



F56696



# Hamilton Sundstrand

A United Technologies Company  
 COMPONENT MAINTENANCE MANUAL  
 827104

DAL INVESTIGATION

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(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. *AFTER COLD SOAK*

- 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                            | (42.6)             | (42.9)             |
| 3 to 4                     | Resolver Cosine  | 60 to 83                            | (61.5)             | (61)               |
| 4 to 5                     | Resolver Sine    | 60 to 83                            | (61.6)             | (61.1)             |
| 3 to 5                     | Cosine to Sine   | 120 to 166                          | (122.9)            | (121.9)            |
| 6 to 7                     | Wm Torque Motor  | 87 to 102                           | (82.8)             | (83.9)             |
| 8 to 9                     | SVA Torque Motor | 45 to 65                            | (46.7)             | (47.9)             |
| 10 to 11                   | A-O Torque Motor | 45 to 65                            | (46.7)             | (46.8)             |

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- 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.

AFTER COLD SOA

Table 708. Airframe Connector  
Device Resistances

| CONTACT PIN TO CONTACT PIN | DEVICE              | RESISTANCE OHMS ( $\Omega$ ) (SPECIFICATION) | AIRFRAME (ACTUAL) |
|----------------------------|---------------------|----------------------------------------------|-------------------|
| 1 to 2                     | Shutoff Switch      | Open Circuit Indication                      | ( OPEN )          |
| 1 to 8                     | Shutoff Switch      | 0.250 Maximum                                | ( 0.3 )           |
| 2 to 8                     | Shutoff Switch      | Open Circuit Indication                      | ( OPEN )          |
| 3 to 4                     | Start Solenoid      | 40 to 50                                     | ( 38.8 )          |
| 5 to 6                     | Shutoff Solenoid #1 | 40 to 50                                     | ( 39.3 )          |
| 7 to 6                     | Shutoff Solenoid #2 | 40 to 50                                     | ( 39.8 )          |

21. Procedures for the Preservation of the Fuel Control Unit and for the Removal of the Fuel Control Unit from Preservation.
- When you remove the JFC104-2 Fuel Control Unit from the test bench or from an engine, preserve it in less than 72 hours.
  - 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.
  - 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.
  - 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.
  - Use MIL-L-6081, Grade 1010, Lubricating Oil for the preservation of the JFC104-2 Fuel Control Unit.
  - Do the steps that follow to preserve the JFC104-2 Fuel Control Unit.

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