



**AIR PUBLICATION
101B-0402-1B**

(Formerly A.P. 4326B, Vol. 1 and
A.P. 101B-0402-1, Sect. 5, 6 and 7)

**CANBERRA B. MK. 2 AIRCRAFT
GENERAL AND TECHNICAL INFORMATION**

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Ministry of Defence

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AP 100B-01

AMENDMENT RECORD SHEET

Incorporation of an Amendment List in this publication is to be recorded by signing in the appropriate column and inserting the date of making the amendments

A.L. No.	Amended by	Date
1-206	INCORPORATED	DEC. 77
207	W. A. Wright	3.4.78
208	W. A. Wright	1.9.78
209	W. A. Wright	
210	W. A. Wright	13.9.78
211	W. A. Wright	25.10.78
212	W. A. Wright	21.11.78
213	E. Bullington	3.4.80
214	E. Bullington	28.5.80
215	E. Bullington	11.8.80
216	E. Bullington	3.11.80
217	B. Cozart	3.8.82
218	R. S. Smith	19.10.82
219	R. S. Smith	21.2.83
220	R. Will	3-5-83
221	R. Will	21-7-83
222	R. Will	19/10/83
223	R. Will	19/10/83
224	N. Deakins	5/11/83
225	R. Will	26/5/84
226	N. Deakins	2/1/85
227	N. Deakins	5/6/85
228	A. W. Wright	27-3-86
229	A. W. Wright	27-3-86

A.L. No.	Amended by	Date
230	A. W. Wright	21/6/86
231	A. W. Wright	21/6/86
232	P. Cozart	25/6/87
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(Continued overleaf)

LETHAL WARNINGS

ENTRY INTO CABIN

Before entering the cabin, personnel must report to the N.C.O. i/c the aircraft, who will ensure that all the relevant safety precautions have been taken.

ASSISTED ESCAPE SYSTEM

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions detailing the responsibilities and positioning of the assisted escape system safety devices are to be strictly adhered to:

R.N. Safety precautions contained in A.P.(N) 140 - Naval Aircraft Maintenance Manual.

R.A.F. Lethal Warnings contained in the A.P.101B-0400-5A2, Safety and Servicing Notes.

3. Additional information concerning assisted escape system safety device positioning is to be found in the Aircraft Servicing Schedules and A.D.5037 series of Air Diagrams.

GENERAL

CANOPY JETTISON : EXPLOSIVE BOLTS
CREW HATCH JETTISON : EXPLOSIVE BOLTS

CONTROL COLUMN RELEASE : EXPLOSIVE COLLAR
WING TIP TANKS JETTISON : EXPLOSIVE BOLTS

Personnel are warned not to interfere with the controls associated with this equipment unless the following precautions have been carried out:-

- (a) The internal service batteries and the detonator-circuit emergency batteries are disconnected and no ground electrical supply is connected to the external supply socket.
- (b) The detonator leads are disconnected where necessary.
- (c) The detonators are removed where necessary.

Note . . .

Detonators are not to be held in the hand. During all operations, detonators must be supported by their electrical leads. Hold the leads near the detonator base. THIS IS MOST IMPORTANT.

HIGH ENERGY IGNITERS

4. The energy stored in the capacitors of high energy igniter units can be of a lethal nature. No servicing should be attempted until at least one minute has elapsed after disconnection of the L.T. supply to the input plug.

HIGH VOLTAGE ELECTRICAL SYSTEMS

5. Voltages in excess of 30 volts (R.M.S.) a.c. or 50 volts d.c. can in certain circumstances be lethal. When working on such systems requiring the exposure of live terminals, a second tradesman is always to be in attendance.

NOTE TO READERS

Concurrent with the introduction of A.L.207, this publication has been divided into two covers. A.P.101B-0402-1A containing Sections 1, 2, 3 and 4 and A.P.101B-0402-1B containing Sections 5 and 6. The latter also contains a Supplement applicable to Mod.4868 only.

Subsequent Amendment Lists will be issued separately for each cover.

The subject matter of this publication may be affected by Defence Council Instructions, by Servicing schedules or 'General Orders and Modifications' leaflets in this A.P., in the associated publications listed below, or even in some others. If possible, Amendment Lists are issued to correct this publication accordingly, but it is not always practicable to do so. When an Instruction, Servicing schedule or leaflet contradicts any portion of this publication, the Instruction, Servicing schedule or leaflet is to be taken as the overriding authority.

The inclusion of references to items of equipment does not constitute authority for demanding the items.

Each leaf bears the date of issue and the number of the Amendment List with which it was issued. New or amended technical matter will be indicated by triangles positioned in the text thus: - ◀.....▶ to show the extent of amended text, and thus: - ▶ ◀ to show where text has been deleted. When a Section or Chapter is issued in a completely revised form, the triangles will not appear.

LIST OF ASSOCIATED AIR PUBLICATIONS AND DIAGRAMS

A.P.

Accessories gearboxes and drives, RotoI	103C-0107-16
Aero engine, Avon Mk.1	102C-1522-1
Aircraft painting	119A-0601-1 series
Aircraft wheels tyres and brakes	104 series and 2337
Aircraft rigid tanks	106B series
Aircraft flexible tanks	106B series
A.R.I.5851 (Green Satin)	114E-0300-1
A.R.I.18011 (I.L.S.)	116B-0408-1
A.R.I.18089 (Intercomm.)	116N-0105-1
A.R.I.18107 (Tacan)	116B-0304-1
A.R.I.23023 (Radio compass)	116B-0107-1
A.R.I.23118 (V.O.R./I.L.S.)	116B-0407-1
A.R.I.23134 (I.F.F./S.S.R.)	116J-0101-16
◀ A.R.I.23143 (V/U.H.F.) (pre-mod.5409)	116D-0116-1
A.R.I.23300 (V/U.H.F.) (post-mod.5409)	116D-0154-1 ▶
A.R.I.23159 (Standby U.H.F.)	116D-0107-1
Cartridges, power and miscellaneous explosive devices	110N series
Ejection seats, Type 2CA	109B-0107-1
Electrical manual	113D series and 4343 series
Hydraulic weighing units and ancillary equipment	119W-0301-1
Hydraulic equipment	104B/105B series and 1803 series

A.P.

Instrument manuals general instruments	112G series and 1275A series
Navigation instruments	112B series and 1275B series
Oxygen equipment	112G series and 1275G series
Prefabricated constructional equipment (Basic) – Canberra access structures	119F-2100 series and 4549A Book 3
Pressurizing and air conditioning equipment	107B series
Principles of aircraft weighing	119W-0001-1
Pyrotechnics	110E series and 1661E
Starting systems for aero engines	103D-0106-13

A.D.

Canberra B Mk.2 lubrication	5113
Canberra B Mk.2 electrical installation	5105
Canberra B Mk.2 emergency equipment	5114
Canberra B Mk.2 hydraulic system	5115
Avon Mk.1 servicing	4880
Avon Mk.1 fuel system	4881
Avon Mk.1 cut-away view and oil flow	5093
Avon Mk.1 Canberra installation connections	5285

LAYOUT OF A.P.101B-0402
CANBERRA B MK.2 AIRCRAFT

101B-0402-1A & 1B General and Technical Information
101B-0402-2 General Orders and Modifications
101B-0402-3A Schedule of Spare Parts
101B-0402-3B Appendix 'A'
101B-0402-3C Scales of Unit Equipment
101B-0402-3D Scales of Servicing Spares
101B-0400-5 Servicing Schedules
101B-0400-6 Repair and Reconditioning Instructions
101B-0402-10 Servicing Diagrams Manual
101B-0402-12 Ground Handling Notes
101B-0400-13 Modification Lists
101B-0402-15 Pilot's Notes

MODIFICATION STANDARD

This Air Publication has been written to the Canberra B.Mk.2 modification standard 2Y1 and the modifications listed below. Modifications added subsequent to this standard are listed separately.

13	418	541	750	1033	1435	2148	2585	3521	4152	4781	5061
53	419	542	851	1039	1442	2151	2586	3522	4158	4783	5072
57	420	543	852	1040	1450	2154	2594	3593	4160	4797	5078
79	424	545	853	1151	1454	2158	2614	3701	4220	4855	5081
90	427	546	857	1152	1464	2159	2621	3702	4222	4858	5087
95	428	547	858	1160	1465	2183	2670	3703	4270	4859	5091
154	433	550	860	1165	1466	2186	2690	3728	4271	4868	5093
169	434	606	862	1169	1470	2301	2701	3745	4286	4922	5097
250	440	612	863	1170	1477	2306	2704	3749	4303	4924	5103
255	441	616	864	1171	1493	2317	2705	3773	4309	4925	5105
258	442	617	868	1176	1498	2334	2712	3792	4333	4928	5111
261	443	618	871	1189	1703	2335	2740	3797	4335	4933	5112
262	445	620	874	1196	1705	2347	3156	3881	4337	4936	5120
263	447	621	878	1197	1707	2348	3225	3883	4351	4937	5180
269	450	628	880	1199	1714	2353	3258	3906	4412	4939	
270	502	632	883	1254	1716	2379	3274	3911	4420	4949	
272	504	636	886	1266	1720	2380	3282	3937	4427	4956	
279	505	641	887	1271	1721	2386	3299	3948	4435	4958	
295	508	643	888	1272	1728	2392	3330	3949	4437	4959	
310	509	644	894	1277	1734	2394	3333	3955	4448	4960	
311	512	706	895	1294	1744	2395	3352	3960	4449	5015	
315	513	710	899	1401	1750	2511	3367	3962	4454	5027	
322	519	711	1001	1407	1769	2517	3368	4005	4465	5028	
325	523	713	1002	1413	1924	2531	3390	4006	4468	5035	
327	531	721	1008	1421	1925	2535	3391	4045	4469	5045	
333	533	724	1009	1425	1932	2541	3396	4058	4491	5046	
337	535	731	1016	1427	1960	2555	3423	4063	4704	5048	
346	536	733	1021	1431	1968	2564	3428	4077	4706	5050	
409	537	739	1022	1432	2107	2571	3429	4080	4707	5051	
410	538	745	1023	1433	2121	2578	3481	4107	4723	5056	
411	540	749	1024	1434	2133	2580	3487	4151	4726	5058	

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327	531	721	1008	1421	1925	2535	3391	4045	4469	5045	
333	533	724	1009	1425	1932	2541	3396	4058	4491	5046	
337	535	731	1016	1427	1960	2555	3423	4063	4704	5048	
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MODIFICATIONS INCLUDED SUBSEQUENT TO STANDARD

Modification Number	Effect on Publication	Incorporated by A.L. Number
5204	Amends Sect.5 and 6	215
4868	Adds a Supplement after Sect.6, Chap.2, Part 2	216
4251		
4263		
5078		
5409	Amends Sect.5, Chap.1, General Information, Group P and Group R&S	220
	Amends Sect.6, Chap.1, General Information and Part 2	
5209	Amends Leading Particulars	221
5510	Amends Sect.5, Chap.1, General Information and Group A & B	227
5505	Amends Leading Particulars	229
5262	Amends Sect.5, Chap.1, Group G	232

CONTENTS

INTRODUCTION

LEADING PARTICULARS

SECTION 5 – ELECTRICAL SYSTEMS AND INSTRUMENT INSTALLATION . . . Chapter 1 – Electrical Systems
Chapter 2 – Instrument Installation

SECTION 6 – RADIO AND RADAR INSTALLATIONS . . . Chapter 1 – Radio Installation
Chapter 2 – Radar Installation














SUPPLEMENT – MOD.4868 (S.R.I.M.3479) A/C SERIAL Nos.WJ637 AND WJ731 ONLY

RESTRICTED

LUBRICATION - OILS AND GREASES

« GREASE SP-5 ADDED »

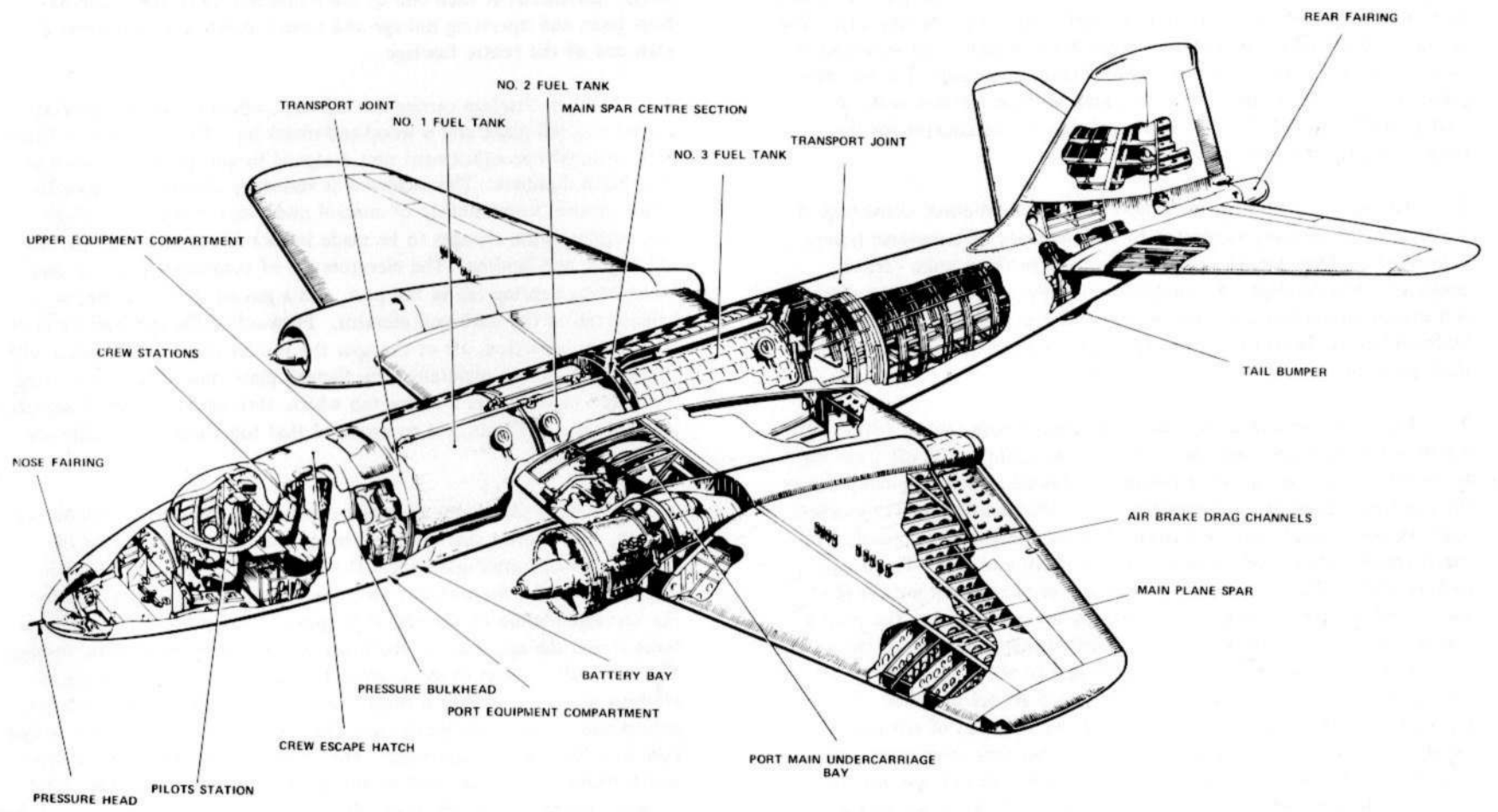
THE LUBRICATION DIAGRAMS THROUGHOUT THIS PUBLICATION REFER TO OILS AND GREASES BY SYMBOLS. REFERENCE MUST ALWAYS BE MADE TO THIS MARKER CARD FOR INTERPRETATION OF THE LUBRICANT REQUIRED AND THE METHOD OF APPLICATION.

SYMBOL	NOMENCLATURE	REFERENCE NO.	N.A.T.O. CODE NO.
	Oil OEP-71	34B/9100540	O-136
	Oil OM-15	(1 gall.) 34B/9100572 (45 gall.) 34B/2202291	H-515
	Oil OM-150	34B/9100550	O-140
	Oil OX-14	(2 oz) 34B/9100589 (1/2 pint) 34B/9100590	O-147
	Oil OX-38	(1 gall.) 34B/9100591 (45 gall.) 34B/2201941	O-149
	Grease XG-235	34B/9440585	G-363
	Grease XG-271	34B/9100510	G-362
	Grease XG-273	34B/9423151	G-357
	Grease XG-276	34B/9425139	G-353
	Grease XG-287	(2 oz.) 34B/2241973 (28 lb.) 34B/2241861	G-354
	Grease XG-293	34B/2241797	G-395
	Grease XG-315	(4 oz.) 34B/2201438 (225 gm.) 34B/2204466	G-394
	Grease SP-5	34B/2247686	
	Grease ZX-38	34B/9437518	S-722
	Grease ZX-32	34B/2202430	S-717

METHOD OF APPLICATION SYMBOLS

 GUN  OILCAN  HAND  LUBRICATED ON ASSEMBLY ONLY

RESTRICTED



CANBERRA B MK 2

INTRODUCTION

1. The Canberra B Mk.2 aircraft is a twin engined jet propelled mid-wing monoplane fitted with a retractable tricycle alighting gear. Formerly tactical bombers, the aircraft are now employed in the training role. The aircraft is powered by Rolls-Royce Avon Mk.1 engines, one mounted in each main plane. The crew consists of a pilot, a navigator (or 1st. navigator) and a 2nd. navigator, each provided with an ejection seat. A folding seat is provided on the starboard side of the cockpit for the occasional use by a 4th. crew member.

2. The all-metal fuselage is of monocoque construction, consisting of a stressed skin covering supported by a framework of transverse frames connected by longitudinal stringers; it is built in three units - front, centre and rear fuselage. To facilitate assembly of the complete aircraft and dismantling into main units, junctions are provided in all controls, hydraulic pipes, electrical wiring etc. at the ends of the units into which they are built.

3. The front fuselage comprises a transparent nose fairing, fitted with a toughened glass sighting-panel, a pressurized cabin sealed off from the remainder of the fuselage by a pressure bulkhead placed diagonally across the fuselage, equipment compartments, and the alighting gear nose-wheel unit. A door, which may be jettisoned in an emergency, is provided on the starboard side of the cabin for normal entry and exit. The pilot's canopy and the hatch above the navigators' seats are both jettisonable, and provide emergency escape exits for the crew members. The pilot's seat is offset, to improve visibility, to port of the centre-line of the aircraft, and the navigators' seats are at the rear of the cabin, side by side and backed on to the pressure bulkhead; the seats are mounted on separate support structures raising them above the level of the main cabin floor. A curtain, fitted to the canopy coaming cross tube, when lowered, divides the crew station from the pilot's station; curtains are also fitted to the navigator's window and the hatch windows, and a sun blind is positioned above the pilot's seat.

4. A metal floor, supported by arched diaphragm members, divides the centre fuselage into fuel and bomb bays. Three fireproof tanks are carried in the fuel bay, the forward and centre tanks are self-sealing and rigidly supported by internal bracing structures, the rear tank is a crash-proof collapsible fuel bag. The main plane centre section frame is an

integral part of the fuselage and, passing through the fuel bay, forms a bulkhead between the centre and rear tanks. Aft of the rear tank the fuel bay is sealed by a removable bulkhead. The bomb bay is of full fuselage width and is closed by two hydraulically-operated bomb-bay doors. Bulkheads at each end of the bomb bay carry the bomb-bay door jacks and operating linkage and form separate compartments at each end of the centre fuselage.

5. The rear fuselage carries the tail unit, which comprises a metal rudder and tail plane and a wood-and-metal fin. The tail plane is fitted with an incidence adjustment unit designed to give positive control at high Mach numbers. The incidence is varied by an electrical actuator which ensures irreversibility of control under any condition of flight and enables quick changes to be made in fore-and-aft trim during take-off, flight, and landing. The elevators are of conventional design and incorporate a spring tab in the port, and a geared, fixed-movement balance tab in the starboard elevator. Forward of the spar the fin is of wooden construction, aft of the spar the rudder shroud is of metal with the aerofoil section maintained by flanged plate ribs. The rudder is all-metal and incorporates a spring tab which, through an electrical actuator, acts also as a trim tab; it is so arranged that full travel is available for either function.

6. The main planes are all-metal cantilever structures of symmetrical section, with a main spar and a sectional rear wall, and carrying the power units mounted mid-wing. The main spar is a single web with machined booms, the web cut away and reinforced by ring plates for the accommodation of the engine jet pipe. Four main and seven shear bolts attach the spar root to the main spar centre section in the fuselage. The rear wall consists of three pressed sections, the inner and centre sections being attached to a forged ring, through which the engine jet-pipe passes; at the main plane root, the inner section is attached by one bolt to a fuselage pick-up point. The outer section has a curved web which forms the forward wall of the pressure balance-box. The inner leading edge section of the main plane, into which the main undercarriage unit retracts, is divided transversely by a diaphragm which forms the front wall of the wheel well; extending from the inboard engine-rib to the fuselage, the diaphragm is attached by one bolt to the fuselage. The main plane and fuselage skins intersect smoothly without fillet, the skin at the main plane root fitting over a joint angle riveted to the fuselage. Each main plane is fitted with air-brakes, aileron, and split flaps. Provision is made for fitting jettisonable fuel tanks to the wing tips.

7. The flying controls are conventional, rudder pedals operating the rudder, and a horn-type control operating the ailerons and elevators. All control runs consist of push-pull rods and levers.

8. The fully-retractable tricycle alighting gear is operated hydraulically through electrically-actuated selectors, the main units retracting inwards into the main planes and the nose wheel unit retracting rearward into the front fuselage. The main unit struts are oleo-pneumatic with single wheels mounted in cantilever and with hydraulic disc-type brakes. The nose wheel unit is fully castering and self-centring with twin wheels keyed together to eliminate shimmy.

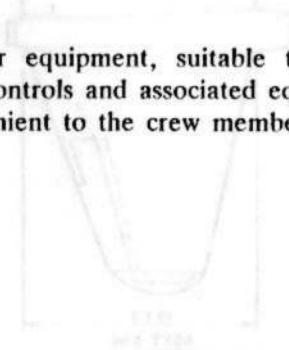
9. The engines are attached to engine ribs just forward of the main spar. Each is slung on four self-aligning attachments, the collar of the rear outboard mounting being allowed to float to take up expansion. All auxiliaries are mounted on gearboxes inboard of the engines. Turbo-starters are fitted, the units being faired into the engine air-intakes. Oil is carried in the engine sumps only and is cooled by fuel-cooled oil coolers mounted on the engines.

10. Fuel galleries connect each engine with the fuel tanks. Two fuel pumps are submerged in each tank; separate switches operate

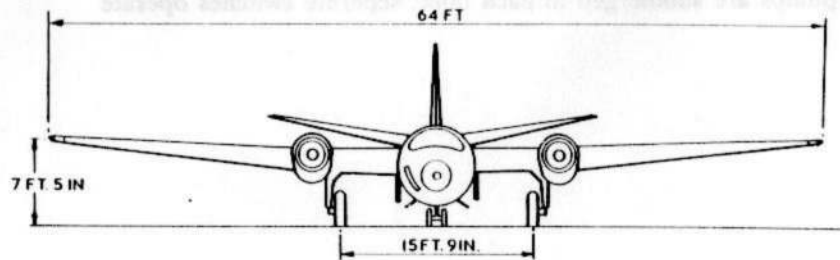
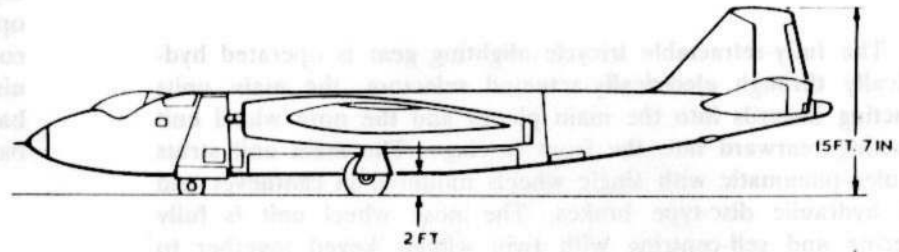
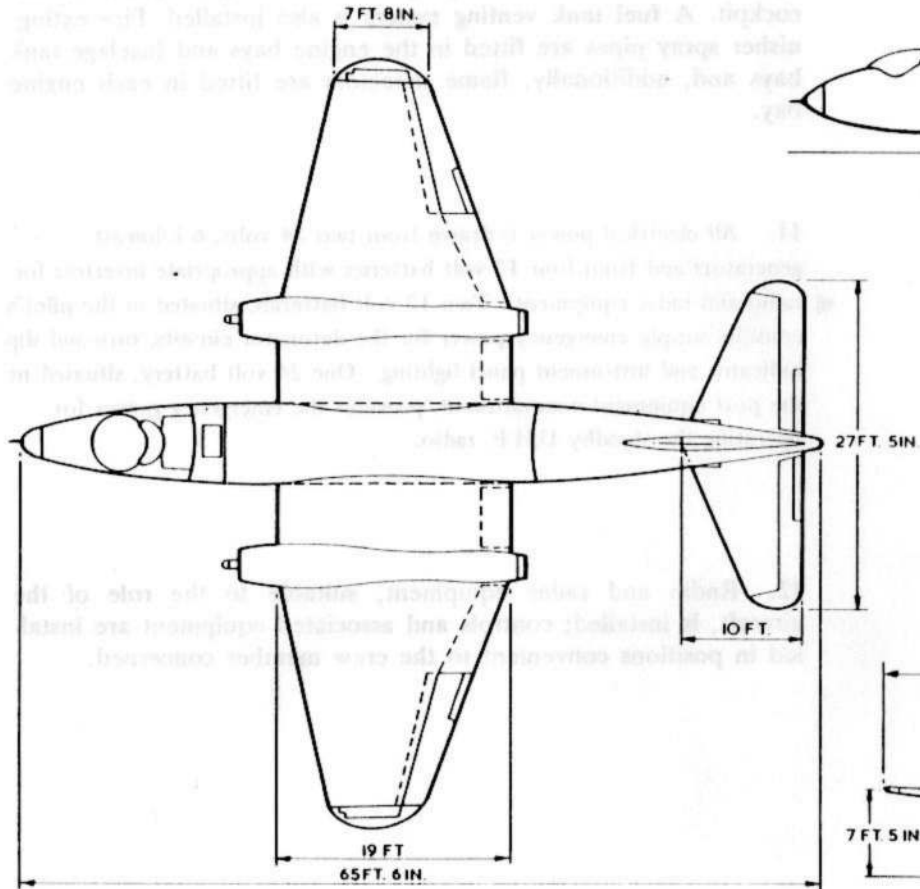
each pump together with its associated low-pressure cock. Fuel from the wing-tip tanks is transferred to No.3 tank by air pressure ducted from the engine compressor casings. Smith-Waymouth capacitor-type gauge units are fitted in all fuselage fuel tanks and operate the fuel contents gauges on the engine panel in the cockpit. A fuel tank venting system is also installed. Fire extinguisher spray pipes are fitted in the engine bays and fuselage tank bays and, additionally, flame detectors are fitted in each engine bay.

11. All electrical power is drawn from two 24 volts, 6 kilowatt generators and from four 12 volt batteries with appropriate inverters for radio and radar equipment. Two 12 volt batteries, situated in the pilot's console, supply emergency power for the detonator circuits, turn-and-slip indicator and instrument panel lighting. One 24 volt battery, situated in the port equipment compartment, provides the emergency power for operating the standby U.H.F. radio.

12. Radio and radar equipment, suitable to the role of the aircraft, is installed; controls and associated equipment are installed in positions convenient to the crew member concerned.



UK RESTRICTED



GENERAL ARRANGEMENT

MAIN UNDERCARRIAGE — continued

Wheels	
Type	Dunlop AH.50439
Tyres	Dunlop K.J.N-16N or DR.4521
Tubes	Dunlop K.J.9
Tyre pressure	Refer to A.P.101B-0400-5A2
Brakes	Dunlop hydraulic

NOSE UNDERCARRIAGE

Type	Twin wheel, non-steerable, castering, rearward retracting, Dowty 2.0039.6040 (pre-mod.5505) or 2.0039.6041 (post-mod.5505)
Shock absorber	Levered suspension, liquid spring, Dowty A.7307Y
Pressure (with wheels off ground)	1500 lb/in ²
Fluid	OM-15
Capacity — fluid	1½ pints

Wheels	
Type	Dunlop AH.9590
Tyres	Dunlop DR.2565
Tubes	K.K.2
Tyre pressure	Refer to A.P.101B-0400-5A2

HYDRAULIC SYSTEM

Pumps	Lockheed Mk.9 (Ref.No.37J/266)
Fluid	OM-15
Capacity of system	31 pints approx.
Pressure settings	

Cut-out valve	Cut-out, 2500 ⁺¹⁰⁰ lb/in ² Cut-in, 2000 lb/in ² (min)
Thermal relief valves	Open, 3450 ± 100 lb/in ² Re-seat, 3100 lb/in ² (min)
Flaps relief valve	Open, 2850 ± 50 lb/in ²
Reservoir pressure relief valve	Open, 12-17 lb/in ² Re-seat, 8 lb/in ²

Accumulator inflation pressure (main and wheel brakes)	At 40 deg F, 1300 ⁺⁵⁰ lb/in ² At 60 deg F, 1350 ⁺⁵⁰ lb/in ² At 80 deg F, 1400 ⁺⁵⁰ lb/in ² when exhausted of hydraulic pressure
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ELECTRICAL SYSTEM

Wiring	Plessey
Voltage	28
Generators	Two 6kW, Type P3 (Ref.No.5UA/4751)
Batteries	Four 12V, 40 amp hr., Type C, connected in series parallel

Voltage regulators	Two Type 23 and one Type 32
Emergency batteries	Two 12 volt, 4 amp hr. One 24 volt, 7 amp hr.

ENGINES

Name	Avon Mk.1
Type	Pure jet, gas turbine
Starter	Rolls Royce turbo starter, Type S.B.S.720 Mk.1 (Ref.No.37F/11000)
Cartridge	No.9 Mk.1 (720 grammes)
Fuel	Avtur with F.S.I.I. D.E.R.D. 2453 (Ref.No.34A/2201036) - N.A.T.O. Code F-34 Avtag with F.S.I.I. D.E.R.D. 2454 (Ref.No.34A/2201037) - N.A.T.O. Code F-40 In case of emergency, only the following alternative fuels may be used * Avtur without F.S.I.I. D.E.R.D. 2494 (Ref.No.34A/9431771) - N.A.T.O. Code F-35 * Avcat without F.S.I.I. D.E.R.D. 2498 (Ref.No.0722/2202148) - N.A.T.O. Code F-43 French Navy Fuel A.I.R.3404A. Similar Avcat with F.S.I.I. D.E.R.D. 2452 NATO Code F-44 French Navy Fuel A.I.R. 3404A similar to Avcat D.E.R.D. 2498 with F.S.I.I. * If these fuels are used FSII must be added in concentrations of between 0.10 and 0.15 per cent by volume F.S.I.I. AL31 D.Eng.R.D. 2451 NATO Code S748 6 ^{1/2} lb/in ²

Oil	OM-11
Accessories gearboxes	
Port engine	Rotol, Type PTG3/1 (Ref.No.37L/158) or Type PTG3/3 (Ref.No.37L/160)
Starboard engine	Rotol, Type PTG3/2 (Ref.No.37L/159) or Type PTG3/4 (Ref.No.37L/161)
Oil	OEP-71
Two-speed gearbox (post Mod.714)	Type D9
Oil	OEP-71

PRESSURE HEAD

Type	Mk.8M (Ref.No.6A/2176) or Mk.8W (Ref.No.6A/4333460)
Position	On nose tip.

PRESSURE HEAD — *continued*

Angular setting Parallel with fore and aft datum lines \pm 1 deg

TANK CAPACITIES

Fuel tanks		Weight (lb)	
		Avtur	Avtag
No.1	520 gal	4160	4056
No.2	317 gal	2536	2473
No.3	540 gal	4320	4212
Wing tip jettisonable tanks (two)	488 gal	3904	3806
Total fuel	1865 gal	14920	14547

Note . . .

1. Post Mod.1490 and 432 or 3757 an auxiliary fuel tank (contents 300 gal; Avtur 2400 lb, Avtag 2340 lb) may be fitted in the bomb bay if required.
2. The fuel tank capacities given above are nominal; individual aircraft capacities may vary slightly.

Oil

In engine sumps (each engine)	16 pints
Total oil (each engine)	19 pints
Accessories gearboxes (each gearbox)	3.125 pints
Hydraulic tank	2 gal
2-speed accessories gearbox (each gearbox)	0.875 pints

Note . . .

The lubricant Reference and N.A.T.O. code numbers are printed on the reverse of the List of Contents marker card.

OXYGEN SYSTEM

Cylinders

Two	2250 litres (Ref.No.6D/9429900)
Five	750 litres (Ref.No.6D/9429896)

Emergency oxygen

Forward station	One Mk.2A set
Ejection seats	One Mk.7J set each

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