

CHAP 1 AIRFRAME SP 50 AL 10 SHEET 1 OF 10	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
600 Gallon Ventral Pack Engine Hatch Tank Gun Pack - Fitting	AFSC 43151 46250 43171 42350 42470 43270	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT C-spanner (26DK/95910). Adapter (26DK/1485435). C-spanner (26DK/95909). Torque wrench (1C/9106070). C-spanner - (Qty 2) (26DK/95911). Allen Key (1C/1202795) Ratchet spanner (26DK/95425). Sleeve protective LM (see Brace spanner (26DK/95084). Fig.3). Handling trolley (26DK/95866). Spigot guide - (Qty 4) (26DK/95884). <div style="text-align: center;"><u>43151</u></div> 1. PREPARATION 1.1 Ballast weight. If hatch tank gun pack fit is part of a role change remove ballast weights. <div style="text-align: center;"><u>46250</u></div> 2. PREPARATION 2.1 Nose u/c door. Disconnect links at door attachment. 2.2 Missile pack (If Inner fairings. fitted). Remove. 2.3 Weapons pack. Lower approximately 5 ins. <div style="text-align: center;"><u>43171 (INSPECTOR)</u></div> 3. INSPECTION STAGE 3.1 Engine hatch tank. Inspect for loose articles prior to fit. <div style="text-align: center;"><u>43151</u></div> 4. ENGINE HATCH TANK FITTING 4.1 Circular end-fitting Remove from hatch. (FCU drain outlet). 4.2 Guide spigots Fit in position 5 and 9 (26DK/95884). (Left and right) (Counted from front).		ASSOCIATED PROCEDURES SP131(EL) SP118(P) SP119(P) SP120(P)
		Continued Overleaf
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CHAP. 1 AIRFRAME

S.P. 50 A.L. 4

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SERVICING PROCEDURE

F53

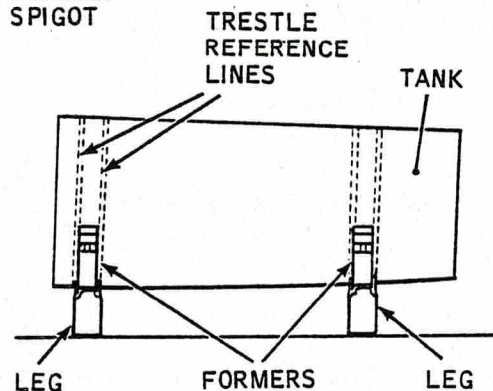
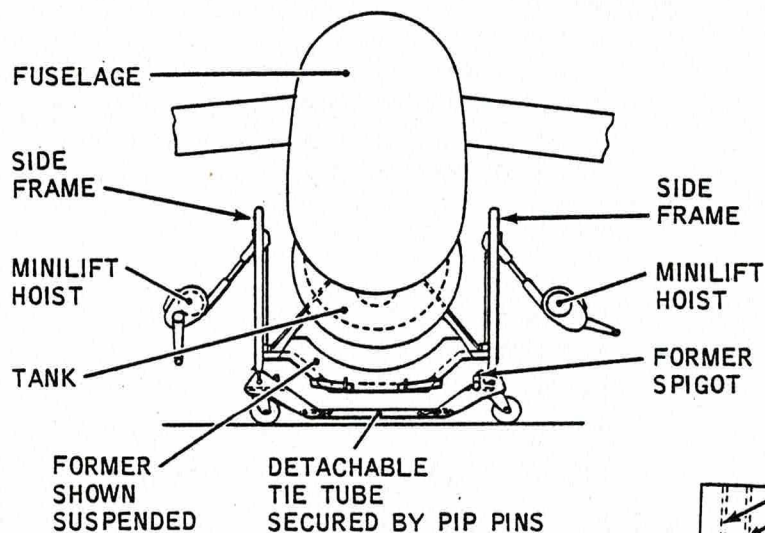
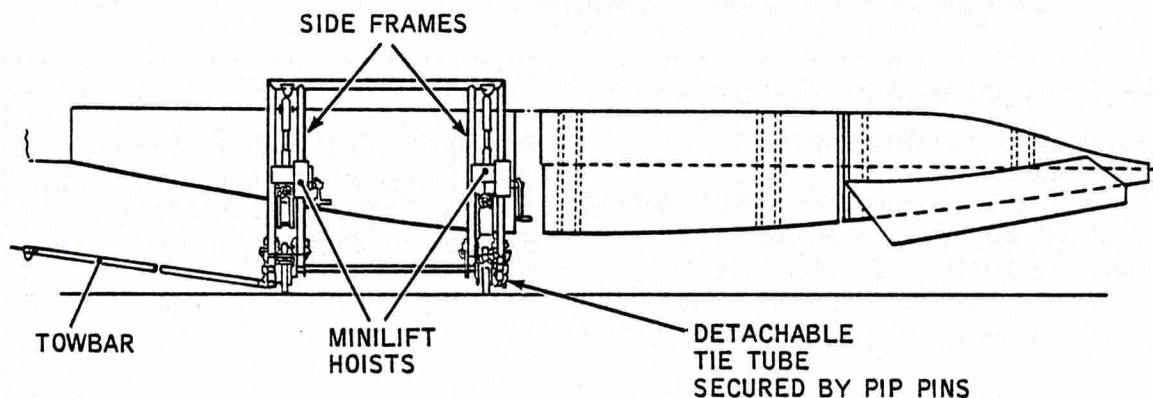
T55

BAC F53 & T55 - 5A3 (SA)

5A3A Section 1

2nd Edition

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TANK FORMERS

FORWARD TANK

FORWARD POSITION - FORMER EF 3-88-2251

REAR POSITION - FORMER EF3-88-2249

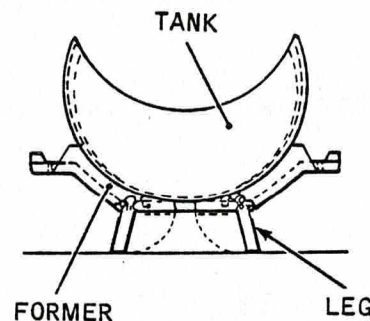
CENTRE TANK

BOTH POSITIONS - FORMER EF3-88-2249

AFT TANK

FORWARD POSITION - FORMER EF3-88-2253

REAR POSITION - FORMER EF3-88-2255



VENTRAL PACK - REMOVAL AND ASSEMBLY
FIGURE 1

Continued

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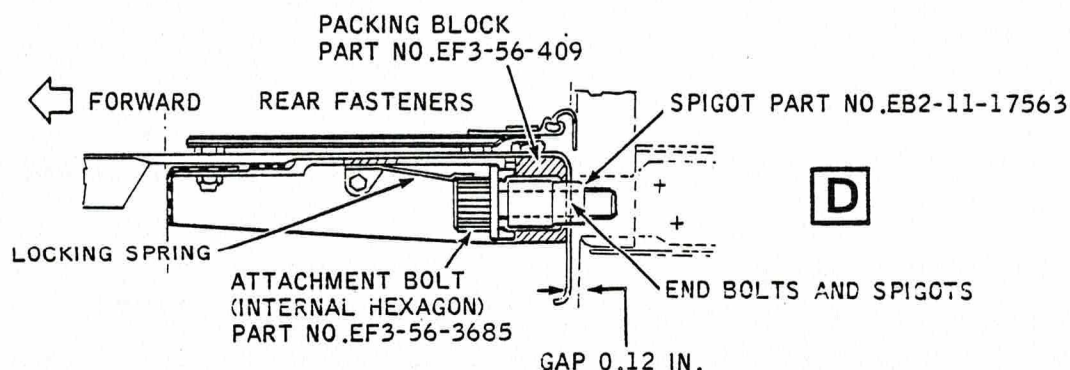
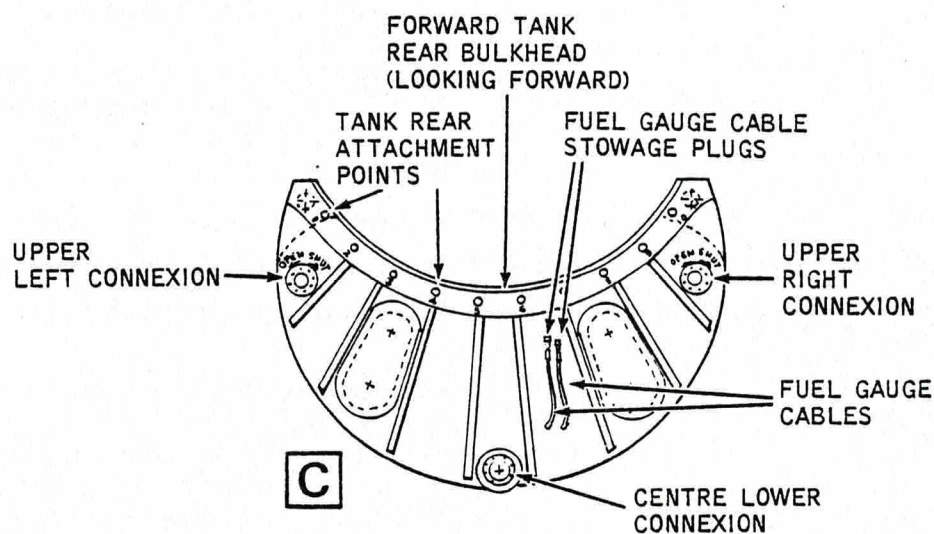
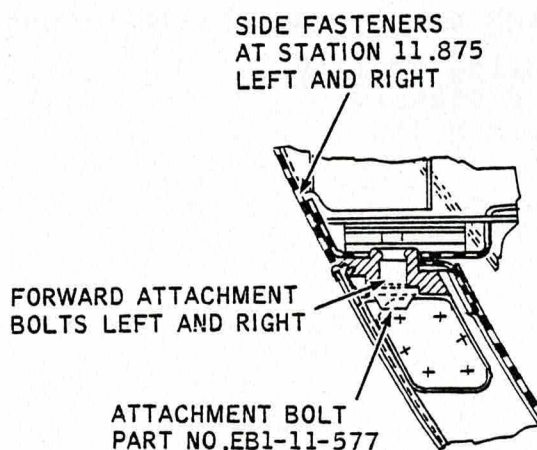
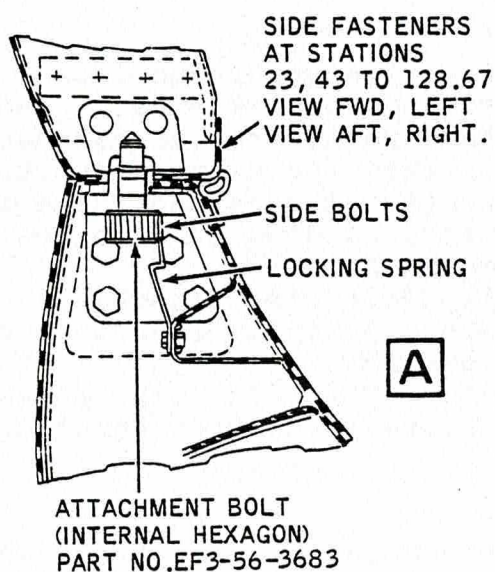
4. ENGINE HATCH TANK FITTING (Contd)

- | | |
|---|--|
| 4.3 Handling trolley
(26DK/95866).
(See Fig.1). | (i) Position under fuselage.
(ii) Fit protective sleeves and raise tank until starter exhaust has entered the exhaust aperture. Remove sleeves and raise hatch tank, guiding it into position by means of spigots.
(iii) Flexible pipe assembly (26DK/1485678) ensure in correct position.
(iv) Starter exhaust pipe assembly ensure in correct position. |
| 4.4 Side bolts
(See Fig.2). | Screw in until nipped. |
| 4.5 End bolts spigots | (i) Screw in, working from centre outwards, using adapter (26DK/1485435).
(ii) Torque tighten to between 50 and 55 lbf ft using torque wrench (1C/1202795) set at 25 to 27.5 lbf ft. |
| 4.6 Hatch tank | Ensure correctly aligned with fuselage. |
| 4.7 Starter exhaust pipe. | Ensure protruding below tank lower skin |
| 4.8 Flexible pipe assembly
(26DK/1485678). | Ensure protruding through circular end fitting. |
| 4.9 End-bolts
(See Fig.2). | (i) Tighten using adapter (26DK/1485435).
(ii) Torque tighten to between 50 and 55 lbf ft using torque wrench (1C/1202795) set at 25 to 27.5 lbf ft. |
| 4.10 Side bolts
(See Fig.2). | (i) Tighten working from centre outwards using ratchet spanner (26DK/95425).
(ii) Torque tighten to between 60 and 65 lbf ft using torque wrench (1C/1202795) set at 52.0 to 56.25 lbf ft. (POST MOD 9346). |
| 4.11 Handling trolley. | (i) Lower beams.
(ii) Remove from aircraft. |

Continued Overleaf

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FORWARD TANK ATTACHMENT
FIGURE 2

Continued

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4. ENGINE HATCH TANK FITTING (Contd)

- 4.12 Guide spigots. (i) Remove.
(ii) Fit side bolts and torque tighten as item 4.10 sub item (ii).
- 4.13 Side bolt cover plates. (i) Refit.
(ii) Ensure fasteners slot aligns with indicator marks.
- 4.14 Forward attachment bolts (See Fig.2). (i) Fit.
(ii) Tighten using brace spanner (26DK/95084).
(iii) Fit cover plates.

NOTE: Do not torque tighten.

- 4.15 O-ring seal (3-105). Fit to flexible drain (26DK/1485678)
- 4.16 Circular end fitting (FCU drain outlet). (i) Position over drain.
(ii) Refit to hatch.

5. FUEL AND AIR CONNEXIONS

- 5.1 Hatch tank connexions. Ensure in shut position.
- 5.2 Centre tank connexions. Ensure in shut position.
- 5.3 Centre lower connexion (hatch tank):
- (a) King clamp. Remove.
- (b) Blanking cap (26DK/95871) Remove.
- (c) O-ring seal. Remove.
- 5.4 Centre lower connexion. (centre tank):
- (a) King clamp. Remove.
- (b) Blanking cap. (26DK/95871) Remove.
- (c) O-ring seal. Remove.
- 5.5 Bellows assembly. (i) Examine for signs of the following:
(a) Insecure (unsafe) attachment.
(b) Cracks and fractures.
(c) Corrosion, contamination and deterioration.
(d) Distortion.
(e) Loose and missing rivets.
(f) Chafing, fraying, scoring and wear.

Continued Overleaf

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5. FUEL AND AIR CONNEXIONS (contd)

- 5.5 Bellows assembly (contd)
- (g) Faulty and broken locking devices.
 - (h) Loose clips, loose packing, obstruction of pipelines, leaks from pipelines.
 - (i) External damage.
 - (j) Overheating and leaking of fluids. There may be discolouration.
 - (ii) Position complete with new O-ring seals ensuring compressed as little as possible.
- 5.6 King clamps. Fit with toggle linkage positioned at bottom centre, and lock.
- 5.7 Connexion.
- (i) Fit C-spanner (26DK/95909).
 - (ii) Rotate in direction indicated in OPEN position.
- 5.8 Upper right connexion. (hatch tank):
- (a) King clamp. Remove.
 - (b) Blanking cap (26DK/95863). Remove.
 - (c) O-ring seal. Remove.
- 5.9 Upper right connexion (centre tank):
- (a) Blanking cap (26DK/95870). Fit allen key (1C/9106070).
 - (b) Retaining nut (26DK/95869). Slacken using C-spanner (26DK/95911) whilst reacting on blanking cap with allen key.
- 5.10 Blanking cap (26DK/95870). Remove.
- 5.11 Detachable turning link assembly.
- (i) Locate in dogs.
 - (ii) Hand-tighten retaining nut.
 - (iii) Using C-spanner (26DK/95911) tighten whilst reacting on turning link with C-spanner (26DK/95911).
 - (iv) Wirelock.

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<div style="border: 1px solid black; display: inline-block; padding: 5px 20px;">4 3 1 5 1</div>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>5. FUEL AND AIR CONNEXIONS (contd)</p> <p>5.12 Bellows assembly</p> <p>5.13 King clamps.</p> <p>5.14 Connexion.</p> <p>5.15 Upper left connexion (hatch tank):</p> <p style="margin-left: 40px;">(a) King clamp.</p> <p style="margin-left: 40px;">(b) Blanking cap (26DK/95863).</p> <p style="margin-left: 40px;">(c) O-ring seal.</p> <p>5.16 Upper left connexion (centre tank):</p> <p style="margin-left: 40px;">(a) Blanking cap (26DK/95870).</p> <p style="margin-left: 40px;">(b) Retaining nut (26DK/95869).</p> </div> <div style="width: 50%;"> <p>(i) Examine for signs of the following:-</p> <ul style="list-style-type: none"> (a) Insecure (unsafe) attachment. (b) Cracks and fractures. (c) Corrosion, contamination and deterioration. (d) Distortion. (e) Loose and missing rivets. (f) Chafing, fraying, scoring and wear. (g) Faulty and broken locking devices. (h) Loose clips, loose packing, obstruction of pipelines, leaks from pipelines. (i) External damage. (j) Overheating and leaking of fluids. There may be discolouration. <p>(ii) Position complete with new O-ring seals ensuring compressed as little as possible.</p> <p>Fit and lock toggle linkage on outboard side.</p> <p>(i) Fit C-spanner (26DK/95910).</p> <p>(ii) Rotate in direction indicated to OPEN position.</p> <p>Remove.</p> <p>Remove.</p> <p>Remove.</p> <p>Fit allen key (1C/9106070).</p> <p>Slacken using C-spanner (26DK/95911) whilst reacting on blanking cap with allen key.</p> </div> </div>		
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5. FUEL AND AIR CONNEXIONS (Contd)

5.17 Blanking cap (26DK/95870). Remove.

5.18 Detachable turning link assembly.

- (i) Locate in dogs.
- (ii) Hand-tighten retaining nut.
- (iii) Using C-spanner (26DK/95911) tighten whilst reacting on turning link with C-spanner (26DK/95911).
- (iv) Lock with wire.

5.19 Bellows assembly.

- (i) Examine for signs of the following:
 - (a) Insecure (unsafe) attachment.
 - (b) Cracks and fractures.
 - (c) Corrosion, contamination and deterioration.
 - (d) Distortion.
 - (e) Loose and missing rivets.
 - (f) Chafing, fraying, scoring and wear.
 - (g) Faulty and broken locking devices.
 - (h) Loose clips, loose packing, obstruction of pipelines, leaks from pipelines.
 - (i) External damage.
 - (j) Overheating and leaking of fluids. There may be discolouration.
- (ii) Position complete with new O-ring seals ensuring compressed as little as possible.

5.20 King clamps. Fit and lock toggle linkage on outboard side.

5.21 Connexion.

- (i) Fit C-spanner (26DK/95910).
- (ii) Rotate in direction indicated to OPEN position.

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4 3 1 7 1 / 4 3 2 7 0

12. TESTING

12.1 Fuel flow test. Check (SP 118 (P)).

4 2 4 5 0

13. TESTING

13.1 Fuel flow test. Check (SP 119 (P)).

4 3 1 7 1 / 4 3 2 7 0

14. TESTING

14.1 Fuel transfer. Check (SP 120 (P)).

4 3 1 5 1

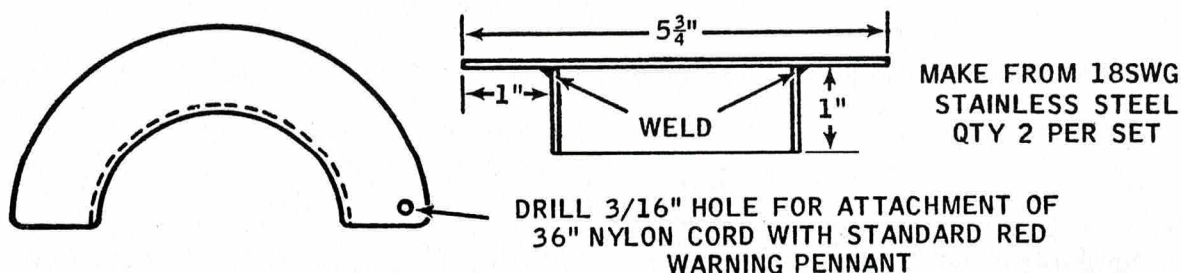
15. COMPLETION

- 15.1 Access doors (hatch to centre tank) (left and right).
- (i) Refit door access (Part No. EF5-56-1473) (lower centre fuel connexion).
 - (ii) Panel assy (Part No. EF5-56-2507) (left and right) upper fuel/air connexion - refit.

15.2 Gas shield (aft end of gun bay). Refit.

15.3 Gun bay doors (left and right). Refit.

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



PROTECTIVE SLEEVE FOR STARTER EXHAUST APERTURE

FIGURE 3

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