PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSEMBLY

25-56-28

BOEING P/N 65-57177-1 thru -4, -7

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
		PRR 16290-1	Apr 1/69
		PRR 16659	Apr 1/69

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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	T-1	Dec 25/72				
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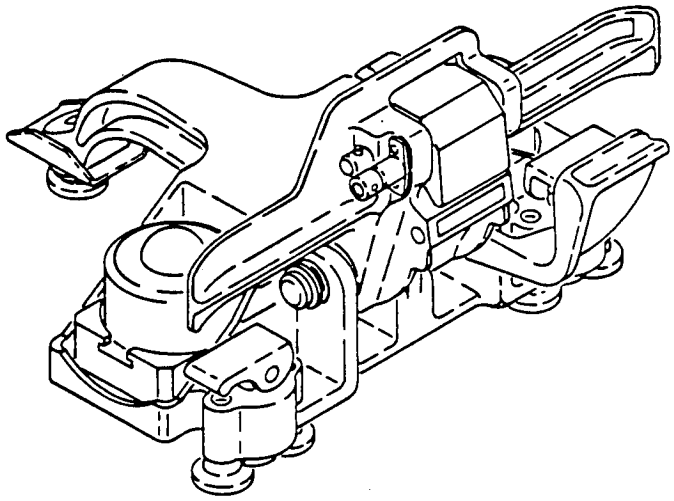
PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSEMBLY

Boeing Part Numbers: 65-57177-1 thru -4, and -7



Palletized Cargo System Retractable Side Guide Assembly
Figure 1

DESCRIPTION AND OPERATION

1. Description

   A. The palletized cargo system retractable side guide assembly consists of a spring-operated guide rail assembly with a spring-actuated locking system, a trigger assembly, and five studs for quick mounting at various locations on the cargo compartment floor. Two ball assemblies are mounted on the base assembly to facilitate movement of the cargo pallets. A vertical restraint fitting is mounted on the guide rail assembly. Variations exist because all features described above are not needed at all locations.

2. Operation

A. The palletized cargo system retractable side guide assembly is attached to the cargo compartment floor by inserting the single stud in the keyhole slot in an anchor plate in the floor. The four remaining studs fit into seat track 1 or 2. The guide assembly is locked in place by depressing two levers which allows two spring-actuated shear plungers to drop into the seat track.

B. The guide rail assembly is retracted by depressing the trigger assembly which releases the locks holding the guide rail assembly in the extended position. A torsion spring forces the guide rail assembly to retract to a position which will permit pallets to pass over the side guide assembly. When the pallets are properly aligned in the airplane, the guide rail assembly is extended and automatically locks in place to prevent lateral motion of the load. The vertical restraint is extended from the guide rail assembly and locked in position with a detent pin to prevent vertical movement of the load.

C. Leading Particulars

Length -- 8.0 inches (approximately)
Width -- 8.0 inches (approximately)
Height -- 4.0 inches (approximately)
Weight -- 4.0 pounds (approximately)

DISASSEMBLY

1. General

A. During disassembly identify all parts having damaged or missing part number markings.

B. Exercise cleanliness and order in handling parts to facilitate overhaul and reassembly.

2. Disassemble Unit (See figure 1101.)

A. On assemblies 65-57177-1, -2, and -7, remove spring pins (1), retaining pins (2), ball assemblies (3), and ball mount plates (4).

B. Remove guide fitting stud (5), washer (6), and channel (7).

C. Remove seat track attachment studs (8).

D. Remove rivets (9), levers (10), lever stud springs (11), shear plungers (12), and springs (13).

WARNING: SPRING (13) IS LOADED TO APPROXIMATELY 8 POUNDS FORCE. TO PREVENT INJURY TO PERSONNEL AND LOSS OF OR DAMAGE TO PARTS, DUE TO SUDDEN RELEASE OF SPRINGS (13) HOLD RETRACTABLE SIDE GUIDE BASE (54 OR 55) TIGHTLY AGAINST WORK SURFACE WHILE REMOVING RIVETS (9).

E. On assemblies 65-57177-1 through -4, proceed as follows:

(1) Remove retaining rings (14), retaining pin (15), washers (16), torsion spring (17), and guide rail assembly (18) or guide restraint assembly (21).

WARNING: SPRING (17) IS LOADED TO APPROXIMATELY 5 POUNDS FORCE. TO AVOID INJURY TO PERSONNEL, PREVENT SUDDEN RELEASE OF TORSION SPRING (17).

CAUTION: USE CARE IN DISASSEMBLY TO AVOID DAMAGE TO DRY-FILM LUBRICATED SURFACE OF RETAINING PIN (15).

NOTE: Do not remove bushing (19) from guide rail (20) except for replacement.

Do not remove reflectors (47 and 48) or foil markers (56) from guide rail (20 or 24) except for replacement.

(2) On assemblies 65-57177-2 and -4, disassemble guide restraint assembly (21) as follows:

NOTE: Do not remove bushing (23) from guide rail (24) except for replacement.

(a) Remove rivets (25), spring pin (26), knob (27), housing (28), spring (29), and pin (30).

CAUTION: USE CARE IN DISASSEMBLY TO AVOID DAMAGE TO DRY-FILM LUBRICATED SURFACE OF PIN (30).

(b) Remove spring pin (31), shaft (32), washers (33), and vertical restraint (34).

(3) Remove spring pins (35), shaft (36), washers (37), guide lock (38), trigger assembly (39), and springs (45 and 46).

CAUTION: USE CARE IN DISASSEMBLY TO AVOID DAMAGE TO DRY-FILM LUBRICATED SURFACE OF SHAFT (36).

(4) Disassemble trigger assembly (39) by removing nut (40), washer (41), and screw (42) and pressing guide lock (44) from trigger (43).

NOTE: Do not remove bushings (50 through 53) from retractable side guide base (54) except for repair or replacement.

Do not remove foil marker (57) from retractable side guide base (55) except for replacement.

CLEANING

1. Metal Parts

   A. Clean all metal parts except ball assemblies (3, figure 1101) using solvent, P-D-680, or equivalent.

   B. Remove stubborn accumulations of dirt with a stiff-bristle brush. Do not use metal brush.

   C. Dry parts with clean, lint-free cloth or clean, moisture-free air.

   D. Refer to 20-30-03, General Cleaning Procedures, for further information.

2. Ball Assemblies

   A. Flush ball assembly (3, figure 1101) with solvent, P-D-680, or equivalent. Dry with moisture-free air.

      CAUTION: DO NOT LUBRICATE BALL ASSEMBLY (3) TO PREVENT DAMAGE TO ASSEMBLY.

   B. Check that drain hole in bottom of ball assembly (3) cup is clear of foreign particles.

INSPECTION/CHECK

1. Visual Checks (See figure 1101.)

   A. Examine all metal parts for pits, scratches, cracks, corrosion, and damage, using strong light and minimum of 10-power magnification.

   B. Check all threaded parts for cross-threading and stripping.

   C. Check plated and painted surfaces for blisters and flaking.

   D. Examine all bushing and pin holes for corrosion and excessive or eccentric wear.

   E. Check ball assemblies (3) for binding, rough spots, and wear.

   F. Check foil markers (56 and 57) and reflectors (47 and 48) for legibility and security of mounting.

   G. Check parts listed in figure 601 for wear beyond allowable limits.

2. Special Checks (See figure 1101.)

   A. If visual examination discloses evidence of defects in any of the parts listed, perform the following checks:

      (1) Penetrant check -- lever (10) and restraint (34) per 20-20-02, Penetrant Methods of Inspection.

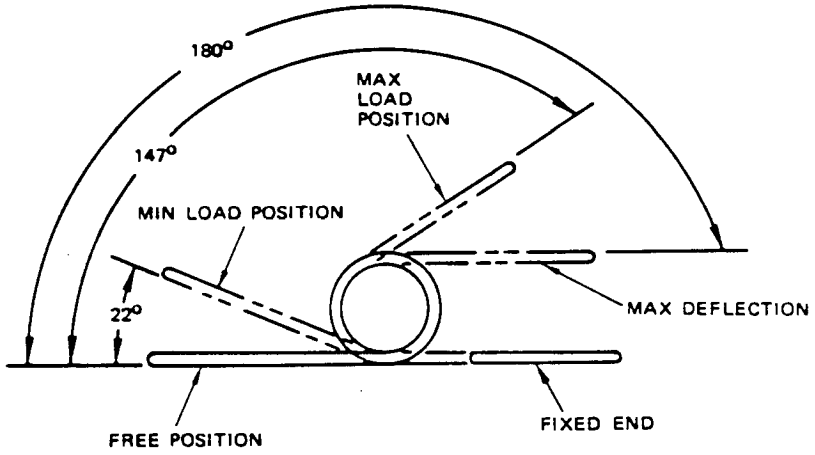
      (2) Magnetic particle check -- studs (5 and 8), pins (15 and 30), rails (20 and 24), shafts (32 and 36), trigger (43), and bases (54 and 55) per 20-20-01, Magnetic Particle Inspection.

      NOTE: Penetrant check is optional for rails (20 and 24), trigger (43) and bases (54 and 55).

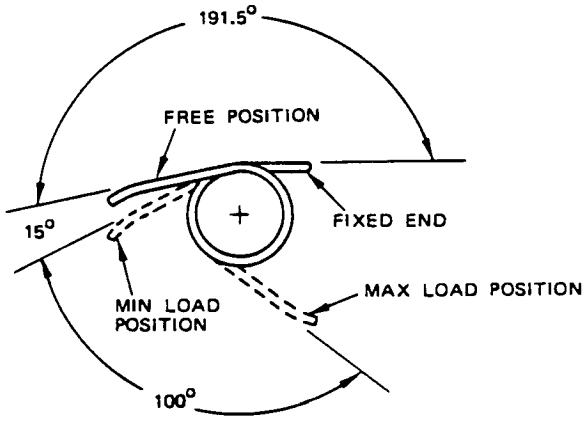
3. Spring Checks (See figure 1101.)

   A. Check springs (11, 17, 45, and 46) for zero-load condition and allowable load limits as shown in figure 301.

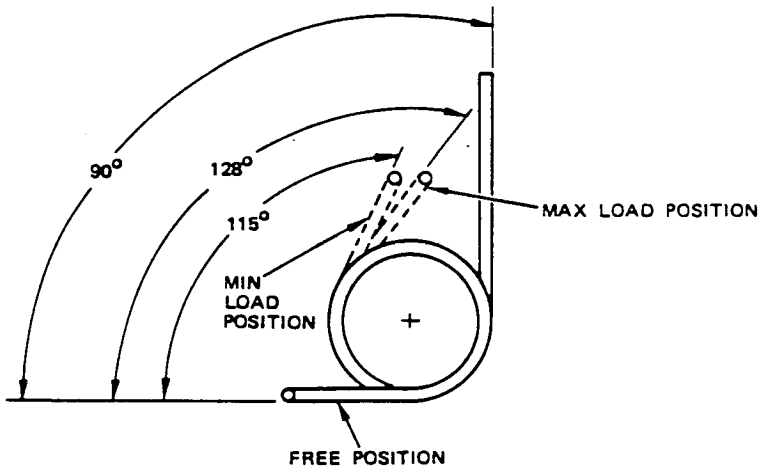
      NOTE: Free position of arms, as shown in figure 301, determines zero-deflection position. Deflections must be measured from this position to establish load limits.



SPRING (11)



SPRING (17)



SPRING (45), (46) OPPOSITE

Item No. Fig. 1101	Test Deflection (degrees)	Allowable Load Limits (pound-inches)
11	22 147	0.011 to 0.013 0.07 to 0.09
17	15 115	0.52 to 0.64 3.97 to 4.87
45, 46	115 128	2.06 to 2.52 2.30 to 2.81

REPAIR

1. Repair (Fig. 1101)

   A. Use standard industry practices for repair of this component, and additional procedure in step B.

   B. If shaft (32) holes in guide rail (20 or 24) are worn beyond limits given in Fig. 60 , hard chrome plate per 20-42-03 if oversize hole does not exceed 0.2910-inch diameter. Machine to design ID given in Fig. 601.

2. Refinish (Fig. 1101)

   NOTE: Refer to 20-30-02 for stripping of protective finishes and to 20-41-01 for explanation of F and SRF finish codes.

   A. Deleted.

      (1) Pin (2) -- Apply F-1.1926 all over. Material: Steel, AMS 4130, 160-180 ksi.

      (2) Plate (4), washer (6), and channel (7) -- Apply F-2.20 all over. Material: Al Alloy.

      (3) Studs (5 and 8) -- Apply F-1.1913 all over per Fig. 401. Material: Steel, AMS 4140, 160-180 ksi.

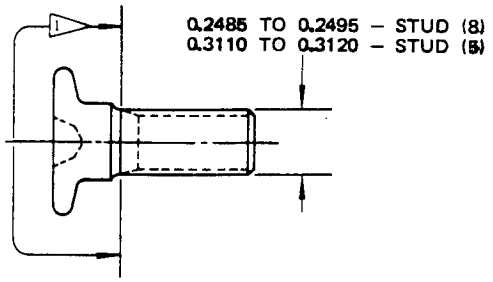
      (4) Deleted.

      (5) Lever (10) -- Apply F-2.20 all over. Apply BMS 10-11, type 2, unthinned enamel, color BAC702 gloss white, to depressed letters. Material: Al Alloy.

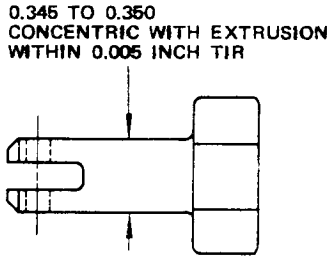
      (6) Springs (11, 17, 45, and 46) -- Apply F-1.1923 all over. Material: Music Wire.

      (7) Plunger (12) and locks (38 and 44) -- Apply F-2.20 all over (Fig. 401). Material: Al Alloy.

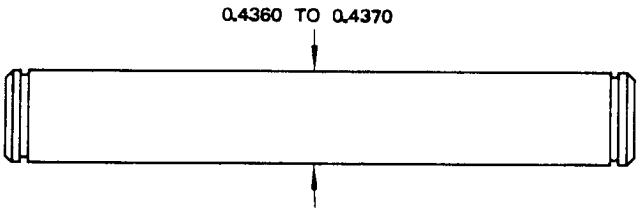
      (8) Pin (15) -- Apply F-1.1926 all over to thickness indicated in Fig. 401 followed by F-19.10. Material: Steel, AMS 4130, 160 to 180 ksi.



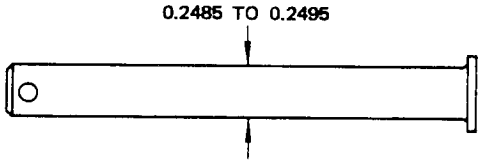
STUDS (5 AND 8)



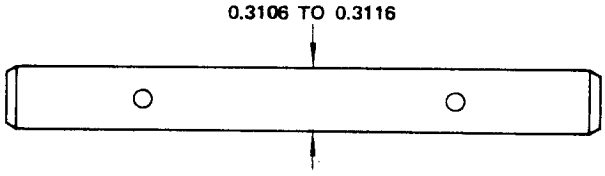
SHEAR PLUNGER (12)



RETAINING PIN (15)



SHAFT (32)

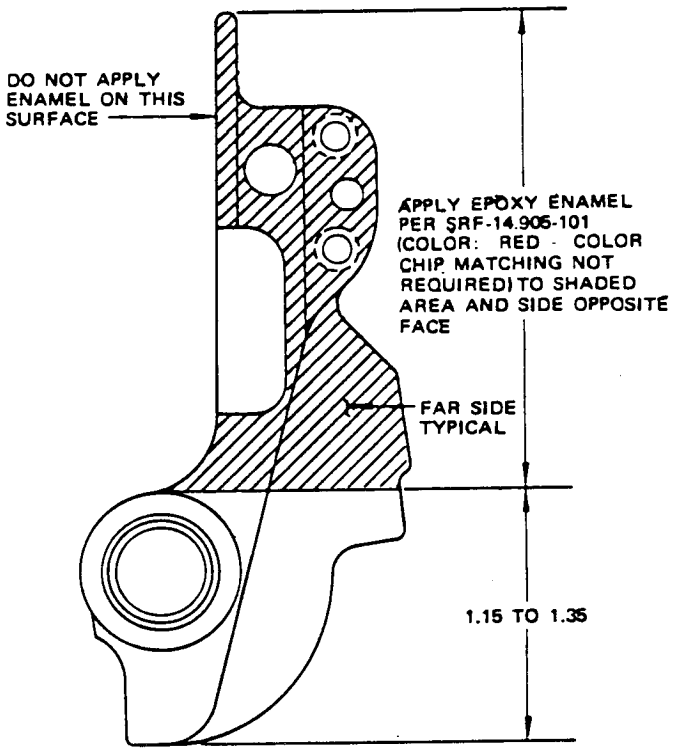


SHAFT (36)

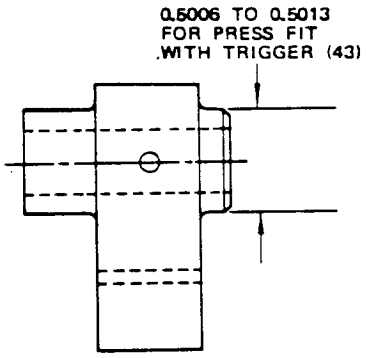
NOTE: ALL DIMENSIONS IN INCHES AFTER PLATING

1 CRITICAL AREA FOR MAGNETIC PARTICLE CHECK AFTER PLATING

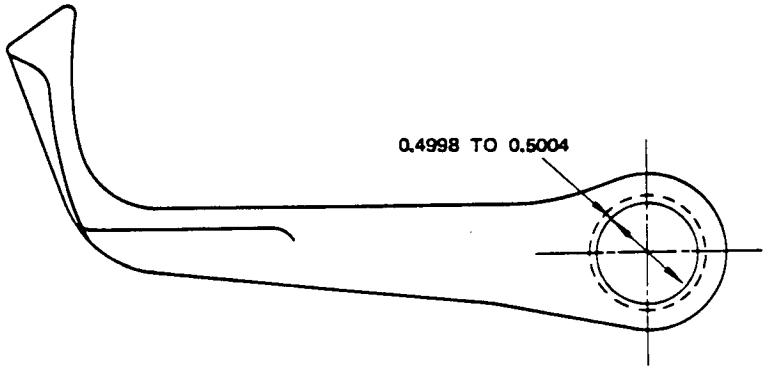
Refinish Details
Figure 401 (Sheet 1)



GUIDE RAIL (20 OR 24)



GUIDE LOCK (44)



TRIGGER (43)

NOTE: ALL DIMENSIONS IN INCHES AFTER PLATING

(9) Guide rails (20 and 24) -- Apply F-8.07 all over plus SRF-14.905-101 per Fig. 401. Material: CRES 17-4PH, 180 to 200 ksi.

(10) Knob (27) and housing (28) -- Apply F-1.191 all over. Material: Steel, AMS 4130.

(11) Pin (30) -- Apply F-1.27 (cadmium plate 0.0002-inch minimum thickness) all over. Material: Steel, AMS 4130, 150-170 ksi.

(12) Shaft (32) -- Apply F-1.1922 all over to thickness shown in Fig. 401. Material: Steel, AMS 4330, 220 to 240 ksi.

(13) Restraint (34) -- Apply F-2.201 (dyed red similar to Federal Standard 595, No. 11105) all over. Material: Al Alloy.

(14) Shaft (36) -- Apply F-1.1922 all over followed by F-19.10. Material: Steel, AMS 4330, 220 to 240 ksi (Fig. 401).

(15) Trigger (43), and bases (54 and 55) -- Apply F-8.07 all over. Material: CRES 17-4PH, 180 to 200 ksi.

3. Replacement (Fig. 1101)

A. Replace all parts damaged or worn beyond allowable limits shown in Fig. 601.

B. Replace broken or deformed retaining rings (14) and spring pins (1, 26, 31, and 35).

C. Replace bushings (19, 23, and 50 thru 53) as follows:

(1) Install new bushing per 20-50-03 with BMS 10-11, type 1 primer or MIL-C-11796, class 3 corrosion-preventive compound.

(2) Install to flushness requirement indicated in Fig. 402.

(3) Machine bushing to design ID indicated in Fig. 601. Maintain 125-microinch finish.

D. Replace reflectors (47 and 48) as follows:

(1) Remove damaged reflector by heating from 120 to 130°F to loosen; lift one edge and carefully peel off reflector.

(2) Clean surface with naphtha or equivalent.

WARNING: USE CAREFULLY TO PREVENT HAZARD TO PERSONNEL. NAPHTHA IS A FLAMMABLE SUBSTANCE.

(3) Apply reflector by removing backing from one edge and pressing exposed edge in proper position, grasping edge of backing and pulling taut in a 180-degree direction from secured edge. Remove trapped air by applying pressure at center and working to outside edge. Stubborn air pockets can be eliminated by pricking reflector with a pin and forcing air out through the pin hole. Reflectors should be applied at temperature of 60°F or higher.

(4) If reflector is applied at temperature below 60°F, activate adhesive surface as follows:

(a) Dip felt squeegee in pan of activator, type A-3.

WARNING: USE CAREFULLY TO PREVENT INJURY TO PERSONNEL. TYPE A-3 ACTIVATOR IS FLAMMABLE.

(b) Remove surplus activator from squeegee by pressing squeegee on absorbent cloth.

(c) Apply squeegee to adhesive side of reflector using short overlapping strokes.

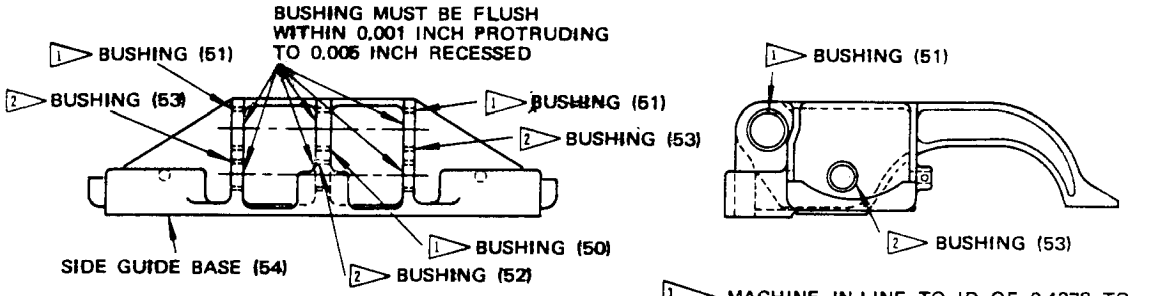
CAUTION: USE CARE TO KEEP ACTIVATOR OFF REFLECTOR SURFACE TO PREVENT DAMAGE TO REFLECTOR.

(d) Apply reflector per paragraph (3).

(5) Work edges down tight and spray or brush edges with Scotch Lite Brand Transparent Color No. 700 to thickness of 0.0015 to 0.0020 inch.

WARNING: SCOTCH LITE BRAND TRANSPARENT COLOR NO. 700 IS FLAMMABLE AND ITS FUMES ARE TOXIC. USE ONLY IN A WELL-VENTILATED AREA TO PREVENT INJURY TO PERSONNEL.

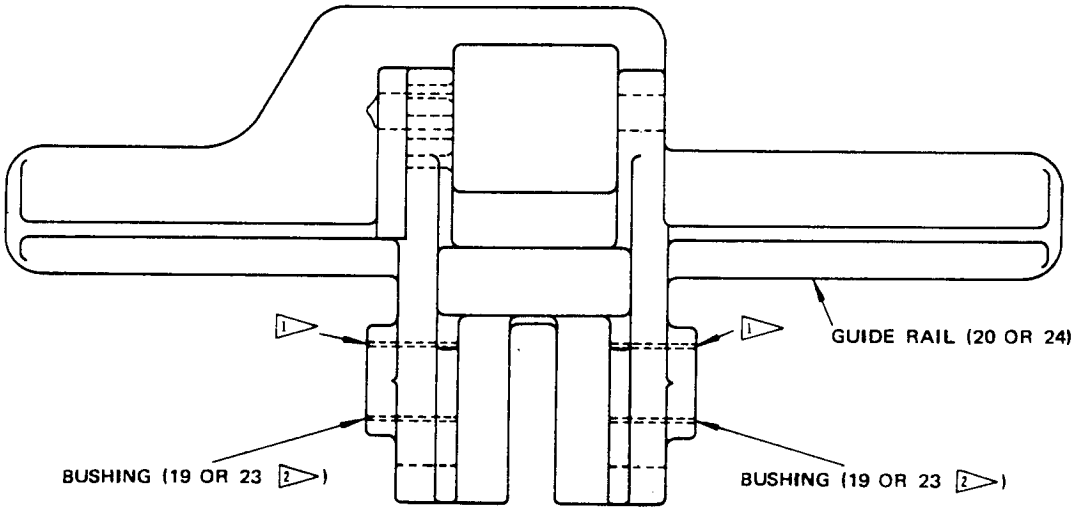
E. Replace foil markers (56 and 57) per 20-50-05, Application of Aluminum Foil and Other Markers.



1 MACHINE IN-LINE TO ID OF 0.4378 TO 0.4390 INCH AND MACHINE FINISH 125

2 MACHINE IN-LINE TO ID OF 0.3128 TO 0.3140 INCH AND MACHINE FINISH 125

BASE ASSEMBLY (49)



1 BUSHING MUST BE FLUSH TO 0.005 INCH RECESSED

2 MACHINE IN-LINE BUSHINGS TO ID OF 0.4378 TO 0.4390 INCH AND MACHINE FINISH 125

GUIDE RAIL ASSEMBLY (18 OR 22)

4. Materials

NOTE: Use listed materials or equivalent substitutes.

A. Activator -- Type A-3, Minnesota Mining and Manufacturing Company, Adhesives, Coatings, and Sealers Division, 3M Center, St. Paul, Minnesota 55101

B. Naphtha -- Aliphatic naphtha, TT-N-95 (Flash point 60 or 100°F)

C. Edger -- Scotch Lite Brand Transparent Color No. 700 Minnesota Mining and Manufacturing Company, Industrial Tape Division, 3M Center, St. Paul, Minnesota 55101

D. Corrosion-Preventive Compound -- MIL-C-11796, class 3

E. Primer -- BMS 10-11, type 1

ASSEMBLY

1. On Assemblies 65-57177-1, -2, -3, and -4, assemble trigger assembly (39, figure 1101) as follows:

   A. Apply BMS 10-11, type 1 primer to faying surfaces of trigger (43) and lock (44); align as shown in figure 501 and press fit trigger (43) on shorter boss of retractable side guide lock (44) and install screw (42), washer (41), and nut (40). If new lock (44) is installed, drill 0.114 to 0.119 inch diameter hole for screw (42) to match hole in trigger (43). (See figure 501.)

   B. Install spring (46) on trigger assembly (39) and install spring (45) on lock (38). Insert end of spring with 90-degree bend in a small hole on side of locks (38 and 44) and simultaneously push coil of spring over longer hub of locks.

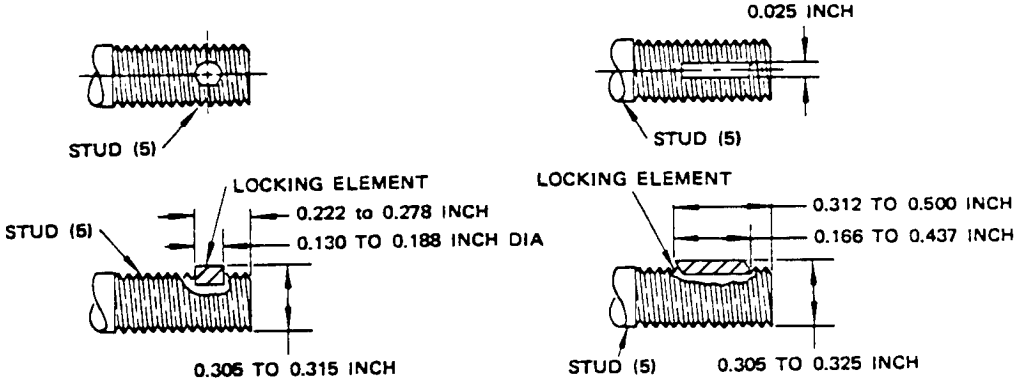
   C. Align parts assembled in paragraph B with bushings (52 and 53) in base assembly (49) and install shaft (36), washers (37), and pins (35). Use washers (37) as required to align mechanism and to limit lateral side play to within 0.04 inch.

      CAUTION: USE CARE IN ASSEMBLY TO PROTECT DRY FILM LUBRICATED SURFACE OF SHAFT (36) FROM DIRT AND MECHANICAL DAMAGE.

   D. Assemble vertical restraint assembly (21), if applicable, as follows:

      (1) Install vertical restraint (34), washers (33), shaft (32), and pin (31) on rail assembly (22). Use washers (33) as required to result in 0.02-inch maximum clearance on lock pin side of vertical restraint.

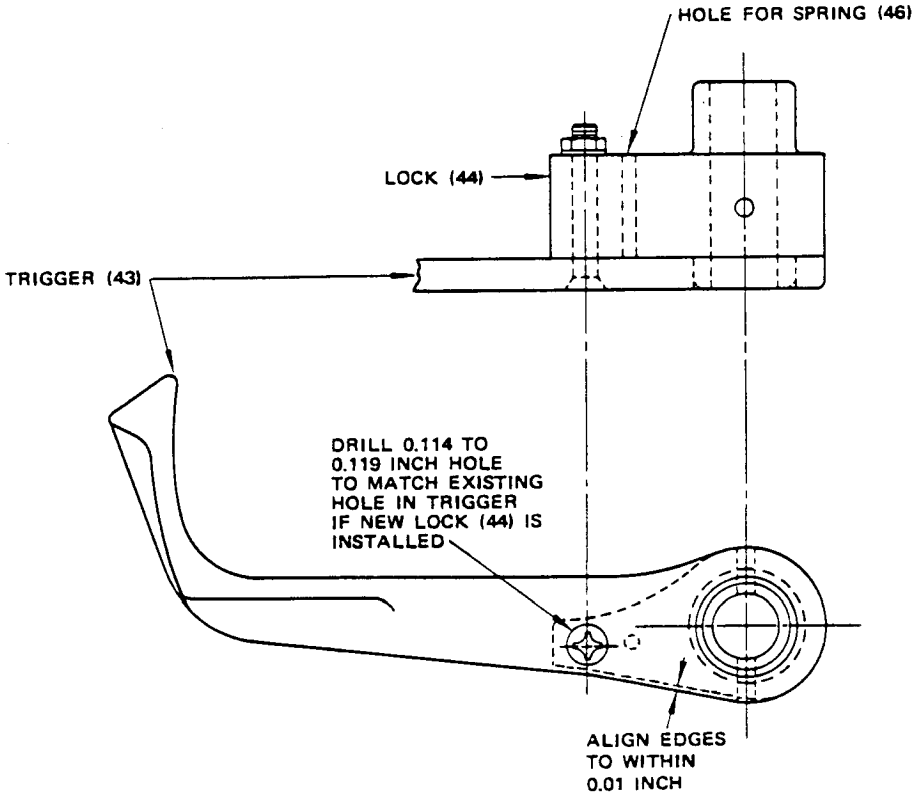
      (2) Place spring (29) on drilled end of pin (30); push drilled end of pin through housing (28) from base side; install knob (27) on pin (30) and secure with pin (26).



LOCKING ELEMENT INSTALLATION

PELLET TYPE

STRIP OR PATCH TYPE



Assembly Details
Figure 501

(3) Install parts assembled in paragraph (2) on rail assembly (22) with rivets (25). Check that pin slides freely in the 0.164 to 0.168 hole in rail assembly (22).

CAUTION: USE CARE IN ASSEMBLY TO PROTECT DRY FILM LUBRICATED SURFACE OF PIN (30) FROM DIRT AND MECHANICAL DAMAGE.

E. On assemblies 65-57177-1 and -3, install rail assembly (18), and on assemblies 65-57177-2 and -4, install restraint assembly (21) as follows:

(1) Depress trigger assembly (39); align bushings (19 or 23) in rail assembly (18 or 22) with bushings (50 and 51) in base assembly (49), and install pin (15), rail assembly (18) or restraint assembly (21), spring (17), washers (16), and rings (14). Use washers (16) as required to align mechanism and to limit lateral side play to within 0.04 inch.

WARNING: SPRING (17) IS LOADED TO APPROXIMATELY 5-POUND FORCE. TO AVOID INJURY TO PERSONNEL, PREVENT ACCIDENTAL RELEASE OF SPRING (17).

CAUTION: USE CARE IN ASSEMBLY TO PROTECT DRY FILM LUBRICATED PIN (15) FROM DIRT AND MECHANICAL DAMAGE.

2. Install springs (13) on plungers (12); push shafts of plungers up through base (54 or 55), and install springs (11) and levers (10) with rivets (9).

WARNING: SPRING (11) IS LOADED TO APPROXIMATELY 0.1-POUND FORCE AND SPRING (13) IS LOADED TO APPROXIMATELY 8-POUND FORCE. TO PREVENT INJURY TO PERSONNEL, PREVENT ACCIDENTAL RELEASE OF SPRINGS (11 AND 13).

NOTE: Plungers (12) may be depressed by holding or clamping base (54 or 55) against work surface. Install springs (11) for rotation of levers (10) upward toward center of guide rail.

3. Install studs (8).

4. Install channel (7), washer (6), and stud (5).

NOTE: Maximum torque required to install or remove stud (5) should not exceed 120 pound-inches. Replace locking element, nylon pellet, or nylon strip, if torque exceeds 120 pound-inches. (See figure 501.)

Minimum torque required to rotate stud should be 6.5 pound-inches. If break-away torque is less than 6.5 pound-inches, replace locking element.

If new stud (5) is installed, rework stud per figure 501 and install new locking element.

5. On assemblies 65-57177-1, -2, and -7, install ball assemblies (3) in plates (4); rotate base of ball assembly approximately 45 degrees to lock; install plates with ball assemblies locked, in base (54 or 55) and secure with pins (1 and 2).

6. Materials

NOTE: Use listed materials or equivalent substitutes.

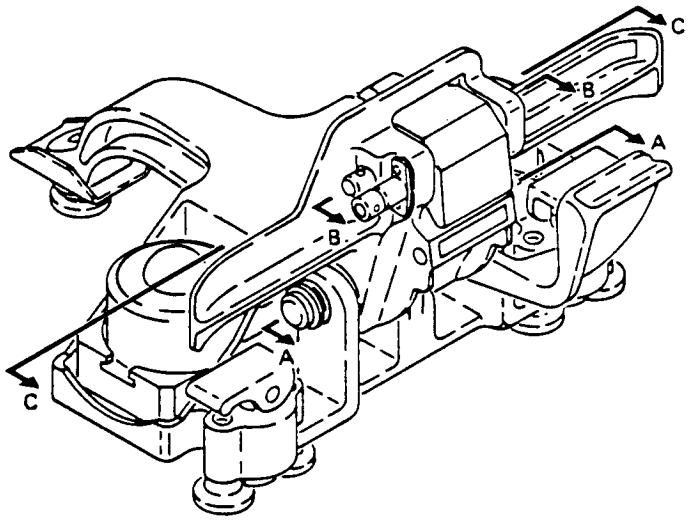
A. Primer -- Specification BMS 10-11, type 1

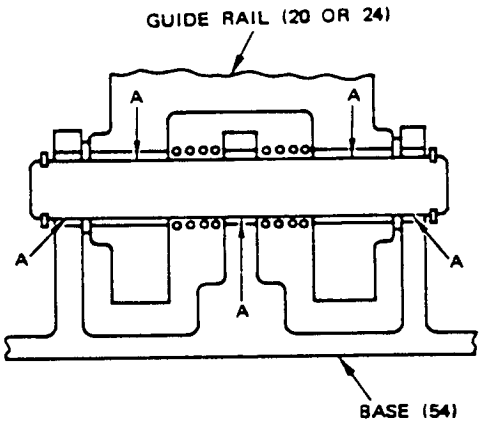
B. Locking Element -- Nylon pellet, Nylok Corporation, 611 Industrial Avenue, Paramus, New Jersey 07652 or equivalent; Nylon strip, Long-Lok Corporation, 1425 Gateway East Building, Los Angeles, California 90067

FITS AND CLEARANCES

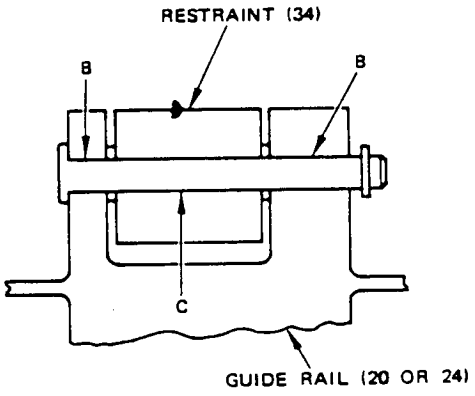
1. The fits and clearances table lists design dimensions and service wear limits for close tolerance parts of the assembly that are subject to wear or corrosion. Unless otherwise specified, parts should be returned to the design dimensions whenever rework is accomplished.

2. Clearances are given to aid assembly of the components. The values given in the Maximum Allowable Clearance column are the maximum permitted to ensure proper functioning of the unit. If assembled parts fail to meet this requirement, one or more of the parts must be rejected. Parts that are rejected should be reworked if within the rework limits given in the Repair procedure; if not within rework limits, the parts should be scrapped. It is recommended that the design clearances be used as the guiding assembly criteria when newly reworked parts are assembled.

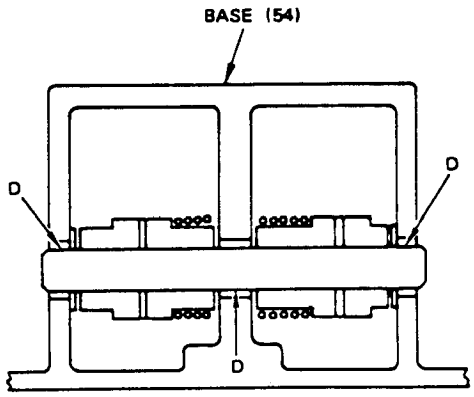




SECTION A–A



SECTION B–B



SECTION C–C

		Design Dimensions				Service Wear Limits		
Ref Letter Fig.601	Mating Item No. Fig.1101	Dimensions (inches)		Assembly Clearance (inch)		Dimension Limits (inches)		Maximum Allowable Clearance (inch)
		Min	Max	Min	Max	Min	Max	
A	ID 19,23, 50,51	0.4378	0.4390	0.0008	0.0030	0.4322	0.4424	0.0068
	OD 15	0.4360	0.4370					
B	ID 20,24	0.2500	0.2610	0.0005	0.0125	0.2422	0.2739	0.0258
	OD 32	0.2485	0.2495					
C	ID 34	0.2500	0.2540	0.0005	0.0055	0.2422	0.2599	0.0118
	OD 32	0.2485	0.2495					
D	ID 52,53	0.3128	0.3140	0.0012	0.0034	0.3060	0.3180	0.0080
	OD 36	0.3106	0.3116					

TESTING

1. Test Equipment

   A. No special test equipment required.

2. Preparation for Test (See figure 1101.)

   A. Position retractable side guide assembly to rest on studs (5 and 8).

3. Functional Test (See figure 1101.)

   A. Functionally test guide rail assembly (18 or 22) as follows:

      (1) With guide rail assembly (18 or 22) up (extended), depress trigger assembly (39) and check that guide rail assembly retracts automatically.

      (2) Lift guide rail assembly (18 or 22) manually to fully extended position and check that guide locks (38 and 44) automatically lock guide rail assembly in extended position.

      (3) Repeat paragraphs (1) and (2) 10 times and check that all parts work freely with a minimum of friction.

   B. Raise and depress levers (10) through three complete cycles and check that shear plungers (12) raise and lower without binding or catching.

   C. Operate vertical restraint (34), if applicable, through three complete cycles and check that restraint works freely and that pin (30) operates freely to lock and release restraint in either retracted or extended position.

TROUBLE SHOOTING

1. Trouble shooting is keyed to individual steps of the test procedure. Referenced paragraphs show test procedure step in which the noted trouble would appear. (See figure 1101.)

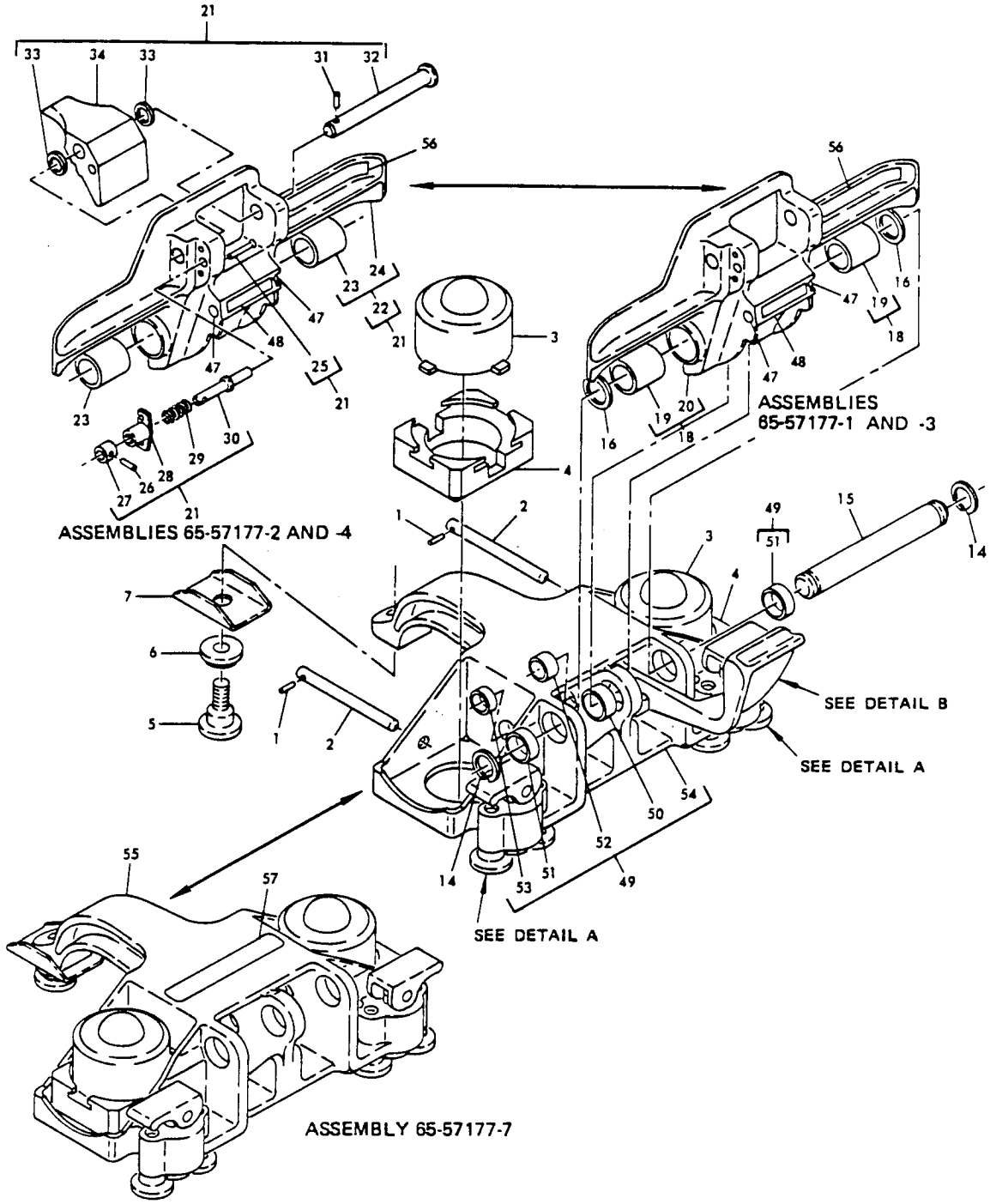
	Trouble	Possible Cause	Correction
A.	Irregular movement during cycling of guide rail assembly (18 or 22), paragraph 3.A.	Binding, or foreign materials between moving parts	Correct as necessary
		Improperly installed components	Disassemble, check, and reassemble in proper order
		Spring (17, 45, or 46) weak or broken	Replace spring
B.	Levers (10) do not return to horizontal position when released from vertical position, paragraph 3.B.	Binding, or foreign materials between moving parts	Correct as necessary
		Spring (11 or 13) weak or broken	Replace spring
C.	Difficult to move vertical restraint, paragraph 3.C.	Binding or foreign materials between moving parts	Correct as necessary
		Pin (30) fails to retract completely	Correct as necessary to allow free movement of pin (30) in housing (28)
D.	Vertical restraint fails to stay locked, paragraph 3.C.	Pin (30) binds and fails to extend	Check alignment of housing (28) on base assembly (49)
		Spring (29) weak or broken	Replace spring

STORAGE INSTRUCTIONS

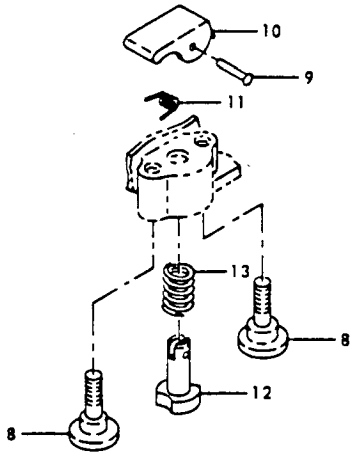
1. Wrap entire unit in vapor barrier paper. Identify, tag with test date, and store.

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

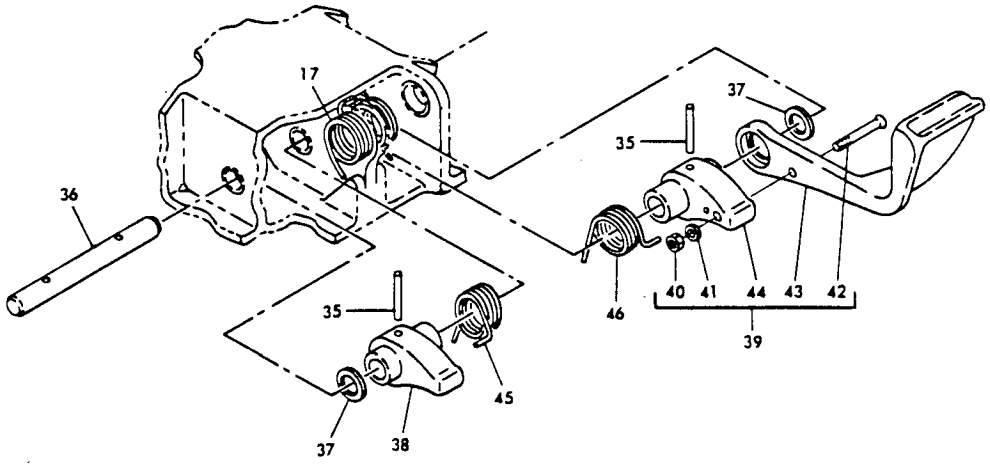
ILLUSTRATED PARTS LIST



Palletized Cargo System Retractable Side Guide Assembly
Figure 1101 (Sheet 1)



DETAIL A



DETAIL B

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101					
	65-57177-1		PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSY	A	Ref
	65-57177-2		PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSY	B	Ref
	65-57177-3		PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSY	C	Ref
	65-57177-4		PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSY	D	Ref
	65-57177-7		PALLETIZED CARGO SYSTEM RETRACTABLE SIDE GUIDE ASSY	E	Ref
1	MS16562-192		. PIN, Spring	ABE	2
2	69-43759-1		. PIN, Retaining	ABE	2
3	69-29683-3		. BALL ASSY	ABE	2
4	66-20978-1		. PLATE, Ball mount	ABE	2
5	69-29645-2		. STUD, Guide fitting		1
6	69-34596-2		. WASHER		1
7	69-34596-1		. CHANNEL		1
8	69-29644-2		. STUD, Seat track attachment		4
9	MS16535-189		. RIVET		2
10	69-39931-1		. LEVER		2
11	66-20981-1		. SPRING, Lever stud		2
12	66-20790-1		. PLUNGER, Shear		2
13	MS24585C358		. SPRING		2
14	5103-43H		. RING, Retaining, V79136	ABCD	2
15	69-43759-2		. PIN, Retaining	ABCD	1
16	AN960-716L		. WASHER	ABCD	AR
17	69-43758-1		. SPRING, Torsion	ABCD	1
18	65-37292-7		. RAIL ASSY, Guide	AC	1
19	66-21161-1		. . BUSHING		2
20	65-37292-8		. . RAIL, Guide		1
21	65-57177-6		. RESTRAINT ASSY, Vertical	BD	1
22	65-37292-7		. . RAIL ASSY, Guide		1
23	66-21161-1		. . . BUSHING		2
24	65-37292-8		. . . RAIL, Guide		1
25	MS20427M4		. . RIVET		2
26	MS16562-3		. . PIN, Spring		1
27	66-21266-1		. . KNOB		1
28	66-21278-1		. . HOUSING		1
29	MS24585-81		. . SPRING		1
30	66-21860-1		. . PIN		1
31	MS16562-23		. . PIN, Spring		1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101					
32	69-29679-4		. . SHAFT		1
33	AN960-416L		. . WASHER		AR
34	65-37279-3		. . RESTRAINT, Vertical		1
35	MS39086-132		. PIN, Spring	ABCD	2
36	69-29679-2		. SHAFT	ABCD	1
37	AN960-516L		. WASHER	ABCD	AR
38	69-29678-2		. LOCK, Guide	ABCD	1
39	65-57177-5		. TRIGGER ASSY	ABCD	1
40	MS21042-04		. . NUT		1
41	AN960-4L		. . WASHER		1
42	NAS514P440-14		. . SCREW		1
43	65-37280-3		. . TRIGGER		1
44	69-29678-1		. . LOCK, Guide		1
45	66-21172-1		. SPRING, Torsion	ABCD	1
46	66-21172-2		. SPRING, Torsion	ABCD	1
47	66-20794-2		. REFLECTOR	ABCD	2
48	66-20794-1		. REFLECTOR	ABCD	1
49	65-56540-1		. BASE ASSY	ABCD	1
50	NAS537-7-022		. . BUSHING		1
51	NAS537-7-016		. . BUSHING		2
52	NAS537-5-022		. . BUSHING		1
53	NAS537-5-016		. . BUSHING		2
54	65-56540-2		. . BASE		1
55	65-56540-2		. BASE	E	1
56	BACM10N2EVC		. MARKER, Aluminum foil	A	1
56	BACM10N2EVD		. MARKER, Aluminum foil	B	1
56	BACM10N2EVE		. MARKER, Aluminum foil	C	1
56	BACM10N2EVF		. MARKER, Aluminum foil	D	1
57	BAC27CCH19		. MARKER, Aluminum foil	E	1

VENDORS

V79136 Waldes Kohinoor Inc., 47-16 Austel Place, Long Island City, New York 11101