

February 12, 1944

AIRPLANES AND MAINTENANCE PARTS

**NORTH AMERICAN—REWORK OF TAIL WHEEL IDLER CAMSHAFT
DECLUTCHING CABLE—P-51A AND P-51C**

NOTE The provisions of T. O. No. 00-20A will be complied with in this case, these instructions being entered on AAF Forms 60-A for the airplanes affected. The work directed herein will be accomplished as soon as possible and not later than the next 100-hour inspection period by service activities with the aid of sub-depots, if necessary. Tail wheel declutching idler camshaft assemblies, part No. 99-34149, and rear fuselage frame assemblies, part No. 99-31108RA, in stock will be reworked, if necessary, prior to issue.

1. To prevent the possibility of the elevator controls becoming jammed due to the elevator horn assembly slipping off the declutching camshaft assembly the P-51 airplanes listed below will be reworked in accordance with the instructions contained in paragraph 2.

MODEL	AF SERIAL NOS.
P-51A	43-6003 to 43-6312 inclusive
P-51C	42-102979 to 42-102988 inclusive

All model P-51B airplanes and P-51C airplanes, AF No. 42-102989, and subsequent airplanes will be modified by the contractor prior to delivery.

2. The instructions for accomplishing this rework as contained in North American Service Bulletin 73-84 are as follows:

a. This revision requires the following changes:

(1) Installation of a block between the camshaft support assembly and the fuselage frame assembly.

(2) Removal of the upper flange on the camshaft assembly.

(3) Installation of an additional ball-bearing roller on the horn assembly.

(4) Attaching two additional clips to the tail wheel declutching cable assembly.

b. To perform this rework, proceed as outlined below:

(1) Remove the four Dzus fastened access doors on the tail section of the fuselage under the horizontal stabilizer.

(2) Working through the rear access door on the left side, remove the spring and actuating cable from the camshaft assembly.

(3) Remove from the airplane, the camshaft assembly which is attached to the fuselage frame by two mounting brackets.

(4) File or grind the upper vertical flange off the camshaft. (See figure 1, detail AA.)

(5) Remove the bolt which secures the ball-bearing roller to the horn assembly. (This roller rides on camshaft.) Add one new roller, part No. AN200K-4, to the present assembly and secure with one new bolt, part No. AN24-29, using the same nut and washer removed. (See figure 1, detail BB.)

(6) Reinstall the two supporting brackets, inserting one each new block, part No. 102-341016, to act as a shim between each bracket and the fuselage frame. Secure with four new screws, part No. 7S2-1032-18, using the same nuts previously removed. (See figure 1.)

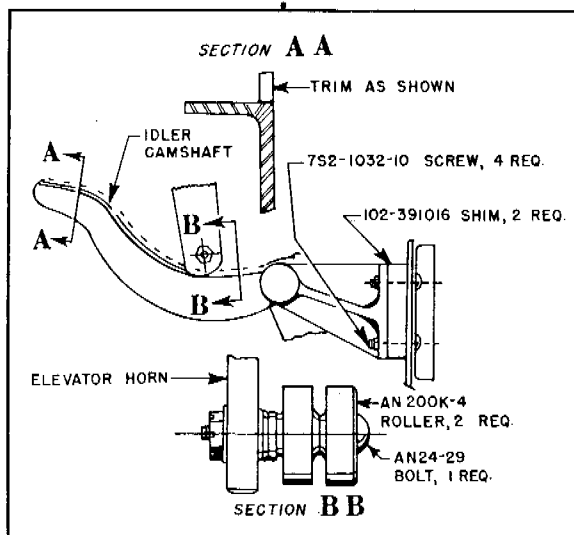


Figure 1 - View Showing Roller Added and Flange To Be Removed From Idler Camshaft

RESTRICTED

The Drury Ptg. Co. 2-11-44-14M

Compliance with these instructions is **MANDATORY** on airplanes within the continental United States. Within theaters of operation, compliance will be at the discretion of Task Force Commanders concerned.

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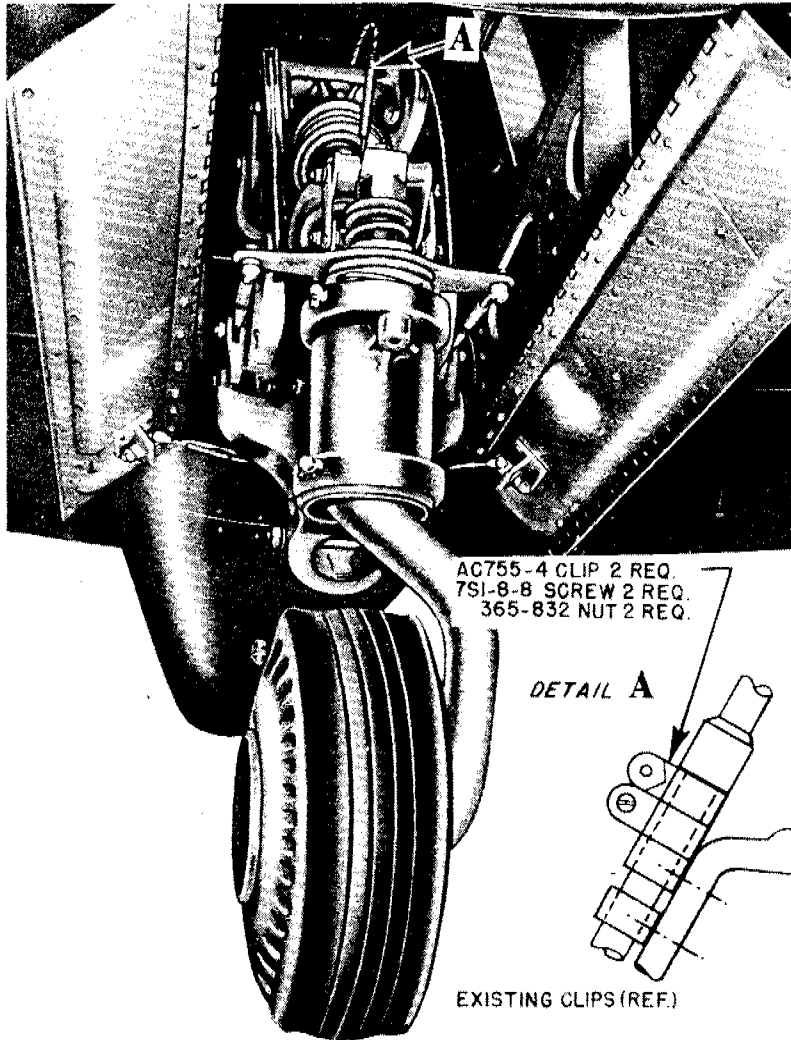


Figure 2
Tail Wheel Installation

(7) Reaching up through the fairing doors for the tail wheel, install two new clips, part No. 755-4, on the casing of the control cable which actuates the declutching mechanism for the steerable tail wheel. (See figure 2.) The clips will be installed immediately above the existing clips and below the flanged edge of the casing for the cable. Secure the clips with one each screw, part No. 7S1-8-8, and nut, part No. 365-832.

NOTE To facilitate installation of the clips, the tail of the airplane may be jacked up. If the airplane is jacked up insert a lift tube through the lift tube aperture and suspend a 200-pound weight from the tube to keep the airplane from nosing over.

(8) Reinstall the spring and the control cable on the camshaft assembly.

(9) Remove the jack, 200-pound weight and reinstall the access doors.

3. a. The following parts are required per airplane to accomplish this rework. These parts will be packed in kits and may be obtained by requisition from the air depots in accordance with T. O. No. 00-35A-15.

QTY	STOCK NO.	PART NO.	NOMENCLATURE	CLASS	SOURCE
1	1300TO-01-60J12		KIT, "Rework of Tail Wheel Idler Camshaft Declutching Cable - P-51A and P-51C," consisting of the following parts:	15	AF Stock
2		102-341016	Block	01-M	
1		AN200K-4	Bearing	29	
1		AN24-29	Bolt	04-A	
2		755-4	Clip	04-A	
2		7S1-8-8	Screw	01-M	
2		365-832	Nut	04-A	
4		7S2-1032-18	Screw	01-M	

b. The weight change due to this rework is negligible.

c. Approximately 5 man-hours using a maximum crew of two men are required to accomplish this change.

d. The bolts, part Nos. 7S2-1032-10 and AN24-21, removed will be disposed of in accordance with AAF Regulation 65-43.

By Command of General ARNOLD:

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