

Chapter 24L

MISCELLANEOUS, DISMANTLING

Contents

	Page		Page
Air-fuel ratio control brackets	4	Removing pipes from the fuel control valve	4
General	1		
Purolator high pressure fuel filter and bracket	4	Tecalemit low pressure fuel filter and bracket	3
Removal and dismantling of No. 2 non-return valve	5	Vokes low pressure fuel filter and bracket	1

Illustrations

	Fig.		Fig.
Vokes low pressure fuel filter	1	Purolator high pressure fuel filter.. ..	3
Tecalemit low pressure fuel filter	2	No. 2 non-return valve unit	4

THIS CHAPTER, which is applicable to both the Ghost 48 Mk. 1 and the Ghost 48 Mk. 2, describes the dismantling of miscellaneous components which are not integral parts of the sub-assemblies dealt with in chapters 23 and 24A to 24K inclusive. The Purolator high pressure fuel filter and the Vokes low pressure fuel filter are used on the 48 Mk. 1, and the Tecalemit low pressure fuel filter is used on the 48 Mk. 2. Before commencing to dismantle any of the filters mentioned, cut and remove all locking wire. The general information contained in chapter 22 should be referred to as necessary.

VOKES LOW PRESSURE FUEL FILTER AND BRACKET 48 Mk. 1 only

1. Using the small end of spanner T.73692 with tommy bar T.73693 unscrew the filter case, supporting the case as the last few threads are unscrewed, Fig. 1.
2. Lift the filter insert assembly out of the case; handle the assembly with great care.
3. Using a 2 B.A. box spanner, unscrew the self-locking nut which retains the spring cup at the base of the assembly.

4. Remove the plain washer, spring cup, spring and shroud (mod. 754).
5. Unscrew the knurled nut and remove the aluminium washer from the lower end of the stud which is attached to the centre of the top plate. Lift off the bottom plate, bottom nylon-covered felt pad, perforated outer sleeve, felt element, perforated inner tube and top nylon-covered felt pad.

A bleed valve and a fuel pressure warning switch are fitted to the outlet side, and a second bleed valve utilises the tapped hole situated on the inlet side, of the filter head. Remove these items and the bracket as follows:

1. Remove the cap nut, the bleed valve, the fuel pressure warning switch and the three sealing washers.
2. Remove the banjo pillar and the sealing washer from the filter head.
3. Remove the cap nut, the bleed valve and the two sealing washers from the second banjo pillar.
4. Remove the banjo pillar and the sealing washer from the filter head.

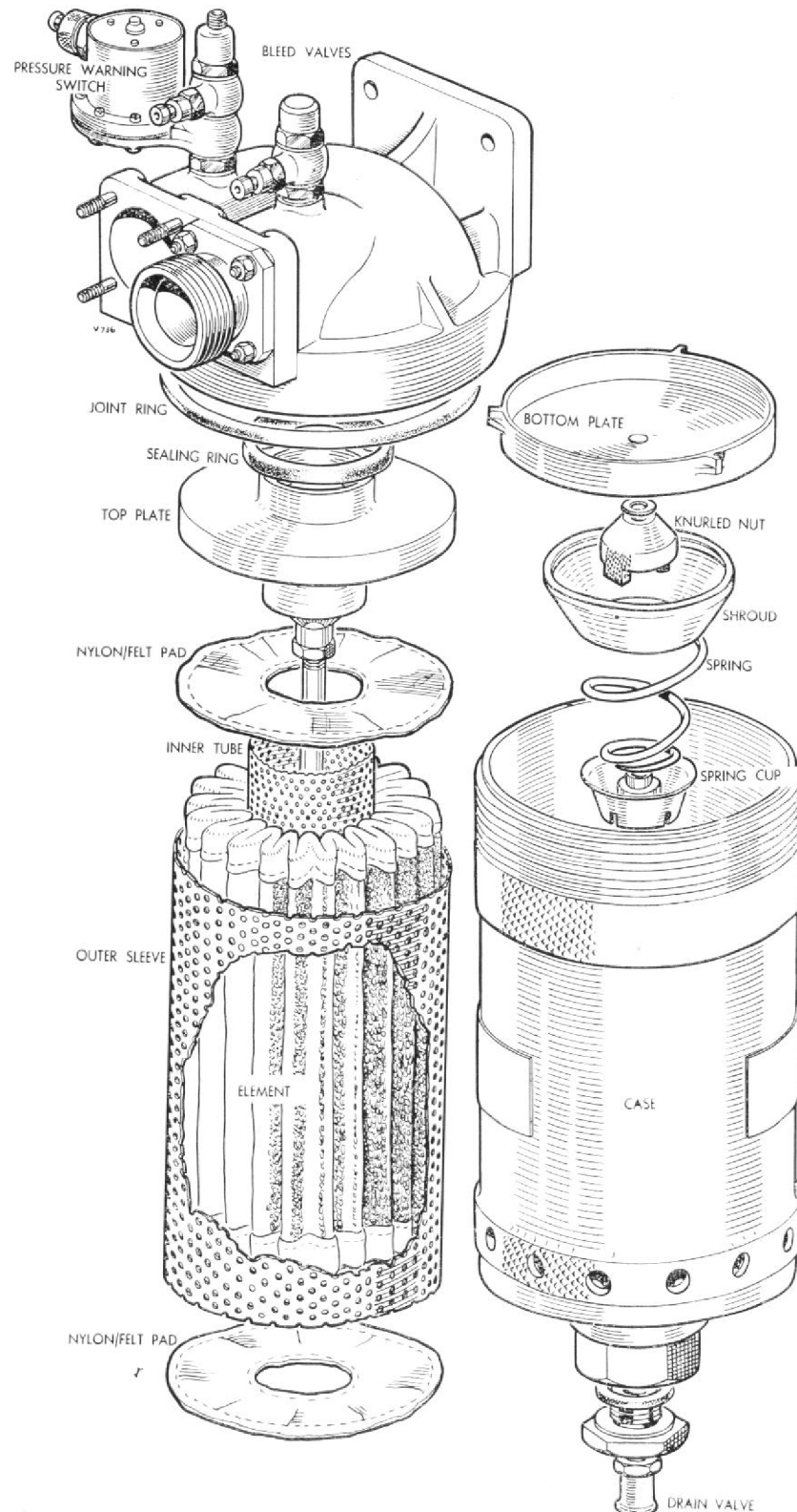


Fig. 1. Vokes low pressure fuel filter.

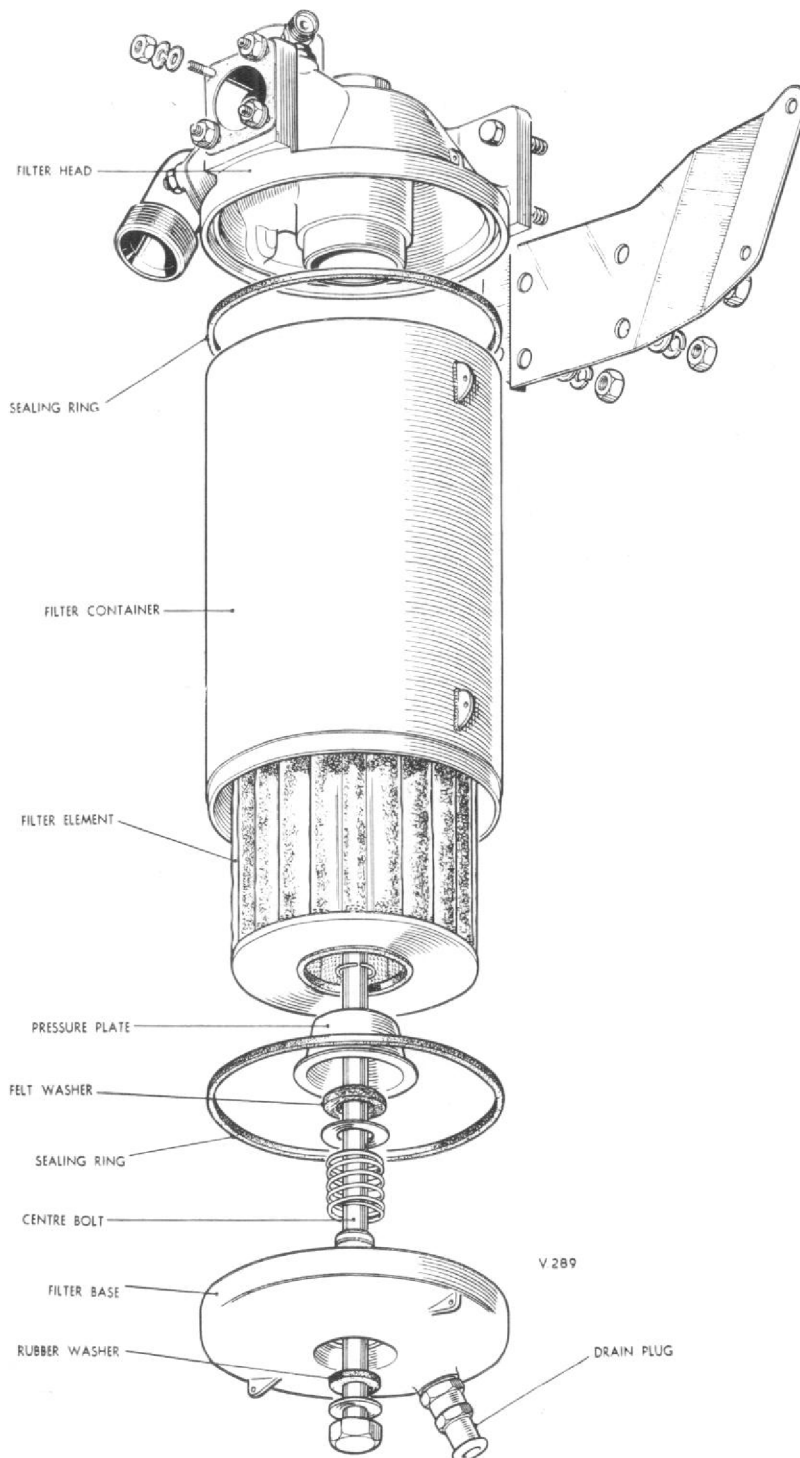


Fig. 2. Tecalemit low-pressure fuel filter.

5. Remove the four $\frac{3}{8}$ in. B.S.F. nuts and spring washers which secure the filter to the bracket.
6. Remove the two bolts from the upper location and draw the bracket off the two studs which are situated in the lower part of the flange at the rear of the filter head.

**TECALEMIT LOW
PRESSURE FUEL
FILTER AND
BRACKET 48 Mk. 2 only**

In the case of Tecalemit low pressure fuel filters having serial No. F101 to F180, the container tube is fabricated and the joint ring, which is trapped between the container and the base, is dimensionally different from the later type joint rings. If it is necessary to renew this joint ring in filter assemblies of the serial numbers specified, the complete filter should be returned to the manufacturers for re-conditioning.

Pre-mod. 831, the container is an interference fit in the base and this joint should not be disturbed unless there is leakage and it is essential to renew the synthetic rubber ring which is trapped between the tubular container and the cast base. When mod. 831 is embodied, the base may be loose on the container. There is no technical objection to the loss of the interference fit between these two parts.

1. Using a $\frac{3}{8}$ in. Whitworth box or socket spanner, unscrew the centre bolt, the head of which is located in a recess in the filter base, supporting the weight of the filter container as the last few threads are unscrewed, Fig. 2.

2. Lift the filter assembly out of the container and withdraw the centre bolt from the under-side of the base.
3. Prise the 'C' spring (circlip) off the boss cast in the centre of the base, and lift off the pressure plate, the felt washer, the light alloy washer, and the spring.

Remove the bleed valves, banjo pillars, and filter bracket as described for the Vokes type filter.

PUROLATOR HIGH PRESSURE FUEL FILTER AND BRACKET 48 Mk. 1 only

1. Using the large end of spanner T.73692 with tommy bar T.73693 unscrew and remove the bowl of the filter, Fig. 3.
2. Extract the split pin from the end of the filter element locating bolt.
3. Remove the two plain washers, the spring, the rubber washer, the bowl-to-head seal, the wire wound filter, and the filter element seal.
4. Remove the inlet and outlet banjo unions, the two banjo bolts, and the four washers.
5. Remove the two $\frac{1}{4}$ in. B.S.F. nuts and spring washers from the studs in the filter head and detach the small bracket.

AIR-FUEL RATIO CONTROL BRACKETS

Remove the four $\frac{1}{4}$ in. B.S.F. nuts and spring washers which secure each bracket to the A-F.R.C. and remove the two brackets.

REMOVING PIPES FROM THE FUEL CONTROL VALVE 48 Mk. 1 only

1. Unscrew the union nut which connects the A-F.R.C. high pressure pipe to the flanged connection at the control valve assembly and remove the pipe.
2. Remove the four $\frac{1}{4}$ in. B.S.F. plain nuts and spring washers which secure the flange connection on the distributor pipe to the inboard face of the con-

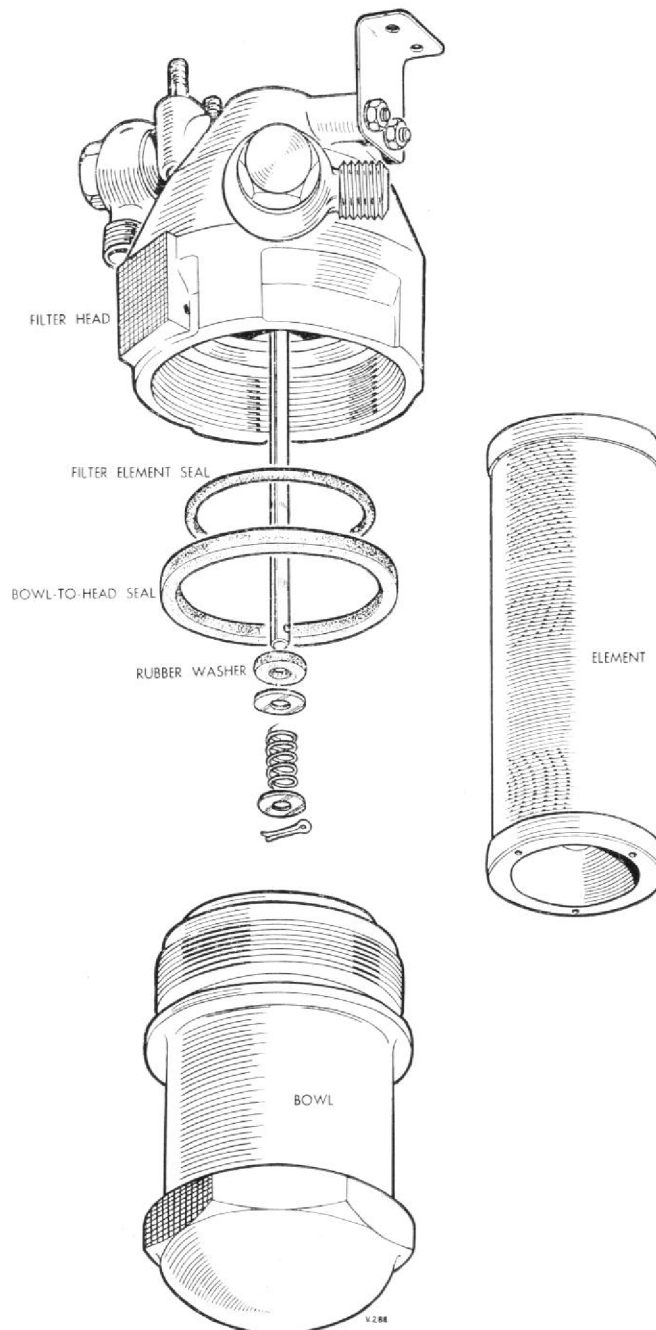


Fig. 3. Purolator high pressure fuel filter.

trol valve assembly.

3. Remove the pipe and the sealing ring from the groove which is machined in the outlet face of the control valve assembly.
4. Unscrew the union nut on the pipe centre connection and remove the remaining spill from the control valve.

REMOVAL AND DISMANTLING OF No. 2 NON-RETURN VALVE (48 Mk. 2 only)

Mod. 1026 transferred No. 2 non-return valve from the interior of the valve group unit to the

spill pipe carrying the return from the burner spill manifold to the circulating pump. Remove and dismantle the valve as follows Fig. 4.

1. Using a suitable spanner on the hexagon at the outboard end of the non-return valve, unscrew the valve from the manifold.

Pre-mod. 1191. This non-return valve, instead of having a hexagon at the outboard end, is slotted at the inboard end to take serrated spanner T.77453.

2. Carefully push out the valve, spring and housing from the inlet end. Do not separate the valve seat from the housing.

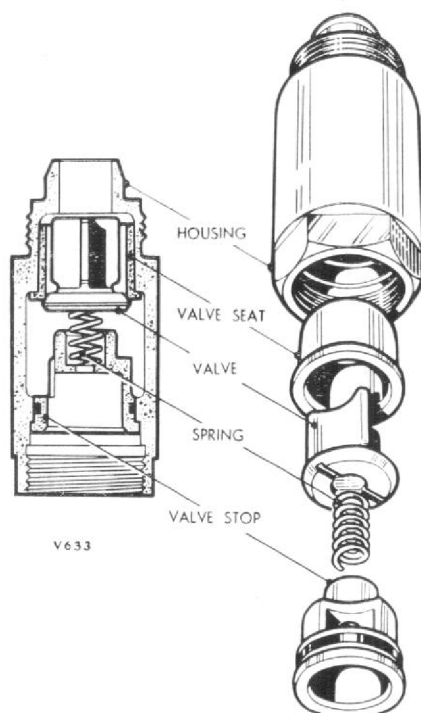


Fig. 4. No. 2 non-return valve unit.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

