

## Section

P

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NOTE TO USER :—  
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Hunter F.G.A. Mk. 9 Aircraft - Avon E.C.U. Mk. 20701  
introduced in place of Avon E.C.U.  
Mk. 20301

(MOD. NO. HUNTER/876.)

(Class B/2, N.C.P.)

(AB/A/10442. - 19.10.59.)

1. INTRODUCTION

This modification introduces Avon E.C.U. Mk. 20701 in place of Avon E.C.U. Mk. 20301.

(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:* On Change of Engine after receipt of parts

*3rd Line Servicing Units (R.S.U.s):* As detailed in A.P. 3158, Vol. 2, Leaflet No. B.6

*4th Line Servicing Units (Repair Depots):* Before issue of aircraft, if engine change is required

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

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be effected in direct replacement time.

4. TESTING AFTER EMBODIMENT

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

5. RECORDING ACTION

Record on Form 700

6. EFFECT ON WEIGHT AND C. OF G.

This modification causes a weight change of + 5 lb. with a change in the moment of + 361 lb. in.

R E S T R I C T E D

M193

A.L. No. 46  
(Tachometer Generator)

A.P.4347J, Vol. 2  
Leaflet No. P. 2

Hunter F.G.A. Mk. 9 Aircraft - Engine Installation, Tachometer Generator transferred from E.C.U. to Airframe

(Mod. No. Hunter/936.)

(Class B/2 N.C.P. on Fitment of E.C.U. embodying Avon Mod. No. 2308)

(AB/A/11863. - 24.2.61.)

## 1. INTRODUCTION

To enable the Avon Mk. 20701 E.C.U. to be utilised for both F.G.A. Mk. 9 and F.R. Mk. 10 aircraft, the tachometer generator (which differs between the two aircraft) has been transferred from the E.C.U. to the airframe.

(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 complementary to Rolls-Royce Mod. No. Avon 2308, which deletes the tachometer generator from the E.C.U.

## 2. EMBODIMENT

This modification is to be embodied when an E.C.U. embodying Avon Mod. No. 2308 is fitted as a replacement.

## 3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

Normal replacement time.

## 4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

## 5. PARTS AND SPECIAL TOOLS REQUIRED

### (1) Parts and Materials

No parts or materials are required for the embodiment of this modification.

### (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.

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8. SEQUENCE OF OPERATIONS

When an E.C.U. with Avon Mod. No. 2308 is being fitted as a replacement, a tachometer generator, (Ref. 6A/3344) (removed from the existing E.C.U.) is to be fitted in place of the blanking plate before assembly of the new E.C.U. in the aircraft.

9. TESTING AFTER EMBODIMENT

AS necessary.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

There are no parts rendered redundant as a result of this modification.

12. EFFECT ON WEIGHT, C. OF G., AND SERVICING SCHEDULE

(1) This modification causes a weight change of + 2.75 lb. with a change in the moment of + 211 lb. in.

(2) This modification has an effect on the Servicing Schedule.

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