Chapter 4 GENERAL SERVICING

LIST OF CONTENTS

	Para.
Introduction	1
Standard and special ground equipment	2
Special tools	3
Order of dismantling and assembly	4
Access doors and panels	5
Toggle fasteners	6
Jacking, trestling and slinging	8
Rigging of fixed surfaces	9
Miscellaneous drain points	10
Cleaning sliding hood	11
Cleaning cabin	12
Pipe lines	13

LIST OF TABLES

	Table
Standard and special ground equipment	1
Special tools	2
Packing dimensions	3

LIST OF ILLUSTRATIONS

	Fig.
Access panels	1
Toggle fasteners	2
Major components	3
Jacking, trestling and slinging	4
Rigging diagram	5

WARNING

AN AIRCREW EJECTION SEAT IS FITTED TO THIS AIRCRAFT.

Before attempting to enter the cabin ensure that the instructions detailed on the LETHAL WARNING marker card at the front of this Handbook have been complied with.

THIS IS VERY IMPORTANT

ENGINE

When the aircraft is being manoeuvred on the ground with the engine running, or when the engine is being run for any purpose it is essential that all personnel keep well clear of the air intakes and jet exnausts. **To remain in proximity is hazardous to safety.**

The air intake safety guards must be fitted at all times when the engine is being ground run.

Introduction

1. This Chapter contains information on the general servicing of the complete aircraft, together with tables listing the Standard and Special Ground Equipment and the Special Tools required for the operations described. This special equipment has been designed to eliminate any possibility of damage and distortion occurring during servicing and should, therefore, be used in preference to other types

of similar equipment, as otherwise the efficiency of the aircraft may be seriously impaired. When carrying out servicing operations, ensure that the air intake and jet pipe blanking boards are in position. Other covers or protective devices should also be fitted, provided they do not impede the progress of the work in hand. Servicing, dismantling and lubricating information applicable to particular assemblies and installations is covered in the appropriate Chapters of Sections 3, 4, 5, 6 and 7. The servicing procedure for the standard components installed in this aircraft will be found in the relevant Air Publication mentioned in the text.

Standard and special ground equipment

2. The ground equipment provided for use when servicing this aircraft is given in Table 1:—

TABLE 1

Standard and special ground equipment

Subject	Ref. No.	Part No.	Description	No. off	Application
Towing and Steering Equipment	4GB/4175	—	Arm, towing, short, Mk. 1	1	*Towing from spools on nose wheel*
	4GB/4137	—	Bridle towing, 25 ft.	1	*Backward towing from main undercarriage*
	4GB/4176	—	Fork unit, adjustable, Mk. 2	2	*Used with 4GB/3070 and 4GB/4175*
	4GB/3070	—	Unit, steering short	1	*Steering from spools on nose wheel*
Jacking and Trestling Equipment	4Q/2021	—	Adapter head, Mk. 2 (Mod. 241)	1	*For use with 4Q/2604*
	4Q/2594	—	Adapter head, Mk. 42 (Pre-mod. 241)	1	*For use with 4Q/2604*
	4Q/2807	—	Adapter head, Mk. 113	1	*For use with 4Q/2667*
	4Q/2655	—	Adapter head, Mk. 102	3	*For use with 4Q/2617*
	26FX/95019	C.189917	Beam, aft trestle, centre fuselage	1	*For use with U.J. trestle No. 1*
	26FX/95052	A.189921	Clip at nose wheel leg	1	—
	26FX/95022	D.194044	Cradle, inboard	2	*Wing trestling*
	26FX/95023	D.194045	Cradle, outboard	2	*Wing trestling*
	26FX/95020	C.190377	Cradle, centre fuselage	2	*For use with U.J. trestle No. 1*
	26FX/95041	C.190878	Cradle, forward	1	*Rear fuselage*
	26FX/95042	C.190877	Cradle, aft	1	*Rear fuselage*
	—	C.233561	Cradle, forward	1	*Front fuselage. Use with U.J. trestle No. 1*
	26FX/95609	B.205914	Extension jacking (Mod. 241)	1	*Main wheel changing*
	26FX/95004	F.191165	Extension jacking (Pre-mod. 241)	1	*Main wheel changing*
	4Q/2604	—	Jack, pillar, 4-ton, hydraulic	1	*Wheel changing, main and nose. (Alt. to 4Q/2667)*
	4Q/2667	—	Jack, pillar, 8-ton, hydraulic	1	*Wheel changing, main and nose. (Alt. to 4Q/2604)*
	4Q/2617	—	Jack, body, 5-ton, hydraulic	3	—
	26FX/95053	A.189922	Link, nosewheel anchorage clip	1	—
	—	B.205907	Pad, jacking, at frame 11 (Mod. 241)	1	—
	26FX/95002	B.191156	Pad, jacking, at frame 11 (Pre-mod. 241)	1	—
	26FX/95606	B.205909	Pad, jacking, at wing (Mod. 241)	2	—
	26FX/95300	B.206725	Pad, jacking, at wing (Pre-mod. 241)	2	—
	26FX/95608	A.205912	Pad, jacking, nose undercarriage (Mod. 241)	1	*Nose wheel changing*
	26FX/95003	A.188133	Pad, jacking, nose undercarriage (Pre-mod. 241)	1	*Nose wheel changing*
	26FX/95050	B.189929	Strut, bracing	2	*Front fuselage cradles*
	26FX/95368	B.206954	Strut, bracing	2	*Rear fuselage cradles*
	26FX/95234	B.199253	Strut, bracing	1	*For use when gun package and ejection seat are removed*
	4Q/2618	—	Trestle, Mk. 1	1	*Main jacking under nose. Use with 4Q/2617*
	4Q/2620	—	Trestle, Mk. 3	2	*Main jacking under wing. Use with 4Q/2617*
	4GB/	—	Trestle, U.J. No. 1	6	*Component trestling*
	4GB/	—	Trestle, U.J. No. 6	4	*Component trestling*

(Continued overleaf)

TABLE 1

Standard and special ground equipment (*Contd.*)

Subject	Ref. No.	Part No.	Description	No. off	Application
Slinging Equipment	26FX/95011	D.188575	Sling, complete aircraft	1	—
	26FX/95369	D.206951	Sling, fuselage	1	*Without engine*
	26FX/95370	D.206952	Sling, fuselage	1	*With engine*
	26FX/95049	C.190378	Sling, centre fuselage	1	—
	26FX/95015	C.189918	Sling, front fuselage	1	—
	26FX/95366	C.206953	Sling, rear fuselage	1	*Without tail unit*
	26FX/95367	B.207188	Sling, rear fuselage	1	*With tail unit*
	26FX/95014	C.188900	Sling, outer wing	1	—
	26FX/95222	C.199388	Sling, outer wing	1	*Lifting with chord vertical*
	26FX/95016	B.190526	Sling, tailplane, fin and rudder	1	—
	4GC/5377	—	Sling, engine	1	—
Engine Removal and Replacement	26FX/95046	B.191737	Rail, engine, detachable	1	—
	26FX/95216	C.200213	Trolley, engine	1	—
Rigging Equipment	26FX/95220	A.201222	Bar, levelling, longitudinal	1	—
	26FX/95142	B.199011	Bar, levelling, transverse	1	—
	26FX/95736	D.231154	Base, clinometer for tailplane	1	—
	26FX/95633	D.228419	Board, elevator movement checking	1	*For aircraft with Mod. 390 embodied*
	26FX/95144	D.199059	Fixture, rigging	1	*For retaining controls in the neutral position*
	26FX/95005	C.191642	Gauge, incidence, mainplane	1	—
	26FX/95007	B.201624	Gauge, incidence, tail plane	1	—
	26FX/95006	A.192534	Gauge, dihedral, mainplane and tailplane	1	—
	26FX/95306	A.201030	Lock, rigging	1	*For elevator control tube*
	26FX/95307	A.201031	Lock, rigging	2	*For aileron and rudder control tubes*
	26FX/95143	F.198704	Spigot levelling	2	—
Miscellaneous Special Equipment	26FX/95413	D.211231	Guard, safety for air intake, port	1	—
	26FX/95414	D.211232	Guard, safety for air intake, starboard	1	—
	26FX/95136	D.202713	Ladder, pilot's	1	*Access to cabin*
	26FX/95839	C.207507	Pipe, defuelling, wheels up	1	—
	26FX/95427	C.208502	Test equipment for fuel system	1	—
	26FX/95215	C.200058	Trolley for tail unit removal	1	—
	26FX/95770	E.229359	Trolley, drop tank handling	1	*(Mod. 894)*
Miscellaneous Standard Equipment	105G/11	—	Adapter	1	*For use with type 37 Rectifier*
	4G/3966	—	Mats, mainplane, type B	2	—
	5P/2908	—	Rectifier, type 37	1	—
	4F/1685	—	Trolley, servicing, hydraulic, Mk. 2	1	—
	4F/1690	—	Trolley, servicing, electrical, Mk. 2	1	—
	4F/1714	—	Trolley, servicing, cabin pressure testing, Mk. 1C	1	—

(Continued overleaf)

TABLE 1

Standard and special ground equipment *(Contd.)*

Subject	Ref. No.	Part No.	Description	No. off	Application
	4G/4220	—	Trolley, oxygen charging, Mk. 2	1	—
	4G/4221	—	Trolley, H.P. air charging, Mk. 2	1	—
	4G/	—	Trolley, radar cooling and testing	1	—
Picketing Equipment	26FX/95428	B.214194	Cover blanking, air intake	1 set	—
	26FX/95552	C.218417	Cover, sealing, for jet pipe	1	—
	27D/3022	—	Cover, cabin canopy	1	—
	27D/2999	—	Cover, centre fuselage	1	—
	27D/2917	—	Cover, gun package	1	—
	27D/2963	—	Cover, pressure head	1	—
	26FX/95217	C.200177	Cover, centre fuselage ducts, port	1	—
	26FX/95218	C.200178	Cover, centre fuselage ducts, starboard	1	—
	26FX/95203	F.159908	Fitting, picketing, rear fuselage	1	—
	26FX/	A.191716	Fitting, picketing, nose undercarriage	1	*Embalmed aircraft only*
	26FX/	D.191910	Fitting, main undercarriage	2	*Picketing and rearward towing. Embalmed aircraft only*
	26FX/95030	B.188480	Ground lock for nosewheel	1	—
	26FX/95135	B.188483	Ground locking gear, cabin flying controls	1	—
	26FX/95137	C.189263	Ground locking gear, aileron	2	—
	26FX/95138	C.192836	Ground locking gear, elevator	2	—
	26FX/95139	B.189267	Ground locking gear, rudder	1	—
	26FX/95204	A.176434	Shackle, picketing, nose undercarriage	1	—
	26FX/95205	A.176437	Shackle, picketing, main undercarriage	2	*and for rearward towing*
	26FX/95029	C.191636	Sleeve, locking, main undercarriage	2	—

Special tools

3. The special tools provided for use when servicing this aircraft are given in the following Table 2:—

TABLE 2

Special tools

Ref. No.	Part No.	Description	No. off
26FX/95527	A.208035	Adapter for external air supply	1
26FX/95058	A.191552	Extractor for front spar joint pin	1
26FX/95059	A.191655	Extractor for rear spar joint pin	1
26FX/95140	B.198963	Extractor for main spar wing joint bush	1
26FX/95141	C.198962	Extractor for rear spar wing joint bush	1
26FX/95032	Dunlop A.5826	Extractor for nose wheel	1
26FX/95303	Dunlop A.10054	Extractor for main wheels	1
27G/5062	Dunlop A.10039	Fixture brake alignment	1
26FX/95388	A.210992	Gauge for undercarriage lever setting, port (Pre-mod. 1021)	1
26FX/95389	A.210993	Gauge for undercarriage lever setting, starboard (Pre-mod. 1021)	1
26FX/95860	A.249091	Gauge checking main undercarriage rear lock (Mod. 1021)	1
26FX/95861	A.249092	Gauge checking main undercarriage front lock (Mod. 1021)	1

(Continued overleaf)

TABLE 2

Special tools (*Contd.*)

Ref. No.	Part No.	Description	No. off
26FX/95513	B.214835	Gauge, setting, micro-switch, nosewheel leg up	1
26FX/95508	A.210921	Gauge, setting, micro-switch, nosewheel leg down	1
26FX/	A.204974	Guard for spigot in wheel bay	1
26FX/95086	A.194464	Guide for fuel tank vent connector (also used as a bung when pressure testing tanks)	2
26FX/95421	A.214536	Indicator, position, for adjustment of aileron booster unit	1
26FX/95505	D.210928	Jig, setting-up, micro-switch, nose undercarriage	1
26FX/95506	D.210929	Jig, setting, nosewheel door sequence valve	1
26FX/95390	A.212332	Key for hydraulic reservoir	1
26FX/95309	A.204865	Piece distance at front fuselage attachment nuts	1
26FX/95081	B.194717	Spanner for refuelling valve	1
26FX/95164	F.199124	Spanner for hydraulic system	1
26FX/95087	A.194634	Spanner for brake adjustment	1
26FX/95085	A.194578	Spanner for inverted flight valve connector	1
26FX/95304	F.199406	Spanner for elevator outer hinge lock-nut	1
26FX/95305	F.199407	Spanner for elevator outer hinge bolt	1
26FX/95308	B.204866	Spanner for front fuselage attachment nuts	1
26FX/95311	A.209612	Spanner for flap hinge bolts	1
26FX/95425	A.190295	Spanner for fuel system	1
26FX/95503	B.209815	Spanner for wing fuel system	1
26FX/95504	B.209816	Spanner for wing fuel system	1
26FX/95715	A.227530	Spanner, dial, for aileron booster unit adjustment *(Mod. 703)*	1
26FX/95420	A.214535	Spanner, dial, for aileron booster unit adjustment *(Pre mod. 703)*	1
26FX/95645	B.224080	Spanner, crutching, for pylons *(Mod. 663)*	1
26FX/95426	B.204233	Spanner, crutching, for pylons *(Pre mod. 663)*	1
26FX/95163	A.197766	Spanner for hydraulic system	1
26FX/95165	A.197767	Spanner for hydraulic system	1
26FX/95166	A.197768	Spanner for hydraulic system	1
26FX/95226	A.201955	Spanner for main fuel delivery joint	1
26FX/95228	Britool Z.4948	Spanner for rear fuselage transport joint nuts	1
26FX/95080	B.191654	Tool for undercarriage up lock	1
26FX/95509	A.213921	Tool cocking for hood rear latch	1
26FX/95223	B.200521	Tool for assembly of rear transport joint spigot	1
26FX/	A.236181	Tool, manual release for hood lock control rod *(Mod. 882)*	1

Special tools and equipment for gun servicing are listed in Sect. 7, Chap. 3

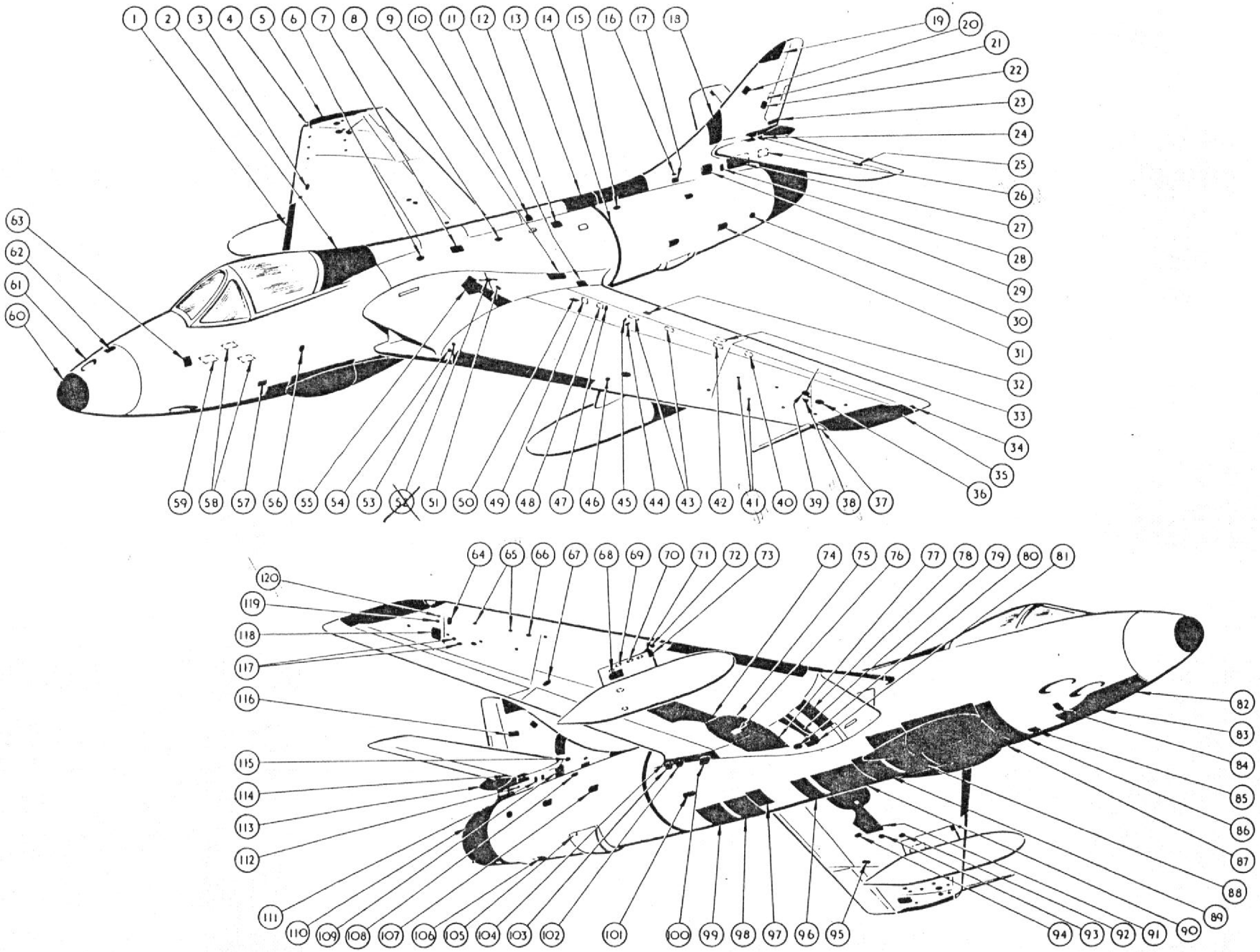


Fig. 1. Access panels

RESTRICTED

176/10

KEY TO FIG. 1

Access panels

1 DETACHABLE WING NOSING
2 DETACHABLE HOOD FAIRING TO FLYING CONTROLS AND CABIN PRESSURISATION EQUIPMENT
3 GENERAL ACCESS
4 STARBOARD NAVIGATION LIGHT
5 DETACHABLE WING TIP
6 TANK SWITCH
7 FUEL VENT CONNECTION
8 TANK RELIEF VALVE
9 REAR SPAR PIN JOINT AND FLYING CONTROLS
10 DEFUELLING PRESSURE CONNECTION
11 HYDRAULIC RESERVOIR. TOP SKIN WING FILLER. PORT
12 AIR CONDITIONING
13 FLYING CONTROLS
14 TRANSPORT JOINT BUTT STRAP
15 FUEL LEVEL SWITCH
16 FLYING CONTROLS PIVOT BOLT
17 FLYING CONTROLS LEVER. PORT
18 FLYING CONTROLS
19 DETACHABLE TIP
20 RUDDER CONTROLS
21 RUDDER TRIM TAB ACTUATOR
22 RUDDER CONTROLS. PORT
23 FIN. DETACHABLE PORTION
24 TAILPLANE HINGE
25 ELEVATOR OUTER HINGE
26 ~~FLYING TAIL SWITCH LINKAGE~~
27 ELEVATOR POWER CONTROLS
28 TAILPLANE ACTUATOR
29 CHARGING VALVE AND PRESSURE GAUGE
30 JET PIPE REAR MOUNTING
31 JET PIPE THERMOCOUPLES
32 FLAP JACK
33 AILERON CONTROLS
34 AILERON OUTER HINGE
35 DETACHABLE WING TIP
36 GENERAL ACCESS
37 PORT NAVIGATION LIGHT WINDOW
38 ~~PYLON CRUTCHING FOR OUTBOARD DROP TANK~~
39 AERIAL MOUNTING
40 AILERON TRIM TAB ACTUATOR. PORT
41 ~~ROCKET PROJECTILE MOUNTING~~
42 AILERON CONTROLS
43 AILERON CONTROLS
44 FLAP JACK ANCHORAGE
45 FLAP JACK GREASER
46 PYLON CRUTCHING
47 FLAP SYNCHRONISING JACK BLEEDING
48 AILERON CONTROLS
49 DRUM SWITCH. FLAP CONTROL. PORT
50 UNDERCARRIAGE JACK ATTACHMENT BOLT
51 MANUAL UNDERCARRIAGE CATCH RELEASE
52 ~~FUEL CONNECTION~~
53 SLINGING SOCKET
54 WING PIN JOINT
55 MAIN SPAR PIN JOINT
56 EXTERNAL EMERGENCY HOOD RELEASE. PORT
57 PILOT'S FOOTSTEP. PORT
58 FLYING CONTROLS. CABIN FLOOR
59 CONTROL COLUMN MECHANISM. CABIN FLOOR
60 RADAR SCANNER
61 DETACHABLE NOSE PIECE
62 CAMERA SERVICING
63 DE-ICING TANK FILTER (DELETED BY MOD.581)
64 GENERAL ACCESS
65 ROCKET PROJECTILE MOUNTINGS
66 ROCKET PROJECTILE AND FUEL PIPES
67 AILERON CONTROLS
68 GENERAL ACCESS OUTBOARD SIDE OF PYLON
69 ELECTRICAL
70 FUEL AND AIR PIPES
71 GENERAL ACCESS
72 GENERAL ACCESS
73 GENERAL ACCESS
74 MAIN UNDERCARRIAGE LEG FAIRING
75 MAIN UNDERCARRIAGE WHEEL FAIRING
76 WHEEL BRAKE
77 MAIN UNDERCARRIAGE DOOR
78 FUEL TANK FLOAT SWITCH
79 FUEL TRANSFER PIPE AND PRESSURE RELIEF VALVE
80 FUEL AND HYDRAULIC PIPES
81 MAIN SPAR PIN JOINT
82 NOSE UNDERCARRIAGE FRONT DOOR
83 NOSE UNDERCARRIAGE REAR DOOR
84 NOSE UNDERCARRIAGE LEG PIVOT PIN
85 NOSE UNDERCARRIAGE JACK
86 GUN INSTALLATION
87 GUN PACK
88 RADIO AND ELECTRICAL
89 FUEL PUMP
90 FUEL SYSTEM
91 MAIN UNDERCARRIAGE LEG AND FLAP
92 GENERAL ACCESS
93 GENERAL ACCESS
94 ELECTRICS
95 AILERON CONTROLS
96 ENGINE STARTER
97 GENERAL ACCESS
98 GEARBOX AND GEARBOX FILLER
99 ENGINE
100 ENGINE MOUNTING
101 OIL LEVEL SIGHTING
102 HYDRAULIC FILTER. PORT ONLY
103 IGNITER PLUG
104 GENERAL ACCESS
105 JET PIPE THERMOCOUPLES
106 TELE BRIEFING PLUG
107 ELECTRICAL CONNECTIONS
108 JET PIPE THERMOCOUPLE
109 TAILPLANE ACTUATOR STARBOARD
110 DETACHABLE TAIL CONE
111 FLYING CONTROLS BOOSTER UNIT
112 ELEVATOR CONTROL LEVER
113 DETACHABLE BULLET FAIRING
114 TAILPLANE HINGE
115 ELEVATOR FEEL UNIT
116 RUDDER TRIM TAB ACTUATOR
117 ELECTRICS
118 AILERON BOOSTER UNIT
119 AILERON CONTROL MICRO-SWITCH
120 ~~ROCKET PROJECTILE MOUNTINGS~~

1767/7

Order of dismantling and assembly

4. The breakdown points for dismantling the aircraft are shown in fig. 3, the dimensions and weights of the principal components are given in Table 3. The recommended order of dismantling is as follows:—

(1) Jack up the aircraft *(fig. 4)* and retract the alighting gear.

(2) Position the component trestles to fully support the aircraft.

(3) Remove the outer wings *(Sect. 3, Chap. 2)*, after removing any external stores which may be fitted.

Note . . .

The flaps, ailerons and pylons, if fitted, may be removed after the wings have been dismantled from the fuselage.

(4) Remove the rear fuselage *(Sect. 3, Chap. 1)*.

Note . . .

The rudder, elevators and tail plane (Sect. 3, Chap. 3) may be removed before or after the rear fuselage is removed from the centre fuselage.

(5) Remove the engine *(Sect. 4, Chap. 1)*.

(6) Remove the front fuselage *(Sect. 3, Chap. 1)*.

(7) Remove the fuselage nose portion if necessary *(Sect. 3, Chap. 1)*.

The assembly of the principal components is, in general, a direct reversal of the above procedure.

Access doors and panels

5. The position of the access doors and removable panels are shown in fig. 1, the components to which they give access being given in the key. When handling the doors and panels, care should be taken to ensure that they are not damaged or distorted in any way. When re-fitting them, ensure that they fit flush with the surrounding surface and that they are secure and effectively locked.

Note . . .

Where access panels are secured by screws, the use of a screw longer than the design length can cause damage to components or pipe-lines in the vicinity of the panel. To prevent this, all screws removed from panels must be replaced by screws of the same length, after the vicinity of the panel has been inspected to ensure that fouling has not already taken place.

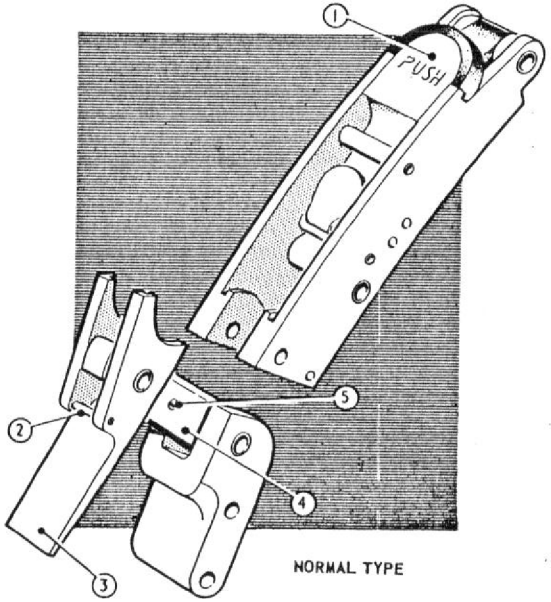


Fig. 2. Toggle fasteners

Toggle fasteners

6. Certain removable panels are secured in position by toggle fasteners. To open the fastener, the catch lever (1) marked PUSH is depressed with the forefinger, *(do not use tools)*, causing the hook integral with this lever to disengage from the pin (2) in the toggle lever (3), withdrawing it from the housing and thus disengaging the fastener.

7. For re-engagement, the hooks on the end of the toggle lever are engaged in the recess and the lever pressed home with the palm of the hand. Adjustment is accomplished by screwing up or unscrewing the links (4), after first slackening off the grub screw (5) on the side face of the links. One turn of the thread on the links gives 0·036 in. of adjustment and the total amount of adjustment available is 0·5 in. When adjustment is satisfactory, the grub screw must be re-tightened.

Note . . .

The grub screw must be slackened off before adjustment, as otherwise the threads will be damaged. The grub screw must be re-tightened after adjustment.

Jacking, trestling and slinging

8. The methods to be employed and the jacks, trestles and support beams, etc., to be used when jacking, trestling and slinging the complete aircraft for servicing are illustrated in fig. 4. It should be noted that the fuselage jacking pad has a concave bearing surface and must not be interchanged with the wing jacking pad which has a flat bearing surface.

Rigging of fixed surfaces

9. When checking the alignment of the structure by means of the diagonal dimensions given in fig. 5, there is no need to trestle the aircraft. When the incidence and dihedral are being checked, the aircraft must be trestled

1767/4

in the rigging position, with the equipment provided. The procedure for rigging is as follows:—

(1) Check the alignment of the structure.

(2) Jack up the aircraft and level it transversely, by means of the levelling bar Pt. No. B.199011 *(Ref. 26FX/95142)* and spirit level placed across the hood rails.

(3) Place a levelling spigot, Part No. F.198704 (*Ref. 26FX/95143*) into each of the levelling points attached to the fuselage structure in the port wheel bay and level the aircraft longitudinally with a straight edge and spirit level placed across these two spigots. The trestle at frame 55 must be adjusted to take the weight of the rear fuselage after the aircraft has been levelled longitudinally.

(4) Check the incidence and dihedral of the wings *(using gauges quoted in Table 1)*.

(5) Check the incidence and dihedral of the tailplane *(using gauges quoted in Table 1)*.

The adjustment of the individual control surfaces is described in Sect. 3, Chap. 4.

Miscellaneous drain points

10. A series of small drain holes are provided in the undersurface of the fuselage to allow any moisture and surplus fuel, which may accumulate, to drain away. Surplus fuel from the high-pressure cock, combustion chambers and the exhaust unit is conducted through pipes to eject at the bottom of the fuselage. Small cocks are provided at the lowest points of the fuel system, together with a drain plug in the engine fuel filter casing, to enable any water or sediment to be drained from the fuel *(for their location and method of use, reference should be made to Sect. 2, Chap. 2)*. Moisture drain traps are also provided in the pitôt installation, *(described in Sect. 5, Chap. 2)*.

Cleaning sliding hood

11. When changing or polishing the sliding hood, do not use rags that have been in contact with trichlorethylene as they will cause serious damage to the surface. Refer to A.P.1464D, Vol. 1, for detailed instructions on the care of transparent plastic panels.

Cleaning cabin

12. When wiping over those portions of the cabin instrument panels, shelves, etc., that contain labels, only clean dry rags should be used. Many of these labels will suffer damage if rags impregnated with fuel, grease solvent or thinners are used.

Pipe lines

13. Before the assembly of pipe lines of the fuel system, hydraulic system and air conditioning system (NOT the oxygen system), the threads of all pipe couplings should be lubricated with anti-seize compound ZX-28. When reassembling pipe lines, ensure that the arrows on the pipes, non-return valves and other components, point in the direction of flow; tighten the unions by hand first and examine the lay of the pipe to ensure that maximum clearance from other pipes, components or structure is obtained to eliminate the possibility of chafing. After final tightening, ensure that the clearance has been maintained.

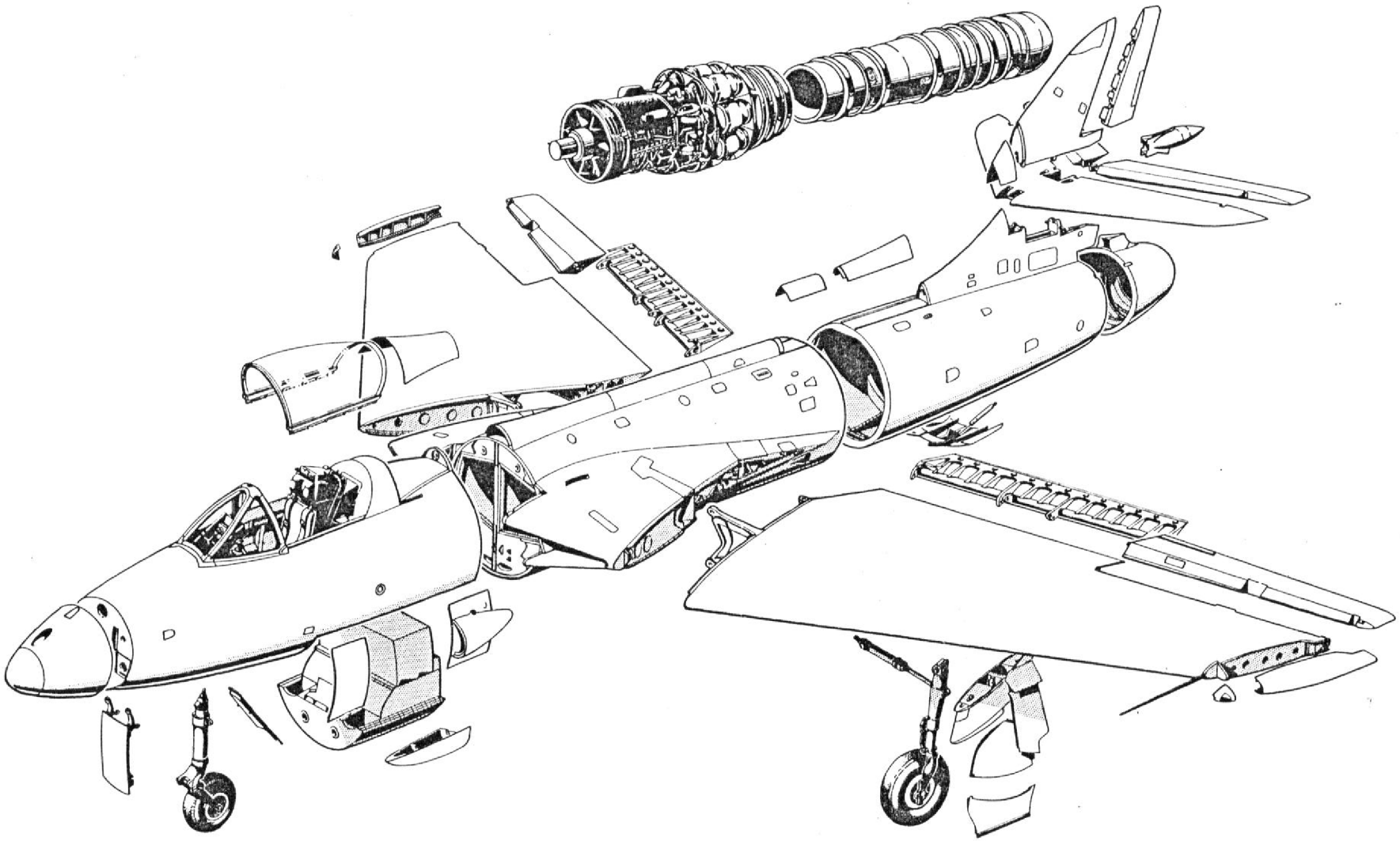


Fig. 3. Major components

1765/10

TABLE 3

Packing dimensions *(fig. 3)*

Component	Height	Width	Length	Weight (lb.)
Nose piece	2 ft. 7½ in.	2 ft. 4½ in.	2 ft. 5½ in.	15
Front fuselage	5 ft. 6¾ in.	4 ft. 8½ in.	12 ft. 7 in.	480
Centre fuselage	5 ft. 0 in.	10 ft. 0 in.	16 ft. 0 in.	1425
Rear fuselage	6 ft. 9½ in.	4 ft. 2½ in.	15 ft. 0 in.	560
Tail cone	3 ft. 6½ in.	3 ft. 2 in.	3 ft. 6½ in.	40
Wing	2 ft. 1 in.	11 ft. 4 in.	19 ft. 8 in.	972
Rudder	5 ft. 2 in.	0 ft. 8 in.	2 ft. 0 in.	35
Fin	6 ft. 0 in.	0 ft. 7½ in.	4 ft. 10 in.	60
Tailplane	0 ft. 6½ in.	7 ft. 11 in.	11 ft. 10 in.	206
Elevator	0 ft. 9 in.	1 ft. 11 in.	7 ft. 8 in.	67½
Aileron	0 ft. 5 in.	2 ft. 7 in.	8 ft. 8 in.	75
Flap	0 ft. 5 in.	2 ft. 7 in.	7 ft. 6 in.	70
Wing tip	0 ft. 7 in.	0 ft. 10½ in.	5 ft. 4 in.	6
Hood	1 ft. 10 in.	2 ft. 4 in.	4 ft. 1½ in.	75
Gun package	3 ft. 6 in.	3 ft. 9 in.	3 ft. 10 in.	315
Bullet fairing	0 ft. 10½ in.	0 ft. 9 in.	3 ft. 5½ in.	5
Link containers	1 ft. 0 in.	1 ft. 2¾ in.	6 ft. 1 in.	10

Dimensions given are to the nearest quarter of an inch. The weight of component is for a single item unless specifically stated otherwise.

1768/11

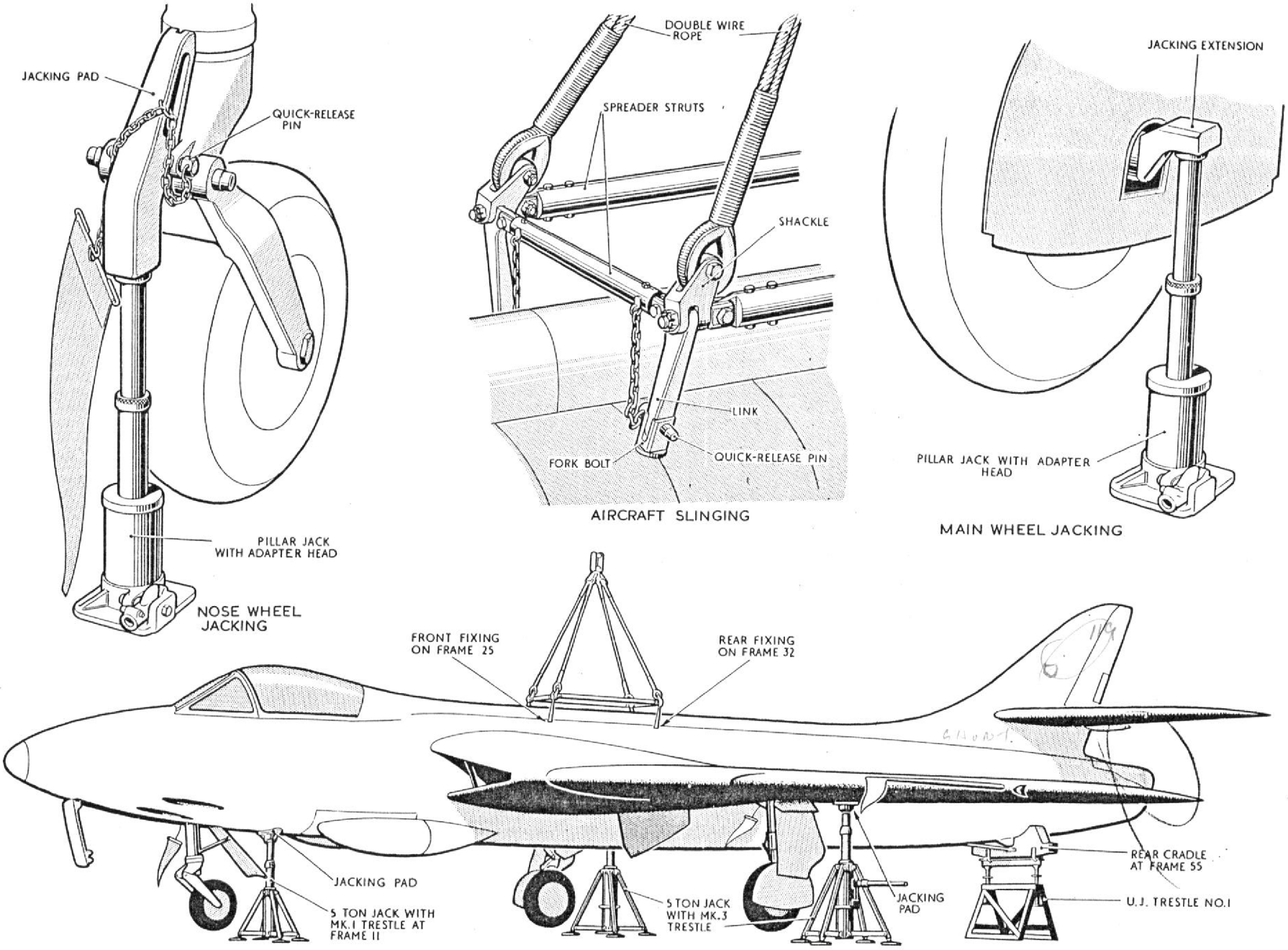


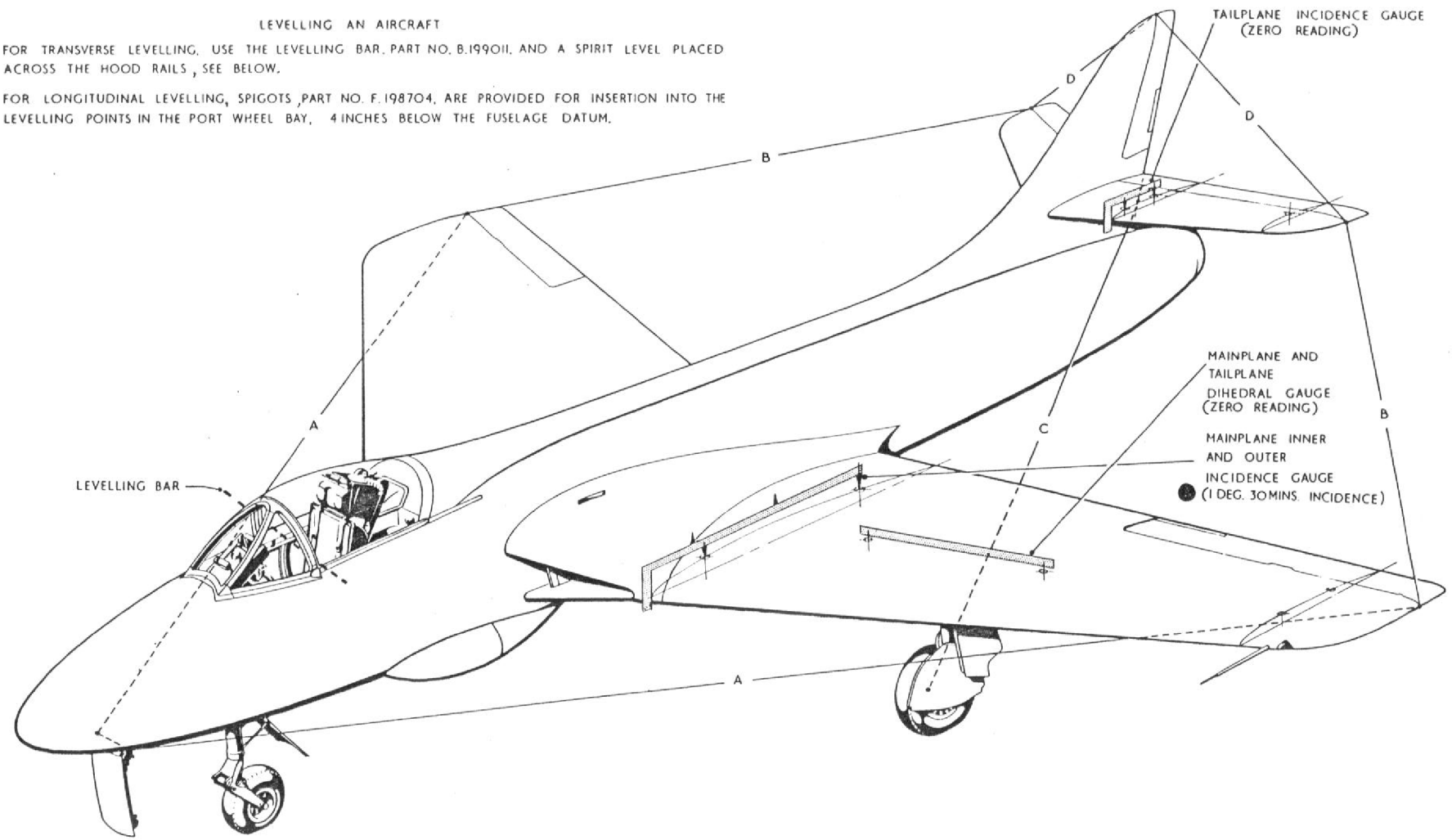
Fig. 4. Jacking, trestling and slinging

RESTRICTED

LEVELLING AN AIRCRAFT

FOR TRANSVERSE LEVELLING, USE THE LEVELLING BAR, PART NO. B.199011, AND A SPIRIT LEVEL PLACED ACROSS THE HOOD RAILS, SEE BELOW.

FOR LONGITUDINAL LEVELLING, SPIGOTS, PART NO. F.198704, ARE PROVIDED FOR INSERTION INTO THE LEVELLING POINTS IN THE PORT WHEEL BAY, 4 INCHES BELOW THE FUSELAGE DATUM.



● TOLERANCE AT WING ROOT AND TIP ± 0 DEG. 20 MIN. A COMBINATION OF A POSITIVE ERROR AT ONE WING TIP WITH A NEGATIVE ERROR AT THE OTHER MUST NOT GIVE A TWIST OF MORE THAN 0 DEG. 25 MIN.

SYMMETRY CHECK

	CHECKING POINTS	LIMITS
A	NOSE WHEEL DOOR CUT-OUT TO OUTBOARD END OF AILERON	0·50"
B	OUTBOARD END OF AILERON TO OUTBOARD END OF ELEVATOR	0·50"
C	UNDERCARRIAGE WHEEL HUB TO TRAILING EDGE OF FIN	0·50"
D	TIP OF FIN TO OUTBOARD END OF ELEVATOR	0·25"

Fig. 5. Rigging diagram

1768/13

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.