

Section

B

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NOTE TO USER:—

Insert relevant A.P. No. at top of page.

Hunter GA Mk.11 and PR Mk.11 Aircraft – Alighting Gear – Brake Units AH 50247 and AH 50248 – Introduction of locking plate assy. AH 083817 in lieu of AH 082987 (27G/6900)

(Mod No Hunter 1278)

(Class C/3 on replacement)

(AB/A/21175. – 25.4.67.)

1. INTRODUCTION

This modification introduces an improved locking device for the lower cylinder assemblies of the main undercarriage brake units in accordance with Dunlop Mod M440.

(1) This modification does not supersede, partially supersede, or satisfy the work called for by any other Modification, Command, Naval Service Modification, S.T.I. or S.I.

(2) This modification is the cover modification to component Mod No DUNLOP M 440.

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for class 3 modifications as laid down in NAMM (AP(N)140).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 16 man-hours. (4 to strip; 2 to embody; 6 to re-assemble; 4 to test).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

(a) The undermentioned items comprise a Set of Parts. Demands for Sets of Parts are to be forwarded to the Ministry of Defence, Empress State Bldg., London S.W.6.

| Ref No | Part No | Nomenclature | Qty |
|--------|---------|--------------|-----|
|--------|---------|--------------|-----|

Refer to leaflet for DUNLOP Mod. No. 440

(b) Service Supply items:-

| Ref No | Part No | Nomenclature | Qty |
|--------|---------|--------------|-----|
|--------|---------|--------------|-----|

Refer to leaflet for DUNLOP Mod. No. 440

(c) The undermentioned materials are also required and if not available, are to be demanded on the appropriate R.N. Store Depot:-

| Ref No | Part No | Nomenclature | Qty |
|--------|---------|--------------|-----|
|--------|---------|--------------|-----|

| | | |
|-------------|---|----------|
| 30A/9437135 | 22G. Stainless Steel locking wire Specn. D.T.D.189A | As reqd. |
|-------------|---|----------|

R E S T R I C T E D

Refer to leaflet for DUNLOP Mod No 440

(2) Special Tools and/or Test Equipment

The undermentioned special tools and/or test equipment are required and if not available, are to be demanded on

| Ref.No. | Part No. | Nomenclature | Qty. |
|---------|----------|--------------|------|
|---------|----------|--------------|------|

Refer to leaflet for DUNLOP Mod No 440

6. MODIFICATION OF SPARES

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

| Ref.No. | Part No. | Nomenclature | Qty. |
|---------|----------|--------------|------|
|---------|----------|--------------|------|

Refer to leaflet for DUNLOP Mod No 440

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

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

| Old Ref.No. | Part/Asty No. | Nomenclature | Ref.No. | New Part/Asty No. |
|----------------|------------------|--------------|---------|-------------------------|
|----------------|------------------|--------------|---------|-------------------------|

Refer to leaflet for DUNLOP Mod No 440

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

Note:- 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.

- (1) Jack and trestle the aircraft (A.P.4347, Vol. 1, Sect. 2, Chap. 4 refers).
- (2) Remove the filler cap fairing.
- (3) Dissipate air pressure by carefully removing the hydraulic reservoir filler cap.
- (4) Dissipate any hydraulic pressure by operating one of the services.
- (5) Remove the wheel fairings from main undercarriage wheels.
- (6) Disconnect and remove the brake units Dunlop Part Nos. AHO.50247 and AHO.50248 from port and starboard wheels.
- (7) Modify the brake units by replacing existing locking plate assy. Dunlop Part No. AHO.82987 and fitting Dunlop Part No. AHO.83817, in accordance with leaflet for DUNLOP Mod No 440.
- (8) Refit and reconnect the modified brake units to main undercarriage wheels. Lock connections with Stainless Steel locking wire, Specn. D.T.D.189A.
- (9) Top up the hydraulic reservoir (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).
- (10) Replace the hydraulic reservoir filler cap.

R E S T R I C T E D

(11) Replace the filler cap fairing.

(12) Carry out functional tests.

(13) Remove the jacks and trestles from the aircraft (A.P.4347, Vol 1, Sect. 2, Chap. 4 refers).

9. SPECIAL TESTS AFTER EMBODIMENT

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

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

(1) The undermentioned parts rendered redundant by the embodiment of this modification are to be returned to the Dunlop Co.

| Ref.No. | Part No. | Nomenclature | Qty. |
|---------|----------|--------------|------|
|---------|----------|--------------|------|

Refer to leaflet for DUNLOP Mod No 440

(2) The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of.

| Ref.No. | Part No. | Nomenclature | Qty. |
|---------|----------|--------------|------|
|---------|----------|--------------|------|

Refer to leaflet for DUNLOP Mod No 440.

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

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by Office Services (Luton) Ltd.
462748 5/67 (S.O.9279) 250 1438

R E S T R I C T E D

M.193
1
A.L. No. 36
(Maxaret Units)

1311
A.P. 101B - ~~101~~ - 2
Leaflet No. B2.

Hunter GA Mk.II and PR Mk.II - Main Undercarriage - Mk. 2
Maxaret installations AH.50720 and AH.50721. To provide for
Removal and Replacement of Maxaret Units (Dunlop Mod. No.3160)

(Mod No. Hunter 878)
(Class C/3 on replacement)
(AB/A/10408 - 23.5.67)

1. INTRODUCTION

This Mod. introduces improved removal and replacement facilities
for the Maxaret units.

- (1) This Modification does not cancel, supersede or render
unnecessary any work called for by approved Modifications, Naval
Service Modifications, S.T.Is or S.Is.
- (2) This Modification is essentially connected with Mod. No.
Hunter 516 (Main b/c Maxaret units Mk. 2 introduced in lieu of
Mk.1, Dowty Mod. No. AG/4239, Dunlop Mod. 2542 and 2549); if
that work is not already embodied it must be effected concurrently.

2. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 1 man-hour.

3. EFFECT ON WEIGHT AND C. OF G.

This Modification has no effect on weight.

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R E S T R I C T E D

M193
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A.L. No. 60
(Main U/C Jack)

A.P. 101B-1309-2
Leaflet No.B.3

Hunter MK.GA MK.11 & PR MK.11 Aircraft - Alighting Gear - Main Undercarriage To Introduce Jack 103665001 (Port), (Ref.No. 27Q/) and 103665002 (Starboard), (Ref.No.27Q/), in lieu and by conversion of 07965.P.A03 (Port) (Ref.No.27Q/1877) and 07965.S.A03 (Starboard) (Ref.No.27Q/1878).

(Mod. No. Hunter/1348)

(Class B/2)

(AB/A/23162.- 19.9.69)

1. INTRODUCTION

As a result of numerous cases of failure of the main undercarriage jack cylinders due to stress corrosion cracking, Dowty Mod. AC/7500 was raised to cover the introduction of redesigned jack cylinders in material D.T.D. 5094 in place of D.T.D. 5024. This modification is raised to cover the Dowty modification.

- (1) This modification supersedes the work called for by S.I./Hunter/102 - Main undercarriage jacks; cylinder failure.
- (2) This modification is the cover modification to component Mod.No.Dowty AC/7500 - Main Undercarriage Jack 07965.P.A03 (Ref.No.27Q/1877) Port, 07965.S.A03 (Ref.No.27Q/1878) Starboard) -
Part (a) Port Jack. To introduce cylinder 103665300 (Ref.No.27Q/) in lieu of 07965.Y.018 (Ref.No. 27Q/20014). Part (b) Starboard Jack. To introduce cylinder 103665301 (Ref.No.27Q/) in lieu of 07965.Y.019 (Ref.No.27Q/20015). Jacks become 103665001 (Port) and 103665002 (Starboard).

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in N.A.M.M. (A.P.(N)140).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 15 man-hours.

(4 to Strip; nil to embody; 5 to re-assemble; 6 to Test).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The undermentioned items comprise a Set of Parts. Demands for Sets of Parts are to be forwarded to the Director of Stores/N.M.O.D. London.

Refer to leaflet for DOWTY ROTOL Mod.AC/7500

(b) The undermentioned materials are also required, and, if not available, are to be demanded on the appropriate R.N. Store Depot.

| <u>Ref. No.</u> | <u>Part No.</u> | <u>Nomenclature</u> | <u>Qty.</u> |
|-----------------|-----------------|---|-------------|
| 30A/9437135 | - | 22 SWG Locking Wire specn.D.T.D.189A | As Req'd. |
| 28P/19235 | SP.90.E.10 | Split Pin | 2 |
| 28P/14544 | SP.31.H.12 | Split taper pin | 2 |

(2) Special Tools and Test Equipment

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

6. MODIFICATION OF SPARES

Refer to leaflet for DOWTY ROTOL Mod. AC/7500

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

Refer to leaflet for DOWTY ROTOL Mod. AC/7500

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:

NOTE: 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.

(1) Render the aircraft electrically safe (A.P.101B-1309-1 refer).

(2) Jack and trestle the aircraft (A.P.101B-1309-1 refer).

(3) Remove the hydraulic reservoir access panel and slowly remove the filler cap to dissipate any pressure in the reservoir (A.P.101B-1309-1 refer).

(4) Dissipate the pressure in the circuit by operating one of the services.

(5) Disconnect hydraulic pipes (Part Nos. C.189160/142 and C.189160/184) from the main undercarriage jack, port.

NOTE: A suitable receptacle must be provided to trap resultant loss of fluid.

(6) Disconnect the main undercarriage jack from the port leg by removing and discarding the split pin, unscrewing the jack pivot pin slotted nut and withdrawing the pin.

(7) Disconnect the other end of the jack from the shackle (Part No. A.187623) and withdraw the jack. Retain the fixings but discard the split taper pin.

(8) Modify the jack in accordance with Dowty Rotol leaflet for Mod. No. AC/7500.

(9) Repeat operations (5) to (8) on the starboard side of the aircraft.

(10) Fit the modified jacks using the existing fixings but new split pins and split taper pins (Part Nos. SP.90.E.10 and SP.31.H.12 respectively, 2 off each).

(11) Reconnect the hydraulic pipes (Part Nos. C.189160/142, C.189160/184, C.189161/154 and C.189161/191) and lock with 22 SWG locking wire.

(12) Prime and bleed the circuit where this has been disturbed (A.P.101B-1309-1 refer).

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

(14) Replace the hydraulic reservoir access panel.

(15) Reinstate the electrical supply.

(16) Adjust the jacks.

(17) Lower the aircraft off the jacks.

9. SPECIAL TESTS AFTER EMBODIMENT

When this modification has been embodied and inspected, carry out functional tests of all systems which have been disturbed for the purpose of embodying this modification in accordance with current testing instructions.

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

Refer to the leaflet for DOWTY ROTOL Mod. AC/7500.

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

This modification supersedes S.I./Hunter/102 - Main Undercarriage jacks; cylinder failure.

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AL No 70
(Dowty Mod No AC/4889 -
intro)

AP 101B-1309-2

Leaflet No B4

(Act 1 inc)

Hunter GA/PR Mk 11 Aircraft - Alighting Gear - Nose Undercarriage
Part No 2-00108-001, Incorporating Oil Bath for Self-Centring Cam,
introduced in place and by conversion of Part No 7878 Y Mk B (Dowty
Mod AC/4889 refers)

(Mod No Hunter/1306)

(Class C/3)

(ADSM25/A/28831:15.3.76)

ADP No A0130600

HU 130600

1. INTRODUCTION

This modification is the cover modification to Dowty Mod AC/4889 which has been resurrected at the request of Mech Eng 4c (RAF) as a result of recent defect reports.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any other Modification, Command Modification, STI or SRIM.

(2) This modification is the cover modification to component Mod No Dowty AC/4889. (Nose Undercarriage Part No 7878 Y. Mk B - To introduce an Oil Bath for the Self-Centring Cam tracks. Undercarriage becomes 200108/001)

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 3 modification laid down in NAMM (AP(N) 140).

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3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 24 man hours. (4 to strip:
6 to embody: 5 to reassemble: 9 to test).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification kit will not be assembled.

See Dowty Leaflet for Mod AC/4889.

(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> |
|---------------|----------------|---------------------|------------|---------------------------|
| 28P/9527619 | SP 90 C 7 | Split pin | 3 | |

(2) Special Tools and Test Equipment

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

6. MODIFICATION OF SPARES

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:

NOTE: 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.

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AL No 70

AP 101B-1309-2
Leaflet No B4

(1) Render the aircraft electrically safe (AP 101B-1309-1A Sect 5, Chap 1, Group A 1 refers).

(2) Remove the Nose Undercarriage in accordance with AP 101B-1309-1A, Sect 3, Chap 5, Para 53.

(3) Modify in accordance with Dowty Leaflet for Mod AC/4889.

(4) Reassemble the Nose Undercarriage in accordance with AP 101B-1309-1A Sect 3, Chap 5, Para 53 using existing fixings and new split pins Part No SP 90 C 7 (Ref No 28P/9527619).

(5) Reinstate the electrical supply (AP 4347, Vol 1, Sect 5 Chap 1, Group A 1 refers).

9. SPECIAL TESTS AFTER EMBODIMENT

When this modification has been embodied and inspected the following special tests are to be carried out:

Prime and bleed the hydraulic system in accordance with AP 101B-1309-1A Sect 3, Chap 6 and check the Nose Undercarriage for correctness of function in accordance with AP 101B-1309-1A, Sect 3, Chap 5. (NAMM AP(N)140 Article 3803 refers).

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/equipment records.

11. DISPOSAL :OF REDUNDANT PARTS

No parts are rendered redundant by the embodiment of this modification.

12. EFFECT ON WEIGHT AND MOMENT

This modification causes a change in Basic Weight of plus 0.25 lb with a change in moment of minus 44 lb in about the C G datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

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14. EFFECT ON SERVICING AND SERVICING SCHEDULE

This modification has no effect on servicing.

This modification is effective as of 01 January 1978. (S)
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This modification is effective as of 01 January 1978. (S)
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This modification is effective as of 01 January 1978. (S)
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AL No 71
(Undercarriage)

AP 101B-1309-2
Leaflet No B5

(Alt 1 inc)

Hunter GA/PR11 Aircraft - Wings, Undercarriage Leg, Pressure
Recuperator System (Dowty Mod AC/3117) - Introduced

(Mod No Hunter/197)

(Class: B/2)

(ADSM 25/A/28828:21. 6. 76)
(ADP No 1019700)

HU

1. INTRODUCTION

Pressure Recuperators are introduced on the main undercarriage legs in order to eliminate variations in undercarriage leg pressures arising from changes in temperature.

- (1) This modification does not cancel, supersede, or render unnecessary any work called for by approved modifications, Command modifications, STIs, SIs, NTI or SRIMs.
- (2) This modification is essentially connected with Mod No Hunter 198 - Centre Fuselage undercarriage leg pressure recuperator system (Dowty Mod AC/3117) introduced and if that work is not already embodied it must be effected concurrently.
- (3) This modification is essentially connected with Mod No 1402 (AC 8616) (Alighting gear - To introduce Main Undercarriage, Part No 200728001 (Ref No) Port: and 200728002 (Ref No) Starboard: in place and by conversion of Part No 11884 PB01 (Ref No 27QM/70028) and 11884SB01 (27QM/70029), or Part No 200046003 (27QM/70650) and 200046004 (27QM/70651) or Part No 11883 PB01 (27QM/70026) and 11883 SB01 (27QM/70027)) which must be carried out concurrently (paragraph 8(23) refers).

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(4) This modification partially embodies on the Hunter GA/PR11; Mod No 1202 (Hydraulics - To introduce Stress, Relieved Springs in Relief and Reducing Valves and Pressure Regulator (Dowty Mod AC4211)) by fitting a reducing valve to this standard in the Starboard U/C bay. (para 8(17) refers).

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in NAMM AP(N)140.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 51 man-hours (3 to strip and re-assemble; 48 to embody).

4. DRAWINGS REQUIRED

(1) Drawing No AP101B-1309-2/B5 /76 Sheets 1-6, is incorporated in this leaflet.

(2) The following drawings are also required and are to be demanded to the latest issue in accordance with NAMM AP(N)140 Article 0104.

| <u>Drg No</u> | <u>Title</u> |
|---------------|------------------------------------|
| C.215404) | Wings, Undercarriage Leg, Pressure |
|) | Recuperator System |
|) | |
| C.215405) | (Dowty Mod AC3117) - Introduced |

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The Modification Kit, which consists of the following items will be assembled by No 16 Maintenance Unit under Ref 26FX/100197:

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| 26FX/ | C.189160/220 | Pipe | 1 | C |
| 26FX/ | C.189160/221 | Pipe | 1 | C |
| 26FX/ | C.189160/222 | Pipe | 1 | C |
| 26FX/ | C.189160/223 | Pipe | 1 | C |
| 26FX/ | C.189160/224 | Pipe | 1 | C |
| 26FX/ | C.189161/247 | Pipe | 1 | C |
| 26FX/ | C.189161/248 | Pipe | 1 | C |
| 26FX/ | C.189161/249 | Pipe | 1 | C |
| 26FX/ | C.189161/250 | Pipe | 1 | C |
| 26FX/ | C.189161/251 | Pipe | 1 | C |
| 26FX/ | C.189161/252 | Pipe | 1 | C |
| 26FX/ | C.189161/253 | Pipe | 1 | C |
| 26FX/ | C.189161/254 | Pipe | 1 | C |

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AL No 71

AP 101B-1309-2

Leaflet No B 5

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| 26FX/ | C.189161/255 | Pipe | 1 | C |
| 26FX/ | C.189161/256 | Pipe | 1 | C |
| 26FX/ | C.189161/257 | Pipe | 1 | C |
| 26FX/ | C.189161/259 | Pipe | 1 | C |
| 26FX/ | C.189161/273 | Pipe | 1 | C |
| | | | | (Post Mod H.265) |
| 26FX/ | F.179820 | Bolt | 6 | C |
| 26FX/ | F.187605 | Bolt | 4 | C |
| 26FX/2072 | F.193854 | Block clamp | 2 | C |
| 26FX/4146 | F.193863 | Clip | 1 | C |
| 26FX/4873 | F.201509 | Clamp | 1 | C |
| 26FX/8302 | F.206022 | Block clamp | 2 | C |
| 26FX/8301 | F.206023 | Block clamp | 2 | C |
| 26FX/8303 | F.206712 | Special nut | 2 | C |
| 26FX/8305 | F.215471 | Block clamp | 1 | C |
| 26FX/8306 | F.215472 | Block clamp | 1 | C |
| 26FX/8307 | F.215473 | Block clamp | 1 | C |
| 26FX/8308 | F.215474 | Block clamp | 1 | C |
| 26FX/8309 | F.215478 | Block clamp | 2 | C |
| 26FX/8311 | F.215490 | Block clamp | 2 | C |
| 26FX/8304 | F.216722 | Bolt | 4 | C |
| 26FX/8310 | F.217880 | Block clamp | 1 | C |
| 26FX/ | Sk.243301/4 | Adaptor | 2 | C |
| 26FX/ | Std.842/15 | Clip | 2 | C |
| 26FX/ | Std.850/32 | Clip | 1 | C |
| 26FX/8312 | Std.915/D14 | Washer | 10 | C |
| 26FX/4211 | Std.1687/2 | Saddle | 1 | C |
| 26FX/5157 | Std.1959/1 | Clip | 5 | C |
| 28F/ | AGS.1107/A | Reducing Cone | 2 | C |
| 1013401 | | Union | | |
| 28F/ | AGS.1118/A | Tee piece | 2 | C |
| 9440881 | | | | |
| 28F/ | AGS.1120/1 | Tee piece | 1 | C |
| 9463543 | | | | |
| 28F/ | AGS.1170/A | Nipple | 4 | C |
| 9708189 | | | | |
| 28M/ | AGS.2002/B/1 | Nut | 4 | C |
| 1086618 | | | | |
| 28M/ | AGS.2002/C/1 | Nut | 13 | C |
| 9433473 | | | | |
| 28M/ | AGS.2002/E/1 | Nut | 2 | C |
| 7002430 | | | | |
| 28Q/ | AS.164/404 | Rivet | 2 | C |
| 4661208 | | | | |
| 28D/ | AS.1242/2/E | Bolt | 4 | C |
| 1013177 | | | | |
| 28D/ | AS.1242/6/C | Bolt | 4 | C |
| 204937 | | | | |
| 28D/ | A.25.1.C | Bolt | 2 | C |
| 9436920 | | | | |
| 28D/ | A.25.5.C | Bolt | 1 | C |
| 9133013 | | | | |

RESTRICTED

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|--|-------------------|---------------------------|
| 28D/1010142 | A.25.9.B | Bolt | 4 | C |
| 28S/1200039 | A.31.B.32 | Bolt | 1 | C |
| 28W/9419474 | S.P.15.B | Washer | 4 | C |
| 28W/9419475 | SP.15.C | Washer | 2 | C |
| 28W/9419405 | SP.15.E | Washer | 4 | C |
| 5F/9434857 | HV3341 | Hellerman, Strapping, $\frac{1}{2}$ in wide HV 3341 | $\frac{51}{2}$ ft | C |
| 5F/9138822 | - | Hellerman studs, HV 3342 | 7 | C |
| 29H/4658517 | - | Bowden clips - 2963 | 2 | C |

(b) The following materials are also required, and 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> |
|----------------------------|-------------------|--|------------|---------------------------|
| 30A/3055 or 30A/2343 | - | Stainless steel locking As reqd wire, 22 swg, DTD 189 or DTD 161 | | C |
| 27Q/71105 | Douty 1.00073-004 | Reducing Valve | 1 | A |

(2) Special Tools and Test Equipment

There are no special tools or test equipment 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:

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|-----------------|----------------|---------------------|------------|---------------------------|
| 26FX/6150 | G.206100 | Wing Structure-Fort | | |
| Parts required: | | | | |
| 26FX/- | F.179820 | Bolt | 3 | C |
| 26FX/- | F.187605 | Bolt | 2 | C |
| 26FX/- | C.189160/220 | Pipe | 1 | C |
| 26FX/- | C.189160/222 | Pipe | 1 | C |
| 26FX/- | C.189160/223 | Pipe | 1 | C |
| 26FX/- | C.189160/221 | Pipe | 1 | C |
| 26FX/- | C.189160/224 | Pipe | 1 | C |
| 26FX/2072 | F.193854 | Block clamp | 1 | C |
| 26FX/8302 | F.206022 | Block clamp | 2 | C |
| 26FX/8305 | F.215471 | Block clamp | 1 | C |
| 26FX/8306 | F.215472 | Block clamp | 1 | C |
| 26FX/8309 | F.215478 | Block clamp | 1 | C |
| 26FX/8311 | F.215490 | Block clamp | 2 | C |
| 26FX/8310 | F.217880 | Block clamp | 1 | C |
| 26FX/8312 | Std 915/D/14 | Washer | 5 | C |
| 26FX/5157 | Std 1959/1 | Clip | 3 | C |

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Leaflet No B 5

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| 28F/1013401 | AGS.1107/A | Reducing cone union | 1 | C |
| 28F/9708189 | AGS.1170/A | Nipple | 2 | C |
| 28M/1086618 | AGS.2002/B/1 | Nut | 2 | C |
| 28M/9433473 | AGS.2002/C/1 | Nut | 5 | C |
| 28D/204937 | AS.1242/6/C | Bolt | 2 | C |
| 28D/1010142 | A.25.9.B | Bolt | 2 | C |
| 28S/1200039 | A.31.B.32 | Bolt | 1 | C |
| 28W/9419474 | SP.15.B | Washer | 2 | C |

Spare affected:

26FX/6151 G.206101 Wing Structure-Stbd

Parts required:

| | | | | |
|------------------|--------------|---------------------|---|---|
| 26FX/ | F.179820 | Bolt | 3 | C |
| 26FX/ | F.187605 | Bolt | 2 | C |
| 26FX/ | C.189161/247 | Pipe | 1 | C |
| 26FX/ | C.189161/248 | Pipe | 1 | C |
| 26FX/ | C.189161/249 | Pipe | 1 | C |
| 26FX/ | C.189161/250 | Pipe | 1 | C |
| 26FX/ | C.189161/251 | Pipe | 1 | C |
| 26FX/ | C.189161/252 | Pipe | 1 | C |
| 26FX/ | C.189161/253 | Pipe | 1 | C |
| 26FX/ | C.189161/254 | Pipe | 1 | C |
| 26FX/ | C.189161/255 | Pipe | 1 | C |
| 26FX/ | C.189161/256 | Pipe | 1 | C |
| 26FX/ | C.189161/257 | Pipe | 1 | C |
| 26FX/ | C.189161/259 | Pipe | 1 | C |
| 26FX/ | C.189161/273 | Pipe | 1 | C |
| (Post Mod H.265) | | | | |
| 26FX/2072 | F.193854 | Block clamp | 1 | C |
| 26FX/4146 | F.193863 | Clip | 1 | C |
| 26FX/4873 | F.201509 | Clamp | 1 | C |
| 26FX/8301 | F.206023 | Block clamp | 2 | C |
| 26FX/8307 | F.215473 | Block clamp | 1 | C |
| 26FX/8308 | F.215474 | Block clamp | 1 | C |
| 26FX/8309 | F.215478 | Block clamp | 2 | C |
| 26FX/ | Std.842/15 | Clip | 2 | C |
| 26FX/ | Std.850/32 | Clip | 1 | C |
| 26FX/8312 | Std.915/D/14 | Washer | 5 | C |
| 26FX/4211 | Std.1687/2 | Saddle | 1 | C |
| 26FX/5157 | Std.1959/1 | Clip | 2 | C |
| 28F/1013401 | AGS.1107/A | Reducing cone union | 1 | C |
| 28F/9440881 | AGS.1118/A | Tee piece | 2 | C |
| 28F/9463543 | AGS.1120/1 | Tee piece | 1 | C |
| 28F/9708189 | AGS.1170/A | Nipple | 2 | C |
| 28M/1086618 | AGS.2002/B/1 | Nut | 2 | C |
| 28M/9433473 | AGS.2002/C/1 | Nut | 8 | C |
| 28D/4661208 | AS.164/404 | Rivet | 2 | C |
| 28D/204937 | AS.1242/6/C | Bolt | 2 | C |
| 28D/9436920 | A.25.1.C | Bolt | 2 | C |
| 28D/9133013 | A.25.5.C | Bolt | 1 | C |

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| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|--|------------|---------------------------|
| 28D/1010142 | A.25.9.B | Bolt | 2 | C |
| 28W/9419474 | SP.15.B | Washer | 2 | C |
| 28W/9419475 | SP.15.C | Washer | 2 | C |
| 5F/9138822 | - | Hellerman stud HV.3342 | 1 | C |
| 5F/9434857 | - | Hellerman strapping $\frac{1}{2}$ in wide HV.3341 | 6 in | C |

Spares affected:

(Pre Issue 7)
26FX/345)
(Issue 7 &) D.187153 Main undercarriage
subs)) wheel fairing - port
26FX/8056)

(Pre Issue 7)
26FX/346)
(Issue 7 &) D.187154 Main undercarriage
subs)) wheel fairing - stbd
26FX/8057)

Parts required:

There are no parts required

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

The embodiment of this modification changes Stores Ref, Part and Assembly Nos as follows:

| <u>Old</u> | | | <u>New</u> | | | |
|----------------|---------------|----------------|----------------------|---------------|--------------|----------------|
| <u>Stores</u> | <u>Ref No</u> | <u>Assy No</u> | <u>Nomenclature</u> | <u>Ref No</u> | <u>Part/</u> | <u>Assy No</u> |
| 26FX/345) | | | | | | |
| (Pre Iss 7)) | | | Main undercarriage | 26FX/8169 | D.215617 | |
| 26FX/8056) | | D.187153 | wheel fairing (Port) | | | |
| (Iss 7 & Sub)) | | | | | | |
| 26FX/346) | | | | | | |
| (Pre Iss 7)) | | D.187154 | Main undercarriage | 26FX/8170 | D.215618 | |
| 26FX/8057) | | | wheel fairing (stbd) | | | |
| (Iss 7 & Sub)) | | | | | | |
| 26FX/4220 | | A.200194 | Greaser pipe (port) | 26FX/- | A.206280 | |
| 26FX/4221 | | A.200195 | Greaser pipe (stbd) | 26FX/- | A.206281 | |

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:

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- (1) Render the aircraft electrically safe. (AP 101B-1309-1B Section 5, Chapter 1, refers).
- (2) Jack and trestle the aircraft (AP 101B-1309-1A, Section 2 Chapter 4, refers).
- (3) Remove the hydraulic reservoir filler access panel AP 101B-1309-1A Section 2, Chapter 4, refers).
- (4) Loosen the filler cap on the hydraulic reservoir until air pressure is released.
- (5) Operate the brakes via the control column until oil pressure in the brake reservoir is dispersed.
- (6) Remove the main wheel fairings and disconnect the links attaching the leg fairings to the legs, so that the fairings can be swung away from the legs to facilitate the work.
- (7) Remove clamp blocks, Part Nos F.203159 (2 off) (port and starboard) from forward end of rib 'F', F.196092 (one off) and F.196082 (2 off) from forward portion of rib 'E' (port); F.196071 and F.196072 (one off each) from forward portion of rib 'D' (port); F.205300 (2 off) from rib 'A' (port); F.196075 (2 off) from forward port of rib 'E' starboard, and F.195767 a and F.195768 (one off each) from diaphragm 'G' starboard.
- (8) Remove clips, Part Nos Std.842/11 (one off) and Std.1959/1 (one off) from fwd portion of rib 'D' (starboard) and Std.842/1 (one off) from forward portion of rib 'C' (starboard) as shown on drawing No C.215405.
- (9) Disconnect and remove hydraulic pipes Part Nos C.189160/32, C.189160/117, C.189160/118, C.189160/119, C.189160/192 and C.189160/211, port and C.189161/60, C.189161/62, C.189161/132, C.189161/133, C.189161/134 (or /235 or /282), C.189161/228 and C.189161/229 (starboard) ensuring that a suitable receptacle is at hand to catch the resultant leakage of hydraulic fluid, as shown on drawing No C.215404.
- (10) Remove clips Part Nos A.202676 (port), A.202677 (starboard) clip, Part No A.203196, clamp Part No F.203197, flexible brake hoses and adaptors, Part Nos F.196234 from undercarriage legs, port and starboard.
- (11) Remove the main undercarriage legs, port and starboard (AP 101B-1309-1A, Section 3, Chapter 5, refers)
- (12) Modify angle, Part No F.196738 (port) and Part No F.196739 (starboard) on interspar rib 'F' by drilling two holes Morse No 25 as shown on drawing No C.215405.

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(13) Fit new pipes, Part Nos C.189160/220, C.189160/221, C.189160/222, C.189160/223 and C.189160/224 (port) and C.189161/247, C.189161/248, C.189161/249, C.189161/250, C.189161/251, C.189161/252, C.289161/253, C.189161/254, C.189161/255, C.189161/256, C.189161/257, C.189161/258 (Pre Mod H.265 aircraft), C.189161/259 and C.189161/273 (Post Mod H.265 aircraft) and new tee pieces, Part Nos AGS.1118/A (2 off) and AGS.1120/1 and reducing cone union, Part No AGS.1107/A as shown on drawing No C.215404.

IMPORTANT - All pipe connections must be locked with 22 swg stainless steel wire, Specn DTD.189 or DTD.161.

(14) Fit new clamp blocks, Part Nos F.193854 (2 off); F.206022 (2 off); F.206023 (2 off); F.215471 (one off); F.215472 (one off); F.215473 (one off); F.215474 (one off); F.215478 (2 off); F.215490 (2 off); F.217880 (one off); new clamp, Part No F.201509 (one off) and new clips, Part Nos Std.842/15 (2 off) and Std.1959/1 (5 off) as shown on drawing No C.215405.

(15) Fit new clip, Part No Std.850/32 in place of existing clip at front spar between ribs 'B' and 'C' (port side only) if necessary as shown on drawing No C.215405.

(16) Modify interspar rib 'D' and reposition existing clamp block, Part No F.203780 and F.203781 and clip, Part No Std.1959/1 - port side only - as shown on Sheet 4 of the drawing.

(17) Modify interspar rib 'E' (starboard) and fit new clip, Part No F.193863 (one off) and Dowty reducing valve, Part No 1.00073-004 as shown on drawing No C.215405. (This valve is to Hunter Mod 1202(AC4211)).

(18) Modify interspar rib F (port) and reposition terminal block 28 as shown on Sheet 5 of the drawing.

(19) Modify interspar F (starboard) by removing bracket, Part No F.205956, fitting saddle, Part No Std.1687/2 re-part numbering bracket as F.217326 and refitting bracket as shown on Sheet 5 of the drawing.

(20) Strap cable assemblies S1, S6 and S7 to saddle on TB.34 to prevent fouling swivel pipes, as shown on Sheet 5 of the drawing.

(21) Remove greaser pipes Part No A.200194 (port) and Part No A.200195 (starboard) from interspar rib 'G' modify by re-bending and re-part Number as A.206280 (port) and A.206281 (starboard) and refit, as shown on Sheet 1 of the drawing.

(22) Modify interspar rib 'G' (port and starboard) and fit new bolts, Part No F.179820 and F.187605 and replace bolts, Part No A.25.6.C with bolts, Part No AS.1242/6/C as shown on Sheet 1 of the drawing.

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(23) Fit new Hunter Mod 1402(AG8616) main undercarriage legs Dowty, Part Nos 200728001 (port) and Part No 200728002 (starboard) (AP 101B-1309-1A, Section 3, Chapter 5 refers).

(24) Re-run the U/C leg compression switch electrical cable and secure to upper strap for swivel pipes and hydraulic pipe, ensuring that there is sufficient slack left in the cable to avoid straining when the leg is retracted as shown on Sheet 2 of the drawing.

(25) Modify the undercarriage pivot fittings (port and starboard) by drilling 2 holes $\frac{1}{4}$ in dia Hawker 'C' fit to match top swivel bracket on undercarriage leg and fit bracket, using special bolts Part No F.216722, special nuts Part No F.206712 and nuts, Part No AGS.2002/E/1 and washers, Part No SP.15.E and wirelock bolts together as shown on drawing No C.215405.

(26) If swivel coupling fouls when leg is down, fit adaptor Part No Sk.24330/1 and replace existing screws with new screws, Part No AS.1242/2/E as shown on Sheet 6 of the drawing.

(27) Modify the port and starboard main undercarriage wheel fairings by cutting back flange of edge member Part No B.187174 (port) and Part No B.187175 (starboard); suitably obliterate the transfer "leg pressure 1500 psi etc" on the inside of the fairings and re-Part Number as D.215617 (port) and D.215618 (starboard) as shown on Sheet 3 of the drawing.

(28) Record the embodiment of this modification on the port and starboard wing structure modification plate.

(29) Re-connect the main undercarriage leg fairing attachment links, re-fit the main whell fairings (port and starboard) and adjust (AP 101B-1309-1A, Section 3, Chapter 5, refers).

(30) Pressurise the brake accumulator (AP 101B-1309-1A, Section 2, Chapter 2, refers).

(31) Bleed and test the circuit (AP 101B-1309-1A, Section 3, Chapter 6, refers).

(32) Top up the reservoir and replace the filler cap.

(33) Replace the hydraulic reservoir filler access panel (AP 101B-1309-1A, Section 2, Chapter 4 refers).

(34) Lower the aircraft to the ground and remove jacks and trestles (AP 101B-1309-1A, Section 2, Chapter 4, refers).

(35) Reinstate the electrical supply (AP 101B-1309-1B, Section 5, Chapter 1, refers).

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9. TESTING AFTER EMBODIMENT

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

Test in accordance with Drawing No C.215404.

(2) As the embodiment of this modification involved disturbance of the undercarriage control system, a functional test is to be carried out in accordance with NAMM AP(N)140 Article 3803 and an Independent check in accordance with Article 3704.

10. RECORDING ACTION

When this modification has been embodied and inspected IAW 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 current regulations or used in local workshops:

| Ref No | Part No | Nomenclature | Qty |
|-----------|------------------|---|--------|
| 26FX/3702 | C.189160/32 | Pipe | 1 |
| 26FX/5297 | C.189160/117 | Pipe | 1 |
| 26FX/ | C.189160/118 | Pipe | 1 |
| 26FX/ | C.189160/119 | Pipe | 1 |
| 26FX/ | C.189160/192 | Pipe | 1 |
| 26FX/ | C.189160/211 | Pipe | 1 |
| 26FX/ | C.189161/60 | Pipe | 1 |
| 26FX/3476 | C.189161/62 | Pipe | 1 |
| 26FX/5461 | C.189161/132 | Pipe | 1 |
| 26FX/ | C.189161/133 | Pipe | 1 |
| 26FX/ | C.189161/228 | Pipe | 1 |
| 26FX/ | C.189161/229 | Pipe | 1 |
| 26FX/ | C.189161/134) | Pipe | 1) |
| 26FX/ | or C.189161/235) | Pipe | 1) Alt |
| 26FX/ | or C.189161/282) | Pipe | 1) |
| 26FX/2103 | F.195767 | Block clamp | 1 |
| 26FX/2104 | F.195768 | Block clamp | 1 |
| 26FX/3908 | F.196071 | Block clamp | 1 |
| 26FX/3909 | F.196072 | Block clamp | 1 |
| 26FX/2084 | F.196075 | Block clamp | 2 |
| 26FX/3911 | F.196082 | Block clamp | 2 |
| 26FX/3905 | F.196092 | Block clamp | 1 |
| 26FX/1930 | F.196234 | Adaptor 3/16 in cone to $\frac{1}{4}$ in hose | 2 |

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| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> |
|---------------|----------------|----------------------------|------------|
| 26FX/4909 | A.202676 | Clip (port) | 1 |
| 26FX/4910 | A.202677 | Clip (stbd) | 1 |
| 26FX/5138 | F.203159 | Block clamp | 4 |
| 26FX/5235 | F.203196 | Clip | 2 |
| 26FX/5236 | F.203197 | Clamp | 2 |
| 26FX/5167 | F.205300 | Block clamp | 2 |
| 26FX/ | Std.842/11 | Clip | 2 |
| 26FX/ | Std.1553/C/50 | Bolt | 6 |
| 26FX/75 | Std.1553/C/60 | Bolt | 4 |
| 26FX/ | Std.1556/1 | Nut | 10 |
| 26FX/5157 | Std.1959/1 | Clip | 1 |
| 27VA/4559 | DC.112/A/27 | $\frac{1}{8}$ in flex hose | 2) Dunlop |
| 27VA/3807 | DC.101/A/27 | $\frac{1}{4}$ in flex hose | 2) Ltd |

12. EFFECT ON WEIGHT AND C OF G

The weight change due to the incorporation of this modification is an increase to the tare weight of 10 lb with a moment effect of + 463 lb in about the C G Datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND GROUND SUPPORT EQUIPMENT

This modification alone, has no effect on servicing, ground support equipment or Flight Simulators, but when completed with Mods 198 and 1402, servicing is reduced since a pressure of 1500 lb per sq in will be maintained in the Main U/C Shock Absorbers by the recuperators.

RESTRICTED

REBEND EXISTING GREASER PIPE,
A.200194-5 AS SHOWN, &
REPART-NUMBERED.

A. 206280 A. 206281

GREASER PIPE

REMOVE 5 EXISTING BOLTS IN WAY OF
U/C LEG, & REPLACE WITH:-

A.G.S.
2002
C.I.
STUD.
915
D.14.
F.
179820
F.
187605

STIFFNUT. WASHER. BOLT.

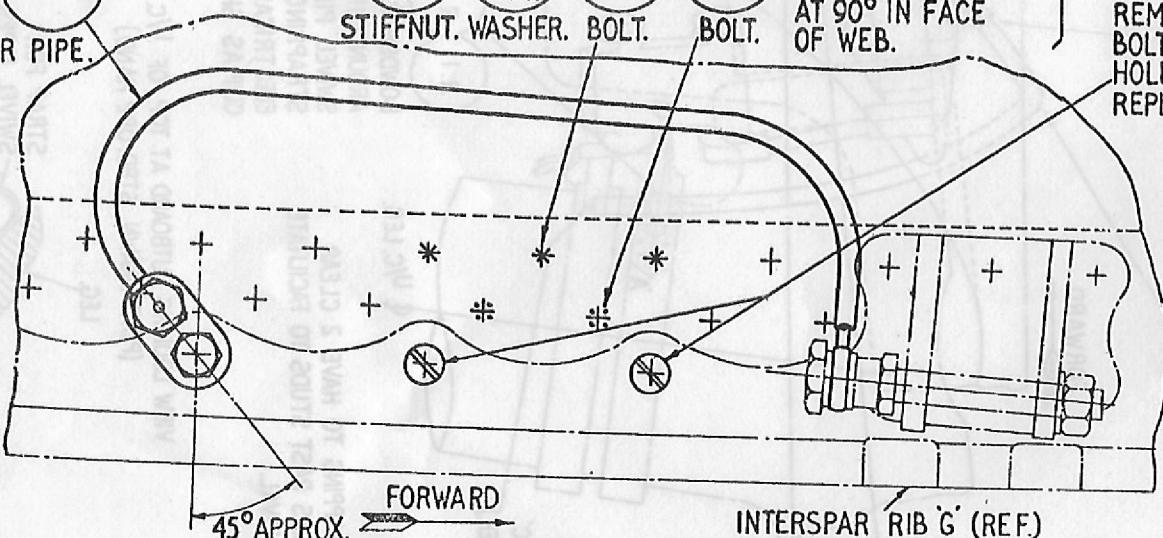
BOLT.

OPEN OUT 5 HOLES
 $7/32$ " DIA. HAWKER
FIT C, C'SK.07" DEEP
AT 90° IN FACE
OF WEB.

NOTE:-
THESE BOLTS NEED NOT
BE ALTERED ON
T.I. M/C - W.T. 561.

REMOVE 2 EXISTING
BOLTS A.25. 6.C. C'SK.
HOLES .08" DEEP AT 90°
REPLACE WITH:-

A.S.
1242
6.C.
BOLT.

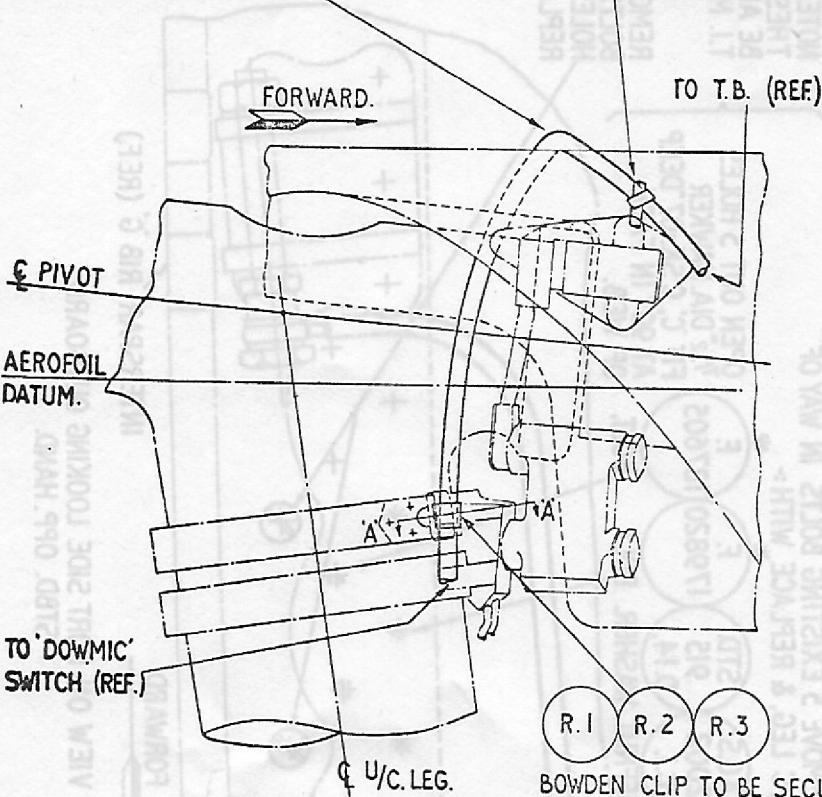


VIEW ON PORT SIDE LOOKING OUTBOARD.
STBD. OPP. HAND.

| CODE REF. | DESCRIPTION. | PART N° | N° OFF. |
|-----------|---------------------------------|----------|----------|
| R.1. | HELLERMANN STRAPPING 1/2" WIDE. | H.V.3341 | AS REQD. |
| R.2. | STUDS. | H.V.3342 | 6 |
| R.3. | 'BOWDEN' CLIP. | 2963 | 2 |

ELECTRIC CABLES TO BE RUN AS SHOWN. CARE TO BE TAKEN TO ENSURE THAT CABLES ARE NOT STRAINED WHEN LEG IS RETRACTED.

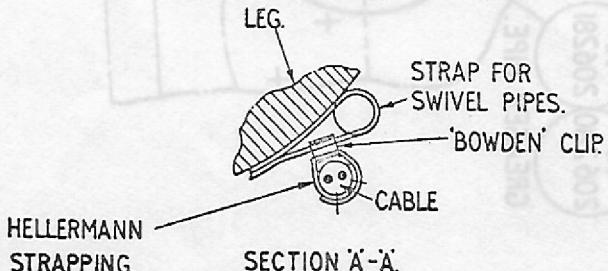
ELECTRICAL CABLE TO BE STRAPPED TO HYDRAULIC PIPE.



NOTE- STRAPPING TO HAVE 2 CLEAR HOLES PAST STUDS TO FACILITATE REMOVAL.

BOWDEN CLIP TO BE SECURED AROUND UPPER STRAP FOR SWIVEL PIPES. HELLERMANN STRAPPING TO FASTEN ELECTRICAL CABLE TO BOWDEN CLIP AS SHOWN. SEE SECTION A-A

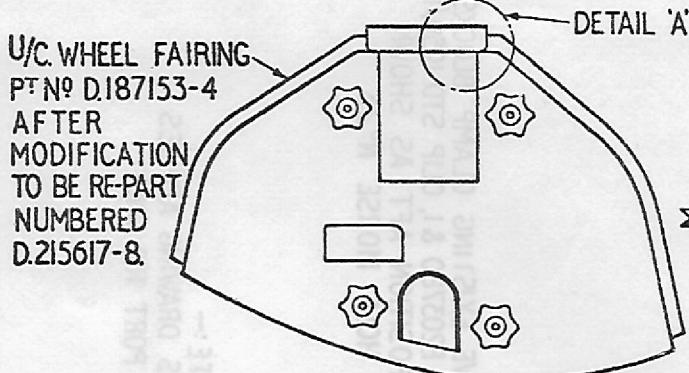
VIEW LOOKING OUTBOARD AT TOP OF U/C. LEG.
(PORT DRAWN. STBD. OPP. HAND)



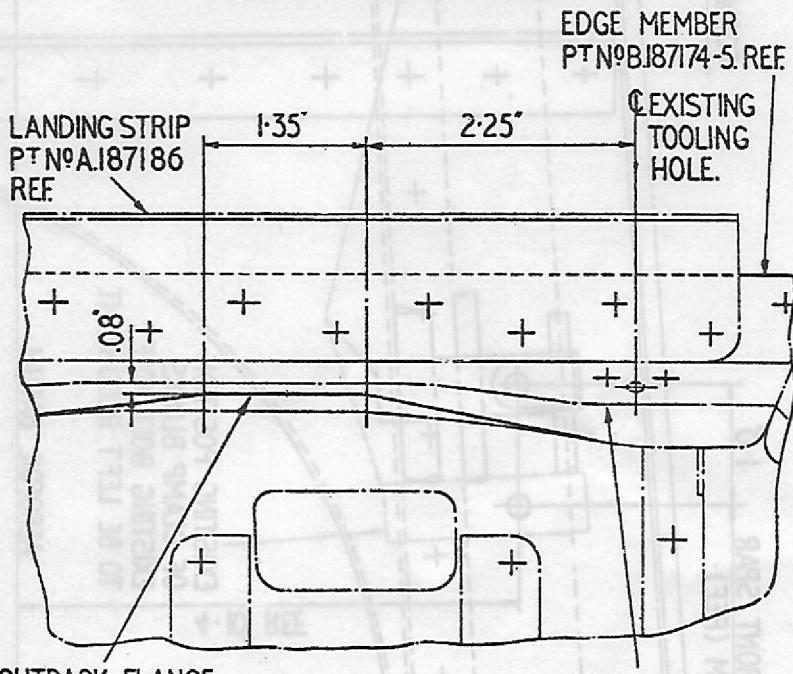
RESTRICTED

DRAWING N°.
AP.101B-1309-2/B5/76
Sheet 2

RESTRICTED



VIEW LOOKING OUTBOARD ON
MAIN U/C WHEEL FAIRING.
(PORT AS DRAWN. STBD. OPP. HAND.)

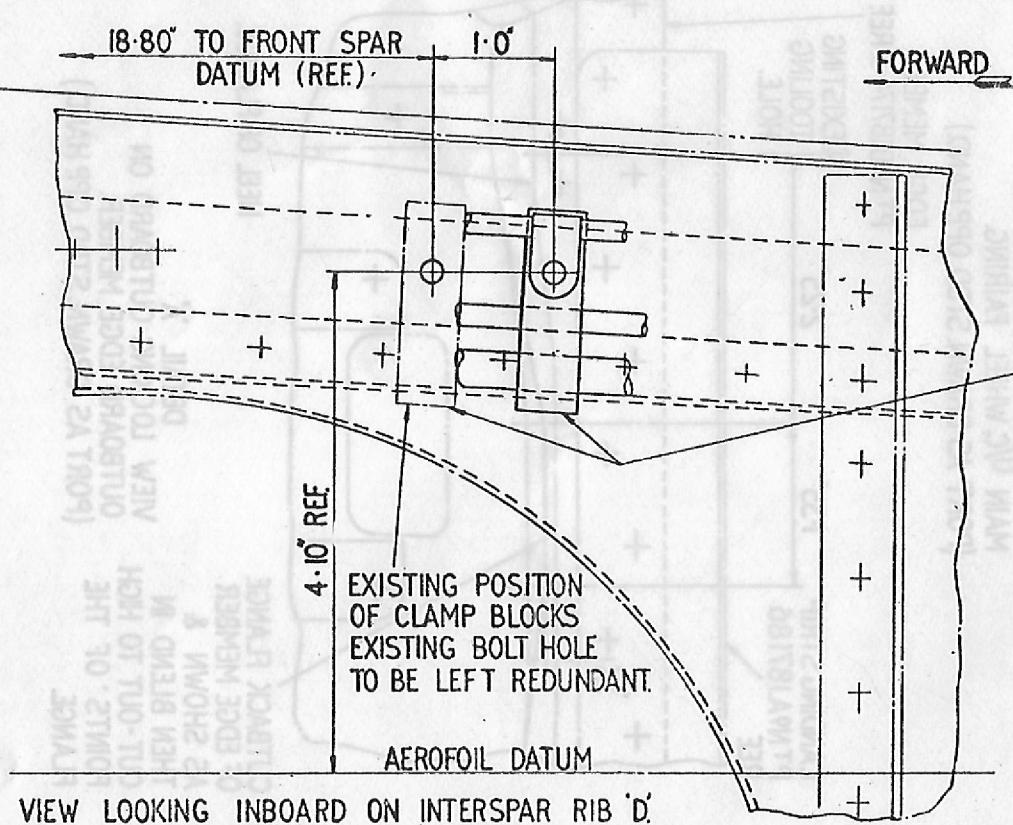


DETAIL 'A'
VIEW LOOKING OUTBOARD ON
OUTBOARD EDGE MEMBER.
(PORT AS DRAWN. STBD. OPP. HAND.)

CUTBACK FLANGE
OF EDGE MEMBER
AS SHOWN &
THEN BLEND IN
CUT-OUT TO HIGH
POINTS OF THE
FLANGE.

RESTRICTED

AP.101B-1309-2/B5/76
Sheet 4



REMOVE EXISTING CLAMP BLOCKS
PT. N° F203780 & I, CLIP STD. 1959/1
& REPOSITION AFT AS SHOWN.
DRILL HOLE MORSE N° 25.

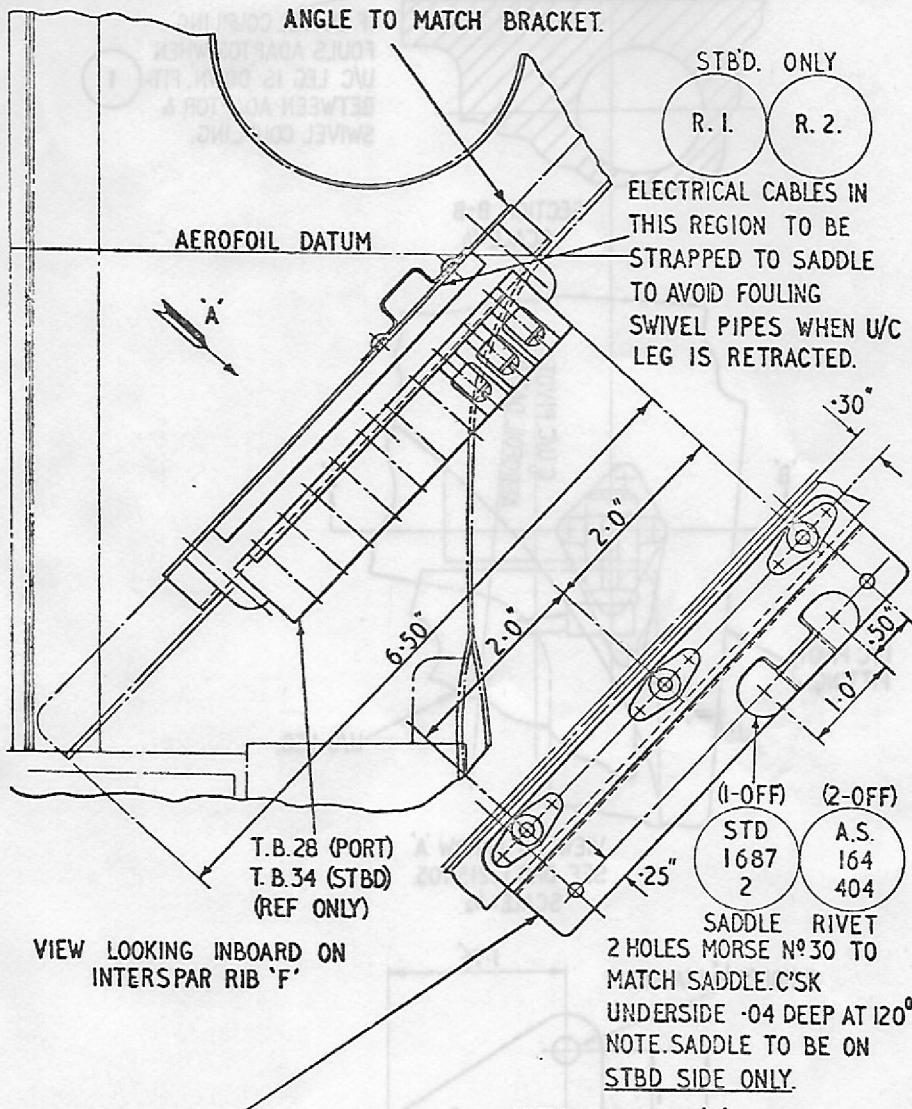
NOTE:-
THIS DRAWING APPLIES
TO PORT RIB ONLY.

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| CODE REF | DESCRIPTION | PART NO | NO OFF |
|----------|-------------------------------|----------|----------|
| R.1 | HELLERMANN STRAPPING 1/2 WIDE | H.V.3341 | AS REQD. |
| R.2 | STUDS. | H.V.3342 | 1 |

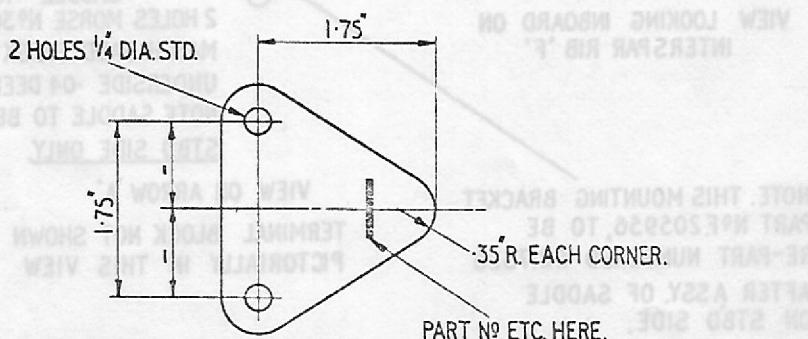
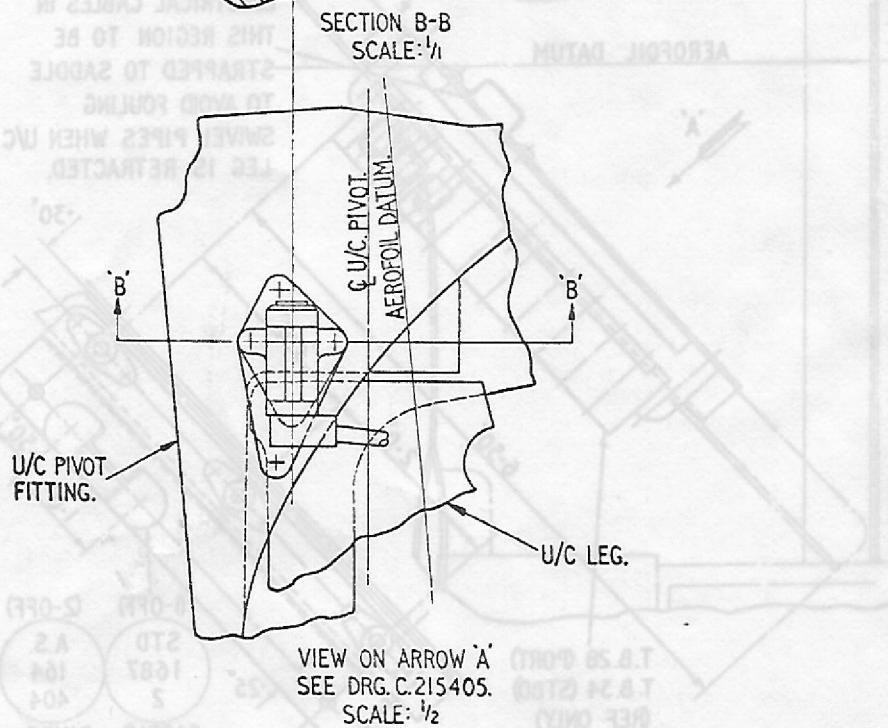
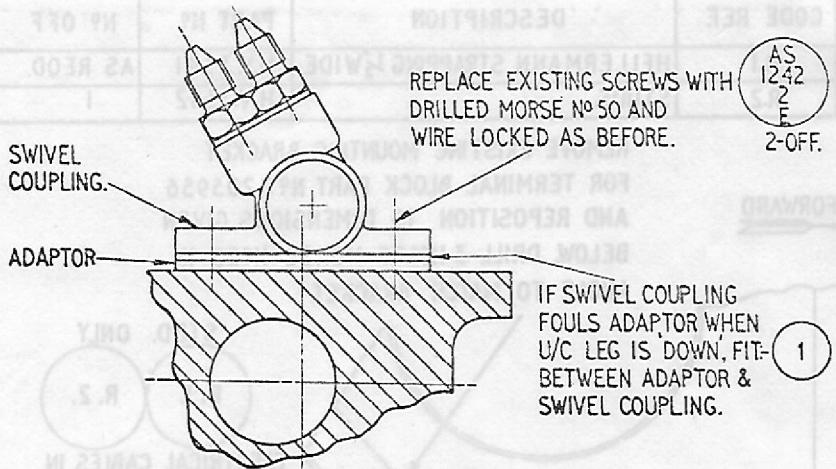
FORWARD

REMOVE EXISTING MOUNTING BRACKET
FOR TERMINAL BLOCK PART NO F.205956
AND REPOSITION TO DIMENSIONS GIVEN
BELOW. DRILL 3 HOLES MORSE NO25 IN
ANGLE TO MATCH BRACKET.



NOTE. THIS MOUNTING BRACKET
PART NO F.205956, TO BE
RE-PART NUMBERED F.217326
AFTER ASSY. OF SADDLE
ON STBD SIDE.

PORT DRAWN - STBD OPP HAND.



ITEM 1.
PACKING - 16 G. L.A. L72

AL No 72
(Design improvement)

AP 101B-1309-2
Leaflet No B6

HUNTER MK GA/PR11 - Centre Fuselage U/C Leg Pressure Recuperator System (Dowty Mod AC 3117) Introduced.

(Mod No HUNTER 198)

(Class B/2)

(ADSM 25/A/28829)

(ADP No ~~AC~~019800)
HU

1. INTRODUCTION

Pressure recuperators are introduced on the main U/C legs in order to eliminate variations in U/C leg pressures arising from changes in temperature.

- (1) This modification does not cancel (or supersede, or render unnecessary) any work called for by approved modifications or Command modifications, or STI's, SI's or NTI's.
- (2) This modification is essentially connected with Mod Nos Hunter 197 - Wings - U/C leg pressure recuperator system (Dowty Mod AC.3117) introduced (MKS GA/PR11) and Dowty Mod No AC.3117, if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

- (1) This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in NAMM (AP(N) 140).

(2) Special Instructions:

The drawing details for the Hunter Mks 4, 50 and 51, apply to the Hunter Mk GA/PR11.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take less than 5 man hours.

4. DRAWINGS REQUIRED

The following drawing is required and should be demanded from HAD(N) in accordance with NAMM AP(N) 140 Hunter Mod 198 - Sketch No 22307.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The Modification Kit which consists of the following items will be assembled by No 16 Maintenance Unit under Reference No 26FX/100198

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| | C.198764/108 | Pipe | 1 | |
| | C.198764/109 | " | 1 | |
| 26FX/6658 | F.206075 | Clamp Block | 1 | C |
| 26FX/6431 | F.206076 | Clamp Block | 1 | C |
| 26FX/9152 | F.223668 | Clamp Block | 1 | C |
| | F.206078 | Clip | 1 | |
| 26FX/5720 | Std.842/11 | Clip | 3 | C |
| 26FX/5157 | Std.1959/1 | Clip | 2 | C |
| 28F/14528 | AGS.1170/A | Nipple | 1 | C |
| 28D/1010658 | A.25.1.B | Bolt | 1 | C |
| 28W/9419474 | S.P.15.B | Washer | 4 | C |

NOTE: Clamp Block, Part No F223668 is supplied in lieu of Part No F206077, indicated in the drawing sketch 22307.

(b) The following materials are also required, and are to be provided under Unit arrangements. If not available demand on the RN SDC Llangennech.

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Store</u> |
|----------------------------|----------------|---|------------|-----------------------|
| 30A/3055 or 30A/2343 | | 22 swg Stainless Steel Wire Specn DTD 189 or DTD 161 | As reqd | C |

(2) Special Tools and Test Equipment

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

6. MODIFICATION OF SPARES

There are no spares affected by this modification.

7. CHANGE OF STORES REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Stores, Ref, Part or Assembly Nos as a result of this modification.

8. SEQUENCE OF OPERATIONS

NOTE 1: The drawing details for the Hunter Mk 4,50 and 51, apply to the Hunter GA/PR11.

NOTE 2: Install the clamp block Pt No F223668 where the drawing indicators Pt No F206077.

The following is the sequence of operations:

(1) Open the engine starter access panel.

(2) Remove clamp blocks Pt Nos F.196088, F.196089 and F.196097 (1 off each) as shown on drawing sketch No 22307.

(3) Fit new pipes Pt Nos C.198764/108 and C.198764/109 in conjunction with new Nipple Pt No AGS 1170/A and, clamp blocks Pt Nos F.206075, F.206076, F.223668 (1 off each). Clips Pt Nos F.206078 (1 off), Std.842/11 (3 off) and Std.1959/1 (2 off), with Bolt Pt No A25.1B (1 off), Washer Pt No SP15B as shown on drawing sketch No 22307.

IMPORTANT Pipe connections must be locked with 22 swg stainless steel locking wire specn DTD 189 or DTD 161.

(4) Close the engine starter access panel.

9. SPECIAL TESTS AFTER EMBODIMENT

There are no special tests required after the embodiment of this modification.

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/equipment records.

11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of for use in local workshops:

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> |
|---------------|----------------|---------------------|------------|
| 26FX/2112 | F.196088 | Clamp Block | 1 |
| 26FX/2113 | F.196089 | " " | 1 |
| 26FX/2118 | F.196097 | " " | 1 |

12. EFFECT ON WEIGHT AND C OF G

The weight change due to the incorporation of this modification is an increase to the tare weight of 0.5 lb with a moment effect of -1 lb in about the CG Datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND GROUND SUPPORT EQUIPMENT

This modification alone, has no effect on servicing, ground support equipment or flight simulators; but when completed with Mods 197 and 1202, servicing is reduced, since a pressure of 1500lb per sq in will be maintained in the Main U/C Shock Absorbers by the recuperators.

AL No 76
(Undercarriages)

AP 101B-1309-2
Mod Leaflet No B 7

HUNTER GA/PR11 AIRCRAFT - ALIGHTING GEAR - To introduce Nose Undercarriage, Part No 200734001 (Ref No 27QM/1491374) in place and by conversion of Part No 200108001 (Ref No 27QM/1446000. DOWTY ROTOL Mod AC8615 refers.

(Mod No HUNTER 1401)

(Class B/2 by return to Dowty Rotol Ltd)

(D/ABSM25/10/20/78:27. 9.76)

(ADP No HU140100)

1. INTRODUCTION

This modification reidentifies the Nose Undercarriage as incorporating the latest design techniques which have been developed as a result of a thorough review of the structural integrity of the Nose Undercarriage following several cases of failure.

The improvements to the Nose Undercarriage include new Attachment fittings, Wheel Forks and Pivot brackets having a greater resistance to inter-crystalline corrosion and an improved operational life. All modified Assemblies have been reidentified with new Part Numbers.

(1) This modification supersedes S.I.Hunter 116 (Nose Undercarriage-Main Fitting-Cracking).

(2) This modification is the cover modification to Dowty Rotol Mod AC/8615 (Introduction of Sub-assembly of Attachment Fitting 200734200 (Ref No 27QM/1491375), Sub-assembly of Pivot Bracket 200734201 (Ref No 27QM/1491376) and Sub-assembly of Wheel Fork 200734202 (Ref No 27QM/1491377) in lieu of 4503Y52 (27QM/13680), 4503Y51 (27Q/13679 and 4503Y50 (27QM/12926) respectively. Unit becomes 200734001).

(3) This modification is essentially connected with Mod HUNTER 1306 (Alighting Gear - Nose Undercarriage Pt No 2.0108.001, incorporating Oil Bath for Self Centring Cam Introduced in lieu and by conversion of Pt No 7878.Y Mk B (Dowty Mod.AC/4889 refers). If that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in NAMM (AP(N)140).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 13 man hours. (3 to strip, 4 to re-assemble and 6 to test).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification Kit will not be assembled.

(b) The following items are required:

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| 27QM/1491374 | 200734001 | Undercarriage Nose | 1 | A |
| 28P/9527619 | SP90-C7 | Pins Split | 3 | C |

No demands are to be submitted. Equipment required will be allocated, ex Dowty Rotol Limited, by MOD SM 33(RAF) in agreement with the DEA, HQ STC.

(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:

| Ref No | Part No | Nomenclature | Qty | Class of Equipment |
|--------------|-------------|--------------------|-----|--------------------|
| 27QM/1446000 | 200108001 | Undercarriage Nose | 1 | A |
| or | | | | |
| 27QM/1676 | 7878.Y.Mk B | Undercarriage Nose | 1 | A |

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

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

| Ref No | Old Part/ Assy No | Nomenclature | Ref No | New Part/ Assy No |
|--------------|----------------------|-----------------------|-------------------------|----------------------|
| 27QM/1446000 | 200108001 | Undercarriage Nose | 27QM/) 1491374) | 200734001 |
| or | | | | |
| 27QM/1676 | 7878.Y.Mk B | Undercarriage Nose |) | |

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

NOTE: 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.

- (1) Render the aircraft electrically safe (AP 101B-1309-1B, Sect 5, Chap 1 refers).
- (2) With the aircraft jacked up (AP 101B-1309-1A, Section 2, Chapter 4 refers) and the undercarriage lowered, remove the Nose Undercarriage Pt No 200108001 (Ref No 27QM/1446000) in accordance with AP 101B-1309-1A, Section 3, Chapter 5 and return in accordance with Para 11.
- (3) Assemble Nose Undercarriage Pt No 200734001 in accordance with AP 101B-1309-1A, Section 3, Chapter 5, using the existing fixings and new Split Pins Pt No SP90-C7.

(4) Prime and bleed the hydraulic system and carry out a functional check of the Nose Undercarriage in accordance with AP 101B-1309-1A, Section 3, Chapters 5 and 6.

(5) Remove jacks and trestles, lower the aircraft to the ground.

(6) Reinstate electrical power (AP 101B-1309-1B, Section 5, Chapter 1 refers).

9. SPECIAL TESTS AFTER EMBODIMENT

As the embodiment of this modification involves disturbance of the Nose Undercarriage control system an independent check of the control system is to be made in accordance with NAMM AP(N)140. Article 3704 and a retraction test carried out in accordance with Article 3803.

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 item rendered redundant by the embodiment of this modification is to be returned to 16 MU, RAF Stafford.

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------|------------|---------------------------|
| 27QM/1446000 | 200108001 | Undercarriage Nose | 1 | A |
| 27QM/1676 | 7878.Y.Mk B | Undercarriage Nose | 1 | A |

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on mass or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

Servicing is decreased since the new Nose Undercarriage will not be subject to the Inspections called for in S.I. Hunter 116. Ground support equipment and flight simulators are not affected.

AL No 77 AP 101B-1309-2
Undercarriages Mod Leaflet B8

Hunter GA/PR 11 Aircraft Alighting Gear - To introduce Main Undercarriage Pt No 200728001 (Ref No 27QM/1491378) Port and Pt No 200728002 (Ref No 27QM/1491382) Starboard, in lieu and by conversion of Pt No 11884PB01 (Ref No 27QM/70028) and Pt No 11884SB01 (Ref No 27QM/70029), or Pt No 200046003 (Ref No 27QM/70650) and Pt No 200046004 (Ref No 27QM/70651) or Pt No 11883PB01 (Ref No 27QM/70026) and Pt No 11883SB01 (Ref No 27QM/70027).
Dowty Rotol Mod AC 8616 Refers.

(Mod No Hunter 1402)

(Class B/2 by return to Dowty Rotol Ltd)

(D/ADSM 25/10/20/77:27. 9.76)

(ADP No HU140200)

1. INTRODUCTION

This modification reidentifies the Main Undercarriage as incorporating the latest design techniques which have been developed as a result of a thorough review of the structural integrity of the Main Undercarriage following several cases of failure.

The improvements to the Main Undercarriage include new Main Fittings and Torque Links having a greater resistance to inter-crystalline corrosion and an improved operational life. All new Assemblies have been given new Part Numbers for identification.

Provision is also made to standardise all undercarriages with thermal recuperation but be easily convertible to mechanical recuperation on a role change basis by the Service.

- (1) This modification supersedes SI Hunter 122 (Main Undercarriage-failure of Main Fitting).
- (2) This modification is the cover modification Dowty Rotol Mod AC 8616 Main Undercarriage.

Part A - Introduction of replacement Main Fitting and Torque Links for thermally recuperated Undercarriages.

Part B - Introduction of replacement Main Fitting and Torque Links and conversion to thermal recuperation for mechanically recuperated Undercarriage.

Part C - Introduction of replacement Main Fitting and Torque Links to thermal recuperation for unrecuperated Undercarriages.

(3) This modification is essentially connected with the following Mods:-

Hunter Mod 197 (Wings-Undercarriage Leg, Pressure Recuperator System (Dowty Mod AC/3117) Introduced) Part embodiment-less Undercarriage Units only.

Hunter Mod 198 (Centre Fuselage-Undercarriage Leg, Pressure Recuperator System (Dowty Mod AC/3117) Introduced)

If this work has not already been embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modification laid down in NAMM (APN(N)140).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 28 man-hours (strip - 9, Re-assemble - 11, Test - 8).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification Kit will not be assembled

(b) The following items are required

| Ref No | Part No | Nomenclature | Qty | Class |
|--------------|-----------|-------------------------|-----|-------|
| 27QM/1491378 | 200728001 | Undercarriage Main Port | 1 | A |
| 27QM/1491382 | 200728002 | Undercarriage Main Stbd | 1 | A |
| 28P/9527619 | SP90-67 | Pin Split | A/R | C |

No demands are to be submitted. Equipment required will be allocated ex Dowty Rotol Ltd, by MOD SM 33(RAF) in agreement with the DEA HQSTC.

(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:-

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------------|------------|---------------------------|
| 27QM/70026 | 11883PB01 | Undercarriage Main (Port) | 1 | A |
| 27QM/70027 | 11883SB01 | Undercarriage Main (Stbd) | 1 | A |
| 27QM/70028 | 11884PB01 | Undercarriage Main (Port) | 1 | A |
| 27QM/70029 | 11884SB01 | Undercarriage Main (Stbd) | 1 | A |
| 27QM/70650 | 200046003 | Undercarriage Main (Port) | 1 | A |
| 27QM/70651 | 200046004 | Undercarriage Main (Stbd) | 1 | A |

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

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

| <u>Ref No</u> | <u>Old Part/ Assy No</u> | <u>Nomenclature</u> | <u>Ref No</u> | <u>New Part/ Assy No</u> |
|---------------|------------------------------|------------------------------|---------------|------------------------------|
| 27QM/70026 | 11883PB01 | Undercarriage Main (Port) | 27QM/1491378 | 200728001 |
| 27QM/70027 | 11883SB01 | Undercarriage Main (Stbd) | 27QM/1491382 | 200728002 |
| 27QM/70028 | 11884PB01 | Undercarriage Main (Port) | 27QM/1491378 | 200728001 |
| 27QM/70029 | 11884SB01 | Undercarriage Main (Stbd) | 27QM/1491382 | 200728002 |
| 27QM/70650 | 200046003 | Undercarriage Main (Port) | 27QM/1491378 | 200728001 |
| 27QM/70651 | 200046004 | Undercarriage Main (Stbd) | 27QM/1491382 | 200728002 |

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

NOTE: 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.

- (1) Render the aircraft electrically safe (AP101B-1309-1B, Sect 5, Chap 1 refers).
- (2) With the aircraft jacked up (AP 101B-1309-1A, Section 2, Chapter 4 refers) and the undercarriage lowered, remove the Main Undercarriage Leg units Port and Starboard in accordance with AP 101B-1309-1A, Sect 3, Chap 5.
- (3) Assemble the Main Undercarriage Leg Units Part No 200728001 (Port) and Part No 200728002 (Stbd) in accordance with AP 101B-1309-1A Sect 3, Chap 5, using the existing fixings and new Split Pins Pt No SP90-C7. Refer to AP 101B-1309-1B, Section 5, Chapter 1, Group A1, Fig 4 for clipping cables from compression switches.
- (4) Prime and bleed the Landing gear hydraulic system together with the Maxaret installations as detailed in AP 101B-1309-1A, Sect 3, Chapt 6.
- (5) Complete a functional check of the main Landing gear as detailed in AP 101B-1309-1A. Sect 3, Chaps 5 and 6.
- (6) Remove Jacks and trestles, lower the aircraft to the ground.
- (7) Reinstate electrical power. (AP 101B-1309-1B, Sect 5, Chap 1, refers).

9. SPECIAL TESTS AFTER EMBODIMENT

As the embodiment of this modification involves disturbance of the Main Undercarriage control system an independent check of the control system is to be made in accordance with NAMM AP(M) 140. Article 370⁴ and a retraction test carried out in accordance with Article 380₃.

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 returned to 16 MU, RAF Stafford.

| <u>Ref No</u> | <u>Part No</u> | <u>Nomenclature</u> | <u>Qty</u> | <u>Class of Equipment</u> |
|---------------|----------------|---------------------------|------------|---------------------------|
| 27QM/70026 | 11883PB01 | Undercarriage Main (Port) | 1 | A |
| 27QM/70027 | 11883SB01 | Undercarriage Main (Stbd) | 1 | A |

or

| | | | | |
|------------|-----------|---------------------------|---|---|
| 27QM/70028 | 11884PB01 | Undercarriage Main (Port) | 1 | A |
| 27QM/70029 | 11884SB01 | Undercarriage Main (Stbd) | 1 | A |

or

| | | | | |
|------------|-----------|---------------------------|---|---|
| 27QM/70650 | 200046003 | Undercarriage Main (Port) | 1 | A |
| 27QM/70651 | 200046004 | Undercarriage Main (Stbd) | 1 | A |

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on mass or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

Servicing is decreased since the new Main Undercarriage Leg Units will not be subject to the inspections called for in SI Hunter 122. Ground support equipment and flight simulators are not affected.

M193
T774

TL

AL No 83
(Alighting Gear - modified
jacks - intro)

AP 101B-1309-2
Leaflet No B9

Hunter GA11 and PR11 Aircraft

Alighting Gear - Main Undercarriage Jack - Part 'A', - Port. To introduce Jack, Part No 103665003 in place and by conversion of Jack, Part No 103665001 (Ref No 27Q/1620-99-1448750). Part 'B' - Starboard - To introduce Jack, Part No 103665004 in place and by conversion of Jack, Part No 103665002 (Ref No 27Q/1620-99-1448752). (Dowty Rotol Mod No AC9203 refers).

(Mod No Hunter/1432)

(Class: C/3 on removal)

(D/ADSM25/10/20/733: 24 . 3 .80)

(ADP No HU143200 - Complete)

(ADP No HU1432A0 - Part 'A')

(ADP No HU1432B0 - Part 'B')

1. INTRODUCTION

Stress corrosion, followed by splitting along the 'flash line' has caused several failures of the undercarriage jack cylinders now fitted to Hunter aircraft. Dowty Rotol Ltd, under Mod AC9203, propose to manufacture the jack cylinders from bar material which has a better resistance to corrosion and which will eliminate the 'flash line' weakness.

A PROOF INSTALLATION IS NOT REQUIRED FOR THIS MODIFICATION

(1) This modification supersedes the work called for by SI/Hunter/131. (Main undercarriage Jack - Cylinder - Cracking).

(2) This modification is the cover airframe modification to component modification No Dowty Rotol AC9203 (Part 'A' - Port - Introduction of cylinder sub-assembly, Part No 103665210 in place of Cylinder Sub-assembly, Part No 103665200 (Ref No 27Q/1650-99-1448898). Unit becomes Part No 103665003. Part 'B' - Starboard Introduction of Cylinder Sub-assembly, Part No 103665211 in place of Cylinder Sub-assembly, Part No 103665201 (Ref No 27Q/1650-99-1448899). Unit becomes Part No 103665004).

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 3 modifications laid down in NAMM AP100N-0140, Chapter 10 only on removal of the jacks from the aircraft.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 15 man hours (4 to strip; 0 to embody; 5 to reassemble; 6 to test).

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification kit will not be assembled
(Refer to Leaflet for Dowty Rotol Mod AC 9203)

(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> |
|-------------------------|----------------|------------------------|------------|---------------------------|
| 30A/9505-99- 9437135 | DTD 189A | 22 swg SS Locking Wire | A/R | |
| 28P/5315-99- 1221025 | SP 90 H16 | Split pin | 2 | |
| 28P/5315-99- 9525532 | SP 90 E10 | Split pin | 2 | |
| 28P/5315-99- 7135010 | SP 31 H12 | Split taper pin | 2 | |
| 34B/9150-99- 9100572 | OM.15 Oil | | A/R | |

(2) Special Tools and Test Equipment

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

6. MODIFICATION OF SPARES

No British Aerospace, Kingston, Spares are affected by this modification

(See Leaflet for Dowty Rotol Mod No AC9203).

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers to British Aerospace, Kingston, Parts, as a result of this Modification.

(See Leaflet for Dowty Rotol Mod No AC9203).

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations.

NOTE: 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.

- (1) Refer to AP 101B-1309-1, Section 5, Chapter 1 and render the aircraft electrically safe.
- (2) Refer to AP 101B-1309-1, Section 2, Chapter 4 and Jack and trastle the aircraft.
- (3) Refer to AP 101B-1309-1, Section 2, Chapter 2. Remove the Hydraulic Reservoir access panel and slowly remove the filler cap to allow any pressure build-up to dissipate.
- (4) Dissipate hydraulic pressure in the system by operating one of the services.
- (5) On the Port main undercarriage jack release the micro-switch from the switch plate and stow clear of the jack.
- (6) Disconnect and suitably blank the pipes to the Port main undercarriage jack.
- (7) Disconnect the jack ram from the Port main undercarriage leg, retaining the Ram attachment, Bolt, Nut and washer.
- (8) Remove the main undercarriage Jack Attachment Bolt Access panel in the upper surface of mainplane. Remove and retain jack attachment bolt, nut and washer. Remove the jack from the aircraft.
- (9) Remove and retain shackle, Part No A187623 from jack.

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S-002F-810F 9A 1A
P8 on follow

(10) Repeat operations (5), (6), (7), (8) and (9) on the starboard main undercarriage to remove the starboard main undercarriage jack.

(11) Transport the undercarriage jacks, Part No's 103665001 (Port) and 103665002 (Starboard) to the Hydraulic Servicing Bay for embodiment of Dowty Rotol Mod No AC9203.

(12) Obtain modified jacks, Part No 103665003 (Port) and Part No 103665004 (Starboard).

(13) Fit one retained shackle to each jack, Lock nut with split taper pin, Part No SP31 H12.

(14) Position the Port main undercarriage jack, complete with Shackle, and refit the existing attachment Bolt, Nut and Washer retained from operation (8) and lock the nut using a split pin, Part No SP 90 H16. Refit the access panel.

(15) Refit the jack ram to the undercarriage using the Bolt nut and washer retained from operation (7). Lock with split pin, Part No SP 90 E10. (Bolt head assembled downwards).

(16) Reconnect the Hydraulic pipes and wire lock.

(17) Refit the jack mounted micro switch.

(18) Repeat operations (13), (14), (15), (16) and (17) to fit the modified starboard jack.

(19) Refer to AP 101B-1309-1, Section 3, Chapter 6 and prime and Bleed the undercarriage circuit ensuring that the reservoir is kept topped up. On completion Refit the reservoir filler cap and access panel.

(20) Refer AP 101B-1309-1, Section 3, Chapter 5 and adjust the Port and Starboard jack rams as necessary.

(21) Refer to AP 101B-1309-1, Section 3, Chapter 5 and adjust the jack mounted micro-switches as required.

(22) Refer to AP 101B-1309-1, Section 3, Chapter 5 and check the settings and clearance of the Port and Starboard Leg and wheel fairings and undercarriage doors.

(23) Carry out retraction test.

(24) Lower aircraft to the ground.

(25) Restore electrical power.

9. SPECIAL TESTS AFTER EMBODIMENT

(1) When this modification has been embodied and inspected carry out functional tests of all systems which have been disturbed for the purpose of embodying this modification.

10. RECORDING ACTION

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

11. DISPOSAL OF REDUNDANT PARTS

No parts are rendered redundant by the embodiment of this modification. (See leaflet by Dowty Rotol Mod No AC9203).

12. EFFECT ON MASS AND MOMENT

This modification has no effect on mass or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

(1) The embodiment of this modification affects servicing in that the requirements of SI/HUNTER/131 are no longer necessary.

(2) Support Equipment and Simulators are not affected.

(3) All relevant Air Publications will require amendment to reflect the new parts introduced by this modification.

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