

CHAP. 1 AIRFRAME	SERVICING PROCEDURE	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition	
S.P. 7 A.L. 4	F53 T55		
SHEET 1 OF 8			
Tailplane Auto-Stabilizer Actuator-Removal		AFSC 43151 42152 43250	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.			
SPECIAL TOOLS AND EQUIPMENT			ASSOCIATED PROCEDURES
Retraction rig (EF3-88-367). Setting pin (CH/455/148). T/P incidence gauge (left) (26DK/95864) (F53). T/P incidence gauge (left) (26DK/95572) (T55). Tyre inflation rig (4G/1050542). Locating pin (26DK/95127). Walkway (26DK/95055).			SP 5(P) 603(AF)
<u>43151 / 42152</u>			
1. PREPARATION			
1.1 Arrestor hook safety bar (26DK/1439551).		Remove from aircraft.	
1.2 Arrestor hook.		Release from stowed position and lower onto hard rubber mat pre-positioned on ground. (Using retraction rig EF3-88-367).	
1.3 Arrestor hook operating handle.		Reset to unoperated position (Ball catch engaged).	
1.4 Bolster.		Remove.	
1.5 Drain channels.		Remove.	
1.6 Access panels 93 and 103.		Remove.	
<u>43151</u>			
2. PREPARATION			
2.1 Aircraft.	(i)	Raise on jacks until all wheels are clear of ground.	
	(ii)	Trestle at frame 59.	
			Continued Overleaf

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43250

3. PREPARATION

3.1 No.1 Reheat jet pipe. Remove (SP 5(P)).

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4. PREPARATION

4.1 Walkway (26DK/95055). Fit.

4.2 Heat shields (Quantity 3). Remove.

4.3 Ground air charging/ release connexion. (Access panel 63P(left)). Remove blank.

4.4 Services system hydraulic pressure. Release pressure by operating brake lever.

4.5 Hydraulic test trolleys. (i) Prime.  
(ii) Bleed.

4.6 No.1 services ground Test connexions (Access panel 45P(left)). Connect hydraulic test trolley.

4.7 No.1 controls ground test connexions (Access panel 45P(left)). Connect hydraulic test trolley.

4.8 Hydraulic reservoirs (Services and No.1 and No.2 controls system). Replenish (SP 603(AF)).

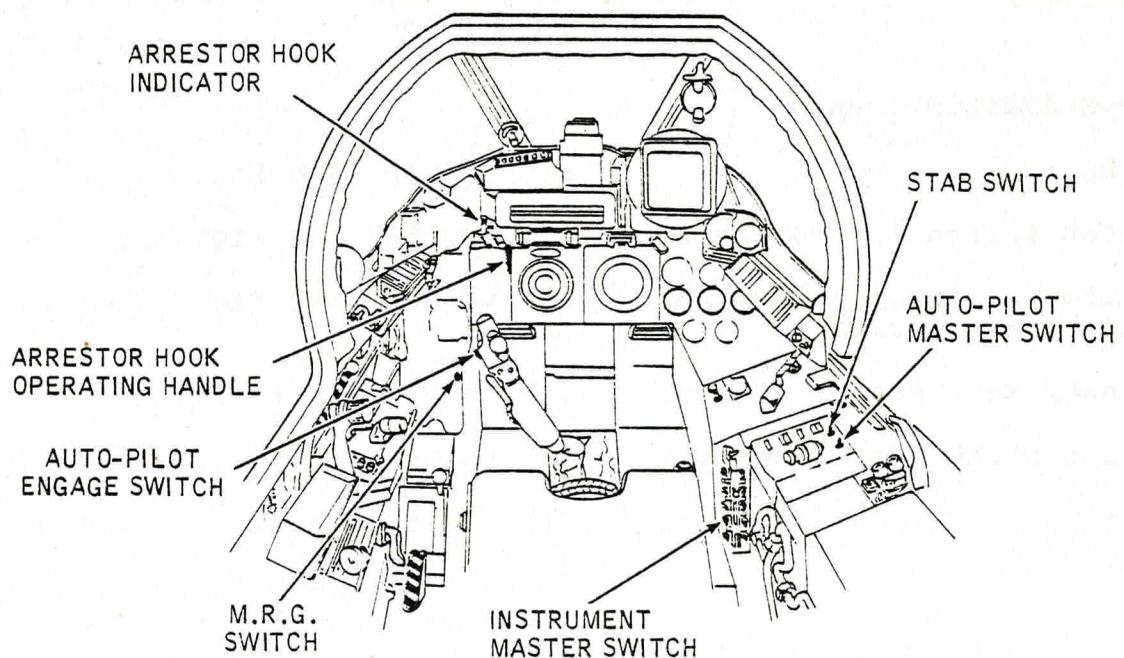
4.9 Tyre inflation rig (4G/1050542). (i) Connect to ground air charging/release connexion (Access panel 63P(left)).  
(ii) Set to deliver a pressure of between 16 and 18 lbf/in<sup>2</sup>.

4.10 External d.c. power supply. (i) Connect.  
(ii) Switch to ON.

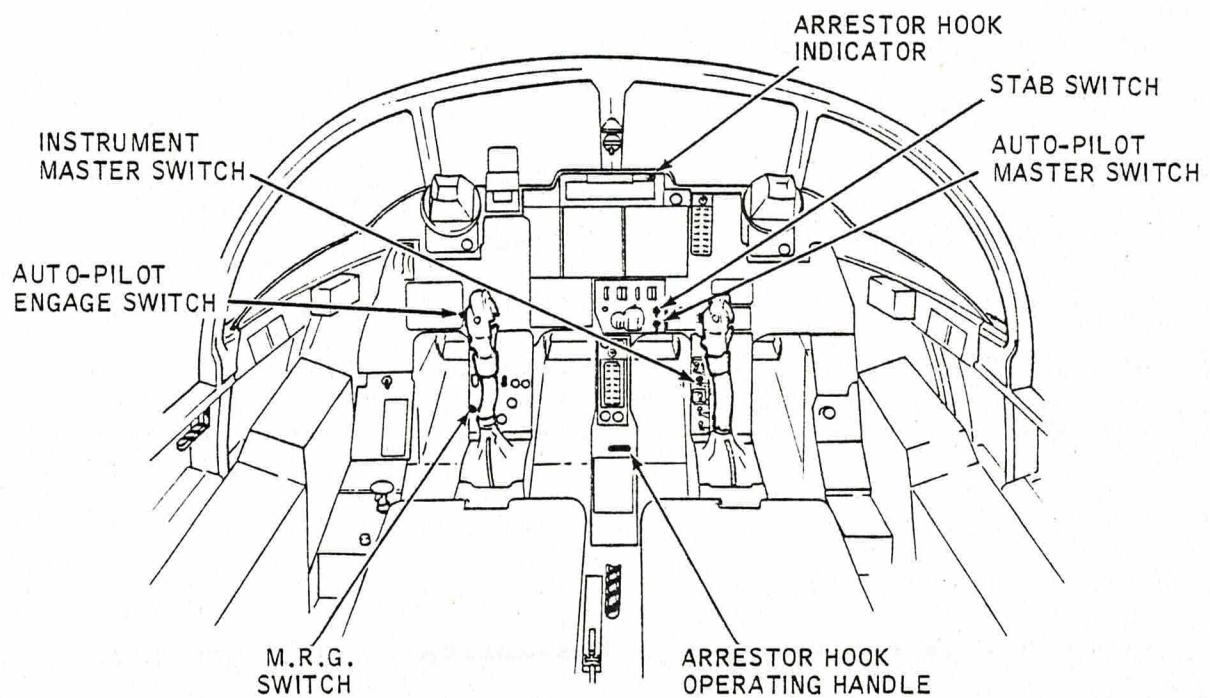
4.11 External a.c. power supply. (i) Connect.  
(ii) Switch to ON.

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MK.53



MK.55

INSTRUMENT AND AUTOPILOT SWITCHES AND ARRESTOR HOOK CONTROLS  
FIGURE 1

Continued Overleaf

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4. PREPARATION (contd)

4.12 MRG switch. Set of OFF (See Fig.1).

4.13 Stab switch (On controller). Set to OFF (See Fig.1).

4.14 Auto pilot engage switch (On control column). Set to OFF (See Fig.1).

4.15 Instrument Master switch. Set to ON (See Fig.1).

4.16 Auto pilot master switch. Set to ON (See Fig.1).

4.17 Tailplane auto-stabilizer actuator.
 

- (i) Set to neutral using aircraft hand pump.
- (ii) Check neutral using setting pin (CH/455/148).

4.18 Tailplane auto-stabilizer actuator. Remove setting pin.

4.19 Tailplane incidence gauges (26DK/95864 (left) and 26DK/95865 (right)). Fit.

4.20 Main undercarriage. Ensure ground locks fitted.

4.21 Nose undercarriage. Remove ground lock.

4.22 Pitot/static test set. Connect.

4.23 Pitot/static system. Pressurize to equivalent of 165 Kt.

4.24 Undercarriage lever. Select to UP.

4.25 Nose undercarriage. Raise, using test trolley hand pump, until indication lamp is out.

4.26 Services system. Pressurize to 3000 lbf/in<sup>2</sup>.

4.27 Pitot/static system. Pressurize to equivalent of 250 Kt.

4.28 No.1 controls system. Pressurize to 3000 lbf/in<sup>2</sup>.

4.29 Feel selector. Ensure set to IN.

4.30 Tailplane trim. Trim to neutral (On incidence gauge).

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4. PREPARATION (contd)

4.31 Tailplane control system vertical torque shaft (Access panel 26S (right) (F53), Access panel 20S (right) (T55)). Fit locating pin (26DK/95127).

4.32 Tailplane. Ensure neutral.

4.33 Tailplane control system vertical torque shaft. Remove locating pin.

4.34 Pitot/static system. Release pressure and remove test set.

4.35 Undercarriage lever. Select to DOWN.

4.36 Nose undercarriage. Fit ground lock.

4.37 Auto pilot master switch (on controller). Set to OFF.

4.38 Instrument master switch. Set to OFF.

4.39 External d.c. power supply. Set to OFF.

4.40 External a.c. power supply. Set to OFF.

4.41 Services and No.1 controls hydraulic test trolleys. Stop.

4.42 Rear services accumulator. Exhaust pressure by selective feel IN and OUT.

4.43 No.1 controls system. Exhaust pressure by operating tailplane control.

4.44 Tyre inflation rig (4G/1050542). (i) Remove.  
(ii) Ensure all air is released and fit and tighten blank.

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5. REMOVAL (See Fig.2)

5.1 Protection cover. Remove.

5.2 Autostabilizer actuator pig-tail cable (at in-line connector) and dither test point cable. Disconnect.

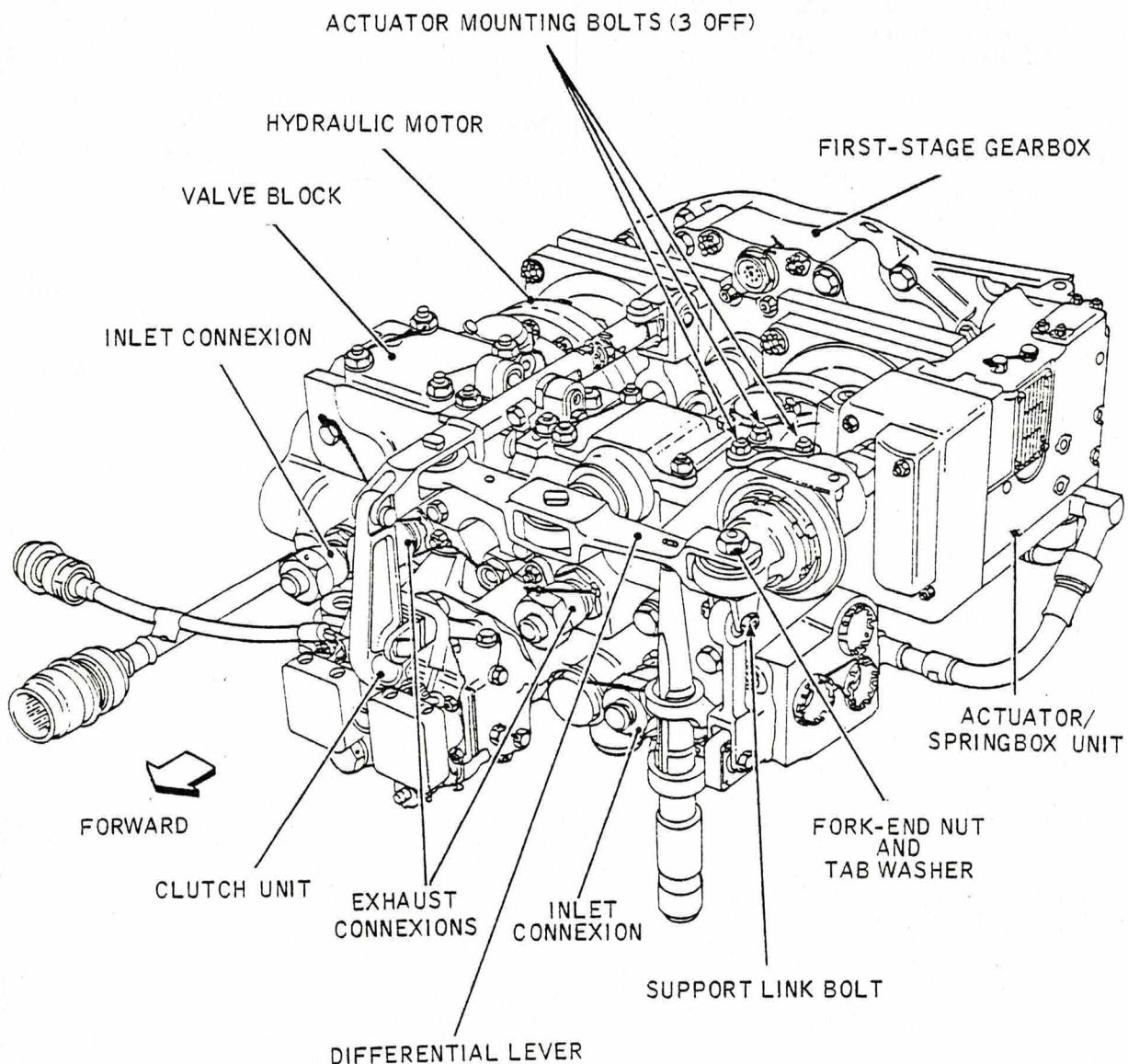
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TORQUE CONVERTER TYPE 455T (PROTECTION COVER REMOVED)  
FIGURE 2

Continued

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5. REMOVAL (See Fig.2) (Contd)

5.3 Hydraulic pressure connexion.	(i) Disconnect (ii) Fit blanks.
5.4 Hydraulic return connexion.	(i) Disconnect. (ii) Fit blanks.
5.5 Springbox eye-end to differential lever and support link (See Fig.2).	(i) Remove split pin from bolt. (ii) Remove fork bracket nut. (iii) Remove bolt.
5.6 Springbox support link.	Withdraw.
5.7 At differential lever to springbox eye-end (See Fig.2).	Remove nut and tab washer.
5.8 Fork-end.	Remove.
5.9 Front actuator mounting bolts (quantity 3) (See Fig.2).	Slacken.
5.10 Actuator rear mounting.	(i) Tap out retaining pin. (ii) Remove hinge pin.
5.11 Front actuator mounting bolts (quantity 3) (See Fig.2).	Remove.
5.12 Actuator unit.	Remove.
5.13 Auto-stabilizer hydraulic pressure banjo.	Remove.

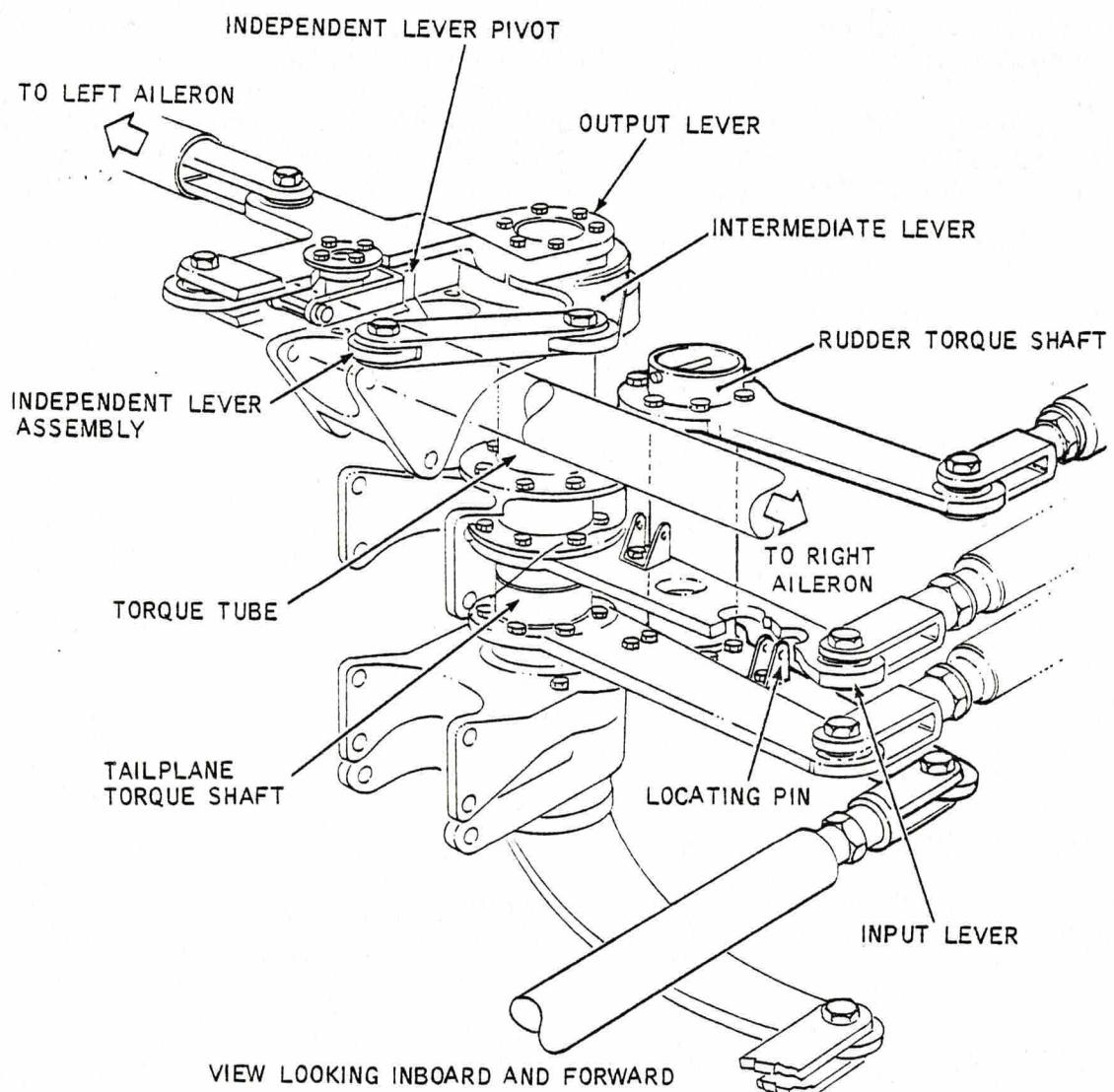
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NON-LINEAR GEARING MECHANISM  
FIGURE 3

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