SECTION

5

REMOVAL, ASSEMBLY AND DISMANTLING OPERATIONS

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SECTION 5

REMOVAL, ASSEMBLY AND DISMANTLING OPERATIONS

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LIST OF ILLUSTRATIONS

Introduction

1. The chief purpose of this Section is to describe and illustrate the removal and assembly of the principal components of the aircraft. Where there is any special assembly instruction it is covered by a note either on the text or on the illustration. The recommended sequence of operations is given although, in some cases, it will be obvious that it is not essential to adhere rigidly to the order given. Assembly instructions, unless otherwise stated, should be in the reverse order to that given for removal. Access panels are shown in Sect. 4, Chap. 3, and the jacking and trestling arrangements are illustrated in Sect. 4, Chap. 2. For detailed description of special tools and other items of ground equipment, reference should be made to Vol. 3, Part 1 of this publication.

GENERAL INSTRUCTIONS

Engine cowling

2. The engine cowling panels are so designed that the only extra support required for the complete cowling is a top and bottom support ring. These rings are attached to the engine by stirrups and to the main plane ribs by fork attachments fitted at the end of each ring. The rings can be removed from the engine separately or, by disconnecting the fork attachments, they can be removed with the engine. For the removal of the engine cowling refer to fig. 1 and proceed as follows :—

(1) Remove the upper middle and lower middle cowls by releasing the toggle fasteners, which are disclosed by removing the cover doors attached to each side of the cowling by Dzus fasteners.

(2) Remove rear cone cowling by unscrewing four screws at top and bottom, port and starboard sides of No. 1 rib, and unscrewing the breeze identification light socket located on starboard lower face of rear cowl front former.

(3) Open upper and lower inspection doors and remove centre hinge bar by releasing two screws at either end. The inspection doors may now be removed as a complete unit.

Note . . . . In order to obtain the correct tension on the toggle fasteners when assembling the cowlings, each fixing hook must be adjusted on its rod so that it is just possible to disengage the hook from its link by pulling the toggle lever with the finger. The hook must then be screwed on to the rod one complete turn and locked. It should now be possible to disengage the hook only by applying slight leverage behind the toggle lever using an 8 in. screwdriver. The use of anything but hand force to relock the fasteners is prohibited. When all the fasteners of an individual panel have been adjusted, check the tension of each fastener independently, with the remaining fasteners closed.

Engine installation

3. The sequence of assembly operations of the power plant and the location of the various items is illustrated by balloon figures in fig. 2 and the key which faces it. The connecting operations detailed in the key commence with the engine bolts and are followed by the air ducts. For the subsequent connections, it is not intended that the sequence of operations is to be rigidly followed, the procedure is only given as a general guide. It will be noted that the key is divided into four parts, and details that are contained in any one part may be connected up irrespective of order. The numbered sequence in the centre of the key represents the final connections which are located at the exhaust end of the unit. For the operational series for dismantling the numbers are reversed. Reference should also be made to A.P.4121B and C, Vol. 2, Pt.3.

Note . . . When removing or replacing the engine, it is advisable to back the mobile crane into the fore-and-aft position and close to the boom as shown in fig. 5.

Canopy

4. For instructions regarding the assembly of canopies fitted to the first 50 aircraft reference must be made to fig. 6 and the note below para. 5. For the 51st and subsequent pressure cabin aircraft refer to fig. 7. Grease XG-275 (Stores Ref. 34B/222) should be used for lubricating the rails.

5. For the removal of the canopy refer to fig. 6 and 7 and proceed as follows:—

(1) Release the latch rail safety catch by pulling the ball control slowly but firmly. The ball control is located at the top centre of the windscreen frame (*the latch rail safety catch with ball control is fitted to early aircraft only. On later aircraft, the single-operated canopy jettison lever is employed*).

(2) Disconnect the " dry air " rubber pipes from the sliding canopy (*51st and subsequent aircraft only*). Seal the pipe connections.

(3) Remove canopy by rotating the winding gear handle $1\frac{1}{2}$ turns so that the canopy is in the unlocked position. Then pull the jettison lever on the right-hand side of the cockpit, or the jettison handle which, *in the case of the 51st and subsequent aircraft*, is accessible through the port ammunition door. The jettison handle, in the *first 50 aircraft*, is accessible through the starboard ammunition door.

Note . . . (*a*) The inboard end of the latch rail safety catch, when in the locked position, engages in a shallow depression in a leaf spring. During the assembly stage it is important to ensure that the tension of the spring is just sufficient to make a light contact with the lever, and that the depression in the spring is only sufficient to locate the lever in the locked position. If the recess is too deep or the spring too strong, unnecessary force will be applied at the ball control to release the safety catch, which may cause the rubber ball to part from the cables.

(*b*) When fitting a new canopy, it is important that a 0·1 in. gap and a 0·3 in. overlap exists between the angle plate and the top flange on the rear fairing diaphragm, with the canopy unpressurised (*refer to fig.* 7). These clearances are most conveniently checked with plasticine as described in A.P.4099A, Vol. 2, J.17.

Canopy rails

6. For removal of the canopy rails the procedure is as follows:—

(1) Remove the pivot bolt from the left and right-hand latch rail operating levers, and withdraw the lever through the rails.

(2) Disconnect the canopy seal air lines at the left and right-hand rails. Seal off open ends.

(3) Disconnect the electric cable clips under left-hand stiffening member.

(4) Disconnect the " dry air " tube clips under left-hand stiffening member (*51st and subsequent aircraft only*).

(5) Remove wood screws in left and right-hand rail external fairing.

(6) Remove csk. bolts locating canopy rail and sealing bracket to fuselage. The csk. heads will be found inside the channel section

of the canopy rail. The nuts are located on the underside of the stiffening member.

(7) Remove the rails.

Windscreen

7. The removal of the windscreen is effected as follows:—

(1) Release the latch rail safety catch, (*refer to para.* 5 (1).

(2) Disconnect rubber pipes to " dry air " sandwich screen, and seal the pipe connections.

(3) Disconnect the top of the instrument panel from the front screen bracket. (Two round head and two hex. head bolts).

(4) Remove five 4BA bolts from gusset plate at junction of seal bracket and canopy rail.

(5) Remove csk. screws at base of front and side screen fairing.

(6) Remove the windscreen assembly.

Fuel tanks

General

8. The centre tank is accessible through the ventral compartment and the wing tanks through detachable panels in the undersurface of the wing. The centre tank is drained through a plug in the collector box at the base of the tank. The wing tanks may be drained by depressing a spring-loaded non-return valve in the bottom of the tank. A drain plug is provided at the rear end of the wing drop tanks for drainage purposes.

Centre tank

9. The centre tank is removed as follows:—

(1) Jack the aircraft clear of the ground (*Sect.* 4, *Chap.* 2).

(2) Remove the gun bay doors and guns (*Sect.* 12).

(3) Remove the accumulators and stowage trays (*Sect.* 6).

(4) Drain the tank (*para.* 8).

(5) Remove the diagonal struts at the base of the tank.

(6) Remove the gun heater tube at the base of the fuselage.

(7) Disconnect the electrical leads to the fuel gauge tank unit on the lower starboard side of the tank, and the leads to the fuel booster pump.

(8) Disconnect the fuel feed pipe to the engine at the firewall, the feed pipes from the wing tanks to the centre tank at the firewall, and the barostat spill return pipe from the non-return valve.

(9) Disconnect the two vent pipes from the tee-piece adapter on the rear of the firewall, and unscrew the adapter from the tank.

(10) Release the four Jubilee clips securing the rear support bracket to the lower cross-shaft on bulkhead No. 4.

(11) Release the trunnions from the turn-buckles on the tank straps and lower the tank vertically from the fuselage.

Wing tanks

10. For removal of the wing tanks, the procedure is as follows:—

(1) Remove the pipe fairing located on the wing lower surface at the root end.

(2) Drain the tank.

(3) Remove the screws from the tank panel and remove the panel. When replacing the panel, the three long screws must be inserted through the panel into the forward end of No. 1 wing rib (*refer to para.* 8).

(4) Disconnect the fuel pipes and seal off open ends.

(5) Disconnect the fuel contents gauge lead and bonding from the tank.

(6) Support and lower the tank from the wing.

Note . . . It is important to drain the tanks before removing the panels as they support the tanks. There are no tank straps.

Wing drop tanks

11. Provision is made for ease of removal and assembly of each tank by utilising a 2BA tapped hole in the base of the tank securing eye-bolt. Make up a 2BA bolt approximately 5 in.—6 in. long with a washer sufficient in diameter to contain the eye-bolt washer and nut. Then for the removal operation proceed as follows:—

(1) Drain the tank (*refer to para.* 8).

(2) Insert the 2BA bolt in the eye-bolt tapped end.

(3) Support the tank and unscrew the eye-bolt nut at the underside of the tank, allowing the nut to rest on the large washer.

(4) Gently lower the tank and disconnect the fuel and pressure pipe connections.

(5) Support the tank and operate the jettison switch in the cockpit.

Note . . . When assembling the tank the following precautions should be taken:—

(a) The eye-bolt must not be over-tightened, or interference with the action of the release gear might be caused.

(b) Apply a liberal amount of french chalk to the felt seal before raising the tank.

(c) In no circumstances should the tank be assembled to the wing until the paint on the wing is thoroughly dry.

(d) Subsequent to modification 173, airship-type drop tanks are fitted. With this type of tank a maximum thickness of $\frac{1}{8}$ in. *hard rubber strip* is used as packing between the tank fairing and the wing; felt packing is not to be used.

Wing

12. To remove the wing from the fuselage proceed as follows:—

(1) Remove engine cowling (*refer to para.* 2).

(2) Disconnect the cowling ring from No. 1 wing rib.

(3) Remove the engine (*refer to para.* 3).

(4) Drain and remove the wing tank (*refer to para.* 8 *and* 10).

(5) Drain and remove the wing drop tank if fitted (*refer to para.* 8 *and* 11).

(6) Jack up the aircraft and position trestles as shown in Sect. 4, Chap. 3 with an additional support just aft of the boom to wing joint. Place a strap weighted with approximately 100 lb. over the boom to prevent any springing that may occur.

(7) Release the pressure from the hydraulic accumulator (*refer to Sect.* 4, *Chap.* 3).

(8) Release the air pressure from the pneumatic system.

(9) Insert the control locking pins through the rudder and elevator control levers. Access for inserting the pins is gained through the $\frac{1}{2}$ in. dia. holes on the inboard side of the boom rear end.

(10) Lock the control column neutral and the aileron sprocket at the bottom of the column (*refer to Sect.* 4, *Chap.* 3).

(11) Remove the inspection cover at the boom to wing joint and disconnect the flying control cables, and the electrical leads and A.S.I. pipes if applicable (*refer to para.* 16).

(12) Disconnect the flying control cables at No. 1 wing rib and coil up the cables; remove the bolt from the Teleflex spacer block (port side only).

(12) Remove the pivot bolt from the Vickers elevator trim pulley on No. 1 wing rib, part the assembly and remove the cable from the pulley (port side only).

(14) Remove the cable guard from the elevator trim pulley located above the oval pulley assembly on the boom centre-line at the rear false spar. Access to this pulley is through either side of the boom with the dive brake in the OPEN position.

(15) Pull the trim cable into the boom.

(16) Disconnect the tail boom from the wing (*refer to para.* 16).

(17) Disconnect the Teleflex control and master switch electrical leads at terminal block on No. 1 wing rib (port side only).

(18) Remove the clips from the fire-extinguisher leads and disconnect at the flame switch on No. 1 wing rib. Coil up leads.

(19) Disconnect the thermal coupling leads on No. 1 wing rib (starboard side only).

(20) Disconnect the Breeze socket at connection C11 on junction box located on firewall (starboard side only).

(21) Disconnect hydraulic and pneumatic pipes at unions on No. 1 wing rib. Seal off open ends.

(22) Disconnect the fuel vent pipe at No. 1 wing rib, and A.S.I. lines at unions No. 1 wing rib (port side only).

(23) Remove the wing root fairing and pipe fairing underside of wing at root end. Disconnect fuel pipe from inboard tank.

(24) Remove the inspection cover forward of the main wheel well and disconnect the turnbuckle on the wing drop tank manual release cable. Pull the cable into the fuselage.

(25) Disconnect the air-intake duct in the centre tank bay by releasing the large Jubilee clip. Turn back the rubber seal.

(26) Flood the wing attachment bolts with penetrating oil and allow to soak for about an hour.

(27) Before proceeding with the removal of the bolts, it is very important that the

trestling is correctly aligned and that it is possible to turn the bolts without undue force.

(28) When satisfactory alignment has been achieved, remove the bolts, taking care not to disturb the wing. Use spanner, Stores Ref. 26FC/9112, and bolt extractor, Stores Ref. 26FC/9103, for joints A and B, and extractor, Stores Ref. 26FC/9105, for drag-joint C. It is important that the operator remains in the same position on the wing between the time he checks the top bolt (joint A) for freedom and its removal.

(29) Remove the wing by manhandling on trestles and sling the wing as illustrated in fig. 8.

Note . . . (a) When replacing the wing it is important that the operator remains in the same position on the wing after the alignment of the bolt holes until the bolts are inserted. Anti-seize grease, ZX-13, Stores Ref. 34B/88 must be applied to the bolts before assembly.

(b) New wing-fuselage attachment bolts must always be fitted when re-assembling the existing or a replacement wing. The used bolts may be reconditioned by cadmium plating in accordance with the instructions given in Vol. 2, Part 4 of this publication.

Ailerons

13. For removal of the ailerons proceed as follows:—

(1) Open inspection cover on underside of wing at aileron inboard end, and remove eliptical covers at top and bottom surface of wing trailing edge.

(2) Disconnect the aileron connecting rod at the pulley.

(3) Disconnect the aileron tab operating rod at the tab.

(4) Remove horizontal attachment bolt at inboard hinge fitting.

(5) Support aileron and remove the vertical hinge bolts.

Note . . . For instructions regarding rigging refer to Sect. 4, Chap. 3.

Flaps

14. To remove the flaps place them in the DOWN position and proceed as follows:—

(1) Release pressure from the hydraulic accumulator (*refer to Sect. 4, Chap. 3*).

(2) Remove bolt at upper end of connecting rod to torque tube, inner and outer flaps.

(3) Remove hinge pin and distance collar from jack fork-end to bracket at outer flap (*refer to fig. 9*).

(4) Support flaps and remove hinge pins.

Dive brakes

15. For removal purposes the dive brakes must be in the OPEN position, which may be achieved by one man depressing the trigger

(*contd. on next leaf*)

on the dive brake manually-operated non-return valve on bulkhead 2, and another man selecting dive brake OPEN and operating the hand pump.

(i) Release pressure from hydraulic accumulator (*see Sect.* 4, *Chap.* 3).

(ii) Remove inspection panel at underside of wing.

(iii) Disconnect jack ram from bracket on dive brake.

(iv) Support the component and remove the two hinge pins (*see fig.* 10).

Tail booms

16. For removal of a tail boom proceed as follows :—

(i) Trestle the aircraft as shown in Sect. 4, Chap. 2 with an additional support just aft of the wing to boom joint.

(ii) Place a strap weighted with approximately 100 lb. over the boom to prevent any springing that may occur.

(iii) Remove tail end fairing and inspection covers at wing to boom joint and at boom rear end including covers on the fin.

(iv) Insert rudder and elevator locking pin in boom rear end (*see Sect.* 4, *Chap.* 3).

(v) Remove the rudder, elevator and tail plane (*see para.* 17, 18 and 19), if two booms are to be removed. If removing a single boom, remove the rudder, disconnect the elevator from the fin, support and uncouple one end of the tail plane. For rigging instructions *see Sect.* 4, *Chap.* 3.

(vi) Disconnect elevator and rudder cables from link fittings at boom rear end, also elevator assister bungee (starboard side only).

(vii) Disconnect elevator trim cables (*see para.* 18).

(viii) Remove guards from trim pulleys in fin (*see Sect.* 7).

(ix) Disconnect elevator and rudder turnbuckles at wing to boom joint.

(x) Disconnect A.S.I. pipes at wing to boom joint (port side only).

(xi) Disconnect pitot head cable and navigation light cables at terminal block, wing to boom joint (port side only).

(xii) Remove the split pins, nuts and twenty-two bolts at the wing to boom joint, using special spanner Y00185.

(xiii) Withdraw the flying control cables and bungee from the boom.

Rudder

17. To remove the rudder proceed as follows :—

(i) Remove eight screws from the boom rear end cone fairing, and unscrew the navigation light breeze socket (port side only).

(ii) Remove the split rudder fairing by unscrewing twenty-one screws, and pushing the rudder inboard and sliding the fairing outboard.

(iii) Disconnect the connecting rod "E" (*see Sect.* 4, *Chap.* 3).

(iv) Disconnect the link fitting on the rudder static balance.

(v) Remove the nut and split pin on the base of the rudder post.

(vi) Remove the split pin, nut and bolt at top hinge fitting and withdraw the rudder.

Tail plane

18. For removal of the tail plane, position weighted straps over both booms (*see para.* 16 (ii)), and proceed as follows :—

(i) Open inspection covers on outboard face of each fin, disclosing the tail plane attachment bolts.

(ii) Open inspection cover on tail plane upper surface, and disconnect elevator trim cables from the sprocket chain.

(iii) Remove rudders (*see para.* 17).

(iv) Remove elevator (*see para.* 19).

(v) Support the tail plane.

(vi) Remove the tail plane attachment bolts, four each, port and starboard.

Note . . . For instructions regarding tail plane angle of incidence setting, refer to Sect. 4, Chap. 3.

Elevator

19. To remove the elevator, first remove both rudders, then proceed as follows :—

(i) Open inspection cover on outboard face of each fin, and disconnect elevator lever H from elevator control Q (*see Sect.* 4, *Chap.* 3).

(ii) Remove inspection cover on elevator upper surface and disconnect elevator tab push rod from trim tab jack.

(iii) Remove split pins, castellated nuts and washers from the elevator torque shaft half-bearings in the fin shroud (port and starboard).

(iv) Move elevator into UP position and remove split pins and castellated nuts from the two hinge fittings.

(v) Move elevator into DOWN position, support the component and withdraw the two hinge bolts.

Nose wheel unit

20. For removal of the nose wheel unit, refer to fig. 11 and proceed as follows :—

(i) Release the pressure in the hydraulic ac umulator (*see Sect.* 4, *Chap.* 3).

(ii) With the unit in the DOWN position, jack up the aircraft (*see Sect.* 4, *Chap.* 2).

(iii) Remove the blast tube fairing.

(iv) Remove fairing around either side of nose. The attachment screws are located at the lower portion of the periphery at No. 1 bulkhead, and the screw heads are covered by paint filling.

(v) Remove support link and radius rod link hinge bolts on leg.

(vi) Disconnect hydraulic jack at leg.

(vii) Remove split pin, castellated nut, washer plate, and withdraw tie-rod at end bearing E.

(viii) Support the leg and withdraw the main hinge tube now disclosed in the fitting.

Note . . . For adjustment after assembly refer to Sect. 4, Chap. 3.

Wheel and axle

21. For removal of the wheel and axle, refer to fig. 12 and proceed as follows :—

(i) Jack up the nose of the aircraft (*see Sect.* 4, *Chap.* 2), so that the wheel is free of the ground.

(ii) Remove the tie-rod by taking off end caps.

(iii) Support the wheel and push out the axle tube.

Main wheel unit

22. For removal of the main wheel unit, refer to fig. 14 and proceed as follows :—

(i) Release the pressure in the hydraulic accumulator (*see Sect.* 4, *Chap.* 3).

(ii) With the unit in the DOWN position, jack up the aircraft (*see Sect.* 4, *Chap.* 2).

(iii) Disconnect the pneumatic brake line at the top of the leg.

(iv) Disconnect the micro-switch lead (port leg only).

(v) Disconnect the lock-link from leg.

(vi) Remove the bolt connecting the hydraulic jack to the leg.

(vii) Remove the wire-locked bolts located in the bearings at either side of the under-carriage diaphragm, using special spanner Y00185/86 left and right-hand.

(viii) Lift leg out of bearings.

(ix) Seal off open end of pneumatic pipe.

Note . . . For instructions regarding adjustments after assembly see Sect. 4, Chap. 3.

Wheel doors

23. The nose wheel and main wheel doors are removed as follows :—

Nose wheel door :—

(i) Remove the port fairing under the nose ; this fairing is attached by Dzus fasteners.

(ii) Disconnect the lower end of the radius rod from the door (*see fig.* 11).

(iii) Remove the door hinge pins.

Main wheel door :—

(i) Disconnect retracting frame at the door.

(ii) Remove the hinge pins.

Hydraulic jacks

24. Before attempting to remove a hydraulic jack, refer to Sect. 4, Chap. 3, and release pressure from the hydraulic accumulator, after which proceed to remove the jack as follows :—

(i) With the selector lever in the DOWN position, disconnect the DOWN line on the jack and vice-versa for the UP line.

(ii) Drain the fluid in the pipe lines into a clean container. Fluid contained in a jack may be ejected by pushing the ram in and out by hand. Fit blanking connections to hose ends and to jack.

Note . . . When jacks are removed from the aircraft for eplacement or transportation, it is essential that all hydraulic fluid is ejected, and the piston rod secured in the retracted position.

Hydraulic reservoir

25. Access to the reservoir for removal purposes may be obt ined, in the case of the first 50 aircraft (*see fig.* 6), by removing the canopy rear fairing. For the 51st and subsequent pressure cabin aircraft (*see fig.* 7) the canopy should be jettisoned (*see para.* 5 (*iii*)).

26. For the removal and draining operations proceed as follows :—

(i) Release the pressure from the hydraulic accumulator (*see Sect.* 4, *Chap.* 3).

(ii) Using a hydraulic test rig, connect the suction line to the outboard ground test coupling point on the firewall, leaving the pressure line uncoupled. Start the test rig, and direct the oil flowing from the pressure side of the test rig pump into a clean container. When the flow of oil has ceased, stop the test rig and disconnect the suction line from the ground test point.

(iii) Disconnect the hand pump pressure line in the gun bay. Operate the hand pump and drain the fluid from the pressure line into a clean container until the reservoir is dry.

(iv) Disconnect the pipes at the reservoir and seal off open ends.

(v) Disconnect the turnbuckles at the two retaining straps, and remove the tank.

(vi) Re-connect the hand pump pressure line.

Oxygen bottles

27. The removal procedure is as follows :—

(i) Open ammunition doors, disconnect and remove radio.

(ii) Disconnect the pipe lines at the bottle.

(iii) Disconnect turnbuckles on the two retaining straps.

(iv) Remove the bottle and seal off open ends.

Minimum packing dimensions

28. The minimum packing dimensions for the various components will be found in fig. 16.

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FIG. 1

ENGINE COWLING.

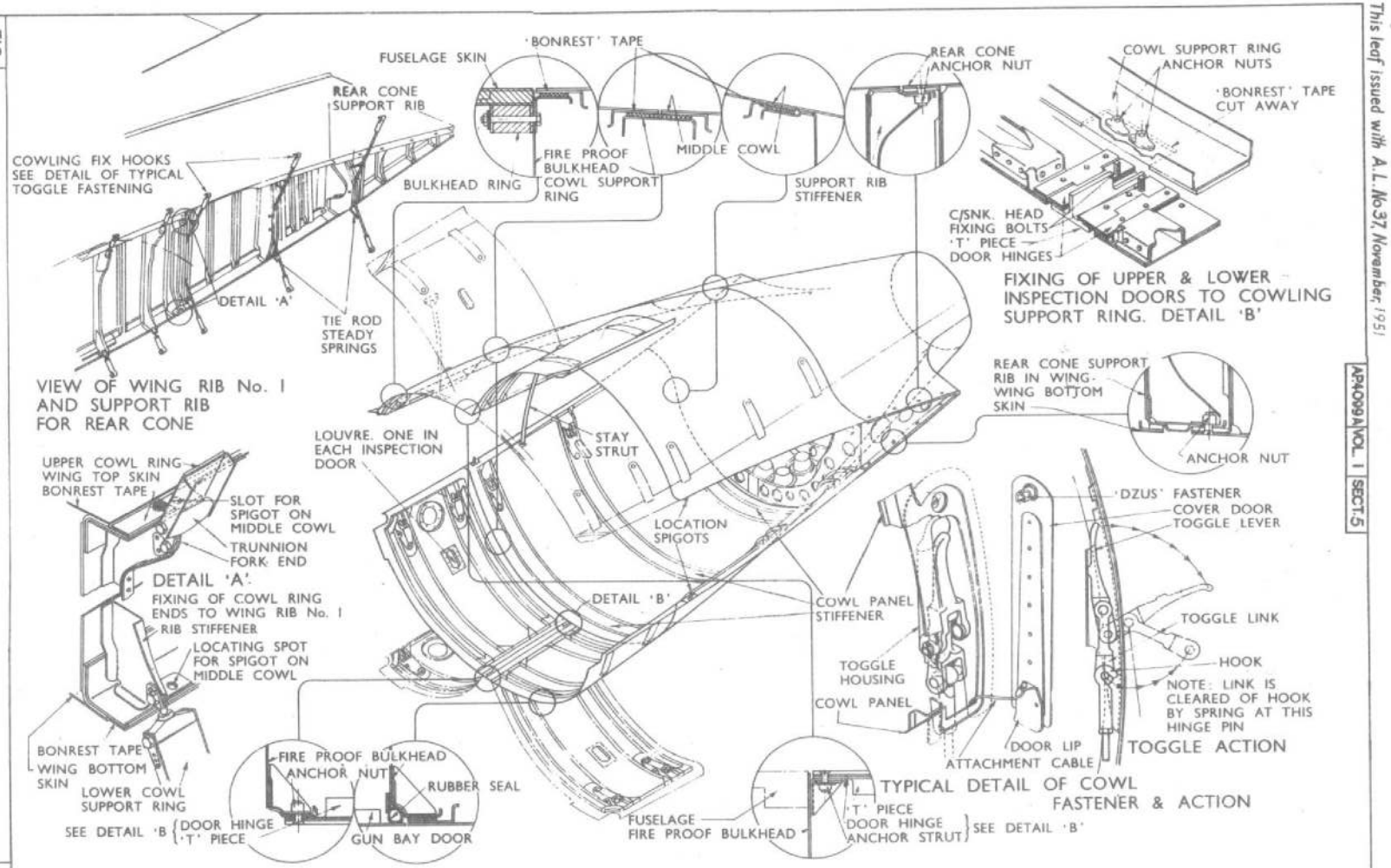

FIG. 1

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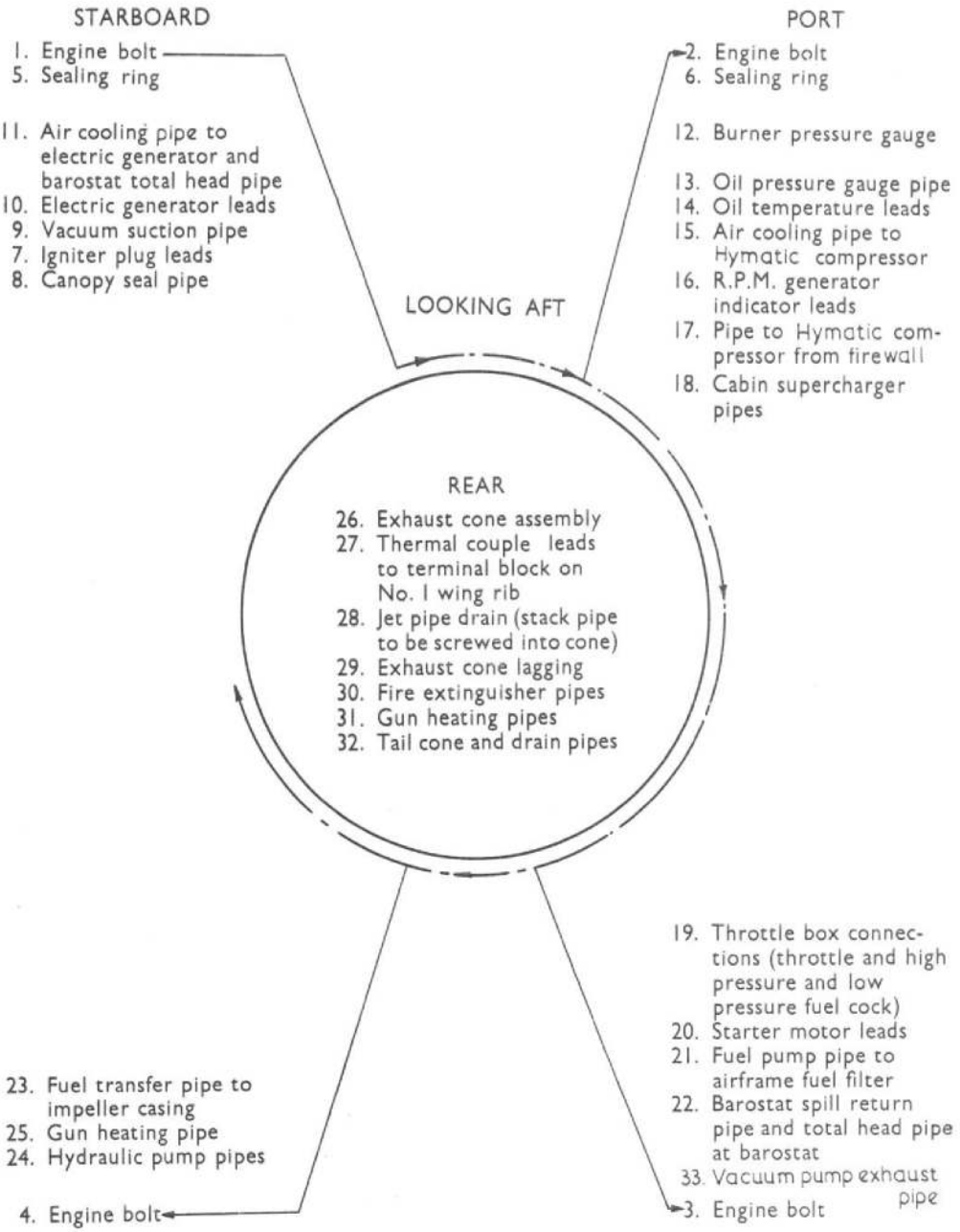
RESTRICTED



REFER TO PARA. 3 FOR EXPLANATION OF ARRANGEMENT

KEY TO FIG.2

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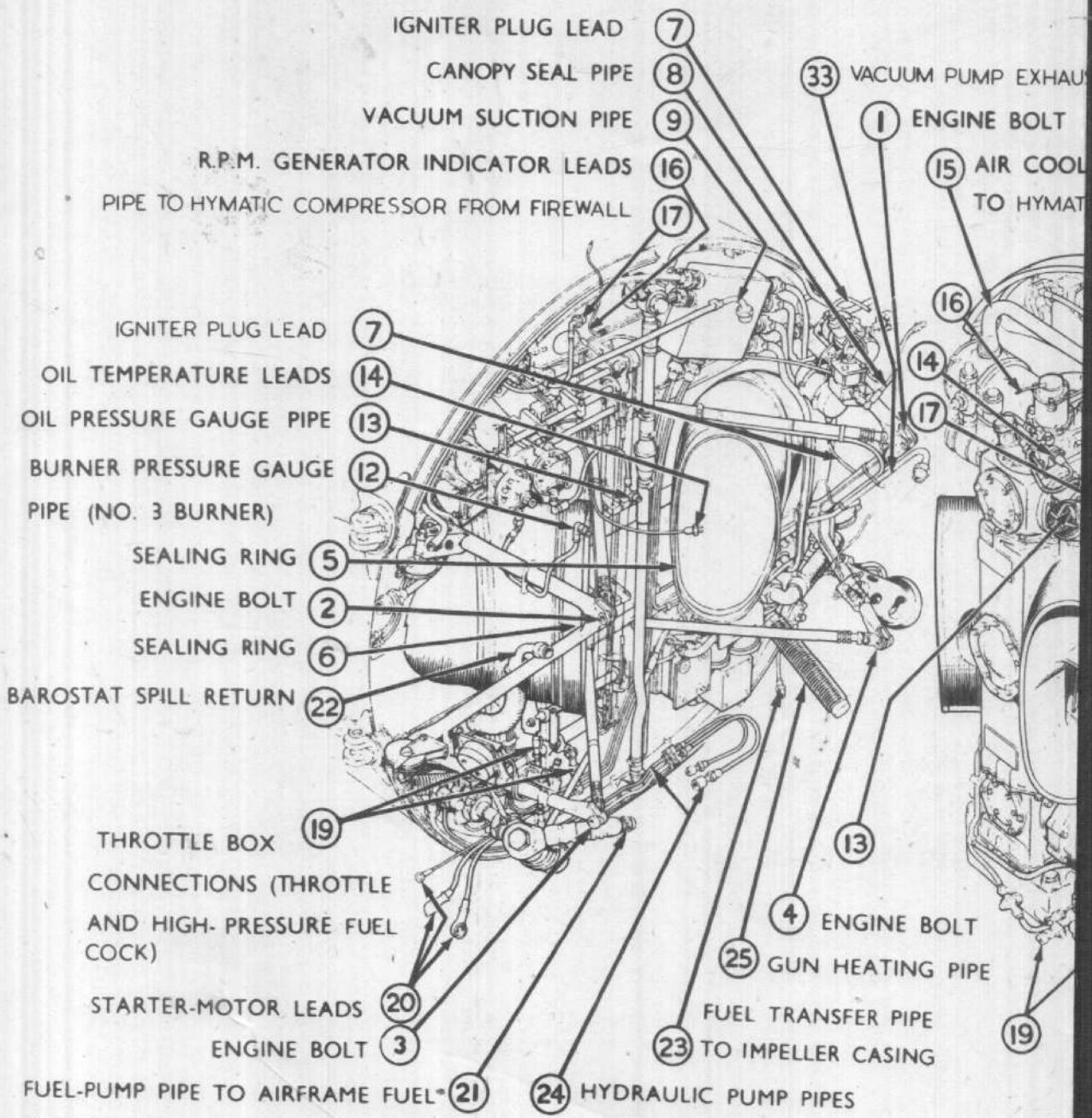

Fig.2 Engine Inst

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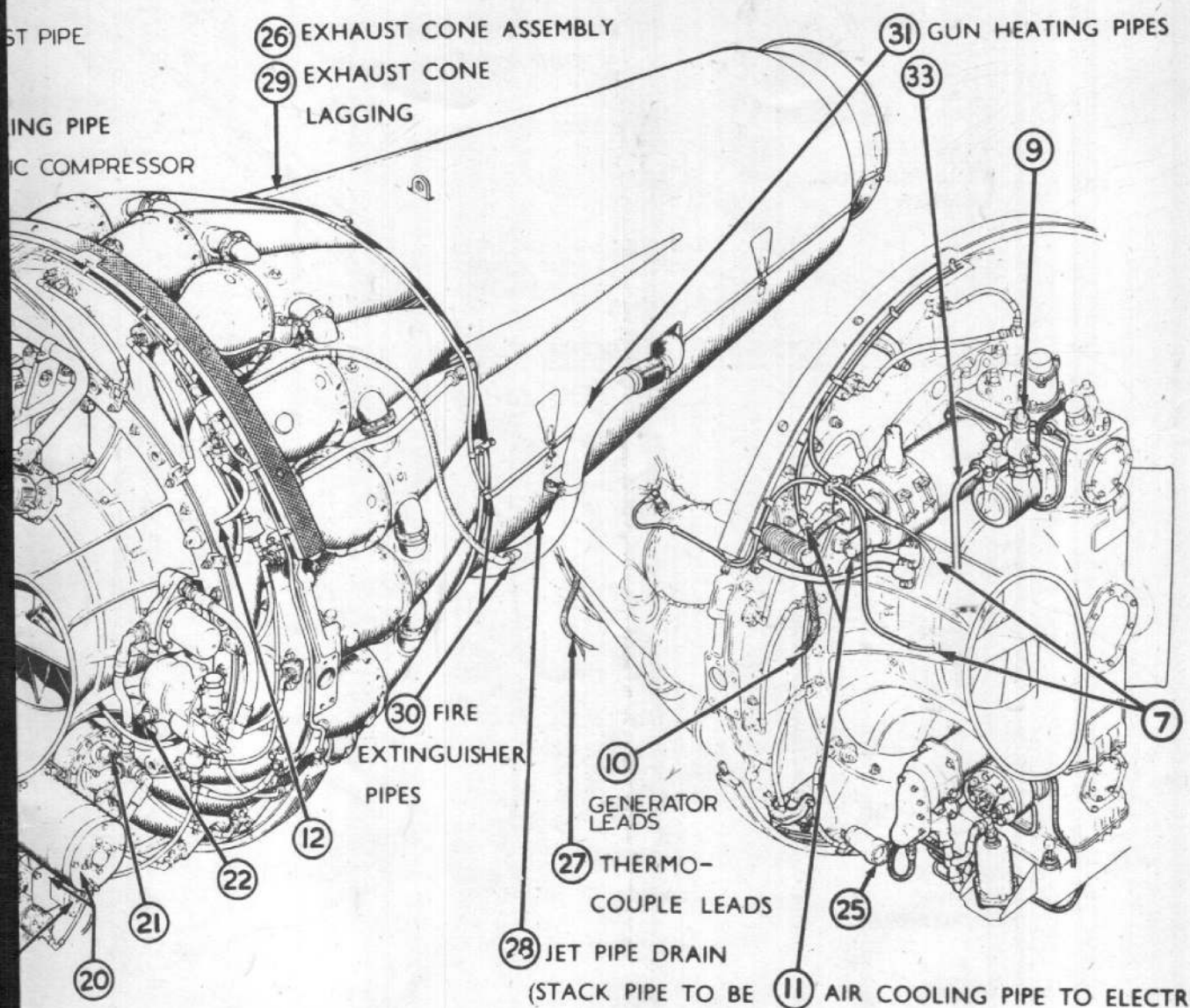

allation – Break Points

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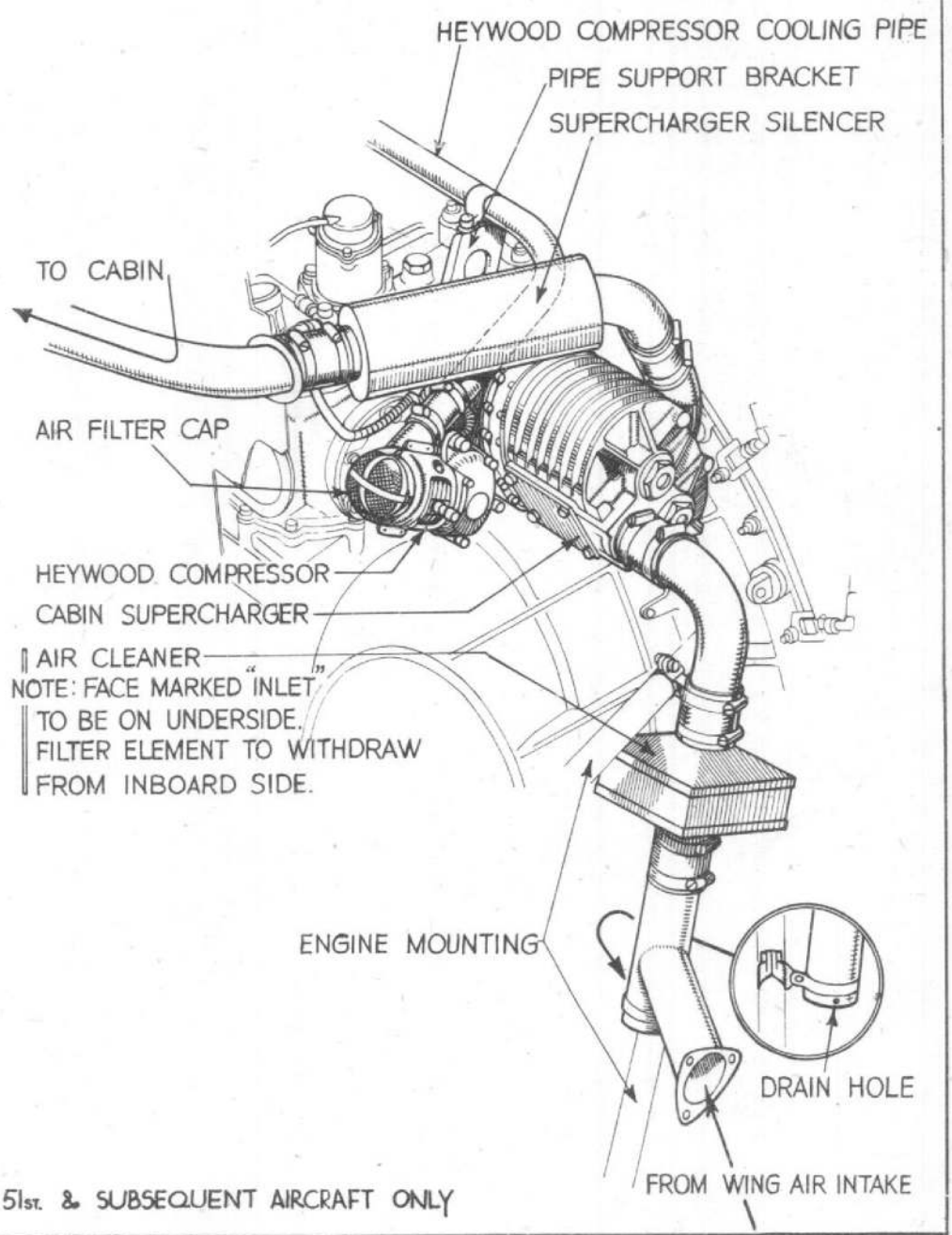

51st. & SUBSEQUENT AIRCRAFT ONLY

FIG. 4 — ASSEMBLY OF CABIN SUPERCHARGER Mk. XXX — FIG. 4

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TR. F.A.M.

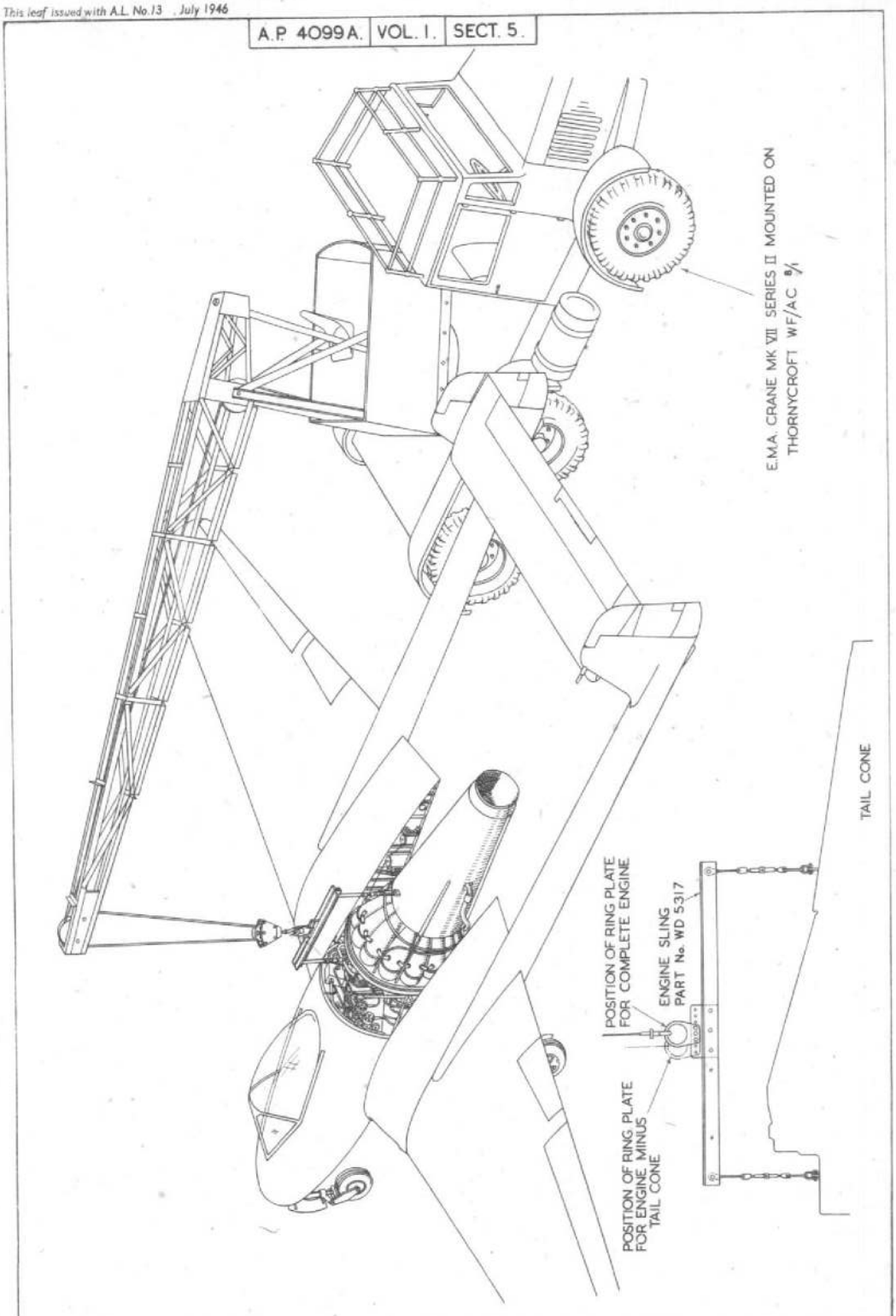

FIG 5 **POWER PLANT REMOVAL.** FIG 5

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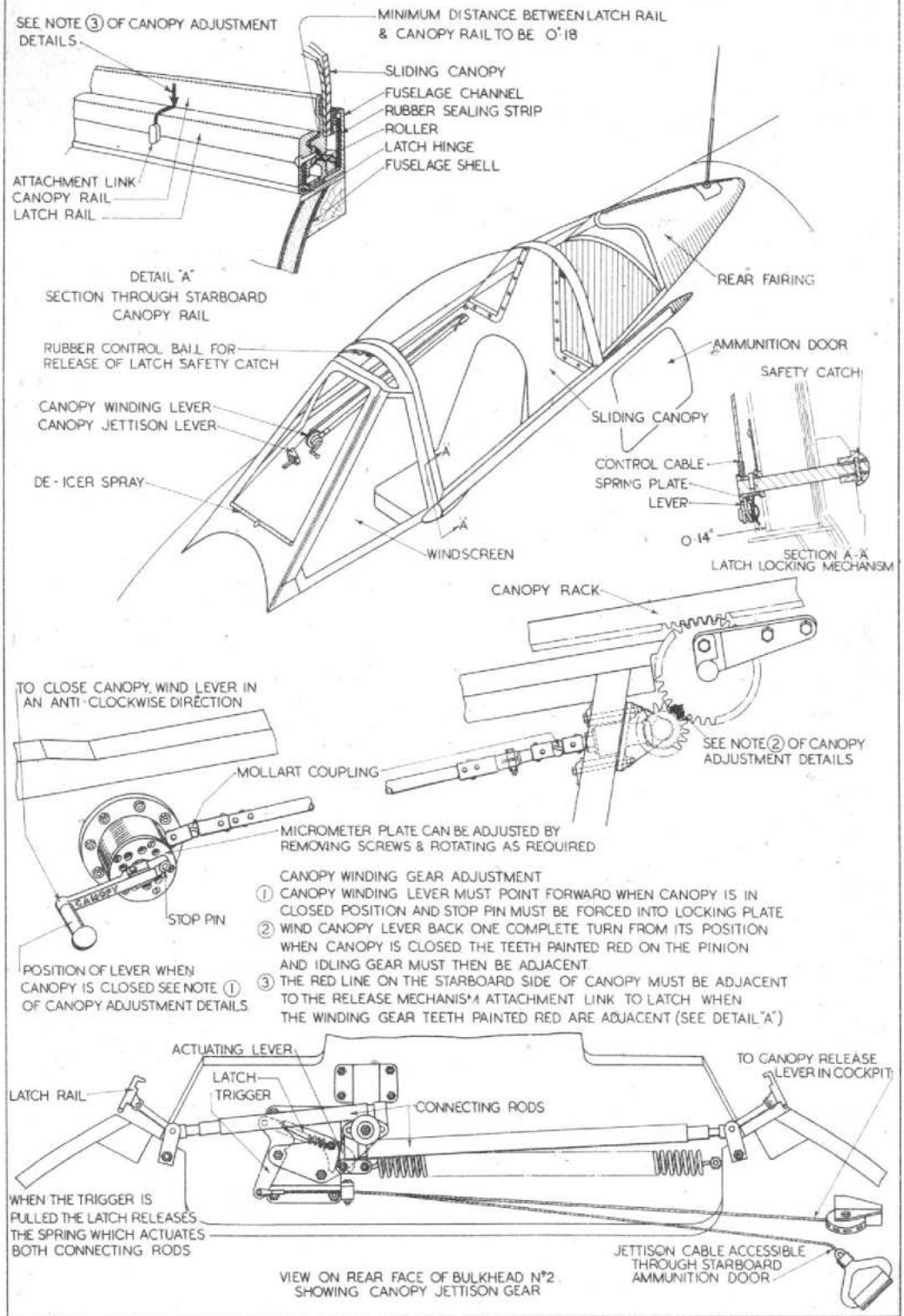

FIG. 6

CANOPY (1) (FIRST 50 AIRCRAFT)

FIG. 6

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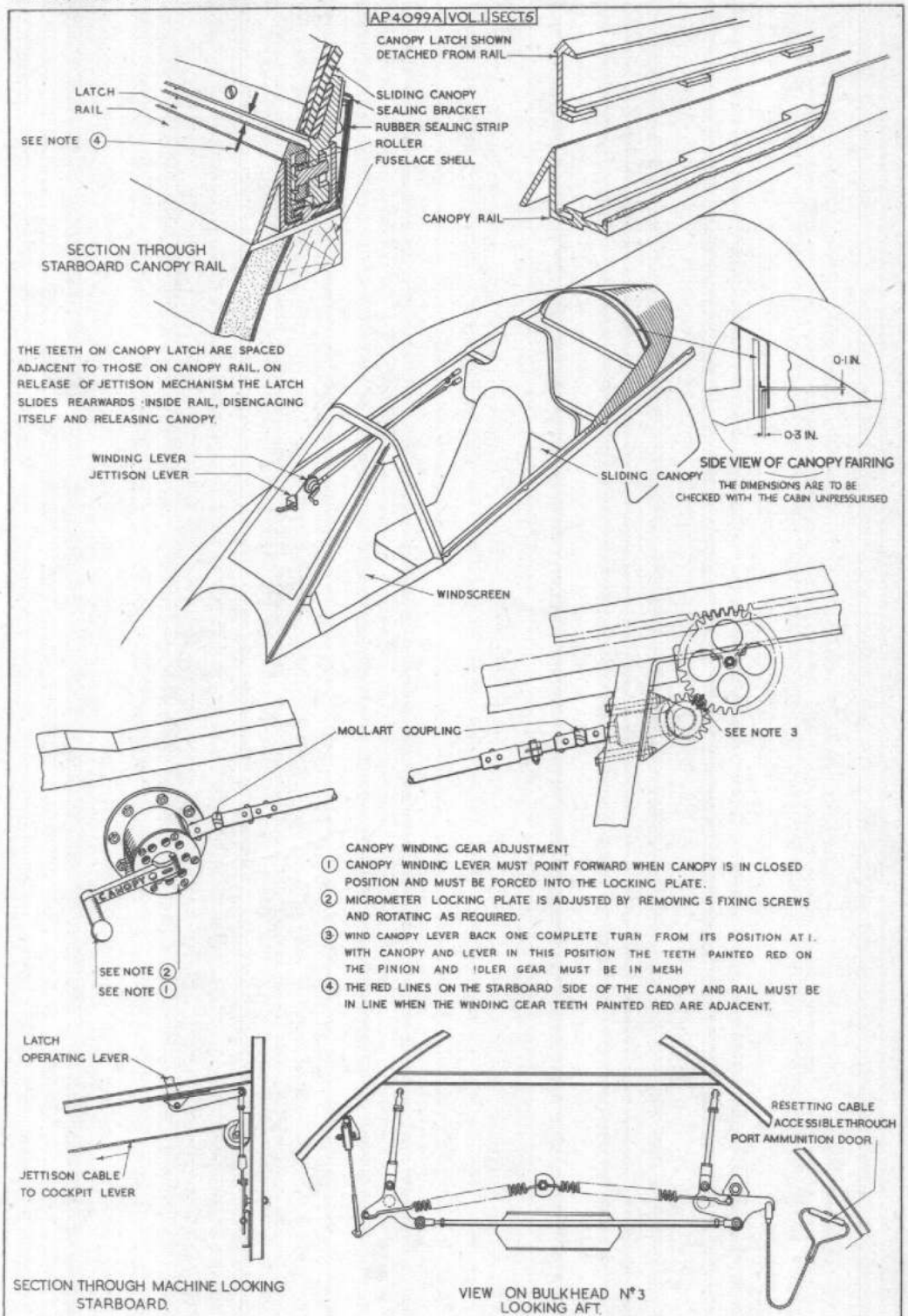


FIG 7

CANOPY (2) 51st AND SUBSEQUENT AIRCRAFT

FIG 7

G8214 M17672 4/49 600 C.B.& S. LTD. GP.88.

FIG 8

WING SLINGING

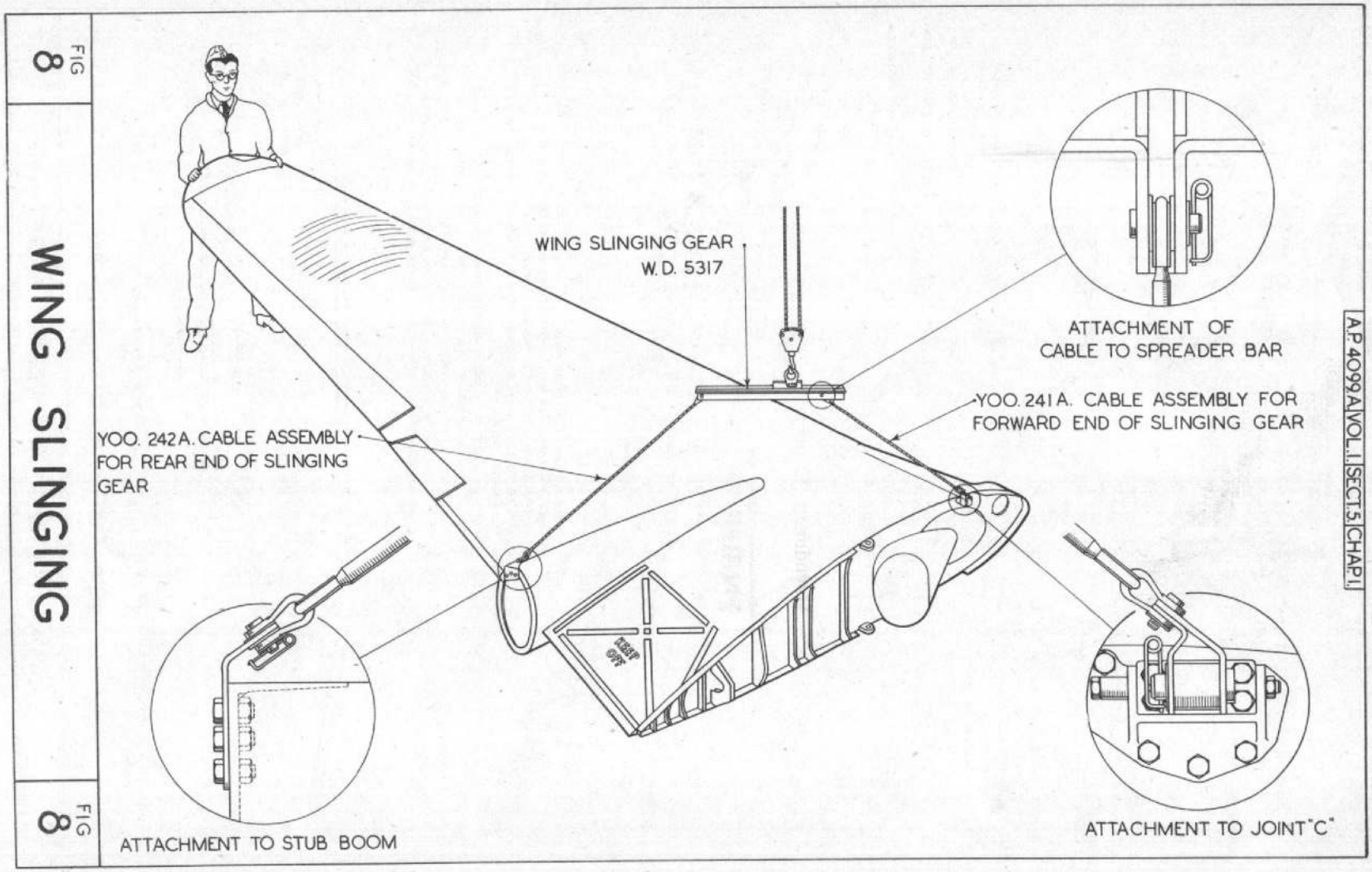


FIG 8

A.P. 4099A VOL. I, SECT. 5, CHAP. I.

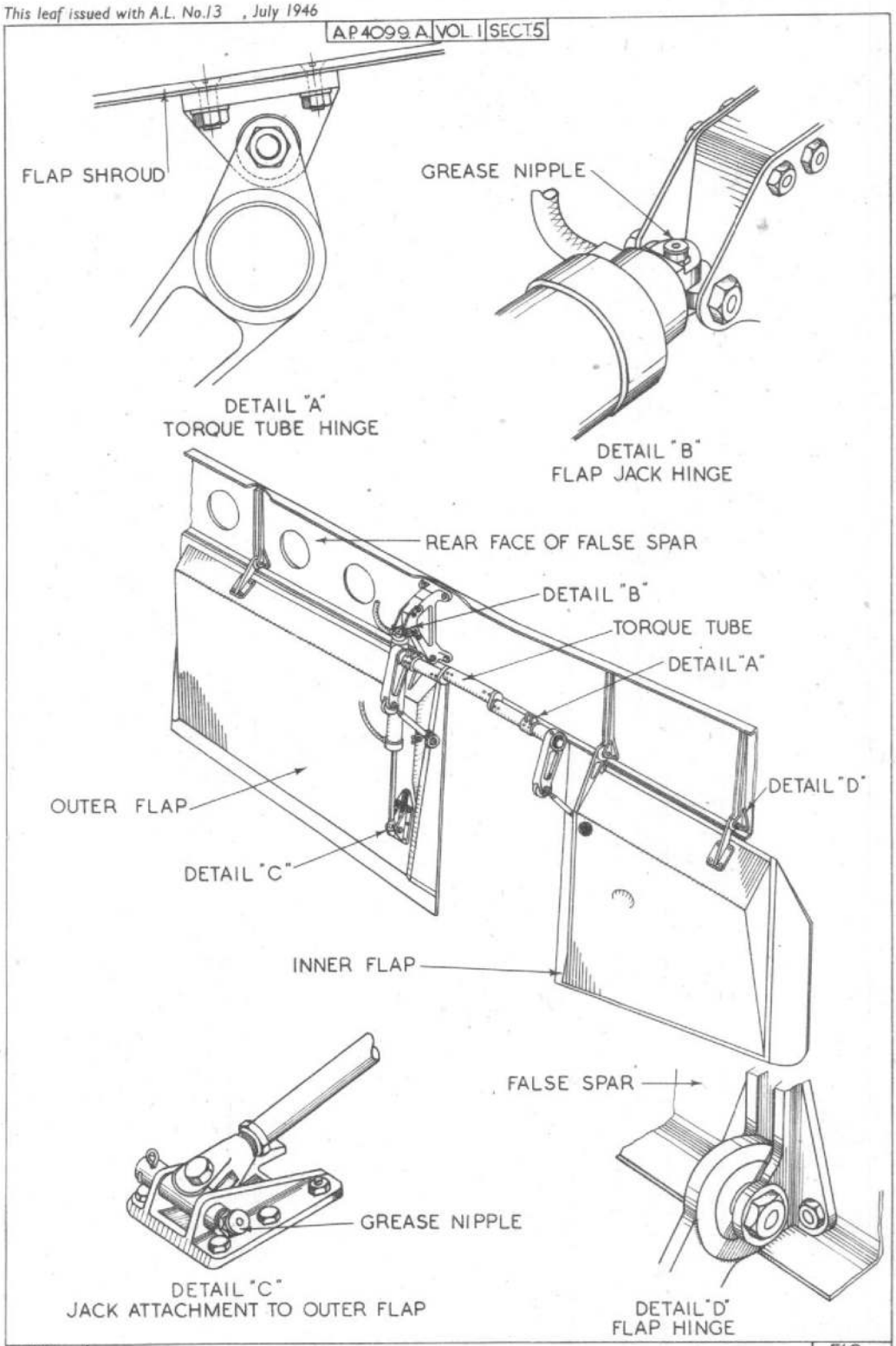
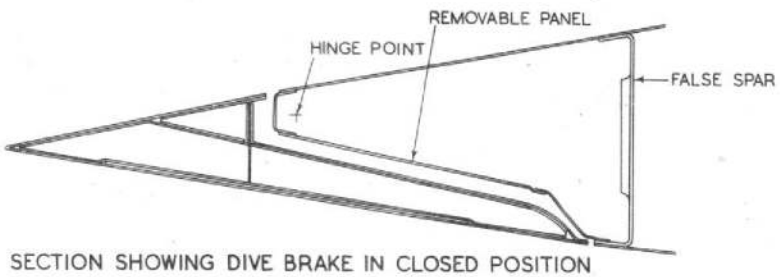


FIG 9

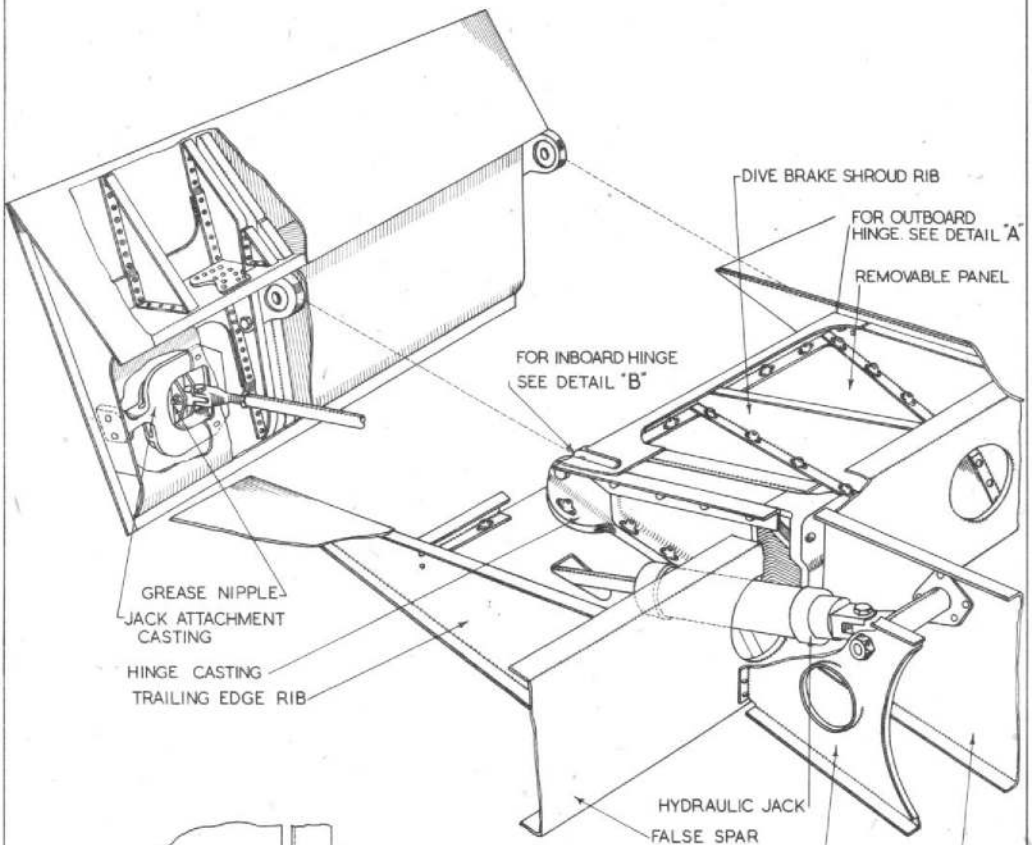
SPLIT FLAP ASSEMBLY

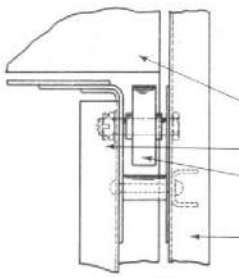
FIG 9

G998 M15649 7/46 570 C.B. & S. LTD. GP.55.

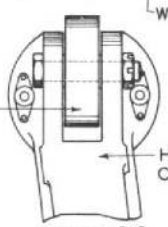


SECTION SHOWING DIVE BRAKE IN CLOSED POSITION



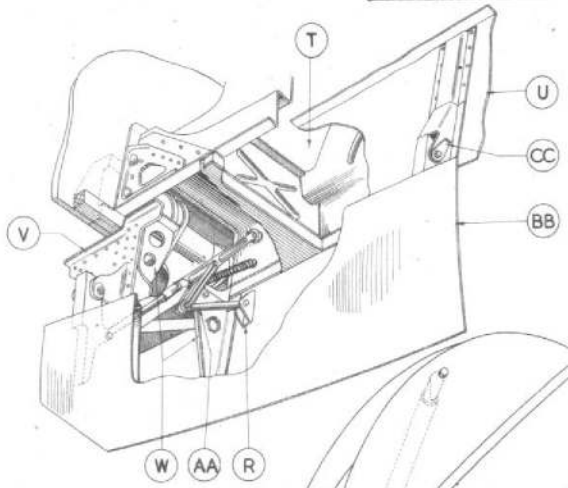


DETAIL "A"
DIVE BRAKE OUTER HINGE
(TOP SKIN REMOVED FOR CLARITY)

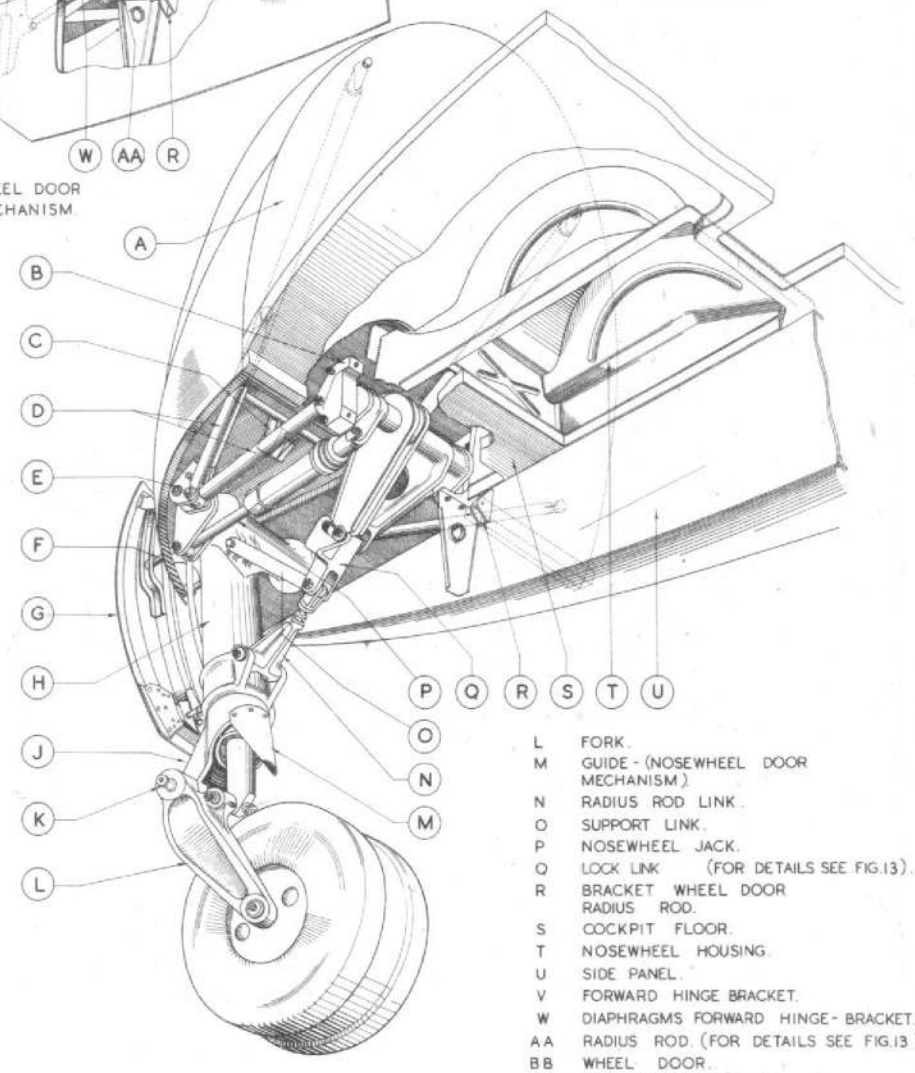


DETAIL "B"
DIVE BRAKE INNER HINGE

FIG 10 — DIVE BRAKE INSTALLATION — FIG 10



WHEEL DOOR MECHANISM



A FRONT ARMOUR BULKHEAD No.1.
B ATTACHMENT BRACKET NOSEWHEEL TOP STRUCTURE.
C "UP" MICRO SWITCH ASSEMBLED TO CINE CAMERA MOUNTING.
D NOSEWHEEL TOP STRUCTURE.
E END BEARING.
F BRIDGE LINK.
G FIXED NOSE FAIRING.
H NOSEWHEEL BARREL.
J SWIVEL LUG.
K SPOOL FOR ATTACHING TOWING ARM.

L FORK.
M GUIDE - (NOSEWHEEL DOOR MECHANISM).
N RADIUS ROD LINK.
O SUPPORT LINK.
P NOSEWHEEL JACK.
Q LOCK LINK (FOR DETAILS SEE FIG.13).
R BRACKET WHEEL DOOR RADIUS ROD.
S COCKPIT FLOOR.
T NOSEWHEEL HOUSING.
U SIDE PANEL.
V FORWARD HINGE BRACKET.
W DIAPHRAGMS FORWARD HINGE-BRACKET.
AA RADIUS ROD. (FOR DETAILS SEE FIG.13).
BB WHEEL DOOR.
CC REAR HINGE BRACKET.

VIEW LOOKING FORWARD ON NOSE WHEEL. WHEEL DOOR AND PORT SIDE PANEL REMOVED TO SHOW WHEEL HOUSING ON COCKPIT FLOOR.

FIG. 11

NOSE-WHEEL

FIG. 11

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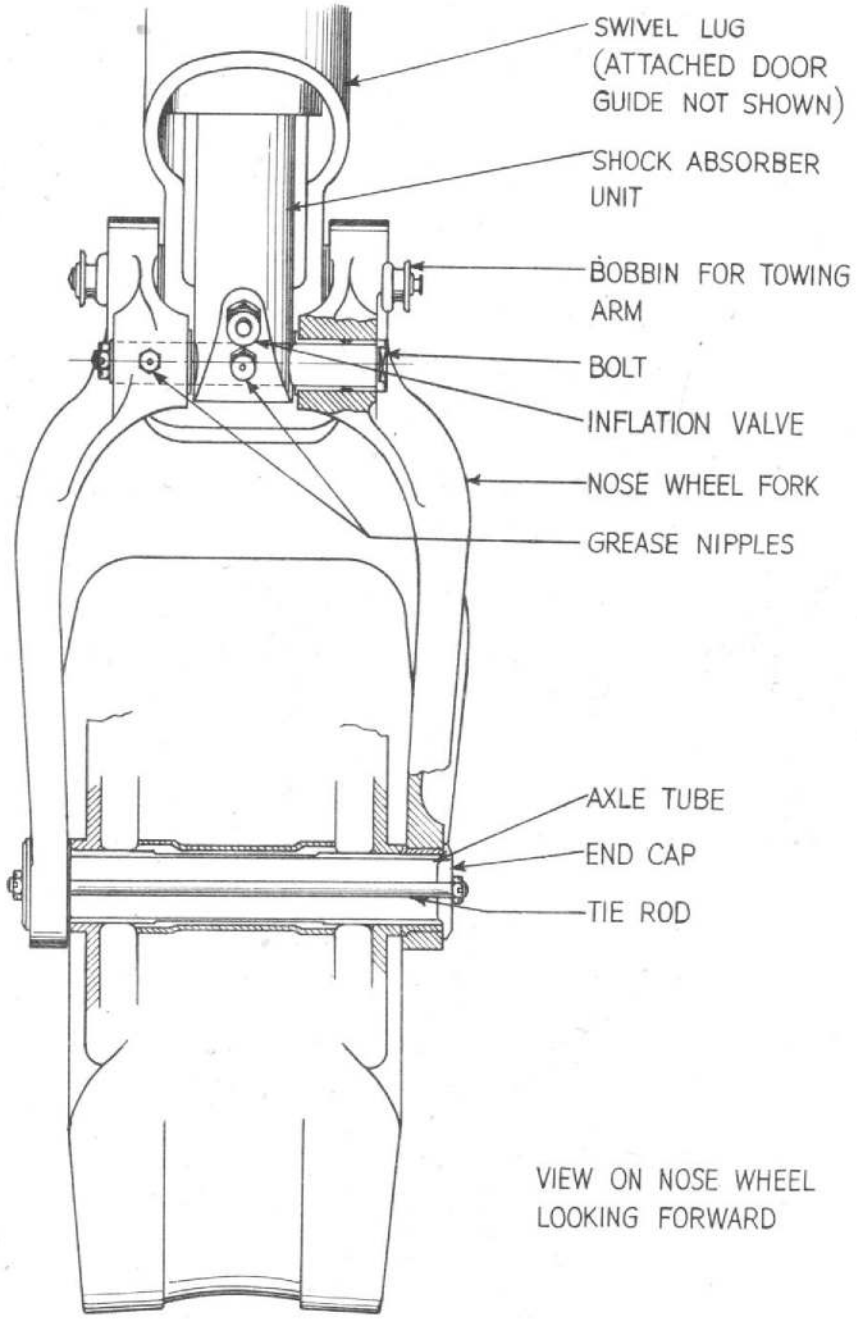
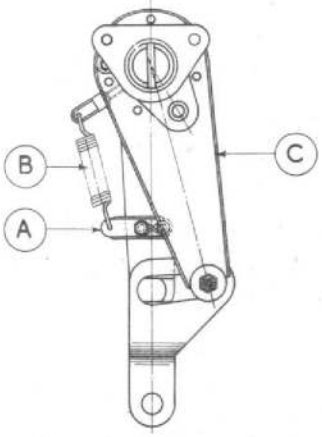
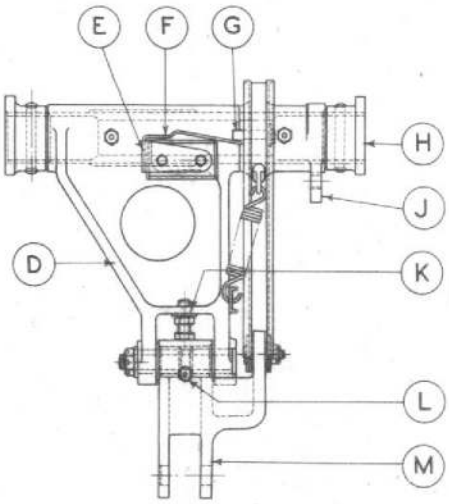


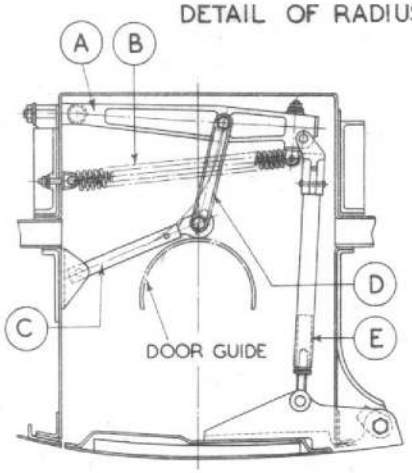
FIG. 12 **NOSE WHEEL DETAILS (I)** FIG. 12

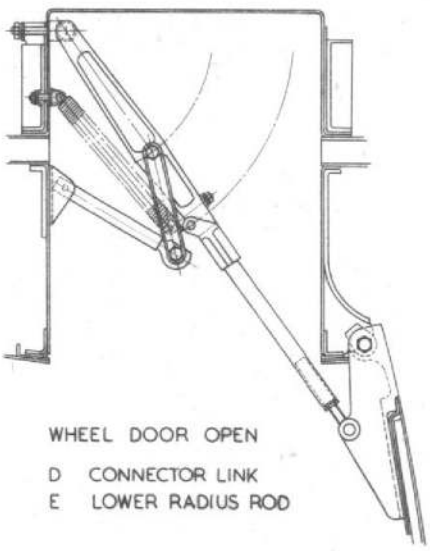




A LEVER
B SPRING
C LOCK PLATE
D RADIUS ROD FORK
E MICRO SWITCH
F SPRING (MICRO SWITCH)
G SPIGOT
H BEARING
J LUG FOR JACK
K STOP BOLT
L GREASE NIPPLE
M LOCK LINK

DETAIL OF RADIUS ROD ASSEMBLY





WHEEL DOOR CLOSED

A UPPER RADIUS ROD
B DOUBLE SPRING
C LINK GUIDE

WHEEL DOOR OPEN

D CONNECTOR LINK
E LOWER RADIUS ROD

DETAILS OF NOSE WHEEL DOOR MECHANISM

FIG 13 — NOSE WHEEL DETAILS (2) — FIG 13

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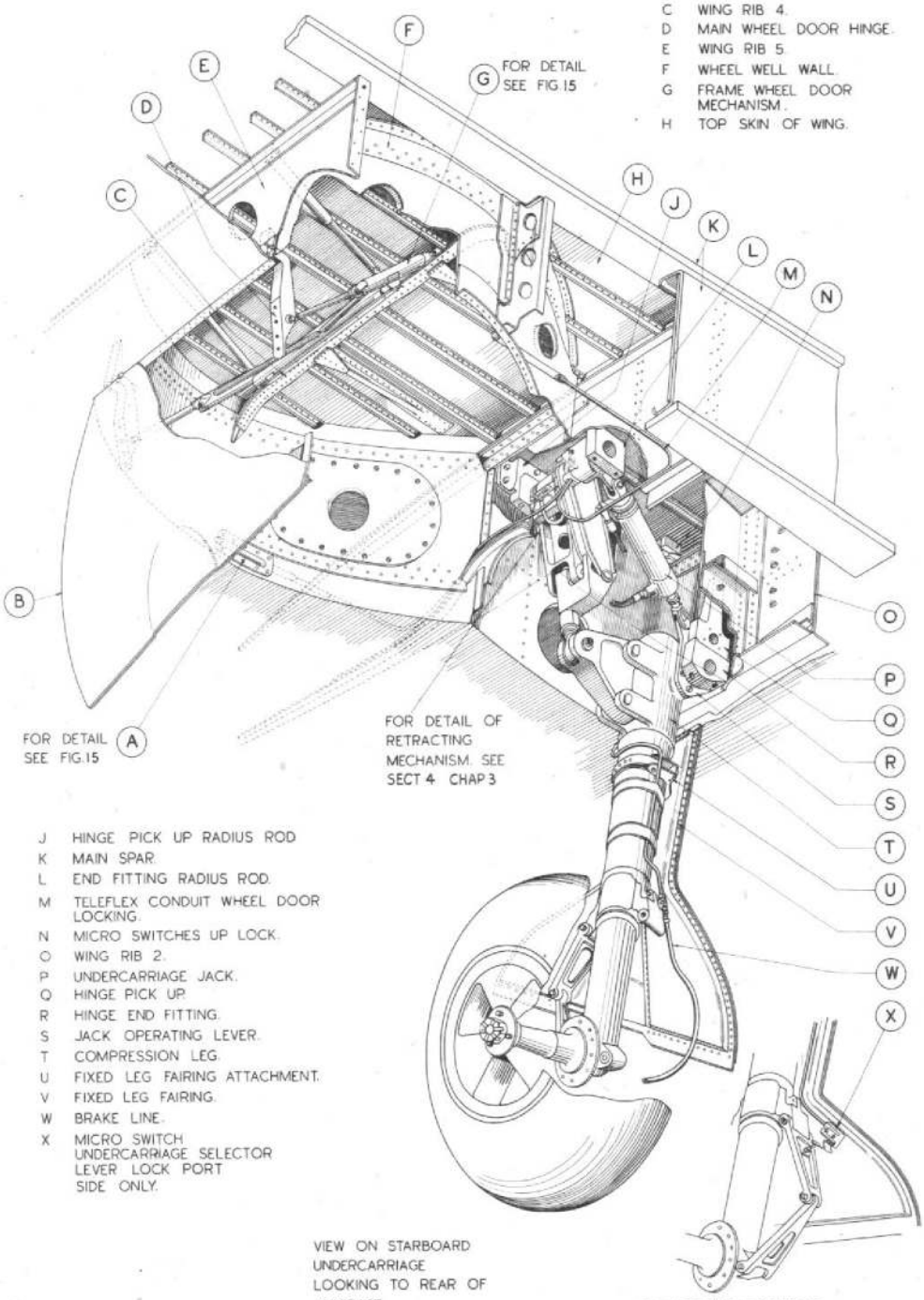
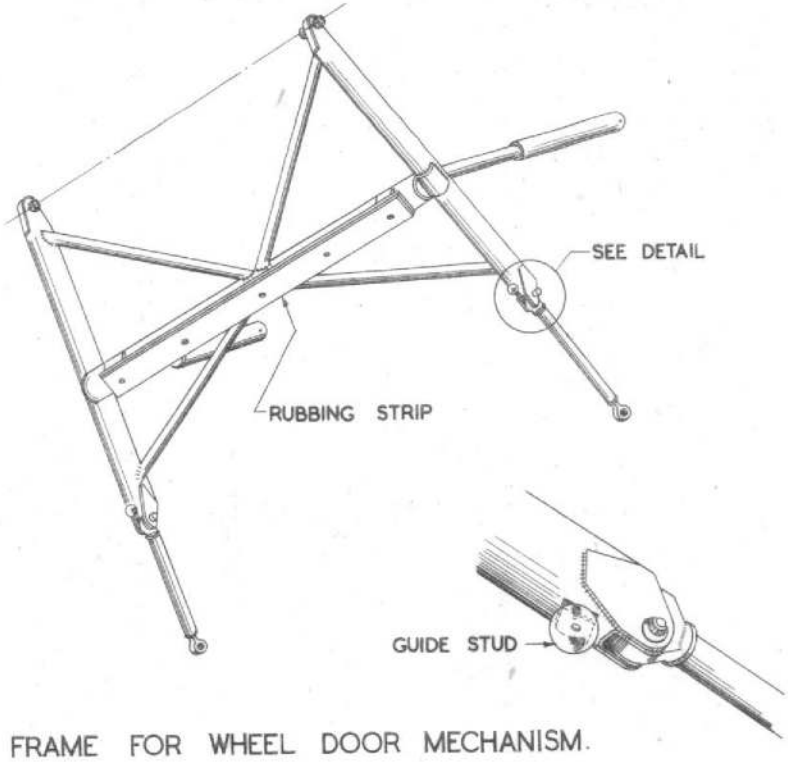


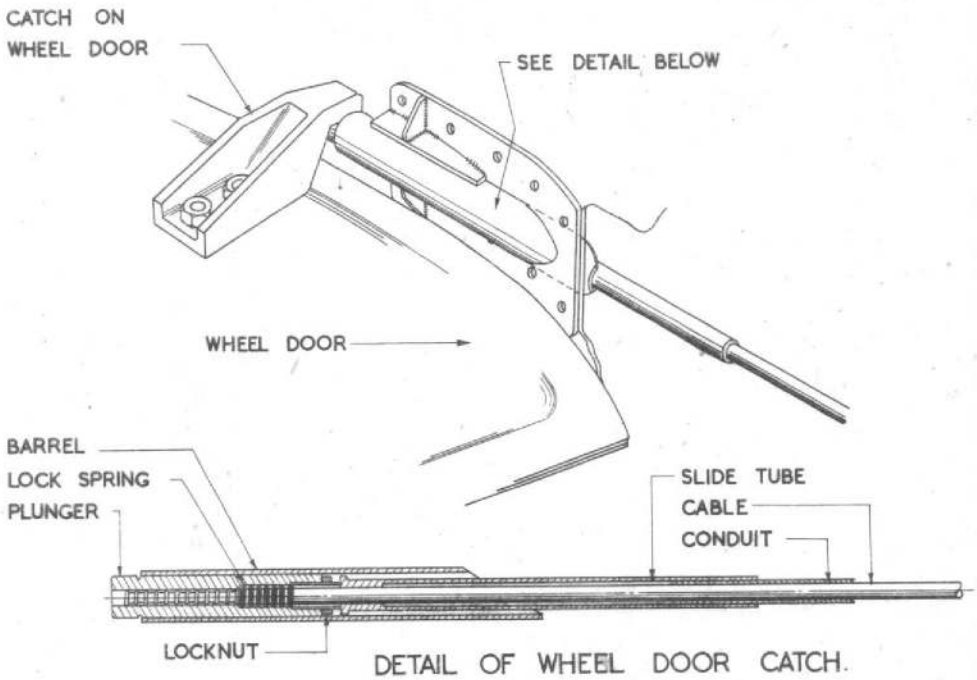
FIG. 14

UNDERCARRIAGE

FIG. 14



FRAME FOR WHEEL DOOR MECHANISM.



DETAIL OF WHEEL DOOR CATCH.

FIG 15 DETAILS OF UNDERCARRIAGE WHEEL WELL. FIG 15

G998 M15649 7/46 570 C.B.&S.LTD.GP.55.

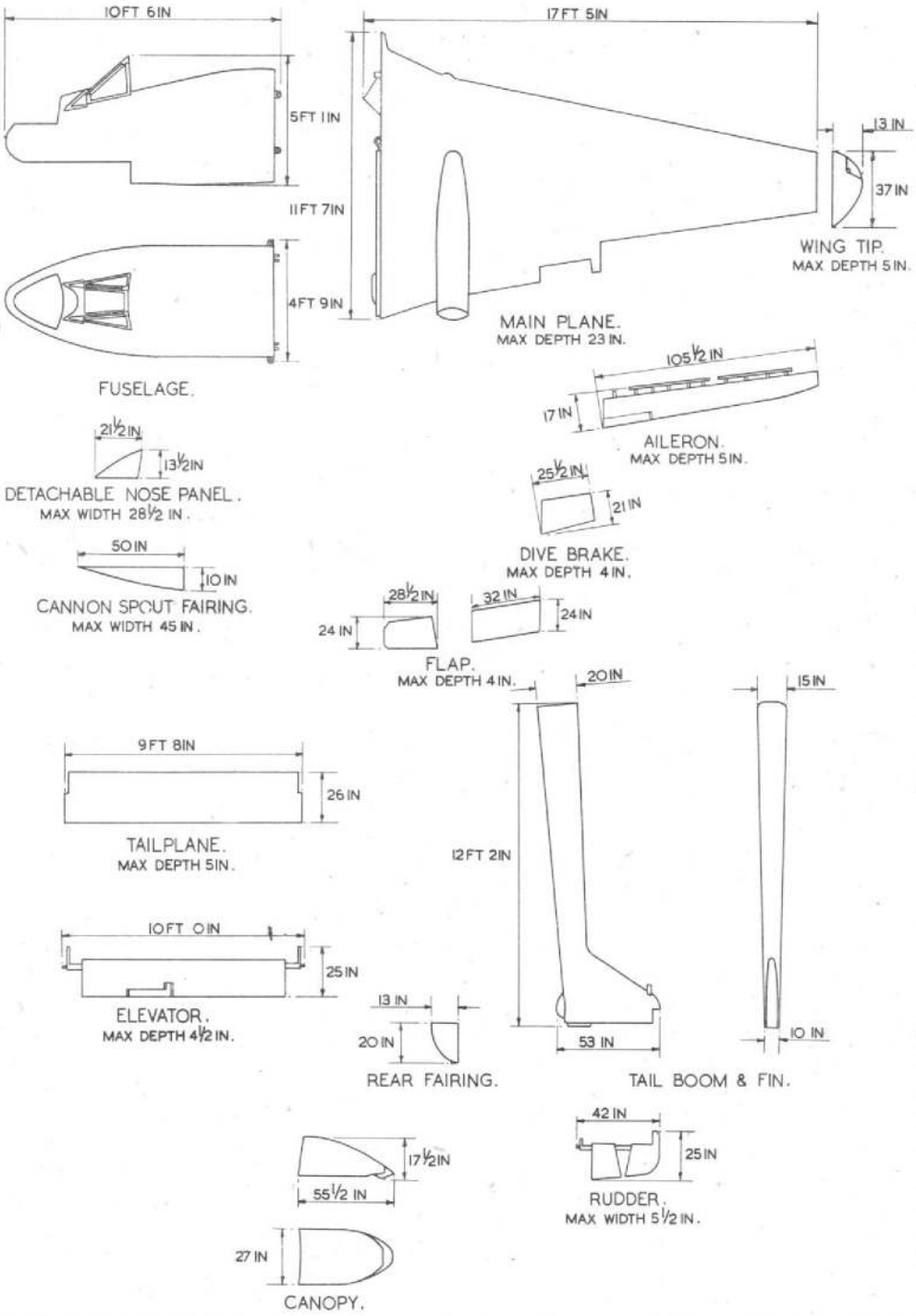


FIG 16

MINIMUM PACKING DIMENSIONS

FIG 16