

MIL-S-8710B

10 JULY 1969

Superseding

MIL-S-87mA (ASO)

11 May 1956

MIL-S-8709 (ASG)

9 June 1954

MILITARY SPECIFICATION

STRAINER, AIRFRAME FUEL SYSTEM, GENERAL SPECIFICATION FOR

This specification is mandatory for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 This specification covers the requirements for-strainers used in aircraft hydrocarbon fuel systems.

1.2 Classification. - Strainers shall be of the temperature classes specified in MIL-F-8615.

2. APPLICABLE DOCUMENTS

2.1 The following documents, as the issue in effect on date of invitation for bids or request for proposal, form a part of this specification to the extent specified herein:

SSPECIFICATIONSFederal

P-D-680	Dry Cleaning Solvent
N-P-530	Plywood, Flat-Panel
QQ-C-320	Chromium Plating (Electrodeposited)
QQ-P-416	Plating, Cadmium (Electrodeposited)
TT-S-735	Standard Test Fluids, Hydrocarbon
TT-W-572	Wood-Preservative; Water Repellent
PPP-B-601	Boxes, Wood, Cleated Plywood
PPP-B-636	Boxes, Fiberboard
PPP-B-640	Boxes, Fiberboard, Corrugated, Triple-Wall

Military

MIL-D-1000	Drawings, Engineering and Associated Lists
MIL-W-5088	Wiring, Aircraft, Installation of
MIL-J-5161	Jet Fuel, Referee

FSC 2915

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MIL-P-5315	Packing, Preformed, Hydrocarbon Fuel Resistant
MIL-G-5572	Gasoline, Aviation, Grades 80/87, 100/130 and 115/145
MIL-T-5624	Turbine Fuel, Aviation, Grades JP-4 and JP-5
MIL-F-7324	Fluids, Calibrating, for Aircraft Fuel System Component
MIL-F-8615	Fuel System Components, General Specification for
MIL-S-6879	Screw Threads, Controlled Radius Root, with Increased Minor Diameter; General Specification for
MIL-V-25023	Valve, Fuel Drain, Self-Locking
MIL-N-25027	Nut, Self-locking, 250° F, 450° F, and 800° F, 125 KSI FTU 60 KSI FTU, and 30 KSI FTU
MIL-R-25558	Fuel, Ramjet Engine, Grade RJ-1
MIL-F-25656	Fuel, Aircraft Turbine and Jet Engine, Grade JP6
MIL-R-25897	Rubber, High Temperature, Fluid Resistant
MIL-R-25988	Rubber, Silicone, Oil and Fuel Resistant
MIL-C-38300	Connectors, Electrical, Circular, Muticontact, High Environment Quantitative Reliability, General Requirements for
MIL-STD-129	Marking for Shipment and Storage
MIL-STD-130	Identification Marking of US Military Property
MIL-STD-143	Specifications and Standards, Order of Precedence for the Selection of
MIL-STD-794	Parts and Equipment, Procedures for Packaging of
MIL-STD-810	Environmental Test Methods
MIL-STD-826	Electromagnetic Interference Test Requirements and Test Methods
MIL-STD-831	Test Reports, Preparation of
MS20995	Wire, Lock
MS29513	Packing, Preformed, Hydrocarbon Fuel Resistant, "O" Ring
MS33540	Safety Wiring, General Practices for
MS33586	Metals, Definition of Dissimilar
MS33588	Nuts, Self-Locking, Aircraft, Design and Usage Limitations of
MS33666	Packing, Preformed, Aeronautical Elastomeric, Range of Sizes
MS33668	Packing, Preformed, Tube Fitting, Elastomeric, Range of Sizes

PUBLICATIONSAir Force-Navy Aeronautical. Bulletins

ANA Bulletin No. 438 Age Controls of Age-Sensitive Elastomeric Items

(Copies of specifications, standards, drawings, and publications required by suppliers in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

PUBLICATIONSNational Bureau of Standards

... Product Standard PS 1-68 Softwood Plywood - Construction and
 industrial (Effective November 1,1966)

(Copies of the above document may be obtained from the Product Standards Section, National Bureau of Standards, Gaithersburg. Md. 20760.)

2,2 Other publications. - The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

Society of Automotive Engineers

ARP 868

Pressure Drop Test for Fuel System Components

(Copies of SAE publications may be obtained from the Society of Automotive Engineers, Inc. .Two Pennsylvania Plaza, New York, N.Y. 10001.)

3. REQUIREMENTS

3.1 Preproduction. - This specification makes provisions for preproduction inspection (see 4.3).

3.2 Model specification. - A fuel system strainer model specification conforming to the appendix attached hereto, shall be submitted by the contractor for approval (see 6.3).

3.3 Materials. - Materials and processes used by the manufacturer of fuel system strainers shall be suitable for the purpose and shall conform to applicable Government specifications. Materials conforming to contractors specifications may be used, provided the specifications are approved by the government procuring activity. The use of contractor's specifications shall not constitute waiver of Government inspection. All materials used in the strainer shall be sufficiently resistant to fluids conforming to TT-S-735, MIL-F-25558, MIL-F-25656, MIL-J-5161, MIL-G-5572, MIL-T-5624, and MIL-F-7024, to assure satisfactory operation as herein defined.

3.3.1 Selection of materials. - Specifications and standards for all materials, parts, and Government certification and approval of processes and equipment, which are not specifically designated herein and which are necessary for the execution of this specification, shall be selected in accordance with MIL-STD-143.

3.3.2 Metals. - Metals shall be corrosion resistant or suitably treated to resist corrosion due to fuels, water, salt spray, atmospheric conditions, or wear likely to be encountered in transportation, storage, or during normal service life. The use of magnesium is prohibited.

3.3.2.1 Dissimilar metals. - Dissimilar metals as defined in MS33586 shall not be used in intimate contact with each other unless protected against electrolytic corrosion.

3.3.2.2 Cooper, and cadmium.- Copper and cadmium plating shall not be used in parts that come into contact with fuel.

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3.3.2.3 Protective treatment. - When materials are used that are subject to deterioration when exposed to climatic and environmental conditions likely to occur during storage or service usage, they shall be protected against such deterioration in a manner that will in no way prevent compliance with the performance requirements of this specification. The use of any protective coating that will chip, crack, abrade, peel, or scale with usage, age, or extremes of climatic and environmental conditions shall be prohibited. Anodizing plating, protective treatments, and painting of fuel system strainers shall be as specified in the model specification and applicable detail drawings. Cadmium plating shall conform to class 2, type II of QQ-P-416. Chromium plating shall conform to class 2 of QQ-C-320.

3.3.2.4 Castings - Castings shall be clean, sound, and free from blow-holes, porosity, and other defects.

3.3.3 Synthetic rubber ~ts. -

3.3.3.1 Serviceability. - All synthetic rubber parts shall be readily replaceable with a minimum replacement of attaching parts.

3.3.3.2 Age controls. - Age controls, if applicable, shall conform to ANA Bulletin No. 438

3.3.3.3 Uniformity - For components which include parts fabricated from synthetic material in contact with fuel, manufacturers shall control subsequent batches to provide for uniformity.

3.3.3.4 "O" ring packing. - "O" rings shall conform to MIL-P-5315, MIL-R-25697, MIL-R-25988, and MS33666, MS33668, MS29513.

3.4 Design and construction. -

2.4.1 Design. - Fuel system strainers shall be designed in accordance with standard aircraft practices. The weight and size of the unit shall be kept to a minimum.

3.4.1.1 Special tools. - The design shall be such that disassembly and replacement of parts of the fuel system strainer may be accomplished without the use of special tools.

3.4.2 Detailed design requirements. - The detailed design requirements shall be specified by the model specification and shall include the following data, if applicable:

(a) Installation characteristics:

- (1) Mounting detail (include normal mounting position)
- (2) Envelope dimensions
- (3) Location, size, and type of plumbing and electrical connections
- (4) Servicing clearance
- (5) Direction of flow

- (b) Materials of construction:
 - (1) Materials
 - (2) Treatments
 - (j) Finishes
 - (4) Special fabrication techniques and processes
- (c) Physical characteristics:
 - (1) Weight
 - (2) Strength
 - (3) Flow schematic diagram
- (d) Performance characteristics:
 - (1) Rated pressure (no less than 60 psi)
 - (2) Rated flow
 - (3) Pressure drop at rated flow, impending bypass, and bypass
 - (4) largest glass bead which will pass through the strainer element
 - (5) Area of strainer screen and configuration
 - (6) Maximum air pressure bubble test
 - (7) Sump capacity

3.4.2.1 Strainer bypass. - All fuel system strainers shall be equipped with bypass provisions to prevent engine fuel starvation by icing or plugging of the strainer element with contaminant. The bypass shall be designed to minimize washing of ice or contaminant from the element or sump into the fuel system. An indicator shall be provided to show when the impending bypass condition is reached. The indicator shall be nonresettable until the strainer element is removed.

3.4.2.2 Icing. - The fuel strainer bypass shall pass the full rated flow and at the specified pressure drop, with the element completely blocked with ice. Full operation of the strainer bypass shall not be jeopardized when operating with 0.75 CC. of free water per gallon of fuel in excess of saturator at 60° F with fuel containing no anti-icing additive, when cooled to any temperature down to and including -65° F.

3.4.2.3 Electrical. - If the fuel strainer's bypass inchoation requires electrical connections, the connectors shall conform to MIL-C-38300 and wiring shall be installed in accordance with MIL-W-5068. All electrical equipment shall meet the interference requirements of MIL-STD-826.

3.4.3 Construction. - The fuel system strainer shall be constructed to withstand the strains, jars, vibrations, and other conditions incident to shipping, storage, installation, and service use. In addition, the mounting and housing shall possess ample strength and rigidity to withstand the wrench loads required for making tube connections and replacing strainer elements.

3.4.3.1 Straining element. The straining element shall be made of corrosion-resistant wire mesh or of disposable material as specified by the model specification. The degree of filtration required shall be specified by the model specification. The straining element shall be capable of being removed quickly and easily without the use of special tools. The element shall be designed to prevent improper installation.

3.4.3.2 Sump capacity. - The sump capacity shall be as specified in the model specification. The sump shall be equipped with a drain valve conforming to MIL-V-25023.

3.4.4 Threaded connections. -

3.4.4.1 Screw threads. - Screw threads shall conform to MIL-S-8879.

3.4.4.2 locking of parts. - All threaded parts shall be locked by safety wiring, by self-locking nuts conforming to MIL-N-25027, cotter pins, or other approved methods. Safety wire shall be installed in accordance with MS33540, and shall conform to MS20995. Self-locking nuts shall be used in accordance with MS33588. Where loosening or disengagement of the self-locking nut could result in the nut or other parts entering the fuel system, approval of the installation shall be obtained from the procuring activity. The use of lockwashers or staking is not permitted.

3.5 Performance. - Fuel system strainers shall satisfy the performance requirements when subjected to the applicable tests as specified in section 4 and in the model specification. The model specification shall specify the maximum pressure to be applied to the filter element during the test specified in 4.6.2, and the maximum allowable pressure drop required by 4.6.7.

3.6 Identification of Product and Marking. - Equipment, assemblies, and parts shall be marked for identification in accordance with MIL-STD-130.

3.6.1 Nameplate. - A nameplate shall be securely attached to the strainer, or the information may be etched, engraved, embossed, or stamped in a suitable location on the component. In addition to marking required by MIL-STD-130, the following shall be included:

- (a) Contractor's model specification
- (b) Serial number (maybe deleted if the strainers not normally identified by a serial number).

3.6.2 Direction of Flow. - The direction of flow shall be permanently marked on the strainer.

3.6.3 Color Code. - The strainer shall be color coded per the requirements of MIL-F-8615.

3.7 Drawings. - Manufacturer's assembly and detail drawings and associated lists shall conform to MIL-D-1000.

3.8 Workmanship. - Attention shall be given to neatness of assembly, alignment of parts, tightness of assembly screws and bolts, marking of parts, painting, and removal of burrs and sharp edges.

3.8.1 Clearing. - All parts shall be clean and free from dirt, sand, metal chips, and other foreign matter during and after assembly.

4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. - Unless otherwise specified in the contract or purchase order, the supplier is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract or order, the supplier may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.2 Classification of inspections. - The inspection and testing of fuel system strainers shall be classified as follows:

- (a) Preproduction inspection (4.3)
- (b) Quality conformance inspection (4.4)

4.3 Preproduction inspection. -

4.3.1 Sampling instructions. - Unless otherwise specified, the preproduction inspection shall be performed on two strainers of each manufacturer's part number-upon which approval is desired. Upon completion of the testing by the manufacturer, in accordance with this specification and the model specification, the test samples are to be forwarded to the cognizant agency. The strainers shall be accompanied by one complete set of manufacturer's drawings in accordance with MIL-D-1000, the contractor's model specification, a parts list, and a complete test report in accordance with MIL-STD-831.

4.3.2 Tests. - The preproduction tests of the fuel system strainers shall consist of the following tests in the order indicated and any additional tests, including actual or simulated service, considered necessary to determine that the particular strainer conforms to the specifications:

- (a.) Individual tests (4.4.1)
- (b) Maximum diameter of bead passing through strainer element (4.6.6)
- (c) Bubble test (4.6.2)
- (d) Pressure drop (4.6.7)
- (e) Fuel resistance and extreme temperature (4.6.8)
- (f) Corrosion resistance (4.6.9)
- (g) Vibration (4.6.10)
- (h) Burst pressure (4.6.11)
- (i) Icing test (4.6.12)
- (j) Electrical (4.6.13)
- (k) Bubble test (4.6.2)
- (l) Disassembly and inspection (4.6.14)

4.4 Quality conformance inspection. - Quality conformance inspection shall consist of individual tests and sampling tests.

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4.4.1 Individual tests. - Each strainer shall be subjected to the following tests, as described in 4.6.

- (a) Examination of product (4.6.1)
- (b) Bubble test (4.6.2)
- (c) Internal pressure (4.6.3)
- (d) Proof (4.6.4)
- (e) Internal suction (4.6.5)

4.4.2 Sampling tests. - One strainer shall be selected from each lot of 200 or fraction thereof, manufactured and submitted for acceptance at the same time.

4.4.2.1 Tests. - Sample strainers shall be subjected to each of the individual tests and, in addition, to the following tests, as described in 4.6.

- (a) Pressure drop test (4.6.7)
- (b) Burst pressure (4.6.11)
- (c) Disassembly and inspection (4.6.14)

In addition to the sampling tests, the strainers shall be subjected to any other tests specified herein which the inspector considers necessary to determine conformance to the requirements of this specification.

4.4.3 Rejection. - Failure of any representative sample shall cause rejection of the lot represented.

4.5 Test conditions. - Unless otherwise specified, the following test conditions shall apply during the tests performed in accordance with this specification.

4.5.1 Cleaning. - Prior to testing any strainer, all preservative compounds shall be removed from all internal parts which are normally wetted with fuel.

4.5.2 Test fluid. - Unless otherwise specified herein, the fluid used for testing shall be the fluid for which the strainer is intended.

4.5.3 Room temperature and pressure. - Unless otherwise specified herein, all tests shall be conducted at a temperature of 60° to 90° F and at atmospheric pressure.

4.5.4 Attitude. - Unless otherwise specified, all tests shall be conducted with the strainer installed in the normal mounting attitude.

4.6 Inspection methods. -

4.6.1 Examination. - Each strainer submitted for acceptance shall be carefully examined to determine conformance with the requirements of this specification, including the contractors approved drawings and specifications not covered by tests.

4.6.2 Bubble. - Strainer elements shall be subjected to the bubble test. The element containing no oil, fuel, water or other liquid shall be installed in a test set-up similar to figure 1. Fluid conforming to P-D-680 shall be maintained at a level 1/2 inch above the top of the strainer element. Air pressure within the element shall be maintained at the pressure specified in the model specification as the element is slowly rotated through 360 degrees. No bubbles shall form on the surface of the element at or below the air pressure specified for the bubble test in the model specification.

4.6.3 Internal pressure. - Fluid under pressure of from 4 inches of fluid to 5 psi in 1-psi increments and from 10 percent of rated pressure to rated pressure in 10 percent increments shall be applied to the inlet port with the outlet port blocked. After a 3-minute waiting period at each pressure, there shall be no external leakage.

4.6.4 Proof pressure. - With the outlet port blocked, the inlet port of the strainer shall be subjected to a fluid proof pressure of 200 percent of the rated pressure for a period of 2 minutes. There shall be no failure or external leakage.

4.6.5 Internal suction. - Strainers shall be tested as follows. With ports capped, the strainer shall be capable of maintaining a trapped internal suction of 10 inches of mercury for 1 minute in air without evidence of leakage or distortion.

4.6.6 Maximum diameter of bead passing through strainer element. - The following test shall be performed in a test setup as shown on figure 2. The test fluid shall be prefiltered through a 0.5-micron filter and the quantity of fluid shall be 0.067 liters/gpm of filter-element rated flow, " "

4.6.6.1 Test procedure. -

- (a) A setup shall be made as shown on figure 2. The test filter shall be complete with clean element, but with the bypass blocked in closed position. The mixing chambers shall have a capacity of 1.4 times the quantity of test fluid.
- (b) With valve B closed, add the specified amount of previously filtered test fluid, less the quantity required to make a slurry with the contaminant, to the mixing tank through plug valve A.

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- (c) From table I choose the strainer element to the With the remaining test 0.05 gm. of the chosen and add this slurry to the test fluid in the mixing tank.
- (d) The contaminant shall be uniformly distributed by churning the test fluid with an agitator.
- (e) Plug valve A shall be closed and the mixing chamber containing the test fluid and contaminant shall be pressurized with air.
- (f) Valve B shall be opened and air pressure shall force the test fluid containing the contaminant through the sample filter assembly. The air pressure regulator shall be adjusted to obtain the rated flow of the strainer. The filtrate shall be collected in a clean container of ample size to accommodate both the test and wash fluid. A solvent consisting of 1 liter of petroleum ether (boiling point 95° to 130° F) previously filtered through a 0.5-micron absolute membrane filter shall then be washed through the contaminant mixing chamber and test assembly using a wash bottle. The wash fluid shall be collected in the same container.
- (g) All of the filtrate and wash fluid shall be passed through a Millipore AA or equal (0.8 micron) membrane filter while under a vacuum (minimum 25 inches Hg.). At the completion of this, the collecting container is to be thoroughly washed with 1 liter of the specified solvent and this effluent is to be passed through the membrane filter. After washing all components and filtering the effluent, the membrane filter is to be disassembled and the filter disc removed for examination.
- (h) The entire disc shall be scanned and the largest bead shall be no greater than that specified in the model specification.

TABLE 1. Contaminant for maximum particle test

Absolute rating in microns	Contaminant
3-16	APM-F-9 beads
17-24	APM-F-12 beads
25-48	APM-F-13 beads
49-64	APM-F-15 beads
65-96	APM-F-19 beads
97-128	APM-F-17 beads
129-160	APM-F-16 beads
161-260	APM-F-18 beads

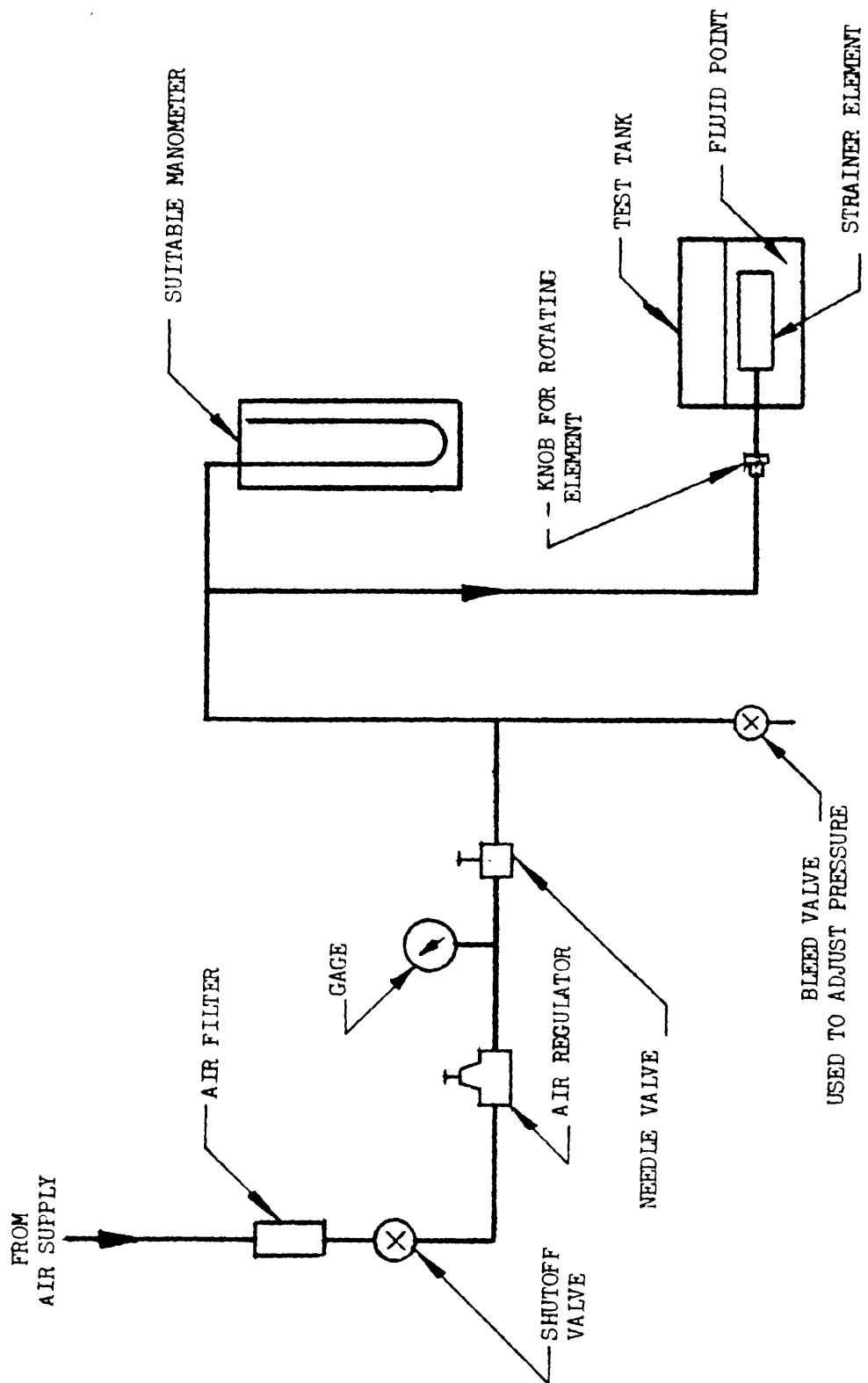


FIGURE 1. Bubble test setup

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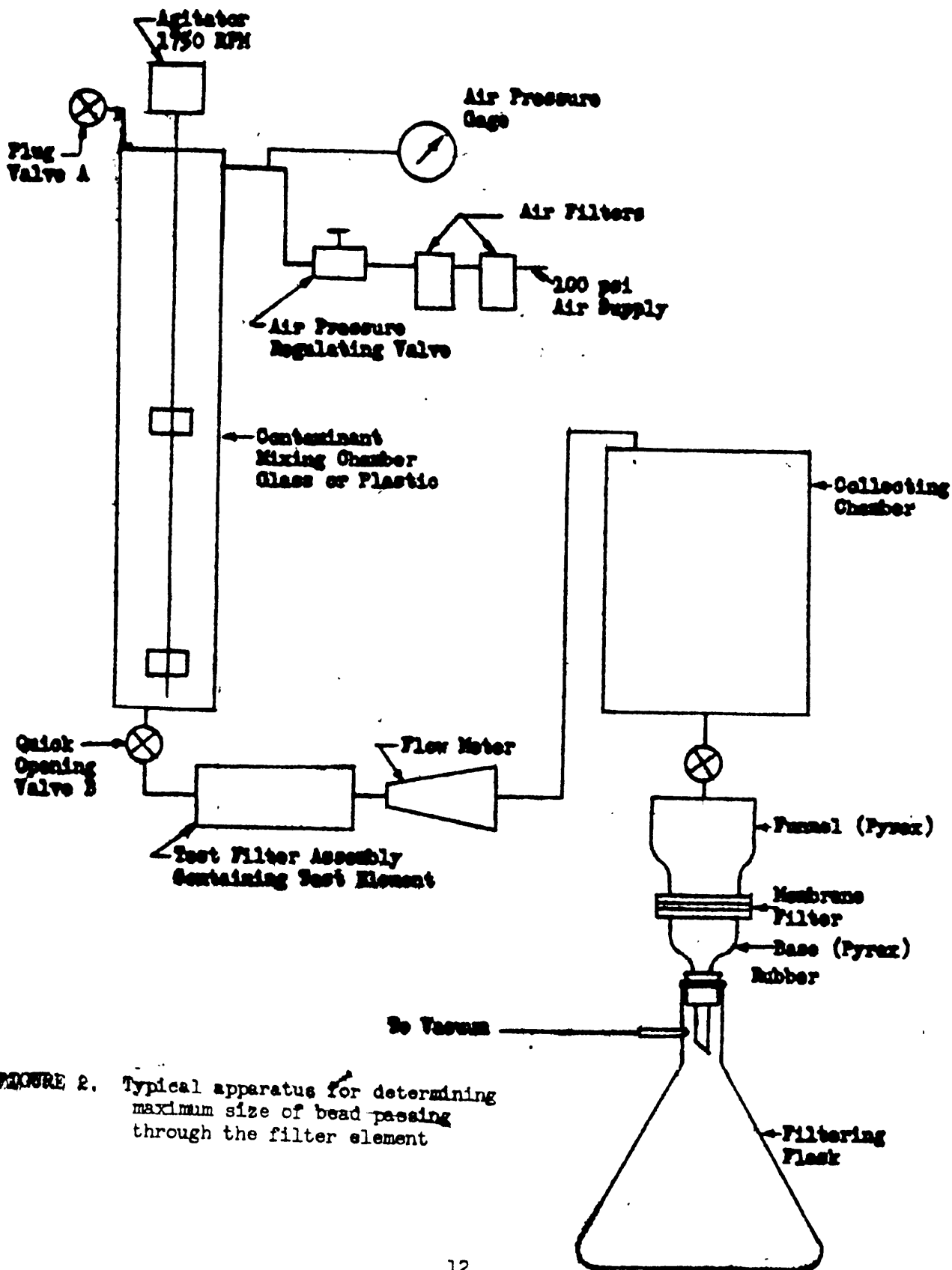


FIGURE 2. Typical apparatus for determining maximum size of bead passing through the filter element

4.6.7 Pressure drop. - The pressure drop through the strainer shall be terminated over the range up to rated flow, in accordance with ARP 868. The pressure drop shall not exceed that specified in the model specification. The initial test shall be performed with a clean strainer element. Subsequent tests shall be made with constantly increasing blockage of the element to determine the impending bypass and full bypass pressure drop at various flow rates up to rated flow. Sufficient data shall be taken to satisfactorily plot a "pressure drop vs. flow" curve for inclusion in the test report. For sampling tests pressure drop shall be determined with the clean elements impending bypass and full bypass at rated flow only.

4.6.8 Fuel resistance and low temperature. - The fuel resistance and low temperature tests shall be performed in accordance with the model specification and table II of MIL-F-8615.

4.6.9 Corrosion resistance. - The corrosion resistance testing shall be in accordance with the model specification and performed as specified in the paragraph titled "Corrosion resistance" of MIL-F-8615.

4.6.10 Vibration. - The vibration test shall be performed in accordance with the applicable vibration tests of MIL-STD-810.

4.6.11 Burst pressure. - With the outlet port blocked, the inlet port of the strainer shall be subjected to a fluid pressure of 300 percent of the rated pressure for a period of 1 minute. There shall be no evidence of failure, malfunction, permanent distortion, or external leakage.

4.6.12 Icing. - The test setup and the procedure of this test shall be as specified in the model specification.

4.6.13 Electrical. - The electrical testing, such as dielectric strength and radio interference, shall be as specified in the model specification.

4.6.14 Disassembly and inspection. - The unit shall be disassembled and inspected. There shall be no evidence of deterioration or undue wear.

5. PREPARATION FOR DELIVERY

5.1 Preservation and packaging. - Fuel system strainers shall be preserved and packaged in accordance with the applicable method of MIL-STD-794.

5.2 Packing. -

5.2.1 Levels A, B, and C. - the fuel systems components shall be packed in accordance with MIL-STD-794. unless otherwise specified (see 6.2), level A containers shall conform to PPP-B-601, overseas type, constructed of NN-P-530 plywood conforming to standard grade, with exterior glue of U.S. Product Standard PS1-66. The plywood shall have the grade stamp of an approved testing agency and shall be surface treated in accordance with TT-W-572. Unless otherwise specified (see 6.2), level B containers conforming to PPP-B-636 or PPP-B-640 shall be weather-resistant class.

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5.3 Marking of shipments. - In addition to any special marking required by the contract or order, unit packages and shipping containers shall be marked in accordance with MIL-STD-129.

6. NOTES

6.1 Intended use. - Strainers covered by this specification are intended for use in airframe fuel systems.

6.2 Ordering data. - Procurement documents should specify:

- (a) Title, number, and date of this specification.
- (b) The requirement for a contractor's model specification.
- (c) The cognizant agency where the preproduction test samples, test reports, and drawings should be submitted for approval.
- (d) Quantity required.
- (e) Applicable levels of preservation, packaging, and packing (see section 5).

6.3 Marginal indicia. - Asterisks are not used in this revision to identify changes with respect to the previous issue, due to the extensiveness of the changes.

Custodians:
Army - AV
Navy - AS

Preparing activity
Air Force - 11

Project No. 2915-0045

APPENDIX A

FUEL SYSTEM STRAINERS: MODEL SPECIFICATION FOR
(OUTLINE AND INSTRUCTIONS FOR PREPARATION)

10* SCOPE

10.1 This appendix establishes the form to be used by manufacturers in the preparation of fuel system strainer model specifications.

20• APPLICATION

20.1 A complete fuel system strainer specification conforming to the outline and instructions for preparation contained in the "Model Specification" and as specified herein, shall be prepared for each specific strainer. No changes to a fuel system model specification shall be submitted to the procuring activity by means of amendments or revision pages prior to the time when the fuel system strainer model specification is approved by the procuring activity and becomes a part of the contract. Revisions, by amendment form, to an approved fuel system strainer model will be acceptable to the procuring activity. Each amendment shall be approved by the procuring activity, and shall include and supersede the previous amendment.

20.2 The headings and numbering of sections and paragraphs herein correspond to those of MIL-S-8710 for the specific data needed only in the model specification. Omission of reference in the model specification to a particular requirement of MIL-S-8710 shall be interpreted as compliance therewith. When departures are necessary from the requirements of the model specification and of MIL-S-8710, the details of such departures shall be stated as specific requirements bearing the same section and paragraph heading and numbering as in MIL-S-8710.

20.3 Parenthetical sentences, phrases, and words are included herein for the guidance of the fuel system strainer manufacturer for insertion of proper information and data related thereto, in connection with the preparation of the model specification. Parenthetical statements shall not be copied verbatim in the model specification.

20.4 The specification number shall be the number assigned by the fuel system strainer manufacturer. When revisions are made, they shall be designated by the use of a dash and a letter following the number, with a revision date therefor, which shall be shown on page 1 only. Only the specification number and the revision suffix letter, if applicable, shall be shown on subsequent pages.

30. MODEL SPECIFICATION

30.1 The form and description of the Model Specification follow.

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Appendix A

APPENDIX B

(Number and title, - The number and title shall be shown as follows.)

(Spec. No.) _____
 (Date) _____
 (a) Revised _____
 (b) Revised _____ (Date)

MODEL SPECIFICATION

FUEL SYSTEM STRAINER: _____

(Insert Government type designation if assigned, and name of component)

(NAME OF CONTRACTOR)

(CONTRACTOR'S MODEL DESIGNATION)

1. SCOPE

1.1 Scope. - This specification covers the requirements for the _____
 _____ (Insert the manufacturer's type model designation, and name of component).

1.2 Classification. - The _____ (Insert type, model, and name of component) is a _____ (Insert briefly the salient features of this model unit class requirements).

2. APPLICABLE DOCUMENTS

2.1 The following specification, of the issue in effect on date of invitation for bids or request for proposal, forms a part of this specification to the extent specified herein:

SPECIFICATIONSMilitary

MIL-S-8710 Fuel System Strainer; General Specification For

(List all additional Government publications not covered in this specification which are applicable to the fuel system strained.)

2.2 Other publications. - The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply. (Insert commercial publications referenced in this specification.)

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Appendix B

DRAWINGS (Insert list of manufacturer's applicable drawing s.)

(Insert paragraph describing procedure required to obtain copies of documents listed in this section.)

3. REQUIREMENTS

3.1 Detailed design requirements. - The detailed design requirements shall be in accordance with 3.4.2 of MIL-S-8710

3.2 Special requirements. - Any special requirements which are deemed necessary for this particular application.

3*3 Performance. - The strainer shall perform satisfactorily when subjected to all of the specified tests of MIL-S-8710 and any additional tests required by the model specification.

No bubbles shall form on the surface of the filter element when subjected to a pressure of inches of water and tested in accordance with 4.6.2.

4. QUALITY ASSURANCE PROVISIONS

(This section shall follow the form of section 4 of MIL-S-8710.)

4.6 Test methods. - The detailed procedure for any special tests required by this model specification ion shall be described herein.

b. NOTES

6.1 Intended use. - (Indicate specific use for which this strainer is intended.)

SPECIFICATION ANALYSIS SHEET

Form Approved Budget
Bureau No. 119-ROO4INSTRUCTIONS

This sheet is to be filled out by personnel either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet is provided for obtaining information on the use of this specification which will insure that suitable products can be procured with a minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold on lines on reverse side, staple in corner, and send to preparing activity.

SPECIFICATION MIL-S-8710B STRAINER, AIRFRAME FUEL SYSTEM, GENERAL SPECIFICATION FOR

ORGANIZATION

CITY AND STATE

CONTRACT NO.

QUANTITY OF ITEMS PROCURED

DOLLAR AMOUNT

\$

MATERIAL PROCURED UNDER A

 Direct Government Contract Subcontract

1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED INTERPRETATION IN PROCUREMENT USE?

A. GIVE PARAGRAPH NUMBER AND WORDING.

B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES.

2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID.

3. IS THE SPECIFICATION RESTRICTIVE?

 YES NO

IF "YES", IN WHAT WAY?

4. REMARKS (Attach any pertinent data which may be of use in improving this specification. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity.)

SUBMITTED BY (Printed or typed name and activity)

DATE

FOLD

POSTAGE AND FEES PAID

OFFICIAL BUSINESS

Commander, Aeronautical Systems Division

Attn: ASNPS

Wright-Patterson Air Force Base, Ohio 45433

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