

CHAP 1 AIRFRAME SP 11B AL 4 SHEET 1 OF 2	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Tailplane Hinge Spigot Inner & Outer Bearings - Inspection, Lubrication & reassembly of Inner Bearings	AFSC 43151 43171	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT Rig assembly (26DK/95375). Torque wrench (1C/1202793). Socket (26DK/95374).		ASSOCIATED PROCEDURES SP11A (AF) 12 (AF)
<u>43151</u>		
1. PREPARATION		
1.1 Tailplane Bearings. Remove (SP 11A(AF)).		
<p>NOTE: A used bearing in good condition, with the correct pre-load still present has a theoretical torque value of 45 to 50 lbf/in. During normal service, because of grease deterioration and slight corrosion there is a tendency for this torque to increase slightly. If wear takes place there will be a very significant drop in the torque value and bearing wear is suspected. Check the bearing torque, and reject the bearing if it is below 30 lbf/in.</p> <p>The torque can be measured by holding the bearing rigidly, through the spindle and arranging a simple clamp to pull the torque of the spherical outer diameter of the cup.</p>		
2. GENERAL		
NOTE: The following operations must be carried out in a clean dust free area.		
2.1 Dismantle the inner bearing assembly in accordance with Servicing Manual Sect.3, Chap.3, Para 11. Removal of bearing from the assembly must be carried out with maximum care to avoid damage to the bearings.		
2.2 Thoroughly degrease the bearing components.		
NOTE: If the bearings are not to be inspected immediately after stripping, a light protective coating of grease must be applied to all parts, and de-greased immediately prior to inspection.		
		Continued Overleaf
SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS		

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### 3. INSPECTION

NOTE: Outer bearings are not Bay Serviceable, therefore only an external inspection of 3.1 and 3.2 can be carried out.  
Internal damage is far more serious than external, therefore any signs of defects detailed in items 3.1 and 3.2 should be treated with caution and bearings replaced if considered suspect.

- 3.1 Unaided visual inspection covering obviously rejectable flaws including cracked or broken races, cages, rollers; surface crazing (i.e. micro-cracking), excessive heat discolouration, corrosion discolouration (which cannot be removed by the use of extremely fine emery cloth).
- 3.2 Visual examination in detail under diffused lighting with approximately 2.5 magnification must include: pits and corrosion; dents, depressions or bruises; spalling; scratches; circumferential bands, true or false brinelling and staining. As a guide to the rejection or acceptance of the bearing parts, the Timken Manual Order No.5011 is to be used.

### 4. LUBRICATION

- 4.1 Apply grease DTD5589 (XG-287) to bearing cages and running surfaces, ensuring that all surfaces are completely covered.


### 5. REASSEMBLY

NOTE: An Inspector (43171) must monitor Sub-item 5.1.

- 5.1 Reassemble. Reassemble the bearing in accordance with Servicing Manual Sect.3, Chap.3, Para.13.

### 6. COMPLETION

- 6.1 Tailplane Bearings. Fit (SP12 (AF)).



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