

**DESCRIPTION AND MAINTENANCE INSTRUCTIONS****CAPILLARY TYPE INSTRUMENTS**

## INSTALLATION PRECAUTIONS

(This EO replaces AFMI M6/39 dated 31 Oct 47 previously listed as interim publication for EO 20-1-2E)

1 Extreme care is required in the handling and installation in aircraft of capillary type instruments to prevent damage to the capillary tubing and/or subsequent breakage in service.

2 When uncoiling the capillary prior to installation of the instrument, the coils should be unwound, by rotating the coil and straightening out the tubing as it is released. THE TUBING MUST NOT BE PULLED OFF THE COIL IN AN AXIAL DIRECTION AS THE CAPILLARY WILL BE TWISTED AND DAMAGED.

3 The capillary tube should be secured to the aircraft structure at intervals of approximately eighteen inches and suitable protection from damage by metal clips provided for the tubing. Capillary tubing should be installed as straight as possible with a minimum of bends;

when a bend is necessary its radius should not be less than three inches. The tubing must be routed so as to avoid any possibility of chafing under vibration and should be secured at intervals of less than eighteen inches if particular conditions of installation warrant.

4 IF THE CAPILLARY IS TOO LONG IT MUST NEVER BE CUT OR SHORTENED. Any excess length is to be secured to the aircraft structure in a coil of not less than six inches in diameter.

5 On removal of capillary type instruments from an aircraft, the capillary tubing is to be wound on a reel similar to that on which it was received. The instrument must be secured to the reel to prevent damage in handling or shipment.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF