



ADP NO HUU12300

SI/Hunter/123

10 July 1975

From: CENTRAL DEFECT AUTHORITY  
Procurement Executive, Ministry of Defence, St Giles Court, St Giles Hill,  
Tel No: 01-632-6209 London WC2H

- A SI/HUNTER/123  
(SUPERSEDING PWI/HQSTC/HUNTER/5)  
MAINPLANE: PORT AND STARBOARD INBOARD AND OUTBOARD PYLONS,  
SECURING BOLTS: FAILURE
- B 1 Hunter, All Marks with inboard or outboard pylons fitted.  
2 Not Applicable.
- C A recent loss of a starboard inboard pylon and fuel tank during flight is attributed to initial fatigue failure of the inboard pylon securing bolts result in the overload failure of the remaining securing bolts. Replacement of the securing bolts with new items and the introduction of a fatigue life is considered necessary.
- D 1 a At the earliest opportunity, but not later than the next Primary Servicing, and subsequently at each Major Servicing (RAF); at next pylon removal, and subsequently at every 1000 hours (RN).
- b (1) Visually examine, where fitted, the port and starboard inboard and outboard pylon securing bolts for loss of the securing bolt head.
- NOTE: The inboard pylons are secured by 11 bolts, the outboard pylons by 10 bolts.
- (2) Where any securing bolt head is found missing removal of the bolt shank is to be undertaken. Removal of the pylon may be necessary to accomplish this. Report in accordance with paragraph of this Instruction.
- (3) At each port and starboard inboard and outboard pylon, where either or both are fitted, using a suitable allen key remove the existing special bolts securing the pylon to the mainplane one at a time and using a suitable torque wrench and the correct socket wrench attachment, socket head screw fit a new item of the same Part Number obtained from stores (see notes for details) and tighten to 200 lb/in. Lightly lubricate the new bolts with OX 14 before assembly.
- NOTE 1: The pylon securing bolt used on pre-mod 964 mainplane Special Bolt Part No F.203800 (Ref 26FX/7993) with no painted identification marking on the head and a shank length from beneath the head of 1.30 to 1.31 inches.
- NOTE 2: The pylon securing bolt used on post mod 964 mainplane Special Bolt Pt No F.244905 (Ref 26FX/10584) with a white painted identification marking on the head and a shank length from beneath the head of 1.38 to 1.39 inches.

NOTE 3: The 4 securing bolts used at the hoist attachment locations on post mod 1246 outboard pylons are Special Bolt Pt No A.265260 (Ref 26FX/12500) with a blue painted identification marking on the head and a shank length from beneath the head of 1.90 to 1.91 inches.

- c 30 minutes each pylon (examination and bolt replacement only).
- E Record on F720 and F4801 (RAF) and in accordance with AP(N) 140 Article 2219.
- F Report on F760 all cases where bolt heads are found missing.
- G 1 Superseding PWI/HQSTC/HUNTER/5 and FONAC's 110745Z APRIL.  
2 Drawing and Schedule amendments (RAF) will be made; AP.101B-1304, 5, 6 and 9-5K (Naval) will be amended (RN).
- H 1 Nil.  
2 Not Applicable.

Issued on behalf of  
HQ Strike Command  
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