COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

FORWARD ENTRY DOOR BODY SIDE TORQUE TUBE BUILDUP

PART NUMBER 141A6270–3, –4

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COMPONENT MAINTENANCE MANUAL

Revision No. 6
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To: All holders of FORWARD ENTRY DOOR BODY SIDE TORQUE TUBE BUILDUP 52-11-13.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO 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		Revision		Filed	
Number	Date	Date	Initials	Number	Date	Date	Initials

Revision		Filed		Revision		Filed	
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Temporary Revision		Inserted		Removed	
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Temporary Revision		Inserted		Removed	
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Temporary Revision		Inserted		Removed	
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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.

FORWARD ENTRY DOOR BODY SIDE TORQUE TUBE BUILDUP - DESCRIPTION AND OPERATION

1. **Description**

   A. The forward entry door torque tube buildup is made of the upper and lower spigots, the upper and lower shaft tubes, and associated fasteners.

2. **Operation**

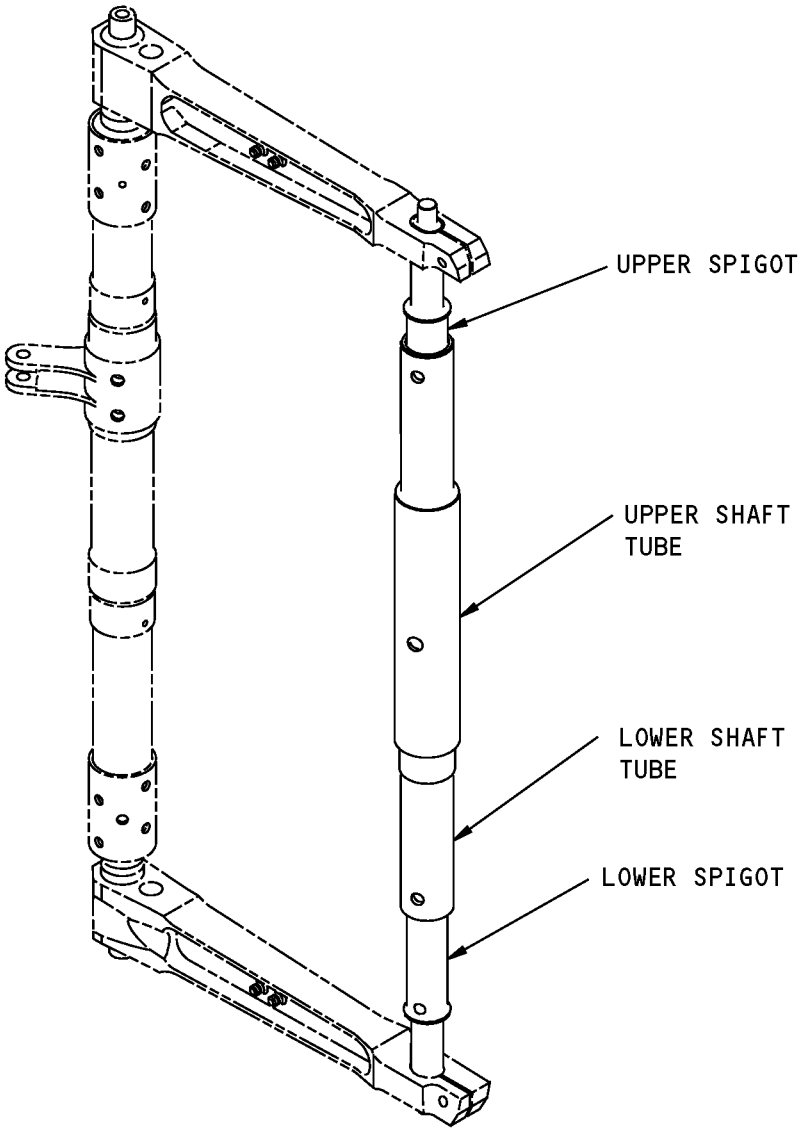
   A. The forward entry door torque tube buildup is located in the forward section of the airplane fuselage. It assists in the opening and closing of the forward entry door.

3. **Leading Particulars (Approximate)**

   A. Length – 26.0 inches

   B. Diameter – 3 inches

   C. Weight – 5 pounds



Forward Entry Door Body Side Torque Tube Buildup
Figure 1

(NOT APPLICABLE)

DISASSEMBLY

1. **General**
   A. This procedure has the data necessary to disassemble the forward entry door body side torque tube buildup.
   B. Disassemble this component sufficiently to isolate the defects, do the necessary repairs, and put the component back to a serviceable condition.
   C. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.
   D. Refer to IPL Figure 1 for item numbers.
2. **Disassembly**
   A. Procedure
      (1) Use standard industry procedures and the steps shown below to disassemble this component.
      (2) Remove the bolts (5), washers (15, 25, 30), nuts (45) and bushings (55).
      (3) Remove the bolt (10), washers (20, 35, 40), nut (50) and bushing (60).
      (4) Remove the upper spigot (65) from the upper shaft tube (75).
      (5) Remove the upper shaft tube (75) from the lower shaft tube (80).
      (6) Remove the lower shaft tube (80) from the lower spigot (70).

CLEANING

1. General

A. This procedure has the data necessary to clean the forward entry door body side torque tube buildup.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

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

2. Cleaning

A. References

Reference	Title
SOPM 20-30-03	GENERAL CLEANING PROCEDURES

B. Procedure

(1) Use standard industry procedures as specified in SOPM 20-30-03 to clean all parts.

CHECK

1. General

A. This procedure has the data necessary to find defects in the material of the specified parts.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

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

2. Check

A. References

Reference	Title
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION

B. Procedure

(1) Use standard industry procedures to do a visual check of all the parts for defects. Do the magnetic particle check if the visual check shows possible damage or if you suspect possible damage on the parts listed below:

(a) Do a magnetic particle check, Class B, (SOPM 20-20-01) of these parts:

1) Upper Spigot (65)

2) Lower Spigot (70)

3) Upper Shaft Tube (75)

4) Lower Shaft Tube (80)

REPAIR

1. General

A. Instructions for repair, refinish, and replacement of the specified subassembly parts are included in each REPAIR when applicable:

Table 601:

PART NUMBER	NAME	REPAIR
—	REFINISH OF OTHER PARTS	1-1
141A6271-1, -3	UPPER SPIGOT	2-1
141A6271-2, -4	LOWER SPIGOT	3-1

2. Dimensioning Symbols

A. Standard True Position Dimensioning Symbols used in the applicable repair procedures are shown in REPAIR-GENERAL, Figure 601.

—	STRAIGHTNESS
▱	FLATNESS
⊥	PERPENDICULARITY (OR SQUARENESS)
//	PARALLELISM
○	ROUNDNESS
⌭	CYLINDRICITY
⌒	PROFILE OF A LINE
⌓	PROFILE OF A SURFACE
◎	CONCENTRICITY
⌯	SYMMETRY
∠	ANGULARITY
↗	RUNOUT
↗↗	TOTAL RUNOUT
⌴	COUNTERBORE OR SPOTFACE
∨	COUNTERSINK
⌖	THEORETICAL EXACT POSITION OF A FEATURE (TRUE POSITION)
∅	DIAMETER
S ∅	SPHERICAL DIAMETER
R	RADIUS
SR	SPHERICAL RADIUS
()	REFERENCE
BASIC (BSC) OR [DIM]	A THEORETICALLY EXACT DIMENSION USED TO DESCRIBE SIZE, SHAPE OR LOCATION OF A FEATURE. FROM THIS FEATURE PERMISSIBLE VARIATIONS ARE ESTABLISHED BY TOLERANCES ON OTHER DIMENSIONS OR NOTES.
[-A-]	DATUM
Ⓜ	MAXIMUM MATERIAL CONDITION (MMC)
Ⓛ	LEAST MATERIAL CONDITION (LMC)
Ⓢ	REGARDLESS OF FEATURE SIZE (RFS)
Ⓟ	PROJECTED TOLERANCE ZONE
FIM	FULL INDICATOR MOVEMENT

EXAMPLES

— | 0.002	STRAIGHT WITHIN 0.002
⊥ | 0.002 | B	PERPENDICULAR TO DATUM B WITHIN 0.002
// | 0.002 | A	PARALLEL TO DATUM A WITHIN 0.002
○ | 0.002	ROUND WITHIN 0.002
⌭ | 0.010	CYLINDRICAL SURFACE MUST LIE BETWEEN TWO CONCENTRIC CYLINDERS, ONE OF WHICH HAS A RADIUS 0.010 INCH GREATER THAN THE OTHER
⌒ | 0.006 | A	EACH LINE ELEMENT OF THE SURFACE AT ANY CROSS SECTION MUST LIE BETWEEN TWO PROFILE BOUNDARIES 0.006 INCH APART RELATIVE TO DATUM A
⌓ | 0.020 | A	SURFACES MUST LIE WITHIN PARALLEL BOUNDARIES 0.020 INCH APART AND EQUALLY DISPOSED ABOUT TRUE PROFILE
◎ | ∅ 0.0005 | C	CONCENTRIC TO DATUM C WITHIN 0.0005 DIAMETER
⌯ | 0.010 | A	SYMMETRICAL WITH DATUM A WITHIN 0.010
∠ | 0.005 | A	ANGULAR TOLERANCE 0.005 WITH DATUM A
⌖ | ∅ 0.002 Ⓢ | B	LOCATED AT TRUE POSITION WITHIN 0.002 DIA RELATIVE TO DATUM B, REGARDLESS OF FEATURE SIZE
⊥ | ∅ 0.010 Ⓜ | A 0.510 Ⓟ	AXIS IS TOTALLY WITHIN A CYLINDER OF 0.010 INCH DIAMETER, PERPENDICULAR TO DATUM A, AND EXTENDING 0.510 INCH ABOVE DATUM A, MAXIMUM MATERIAL CONDITION
[2.000] OR 2.000 BSC	THEORETICALLY EXACT DIMENSION IS 2.000

True Position Dimensioning Symbols
Figure 601

REFINISH OF OTHER PARTS - REPAIR 1-1

1. General

A. This procedure has the data necessary to refinish the parts which are not given in the specified repairs.

B. Refer to the Standard Overhaul Practice Manual (SOPM) for the SOPM subjects identified in this procedure.

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

2. Refinish of Other Parts

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. General

(1) Instructions for the repair of the parts listed in REPAIR 1-1, Table 601 is for the repair of the initial finish.

C. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes, refer to SOPM 20-41-01

(1) Refer to REPAIR 1-1, Table 601 for refinish details

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig. 1		
Upper shaft tube (75)	15-5PH CRES 180-200 KSI	Passivate (F-17.25).
Lower shaft tube (80)	15-5PH CRES 180-200 KSI	Passivate (F-17.25).

UPPER SPIGOT - REPAIR 2-1

141A6271–1, –3

1. General

A. This procedure has the data necessary to repair the upper spigot (65).

B. Refer to the Standard Overhaul Practice Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Figure 1 for the item numbers.

E. General repair details:

(1) Material: 15-5PH CRES

180-200 KSI

2. Upper Spigot Refinish (REPAIR 2-1, Figure 601)

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D00113	Lubricant - Liquid Dispersed Solid Film Lubricant	BMS3-8, BAC 5811, TYPE VIII

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-08	APPLICATION OF BONDED SOLID FILM LUBRICANTS

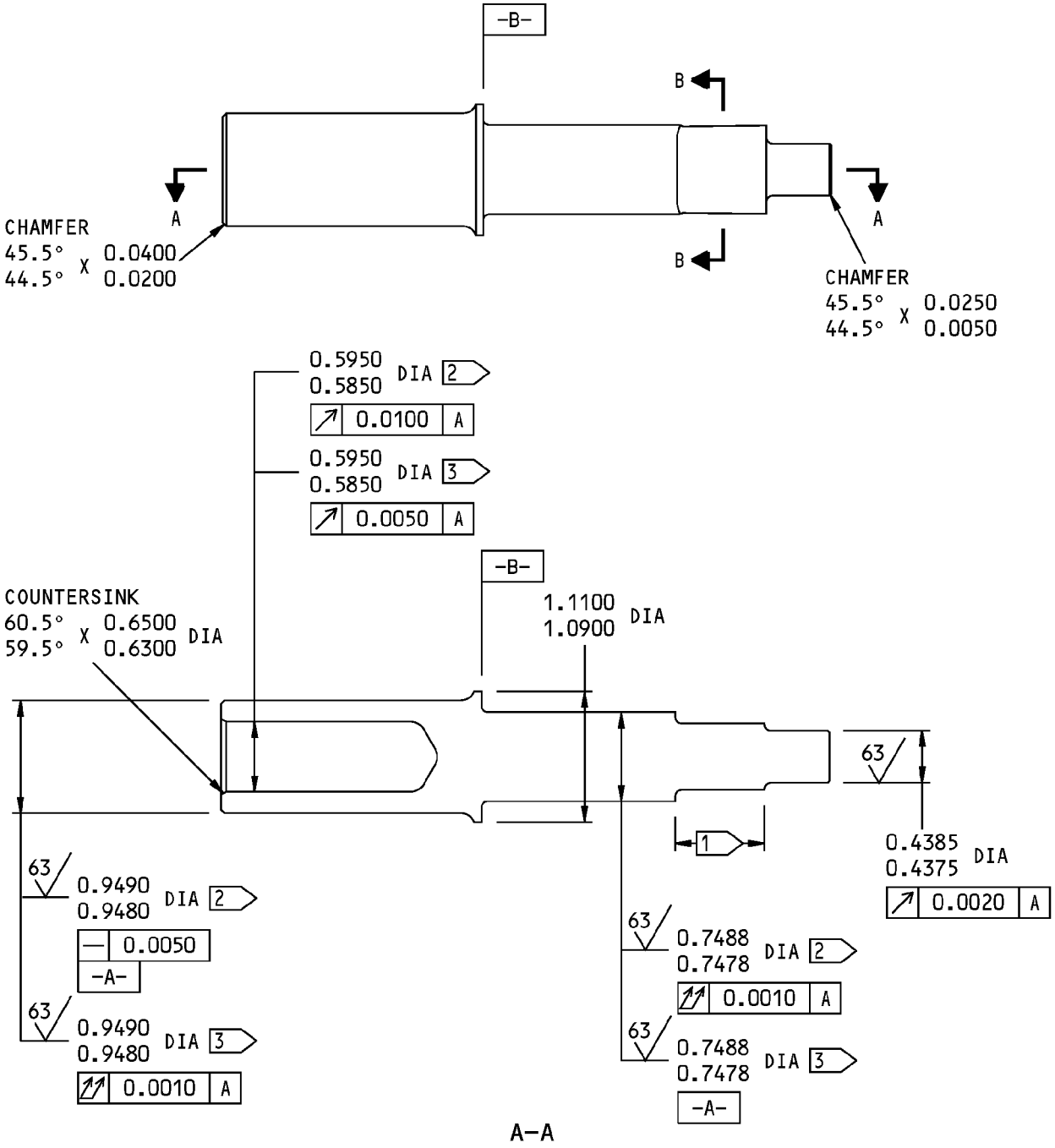
C. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes, refer to SOPM 20-41-01.

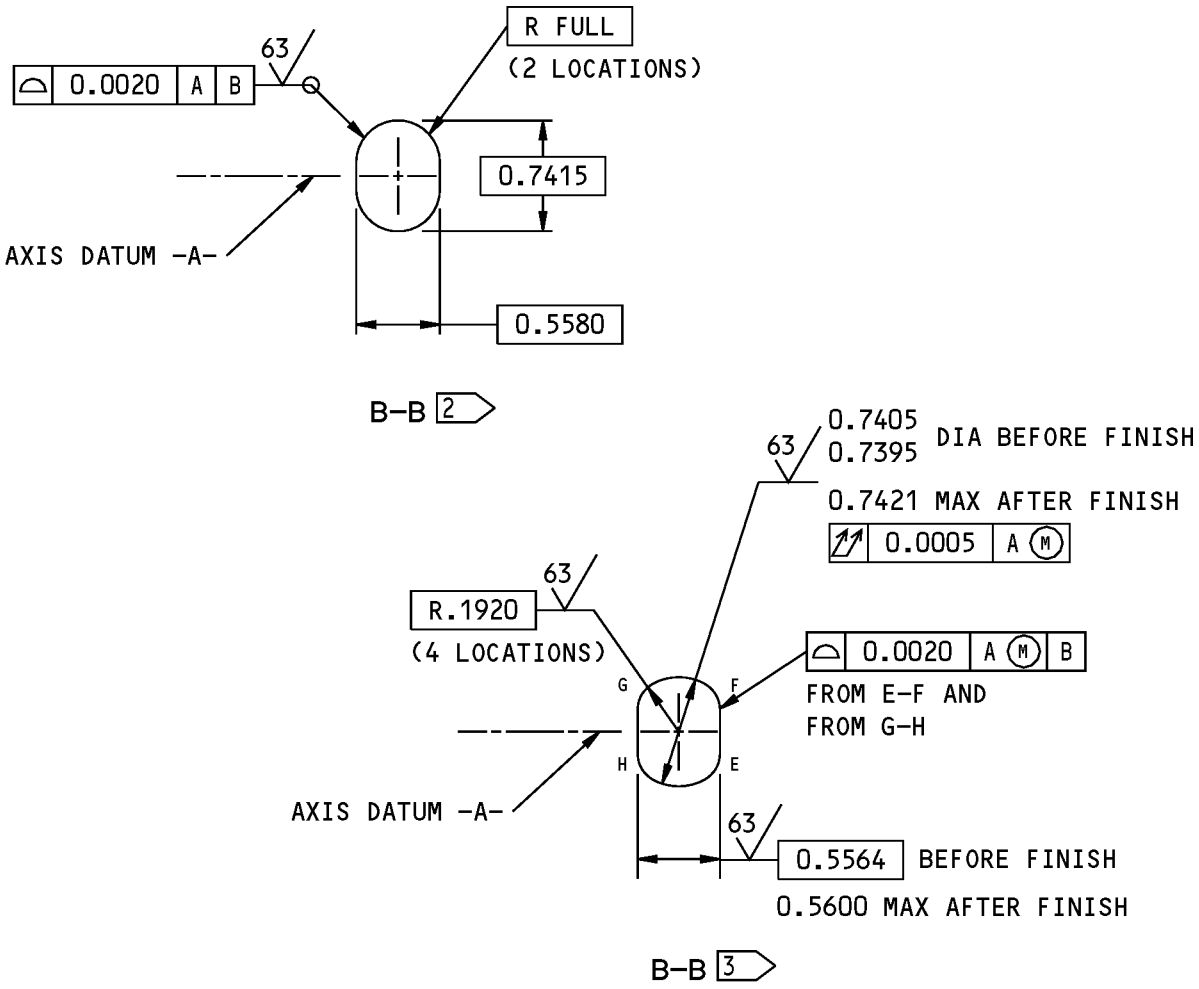
(1) Passivate (F-17.25).

(2) For the item 65A upper spigot only, apply lubricant, D00113 (F-19.10) as specified in SOPM 20-50-08 to the area shown by flagnote 1 in REPAIR 2-1, Figure 601 .

(3) Obey all flagnotes.



141A6271-1,-3 Upper Spigot Repair
Figure 601 (Sheet 1 of 2)



1 FOR 141A6271-3 ONLY:
APPLY BMS 3-8 (F-19.10) ALL
AROUND THIS AREA

2 141A6271-1

3 141A6271-3

ALL DIMENSIONS ARE IN INCHES

141A6271-1,-3 Upper Spigot Repair
Figure 601 (Sheet 2 of 2)

LOWER SPIGOT - REPAIR 3-1

141A6271–2, –4

1. General

A. This procedure has the data necessary to repair and refinish the lower spigot (70).

B. Refer to the Standard Overhaul Practice Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Figure 1 for the item numbers.

E. General repair details:

(1) Material: 15-5PH CRES

180-200 KSI

2. Lower Spigot Refinish

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D00113	Lubricant - Liquid Dispersed Solid Film Lubricant	BMS3-8, BAC 5811, TYPE VIII

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-08	APPLICATION OF BONDED SOLID FILM LUBRICANTS
SOPM 20-60-03	LUBRICANTS

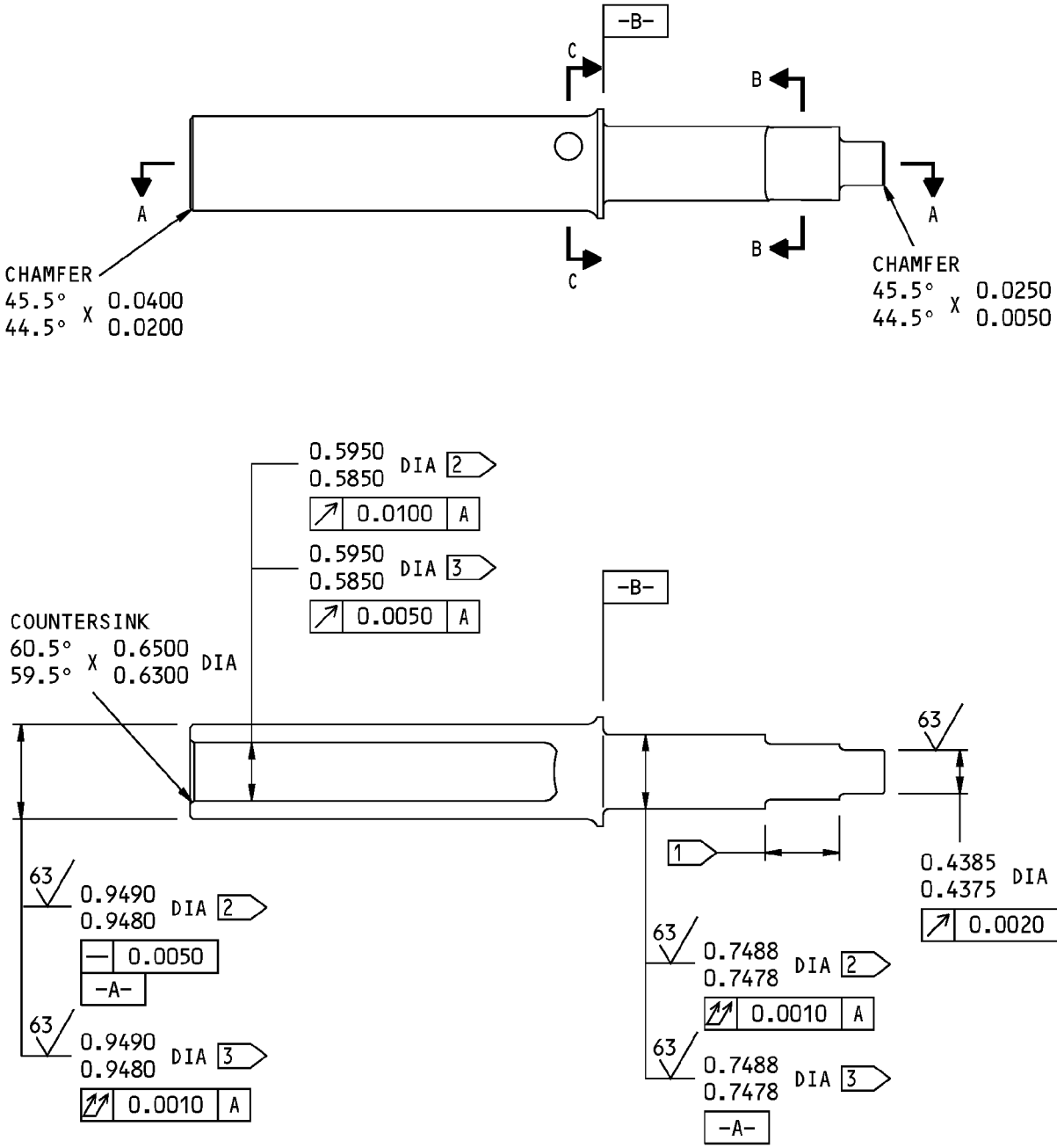
C. Procedures (REPAIR 3-1, Figure 601)

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes, refer to SOPM 20-41-01.

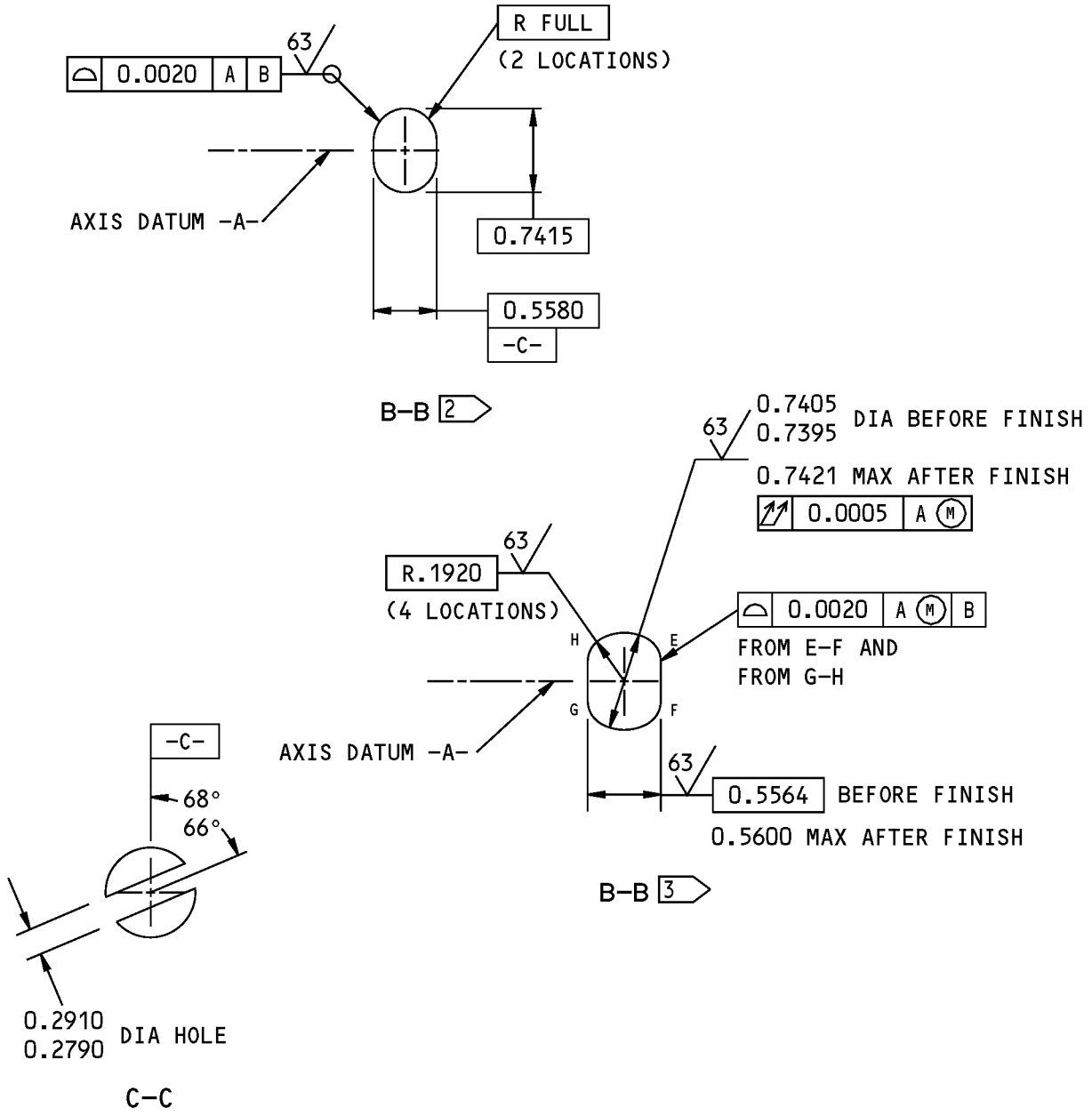
(1) Passivate (F-17.25).

(2) For the item 70A lower spigot only, apply lubricant, D00113 (F-19.10) SOPM 20-60-03 as specified in SOPM 20-50-08 to the area identified by flagnote 1 in REPAIR 3-1, Figure 601.

(3) Obey all of the flagnotes.



141A6271-2,-4 Lower Spigot Repair
Figure 601 (Sheet 1 of 2)



1 FOR 141A6271-4 ONLY:
APPLY BMS 3-8 (F-19.10) ALL
AROUND THIS AREA

2 141A6271-2

3 141A6271-4

ALL DIMENSIONS ARE IN INCHES

141A6271-2,-4 Lower Spigot Repair
Figure 601 (Sheet 2 of 2)

ASSEMBLY

1. General

A. This procedure has the data necessary to assemble the forward entry door body side torque tube buildup.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 1 for item numbers.

2. Assembly

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D00113	Lubricant - Liquid Dispersed Solid Film Lubricant	BMS3-8, BAC 5811, TYPE VIII

B. References

Reference	Title
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SOPM 20-50-08	APPLICATION OF BONDED SOLID FILM LUBRICANTS
SOPM 20-60-03	LUBRICANTS

C. Procedure

NOTE: For bolt and nut Installation, refer to SOPM 20-50-01.

(1) Use standard industry procedures and the steps shown below to assemble this component.

(2) Assemble component to dimensions shown in ASSEMBLY, Figure 701.

(3) Install the lower shaft tube (80) onto the lower spigot (70).

(4) If replacement of the lower shaft tube (80) or the lower spigot (70) is necessary, drill a 0.3120-0.3160 inch hole through the lower shaft tube (80) and/or the lower spigot (70) as shown in ASSEMBLY, Figure 701, Section A-A.

(5) Install the bushing (55), bolt (5), washers (15, 25, 30) and nut (45). Apply 70-90 inch-pound of torque on the bolt (5).

(6) Install the upper shaft tube (75) onto the lower shaft tube (80).

(7) If replacement of the upper shaft tube (75) or the lower shaft tube (80) is necessary, drill a 0.3750-0.3790 inch hole through the upper shaft tube (75) and/or the lower shaft tube (80) as shown in ASSEMBLY, Figure 701, Section B-B.

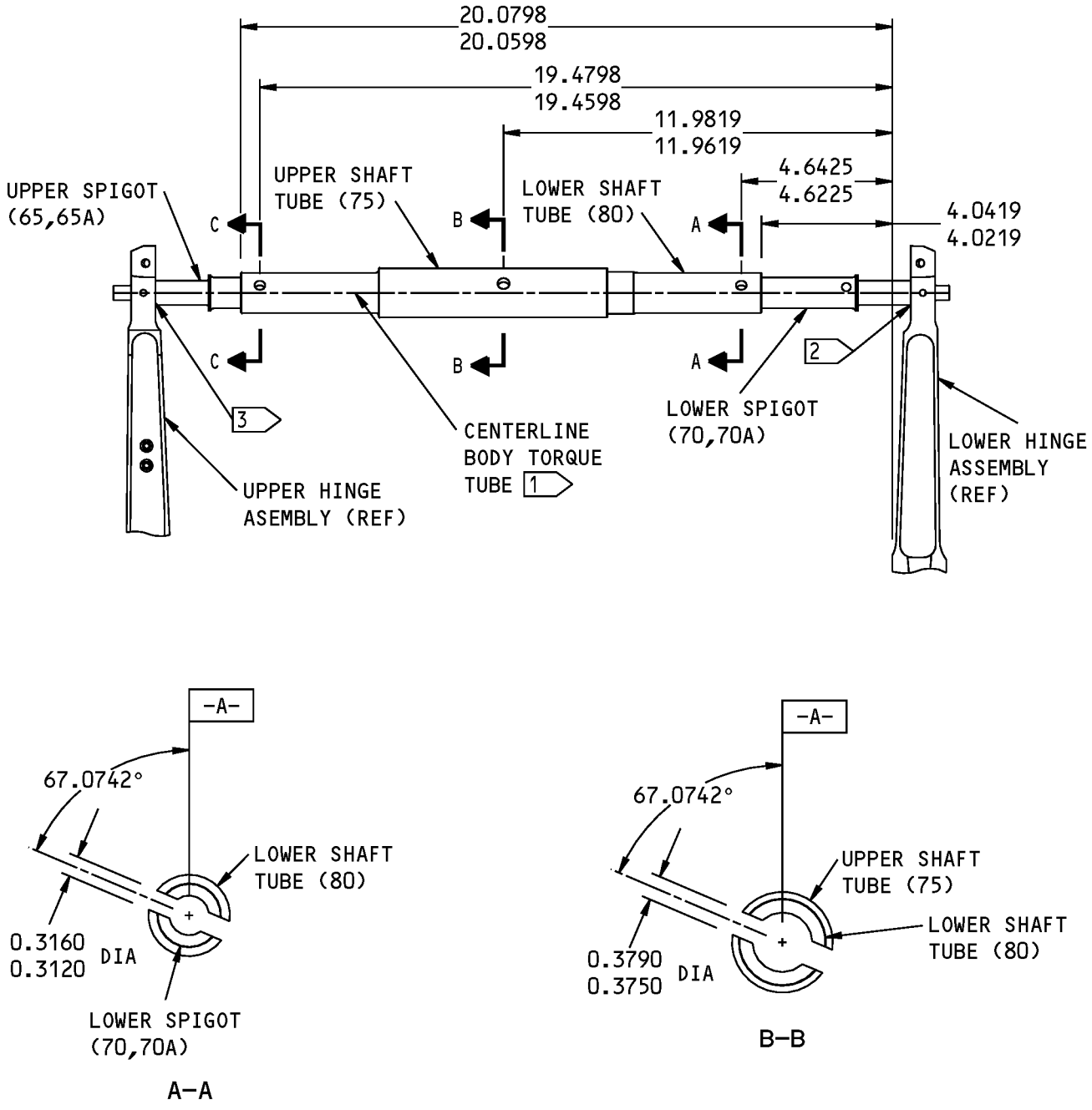
(8) Install the bushing (60), bolt (10), washers (20, 35, 40) and nut (50). Apply 70-90 inch-pound of torque to the bolt (10).

(9) Install the upper spigot (65) onto the upper shaft tube (75).

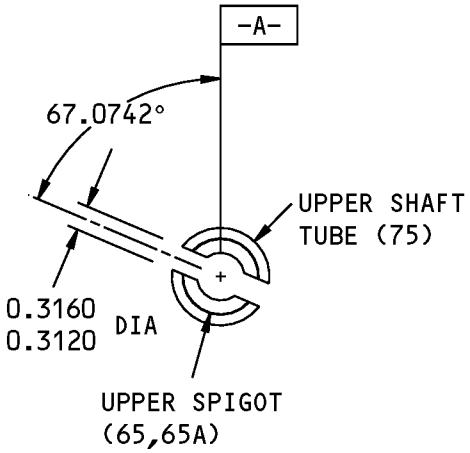
(10) If replacement of the upper shaft tube (75) or the upper spigot (65) is necessary, drill a 0.3120-0.3160 inch hole through the upper shaft tube (75) and the upper spigot (65) as shown in ASSEMBLY, Figure 701, Section C-C.

(11) Install the bushing (55), bolt (5), washers (15, 25, 30) and nut (45). Apply 70-90 inch-pound of torque on the bolt (5).

(12) If not already done for component with upper spigot (65A) and lower spigot (70A), apply lubricant, D00113 (F-19.10) SOPM 20-60-03 as specified in SOPM 20-50-08 all around the area identified by flagnote 1 in ASSEMBLY, Figure 702 .



Torque Tube Buildup Assembly
Figure 701 (Sheet 1 of 2)



C-C

1 REFER TO DRAWING NUMBER 141A0160 FOR GAGE POINTS. TORQUE TUBE CENTERLINES MUST BE PARALLEL TO WITHIN 0.0100 INCH

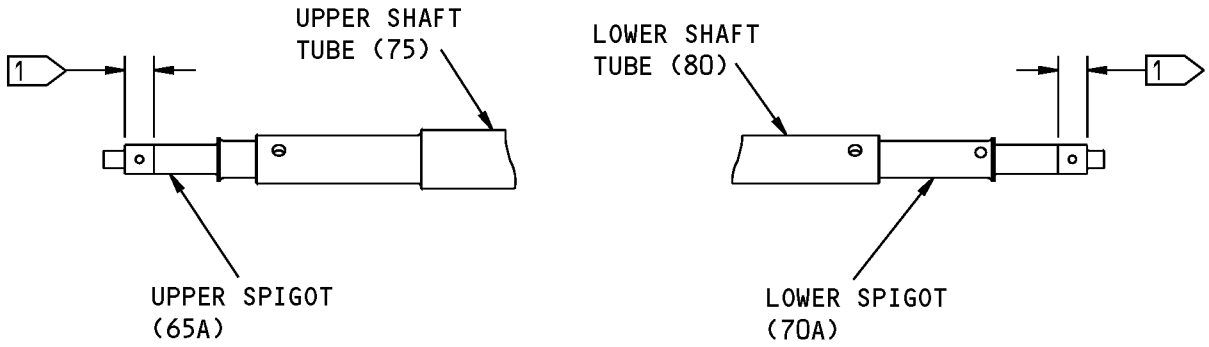
2 INSTALL THE LOWER SPIGOT (70,70A) FLUSHED AGAINST THE THE LOWER HINGE ASSEMBLY

3 INSTALL THE UPPER SPIGOT FLUSHED AGAINST THE UPPER HINGE ASSEMBLY

ITEM NUMBER REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

Torque Tube Buildup Assembly
Figure 701 (Sheet 2 of 2)



1 APPLY BMS 3-8 (F-19.10) ALL AROUND THIS AREA

ITEM NUMBER REFER TO IPL FIG. 1

Dry Film Lube Application
Figure 702

BOEING®

COMPONENT MAINTENANCE MANUAL

FITS AND CLEARANCES

(NOT APPLICABLE)

(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

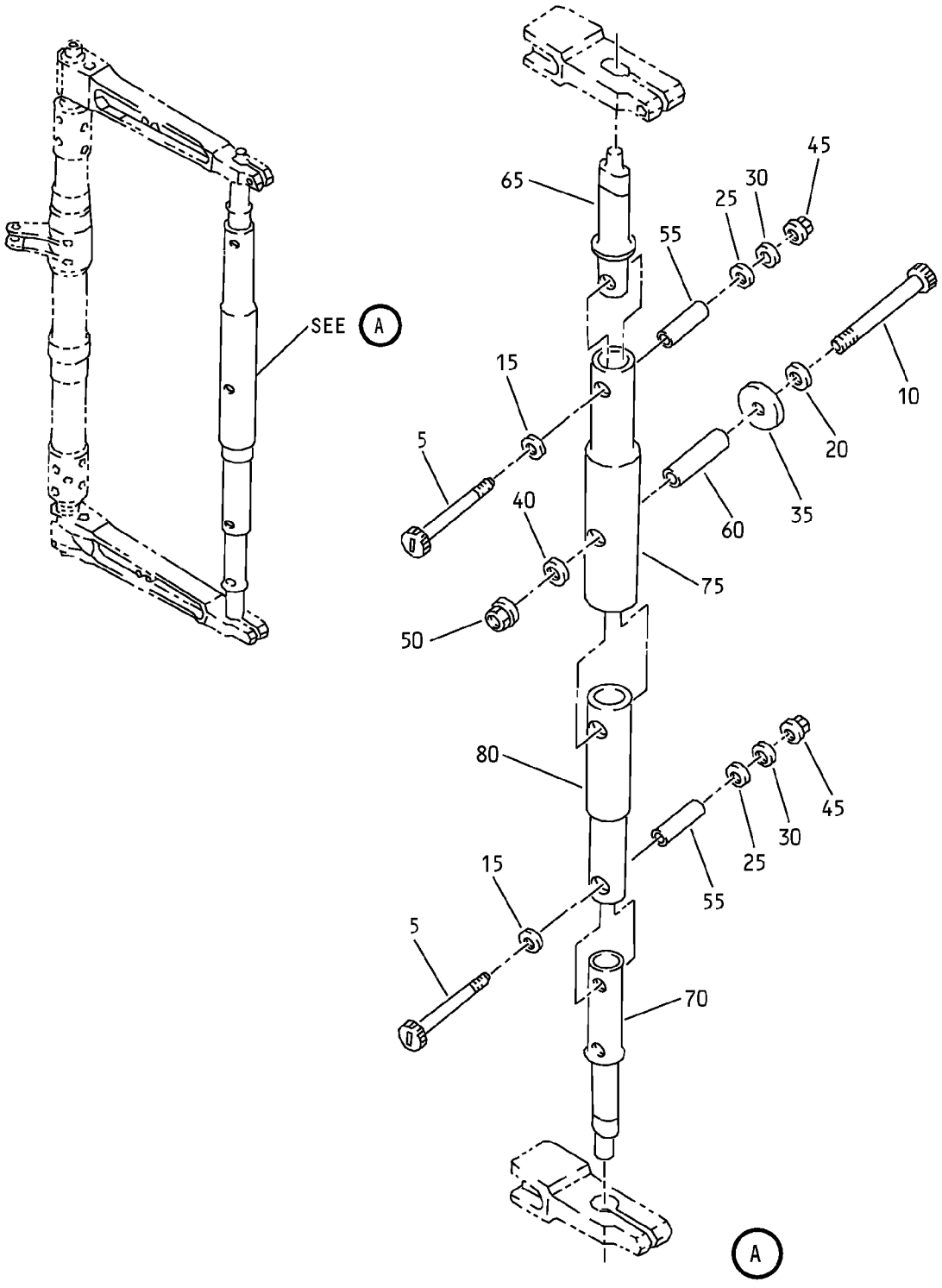
Optional (OPT)	The part is optional to and interchangeable with other parts that have the same item number.
Replaces, Replaced by and not interchangeable with (REPLACES, REPLACED BY AND NOT INTCHG/W)	The part replaces and is not interchangeable with the initial part.
Replaces, Replaced by (REPLACES,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

VENDOR CODES

Code	Name
15653	ALCOA GLOBAL FASTENERS INC DIV KAYNAR PRODUCTS 800 S STATE COLLEGE BLVD FULLERTON, CALIFORNIA 92831-3001 FORMERLY VK6405 MICRODOT AEROSP LTD; FORMERLY KAYNAR TECH FORMERLY FAIRCHILD FASTENERS KAYNAR DIV
62554	SIMMONDS MECAERO FASTENERS INC 1734 SEQUOIA AVENUE ORANGE, CALIFORNIA 92668

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1		1
		1		1
		1		1
141A6270-3		1	1D	RF
141A6270-4		1	1E	RF
141A6271-1		1	65	1
141A6271-2		1	70	1
141A6271-3		1	65A	1
141A6271-4		1	70A	1
141A6272-1		1	75	1
141A6272-2		1	80	1
AN970-6		1	35	1
BACB28Z5-063		1	55	2
BACB28Z6-075		1	60	1
BACB30LT5U33		1	5	2
BACB30LT6U40		1	10	1
BACN10YR5CM		1	45	2
BACN10YR6CM		1	50	1
BACW10BP5ACU		1	15	2
BACW10BP6ACU		1	20	1
H52732-5CM		1	45	2
H52732-6CM		1	50	1
NAS1149C0532R		1	30	2
NAS1149C0563R		1	25	2
NAS1149C0663R		1	40	1
PLH55CM		1	45	2
PLH56CM		1	50	1



Torque Tube 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–			BODY SIDE TORQUE TUBE BUILDUP FWD ENTRY DOOR		
–1B	141A6270-1		DELETED		
–1C	141A6270-2		DELETED		
1D	141A6270-3		HINGE ASSY (THE 141A6270-XX HINGE ASSYS ARE "MATCH DRILLED ASSEMBLIES" WHICH CONSIST OF PARTS USED ON THE BODY OF THE AIRPLANE AND THE DOOR ASSY. THE DOOR COMPONENTS ARE COVERED IN CMM 52-16-12 AND THE BODY COMPONENTS ARE COVERED IN CMM 52-11-13.)	C	RF
1E	141A6270-4		HINGE ASSY (THE 141A6270-XX HINGE ASSYS ARE "MATCH DRILLED ASSEMBLIES" WHICH CONSIST OF PARTS USED ON THE BODY OF THE AIRPLANE AND THE DOOR ASSY. THE DOOR COMPONENTS ARE COVERED IN CMM 52-16-12 AND THE BODY COMPONENTS ARE COVERED IN CMM 52-11-13.)	D	RF
5	BACB30LT5U33		. BOLT		2
10	BACB30LT6U40		. BOLT		1
15	BACW10BP5ACU		. WASHER		2
20	BACW10BP6ACU		. WASHER		1
25	NAS1149C0563R		. WASHER		2
30	NAS1149C0532R		. WASHER		2
35	AN970-6		. WASHER		1
40	NAS1149C0663R		. WASHER		1
45	H52732-5CM		. NUT (V15653) (SPEC BACN10YR5CM) (OPT PLH55CM (V62554))		2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
50	H52732-6CM		. NUT (V15653) (SPEC BACN10YR6CM) (OPT PLH56CM (V62554))		1
55	BACB28Z5-063		. BUSHING		2
60	BACB28Z6-075		. BUSHING		1
65	141A6271-1		. SPIGOT-UPR	C	1
–65A	141A6271-3		. SPIGOT-UPR	D	1
70	141A6271-2		. SPIGOT-LWR	C	1
–70A	141A6271-4		. SPIGOT-LWR	D	1
75	141A6272-1		. TUBE-UPR SHAFT		1
80	141A6272-2		. TUBE-LWR SHAFT		1
85	141A6271-2		DELETED		
90	141A6272-1		DELETED		
95	141A6272-2		DELETED		
100	65C37150-1		DELETED		
105	60-4366-1		DELETED		
110	65C37129-1		DELETED		

–Item not Illustrated