

CHAP 2 AIRFRAME SP 118 A L 4 SHEET 1 OF 4	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition		
Bullet Pressurization And System Leak Check	AFSC 42251	TIME EST		
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.				
<b>SPECIAL TOOLS AND EQUIPMENT</b>				
Air supply trolley (4G/4272). Tyre inflation rig (4G/1050542). Gauge 0-40 lbf/in <sup>2</sup> (4G/3845). Gauge 0-15 lbf/in <sup>2</sup> (4G/5809). Adapter (26DK/95228). T-Junction (locally manufactured).				
<b>NOTE 1:</b> For bullet pressurization test after radar rectification, carry out items 1.1 to 2.4 inclusive <u>only</u> , for full system leakage check carry out complete servicing procedure.				
<b>NOTE 2:</b> Before commencing work detailed in this servicing procedure the airfield altitude (in feet) and the ambient pressure (PSIA) should be obtained and noted.				
<u>4 2 2 5 1</u>				
<b>1. PREPARATION</b>				
1.1 Radar head.	Ensure secure.			
1.2 Anti-G cock and air-ventilated suit controller (Cockpit).	Ensure closed.			
1.3 Bullet pressurization test point (Forward equipment bay) FR 5 (left) F53; FR 4A (left) T55.	(i) Remove blank. (ii) Fit adapter (26DK/95228). (iii) Connect T-Junction (Locally manufactured). (iv) Connect 0-40 lbf/in <sup>2</sup> gauge (4G/3845).			
1.3 Air supply trolley.	Connect to T-Junction.			
1.5 Tyre inflation rig (4G/1050542).	Connect to T-Junction.			
<b>2. TESTING</b>				
2.1 Bullet pressurization test point.	(i) Turn on LP air supply. Increase pressure slowly until pressure gauge (4G/3845) registers 18 lbf/in <sup>2</sup> . Do not exceed 20 lbf/in <sup>2</sup> .			
Continued Overleaf				
<b>SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS</b>				

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2. TESTING (Contd)

2.2 Bullet pressurization test point. Shut off LP air supply.

2.3 Test gauge (4G/3845). Check time for pressure to fall to 12 lbf/in<sup>2</sup>. This should not be less than 6 minutes.

NOTE: Item 2.4 (iv) is only applicable if test being carried out is after radar rectification.

Item 2.4 (v) is only applicable if full system leak check is being carried out.

2.4 Bullet pressurization test point. (i) Remove LP air supply line.  
(ii) Blank off opening in T-Junction.  
(iii) Remove pressure gauge (4G/3845).  
(iv) Remove adapter and T-Junction. Refit blanking cap and wirelock.  
(v) Fit 0 to 15 lbf/in<sup>2</sup> pressure gauge (4G/5809).

2.5 Test point at access panel 26S (F53); 14P (T55). Connect tyre inflation rig (4G/1050542) and air supply trolley.

2.6 Tyre inflation rig (4G/1050542) at test point, Access panel 26S (right) (F53); 14P (left) (T55). (i) Turn on air supply.  
(ii) Slowly increase pressure to 10 lbf/in<sup>2</sup>.  
(iii) Allow 3 minutes for pressure to stabilize.

2.7 Test connexion guage (4G/5809) at FR 5 (F53); Frame 4A (T55). Ensure indicating between 6.3 and 9.3 lbf/in<sup>2</sup> when checking at sea level. See Fig.1 for pressures at other altitudes.

NOTE: Sub-item 2.8 must be carried out simultaneously with sub-item 2.9.

2.8 Tyre inflation rig (4G/1050542) at test point (Access panel 26S (right) (F53); 14P (left) (T55)). Increase delivery pressure to 25, 50 and 80 lbf/in<sup>2</sup>.

Continued

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S.P. 118 A.L. 4  
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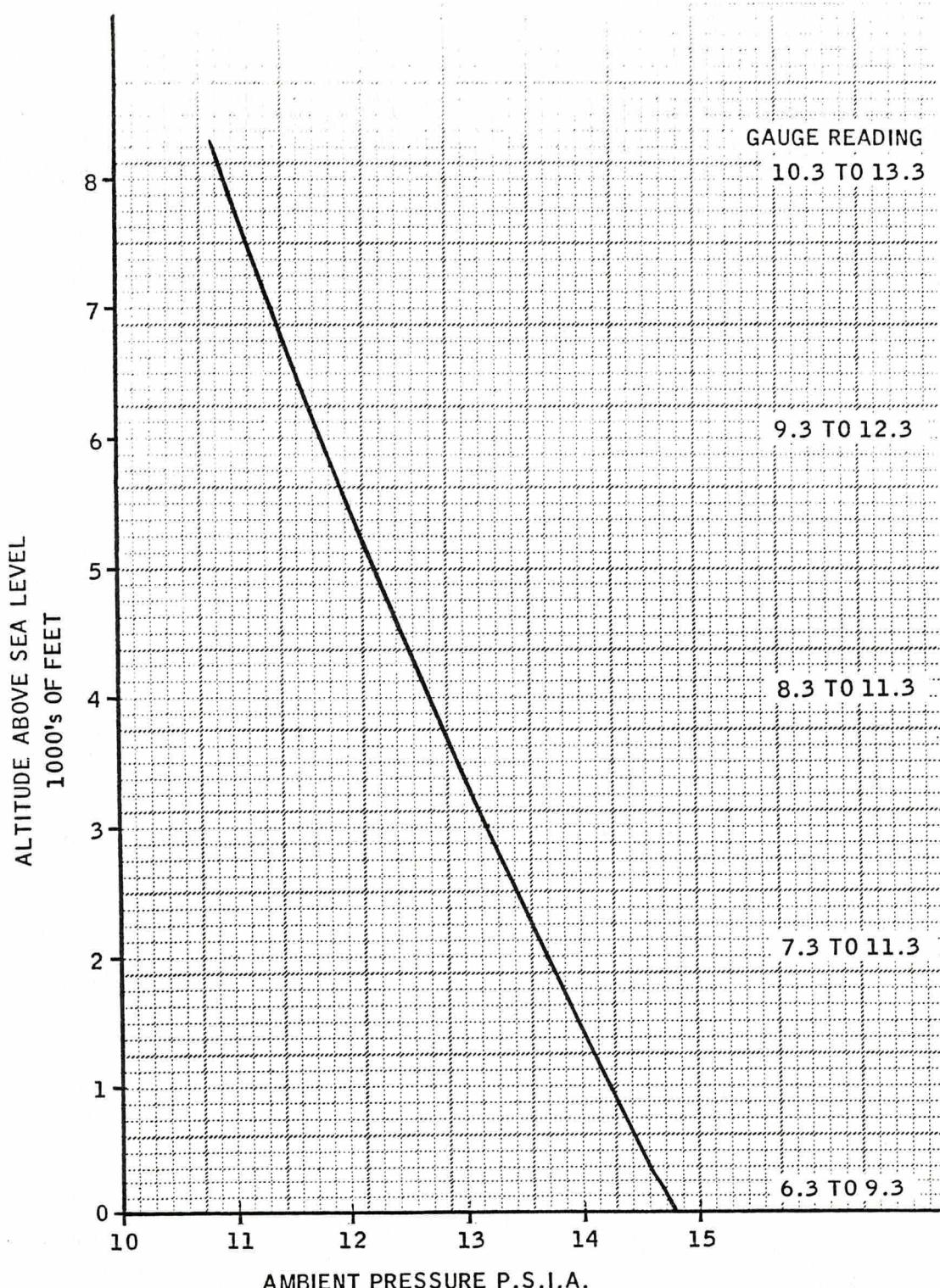
SERVICING PROCEDURE

F53 T55

BAC F53 & T55 (SA)

5A3A Section 1  
2nd Edition

Safety and Servicing Notes are to be complied with  
throughout the work detailed on this card.



GRAPH - PRESSURIZATION

FIGURE 1

Continued Overleaf

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2. TESTING (Contd)

2.9 Test connexion gauge (4G/5809) at frame 5 (F53); frame 4A (T55). Ensure gauge indicates a constant pressure of between 6.3 and 9.3 lbf/in<sup>2</sup> during sub-item 2.8 when checking at sea level. See Fig.1 for pressures at other altitudes.

2.10 Tyre inflation rig at test point (Access panel 26S (right) (F53) 14P (left) (T55)).

(i) Shut off air supply.  
(ii) Release pressure.

3. COMPLETION

3.1 Bullet pressurization test point (Forward equipment bay).

(i) Remove gauge (4G/5809).  
(ii) Remove T-Junction.  
(iii) Remove adapter.  
(iv) Refit blank and wirelock.

3.2 Test point (Access panel 26S (right) (F53) 14P (left) (T55)).

(i) Remove tyre inflation rig and air supply trolley.  
(ii) Refit blank and wirelock.

3.3 Forward equipment bay.

Close (Ensure flush fit).

3.4 Access panels.

Refit.

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

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