9417226	AGS. 2050/429.BH	Rivet	8	C
28Q/9417230	AGS. 2050/524.BH	Rivet	22	C
28Q/9417231	AGS. 2050/530.BH	Rivet	4	C
5F/2281	HV.3341	Strapping, Hellerman	3 ft.	C
5F/9434855	NY.3342	Stud, Hellerman	8	C
28M/10328	AGS. 2002/C/1	Nut	15	C

(11) Service Supply items:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
6D/604	-	Connector, 4-way	2	C
6D/427	-	Valve, N.R.	2	C
6D/641	-	Label, adhesive 'N.R.V.'	2	C

(b) Additional Service Supply items forming part of the complete modification but not assembled in the kit:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
6D/9429894	-	Cylinder, oxygen H.P. Mk. 5D (Complete with valve)	1	A

R.A.F. Units at home and abroad, and all other users, are to demand separately their requirements of kits as listed above, in accordance with current regulations;

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(c) The following materials are also required and are to be provided under Unit arrangements:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
30A/3055	-	Locking wire, 22 s.w.g. st. Steel, D.T.D.189	As reqd.	C
5F/9401209	-	Varnished cloth, ½ in. wide (Empire tape), Spec. BSS.419	As reqd.	C
33B/9428722	-	Blue oil base paint, Spec. D.T.D.75K	As reqd.	C
33B/1221	-	L.P., P.V.C. paint, white, S.9.	As reqd.	C
33B/1226	-	L.P., P.V.C. paint, black, S.9.	As reqd.	C

(2) Special Tools or Test Equipment

The following special tool is required:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/95794	T.602227	Drill template	-	B

Commands are to submit issue orders for the above item through Air Ministry E.23 to cover initial issues of their allocation; thereafter Commands are to be responsible for re-allocation as necessary within the Command.

The allocation per Command is as follows:-

H.Q. Fighter Command	Qty. 1
H.Q. 41 Group	Qty. 1

6. SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

- (1) Remove any access panels considered necessary.
- (2) Render the aircraft electrically safe (A.P.4347F, Vol. 1, Sect. 5, Chap. 1, refers).
- (3) Remove the hydraulic reservoir access panel (A.P.4347F, Vol. 1, Sect. 2, Chap. 2, refers).
- (4) Carefully remove the filler cap from the hydraulic reservoir to release any built-up pressure that may exist.

R E S T R I C T E D

- (5) Dissipate the oil pressure in the nose undercarriage hydraulic circuit by operating the nose undercarriage controls.
- (6) Remove the radar ranging unit (A.P.4347F, Vol. 1, Sect. 6, Chap. 2, refers).
- (7) Remove port mounting beam, Part No. B.183655 and mounting tray, Part No. B.221872 for radar ranging unit.
- (8) Remove the protective cover from each oxygen cylinder valve and turn valves to the fully 'Off' position. Replace protective covers.
- (9) Disconnect and remove radar ranging cooling pipe assembly.

- (10) Disconnect and remove radar junction box, Type 4493 together with mounting bracket, Part No. F.223310 from frame 5.

Note:- Not applicable if Mod. No. Hunter 628 is not embodied.

- (11) Remove clip, Part No. B.201289 from inside of access door and fill redundant holes with rivets as shown on Drawing No. D.234386.

- (12) Disconnect and remove hydraulic pipes, Part Nos. C.187921/16, /17, /27 or/155 and /156, /34 or/154, /115 or/151 and/116 or/152, ensuring that a suitable receptacle is at hand to catch the resultant loss of hydraulic fluid (Drawing No. B.237437 refers).

- (13) If fitted, remove ant-icer tank support bracket (rear), Part No. B.189974 from port side skin at frame 5 (Drawing No. D.234386 refers).

- (14) If fitted, remove de-icer pump bracket, Part No. B.215209 or angles, Part Nos. B.217836 and B.217837 (Drawing No. D.234386 refers).

- (15) Disconnect and remove radar ranging connectors (Ref. Nos. 10HB/1177 and 10HB/1178).

- (16) Picking up with two tooling holes in port side of frame No. 5, drill four holes in frame using drilling template, Part No. T.602227 as shown on Drawing No. D.234386.

- (17) Fit top diaphragm, Part No. A.234369 and bracket, Part No. A.234370 at the new top three holes in frame 5 (port side) and channels, Part Nos. A.234633 and A.234634 at lower hole as shown on Drawing No. D.234350.

- (18) Fit fore and aft diaphragms, Part Nos. C.234345 and C.234346 respectively, bearer, Part No. B.234371/A and tie brackets, Part No. A.234321 to top diaphragm and angles at frame 5 and drill and rivet skin to match as shown on Drawing Nos. B.234371 and D.234350.

Note:- If de-icer tank bracket, Part No. B.189974 was previously fitted, fit reinforcing plate, Part No. A.235627 between skin and forward diaphragm, Part No. C.234345 and fit packing, Part No. F.235943 as shown on Drawing No. D.234386.

RESTRICTED

(19) Drill skin forward of frame No. 5 port side to match mounting bracket, Part No. A.234315 and fit bracket to skin as shown on Drawing No. D.234386.

Note:- If de-icer pump bracket, Part No. B.215209 or angles, Part Nos. B.217836 and B.217837 have previously been fitted, add reinforcing plate, Part No. F.235628 between skin and mounting bracket as shown on Drawing No. D.234386.

(20) Modify radar ranging unit port mounting beam, Part No. B.183655 (previously removed in operation (7)) and fit carrier for radar hose, Part No. A.235403 as shown on Drawing No. D.234386.

(21) Modify radar ranging connector (Ref. No. 10HB/1178) as shown below and re-number as B.235978 in accordance with Drawing No. S.T.D.2043, Sheet 7.

Item	Part No.	End 'A'		End 'B'		Remarks
		Sleeve	Outlet	Sleeve	Outlet	
1	B.235978	Junction Box Type 4493	Angle Outlet (M.O.S. WT.29004 POSN 45°)	Frame 6	Angle Outlet (M.O.S. WT.29004 POSN 45°)	All other details as 10HB/1178

Note:- Not applicable if Mod. No. Hunter 628 is not embodied.

(22) Drill one hole for oxygen pipe clip in top portion of frame No. 4, and fit oxygen cylinder H.P., Mk. 5D (Ref. No. 6D/9429894) protective cover, Part No. A.200425, straps, Part Nos. A.234372 and A.234373, pipes, Part Nos. B.186747/14, /15 and /16, an existing three-way connector (Ref. No. 6D/603) N.R. valves (Ref. No. 6D/427) and four-way connector (Ref. No. 6D/604) as shown on Drawing Nos. D.234386 and D.234350.

(23) Fit hydraulic pipes, Part Nos. C.187921/202, /203, /204, /205, /206, /207, /208 and /209 and clamp blocks, Part Nos. F.194338 and F.194339 as shown on Drawing Nos. B.237437 and D.234386.

Note:- All pipe connections must be locked with 22 s.w.g. stainless steel wire, Spec. D.T.D.189.

(24) Fit existing radar junction box, Type 4493 to the new mounting bracket fitted in operation (19) and connect up and re-run existing cable (Ref. No. 10HB/1177) and modified cable, Part No. B.235978 as shown on Drawing No. D.234386.

Note:- Not applicable if Mod. No. Hunter 628 is not embodied.

(25) Re-fit radar ranging unit, modified port mounting beam, Part No. B.183655 and mounting tray, Part No. C.221872 (A.P.4347F, Vol. 1, Sect. 8, Chap. 2, refers).

Note:- Replace split pins, Part No. SP.9.C.8.

R E S T R I C T E D

(26) Fit four-way piece, Part No. B.234392 and cooling pipe, Part No. A.234391 in lieu of Part Nos. B.205329 and A.185957 to the radar cooling pipe assembly and re-fit modified assembly to aircraft as shown on Drawing No. D.234386.

(27) Charge the oxygen cylinders (A.P.4347F, Vol. 1, Sect. 3, Chap. 10, refers).

(28) Remove the protective cover from each oxygen cylinder valve and turn valves to the fully 'on' position. Replace protective covers.

(29) Top up the hydraulic reservoir and replace the filler cap.

(30) Bleed and test the nose undercarriage and brake circuits (A.P.4347F, Vol 1, Sect. 3, Chap. 6 refers).

(31) Replace the hydraulic reservoir access panel (A.P.4347F, Vol. 1, Sect. 2, Chap. 2, refers).

(32) Test the oxygen installation for accuracy of function (A.P.4347F, Vol. 1, Sect. 3, Chap. 10, refers).

(33) Reinstate the electrical supply (A.P.4347F, Vol. 1, Sect. 5, Chap. 1, refers).

(34) Test the radar ranging installation for accuracy of function (A.P.2917E, Vol. 1, refers).

(35) Replace access panels removed to facilitate this work.

(36) Record the embodiment of this modification on the front fuselage modification plate.

9. TESTING AFTER EMBODIMENT

No special tests are required after the embodiment of this modification.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

(1) The undermentioned part rendered redundant by the embodiment of this modification is to be returned to 14 Maintenance Unit, Carlisle:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
6D/603	-	2-way piece	1	C

(2) The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th Edition), Leaflet A19/1:-

RESTRICTED

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/	B.189974	Ant-icer tank support bracket	1	If fitted C
26FX/4494	B.201269	Clip for aircraft destructor	1	C
26FX/5696	B.205329	Four-way piece	1	C
26FX/7887	B.215209	De-icer pump bracket	1	
26FX/	B.217836	Angle	1	If fitted C
26FX/	B.217837	Angle	1	C
26FX/678	A.185957	Pipe	1	C
26FX/	F.223310	Mounting bracket	1	If fitted C
26FX/3514	C.187921/16	Hyd. pipe	1	C
26FX/3515	C.187921/17	Hyd. pipe	1	C
26FX/3524	C.187921/27 or/ 155 & 156	Hyd. pipe	1	C
26FX/3529	C.187921/54 or/ 154	Hyd. pipe	1	C
26FX/7848	C.187921/115	Hyd. pipe	1	C
26FX/9882	or/ 151	Hyd. pipe	1	C
26FX/7849	C.187921/116 or/ 152	Hyd. pipe	1	C

12. EFFECT ON WEIGHT AND C. OF G.

This modification causes weight change of + 19.25 lb. with a change in the moment of - 3,821 lb. in. (Pre Mod. No. 558).

RESTRICTED

11193
1
A.L. No. 448
(Emergency pull off load reduced)
(A.L. No. 417 cancelled)

A.P. 4347F, Vol. 2
Leaflet No. 0.4
(Leaflet No. Q.10 cancelled)
Art. 1. inc

Hunter F. Mk. 6 Aircraft - Emergency Oxygen Control Revised

(MOD. NO. HUNTER/768.)

(Class B/2.)

(AB/A/10215. - 15.2.60.)

Note:- This Leaflet supersedes A.P.4347F, Vol. 2, Leaflet No. Q.10 and is the authority for cancelling A.L. No. 417.

1. INTRODUCTION

The control run for the emergency oxygen installation has been revised to reduce the pull off load of the control to approximately 30 lb.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s., S.I.s or S.R.I.M.s.

(2) This modification is not essentially connected with any other approved modification.

2. EMBODIMENT

This modification is to be embodied by:-

2nd Line Servicing Units: At the first opportunity (not later than 2 months after receipt of parts).

3rd Line Servicing Units (R.S.U.s): As detailed in A.P.3158, Vol. 2, Leaflet B.6.

4th Line Servicing Units (Repair Depots): Before issue of aircraft.

Aircraft Storage Units: In accordance with the Standard of Preparation.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 16 man-hours (8 to strip and reassemble; 8 to embody).

4. DRAWINGS REQUIRED

The following drawing is required, and is to be demanded in accordance with A.P.3158, Vol. 2, Leaflet No. D.7:-

Drawing No.

Title

D.231999 Assy. of Emergency Oxygen Control

RESTRICTED

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts or Materials

The Modification Kit which consists of the following items supplied by the Contractor will be assembled by No. 16 Maintenance Unit under Ref. No. 26FX/100768:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/10100	A. 232000	Duct (Front)	1	C
26FX/10101	A. 232001	Duct (Centre)	1	C
26FX/	A. 232002	Rear pulley bracket	1	C
26FX/	A. 232064	Packing strip	1	C
26FX/	A. 232066	Packing strip	1	C
26FX/	A. 232066	Packing strip	1	C
26FX/	A. 232067	Packing strip	1	C
26FX/	A. 232068	Packing strip	1	C
26FX/10102	F. 232003	Duct (Rear)	1	C
26FX/10103	F. 232004	Pin	1	C
26FX/	F. 232063	Packing	1	C
26FX/	STD. 1509/2/063	Distance tube	2	C
28R/13502	AS. 111	Pulley	3	B
28R/13494	AS. 112	Cover	3	C
28R/13495	AS. 113	Cover with spacer	3	C
28D/9744	AS. 1248.2.B	Bolt	2	C
28Q/10732	AS. 2228/606	Rivet	11	C
28M/10330	AGS. 3002.E.1	Nut	2	C
28D/12528	A. 25.1.B	Bolt	3	C
28D/12541	A. 25.2.B	Bolt	1	C
28D/12529	A. 25.4.B	Bolt	2	C
28D/12624	A. 25.7.B	Bolt	2	C
28D/12633	A. 25.7.E	Bolt	2	C
28W/9419486	SP. 16.B	Washer	1	C
28W/9419405	SP. 15.E	Washer	3	C
28P/12431	SP. 9.C.6	Split pin	1	C

The above items will be issued to R.A.F. Units at home on issue order - no demands are to be submitted. R.A.F. Units abroad, and all other users, are to demand separately their requirements of kits as listed above in accordance with current regulations.

(2) Special Tools or Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

The following list shows the spares affected by this modification and the parts required to modify them:-

RESTRICTED

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
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26FX/4900 C. 203324 Map case and G. G. S.
recorder stowage

Parts required:-

26FX/	A. 232064	Packing strip	1	C
26FX/	A. 232065	Packing strip	1	C
26FX/	A. 232066	Packing strip	1	C
26FX/	A. 232067	Packing strip	1	C
26FX/	A. 232068	Packing strip	1	C
28Q/10732	AS. 2228/606	Rivet	11	C

Spares will be modified by the Stock Holding Unit as directed by the Air Ministry (D.G.E.).

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

The embodiment of this modification changes Reference, Part and Assembly Numbers as follows:-

Old			New		
Ref. No.	Part/Assy. No.	Nomenclature	Ref. No.	Part/Assy. No.	
26FX/4900	C. 203324	Map Case and G. G. S. recorder stowage	26FX/	C. 232062	

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

(1) Remove the pilot's seat (A.P.4288B, Vol. 1, Sect. 6, refers).

(2) Remove the map case and G.G.S. recorder stowage, Part No. C.203324, from the starboard shelf side wall, retaining fixings.

(3) Modify the map case and G.G.S. recorder stowage and fit packing strips, Part Nos. A.232064, A.232065, A.232066, A.232067 and A.232068 using rivets, Part No. AS.2228/606 as shown on Drg. No. D.231999. Re-part No. the map case and G.G.S. recorder stowage as C.232062.

(4) Remove "Mills" pin, Part No. G.P.2 to release the control cable, Part No. F.206144 from the emergency oxygen release knob, Part No. F.189156.

(5) Remove cable ducts, Part Nos. A.206145 and F.189154 together with packing block, Part No. F.189159 from the starboard shelf side wall and pilot's floor between frames 10 and 12.

(6) Fit rear pulley bracket, Part No. A.232002, rear duct, Part No. F.232003, centre duct, Part No. A.232001, front duct, Part No. A.232000 and packing, Part No. F.232063 complete with pulley assemblies, as shown on Drg. No. D.231999.

Note:- It may be necessary to clean out the bore of the front duct, Part No. A.232000 to ensure an easy sliding fit over the existing knob tube, Part No. F.189155.

RESTRICTED

(7) Run the existing control cable, Part No. F.206144 through the ducts and pulleys and connect up to the knob assembly using existing "Mills" pin, Part No. G.P.2.

(8) Replace the modified map case and G.G.S. recorder stowage, Part No. C.232062 as shown on Drg. No. D.231999.

(9) Re-assemble the pilot's seat (A.P.4288B, Vol. 2, Sect. 6, refers).

9. TESTING AFTER EMBODIMENT

When this modification has been embodied and inspected in accordance with current procedure, the following tests are to be carried out:-

Check the emergency oxygen control to ensure that the pull off load does not exceed 30 lb.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th Edition), Leaflet A.19/1:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/5281	A.206145	Cable duct	1	
26FX/2849	F.189154	Cable duct	1	
26FX/2847	F.189159	Packing block	1	

12. EFFECT ON WEIGHT AND C. OF G.

This modification causes change in weight of + 0.5 lb. and a change of moment of - 73 lb. in.

Note:- The substance of this Leaflet was previously published as A.P.4347F, Vol. 2, Leaflet No. Q.10.

RESTRICTED

Hunter F. Mk. 6 Aircraft—Oxygen System—To introduce Regulator, Oxygen Demand, Mk. 17E (Ref. No. 6D/2294) in place of Mk. 17D (Ref. No. 6D/1966)

(MOD. NO. HUNTER/919.)

(Class B/2, N.C.P., partially superseding Mod. No. 678.)

(AB/A/11537.—9.8.60.)

1. INTRODUCTION

Following withdrawal of approval of the Oxygen Demand Regulator, Mk. 17D (Ref. No. 6D/1966), a Mk. 17E Regulator (Ref. No. 6D/2294) is introduced in its place.

- (1) This modification partially supersedes the work called for by Mod. No. Hunter/678 (Oxygen: To make provision for and introduce Type 17D regulator in place of Type 17 or 17B).
- (2) This modification is essentially connected with Mod. No. Hunter/678 (Oxygen: To make provision for and introduce Type 17D regulator in place of Type 17 or 17B) and if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied by:—

2nd Line Servicing Units: At the first opportunity (not later than 1 month after receipt of parts)

3rd Line Servicing Units (R.S.U.s): As detailed in A.P.3158, Vol. 2, Leaflet B.6

4th Line Servicing Units (Repair Depots): Before issue of aircraft

Aircraft Storage Units: In accordance with the Standard of Preparation

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

Normal replacement time.

4. SEQUENCE OF OPERATIONS

Remove Oxygen Regulator, Mk. 17D (Ref. No. 6D/1966) and fit Oxygen Regulator, Mk. 17E (Ref. No. 6D/2294).

5. TESTING AFTER EMBODIMENT

Test the oxygen system in accordance with A.P.1275A or 1275G, Vol. 1.

6. RECORDING ACTION

Record on Form 700.

7. DISPOSAL OF REDUNDANT PARTS

The undermentioned part rendered redundant by this modification is to be returned to Messrs. Normalair Ltd., Yeovil, Somerset, in accordance with A.M.O. A.169/58:—

RESTRICTED

LA

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty.</i>	<i>Equipment</i>
6D/1966	—	Regulator, oxygen demand, 1 Mk. 17D	1	A

8. EFFECT ON WEIGHT AND C. OF G.

This modification has no effect on weight or C. of G.

RESTRICTED

59.Wt.8219.500.9/60.K.LTD.1438/1

M193
1

A.L. No. 536
(Emergency oxygen control)

A.P.4347F, Vol. 2
Leaflet No. 0. 6

Hunter F. Mk.6, Aircraft - Emergency Oxygen Control revised to cater for
Martin Baker Mod. No. ES. 1150.

(Mod. No. Hunter/987.)

(Class B/2 to aircraft not embody Mod. No. 282.)

(AB/A/14473:- 24.4.62.)

1. INTRODUCTION

Martin Baker Mod. No. ES.1150 repositions the oxygen bottle on the Mk. 2H ejection seat. In consequence, the link between the emergency oxygen control assembly has been redesigned to allow connection to the oxygen bottle in the new position.

- (1) This modification does not supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s., S.I.s or S.R.I.M.s.
- (2) This modification is essentially connected with Mod. No. Martin Baker ES-1150. If that work is not already embodied it must be effected concurrently.

This modification is applicable only if Mod. No. Hunter/282 (Ejection Seat Mk.3H introduced in place of Mk. 2H) is not already embodied.

2. EMBODIMENT

This modification is to be embodied by:-

2nd Line Servicing Units: At the first opportunity and not later than one month after receipt of parts.

3rd Line Servicing Units (R.S.U.s): As detailed in A.P.3158, Vol. 2, Leaflet B/6.

4th Line Servicing Units (Repair Depots): Before issue of aircraft-

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 5 man-hours.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347F/0.6/62 is incorporated in this leaflet.

RESTRICTED

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

The Modification Kit which consists of the following Items Supplied by the contractor will be assembled by No. 16 Maintenance Unit under Ref. No. 26FX/100987:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/-	F.248510	Link	1	
28P/1202460	SP.9.C.4	Pin, split	1	C

The above items will be issued to R.A.F. Units at home on issue order - no demands are to be submitted. R.A.F. Units abroad, and all other users, are to demand separately their requirements of kits as listed above in accordance with current regulations;

(2) Special Tools and/or Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. MODIFICATION OF SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

After embodiment of Martin Baker Mod. ES.1150, re-connect the emergency oxygen control assembly in accordance with the following instructions:-

... move the existing link, Part No. F.174142, between the emergency control assembly, and the emergency bottle assembly.

~~new link, Part No. F.248510, to hook on oxygen bottle assembly, take up slack in control cable, offer up cable to k, and mark off fixing position on link.~~

~~move link, Part No. F.248510, and trim link to size about the fixing position, as shown on the drawing.~~

(4) Fit link to end of control cable, using existing pin with new split pin, Part No. SP.9.C.4, as shown on the drawing.

RESTRICTED

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

The Modification Kit which consists of the following Items supplied by the contractor will be assembled by No. 16 Maintenance Unit under Ref. No. 26FX/100967:-

Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/-	F.248510	Link	1	
28P/1202460	SP.9.C.4	Pin, split	1	C

The above items will be issued to R.A.F. Units at home on issue order - no demands are to be submitted. R.A.F. Units abroad, and all other users, are to demand separately their requirements of kits as listed above in accordance with current regulations;

(2) Special Tools and/or Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. MODIFICATION OF SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

After embodiment of Martin Baker Mod. ES.1150, re-connect the emergency oxygen control assembly in accordance with the following instructions:-

AL 621
Operation (2) Remove the existing link Part No. F.174142. between the

"(2) Fit new link Part No. F.248510 to hook on oxygen bottle assembly, offer up control cable to link leaving just enough slack to allow removal of link from hook and mark off fixing position on link".

THE FIXING POSITION, as shown on the drawing.

(4) Fit link to end of control cable, using existing pin with new split pin, Part No. SP.9.C.4, as shown on the drawing.

RESTRICTED

(5) Re-connect the link to hook on oxygen bottle assembly, as shown on the drawing.

9. TESTING AFTER EMBODIMENT

No special tests are required after the embodiment of this modification.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th edition), Leaflet No. A.19/1:-

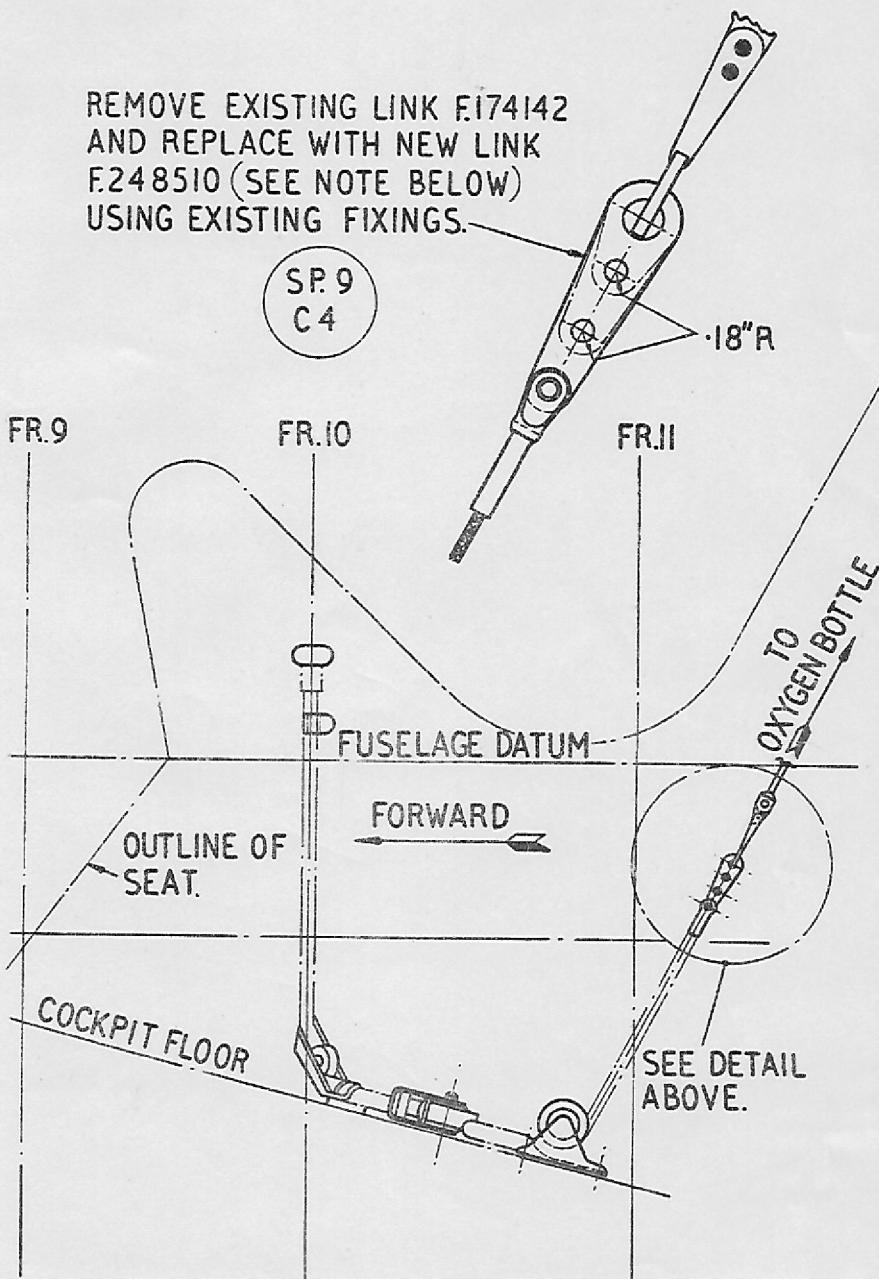
Ref. No.	Part No.	Nomenclature	Qty.	Class of Equipment
26FX/462	F.174142	Link	1	

12. EFFECT ON WEIGHT AND MOMENT

(1) This modification has no effect on weight or moment.
(2) This modification has no effect on Servicing Schedule.

RESTRICTED

REMOVE EXISTING LINK F174142
AND REPLACE WITH NEW LINK
F248510 (SEE NOTE BELOW)
USING EXISTING FIXINGS.



TO TAKE UP SLACK IN WIRE, ADJUST LENGTH BY
PICKING UP APPROPRIATE HOLE IN LINK, AND IF
NECESSARY CUT OFF REDUNDANT LENGTH OF LINK.

RESTRICTED

DEG. NO. A84347B (DE/62)

M193
1 SS

71

AL No 734
(Oxygen System - Charging Valve)

AP 101B-1301-2
Leaflet No 07

Hunter F Mk 6 and 6A Aircraft - Oxygen System - To make provision for and introduce Type One charging valve (Ref No 6D/2244774) in place of Mk 10A charging valve (Ref No 6D/2313)

(Mod No Hunter 1418)

(Class B/2)(NCP)

(D/ADSM25/10/20/683: 19.11.79)
(ADP No HU141800)

1. INTRODUCTION

Following two reported incidents with the Mk 10A Oxygen Charging Valve, though not involving Hunter Aircraft, it has been decided to replace this item with the Type One Valve. Owing to differences in construction the Type One Valve must be mounted on a packing block to align the pipe connection.

- (1) This modification does not supersede, partially supersede or satisfy the work called for by any other modification, Service Engineered Modification, SRIM or Special Instruction (Technical).
- (2) This modification is essentially connected with Mod No Hunter 539 Oxygen System - Valve Mk 10 (Ref No 6D/1872) introduced in place of Mk 8 (Ref No 6D/223), if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied as directed by Command Headquarters.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately $9\frac{1}{2}$ manhours.

4. DRAWINGS REQUIRED

The following drawing is required and is to be demanded from British Aerospace, Kingston in accordance with AP 101B-01 Order No 0535:

<u>Drawing No</u>	<u>Title</u>
D.329654	Oxygen Charging Valve Type 1 Introduced - Retro-action

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification kit will not be assembled.

(b) The following materials are to be provided under Unit arrangements:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
6D/2244774	GA3030 Iss No 14	Oxygen charging Valve Type 1	1	C
5F/9400958	BS2966 Type 3B $\frac{3}{4}$ " $\frac{4}{4}$ "	Synthetic Resin Bonded Sheet for local manufacture of:	$2\frac{1}{2}" \times 1"$	C
26FX/NIV	F329656	Packing	1	C
28D/9419397	A25-12C	Bolt	2	C
28W/9419475	SP15-C	Washer	2	C
28M/1012015	AGS2001- C1/66	Nut	2	C
30A/9437135		Locking Wire 22 SWG (DID189A)	A/R	C
33B/9428868		Varnish, Seaplane	A/R	C

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. MODIFICATION OF SPARES

The following list shows the spares affected by this modification and the parts required to modify them:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Quantity</u>	<u>Class of Equipment</u>
26FX/8080	B.216738	Cover	1	C

Parts required - Nil

Spares will be modified in accordance with Para 8, operation (3) of this Leaflet and Drg No D.329654.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

The embodiment of this modification changes Reference, Part and Assembly Numbers as follows:

OLD			NEW	
<u>Ref No</u>	<u>Part/Assy No</u>	<u>Nomenclature</u>	<u>Ref No</u>	<u>Part/Assy No</u>
26FX/8080	B.216738	Cover	26FX/13621	B.329655

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:

Note 1: Before any electrical circuit is disturbed or disconnected, all electrical power supplies in, to or from the aircraft are to be disconnected. Power supplies are to be reconnected only when the person responsible for embodying or inspecting the modification is satisfied that all action has been taken to make the aircraft safe for reconnection.

Note 2: No oil or grease must be allowed to come into contact with any part of the oxygen system.

(1) Refer to AP 101B-1301-1B, Section 5, Chapter 1 and render the aircraft electrically safe.

(2) Refer to Drawing No D329654 and locally manufacture the Packing Piece Part No F329656 from Synthetic Resin Bonded Sheet, as shown. Paint the cut surfaces with seaplane varnish.

(3) Locate the oxygen charging valve situated on the forward, starboard side of Frame 6 and remove the protective cover, Part No B216738. Modify the slot as shown in detail 'B' of the drawing. Reidentify the cover to read as Part No B329655.

(4) Release the oxygen left in the line. Remove and discard the existing valve Mk 10A, Packing Part No F227544 and the Lug, Part No F198869, together with the Blanking Union and attaching items. Retain the locking Lug, Part No STD1231-9B.

(5) Obtain new Type 1 Charging Valve and the packing Pt No F.329656 manufactured in operation (2). Mount the valve upon the packing and secure to the structure using bolts Part No A25-12C, washer Part No SP15C and nuts Part No AGS.2001-C1 (2 off ea) as shown. Refit the retained locking lug Part No

soil, STD1231-9B. Align and tighten pipe union and wire lock.

Note 3: In some aircraft it will be found that the Mk 10A charging valve is mounted upon a base plate adaptor. When fitted, the base plate adaptor and its securing bolts etc are to be removed and discarded. Drill two holes (Morse No 10) as shown in Drg No D.329654 and proceed as in operation (5) above.

Note 4: Where Cmd Mod/Hunter/41 (Repositioning of Oxygen Charging Valve) has been embodied, remove and discard base plate, adaptor and packing block and fixings. Refer to Drg No D.329654 and drill two holes (Morse No 10) between existing holes, maintaining angle of valve and proceed as in operation (5) above.

(6) Recharge oxygen system and check for leaks.

(7) Fit the modified Valve cover Part No B.329655.

(8) Restore electrical power.

9. SPECIAL TESTS AFTER EMBODIMENT

No special testing is required after the embodiment of this modification but any other appropriate and associated testing is to be carried out.

10. RECORDING ACTION

When this modification has been embodied and inspected, in accordance with current authorised procedure, the relevant entries are to be made in the appropriate aircraft records.

11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with AP 830 Vol 1 Pt 2B 7th Edition Leaflet BAG11/4:

Ref No	Part No	Nomenclature	Quantity	Class of Equipment
6D/2313	Type 10A	Charging Valve	1	C
6D/1892	775 Issue 4	Adaptor Plate	1 - when fitted	C
26FX/NIV	F.227544	Packing	1	
26FX/10802	F.198869	Lug	1	C

12. EFFECT ON MASS AND MOMENT

This modification causes a change in the Basic Mass of plus .13lb with a change in the moment of minus 25 lb ins about the aircraft CG datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

This modification does not affect the operation or handling of the aircraft.

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

(1) Servicing, ground support equipment or simulators are not affected by the embodiment of this modification.

(2) All relevant APs will require amendment to reflect the changes brought about by this modification.

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A close-up, low-angle shot of an aircraft's internal wiring harness. The harness consists of numerous orange and white insulated wires, some of which are bundled together with black zip ties. The wires are installed in a metal channel within the aircraft's fuselage. In the upper left, a large, cylindrical component, possibly a motor or pump, is visible, with several wires attached to it. The overall environment is metallic and industrial.

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