COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

STEERING DEPRESSURIZATION VALVE ASSEMBLY

PART NUMBER 65-44975–3, –5, 65C26833–2, –3, 65C26885–5, –6

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BOEING

COMPONENT MAINTENANCE MANUAL

Revision No. 13
Jul 01/2009

To: All holders of STEERING DEPRESSURIZATION VALVE ASSEMBLY 32-51-43.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

The COMPONENT MAINTENANCE MANUAL is furnished either as a printed manual, on microfilm, or digital products, or any combination of the three. This revision replaces all previous microfilm cartridges or digital products. All microfilm and digital products are reissued with all obsolete data deleted and all updated pages added.

For printed manuals, changes are indicated on the List of Effective Pages (LEP). The pages which are revised will be identified on the LEP by an R (Revised), A (Added), O (Overflow, i.e. changes to the document structure and/or page layout), or D (Deleted). Each page in the LEP is identified by Chapter-Section-Subject number, page number and page date.

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Location of Change	Description of Change
	NO HIGHLIGHTS

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A = Added, R = Revised, D = Deleted, O = Overflow

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COMPONENT MAINTENANCE MANUAL

TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 33540	SEP 05/84
32-1100 Rev. 5		PRR 33766	DEC 05/86

COMPONENT MAINTENANCE MANUAL

All revisions to this manual will be accompanied by transmittal sheet bearing the revision number. Enter the revision number in numerical order, together with the revision date, the date filed and the initials of the person filing.

Revision		Filed	
Number	Date	Date	Initials

Revision		Filed	
Number	Date	Date	Initials

Revision		Filed		Revision		Filed	
Number	Date	Date	Initials	Number	Date	Date	Initials

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COMPONENT MAINTENANCE MANUAL

All temporary revisions to this manual will be accompanied by a cover sheet bearing the temporary revision number. Enter the temporary revision number in numerical order, together with the temporary revision date, the date the temporary revision is inserted and the initials of the person filing.
When the temporary revision is incorporated or cancelled, and the pages are removed, enter the date the pages are removed and the initials of the person who removed the temporary revision.

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

INTRODUCTION

1. General

A. The instructions in this manual supply the data necessary to do the maintenance functions together with the test, fault isolation, repair, and replacement of the defective parts.

B. This manual is divided into different parts:

(1) Title Page

(2) Transmittal Letter

(3) Highlights

(4) List of Effective Pages

(5) Table of Contents

(6) Temporary Revision & Service Bulletin Record

(7) Record of Revisions

(8) Record of Temporary Revisions

(9) Introduction

(10) Procedures & IPL Sections

C. Components that can be repaired have a different repair number for each specified repair. To find the repair number location of a component, look in the Repair-General procedure at the beginning of the REPAIR section. The Repair-General procedure also has an explanation of the True Position Dimension symbols used.

D. All dimensions, measures, quantities and weights included are in English units. When metric equivalents are given they will be in the parentheses that follow the English units.

E. The introduction to the Illustrated Parts List (IPL) shows how the IPL data is used.

F. Design changes, optional parts, configuration differences and Service Bulletin modifications may cause different part numbers. These part numbers are identified in the IPL with an alphabetical letter which is added to the end of the basic item number. This new item number is referred to as an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless shown differently.

G. The tool reference numbers found in the individual procedures and in the Special Tools, Fixtures, and Equipment section are used to identify if a tool is a standard tool (STD-XXXX), a commercial tool (COM-XXXX), or a Special Tool (SPL-XXXX). This reference number is also used to distinguish between tools with similar names in the same procedure. These reference numbers are for use in the documentation only. They are not to be used for ordering tools.

STEERING DEPRESSURIZATION VALVE ASSEMBLY - DESCRIPTION AND OPERATION

1. Description (DESCRIPTION AND OPERATION, Figure 1)

A. The steering depressurization valve assembly consists of a housing containing a spring, spring seats, push rod, guide, knob and a lapped assembly with sleeve and spool. The housing has four ports for hydraulic system connections. A hole through the housing is provided for use of a lockout pin.

2. Operation

A. With the valve in normal position (knob extended), landing gear down hydraulic pressure applied to port 2 supplies steering valve inlet pressure to port 1. Steering valve return outlet pressure applied to port 3 supplies landing gear up return pressure to port 4. When the knob is depressed and lockout pin inserted through the housing, hydraulic pressure from port 2 is blocked and ports 1 and 3 are connected to port 4.

3. Leading Particulars (approximate)

A. Height – 7.0 inches

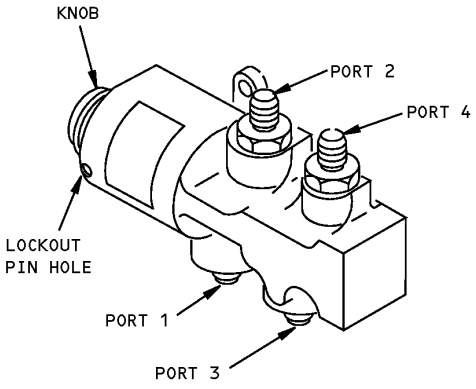
B. Length – 4.0 inches

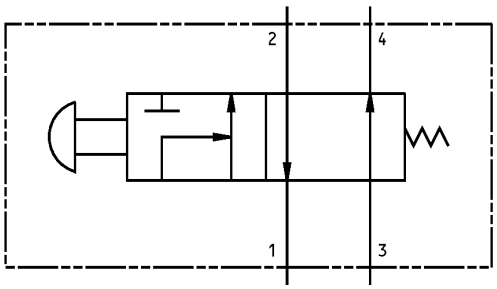
C. Width – 2.0 inches

D. Weight – 2.0 pounds

E. Operating Medium – BMS 3-11, fluid, D00153

F. Proof Pressure – 4500 psi





SCHEMATIC

PORT 1 – STEERING VALVE PRESSURE INLET
PORT 2 – LANDING GEAR DOWN PRESSURE
PORT 3 – STEERING VALVE RETURN OUTLET
PORT 4 – LANDING GEAR UP RETURN

Steering Depressurization Valve Assembly
Figure 1

TESTING AND FAULT ISOLATION

1. General

A. This procedure has the data necessary to do a Testing and fault isolation.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices shown in the repair.

C. Refer to IPL Figure 1 for item numbers.

2. Test Equipment and Materials

A. Hydraulic Test Stand – Unit capable of supplying hydraulic fluid at temperature of 80-100°F and pressures of 0-4500 psi.

B. Pin – 0.1885 - 0.1895 inch diameter, 2 inches long, CRES.

C. Force Measurement Gage – Measure 0-15 lbs compressive force against knob/pushrod.

NOTE: Equivalent substitutes may be used.

3. Test and fault Isolation

A. Procedure (TESTING AND FAULT ISOLATION, Figure 101)

WARNING: DO NOT APPLY COMPRESSED AIR PRESSURE TO PORTS AT ANY TIME. DO NOT CYCLE SOLENOID VALVE AT PROOF PRESSURE (4500 PSI).

(1) Install assembly in test stand. Connect hydraulic lines and bleed all air from unit.

NOTE: Unless otherwise specified in the procedures, ports may be either closed or open.

CAUTION: DO NOT OPERATE KNOB/PUSH ROD DURING PRESSURIZATION AT 4500 PSI.

(2) Proof Pressure.

NOTE: Flow of fluid thru ports specified as open shall not be considered external leakage.

(a) Open ports 3 and 4. Apply hydraulic pressure of 4500 psi simultaneously to ports 1 and 2 and hold for two minutes. Check that there is no external leakage or permanent set.

(b) Reduce hydraulic pressure at ports 1 and 2 to 2 psi and hold for two minutes. Check that there is no external leakage.

(c) Apply hydraulic pressure of 600 psi simultaneously to ports 3 and 4 and hold for two minutes. Check that there is no external leakage or permanent set.

(d) Reduce hydraulic pressure at ports 3 and 4 to 2 psi and hold for two minutes. Check that there is no external leakage.

(e) Close port 1 and open port 4. Apply hydraulic pressure of 2950-3050 psi to port 2. Push knob inward and check that force required to attain pin insertion position does not exceed 15 lbs. Release force on knob, and check that knob returns to normal spring loaded position with no sticking or binding.

NOTE: Pin inserts thru hole in housing and slot in knob.

(3) Flow

(a) Apply hydraulic pressure of 50 psi to port 3. Check that flow thru port 4 is unobstructed.

(b) Apply hydraulic pressure of 50 psi to port 2. Check that flow thru port 1 is unobstructed.

(c) Close port 3. Depress knob (40) inward and insert pin thru hole in housing and slot in knob. Apply hydraulic pressure of 50 ±5 psi to port 1. Check that flow from port 4 is not less than 0.25 GPM. Do not remove pin.

(d) Close port 1. With pin in place, apply hydraulic pressure of 50 psi to port 3. Check that flow thru port 4 is unobstructed.

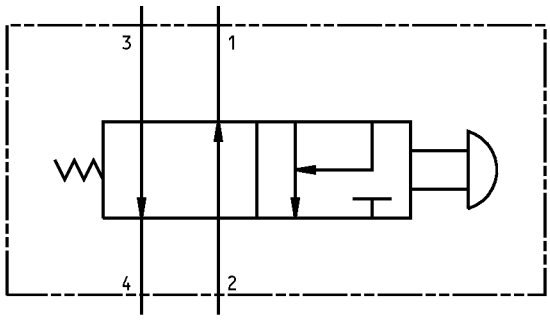
(4) Internal Leakage

NOTE: Total leakage is defined as the sum of all leakage at the specified open ports.

(a) Open ports 3 and 4. Close port 1. Apply hydraulic pressure of 2950 3050 psi to port 2. Check that total leakage at ports 3 and 4 does not exceed 10.0 cc per minute.

(b) Repeat step (a), except, with pressure applied, push knob inward and insert pin. At this position, check that total leakage at ports 3 and 4 does not exceed 10.0 cc per minute. Reduce pressure and remove pin.

PORT 1 - STEERING VALVE PRESSURE INLET
PORT 2 - LANDING GEAR DOWN PRESSURE
PORT 3 - STEERING VALVE RETURN OUTLET
PORT 4 - LANDING GEAR UP RETURN



Steering Depressurization Valve Schematic
Figure 101

4. Post Test

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D00153	Fluid - Hydraulic, Erosion Arresting, Fire Resistant	BMS3-11 Type IV (interchange~able & intermixable with Type V)

B. References

Reference	Title
SOPM 20-60-03	LUBRICANTS

C. Procedure

NOTE: For lubricant, refer to SOPM 20-60-03

(1) Remove pin if installed.

(2) Disconnect hydraulic lines and remove unit from stand.

(3) Drain fluid, D00153 from valve assembly.

(4) Install fluid, D00153 resistant caps or plugs on open ports. Mark or tag unit with test date.

DISASSEMBLY

1. General

A. This procedure has the data necessary to disassemble the steering depressurization valve.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices shown in the repair.

C. Refer to IPL Figure 1 is for item numbers.

2. Part Replacement

A. Procedure (IPL Figure 1)

NOTE: The following parts are recommended for replacement. Replacement of other parts can be by in-service experience.

(1) Packings (15, 20, 45, 80, 85)

(2) Seal (55)

3. Disassembly

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
G02421	Lockwire	NASM20995˜ C40

B. References

Reference	Title
SOPM 20-50-02	INSTALLATION OF SAFETYING DEVICES

C. Procedure (IPL Figure 1)

(1) Remove pin (35).

(2) Remove knob (40) from push rod (50).

(3) Remove lockwire, G02421 retaining guide (60) to housing (105) (SOPM 20-50-02).

CAUTION: LAPPED ASSEMBLY (65) IS A MATCHED SET OF SLEEVE (70) AND SPOOL (75) AND MUST BE KEPT TOGETHER OR REPLACED AS A SET.

(4) Unscrew guide (60) and remove guide (60) and push rod (50).

(5) Remove lapped assembly (65), seats (90,100) and spring (95).

(NOT APPLICABLE)

CHECK

1. General

A. This procedure has the data necessary to check the steering depressurization valve.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices shown in the repair.

C. Refer to IPL Figure 1 for item numbers.

2. Check

A. References

Reference	Title
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION

B. Procedure

(1) Check all parts for obvious defects in accordance with standard industry practices. Refer to FITS AND CLEARANCES for design dimensions and wear limits.

(2) Magnetic particle check per SOPM 20-20-02 the following parts (IPL Figure 1) :

(a) Rod (50)

(b) Sleeve (70)

(c) Spool (75)

(d) Seat (90, 100)

(e) Spring (95)

(3) Penetrant check per SOPM 20-20-02 the following parts (IPL Figure 1) :

(4) Knob (40)

(5) Guide (60)

(6) Housing (105, 105A)

REPAIR

1. Content

A. Repair, refinish and replacement procedures are included in separate repair sections as follows:

Table 601:

P/N	NAME	REPAIR
BAC27DHY0296	NAMEPLATE	1-1
- - -	MISCELLANEOUS PARTS REFINISH	2-1
BAC27DHY0335	MARKER	3-1

2. Standard Practices

A. Refer to these standard practices, as applicable, for details of procedures in the individual repairs.

- SOPM 20-30-02 Stripping of Protective Finishes
- SOPM 20-30-03 General Cleaning Procedures
- SOPM 20-41-01 Decoding Table for Boeing Finish Codes
- SOPM 20-41-02 Application of Chemical and Solvent Resistant Finishes
- SOPM 20-42-05 Bright Cadmium Plating
- SOPM 20-43-01 Chromic Acid Anodizing
- SOPM 20-50-02 Installation of Safetying Devices
- SOPM 20-50-03 Bearing and Bushing Replacement
- SOPM 20-50-05 Application of Aluminum Foil and other Markers
- SOPM 20-50-12 Application of Adhesives
- SOPM 20-60-02 Finishing Materials

3. Materials

NOTE: Equivalent substitutes can be used.

A. Adhesive, BAC5010 Type 38 – adhesive, A01070 (SOPM 20-50-12)

B. Clear protective coating, BAC5710 Type 41 – coating, B00571 SOPM 20-60-02)

NAMEPLATE - REPAIR 1-1

BAC27DHY0295, BAC27DHY0296

1. General

A. This procedure tells how to replace the nameplate on the steering depressurization valve.

B. Refer to REPAIR-GENERAL for a list of applicable standard practices.

C. Refer to IPL Figure 1 for item numbers.

2. Nameplate Replacement

A. Remove the old nameplate (30) from housing (105).

B. Steel stamp the serial number and dash number on the replacement nameplate.

C. Bond the nameplate on the housing by Special Method 1 inSOPM 20-50-12, Type 38 (adhesive, A01070).

MISCELLANEOUS PARTS REFINISH - REPAIR 2-1

1. General

A. This procedure tells how to refinish the parts which are not in the other repairs.

B. Refer to REPAIR-GENERAL for a list of applicable standard practices.

C. Refer to IPL Figure 1 for item numbers.

2. Refinish Details

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For general cleaning procedures, refer to SOPM 20-30-03. For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For finishing materials, refer to SOPM 20-60-02.

A. Instructions for the repair of the parts in REPAIR 2-1, Table 601 are for replacement of the original finish.

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig 1.		
Knob (40)	Al alloy	Chromic acid anodize (F-17.02)
Rod (50)	15-5PH CRES, 140-160 ksi	Passivate (F-17.25, which replaces F-17.09)
Guide (60)	Al alloy	Chromic acid anodize (F-17.02)
Sleeve (70), Spool (75)	440-C Steel	Passivate (F-17.25, which replaces F-17.09)
Seat (90,100)	15-5PH CRES 180-200 ksi	Passivate (F-17.25, which replaces F-17.09)
Spring (95)	17-7PH CRES, CH900	Passivate (F-17.25, which replaces F-17.09)
Housing (105,105A)	Al alloy	Anodize (F-17.05)

MARKER - REPAIR 3-1

BAC27DHY0335

1. General

A. This procedure tells how to replace marker (120).

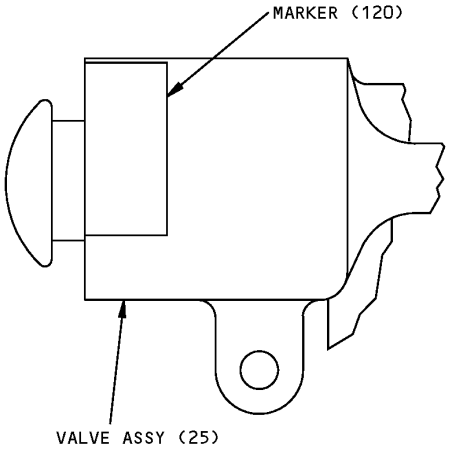
B. Refer to REPAIR-GENERAL for a list of applicable standard practices.

C. Refer to the IPL Figure 1 is applicable for item numbers.

2. Marker Replacement (REPAIR 3-1, Figure 601)

A. Remove the old marker (120) from valve assembly (25).

B. Install a replacement marker on the valve assembly as shown. Seal its edges with clear protective coating, B00571 (F-21.34).



Marker Replacement
Figure 601

ASSEMBLY

1. General

A. This procedure has the data necessary to a assembly.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices shown in the repair.

C. Refer to the IPL Figure 1 is applicable for item numbers.

2. Lubrication

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D00153	Fluid - Hydraulic, Erosion Arresting, Fire Resistant	BMS3-11 Type IV (interchange~able & intermixable with Type V)

B. References

Reference	Title
SOPM 20-60-03	LUBRICANTS

C. Procedure

NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Lubricate packings in fluid, D00153. Also wipe the mating housing surfaces with fluid, D00153.

3. Assembly

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
G02421	Lockwire	NASM20995~C40

B. References

Reference	Title
SOPM 20-50-02	INSTALLATION OF SAFETYING DEVICES
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Procedure (IPL Figure 1)

CAUTION: LAPPED ASSEMBLY (65) IS A MATCHED SET OF SLEEVE (70) AND SPOOL (75) AND MUST BE KEPT TOGETHER OR REPLACED AS A SET.

NOTE: For miscellaneous materials, refer to SOPM 20-60-04.

(CAUTION PRECEDES)

(1) Install seats (90, 100) and spring (95).

(2) Install packing (80, 85) on lapped assembly (65) and install this unit in housing (105).

(3) Install packing (45) and seal (55) in guide (60).

(4) Install push rod (50) through guide (60).

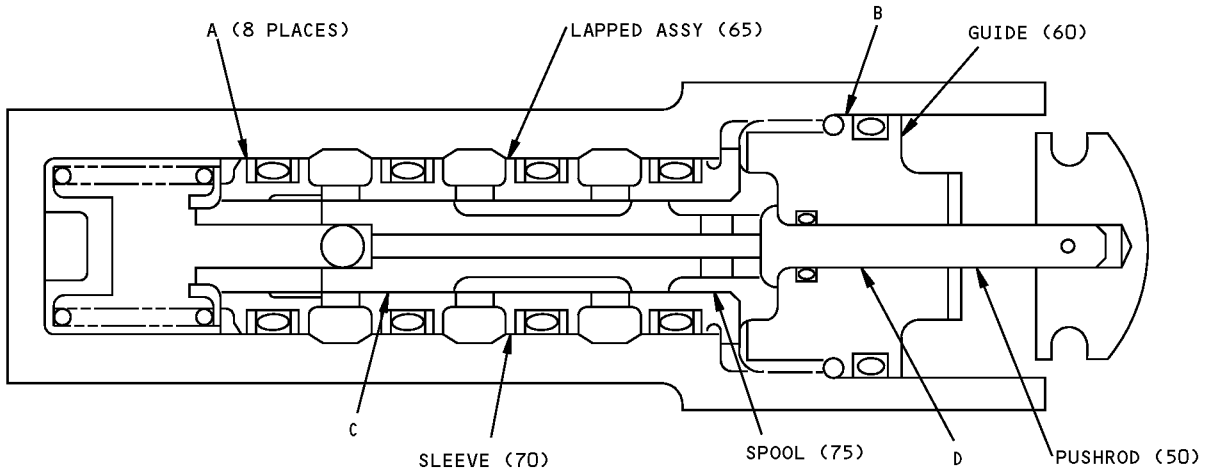
(5) Install guide (60) in housing (105). Tighten guide (60) to 50-60 lb-in and lockwire, G02421 it to housing (105) by the double-twist method (SOPM 20-50-02).

(6) Install knob (40) on push rod (50) with pin (35).

(7) Install reducers (5), union (10) and packings (15, 20).

(8) Do a test of the assembled valve (Ref:TESTING AND FAULT ISOLATION).

FITS AND CLEARANCES



Ref Letter Fig.801	Mating Item No. IPL Fig.	Design Dimension				Service Wear Limit		
		Dimension		Assembly Clearance		Dimension		Maximum Clearance
		Min	Max	Min	Max	Min	Max	
A	ID 105	0.991	0.993		0.005			
	OD 70	0.988	0.989	0.002				
B	ID 105	1.553	1.555		0.005			
	OD 60	1.550	1.551	0.002				
C	ID 70	0.500	0.500	*[1]	*[1]			
	OD 75	NOMINAL	NOMINAL					
D	ID 60	0.2500	0.2510		0.0040			
	OD 50	0.2470	0.2480	0.0020				

*[1] SLEEVE (70) AND SPOOL (75) ARE A MATCHED SET OF PARTS. DIAMETRICAL CLEARANCE IS ESTABLISHED BY LEAKAGE ALLOWANCE (REF TESTING/TROUBLE SHOOTING)

ALL DIMENSIONS ARE IN INCHES

Fits and Clearances
Figure 801

FOR TORQUE VALUES OF STANDARD FASTENERS, REFER TO 20-50-01			
ITEM NO. IPL FIG. 1	NAME	TORQUE	
		POUND-INCHES	POUND-FEET
60	GUIDE	50-60	

Torque Table
Figure 802

(NOT APPLICABLE)

ILLUSTRATED PARTS LIST

1. Introduction

A. The Illustrated Parts List (IPL) contains an illustration and a list of component parts you can repair or replace. The Illustrated Parts Catalog (IPC) shows how to use the Boeing part number system.

B. This shows how parts are related: The relation of each item to its next higher assembly (NHA) is shown in the NOMENCLATURE column. Use the indenture system that follows:

1 2 3 4 5 6 7

. Assembly

. Attaching parts for assembly

. . Detail parts for assembly

. . Subassembly

. . Attaching parts for subassembly

. . . Detail parts for subassembly

. . . Sub-subassembly

. . . Attaching parts for subassembly

. . . . . Details parts for sub-subassembly

Detail Installation Parts (Included only if installation parts may be sent to the shop as part of assembly)

C. Each top assembly is given one use code letter (A, B, C, etc.) in the USAGE CODE column. All subsequent component parts in the list can have one or more of the use code letters to show effectivity to top assemblies. A component part without a use code applies to all top assemblies.

D. An alphabetical letter is added after the item number for optional parts, parts changed by a Service Bulletin, configuration differences (except left-handed and right-handed parts), last engineering releases, and parts added between item numbers in a sequence. The alphabetical letter will not be shown on the illustration for equivalent parts of the same part number.

E. Color-coded parts are identified with a single digit alpha following the dash number or with ''SP'' suffix. If the ''SP'' suffix is used, it represents consolidation of all color codes applicable for a given usage which are not separately listed. Orders for color-coded parts should include the registry number of the airplane for which the parts are ordered.

F. If a part number is 15 characters long but will not fit in the part number column, the part number will be displayed with a ''~'' at the end of the line and will be continued on the next line. The ''~'' denotes that the part number continues on the next line.

G. Parts changed by a Service Bulletin are shown by PRE SB XXXX and POST SB XXXX added to the NOMENCLATURE column.

(1) When a new top assembly is added by a Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the top assembly level only. The configuration differences at the detail part level are shown by use code letters.

(2) When the top assembly part number is not changed by the Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the detail level.

H. Interchangeable Parts

Optional (OPT)	The part is optional to and interchangeable with other parts that have the same item number.
Replaces, Replaced by and not interchangeable with (REPLACES, REPLACED BY AND NOT INTCHG/W)	The part replaces and is not interchangeable with the initial part.
Replaces, Replaced by (REPLACES, REPLACED BY)	The part replaces and is interchangeable with, or is an alternative to, the initial part.

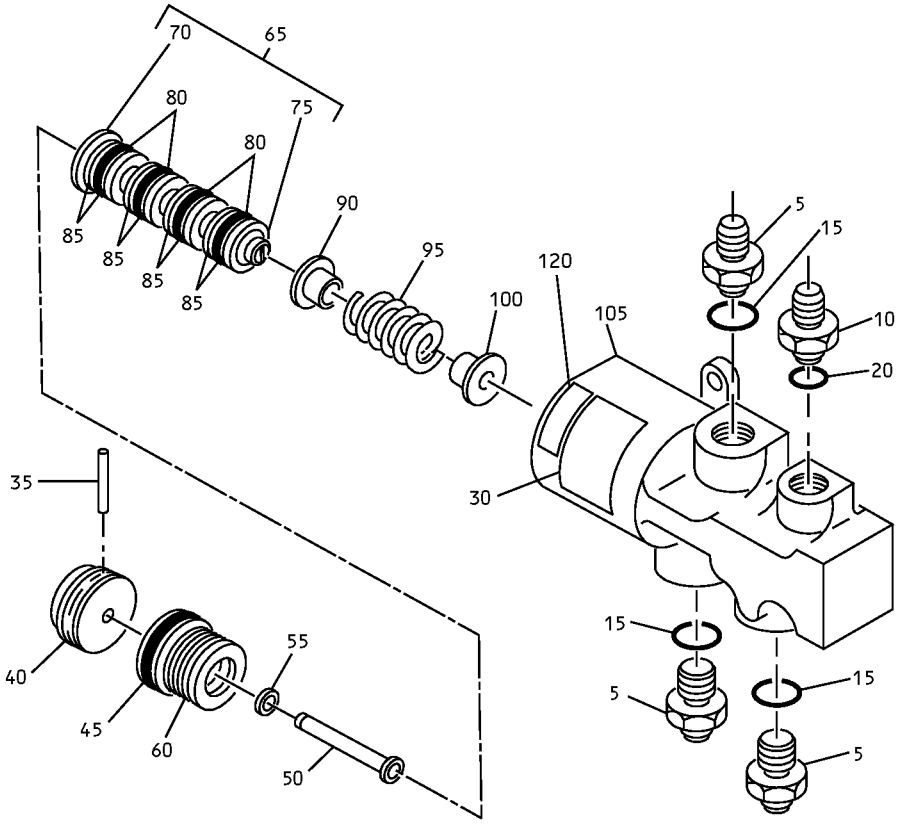
VENDOR CODES

Code	Name
97820	BUSAK AND SHAMBAN INC BEARING DIV 711 MITCHELL ROAD PO BOX 665 NEWBURY PARK, CALIFORNIA 91320-2214 FORMERLY IN CULVER CITY, CALIF; FORMERLY SHAMBAN W S & CO

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65-44975-3		1	1A	RF
65-44975-5		1	1C	RF
65C26833-2		1	25	1
65C26833-3		1	25A	1
65C26834-5		1	105A	1
65C26835-5		1	105	1
65C26885-5		1	1	RF
65C26885-6		1	1B	RF
69-74305-1		1	70	1
69-74308-1		1	100	1
69-74308-2		1	90	1
69-74310-1		1	75	1
69-74311-2		1	65	1
69-74312-1		1	95	1
69-74314-1		1	50	1
69-74314-2		1	50A	1
69-74314-3		1	50B	1
69-74314-4		1	50C	1
69-74315-1		1	40	1
69-74315-2		1	40A	1
69-74316-1		1	60	1
BAC27DHY0295		1	30	1
BAC27DHY0296		1	30A	1
BAC27DHY0335		1	120	1
BACR12BM210		1	85A	8
MS16562-208		1	35	1
MS21902-6		1	10	1
MS21916-8-6		1	5	3
MS28782-15		1	85	8
		1	85B	8
NAS1611-210		1	80	4
NAS1611-219		1	45	1
NAS1612-6		1	20	1
NAS1612-8		1	15	3

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
S30855-010H5		1	55	1



Steering Depressurization Valve Assembly
IPL Figure 1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1	65C26885-5		VALVE ASSY-STEERING DEPRESSURIZATION	A	RF
–1A	65-44975-3		VALVE ASSY-STEERING DEPRESSURIZATION (PRE SB 737-32-1100)	B	RF
–1B	65C26885-6		VALVE ASSY-STEERING DEPRESSURIZATION	C	RF
–1C	65-44975-5		VALVE ASSY-STEERING DEPRESSURIZATION (POST SB 737-32-1100)	D	RF
5	MS21916-8-6		. REDUCER		3
10	MS21902-6		. UNION		1
15	NAS1612-8		. PACKING		3
20	NAS1612-6		. PACKING		1
25	65C26833-2		. VALVE ASSY	A, B	1
–25A	65C26833-3		. VALVE ASSY	C, D	1
30	BAC27DHY0295		. . MARKER (OPT ITEM 30A) (USED WITH ITEM 105)		1
–30A	BAC27DHY0296		. . MARKER (OPT ITEM 30) (USED WITH ITEM 105A)		1
35	MS16562-208		. . PIN		1
40	69-74315-1		. . KNOB (USED ON ITEM 25)		1
–40A	69-74315-2		. . KNOB (USED ON ITEM 25A)		1
45	NAS1611-219		. . PACKING		1
50	69-74314-1		. . ROD-PUSH (USED ON ITEM 25)		1
–50A	69-74314-2		. . ROD-PUSH (OPT ITEM 50C) (USED ON ITEM 25A)		1
–50B	69-74314-3		. . ROD-PUSH (OPT ITEM 50C) (USED ON ITEM 25A)		1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–50C	69-74314-4		. . ROD-PUSH (OPT ITEM 50A,50B) (USED ON ITEM 25A)		1
55	S30855-010H5		. . SEAL (V97820)		1
60	69-74316-1		. . GUIDE		1
65	69-74311-2		. . LAPPED ASSY		1
70	69-74305-1		. . . SLEEVE		1
75	69-74310-1		. . . SPOOL		1
80	NAS1611-210		. . PACKING		4
85	MS28782-15		. . RING-PACKING (USED ON ITEM 25)		8
–85A	BACR12BM210		. . RING-BACKUP (USED ON ITEM 25A)		8
–85B	MS28782-15		. . RING-PACKING (OPT ITEM 85A) (USED ON ITEM 25A)		8
90	69-74308-2		. . SEAT		1
95	69-74312-1		. . SPRING		1
100	69-74308-1		. . SEAT		1
105	65C26835-5		. . HOUSING (OPT ITEM 105A)		1
–105A	65C26834-5		. . HOUSING		1
			INSTALLATION PARTS		
120	BAC27DHY0335		MARKER (LIMITED USAGE)		1

–Item not Illustrated