

REPAIR AND OVERHAUL INSTRUCTIONS

GENERAL INSTRUCTIONS FOR LOCKWIRING
OF CARBURETTORS

(This EO replaces EO 15-10-3 (SB 550) and EO 15-10-3A dated 28 Jun 52)

1 To ensure against the possibility of parts vibrating loose in service it is essential that all screws and plugs be securely and correctly lockwired in accordance with the following instructions.

(a) Check each screw for tightness before wiring.

(b) Be sure that the lockwire pulls in the direction which will tend to tighten the parts being wired.

(c) Draw the wire tight.

(d) The wire twisting must be uniform and complete between wired parts. See Figure 1-a.

(e) When twisting with pliers, care should be taken to avoid breaking the wire. Too tight a twist will fracture the wire.

(f) Lockwire two or three parts with one piece of wire. In general it is better to wire three parts unless the third part requires too long a span of wire. See Figure 1-b.

(g) Generally, wired ends should be parallel to the wire connecting the fastened parts. This is preferable to having wire ends twisted at the other end of the wire hole, since slippage is less likely to occur. The wired ends

may be tucked under the connecting wire where they will not scratch paint or mechanics' hands.

(h) Twisting of the wire should be started right at the hole to prevent slipping. See Figure 1-c.

(j) Parts that are to be removed are to be locked separately from permanent parts.

(k) When wiring plugs of large diameter which have thin heads, if possible, pass the wire under the head, or else over the head.

(l) When the wire holes of a plug line up with the direction in which the wire would normally pull, the wiring of the plug should be started on the opposite side of the plug so that there is a pulling tendency to produce a tightening twist on the screw. See Figure 1-d.

2 Two sizes (.025 and .032) of lockwire may be used on carburetors. Inconel lockwire conforming to Specification AMS 5687 (Annealed) Reference 30B/NIV is to be used, when present stock of wire to Specification SAE 18-8 is depleted.

3 For general description of lockwiring refer to EO 75-70-10.

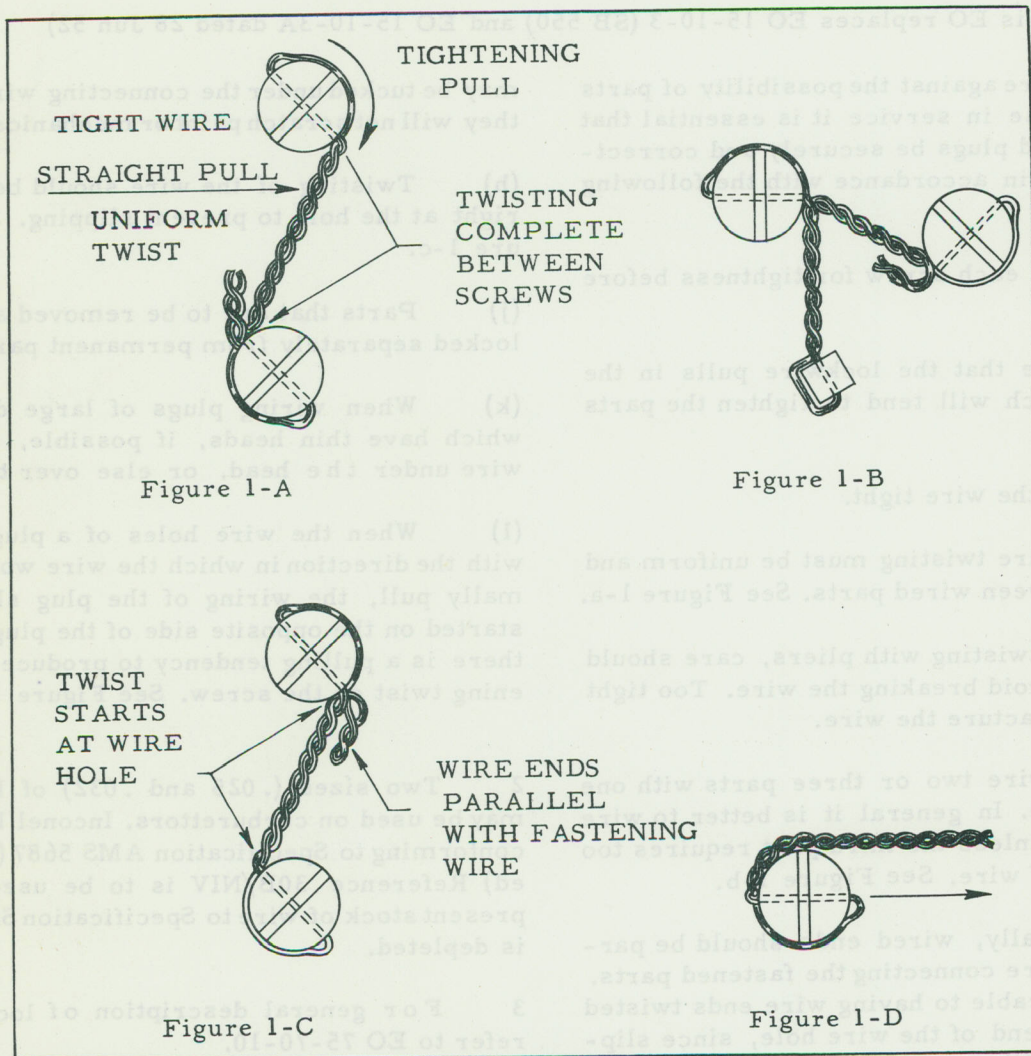


Figure 1

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF