



Technical Note TN.JS-001

07 April 2011

TITLE

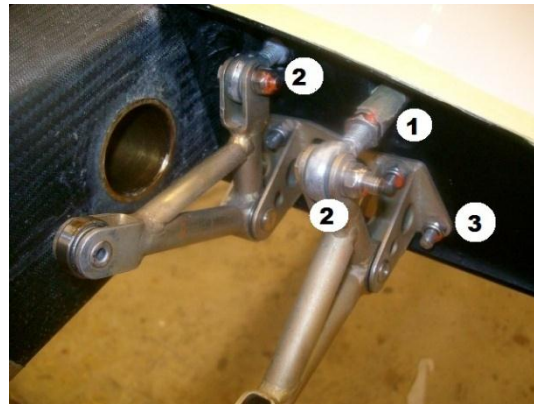
Wing side Auto Coupler Replacement

DESCRIPTION

This Technical Note sets out how to replace the wing side auto coupler bracket assembly.

INSTRUCTIONS

1. Check that the aileron and airbrake push rod locking nuts are still tight and that the inspection lacquer has not been broken. Do not adjust the length of the push rods.
2. Unbolt the aileron and airbrake push rods, keep the bolts as they have to be reused. Using different bolts may result in interference with the fuselage auto coupler bucket.
3. Unbolt the 5 nuts which hold the auto coupler assembly onto the wing.



4. Remove the entire auto coupler assembly from the wing.
5. Using 5 new Nylock nuts install the replacement auto coupler assembly onto the wing root rib.
6. Fasten the 5 nuts and apply inspection lacquer.
7. Reusing the existing aileron and airbrake bolts attach both push rods.
8. Fasten the bolts with new Nylock nuts and apply inspection lacquer.
9. No setup adjustment of the aileron or airbrake push rods is required.



Approval number: Design: D667 Manufacturing: M667, Maintenance: AMO1179

MATERIAL

Supplied material:

Drawing D1A-2.21.10

Part 1A-2.22.12a – Auto coupler assembly right

Additional material which is not supplied

Inspection lacquer

7 M6 Nylock nuts

MASS AND BALANCE

No change to mass and balance.

MANUALS

No change to Flight or Maintenance Manuals

NOTES

The replacement of the wing side auto coupler bracket does not require any adjustment to the aileron and airbrake push rods.