Chapter 4 GENERAL SERVICING

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WARNING

AN AIRCREW EJECTION SEAT IS FITTED TO THIS AIRCRAFT

Before attempting to enter the cabin ensure that the instructions detailed on the LETHAL WARNING marker card at the front of the handbook have been complied with. This is very important.

ENGINE

The air intake safety guards should be fitted at all t mes when engine is being ground run except when it is intended to take off after running up. It is essential that personnel are aware of the air intake depression and jet efflux danger areas as shown in Sect.2, Chap.2.

Introduction

1. This chapter contains information on the general servicing of the complete aircraft, together with tables listing the Standard and Special Ground Equipment and the Special Tools required for the operations described. This special equipment has been designed to eliminate any possibility of damage and distortion occurring during servicing and should, therefore, be used in preference to other types of similar equipment, as otherwise the efficiency of the aircraft may be seriously impaired. When carrying out servicing operations, ensure that the air-intake and jet-pipe blanking boards are in position. Other covers or protective devices should also be fitted, provided that they do not impede the progress of the work in hand. Servicing, dismantling and lubricating information applicable to particular assemblies and installations is covered in the appropriate chapters of Sections 3, 4, 5, 6 and 7. The servicing procedure for the standard components installed in this aircraft will be found in the relevant Air Publications listed at the beginning of this volume, or mentioned in the text.

Standard and special ground equipment

2. The ground equipment provided for use when servicing this aircraft is listed in Table 1 below:-

TABLE 1

Standard and special ground equipment

Subject	Ref.No.	Part No.	Description	No.off	Application
TOWING AND STEERING	4GB/3070	–	Arm forward steering	1	Steering from spools on nose wheel
	4GB/5612		Adjustable fork unit Mk.3	2	
	4GB/4175	–	Towing arm short Mk.1	1	
	4GB/4138	–	Bridle, towing	1	Backward towing from main undercarriage
JACKING EQUIPMENT	4Q/2617	–	Jack, lifting, 5-ton	3	
	4Q/2620	–	Trestle Mk.3	2	Main jacking under wing, used with 4Q/2617
	4Q/2618	–	Trestle Mk.1	1	Main jacking under nose, used with 4Q/2617
	4Q/2655	–	Jack adapter head, Mk.102	3	For use with 4Q/2617
	4Q/2667	–	Jack, pillar, hydraulic 8-ton	1	Wheel changing, nose and main
	4Q/2807	–	Jack adapter head, Mk.113	1	For use with 4Q/2667
	26FX/95606	B.205909	Pads, jacking, wing	2	
	26FX/95854	B.205907	Pads, jacking nose	1	
	26FX/95608	A.205912	Bracket jacking nose undercarriage	1	Nose wheel changing
	26FX/95609	B.205914	Bracket jacking main undercarriage	1	Main wheel changing
TRESTLING EQUIPMENT	–	–	U.J. Trestle No.1	2	Component trestling
	–	–	U.J. Trestle No.6	4	Component trestling, wing
	26FX/95041	C.190878	Cradle, trestle, forward rear fuselage	1	
	26FX/95042	C.190877	Cradle, trestle, aft rear fuselage	1	

TABLE 1 - continued

Subject	Ref.No.	Part No.	Description	No.off	Application
TRESTLING EQUIPMENT (continued)	26FX/95018	C.189916	Cradle, trestle, forward front fuselage	1	Pre-mod. 818 and 647
	26FX/95019	C.189917	Beam, trestle, centre fuselage	1	For use with U.J. Trestle No.1
	26FX/95020	C.190377	Cradle, trestle, centre fuselage	2	For use with U.J. Trestle No.1
	26FX/95050	B.189929	Strut, bracing, front fuselage cradle	2	
	26FX/95368	B.206954	Strut, bracing, rear fuselage cradle	2	
	26FX/95052	A.189921	Clip, anchorage, nose wheel leg	1	
	26FX/95053	A.189922	Link, nose wheel anchorage clip	1	
	26FX/95234	B.199253	Strut, bracing, rear fuselage	1	For use when removing gun installation
	26FX/	C.233561	Cradle, trestle, forward front fuselage	1	Post Mod. 818 and 647
	26FX/95022	D.194044	Cradle, trestling, wing inboard	2	
	26FX/95023	D.194045	Cradle, trestling, wing outboard	2	
SLINGING EQUIPMENT	26FX/95011	D.188575	Sling, complete aircraft	1	
	26FX/95369	D.206951	Sling, aircratt salvaging, fuselage	1	Without engine
	26FX/95370	D.206952	Sling, aircraft salvaging, fuselage	1	With engine
	26FX/95049	C.190378	Sling, centre fuselage	1	
	◀ 26FX/	C.270333	Sling, front fuselage	1	Without gun pack ▶
	26FX/95367	B.207188	Sling, rear fuselage with tail unit	1	
	26FX/95366	C.206953	Sling, rear fuselage less tail unit	1	
	26FX/95014	C.188900	Sling, outer wing	1	
	26FX/95222	C.199388	Sling, outer wing, vertical position	1	
	26FX/95016	B.190526	Sling, tailplane, fin and rudder	1	
ENGINE REMOVAL AND REPLACEMENT	4GC/5377	GM.9161	Sling, engine change unit	1	Avon E.C.U. and stand
	4GC/5348	J.53558	Sling engine	1	Avon engine
	26FX/95216	C.200213	Trolley, engine	1	
	26FX/95423	B.202832	Rail, engine, detachable	1	
	26FX/95424	D.203762	Cradle adapter engine trolley	1	
RIGGING EQUIPMENT	26FX/95736	D.231154	Base clinometer at tailplane	1	
	26FX/95644	C.224263	Gauge, incidence, mainplane	1	
	26FX/95006	A.192534	Gauge dihedral, mainplane and tailplane	1	
	26FX/95007	B.201624	Gauge, incidence, tailplane	1	
	26FX/95144	D.199059	Rigging fixture	1	For retaining control surfaces in neutral position

Subject	Ref.No.	Part No.	Description	No. off	Application
RIGGING EQUIPMENT (continued)	26FX/95307	A.201031	Aileron and rudder rigging locks	2	
	26FX/95142	B.199011	Bar levelling	1	
	26FX/95220	A.201222	Bar levelling	1	
	26FX/95633	D.228419	Board, elevator movement checking	1	
	26FX/95306	A.201030	Elevator rigging lock	1	
	26FX/95143	F.198704	Spigot, levelling	2	
MISCELLANEOUS SPECIAL EQUIPMENT	26FX/95413	D.211231	Guard, safety, air-intake, port	1	
	26FX/95414	D.211232	Guard, safety, air-intake, starboard	1	
	26FX/95428	B.214194	Blanking cover assy, air-intake, port and stbd.	1	
	26FX/95422	C.209810	Cover, jet pipe	1	
	26FX/95029	C.191636	Lock, safety, main undercarriage	2	
	26FX/95030	B.188480	Lock, safety, nose undercarriage	1	
	26FX/95303	Dunlop A.10054	Extractor, main wheel	1	
	26FX/95032	Dunlop A.5826	Extractor, nose wheel	1	
	27G/5062	Dunlop A.10039	Brake alignment fixture	1	
	26FX/95505	D.210928	Nose wheel UP microswitch setting jig	1	
	26FX/95513	B.214835	Nose wheel UP microswitch setting gauge	1	
	26FX/95508	C.210921	Nose wheel DOWN microswitch setting gauge	1	
	26FX/95506	D.210929	Nose wheel door sequence valve setting jig	1	
	26FX/95860	A.249091	Gauge checking main undercarriage rear lock	1	
	26FX/95861	A.249092	Gauge checking main undercarriage front lock	1	
	–	A.204974	Wheel bay, guard for spigot	2	
	26FX/95770	E.229359	Trolley, drop tank	1	
	26FX/95215	C.200058	Trolley, tail empennage	1	
	26FX/95136	D.202713	Pilots ladder	1	Access to cockpit
	26FX/95421	A.214536	Position indicator, aileron booster	1	
	26FX/95715	A.227530	Dial spanner, aileron booster	1	
	27D/3022	B.214258	Weather cover, cockpit	1	
	27D/3177		Weather cover, pressure head	1	
	27D/3130	B.227411	Weather cover, centre fuselage	1	
	27D/2917	B.194026	Weather cover gun package	1	
	26FX/95527	A.208035	Adapter for external air supply	1	For use with Air Trolley
	26FX/95427	C.208502	Fuel system ground pressure testing	1	
	26FX/95839	C.207507	Defuelling equipment, wheels up	1	

TABLE 1 - continued

Subject	Ref.No.	Part No.	Description	No.off	Application
MISCELLANEOUS STANDARD EQUIPMENT	4F/	–	Trolley, hydraulic servicing	1	
	4F/1913	–	Trolley, electrical testing, Mk.4	1	
	4F/1714	–	Trolley, pressure-testing, Mk.1C	1	
	4F/1715 or 1856		Trolley servicing instrument Mk.1A or 1B	1	
	4G/4220	–	Trolley, oxygen charging, Mk.2	1	
	4G/	–	Trolley, radar cooling and testing	1	
	4G/4221	–	Trolley, H.P. air charging, Mk.2	1	
	4G/4342	–	Mats, main plane	2	
	4G/4857 or 4858	–	Trolley E.C.U. servicing Mk.1 or 2	1	
	105G/11	–	Adapter, for use with Type 37 rectifier	1	
	5P/2908		Rectifier, metal transportable, Type 37	1	
PICKETING AND CONTROL LOCKING EQUIPMENT	–	B.191910	Picketing fitting, main undercarriage	2	Main picketing and rearward towing from main undercarriage (embalmed aircraft only)
	–	A.191716	Picketing fitting, nose undercarriage	1	Main picketing at nose wheel (embalmed aircraft only)
	26FX/95203	F.159908	Picketing fitting, rear fuselage	1	
	26FX/95205	A 176437	Shackle, picketing, main undercarriage	2	
	26FX/95204	A.176434	Shackle, picketing, nose undercarriage	1	
	26FX/95135	B.188483	Flying controls locking gear	1	
	26FX/95137	C.189263	Aileron locking gear	2	
	26FX/95138	C.192836	Elevator locking gear	2	
	26FX/95139	B.189267	Rudder lock	1	

Special tools

3. The special tools provided for use when servicing this aircraft are given in table 2 below:-

TABLE 2 – Special tools

Ref.No.	Part No.	Description	No.off
26FX/95083	A.195014	Alignment jig for gate valve	1
26FX/	F.261598	Block, undercarriage door spigot adjustment *	2
26FX/95058	A.191552	Extractor, main spar joint pins	1
26FX/95059	A.191655	Extractor, rear spar joint pins	1
26FX/95140	B.198963	Extractor, for front spar wing joint bush	1
26FX/95141	C.198962	Extractor, for rear spar wing joint bush	1
26FX/95080	B.191654	Tool for undercarriage UP lock	1
26FX/2726	A.195020	Adapter for connection of pressure gauge	1
26FX/95086	A.194464	Guide for fuel tank vent connector	2
26FX/95390	A.212332	Key for hydraulic reservoir	1
26FX/95510	A.215979	Key for I.P.N. tank filler cap	1
26FX/95223	B.200521	Tool for assembly of rear transport joint spigot	1
26FX/95228	Z.4948	Spanner for rear transport joint nuts	1
26FX/95308	B.204866	Spanner for front fuselage attachment nuts	1
26FX/95309	A.204865	Distance piece, special	1
26FX/95084	A.194729	Spanner for fuel system extension	1
26FX/95087	A.194634	Spanner for Dunlop brake adjustment	1
26FX/95085	A.194578	Spanner for inverted-flight valve connection	1
26FX/95502	B.212978	Spanner for recuperator connection	1
26FX/95425	A.190295	Spanner for fuel system	1
26FX/95503	B.209815	Spanner for fuel system in wings	1
26FX/95504	B.209816	Spanner for fuel system in wings	1
26FX/95226	A.201955	Spanner for main fuel delivery joint	1
26FX/95163	A.197766	Spanner for hydraulics in centre fuselage	1
26FX/95165	A.197767	Spanner for hydraulics in centre fuselage	1
26FX/95166	A.197768	Spanner for hydraulics in centre fuselage	1
26FX/95164	F.199124	Spanner for hydraulics in centre fuselage	1
26FX/95304	F.199406	Spanner for elevator outer hinge lock nut	1
26FX/95305	F.199407	Spanner for elevator outer hinge bolt	1
26FX/95311	A.209612	Spanner for flap hinge bolts	1
26FX/95645	B.224080	Spanner crutching for outboard pylons	1
	D.L.617-41B or 113B	Tool crutching for inboard pylons	1
26FX/95509	A.213921	Tool cocking for hood rear latch	1
26FX/	A.236181	Tool manual release for hood lock control rod	1
26FX/	F.261597	Studs securing Pt.No.F.261598 *	8
		* identical to parts authorized by S.T.I./Hunter/263	

Note . . .

Special tools for gun servicing are listed in Sect.7, Chap.3.

TABLE 3

Packing Dimensions (fig.1)

Component	Height	Width	Length	Weight lb
Nose piece	2 ft. 7½ in.	2 ft. 4½ in.	2 ft. 5½ in.	15
Front fuselage	5 ft. 6¾ in.	4 ft. 8½ in.	12 ft. 7 in.	480
Centre fuselage	5 ft. 0 in.	10 ft. 0 in.	16 ft. 0 in.	1425
Rear fuselage	6 ft. 9½ in.	4 ft. 2½ in.	15 ft. 0 in.	560
Tail cone	3 ft. 6½ in.	3 ft. 2 in.	4 ft. 1 in.	74
Wing	2 ft. 1 in.	11 ft. 4 in.	19 ft. 8 in.	972
Rudder	5 ft. 2 in.	8 in.	2 ft. 0 in.	35
Fin	6 ft. 0 in.	7½ in.	4 ft. 10 in.	60
Tailplane	6½ in.	7 ft. 11 in.	11 ft. 10 in.	206
Elevator	9 in.	1 ft. 11 in.	7 ft. 8 in.	67½
Aileron	5 in.	2 ft. 7 in.	8 ft. 8 in.	75
Flap	5 in.	2 ft. 7 in.	7 ft. 6 in.	70
Wing tip	7 in.	11 in.	5 ft. 2¼ in.	6
Hood	1 ft. 10 in.	2 ft. 4 in.	4 ft. 1½ in.	75
Gun package	3 ft. 6 in.	3 ft. 9 in.	3 ft. 10 in.	315
Bullet fairing	10½ in.	9 in.	3 ft. 5½ in.	5
Link containers	1 ft. 0 in.	1 ft. 2¾ in.	6 ft. 1 in.	10

Dimensions given are to the nearest quarter of an inch. The weight of a component is for a single item only.

Order of dismantling and assembly

4. The breakdown points for dismantling the aircraft are shown in fig.1. The recommended order of dismantling is as follows:-

(1) Jack up the aircraft *(fig.2)* and retract the alighting gear.

(2) Position the component trestles to fully support the aircraft.

(3) Remove the outer wings *(Sect.3, Chap.2)* after removing any external stores which may be fitted.

Note . . .

The flaps, ailerons and pylons, if fitted, may be removed after the wings have been dismantled from the fuselage.

(4) Remove the rear fuselage *(Sect.3, Chap.1).*

Note . . .

The rudder, elevators and tail plane (Sect.3, Chap.3) may be removed before or after the rear fuselage is removed from the centre fuselage

(5) Remove the engine *(Sect.4, Chap.1).*

(6) Remove the front fuselage *(Sect.3, Chap.1).*

(7) Remove the fuselage nose portion if necessary *(Sect.3, Chap.1).*

5. The assembly of the principal components is, in general, a direct reversal of the procedure given in para.4.

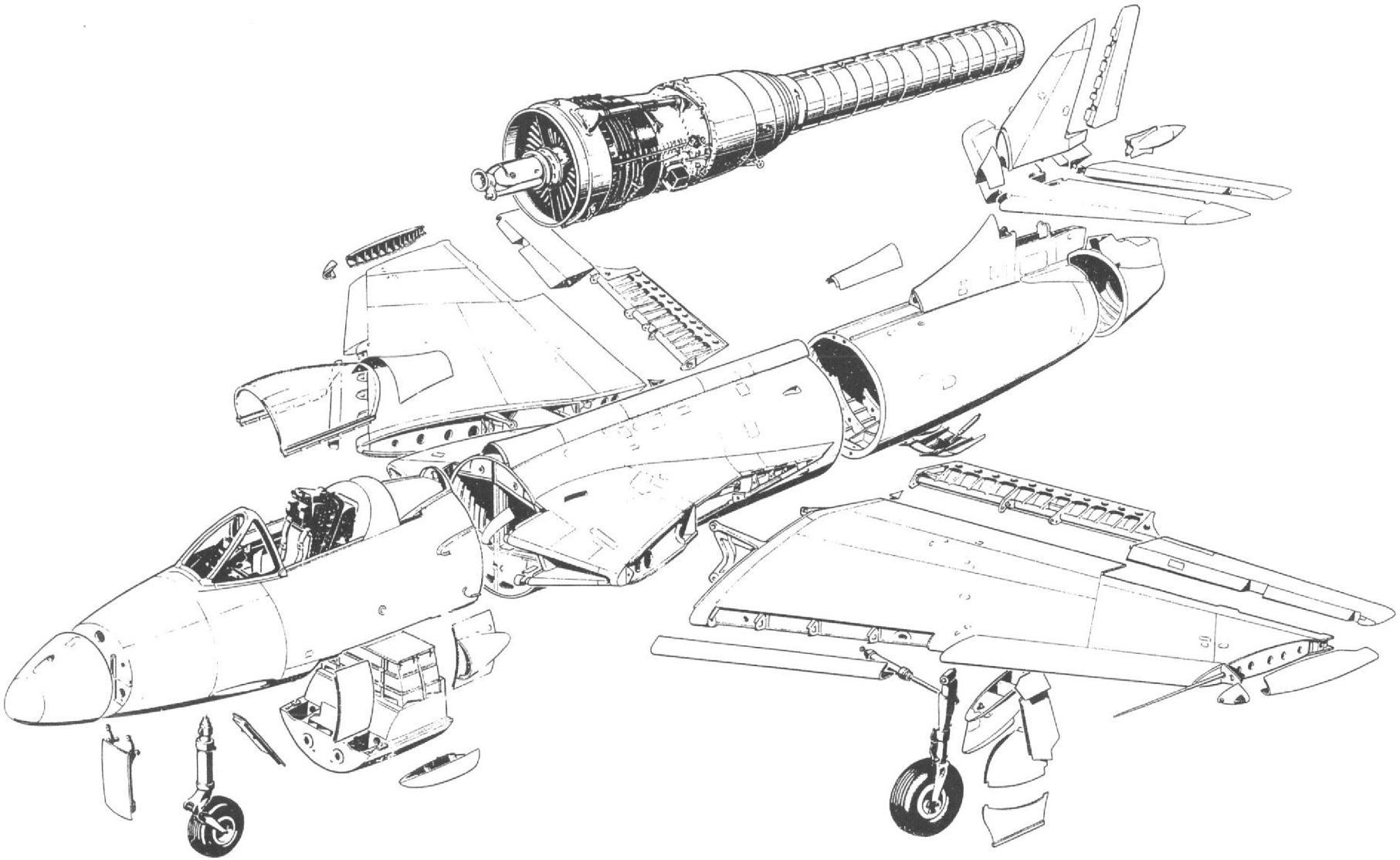

Fig. 1. Major components

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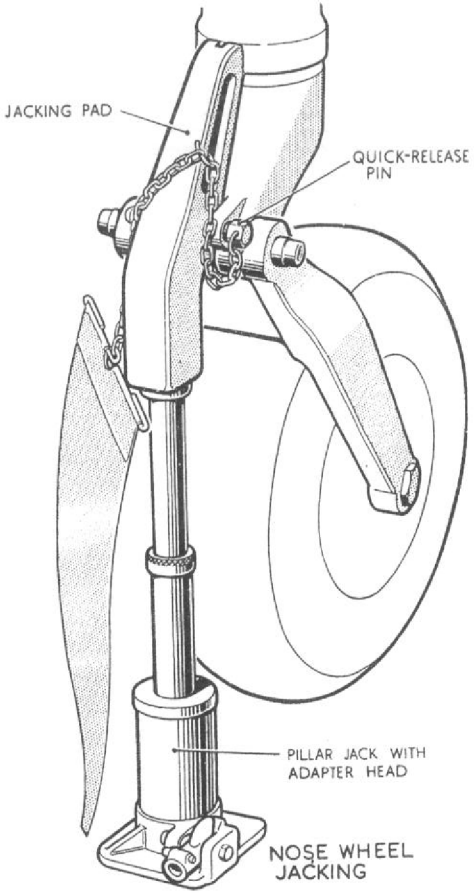

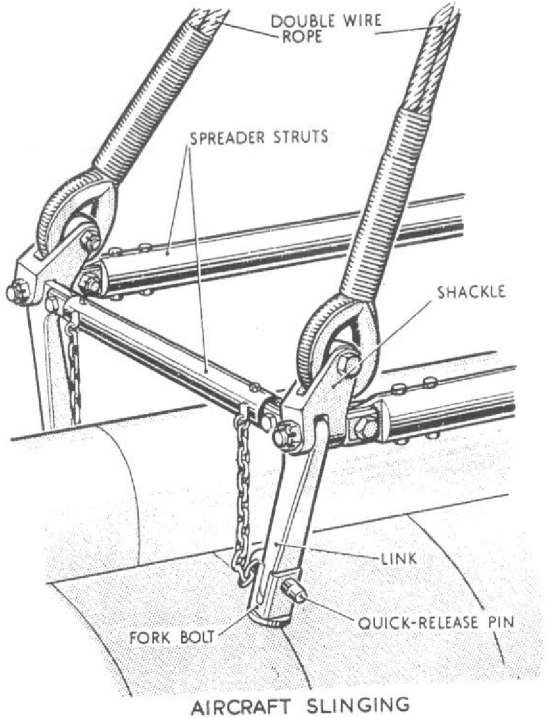

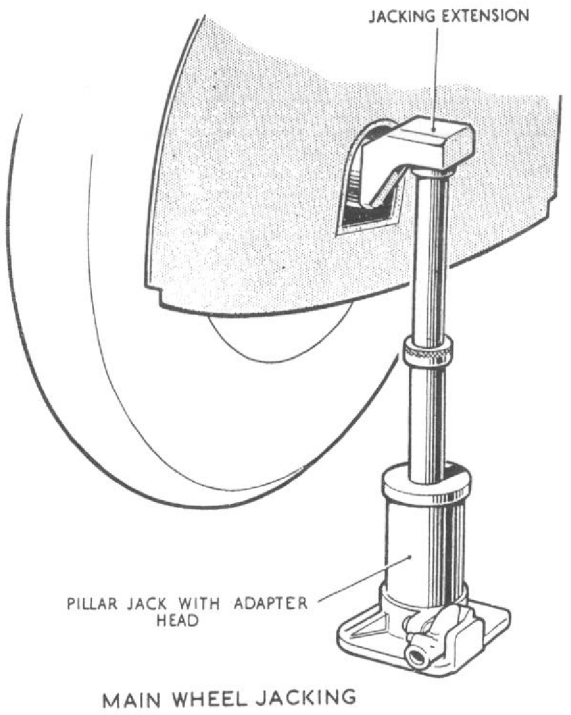

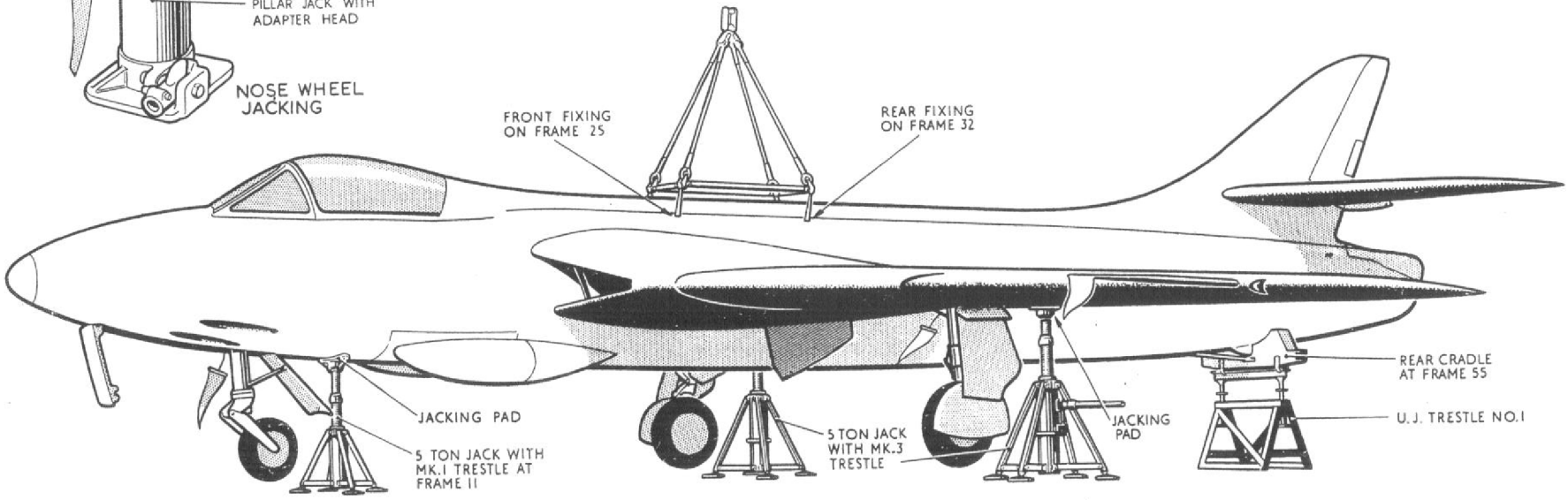

Fig.2 Jacking, trestling and slinging

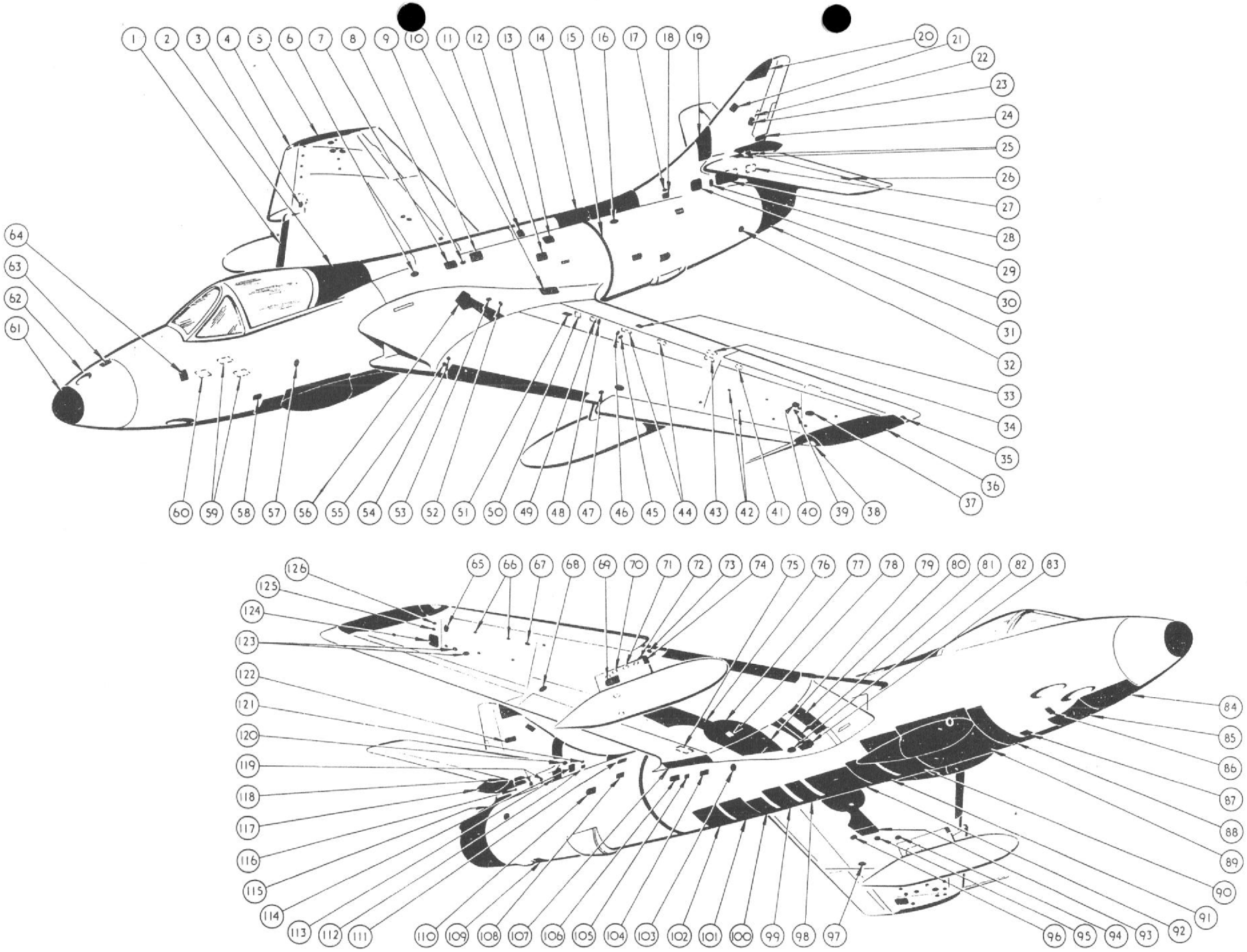

Fig. 3 Access Panels

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KEY TO FIG.3 (ACCESS PANELS)

1 Detachable wing nosing
2 Flying controls & cabin pressurizing
3 General access
4 Navigation light window
5 Detachable wing tip
6 Fuel level switch
7 Fuel vent connections
8 Starter equipment
9 Cold air unit
10 Rear spar pin joint & flying controls
11 Fuel system external air connection
12 Front engine mounting
13 Air supply
14 Flying controls
15 Transport joint
16 Fuel level switch
17 Flying controls pivot bolt
18 Flying controls lever
19 Flying controls
20 Detachable tip
21 Rudder controls
22 Rudder trim tab actuator
23 Rudder controls
24 Fin detachable portion
25 Tail plane hinge & general access
26 Elevator outer hinge
27 Flying tail switch linkage
28 Selector valve & elevator power control
29 Tail plane actuator
30 Hydraulic accumulator charging valve and electrics
31 Detachable tail cone
32 Jet pipe rear mounting
33 Flap jack
34 Electrical
35 Aileron outer hinge
36 Detachable wing tip
37 General access
38 Navigation light window
39 Stores crutching
40 General access
41 Aileron trim tab actuator
42 Rocket projectile mounting
43 Aileron controls
44 Aileron controls
45 Flap jack anchorage
46 Flap jack greaser
47 Stores crutching
48 Flap synchronizing jack bleeding
49 Aileron controls
50 Drum switch, flap control
51 Undercarriage jack attachment bolt
52 Manual undercarriage catch release
53 Fuel connection
54 Slinging socket
55 Wing pin joint
56 Main spar pin joint
57 External emergency hood release
58 Pilot's footstep
59 Flying controls
60 Control column mechanism
61 Radar scanner
62 Detachable nose piece
63 Camera servicing
64 General access
65 General access
66 Rocket projectile mountings
67 Fuel pipes
68 Aileron controls
69 General access
70 Electrical
71 Fuel & air pipes
72 Stores crutching
73 General access
74 General access
75 Hydraulic reservoir
76 Main undercarriage leg fairing
77 Main undercarriage wheel fairing
78 Wheel brake
79 Main undercarriage door
◀ 80 Fuel tank float switch ▶
81 Fuel transfer pipe & pressure relief valve
82 Fuel & hydraulic pipes
83 Main spar pin joint
84 Nose undercarriage front door
85 Nose undercarriage rear door
86 Nose undercarriage leg pivot pin
87 Nose undercarriage jack
88 Gun installation
89 Gun pack
90 Radio & electrical
91 Fuel pump
92 Fuel system
93 Main undercarriage leg fairing flap
94 General access
95 General access
96 Electrics
97 Aileron controls
98 Engine starter
99 Gearbox
100 Gearbox filler
101 Gearbox turret
102 Engine
103 Fuel filter
104 R.P.M. adjustment & fuel pump governer bleed
105 Oil level sighting
106 Igniter plug
107 General access
108 Explosion suppression equipment
109 Tele-briefing plug
110 Jet pipe coupling
111 Flying controls pivot bolt
112 Tank switch
113 Tail plane actuator
114 Flying controls
115 Tail parachute
116 Elevator control lever
117 Detachable bullet fairing
118 Tail plane hinge
119 Elevator booster unit
120 Elevator feel unit
121 Flying controls pivot bolt
122 Rudder trim tab actuator
123 Rocket projectile electrics
124 Aileron booster unit
125 Aileron booster unit
126 General access

Jacking, trestling and slinging

6. The methods to be employed and the jacks, trestles, etc., to be used when jacking, slinging and trestling the complete aircraft for servicing are illustrated in fig.2. It should be noted that the fuselage jacking pad has a concave bearing surface and must not be interchanged with the wing jacking pad, which has a flat bearing surface.

Note . . .

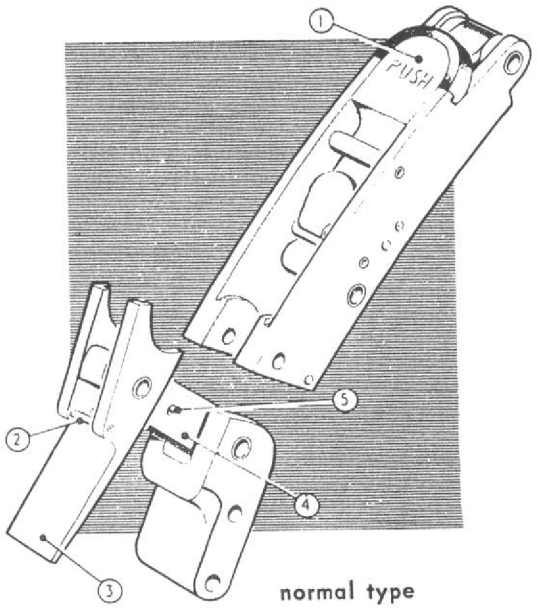
It is adviseable to check the charging of the main undercarriage legs before lowering the aircraft off the trestles (A.P.1803E, Vol.1, Sect.2).

Access doors and panels

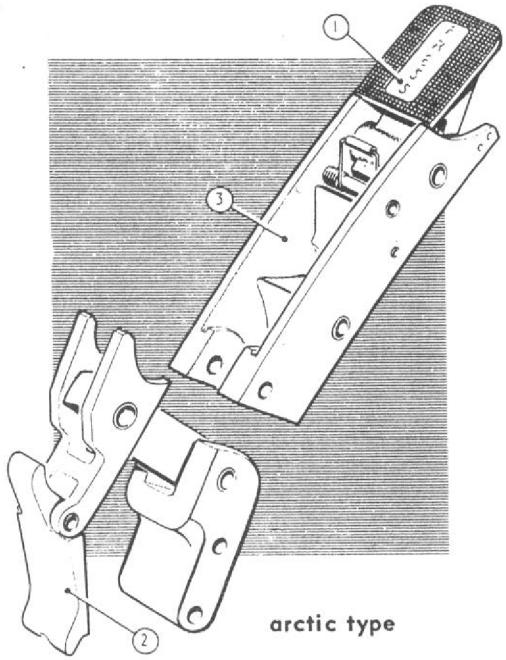
7. The positions of the access doors and removable panels are shown in fig.3, the components to which they give access being given in the key. When handling the doors and panels, care should be taken to ensure that they are not damaged or distorted in any way. When re-fitting them, ensure that they fit flush with the surrounding surface and that they are secure and effectively locked. Screws removed from access panels must be replaced by screws of the same length, after first ensuring that fouling has not already taken place, otherwise damage to components, pipe lines or structure in the vicinity of the panel may occur.

Note . . .

The screws and bolts required for the attachment of the dorsal fin panels are detailed in fig.6.



normal type



arctic type

Fig.4 Toggle Fasteners

Toggle fasteners

8. Certain removable panels are secured in position by toggle fasteners *(fig.4)*. To open these fasteners, the catch lever (1) marked PUSH is depressed with the fore-finger *(do not use tools)* causing the hook integral with this lever to disengage from pin (2) in the toggle lever (3), withdrawing it from the housing and disengaging the fastener. For re-engagement, the hooks on the end of the toggle lever are engaged in the recess and the lever pressed home with the palm of the hand. Adjustment is accomplished by screwing up or unscrewing the links (4), after first slackening off the grub screw (5) in the side face of the links. One turn of the thread on the links gives 0.036 in. of adjustment and the total adjustment available is 0.5 in. When adjustment is satisfactory, the grub screw must be re-tightened.

Note . . .

The grub screw must be slackened off before adjustment as otherwise the threads will be damaged. The grub screw must be re-tightened after adjustment.

9. Certain access doors in the undersurface of the fuselage are secured by Arctic type toggle fasteners fig.4. To open these fasteners, the knurled safety catch plate (1) is depressed and the lever (2) ejected sufficiently to enable it to be easily withdrawn from the housing

(3) For re-engagement, the lever is engaged with the housing and then pressed home with the palm of the hand. Adjustment is accomplished by removing the split pin and then screwing up or unscrewing the links. One turn of the thread on the links gives 0.036 in. and the total adjustment available is 0.5 in. When adjustment is satisfactory, lock with a split pin.

Rigging of fixed surfaces

10. When checking the alignment of the structure by means of the diagonal dimensions given in fig.5, there is no need to trestle the aircraft. When the incidence and dihedral are being checked, the aircraft must be trestled in the flying position, with the equipment shown in fig.2. The procedure for rigging is as follows:–

(1) Check the alignment of the structure.

(2) Jack up the aircraft and level it transversely, by means of the levelling bar Pt.No.B.199011 *(Ref.26FX/95142)* and spirit level placed across the hood rails.

(3) Place a levelling spigot *(Ref.26FX/95143)* into each of the levelling points attached to the fuselage structure in the port wheel bay and level the aircraft longitudinally with a straight edge and spirit level placed across these two spigots. The trestle at frame 55 is to be adjusted to take the weight of the rear fuselage after the aircraft has been levelled longitudinally.

(4) Check the incidence and dihedral of the wings, using the gauges quoted in Table 1.

(5) Check the incidence and dihedral of the tail plane, using the gauges quoted in Table 1.

(6) When checking the variable incidence of the tailplane use a clinometer with the clinometer base Pt.No.D.231154 *(fig.5)*. To fit the base, remove the port top tailplane fairing, locate the lugs between the front and rear tailplane spars, with the side of the base painted red facing outboard and secure to the appropriate anchor nuts normally used for the tailplane fairing.

The adjustment of the individual control surfaces is described in Sect.3, Chap.4.

Miscellaneous drain points

11. A series of small drain holes, (Sect.3, Chap.1) are provided in the undersurface of the fuselage to allow any moisture and surplus fuel, which may accumulate to drain away. Surplus fuel from the high-pressure cock, combustion chambers and the exhaust unit is conducted through pipes to eject at the bottom of the fuselage. Small cocks are provided at the lowest points of the fuel system, together with a drain plug in the engine fuel filter casing, to enable any water or sediment to be drained from the fuel; for their location and method of use, reference should be made to Sect.2, Chap.2. Moisture drain traps are also provided in the pressure head installation and these are described in Sect.5, Chap.2.

Cleaning cabin hood

12. When cleaning or polishing the cabin hood, care must be taken to ensure that no rags that have been in contact with trichlorethylene are used, as rags so contaminated will cause serious damage to the surface. Refer to A.P.1464D, Vol.1, Part 2, Sect.5, Chap.5, for detailed instructions on the care of transparent plastic panels.

Cleaning cabin

13. When wiping over those portions of the instrument panels, shelves, etc., which contain labels, only clean dry rags should be used. Many of these labels will be damaged if rags impregnated with fuel, grease solvent or thinners are used.

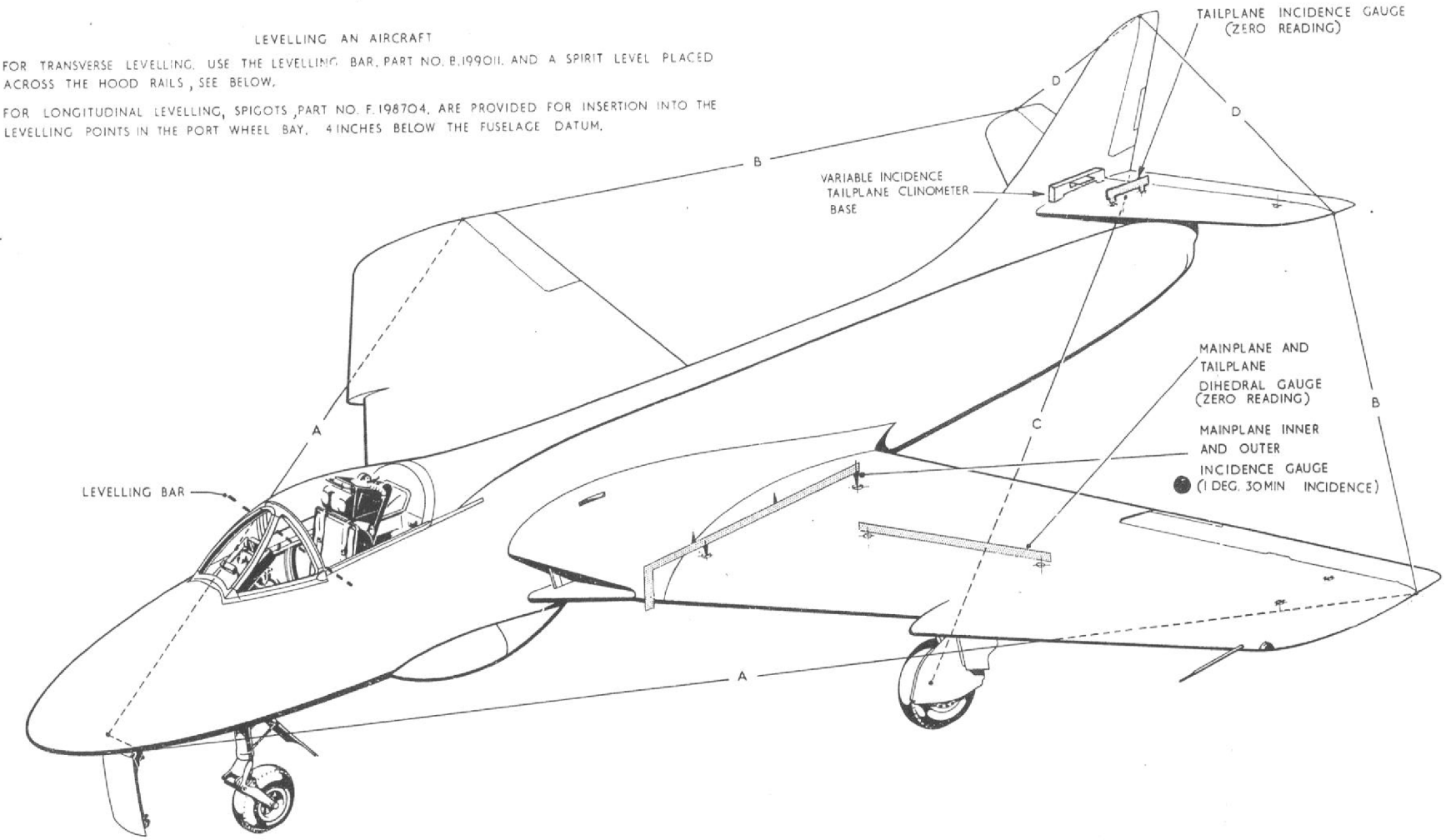
Pipe lines

14. Before the assembly of pipe lines of the fuel system, hydraulic system and air conditioning system *(not the oxygen system)*, the threads of all pipe couplings should be lubricated with anti-seize compound ZX–28G. When re-assembling pipe lines, ensure that the arrows on the pipes, non-return valves and other components, point in the direction of flow. Tighten the unions by hand first and examine the lay of the pipe to ensure that the maximum clearance from other pipes, components or structure is obtained to eliminate the possibility of chafing. After final tightening, ensure that the clearance has been maintained.

LEVELLING AN AIRCRAFT

FOR TRANSVERSE LEVELLING, USE THE LEVELLING BAR, PART NO. B.199011, AND A SPIRIT LEVEL PLACED ACROSS THE HOOD RAILS, SEE BELOW.

FOR LONGITUDINAL LEVELLING, SPIGOTS, PART NO. F.198704, ARE PROVIDED FOR INSERTION INTO THE LEVELLING POINTS IN THE PORT WHEEL BAY, 4 INCHES BELOW THE FUSELAGE DATUM.



● TOLERANCE AT WING ROOT AND TIP ± 0 DEG. 20 MIN. A COMBINATION OF A POSITIVE ERROR AT ONE WING TIP WITH A NEGATIVE ERROR AT THE OTHER MUST NOT GIVE A TWIST OF MORE THAN 0 DEG. 25 MIN.

SYMMETRY CHECK

	CHECKING POINTS	LIMITS
A	NOSE WHEEL DOOR CUT-OUT TO OUTBOARD END OF AILERON	0·50 IN.
B	OUTBOARD END OF AILERON TO OUTBOARD END OF ELEVATOR	0·50 IN.
C	UNDERCARRIAGE WHEEL HUB TO TRAILING EDGE OF FIN	0·50 IN.
D	TIP OF FIN TO OUTBOARD END OF ELEVATOR	0·25 IN.

Fig. 5 Rigging diagram

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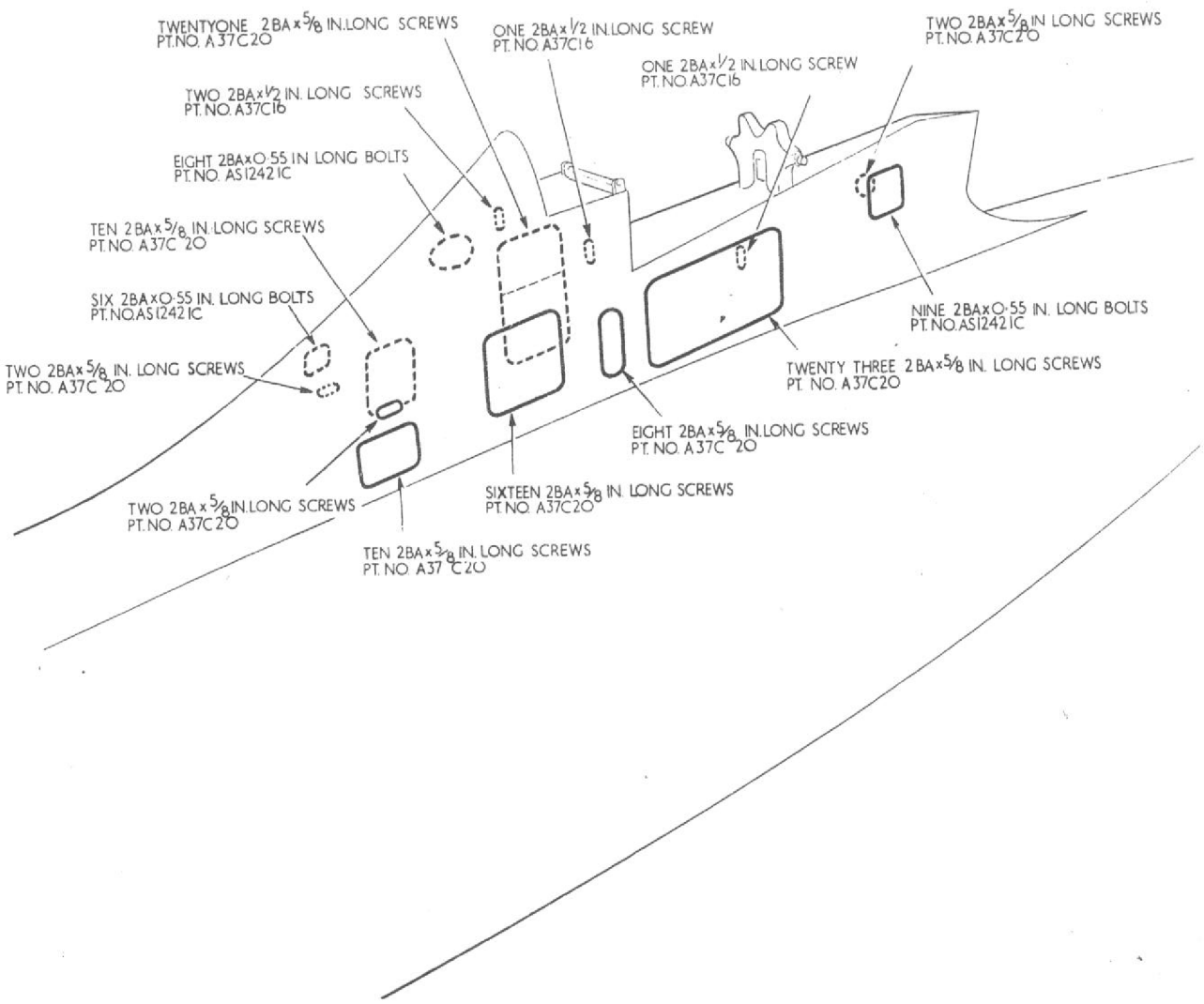

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Fig.6 Dorsal fin access panels attachment fixings

Hot air ductings

15. Every opportunity must be taken to examine hot air ductings throughout the life of the aircraft, particular attention being given to the following :—

(1) Damage to, or discolouration of, ducts, pipes, wiring or structure adjacent to hot air ductings, which may be indicative of gas leakages.

(2) Security and condition of all duct joints.

(3) Duct lagging for sign of damage.

(4) Visible portions of duct metalwork, particularly in the vicinity of welds for signs of cracking.