PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY

25-35-11

BOEING P/N 65-37251, -1, -3, -4, -5, -6
65-42500-2

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
		PRR 15740-R	Aug 15/68
		PRR 16290-1	Aug 15/68
		PRR 16291-1	Aug 15/68
2278		PRR 16288	Mar 10/70
		PRR 31458	Mar 10/70

LIST OF EFFECTIVE PAGES

* Indicates pages revised, added or deleted in latest revision

F Indicates foldout pages - print one side only

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25-35-11					
* T-1	Mar 10/70				
T-2	BLANK				
* LEP-1	Mar 10/70				
LEP-2	BLANK				
* T/C-1	Mar 10/70				
T/C-2	BLANK				
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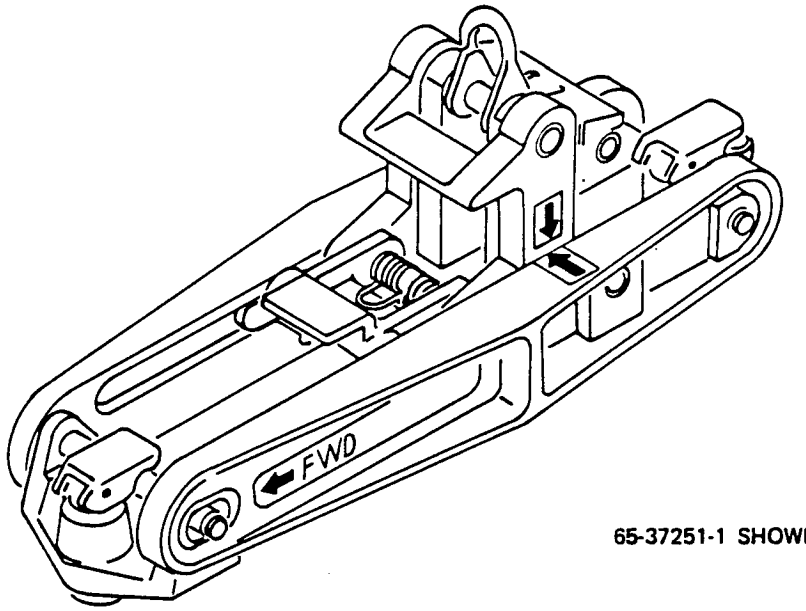
PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY

Boeing Part Numbers: 65-37251-1, -3, -4, -5, -6, and 65-42500-2



65-37251-1 SHOWN

Palletized Cargo System Pallet Lock Assembly
Figure 1

1. DESCRIPTION AND OPERATION

A. Description

(1) The palletized cargo system pallet lock assembly consists basically of a lock assembly, frame assembly and lock rail assemblies.

B. Operation

(1) The palletized cargo system pallet lock assembly locks into the seat tracks. It is used to secure pallets in the cargo aircraft.

C. Leading Particulars

Length -- 11.75 inches (approximately)
Width -- 4.25 inches (approximately)
Height -- 1.50 inches (approximately)
Weight -- 3.00 pounds (approximately)

2. DISASSEMBLY (See figure 5.)

A. Remove pins (1), nuts (2 or 2A) as applicable, washers (3), and studs (4) from forward foot (11) and aft foot (12). When applicable, remove pallet lock roller assembly (4A) with stud (4).

B. Remove pins (5), or rivets (5A) if applicable, levers (6), springs (7 and 9), washers (8), and studs (10).

WARNING: BEFORE REMOVAL OF PIN (5) OR RIVET (5A), LEVERS (6) SHOULD BE IN LOCKED POSITION TO RELEASE TENSION FROM SPRING (9). THIS WILL PREVENT INJURY CAUSED BY FLYING PARTS.

C. Remove nuts (13), washers (14), bolts (15), and bushings (16) to disassemble feet (11 and 12) from lock rail assemblies (38 and 39).

D. Remove pin (22), lock pivot shaft (23) and teflon lockwasher (24). Remove lock assembly (26) from lock rail assemblies (38 and 39).

NOTE: Do not remove Metal-Cals (25 or 37) from lock assembly (26) or lock rail assemblies (38 and 39) unless replacement makes it necessary.

E. Remove lock detent shaft (17), shoes (18), shaft (19), spring (20), and handle (21).

F. Remove lock apex shaft (27) and cargo tiedown shackle (28) to disassemble lock body assembly (29) from lock frame assembly (34).

NOTE: Do not disassemble lock body assembly (29) and lock frame assembly (34) unless repair or replacement makes it necessary.

G. Remove pins (43 and 44) from shaft (45). Remove shaft (45) to detach roller assembly (46) from rail assemblies (38 and 39).

NOTE: Do not remove bushing (40) from rail assemblies (38 and 39) unless replacement makes it necessary.

H. To disassemble pallet lock roller assembly (4A), remove nut (4B) and bolt (4C) to detach roller assembly (4D) from bracket (4G).

NOTE: Bearings (47 and 4E) are swaged into rollers (48 and 4F) respectively and should not be removed unless replacement is necessary. (It is recommended that the roller assembly not be disassembled. Replace if defective.)

3. CLEANING (See figure 5.)

A. General

(1) Wash all metal parts, except bearings with dry cleaning solvent, Specification P-D-680 or equivalent. Use a stiff-bristle brush to remove stubborn accumulations of foreign matter.

(2) Drain all metal parts and dry thoroughly with a clean, lint-free cloth or with clean, moisture-free air.

(3) For further information, refer to "General Cleaning Procedures," Subject 20-30-03.

B. Bearings

(1) Wipe bearings (47 and 4E) with a lint-free cloth moistened in dry cleaning solvent, Specification P-D-680 or equivalent.

CAUTION: DO NOT ALLOW SOLVENT TO PENETRATE THE BEARING SEAL. PENETRATION CAN INTRODUCE CONTAMINANTS WHICH MAY SHORTEN THE BEARING LIFE.

(2) For further information refer to "Cleaning and Relubricating of Antifriction Bearings," Subject 20-30-01.

4. INSPECTION/CHECK (See figure 5.)

A. Visually check the following:

(1) All metal parts for pits, scratches, cracks, corrosion, and damage using strong light and a minimum of 10-power magnification.

(2) All threaded parts for cross-threading and stripping.

(3) All plated or painted surfaces for blisters, flaking and continuity of finish.

(4) Metal-Cals (25 and 37) and lock reflector (30) for legibility and security of mounting.

(5) Spring (9) for roundness by rolling on a flat surface. There must be no wobble. Check springs (7 and 20) in accordance with applicable data of figure 2.

Index Number (See figure 4)	Maximum Angular Rotation without Permanent Set (degrees)	Angular Displacement (degrees)	Load, Moment (pound-inches)
7	180	22 (Min) 147 (Max)	0.011 to 0.013 0.07 to 0.09
20	150	30 (Min) 120 (Max)	0.50 to 0.64 2.0 to 2.6

Spring Check Data
Figure 2

B. If visual examination reveals questionable areas:

(1) Perform a dye penetrant check on the following parts:

(a) Forward foot (11)

(b) Aft foot (12)

(c) Detent shaft (17)

(d) Track shoe (18)

(e) Torsion spring (20)

(f) Handle (21)

(g) Pivot Shaft (23, P/N 69-29643-1)

(h) Shaft-Apex (27, P/N 69-29643-2)

(j) Body (33)

(k) Frame (36)

(l) Rail Assemblies (38 and 39, P/N's 65-37228-17 and -18 respectively)

(m) Lock Rails (41 and 42, P/N's 65-37228-9, -10, -15, and -16)

(2) Perform a magnetic particle check on the following parts:

(a) Guide shaft (19)

(b) Torsion Spring (20) (optional)

(c) Shafts (23, P/N 69-29666-1 and 27, P/N 69-29666-7)

C. If binding of parts is known to have occurred or if visual examination reveals questionable straightness or concentricity of parts listed below, check parts as follows:

(1) Detent Shaft (17) should be straight within 0.001 inch T.I.R.

(2) Guide shaft (19) should be straight and the circular sections concentric within 0.001 inch T.I.R. for P/N 69-29643-3 and within 0.002 inch T.I.R. for P/N 69-29666-6.

(3) Pivot shaft (23)

(a) P/N 69-29643-1 should be straight within 0.001 inch T.I.R.

(b) P/N 69-29666-1 should be straight within 0.002 inch T.I.R.

(4) Shaft (27) should be straight and the circular sections concentric within 0.001 inch T.I.R. for P/N 69-29643-2 and within 0.002 inch T.I.R. for P/N 69-29666-7.

D. Examine bearings (47 and 4E) for roughness, binding, or excessive radial and axial play.

5. REPAIR (See figure 5.)

A. Repair

(1) Remove minor scratches, nicks, pitting, or corrosion from metal parts by lightly polishing with abrasive cloth, 200 grit or finer. Refinish as necessary for protection against corrosion.

(2) Remove minor defects from threads with small triangular file or thread chaser.

B. Refinish

NOTE: Refer to Subject 20-30-02 for stripping of protective finishes and to Subject 20-41-01 for decoding of F and SRF finish symbols and their BAC equivalents.

(1) If plated or painted surfaces are worn or chipped, refinish the following parts as indicated:

(a) Lever (6) -- Apply F-2.20 all over. Apply BMS 10-11, type 2, unthinned white gloss enamel to depressed letters.

(b) Shear Stud (10) -- Apply F-2.22 all over.

(c) Forward Foot (11), Aft Foot (12) and Lock Handle (21) -- Apply F-2.20 all over.

(d) Detent Shaft (17) -- Apply BMS 3-8, type 1, dry film lubricant all over. Finish diameter must be held to 0.311 to 0.312 inches. Material is 17-4PH bar per Specification AMS 5643 heat treated from 180 to 200 KSI.

(e) Track Shoe (18) -- Apply BMS 3-8, type 1, dry-film lubricant all over. Finish widths must be held to 0.485 to 0.490 inches or to 0.489-0.491 inches and finish thicknesses must be held to 0.06-0.07 inches or to 0.05-0.06 inches for P/N 69-29655-1 or -2 respectively. Material for P/N 69-29655-1 is 17-4PH steel per Specification AMS 5643 heat treated from 180 to 200 KSI and material for P/N 69-29655-2 is PH15-7MO per Specification AMS 5520 heat treated from 225 to 245 KSI.

(f) Guide Shaft (19) -- Apply F-1.1928 all over followed by BMS 3-8, type 1, dry film lubricant. Hold finished dimension as follows:

1) For P/N 69-29643-3: larger diameter, to 0.3725 to 0.3735 inches after stripping and to 0.3735 to 0.3745 inches after finishing; smaller diameter, to 0.3100 to 0.3110 inches after stripping and to 0.3110 to 0.3120 inches after finishing. Material is 17-4PH bar per Specification AMS 5643 heat treated from 180 to 200 KSI.

2) For 69-29666-6: larger diameter, hold to 0.4037 to 0.4047 inches after stripping and to 0.4045 to 0.4057 inches after finishing; smaller diameter to 0.3412 to 0.3422 inches after stripping and to 0.3422 to 0.3432 inches after finishing. Material is AISI 4330 MOD steel per Specification BMS 7-27 heat treated from 220 to 240 KSI.

(g) Pivot Shaft (23)

1) P/N 69-29666-1 -- Apply F-1.1928 all over followed by BMS 3-8, type 1, dry film lubricant. Hold shaft diameter to 0.4360 to 0.4370 inches after finishing. The hole through shaft must be clean and its diameter held to 0.094 to 0.097 inches after finishing. Material is AISI 4330 MOD steel per Specification BMS 7-27 heat treated from 220 to 240 KSI.

2) P/N 69-29643-1 -- Apply F-1.1928 all over. Finished diameters of shaft and hole through the shaft must be held to 0.3735 to 0.3745 inches and to 0.094 to 0.097 inches respectively. Material is 17-4PH steel per Specification AMS 5643 heat treated from 180 to 200 KSI.

(h) Shaft-Apex (27)

1) P/N 69-29643-2 -- Apply BMS 3-8, type 1, dry film lubricant all over. Hold finished diameter within 0.3109 to 0.3110 inches. Shaft must be straight within 0.001 inch TIR. Material is 17-4PH steel per Specification AMS 5643 heat treated from 180 to 200 KSI.

2) P/N 69-2966-7 -- Apply F-1.1928 all over followed by BMS 3-8, type 1, dry film lubricant. Hold finished diameter within 0.4062 to 0.4072 inch. Shaft must be straight within 0.002 inch T.I.R. Material is AISI 4330 MOD steel per Specification BMS 7-27 heat treated from 220 to 240 KSI.

(j) Body (33)

1) P/N 65-37220-8, -11, and P/N 65-56966-7 -- Apply F-2.201 (Dyed red similar to Federal Standard 595 No. 11105) all over.

2) P/N 65-56966-3 -- Apply F-8.07 all over then paint all external faces with epoxy enamel per SRF-14.905-101 color red except omit paint from all holes and nesting internal surfaces. Color chip matching not required. Material is 17-4PH steel per Specification 5643 heat-treated from 180 to 200 KSI.

(k) Frame (36)

1) P/N 65-37220-9, -13 and P/N 65-56966-6 -- Apply F-2.201 (Dyed red similar to Federal Standard 595 No. 11105) all over.

2) P/N 65-56966-2 -- Apply F-8.07 all over, than paint all external faces with epoxy enamel per SRF-14.905-101 color red except omit paint from all holes and nesting internal surfaces. Color chip matching not required. Material is 17-4PH steel per Specification 5643 heat treated from 180 to 200 KSI.

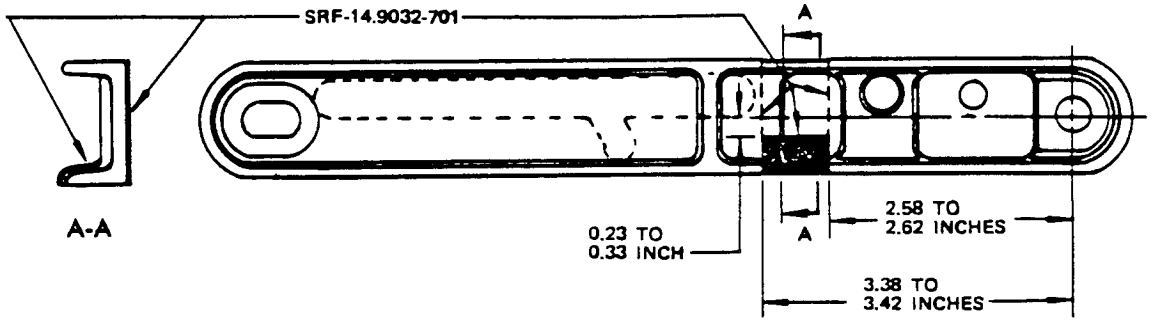
(l) Rail Assembly (38) -- Refinish per figure 3.

NOTE: P/N 65-37228-17 and -18 -- Apply F-2.20 all over followed by finish noted in figure 3.

(m) Bushing (40, P/N 66-21163-2) -- Apply F-8.07 all over. Material is 17-4PH bar per Specification AMS 5643, heat treated from 180 to 200 KSI. Inside and outside diameters must be concentric within plus or minus 0.003 inch T.I.R.

(n) Rails (41 and 42) -- Refinish per figure 3.

NOTE: P/N 65-37228-9, -10, -15, and -16 -- Apply F-2.20 all over followed by finish noted in figure 3.



RAIL ASSEMBLY (38)
(39 OPPOSITE)

Refinishing Diagram
Figure 3

C. Replacement

(1) Replace pins (1, 5, 22), washers (24) and other parts damaged beyond minor repair. Replace springs (7, 9, or 20) if damaged.

NOTE: Replace rivets (5A) as applicable.

(2) If lock reflectors (30) have been damaged or removed from lock body assembly (29), reapply as follows:

(a) Clean receiving surface on lock body assembly (29), with dry cleaning solvent, Specification P-D-680, or equivalent, and a clean cloth. Wipe dry with a clean, dry cloth.

NOTE: For further information, refer to "General Cleaning Procedures," Subject 20-30-03.

(b) Install lock reflector:

1) Remove backing; hold edges to avoid finger contact with adhesive surface.

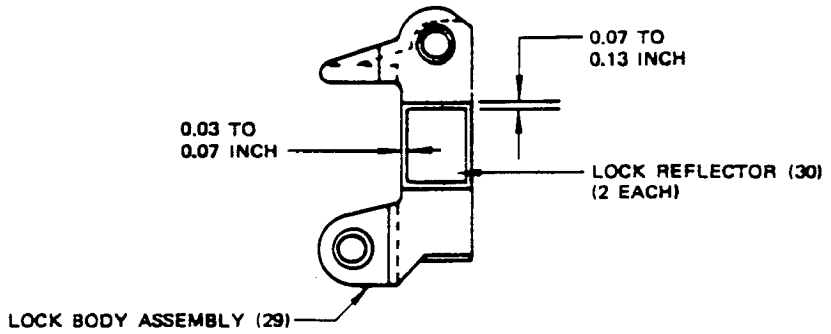
2) Use felt or brush to apply uniformly thin coat of activator solvent A-2 Activator, Minnesota Mining and Manufacturing Company, 2501 Hudson Road, St. Paul, Minnesota 55119 (or equivalent).

3) Carefully apply one edge to ensure finished alignment shown in figure 4. Smooth the reflector (30) into place with finger or cloth. Immediately after contact, bubbles and wrinkles may be worked out and misalignment may be corrected.

WARNING: TYPE A-2 ACTIVATOR IS FLAMMABLE AND TOXIC. HANDLE WITH CARE; DO NOT INHALE.

4) Remove masking.

5) Brush sealer onto reflector edges to get minimum seal. Use Scotch Lite Brand Transparent Color #700, Minnesota Mining and Manufacturing Company (or equivalent).



Lock Reflector Replacement
Figure 4

(3) If bushings (31) have been removed, press fit new bushings into 0.4373-inch diameter opening of lock body assembly (29). Install flush to 0.005 maximum protrusion on outside face.

(4) If bushings (32) have been removed, press fit new bushings into 0.4997-inch diameter opening of lock body assembly (29). Install flush to a maximum of 0.010 inch inset.

(5) If bushings (35) have been removed, press fit new bushing into lock frame (36). No protrusion is allowed on either face.

(6) If bushings (40) have been removed, press fit new bushing into lock rails (41 and 42). Apply BMS 10-11, type 1 wet primer to surface of hole of P/N 66-21163-2 and install immediately.

(7) If Metal-Cal (37) has been removed, reapply to left-hand rail lock (41) per Subject 20-50-05.

(8) To replace bearing (47 or 4E) remove the defective bearing with all possible care to avoid damage to roller (48 or 4F) respectively. Press replacement bearing (47 or 4E) into roller (48 or 4F) respectively until seated or bottomed on shoulder and swage in place. Refer to Subject 20-50-03.

NOTE: If a bearing (47 or 4E) is irreparable, replacement of the roller assembly (46 or 4D) respectively is recommended because removal of the bearing (47 or 4E) may result in destruction of the roller (48 or 4F).

(9) If replacement of Metal-Cals (25) is necessary, apply after assembly with misalignment of mating arrows on lock assembly (26), in locked position, limited to 0.020 inch maximum. Refer to Subject 20-50-05 for information on applying Metal-Cals.

(10) Material

(a) Solvent

1) Specification P-D-680.

2) Type A-2 activator, Minnesota Mining and Manufacturing Company, 2501 Hudson Road, St. Paul, Minnesota 55119 (or equivalent).

(b) Sealer -- Scotch Lite Brand transparent color No. 700, Minnesota Mining and Manufacturing Company, 2501 Hudson Road, St. Paul, Minnesota 55119 (or equivalent).

6. ASSEMBLY

A. For illustration and identification of components, see figure 5.

(1) As applicable, position roller assembly (4D) and bracket (4G). Install bolt (4C) and nut (4B). Tighten nut (4B) to limit axial play of roller assembly (4D) within bracket (4G) to a gap of 0.01 to 0.03 inches. No axial play between roller assembly (4D) and bracket (4G) is acceptable if axial play between bolt head (4C) and bracket (4G) is within 0.01 to 0.03 inches.

(2) Install pin (1), stud (4), roller assembly (4A) to aft foot (12), washer (3), and nut (2); place spring (9) and attach stud (10), using washer (8), spring (7), lever (6), pin (5), or rivet (5A), as applicable to forward foot (11) and aft foot (12).

NOTE: Pins (1) should be installed so that 0.22 to 0.28 inch is protruding from foot (11 and 12).

(3) Insert shaft (19) through frame assembly (34), handle (21), and spring (20) and retain by attaching shoes (18).

CAUTION: INSTALL OPEN END OF SPRING (20) FARTHERMOST FROM HANDLE (21) TO PREVENT INJURY.

(4) Insert shaft (17) in handle (21).

(5) Attach body assembly (29) and shackle (28) to frame assembly (34) with shaft (27).

NOTE: Point stake both ends of shaft (27) at six points equally spaced within plus or minus 0.030 inch.

(6) Position roller assembly (46), forward foot (11) and aft foot (12) with assembled items, and lock assembly (26) between rail assemblies (38 and 39).

(a) Insert shaft (45) through rail assemblies (38 and 39) and roller assembly (46) and secure with pins (43 and 44).

(b) Insert shaft (23) through rail assemblies (38 and 39), washers (24), and lock assembly (26). Secure shaft (23) with pins (22).

(c) Install forward foot (11) and aft foot (12) and assembled items with bolts (15), bushings (16), washers (14), and nuts (13).

(7) Move lock assembly (26) to the locked position.

7. TESTING (See figure 5.)

A. Fully retract and extend lock assembly (26) through ten complete cycles to check for freedom of motion. The detent shaft shall snap down completely when locking.

B. The force required to lift lock handle (21) out of detent shall not be less than 1.75 pounds nor more than 4 pounds, applied on a 1.10 to 1.30-inch radius of lock handle pivot point.

C. Check shear stud (10) for freedom of motion, by raising and lowering lever (6) through 5 cycles.

8. TROUBLE SHOOTING (See figure 5.)

	Trouble	Possible Cause	Correction
A.	Irregular movement during cycling of lock assembly (26)	Binding, or foreign materials between pivoting and sliding parts	Disassemble, inspect, clean, and dry-lubricate
		Improperly installed components	Disassemble, check and reassemble in proper order
B.	The force required to lift lock handle (21) is out of specified limits per paragraph 8.B.	Weak or broken spring (20)	Check per paragraph 4.A.(5), figure 2. Replace spring (20)
		Improperly installed spring (20)	Disassemble, check and reassemble in proper order
C.	Irregular movement during cycling of shear stud lever	Weak or broken spring (7) or (9)	Check spring (7) per paragraph 4.A.(5), figure 2. Check spring (9). Replace defective spring(s)

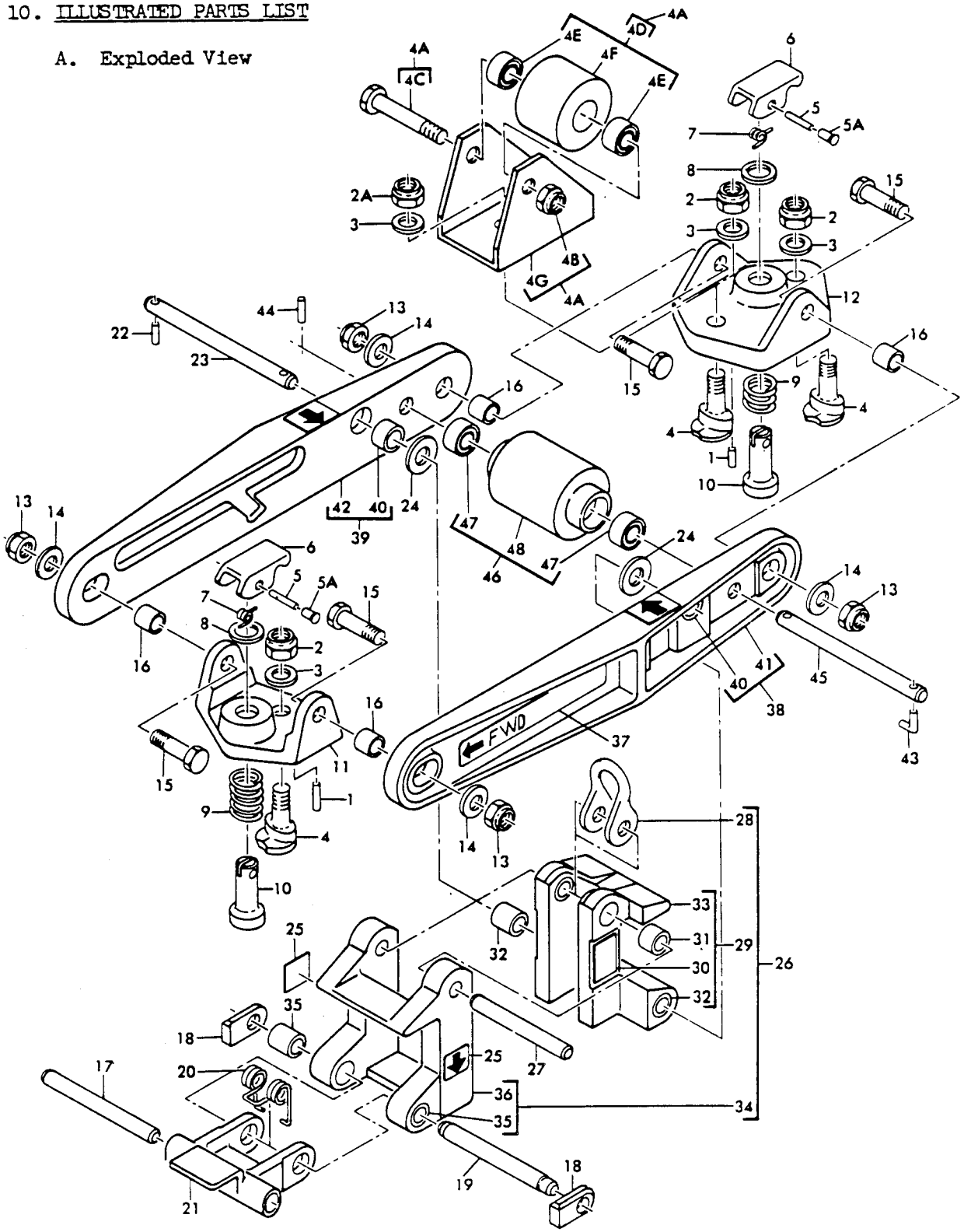
9. STORAGE INSTRUCTIONS

A. Wrap entire unit in vapor barrier paper. Tag with test date and store.

B. For further information, refer to Temporary Protective Coatings, Subject 20-44-02.

10. ILLUSTRATED PARTS LIST

A. Exploded View



Palletized Cargo System Pallet Lock Assembly
Figure 5

B. Group Assembly Parts List

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-	65-37251-1		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
	65-37251-3		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
	65-37251-4		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
	65-37251-5		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
	65-37251-6		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
	65-42500-2		PALLETIZED CARGO SYSTEM PALLET LOCK ASSEMBLY		
1	MS16562-25		. PIN, Spring		2
2	NAS679A6		. NUT	abcde	3
2	NAS679A6		. NUT	f	2
2A	MS-21042-6		. NUT	f	1
3	AN960PD616L		. WASHER.		3
4	69-29654-1		. STUD.		3
4A	66-22160-1		. ROLLER ASSEMBLY, Pallet lock. . . .	f	1
4B	MS21042-4		. . NUT		1
4C	AN4-17A		. . BOLT.		1
4D	66-22158-1		. . ROLLER ASSEMBLY		1
4E	AN200KP4		. . . BEARING		2
4F	66-22157-1		. . . ROLLER.		1
4G	66-22159-1		. . BRACKET		1
5	MS16562-223		. PIN, Spring (limited use on 65-37251-4) (SB 2278)	abcef	2
5A	MS16535-189		. RIVET, Tubular (limited use on 65-37251-4) (SB 2278)	cde	2
6	69-29627-1		. LEVER (limited use on 65-37251-4) (SB 2278)	abc	2
6	69-39931-1		. LEVER (limited usedon 65-37251-4) (SB 2278)	cde	2
7	66-20981-1		. SPRING.		2
8	BACW10AT36		. WASHER.		2
9	MS24585C358		. SPRING, Compression		2
10	66-20783-1		. STUD, Shear		2
11	65-37232-1		. FOOT, Forward		1
12	65-37254-1		. FOOT, Aft		1
13	NAS679A4W		. NUT		4
14	66-20972-1		. WASHER.	abcdf	4

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-14	66-20972-1		. WASHER.	e	1
15	NAS1104-8		. BOLT.		4
16	NAS754-011		. BUSHING		4
17	69-29643-4		. SHAFT, Detent		1
18	69-29655-1		. SHOE, Track	abcf	2
18	69-29655-2		. SHOE, Track	de	2
19	69-29666-6		. SHAFT, Guide.	de	1
19	69-29643-3		. SHAFT, Guide.	abcf	1
20	66-20982-1		. SPRING, Torsion		1
21	65-37259-1		. HANDLE.	abcf	1
21	69-31206-2		. HANDLE.	de	1
22	MS16562-214		. PIN, Spring		2
23	69-29643-1		. SHAFT, Pivot.	abcf	1
23	69-29666-1		. SHAFT, Pivot.	de	1
24	66-20970-1		. WASHER, Teflon.		2
25	BACM10S35R		. METAL-CAL		4
26	69-31199-1		. LOCK ASSEMBLY	af	1
26	69-31199-2		. LOCK ASSEMBLY	bc	1
26	69-29624-4		. LOCK ASSEMBLY	d	1
26	69-50900-3		. LOCK ASSEMBLY	e	1
27	69-29643-2		. . SHAFT, Apex (used on 69-31199-1 and -2)		1
27	69-29666-7		. . SHAFT, Apex (used on 69-29624-4 and 69-50900-3)		1
28	SP3567-1		. . SHACKLE, Cargo tiedown, V96603 (Boeing 10-60951-6) (used on 69-31199-1)		1
28	SP3556-1		. . SHACKLE, Cargo tiedown, V96603, (Boeing 10-60951-8) (optional to 10-60951-12) (used on 69-31199-2)		1
28	12197-1		. . SHACKLE, Cargo tiedown, V96603 (Boeing 10-60951-10, optional to 10-60951-13) (used on 69-29624-4)		1
28	12197-1		. . SHACKLE, Cargo tiedown, V96603 (Boeing 10-60951-10) (used on 69-50900-3)		1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-28	B1012		. . SHACKLE, Cargo tiedown, V20019, (Boeing 10-60951-12) (preferred) (used on 69-31199-2).		1
28	B1013		. . SHACKLE, Cargo tiedown, V20019 (Boeing 10-60951-13) (preferred) (used on 69-29624-4).		1
29	65-37220-6		. . BODY ASSEMBLY, Lock (used on 69-31199-1)		1
29	65-37220-12		. . BODY ASSEMBLY, Lock (used on 69-31199-2)		1
29	65-56966-1		. . BODY ASSEMBLY, Lock (used on 69-29624-4)		1
29	65-56966-5		. . BODY ASSEMBLY, Lock (used on 69-509003).		1
30	66-20794-1		. . . REFLECTOR, Lock		2
31	NAS76A5-012P		. . . BUSHING (used on 65-37220-6 and -12).		2
32	NAS76A6-016P		. . . BUSHING (used on 65-37220-6 and -12).		2
33	65-37220-8		. . . BODY (used on 65-37220-6) . . .		1
33	65-37220-11		. . . BODY (used on 65-37220-12). . .		1
33	65-56966-3		. . . BODY (used on 65-56966-1) . . .		1
33	65-56966-7		. . . BODY (used on 65-56966-5) . . .		1
34	65-37220-7		. . FRAME ASSEMBLY, Lock (used on 69-31199-1)		1
34	65-37220-14		. . FRAME ASSEMBLY, Lock (used on 69-31199-2)		1
35	NAS76A6-015P		. . . BUSHING		1
36	65-37220-9		. . . FRAME (used on 65-37220-7). . .		1
36	65-37220-13		. . . FRAME (used on 65-37220-14) . .		1
36	65-56966-2		. . FRAME (used on 69-29624-4). . . .		1
36	65-56966-6		. . FRAME (used on 69-50900-3). . . .		1
37	BACM10L12BWX		. METAL-CAL	b	1
37	BACM10L12BWY		. METAL-CAL	c	1
37	BACM10L12CEE		. METAL-CAL	d	1
37	BACM10L1DSH		. METAL-CAL	af	1
37	BAC27DCA154		. METAL-CAL	e	1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-					
38	65-37228-7		. RAIL ASSEMBLY, (LH)	af	1
38	65-37228-13		. RAIL ASSEMBLY, (LH)	bc	1
38	65-37228-17		. RAIL ASSEMBLY, (LH)	de	1
39	65-37228-14		. RAIL ASSEMBLY, (RH)	bc	1
39	65-37228-18		. RAIL ASSEMBLY, (RH)	de	1
39	65-37228-8		. RAIL ASSEMBLY, (RH)	af	1
40	NAS76A6-013P		. . BUSHING (used on 65-37228-7 -8, -13, and -14)		1
40	66-21163-2		. . BUSHING (used on 65-37228-17 and -18).		1
41	65-37228-15		. . RAIL, Lock (used on 65-37228-13).		1
41	65-37228-19		. . RAIL, Lock (used on 65-37228-17).		1
41	65-37228-9		. . RAIL, Lock (used on 65-37228-7) .		1
42	65-37228-10		. . RAIL, Lock (used on 65-37228-8) .		1
42	65-37228-16		. . RAIL, Lock (used on 65-37228-14).		1
42	65-37228-20		. . RAIL, Lock (used on 65-37228-18).		1
43	66-22306-1		. PIN, Anti-rotation.	c	1
44	MS16562-213		. PIN, Spring	c	1
45	69-34581-1		. SHAFT	c	1
46	69-34522-2		. ROLLER ASSEMBLY	c	1
47	AN201KP5A		. . BEARING		2
48	69-34570-1		. . ROLLER.		1

a used on 65-37251-1
b used on 65-37251-3
c used on 65-37251-4
d used on 65-37251-5
e used on 65-37251-6
f used on 65-42500-2

VENDOR CODE

Code	Name and Address
V96603	Eastern Rotorcraft Corp. Box 110 Doylestown, Pennsylvania
V20019	Electronic Specialty Co. 401 Watertown Road Thomaston, Connecticut 06768

C. Numerical Parts List Index

Part No.	Fig. and Index No.	Qty. per Assy.
AN200KP4	5-	AR
AN201KP5A		AR
AN4-17A		AR
AN960PD616L		AR
BAC27DCA154	37	1
BACM10L1DSH	37	1
BACM10L12BWX	37	1
BACM10L12BWY	37	1
BACM10L12CEE	37	1
BACM10S35R	25	4
BACW10AT36	8	2
B1012	28	1
B1013	28	1
MS16535-189		AR
MS16562-213		AR
MS16562-214		AR
MS16562-223		AR
MS16562-25		AR
MS21042-4		AR
MS21042-6		AR
MS24585C358		AR
NAS1104-8		AR
NAS679A4W		AR
NAS679A6		AR
NAS754-011		AR
NAS76A5-012P		AR
NAS76A6-013P		AR
NAS76A6-015P		AR
NAS76A6-016P		AR
SP3556-1	28	1
SP3567-1	28	1
10-60951-6	28	1
10-60951-8	28	1
10-60951-10	28	1
10-60951-12	28	1
10-60951-13	28	1
12197-1	28	1

Part No.	Fig. and Index No.	Qty. per Assy.
65-37220-11	33	1
65-37220-12	29	1
65-37220-13	36	1
65-37220-14	34	1
65-37220-6	29	1
65-37220-7	34	1
65-37220-8	33	1
65-37220-9	36	1
65-37228-10	42	1
65-37228-13	38	1
65-37228-14	39	1
65-37228-15	41	1
65-37228-16	42	1
65-37228-17	38	1
65-37228-18	39	1
65-37228-19	41	1
65-37228-20	42	1
65-37228-7	38	1
65-37228-8	39	1
65-37228-9	41	1
65-37232-1	11	1
65-37251-1		
65-37251-3		
65-37251-4		
65-37251-5		
65-37251-6		
65-37254-1	12	1
65-37259-1	21	1
65-42500-2		
65-56966-1	29	1
65-56966-2	36	1
65-56966-3	33	1
65-56966-5	29	1
65-56966-6	36	1
65-56966-7	33	1
66-20783-1	10	2
66-20794-1	30	2
66-20970-1	24	2
66-20972-1	14	4
66-20981-1	7	2
66-20982-1	20	1
66-21163-2	40	1

Part No.	Fig. and Index No.	Qty. per Assy.
66-22157-1	4F	1
66-22158-1	4D	1
66-22159-1	4G	1
66-22160-1	4A	1
66-22306-1	43	1
69-29624-4	26	1
69-29627-1	6	2
69-29643-1	23	1
69-29643-2	27	1
69-29643-3	19	1
69-29643-4	17	1
69-29654-1	4	3
69-29655-1	18	2

Part No.	Fig. and Index No.	Qty. per Assy.
69-29655-2	18	1
69-29666-1	23	1
69-29666-6	19	1
69-29666-7	27	1
69-31199-1	26	1
69-31199-2	26	1
69-31206-2	21	1
69-34522-2	46	1
69-34570-1	48	1
69-34581-1	45	1
69-39931-1	6	2
69-50900-3	26	1