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**GENERAL AND TECHNICAL INFORMATION
ILLUSTRATED PARTS CATALOGUE**

BY COMMAND OF THE DEFENCE COUNCIL

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Ministry of Defence

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AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L. N° and insert the date of incorporation.

AL N°	Amended by	Date
1	<i>[Signature]</i>	12/85
2	<i>[Signature]</i>	12/85
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Prelim.

MODIFICATION/EQUIPMENT AMENDMENT RECORD

This publication is technically up-to-date in respect of the modifications and equipment amendments listed below.

Aircraft Mod.No.	Equipment		AL No.	Remarks
	Mod.No.	Amdt No.		
829	(MT) 75		2	Exhaust duct shortened to prevent fouling of aircraft air brake – new unit Part No. 007-01F introduced.
	82		2	New air intake assembly Part No. 007-01-3C and backplate assembly Part No. 007-01-07 introduced.
	93		2	Fastener part numbers changed.
	115		3	Laminated shim packs on diffuser and bleed ring replaced by alternative shim sets.
	116		3	Laminated shim pack on exhaust cone replaced by alternative shim set.
	122		2	Redesigned fuel and oil unions Part No. 510-060-06 and 510-060-08 introduced.
961	148		3	Oil inlet Tee-fitting with modified moving spacers and liners to reduce oil flow, to generator and, thus, reduce consumption – new unit Part No. 007-01-01 introduced.
969	109		2	New fuel burners Part No. 451-010 introduced.
1021	173/174		3	Strengthened combustion chamber liner with internal ring in XSH material, compressor diffuser with vanes of increased section in AU4G material and bleed ring with altered section to provide more homogenous distribution of heat in hot areas, thus extending life of generator – new unit Part No. 007-01-11 introduced.
	MT 171 (JQ 211. 120.59)		4	Introduction of Part No. 458003 for the set of double gears.
	MT 35 (JQ 211. 35.59)		4	Modified compressor air intake housing and intake guard set introduced at Unit Serial No.202 onwards.
	MT 191 (JQ 211. 128.59)		6	To increase the depth of the spot facings on the distributor support from 0.5 ± 0.05 mm to 1.0 ± 0.05 mm (0.02 ± 0.002 in to 0.04 ± 0.002 in). This improves the sealing of the rear labyrinth during start up of the air generator, to eliminate any explosions due to combustion of oil. Generator sub-assembly Part No. 007-01-20B becomes Part No. 007-01-003 and Air generator Part No. 007-01-11 becomes Part No. 007-01-11 Issue A.

MODIFICATION/EQUIPMENT AMENDMENT RECORD – (continued)

Aircraft Mod.No.	Equipment		AL No.	Remarks
	Mod.No.	Amdt No.		
1225	MT 154 (JQ 211. 109.59)		7	To replace the self-locking nuts by normal nuts locked with Grade C Loctite. Starter motor Part No. 007-01-02B becomes Part No. 007-01-006.
	MT 186 (JQ 211. 129.59)		7	To introduce a further alternative starter motor which may be fitted to the Air Producer without change to the Part No. Starter motor Part No. 007-01-02B may be replaced by Part No. 007-01-006 (Mod. MT. 154) or alternatively Part No. 0470100020 (Mod.1224, (MT.186)).
	MT 221 (JQ 211. 134.59)		8	To introduce O ring seals manufactured from Viton 'E'. All O ring seals except those fitted on rotating carbon liners.
	MT 223 (JQ 211. 135.59)		9	To introduce a compressor with an increased blend radius (Pre: 1mm radius, Post: 1.75mm radius).
	MT 224 (JQ 211. 139.59)		9	To replace the material of distributor No. 2. Pre: Z18CNWS22-13 R = 580 to 650 MPa Post: NC13ADN6T R ≥ 700 MPa
	MT 212 (JQ 211. 138.59)		9	To introduce a non-return valve (007-01-040) in the generator oil return hollow bolt in order to avoid the quantity of oil remaining upstream of non-return valve (007-30) returning to the generator (shaft line).