

CHAP. 4 AIRFRAME S.P. 426 A.L. SHEET 1 OF 1	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Main Undercarriage Toggle Link Assembly - Wear Check		AFSC 43151 42152
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT Nil.		ASSOCIATED PROCEDURES SP 36 (AF)
<u>43151/42152</u>		
<p>1. WEAR CHECK ON TOP AND BOTTOM TOGGLE LINKS</p> <p>1.1 In this Sub-item if clearances are in doubt, they are to be checked with a dial test indicator. In this Sub-item if clearances are outside limits the complete toggle link assembly is to be replaced (SP 36 (AF)).</p> <p>Top and bottom toggle links. (i) Measure clearance between toggle link pin Part No. 402621 and top and bottom toggle link bushes using two sets of feeler gauges.</p> <p>(ii) Clearance not to exceed 0.007 in.</p> <p>(iii) Measure end-float between toggle link and undercarriage attachment lug by forcing link hard up against one bush face and checking gap between other bush face and shim (Part No. 402676 for lower toggle link and Part No. 402675 for upper link), with a feeler gauge.</p> <p>(iv) Clearance not to exceed 0.008 in.</p>		
<p style="text-align: right;">PRINTED IN ENGLAND</p> <p>SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS</p>		

A close-up photograph of the side of an aircraft. The surface is made of light-colored metal panels with a grid of circular rivets. A vertical strip of orange-yellow material, possibly insulation or a repair panel, is visible on the right side. The lighting is dramatic, with a bright light source on the left creating strong highlights and shadows.

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