



ADP NO (ALL PARTS) HUU 12900
ADP NO (PART A) HUU 12940
ADP NO (PART B) HUU 12980

SI/Hunter/129

30 September 1976

From: CENTRAL DEFECT AUTHORITY
Procurement Executive, Ministry of Defence, St Giles Court, St Giles High St
Tel No: 01-632-6206 London WC2H 8LD

- A SI/HUNTER/129
(SUPERSEDING PWI/HQSTC/HUNTER/9)
NOSE UNDERCARRIAGE: DOOR OPERATING JACK: FRAME 3 ATTACHMENT BOLT:
CRACKING AND SCORING
- B 1 Hunter, All Marks.
- 2 Special Bolt Pt No F.152672 (Ref 26 FX/1531) held as spare or in store.

C Fatigue cracking, originating from the greaser hole shoulders and radial scoring has occurred on the nose undercarriage, door operating jack to Frame 3 attachment bolt. The introduction of a 120 degree by .030 inch deep countersink at the four greaser holes and periodic examination and lubrication is considered necessary.

- D 1 a PART A Within 3 months of receipt of this instruction (RN).
At the next Primary Servicing (RAF).
- PART B At each Subsequent Period of 28 weeks (RN).
At each Subsequent Primary Star Servicing (RAF).

PART A

- b (1) Remove the nose undercarriage door operating jack to Frame 3 Attachment Bolt, Pt No F.152672 (Ref 26FX/1531) and fit a suitable 5/16 inch dia slave bolt temporarily in its place. Retain securing nut and washer.
- (2) Clean and de-grease the bolt and examine visually for evidence of scoring around the bolt shank in the region of the greaser holes and using Ardrex Dye Penetrant method examine for evidence of radial cracking originating from the shoulders of the greaser holes.
- (3) Where evidence of radial scoring or cracking is found, the bolt is to be replaced by a new item from stores that meets the requirements of PART A of this Instruction.
- (4) Greaser bolts will be found with Morse 40 and Morse 50 holes drilled through the shank (the version with the larger holes being of pre 1960 issue). Regardless of diameter these holes are to be countersunk .03" deep x 120° using suitable tools available.

NOTE: Countersinking on the circumference of the bolt shank will produce a deeper cut longitudinally than laterally and it is the lateral cut that must be to the depth of .030 inch.

- (5) Using a fine grade emery cloth, or mechanical polishing head, remove any sharp edges or burrs from the countersunk surfaces.

- (6) Clean and re pack the bolt with grease XG 287.
- (7) Remove the slave bolt fitted at para D1b (1) refit the greaser bolt and existing nut and washer, tighten down and lock using an SP 90 C5 Split Pin (Ref: 28P/9486478).
- (8) Using a suitable grease gun lubricate the bolt in situ with grease XG 287.
- (9) Carry out functional checks in accordance with current procedures.
- (10) Satisfy independent checks in accordance with AP 3158 Vol 2 (2nd edition) Leaflet B28 (RAF only).

PART B As for Part A negative paras 4, 5 and 6.

- c Part A 1 manhour
Part B 30 minutes.
- 2 a Before issue or installation.
b Satisfy Part A of this Instruction.
RN record iaw AP(N)140 Article 2213
RAF
- A Record initial application on 720B
- B Call up subsequent application on Supplementary Service Record Sheet.
- C Record subsequent application on 720M.
- F Nil.
- G 1 Previous satisfaction of PWI/STC/Hunter/9 does not affect compliance with this instruction.
2 Drawing amendments will be made.
- H 1 Nil
2 Not applicable.

Issued on behalf of
Ministry of Defence
HAD(N)
Tel: 01-218 Ext 4317
MOD file ref N/A/3/108/111

and

Issued on behalf of
Ministry of Defence
HQ Strike Command
DEA for MOD(AFD)
Tel: 0494-26200, Ext 2070
HQ file ref STC/12601/5/Mech Eng/TS2

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Head of Central Defect Authority

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