FJ6696
DAL INVESTIGATION
1/2

(3) Device Resistance. (Pin to Pin)

(a) Use a Fluke Meter, Model 8010A, or equivalent, that can apply 500 Vdc, with a 200 ohm range (with an accuracy given in Table 104, of the Testing and Fault Isolation Section) and do the steps that follow. Refer to Figure 747.

1 Channel A - Measure the resistances between the Channel A electrical connector pins. The resistance between the pins must agree with the values given in Table 707.

2 Channel B - Measure the resistances between the Channel B electrical connector pins. The resistance between the pins must agree with the values given in Table 707.

Table 707. Channel A and Channel B
Device Resistances

CONTACT PIN TO CONTACT PIN	DEVICE	RESISTANCE OHMS (Ω) (SPECIFICATION)	Channel A (ACTUAL)	Channel B (ACTUAL)
1 to 2	Resolver Rotor	44 to 61	(50.1)	(48.9)
3 to 4	Resolver Cosine	60 to 83	(70.2)	(69.4)
4 to 5	Resolver Sine	60 to 83	(70.4)	(69.4)
3 to 5	Cosine to Sine	120 to 166	(140.3)	(138.4)
6 to 7	Wm Torque Motor	87 to 102	(94.9)	(95.9)
8 to 9	SVA Torque Motor	45 to 65	(53.3)	(54.4)
10 to 11	A-O Torque Motor	45 to 65	(53.0)	(53.1)

Attachment 6

F56696

DAL INVESTIGATION

2/2

3 Airframe - Measure the resistances between the Airframe electrical connector pins. The resistance between the pins must agree with the values given in Table 708.

Table 708. Airframe Connector Device Resistances

CONTACT PIN TO CONTACT PIN	DEVICE	RESISTANCE OHMS (Ω) (SPECIFICATION)	AIRFRAME (ACTUAL)
1 to 2	Shutoff Switch	Open Circuit Indication	(OPEN)
1 to 8	Shutoff Switch	0.250 Maximum	(.3)
2 to 8	Shutoff Switch	Open Circuit Indication	(OPEN)
3 to 4	Start Solenoid	40 to 50	(43.8)
5 to 6	Shutoff Solenoid #1	40 to 50	(44.4)
7 to 6	Shutoff Solenoid #2	40 to 50	(44.4)

21. Procedures for the Preservation of the Fuel Control Unit and for the Removal of the Fuel Control Unit from Preservation.

A. When you remove the JFC104-2 Fuel Control Unit from the test bench or from an engine, preserve it in less than 72 hours.

B. If the anticipated storage time is to be more than 10 days, then you must do the Preservation Procedures in this section and in agreement with MIL-L-6081.

C. If the anticipated storage time is to be 10 days or less, fill the JFC104-2 Fuel Control Unit with calibration fluid and install the shipping closures. Refer to IPL Figure 22.

D. The necessary equipment for preservation

- An auxiliary tank and a pump with a 3 micron absolute filter in the pump outlet line, to supply the preservation oil.
- A flushing bench that has a flow capacity of 5,000 pounds of jet fuel per hour (2268.0 Kg/hr) at 300 psi (2068.5 KPa) and a means for maintaining the temperature of the jet fuel between 70 and 100 °F (21 to 38 °C).
- A 250 psig (1723.8 KPa gage) relief valve in the pump outlet line.
- A 100 psig (689.5 KPa gage).
- A safety circuit to prevent overpressurizing of the low pressure areas of the controls.
- A restricting valve for the control bypass line.

E. Use MIL-L-6081, Grade 1010, Lubricating Oil for the preservation of the JFC104-2 Fuel Control Unit.

F. Do the steps that follow to preserve the JFC104-2 Fuel Control Unit.