

RESTRICTED

AIR PUBLICATION 4347 B
VOL. 3. PART 1.
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1st EDITION

HUNTER F Mk. 2
SCHEDULE OF SPARE PARTS

AIR MINISTRY

RESTRICTED

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THE AMENDMENTS PROMULGATED IN THE
UNDERMENTIONED AMENDMENT LISTS HAVE BEEN MADE IN THIS SCHEDULE.

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III

MEMORANDUM OF INSTRUCTIONS

CONTENTS

1. This Schedule contains a list of Airframe Spare Parts embodied in the HUNTER F.MK.2 Aircraft and has been allocated Vocabulary Section 26FX.

DEMANDS

2. Parts are to be demanded under Vocabulary Section 26FX except where otherwise stated. Where parts are held in other Vocabulary Sections the relevant Vocabulary Section is shown prefixed to the Ref. No.
3. Demands for parts to make an Airframe serviceable are to bear the serial No. of the airframe.
4. In certain circumstances it is necessary to supply items unfinished, i.e., holes undersize of omitted and/or with trimming allowance, these items will be shown with the sign ‡ against the reference number.

DEMANDS TO BE PREPARED STRICTLY IN ACCORDANCE WITH A.P.830, VOLUME 1

5. Normally only parts which bear a reference number are to be demanded. If other parts are required, the Part No. is to be shown on the demand.

LOCAL MANUFACTURE

6. Certain parts do not bear Reference Numbers. These parts if required, are to be made up from local resources. If the manufacture of such parts is beyond the capacity of the unit, the parts are to be demanded. The demand is to be endorsed "Unable to Manufacture Locally".

MAJOR REPAIR ITEMS

7. Parts annotated "MR" in the Major Repair Column are normally only to be held as stock and demanded by Units and Civilian Contractors capable of carrying out major repairs. For ease of assembly "MR" items may be supplied unfinished, i.e. holes undersize or omitted and/or with trimming allowance.

MODIFICATIONS

8. When an item is introduced or superseded by modification action, the modification number, is shown after the description of the item. When demanding alternative items (Post-Mod.) or (Pre-Mod.), care is to be taken to demand the correct item dependant upon the modification state of the Airframe concerned.

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OBSOLESCENT STOCK

9. An asterisk "*", specific to the Part Number of an item, indicates that no further purchase of the item will be made but that stores will be issued until exhausted.

NUMBER OFF

10. The figure in the number off column indicates:-
- (a) The quantity required per airframe when the description is not indented.
 - (b) The quantity required per assembly or sub-assembly when the description is indented.
 - (c) Where groups are shown consecutively as port and starboard, the number off of the indented items is the total quantity for both groups.
 - (d) Where an assembly or sub-assembly is shown without any number off, it indicates the item is not a spare and is inserted for information only.

COMPILATION OF TEXT

11. The multi-indentation system has been used in which the main assembly, consisting of sub-assembled, groups and detailed items indicate their relationship, by the indentation of the descriptive titles. This indentation is in accordance with the following principles:-

| | |
|--|-----------------------------|
| Main Assembly | Starts at left hand margin. |
| Sub-assemblies, groups, and detail parts of main assembly. | Indented one space. |
| Groups and detail parts of sub-assemblies. | Indented a further space. |

PIPE LINES

12. Local manufacture of these items is intended whenever possible. A chart showing the various materials and parts required is included in Section "U".

AMENDMENTS

13. Amendments are to be correctly inserted and entered in the Amendment Certificate which is to be found in front of the schedule. Manuscripts are to be made in ink. Amendment Lists are numbered consecutively and

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AMENDMENTS (Contd)

will be issued at regular intervals. This schedule is to be checked with the statement of Amendment Lists issued, which is published periodically by A.M.O's.

SERIAL NUMBER

14. This Schedule is Serial Numbered and is to be accounted for in accordance with A.M.O. 772/47.

ASSOCIATED PUBLICATIONS

15. The following associated Schedules of Spare Parts for Airframe Accessory Equipment are to be used in conjunction with this Schedule:-

| <u>Name of Firm</u> | <u>Air Publication No.</u> |
|--------------------------|--|
| Auto Products Ltd. | A.P. 1086 |
| Dowty | A.P. 4515B, Vol. 3, Pt. 1, Chap. 15 |
| Dunlop | A.P. 4515C, Vol. 3, Pt. 1, Sect. 2, Chap. 48 |
| Flight Refuelling Ltd. | A.P. 1086 |
| Hymatic Eng. Co. | A.P. 4515E, Vol. 3, Pt. 1. |
| Martin Baker Ltd. | A.P. 4515S, Vol. 3, Pt. 1, Sect. 2, Chap. 5. |
| Normalair Ltd. | A.P. 4515R, Vol. 3, Part 1. |
| Rotol Ltd. | A.P. 2240A, Vol. 3, Part 1, Chap. 15 |
| Saunders Ltd. | A.P. 1086 |
| Self Priming Pump Co. | A.P. 1086 |
| Sir George Godfrey Ltd. | A.P. 1086 |
| Smiths Instruments Ltd. | A.P. 1086 |
| Teddington Controls Ltd. | A.P. 1086 |
| Teleflex Ltd. | A.P. 4515G, Vol. 3, Part 1. |

ILLUSTRATIONS

16. Illustrations are to be found at the end of each section. Part numbers shown in double circles indicate groups.

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MODIFICATION AND AMENDMENT SHEET

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|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| 1 | NA | 31 | NA | 61 | ‡ | 91 | | 121 | | 151 | | 181 | |
| 2 | NA | 32 | ‡ | 62 | ‡ | 92 | 1 | 122 | | 152 | 1 | 182 | 1 |
| 3 | C | 33 | 1 | 63 | 1 | 93 | | 123 | 1 | 153 | 1 | 183 | 1 |
| 4 | C | 34 | ‡ | 64 | 1 | 94 | 1 | 124 | ‡ | 154 | | 184 | |
| 5 | | 35 | 1 | 65 | ‡ | 95 | | 125 | NA | 155 | | 185 | 1 |
| 6 | ‡ | 36 | ‡ | 66 | 1 | 96 | | 126 | NA | 156 | | 186 | |
| 7 | 1 | 37 | NA | 67 | 1 | 97 | | 127 | 1 | 157 | | 187 | 1 |
| 8 | C | 38 | ‡ | 68 | 1 | 98 | 1 | 128 | | 158 | 1 | 188 | |
| 9 | | 39 | | 69 | NA | 99 | 1 | 129 | NA | 159 | 1 | 189 | |
| 10 | C | 40 | | 70 | NA | 100 | A | 130 | NA | 160 | NA | 190 | |
| 11 | | 41 | NA | 71 | | 101 | 1 | 131 | NA | 161 | | 191 | |
| 12 | | 42 | 1 | 72 | ‡ | 102 | ‡ | 132 | | 162 | NA | 192 | 1 |
| 13 | 1 | 43 | 1 | 73 | | 103 | 1 | 133 | NA | 163 | ‡ | 193 | 1 |
| 14 | C | 44 | | 74 | 1 | 104 | NA | 134 | | 164 | | 194 | |
| 15 | NA | 45 | ‡ | 75 | 1 | 105 | NA | 135 | ‡ | 165 | 1 | 195 | 1 |
| 16 | ‡ | 46 | ‡ | 76 | ‡ | 106 | NA | 136 | | 166 | 1 | 196 | |
| 17 | NA | 47 | ‡ | 77 | ‡ | 107 | 1 | 137 | | 167 | 1 | 197 | |
| 18 | ‡ | 48 | 1 | 78 | 1 | 108 | NA | 138 | | 168 | 1 | 198 | |
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| 21 | ‡ | 51 | ‡ | 81 | C | 111 | NA | 141 | 1 | 171 | | 201 | 1 |
| 22 | NA | 52 | ‡ | 82 | 1 | 112 | ‡ | 142 | 1 | 172 | 1 | 202 | |
| 23 | ‡ | 53 | NA | 83 | ‡ | 113 | 1 | 143 | 1 | 173 | NA | 203 | |
| 24 | ‡ | 54 | 1 | 84 | 1 | 114 | 1 | 144 | | 174 | | 204 | 1 |
| 25 | | 55 | ‡ | 85 | 1 | 115 | 1 | 145 | | 175 | 1 | 205 | NA |
| 26 | | 56 | | 86 | 1 | 116 | 1 | 146 | | 176 | | 206 | 1 |
| 27 | | 57 | NA | 87 | 1 | 117 | ‡ | 147 | 1 | 177 | | 207 | |
| 28 | 1 | 58 | NA | 88 | | 118 | | 148 | | 178 | | 208 | 1 |
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‡ MODIFICATION/AMENDMENT INCORPORATED IN INITIAL ISSUE

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| 216 | 1 | 246 | 1 | 276 | | 306 | | 336 | | 366 | | 396 | |
| 217 | 1 | 247 | 1 | 277 | 1 | 307 | 1 | 337 | | 367 | | 397 | |
| 218 | | 248 | | 278 | 1 | 308 | | 338 | | 368 | | 398 | |
| 219 | C | 249 | 1 | 279 | NA | 309 | 1 | 339 | | 369 | | 399 | |
| 220 | | 250 | | 280 | | 310 | 1 | 340 | | 370 | | 400 | |
| 221 | NA | 251 | | 281 | | 311 | | 341 | | 371 | | 401 | |
| 222 | | 252 | | 282 | | 312 | | 342 | | 372 | | 402 | |
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| 225 | | 255 | | 285 | | 315 | | 345 | | 375 | | 405 | |
| 226 | | 256 | | 286 | | 316 | | 346 | | 376 | | 406 | |
| 227 | | 257 | | 287 | | 317 | | 347 | | 377 | | 407 | |
| 228 | | 258 | 1 | 288 | | 318 | 1 | 348 | | 378 | | 408 | |
| 229 | | 259 | 1 | 289 | | 319 | | 349 | | 379 | | 409 | |
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| 233 | NA | 263 | | 293 | | 323 | | 353 | | 383 | | 413 | |
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| 238 | | 268 | | 298 | | 328 | | 358 | | 388 | | 418 | |
| 239 | | 269 | 1 | 299 | 1 | 329 | | 359 | | 389 | | 419 | |
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* MODIFICATION/AMENDMENT INCORPORATED IN INITIAL ISSUE.

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