

CHAP. 1 AIRFRAME S.P. 1 A.L. 3 SHEET 1 OF 4	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Mainwheel - Removal and Fitting	AFSC 43151 42152 43171	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT		
Spanner (26DK/95082). Bracket (26DK/1503984) - (Post Mod.GE 8141/SA). Jack, pillar 15 Ton (4Q/1045837). Adapter (4Q/2663). Extractor (26DK/95708). Locally manufactured axle thread protector. Brake Unit Alignment rig (27G/6804).		
<u>43151 / 42152</u>		
1. PREPARATION		
1.1 Main leg jacking bracket and adapter (26DK/1503984 and 4Q/2663).	Fit.	
1.2 Mainwheel.	Raise, using jack (4Q/1045837).	
1.3 Brake system accumulators.	Pressurize, using aircraft hand-pump.	
1.4 Brake control lever.	Set to PARKED.	
2. REMOVAL		
2.1 Axle:-		
(a) Split pins (2).	Remove.	
(b) Axle nut.	Remove, using spanner (26DK/95082).	
(c) Keyed washer.	Remove.	
2.2 Axle thread protector.	Fit to stub axle threads.	
2.3 Mainwheel.	Remove, using extractor (26DK/95708).	
3. PREPARATION		
3.1 Brake unit.	(i) Clean (ii) Examine for signs of the following:- (a) Insecure (unsafe) attachment.	
		Continued Overleaf

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SERVICING PROCEDURE
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3. PREPARATION (contd)

3.1 Brake unit (contd).

- (b) Cracks, or fractures.
- (c) Corrosion, contamination or deterioration.
- (d) Distortion.
- (e) Loose or missing rivets.
- (f) Chafing, fraying, scoring or wear.
- (g) Faulty or broken locking devices.
- (h) Loose clips, loose packing, obstruction of pipelines, leaks from pipelines.
- (i) External damage.
- (j) Overheating or leaking of fluids. There may be discolouration.

NOTE: Sub-item 3.2 is applicable only if brake pressure has been released.

3.2 (a) Brake unit alignment rig (27G/6804). Fit.

(b) Brake control lever. Set to PARKED.

(c) Brake system. Pressurize, using hand-pump.

(d) Alignment rig. Remove.

NOTE: During Item 4 extreme care must be taken to avoid damage to the maxaret unit.

4. FITTING

4.1 Axle sleeve. Ensure positioned correctly on axle.

4.2 Mainwheel.

- (i) Ensure inflated to correct pressure.
- (ii) Fit. (Using thread protector)

4.3 Brake control lever. Set to OFF.

4.4 Mainwheel. Rotate.

Continued

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4. FITTING (contd)

4.5 Axle:-

- (a) Thread protector. Remove.
- (b) Keyed washer.
- (c) Axle nut. Refit.

5. AXLE NUT END-FLOAT ADJUSTMENT

5.1 Axle nut.

- (i) Tighten to take up all clearance.
- (ii) Slacken axle nut to give end-float of 0.005 to 0.01 in. following the procedure in Operations (iii) and (iv).
- (iii) If slots and pairs of holes align, unscrew axle nut until next pair of slots align with holes.
- (iv) If no slots and holes are aligned unscrew axle nut minimum amount to achieve alignment. Then unscrew axle nut until next pair of slots align with same holes.
- (v) Total movement of axle nut must be between 30 and 60 degrees.
- (vi) Lock axle nut with two new split pins. (28P/19176).

6. MAXARET ADJUSTMENT

6.1 Maxaret unit.

Adjust to give flat on tyre of between 0.75 and 1.0 in.

43171 (INSPECTOR)

7. INSPECTION STAGE

7.1 Inspect.

Items 4, 5 and 6.

Continued Overleaf

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SERVICING PROCEDURE

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8. COMPLETION

8.1 Aircraft. Lower to ground.

8.2 Jacking adapter. }

8.3 Jacking bracket and jack. }

Remove.



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