

Chapter 49 LEVER SWITCH, TYPE C5148Y

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LEADING PARTICULARS

Type	Stores Ref.	Application	Hand	Dimensions
C5148Y, Mk. 3	5CW/5150	Flaps	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 4	5CW/5104	Scanner	Right	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 5	5CW/5101	Cabin pressure	Left	2.25 in. × 1.62 in. × 5.09 in.
C5148Y, Mk. 7	5CW/5102	—	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 8	5CW/5151	—	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 9	5CW/5103	Parachute	Right	2.25 in. × 1.62 in. × 5.2 in.
C5148Y, Mk. 17	5CW/5897	Ratog	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 20	5CW/5901	Cabin pressure	Left	2.25 in. × 1.62 in. × 5.09 in.
C5148Y, Mk. 22	5CW/	Flaps	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 23	5CW/5898	Flaps	Left	2.25 in. × 1.62 in. × 5.15 in.
C5148Y, Mk. 24	5CW/5900	Brake chute	Right	2.25 in. × 1.62 in. × 5.2 in.

Introduction

1. The lever switch, Type C5148Y, is a multi-position selector switch for the control of various aircraft electro-hydraulic systems. A list of the Marks covered is given in Leading Particulars, where the application of each is indicated.

DESCRIPTION

2. A general view of a typical switch of this range, the C5148Y, Mk. 20, is shown in fig. 1; details of the various Marks are given in fig. 2. The switch is a single or double-pole selector, connecting the common terminal or terminals to the relevant terminals selected.

3. The lever has a total angular travel of 60 deg., and may be fitted with one of various designs of handle. Each switch except Mk. 7 and 8 is engraved with the appropriate markings for the application of that switch; with Mk. 7 and 8, one of a range of escutcheon plates, Type C5180Y, is used. These plates are listed in Table 1.

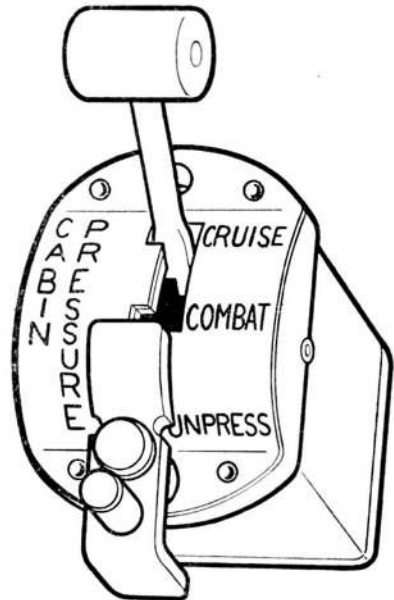


Fig. 1. Lever switch, Type C5148Y, Mk. 20

(A.L.113, Aug. 57)




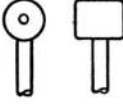
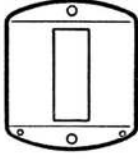

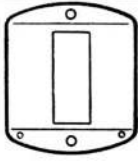



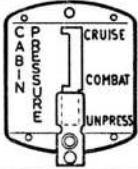
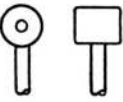
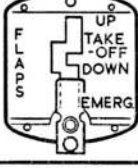
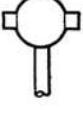


MARK	NO. OF POSITIONS	GATE AND ENGRAVING	HANDLE	TERMINAL NUMBERS	
				CCT.1	CCT.2
3	4			COMMON UP TAKE OFF DOWN EMERGY DOWN	2 7 5 10 4 9 3 8 1 6
5	3			COMMON CRUISE COMBAT NO PRESSURE	4 9 5 10 3 8 1 6
7	4			COMMON TOP POSITION ↓ BOTTOM POSITION	3 8 5 10 4 9 2 7 1 6
8	3			COMMON TOP POSITION ↓ BOTTOM POSITION	4 9 5 10 3 8 1 6
17	4			COMMON IDLE OFF RELEASE JETTISON	4 9 5 10 - - 3 8 1 6
20	3			COMMON CRUISE COMBAT UNPRESSURISED	4 9 5 10 3 8 1 6
23	4			COMMON UP TAKE OFF DOWN EMERGENCY	2 7 5 10 4 9 3 8 1 6
24	3			COMMON JETTISON SAFE STREAM	4 9 1 6 3 8 5 10

Fig. 2. Switch details

RESTRICTED

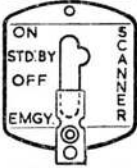





MARK	NO. OF POSITIONS	GATE AND ENGRAVING	HANDLE	TERMINAL NUMBERS		
				CCT.1	CCT.2	
4	4			COMMON	4	9
				ON	1	6
				STD. BY	2	7
				OFF	3	8
				EMGY.	5	10
9	3			COMMON	4	9
				JETTISON	1	6
				OFF	3	8
				STREAM	5	10
22	4			COMMON		1
				UP		10
				OFF		7
				DOWN		5
				FUSEL		3

Fig. 2. Switch details (continued)

TABLE I

Escutcheon plates, Type C5180Y

Mark	Stores Ref.	Application
2	5CW/5474	Scanner
3	5CW/5475	Fuel control
4	5CW/5107	Ratog
6	5CW/5476	Bomb door
7	5CW/5477	Hydraulic pump
8	5CW/5478	Hydraulic pump
9	5CW/5479	Engine starting

4. The switch is fully weatherproofed' including a synthetic rubber diaphragm which accommodates the movement of the lever. Thus any moisture which enters the shroud aperture escapes through an opening without penetrating to the electrical parts.

5. A detent arrangement facilitates selection of the various positions, which in certain instances have a gate notch for positive locking. In some switches, as for example that illustrated in fig. 1, a safety stop prevents selection of one position until the stop is moved aside.

6. The rating of the switch is 3 amp. per circuit at 30 volts d.c., or 5 amp. when used on 120 volts a.c.

7. The terminal arrangement, with terminal cover removed is shown in fig. 3. Where a rubber grommet is used for the cable entry,

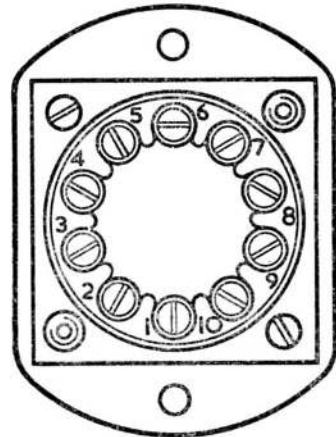


Fig. 3. Terminal arrangement

the tip of the sleeves are cut off as required on installation.

INSTALLATION

8. To fit a new switch having a rubber cable grommet, remove the back cover, nip the extreme tip off the sleeves required, and feed the conductors through, causing the sleeves to invert. Finally pull the conductors back to re-invert the sleeves.

SERVICING

7. Since this switch is sealed, no servicing is possible; a faulty switch must be renewed.



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