

SI/HUNTER/60.

This instruction, as quoted below, is being applied as follows:-

DUNSFOLD.

Mk.56 A/c.	B.A.332, B.A.350 and subsequent A/C.
Mk.66 A/c.	B.S.485 and subsequent A/c.
Mk.66B.A/c.	No.714 Jordan A/c.
Mk.7 A/c.	XL.565.
Mk.10 A/c.	XE.621 and subsequent A/c.

Mk.6 Cat. 4 Repair A/C.

91 and subsequent A/c.

*Cancelled by
SI/H 92*

NOTE: This is satisfied on Stage 7/05/1 by Air Flow Regulation Test.

- (A) ^{Cancelled} SI/Hunter/60. A Class B.
Hydraulic Reducing Valves, Fuel Tank Pressurisation. Serviceability check.
- (B) Hunter Mk.4, 6, 9 and 10 A/C. 7, 8,
- (C) Consequent upon failures of the P.S.48/12 Hymatic Valves in flight, it is necessary to carry out periodic checks for serviceability.
- (D).1. Within 7 days of receipt of this instruction, and subsequently after each 25 hours flying, proceed as follows:-
- Fit a pressure gauge to the pressure test connection in each wheel bay.
 - Run the engine to 5,500 r.p.m. and note pressure recorded on gauges.
 - Raise and lower the engine revolutions, between 7,000 and idling several times and check that the gauges record a pressure of approx. 6-12 lbs. Sq/in. at r.p.m. of 5,500 and over.
 - Where pressures recorded are outside the above figure, the Hymatic Valve P.S.48/12 is to be replaced by a new or serviced item.
 - Rejected items are to be returned to Store pending local rectification in accordance with instructions to be issued as an amendment to the Volume

Estimated man hours 1/2 (Checking)

- (E) Record on appropriate Form and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) NIL
- (G) Improved filtration of air to the Hymatic Valves is introduced by Mod.917, and revision of non return Valve position by Mod.916, which when embodied, will render further compliance with this instruction unnecessary.

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