

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

RESTRICTED

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

Page I

AMENDMENT LIST.		AMENDMENT MADE BY.	DATE
NUMBER	DATE		

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AMENDMENT LIST.		AMENDMENT MADE BY.	DATE
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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 When an item is introduced or superseded by modification action, the modification number, is shown after the description of the item.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.

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-assemblies, 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

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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MOD Nº	AL Nº														
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			
19		49	1	79		109	1	139	1	169	‡	199			
20		50	A	80	1	110		140		170		200	A		
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		
29	1	59	1	89	1	119		149	1	179	1	209			
30	1	60	1	90	1	120		150	‡	180		210			

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‡ MODIFICATION/AMENDMENT INCORPORATED IN INITIAL ISSUE

NA MODIFICATION/AMENDMENT NOT APPLICABLE

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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	
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220		250		280		310	1	340		370		400	
221	NA	251		281		311		341		371		401	
222		252		282		312		342		372		402	
223	1	253		283	1	313		343		373		403	
224		254		284		314		344		374		404	
225		255		285		315		345		375		405	
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227		257		287		317		347		377		407	
228		258	1	288		318	1	348		378		408	
229		259	1	289		319		349		379		409	
230		260	1	290		320		350	NA	380		410	
231		261	1	291		321		351	NA	381		411	
232		262		292		322		352		382		412	
233	NA	263		293		323		353		383		413	
234		264		294		324		354		384		414	
235		265		295	1	325		355		385		415	
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