

CHAP.	1	AIRFRAME	SERVICING PROCEDURE	BAC F53 & T55 (SA)	
S.P.	2	A.L. 4	F53	T55	
SHEET	1	OF 4			5A3A Section 1
		2nd Edition			
Brake Unit - Removal and Fitting			AFSC		TIME EST
			43151	42171	
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.			42152	42172	
SPECIAL TOOLS AND EQUIPMENT					
Torque wrench (1C/1202795). Torque wrench (1C/1202793). Socket (1L/9106390). Locally manufactured axle thread protector. Adapter (4Q/4230859). Pillar jack 15 Ton (4Q/1045837). Bracket (26DK/1503984). Brake unit alignment rig (27G/6804).					
<u>43151 / 42152</u>					
1. PREPARATION					
NOTE: Sub-item 1.1 is applicable only when single wheel jacking is to be carried out.					
1.1	Mainwheel.	Ensure opposite wheel is double chocked.			
1.2	Mainwheel.	Remove (SP 1 (AF)).			
1.3	Brake control lever.	Ensure set to OFF.			
1.4	Maxaret unit pipeline (brake unit banjo connexion).	Disconnect and blank.			
1.5	Axle thread protector.	Ensure correctly fitted.			
2. REMOVAL					
2.1	Brake unit bolts:				
	(a) Split pins.	Remove.			
	(b) Nuts (quantity 6).	Remove.			
2.2	Brake unit assembly.	(i) Support (ii) Withdraw over axle.			
3. FITTING					
3.1	Brake unit assembly.	(i) Support. (ii) Slide over axle.			
3.2	Brake unit bolts:-				
	(a) Nuts (quantity 6).	(i) Refit. (ii) Torque-tighten to 55 lbf ft using torque wrench (1C/1202795).			
Continued Overleaf					

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3. FITTING (contd)

3.2 Brake unit bolts (contd). (iii) Lock brake unit nuts using split pins (quantity 6, 28P/9554984).

3.3 Maxaret pipeline. (i) Reconnect using new O-ring seals and support rings. (ii) Torque-tighten banjo union bolt to 8 lbf ft, using torque wrench (1S/1202793). (iii) Lock with wire.

4. GENERAL

4.1 Axle thread protector. Remove.

4.2 Brake system. (i) Fit brake unit alignment rig (27G/6804). (ii) Bleed whilst operating aircraft hand pump and brake lever simultaneously.

4.3 Bleed screw. Retighten and lock with wire.

4.4 Brake system. (i) Apply parking brake. (ii) Pressurise to 1800 lbf/in<sup>2</sup> using aircraft hand pump. (iii) Remove brake unit alignment rig (27G/6804).

4.5 Mainwheel. Refit (SP 1(AF)).

NOTE: Do not lower aircraft and do not remove jacking equipment at this stage.

4.6 Brake system. Release parking brake.

5. TESTING

5.1 Services system. Pressurise to 1800 lbf/in<sup>2</sup> using aircraft hand pump.

NOTE: Sub-items 5.2 and 5.3 must be carried out simultaneously.

5.2 Mainwheel. Spin.

5.3 Brake control lever. (i) Apply. (ii) Ensure mainwheel stops. (iii) Ensure no leaks. (iv) Release.

5.4 Mainwheel. Ensure free to rotate.

5.5 Services system. Release pressure.

Continued

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6. INSPECTION STAGE

6.1 Inspect. Items 3, 4 and 5.

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7. REPLENISHMENT

7.1 Service system. Replenish (SP 603 (AF)).

NOTE: Item 8 is applicable only if leakage occurs subsequent to torque-tightening of banjo bolt in Sub-item 3.3.

8. RECTIFICATION

8.1 Banjo union. (i) Dismantle.  
(ii) Examine mating surfaces.

8.2 Brake unit. Examine wire inserts at banjo union connexion for signs of the following:-

- (a) Insecure (unsafe) attachment.
- (b) Cracks and fractures.
- (c) Corrosion, contamination and deterioration.
- (d) Distortion.
- (e) Chafing, fraying, scoring and wear.
- (f) Faulty and broken locking devices.
- (g) External damage.

8.3 Banjo union. (i) Assemble using new O-ring seals and supporting rings.  
(ii) Torque-tighten banjo union bolt to 8 lbf ft, using torque wrench (1C/1202793).  
(iii) Lock with wire.

9. GENERAL

9.1 Brake system. (i) Apply parking brake.  
(ii) Bleed whilst operating aircraft hand pump.  
(iii) Release parking brake.

NOTE: Avoid contamination of tyre.

9.2 Bleed screw. Retighten and lock with wire.

Continued Overleaf

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10. TESTING

10.1 Services system. Pressurise to 1800 lbf/in<sup>2</sup>, using aircraft hand pump.

10.2 Brake control lever. (i) Apply.  
(ii) Ensure no leaks.  
(iii) Release.

10.3 Services system. Release pressure.

11. REPLENISHMENT

11.1 Services system. Replenish (SP 603(AF)).

12. COMPLETION

12.1 Aircraft. Lower to ground.

12.2 Jacking equipment. Remove.

NOTE: All wirelocking to be of 22 SWG stainless steel wire unless otherwise stated.

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