QC CARGO SYSTEM PALLET LOCK ASSEMBLY

25-57-06

BOEING P/N 65-49116-1 thru -11, -18 thru -22

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
25-85, Rev 1 (727)		PRR 21979	Nov 15/67
		PRR 22089	Nov 15/67
		PRR 23158-67	Dec 25/72
		PRR 31649	Dec 25/72
		PRR 32070-1	Dec 25/72

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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	25-57-06					
	T-1	Dec 25/72				
	T-2	BLANK				
*	LEP-1	Dec 25/75				
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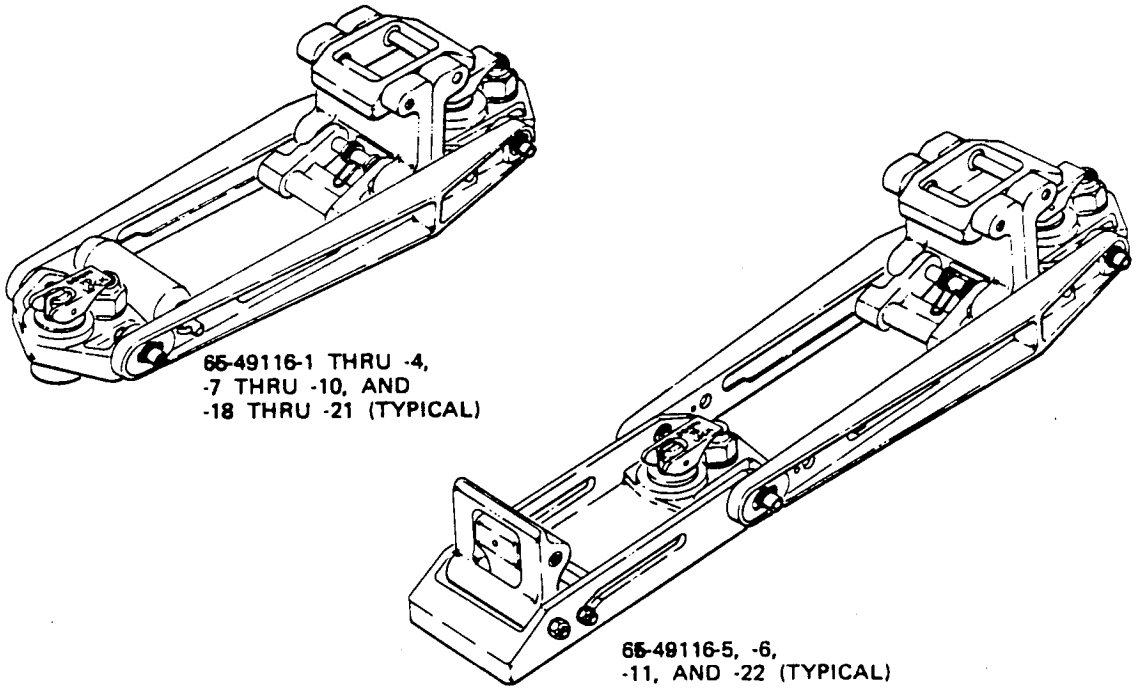
QC CARGO SYSTEM PALLET LOCK ASSEMBLY

Boeing Part Numbers: 65-49116-1 thru -11 and -18 thru -22



QC Cargo System Pallet Lock Assembly
Figure 1

DESCRIPTION AND OPERATION

1. Description

   A. The QC cargo system pallet lock assembly consists of the following subassemblies: foot assembly, two roller assemblies, body assembly, lock body assembly and frame assembly. The cargo pallet lock is used to secure pallets in the airplane.

2. Operation

A. With the cargo pallet lock assembly in the desired floor track location, actuation of a lever on each foot locks the studs in the track. Raising the frame, body and lock body assemblies to the erect position prevents fore and aft pallet movement. The upper flanges of the frame and lip provide pallet vertical restraint. With the unit retracted, cargo pallets contact only the roller assemblies during fore and aft movement.

3. Leading Particulars

Length -- 14.00 inches (approximately)
Width -- 4.00 inches (approximately)
Height -- 3.00 inches (approximately)
Weight -- 4.00 pounds (approximately)

DISASSEMBLY

1. Remove four nuts (1, figure 1101), washers (2), bolts (3), washers (4 and 5) and bushings (6) from siderails (7 and 8).

   NOTE: Do not remove bushings (9) from side rails (7 and 8) unless replacement is necessary. Removal of bolts (3) frees foot (10), forward foot assembly (11) and foot (14) with attaching parts intact.

2. Remove pins (15 and 16), shafts (17) and side rails (7 and 8) to free roller assemblies (18 and 21) and lock body assembly (24).

   NOTE: Do not remove bearings (19 and 22) from roller assemblies (18 and 21), or shafts (25) and bushings (28, 31 and 34) from lock body assembly (24) unless repair or replacement is necessary.

3. Remove shoes (35), shaft (36), spring (37), handle (38) and shaft (39).

4. Remove pins (40), retainer rings (41), levers (42 or 43), springs (44), washers (45), springs (46) and studs (47 or 48) from foot (10 and 14) or forward foot assembly (11).

5. Remove nuts (49), washers (50), foot (51) and pins (52) from forward and aft foot (10 and 14) or forward foot assembly (11).

6. Remove nuts (53), washers (54), bushings (55) and bolts (56) from forward foot assembly (11).

   NOTE: Do not remove bushings (13) from foot (12) unless replacement is necessary.

7. Remove pin (57) and shaft (58) from frame assembly (59) and body assembly (62).

   NOTE: Do not remove bushings (61 and 64) from frame assembly (59) and body assembly (62) unless replacement is necessary. Do not remove stud (65) from foot (12) or metal-cal (66) from side rail (7) unless repair or replacement is necessary.

CLEANING

1. Metal Parts

   A. Clean all parts with solvent, P-D-680 or equivalent. Remove stubborn accumulations of dirt with a stiff-bristle brush. Do not use metal brush.

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

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

2. Bearings (See figure 1101.)

   A. Clean all bearings per 20-30-01, Cleaning and Relubrication Antifriction Bearings.

   B. Refer to 20-30-01, for further information.

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. Examine all threaded parts for cross-threading and stripping.

   C. Examine all painted or plated surfaces for blisters and flaking.

   D. Examine bearings (19 and 22) for excessive radial or axial play.

   E. Check foil marker (66) for legibility and security of mounting.

2. Special Checks (See figure 1101.)

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

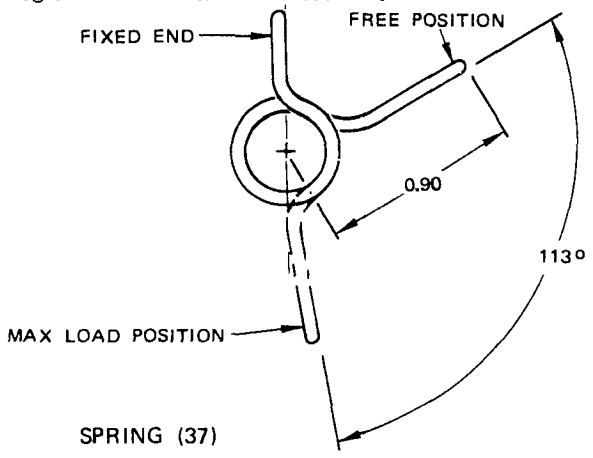
      (1) Penetrant check -- side rails (7 and 8), foot (10, 12 and 14), handle (38), and levers (42) per 20-20-02, Penetrant Methods of Inspection.

      (2) Magnetic particle check -- shafts (17, 25, 36 and 39), lock heads (27 and 30), lip (33), shoes (35), feet (51), shaft (58), frame (60), body (63), and stud (65) per 20-20-01, Magnetic Particle Inspection.

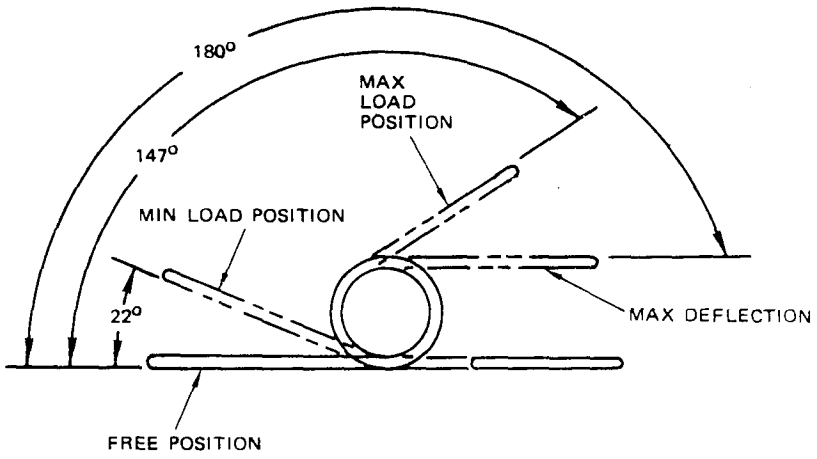
3. Spring Check (See figure 1101.)

   A. Check springs (37 and 44) 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 (37) must work over a 0.312-inch diameter shaft.



Spring Check Data
Figure 301 (Sheet 1)



SPRING (44)

NOTE: ALL DIMENSIONS ARE IN INCHES

Item No. Fig. 1101	Test Deflection (degrees)	Allowable Load Limits (pound-inches)
37	25 113	0.55 to 0.67 2.48 to 3.04
44	22 147	0.011 to 0.013 0.07 to 0.09

REPAIR

1. Repair

A. Deleted.

B. Deleted.

C. Repair holes worn beyond allowable limits shown in Fig. 601 for feet (10, 12, and 14, Fig. 1101) as follows:

(1) Machine worn 0.3750- to 0.3790-inch diameter hole to 0.4997- to 0.5003-inch diameter.

(2) Install and roller swage NAS537B6P10 bushing in feet (10, 12, and 14) per 20-50-03.

(3) Machine bushing to design limits shown in Fig. 601 for feet (10, 12, and 14).

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) Washers (4), feet (10, 12 and 14), rollers (20 and 23), handle (38) and studs (47) -- Apply F-2.20 all over. Material: Al Alloy.

(2) Side rails (7 and 8) -- Apply F-2.20 all over. Apply F-19.10 to all surfaces of slot, overspray into adjacent areas permissible. Apply BMS 10-11, type 2 unthinned enamel, color BAC701 black to upper surface as shown in Fig. 401. Material: Al Alloy.

(3) Deleted.

(4) Shafts (17, 25, 36, and 39) -- Apply F-19.10 over entire surface of parts. Material: CRES 15-7PH, 220-240 ksi.

(5) Lock heads (27 and 30) -- Apply F-8.07, plus SRF-14.905-101 red epoxy enamel all over, except no enamel on face and inside diameter of bushings or on inside of upper holes and legs. Material: CRES 17-4PH, 180-220 ksi.

(6) Lip (33) -- Apply SRF-14.905-101 red epoxy enamel as shown in Fig. 401. Material: CRES 17-7PH, 180-220 ksi.

(7) Shoe (35) -- Apply F-19.10 to entire surface of part. Material: CRES 17-4PH, 180-200 ksi.

(8) Spring (37) -- Apply SRF-1.92 all over. Material: Music wire.

(9) Levers (42) -- Apply F-2.20 all over. Apply BMS 10-11, type 2 unthinned enamel, color BAC702 gloss white to depressed letters. Material: Al Alloy.

(10) Levers (43) and studs (48) -- Apply F-2.26 all over. Material: Al Alloy.

(11) Springs (44) -- Apply F-1.1923 all over. Material: Music wire.

(12) Feet (51) -- Apply F-1.1913 all over. Material: Steel, AMS 4140, 180-200 ksi.

(13) Shaft (58) -- Apply F-19.10 all over. Material: CRES 17-4PH, 180-200 ksi.

(14) Frame (60) and body (63) -- Apply F-8.07 all over. Apply SRF-14.905-101 red epoxy enamel all over, except no epoxy on bearing surface, inside diameter of bushings or on ends of part. Material: CRES 17-4PH, 180-220 ksi.

(15) Stud (65) -- Apply F-1.1913 all over. Material: Steel, AMS 4140, 160-180 ksi.

3. Replacement (Fig. 1101)

A. Replace pins (15, 52, and 57) and damaged unserviceable parts at each overhaul.

B. If necessary to replace bearings (19 and 22), press into 0.7490- to 0.7495-inch diameter bores of rollers (20 and 23). Overall length of roller assemblies (18 and 21) shall be in accordance with dimensions shown in Fig. 401. Roller swage bearings into rollers per 20-50-03.

C. If necessary to replace bushings (28 and 31), press into lock heads (27 and 30), per 20-50-03. Install new bushings (28 and 31) with wet BMS 10-11, type 1 primer, 0.005-inch maximum inset to inside face. Line machine bushings to design ID shown in figure 601 after installation.

D. If necessary to replace bushings (34), press into lip (33), per 20-50-03. Install new bushings (34) with wet BMS 10-11, type 1 primer flush to 0.005-maximum inset on outside face. Line machine bushings to design ID shown in figure 601 after installation.

E. If necessary to replace bushings (61 and 64), press into frame (60) and body (63) per 20-50-03. Install bushings (61 and 64) flush to 0.010-inch maximum inset. Machine bushings to design ID shown in figure 601 after installation.

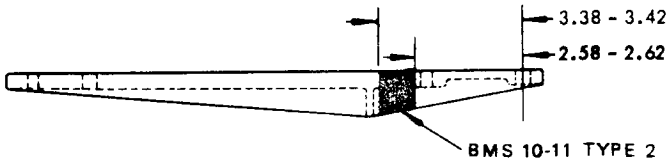
F. If necessary to replace shafts (25), proceed as follows:

(1) Remove shafts (25) from upper lugs of lock head assemblies (26 and 29) and lip assembly (32).

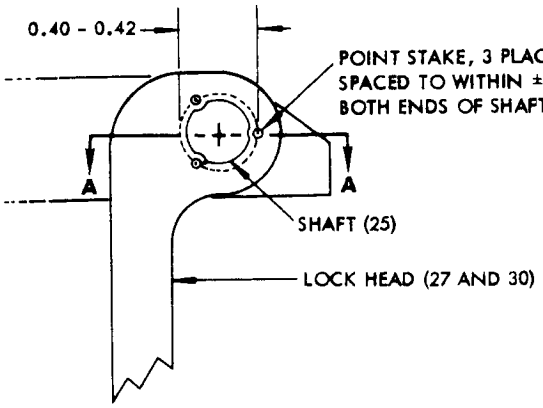
(2) Place lip assembly (32) in position between upper lugs of lock head assemblies (26 and 29) and secure with new shafts (25).

(3) Point stake shafts (25) three places on both ends in accordance with dimensions shown in figure 401, per 20-50-03, except new stakes should be located between old ones.

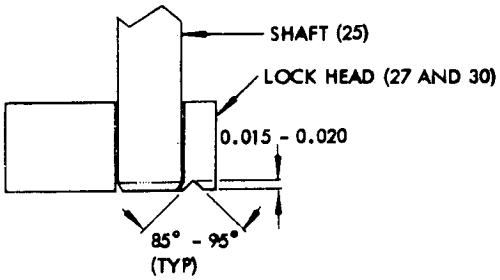
G. If necessary to replace marker (66), apply to side rail (7) per 20-50-05, Application of Aluminum Foil and Other Markers. After application, apply one coat of A. Brown Company, A423, clear epoxy enamel over marker and extend 1/8 to 1/4 inch on surrounding area.



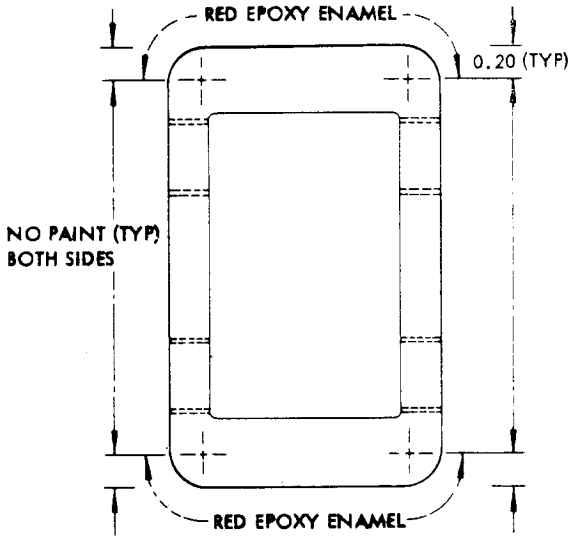
SIDE RAIL (7 AND 8)



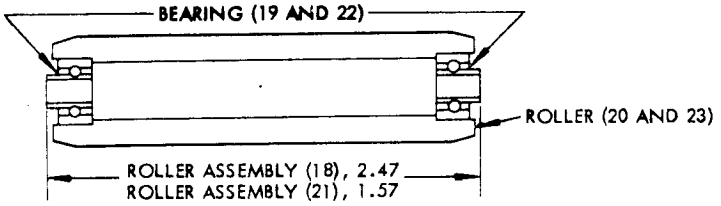
LOCK BODY ASSEMBLY (24)



SECTION A-A

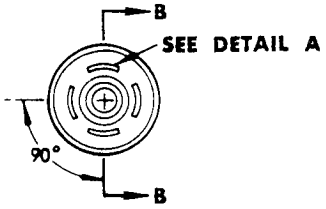


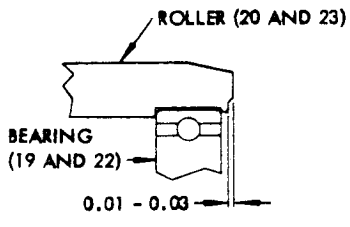
LIP (33)



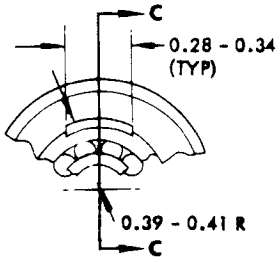
SECTION B-B

ROLLER ASSEMBLY (18 AND 21)





SECTION C-C



DETAIL A

NOTE: ALL DIMENSIONS IN INCHES.

Repair and Replacement Diagram
Figure 401

ASSEMBLY

NOTE: Do not lubricate during assembly. Lubrication should be limited to those parts receiving dry film lubricant. Keep bearing surfaces of parts clean and protected from damage during assembly.

1. Insert handle (38) and spring (37) between lower lugs of lock head assembly (26) and retain with shaft (36). (See figure 1101.) Assure that open end of spring (37) is fitted into slot of lock head assembly (26) with closed end of spring against upper side of handle (38).

2. Install shoes (35) on end of shaft (36), and insert shaft (39) into handle (38).

3. Position shoes (35) and ends of shaft (39) into mating slots of side rails (7 and 8).

4. Place roller assembly (18) between forward end of side rails (7 and 8). Slide forward shaft (17) through side rail (7), roller assembly (18), and side rail (8). Secure ends of shaft with pins (15 and 16).

5. Place roller assembly (21) between lower lugs of lock head assembly (29). Slide aft shaft (17) through side rail (7), roller assembly (21), and side rail (8). Secure ends of shaft with pins (15 and 16).

6. Assemble attaching parts on foot (10), forward foot assembly (11), and foot (14) as follows:

   A. Install studs (47), springs (46), washers (45), springs (44), levers (42), and pins (40).

   B. On assemblies 65-49116-7 through -11 and -18 through -22, install studs (48), springs (46), levers (43), and retainer rings (41).

7. Install frame assembly (59) and body assembly (62) on forward foot assembly (11) as follows:

   A. Place body assembly (62) between upper lugs of frame assembly (59), insert shaft (58) and secure with pin (57).

   B. Attach frame assembly (59) to forward foot assembly (11) with forward bolt (56), washers (54), and nut (53).

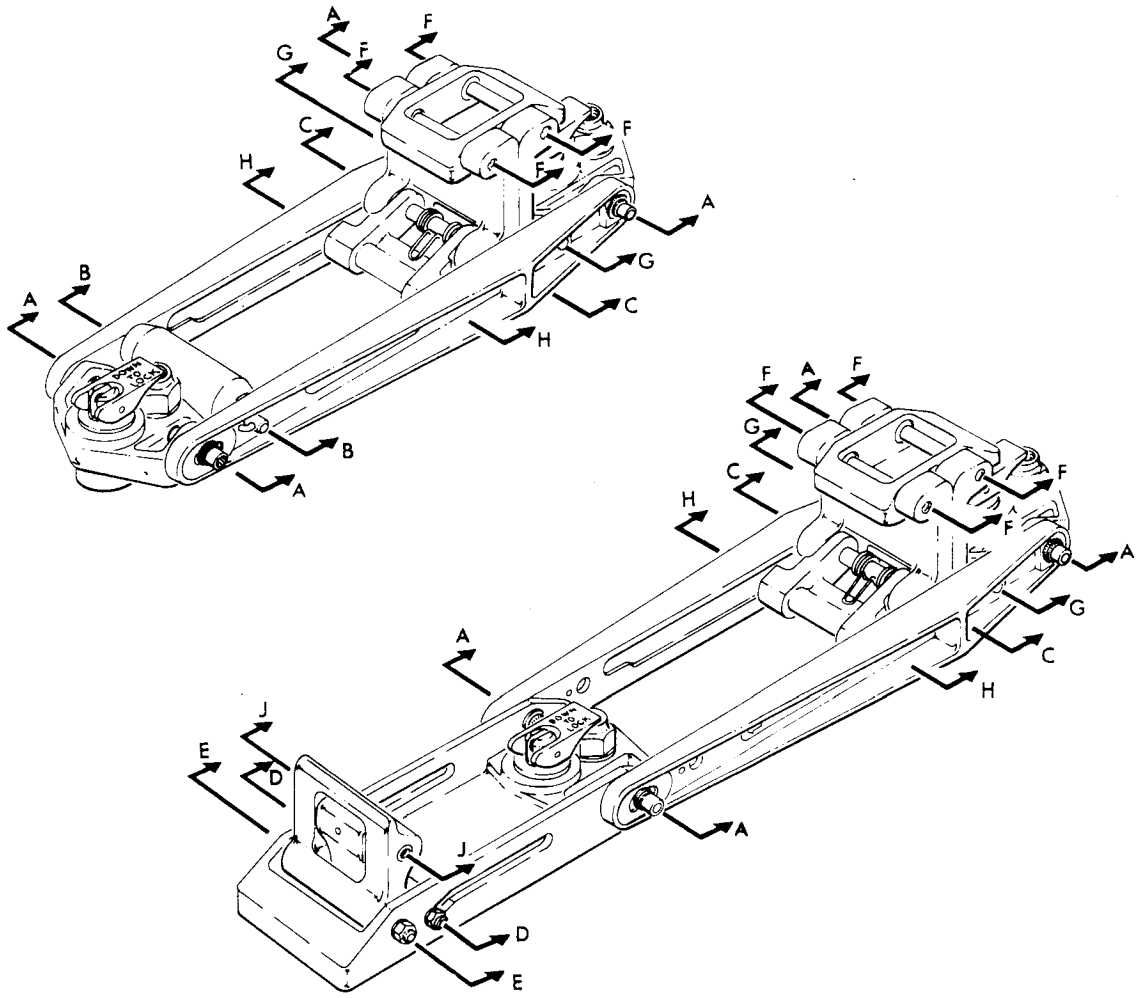
C. Mount body assembly (62) to forward foot assembly (11) with aft bolt (56), washers (54), bushings (55), and nut (53). Do not overtighten nut (53). On completion of assembly, check that frame (60) and body (63) are free to retract and extend.

8. Place forward foot (10), forward foot assembly (11) and foot (14) in position between side rails (7 and 8). Install bolts (3), washers (4 and 5), bushings (6), washers (2), and nuts (1). Tighten nuts (1) within a torque range of 1 to 5 pound-inches more than torque required to overcome self-locking element of the nuts.

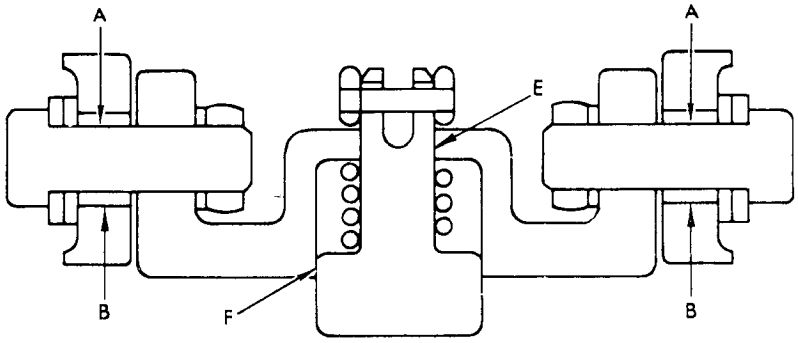
FITS AND CLEARANCES

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.



Fits and Clearances
Figure 601 (Sheet 1)



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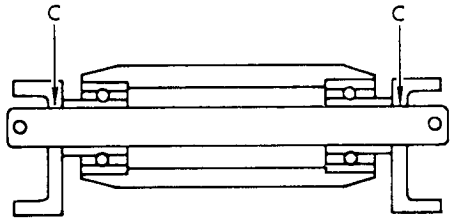

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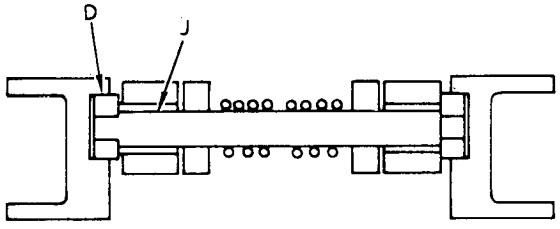

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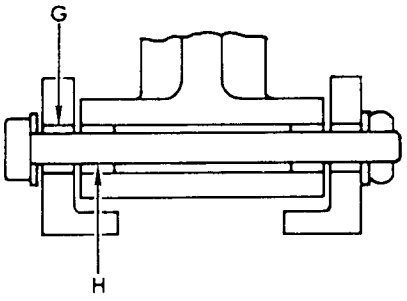

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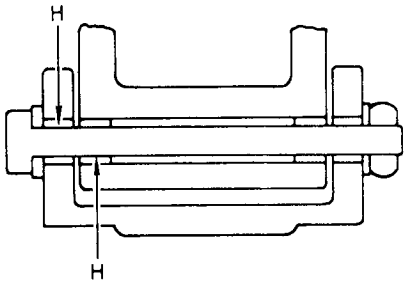

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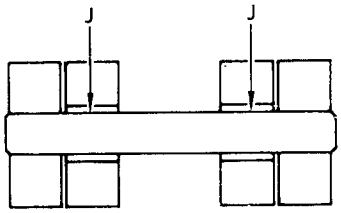

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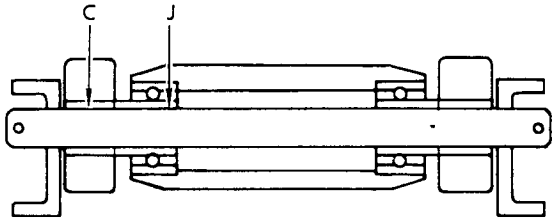

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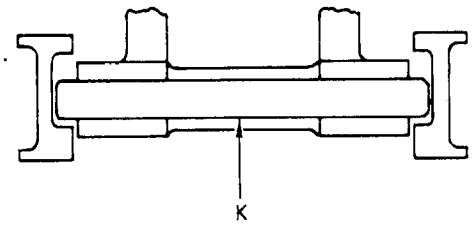

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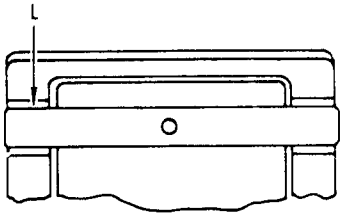


SECTION J–J

Ref Letter Fig. 601	Mating Item No. Fig. 1101	Design Dimensions				Service Wear Limits		
		Dimensions (inches)		Assembly Clearance (inch)		Dimension Limits (inches)		Maximum Allowable Clearance (inch)
		Min	Max	Min	Max	Min	Max	
A	ID 6,9	0.2500	0.2515	0.0005	0.0030	0.2470	0.2550	0.0080
	OD 3	0.2485	0.2495					
B	ID 7,8	0.3770	0.3810	0.0009	0.0054	0.3750	0.3900	0.0150
	OD 6,9	0.3756	0.3761					
C	ID 7,8	0.3160	0.3200	0.0040	0.0110	0.3060	0.3240	0.0180
	OD 17	0.3090	0.3120					

Ref Letter Fig. 601	Mating Item No. Fig. 1101	Design Dimensions				Service Wear Limits		
		Dimensions (inches)		Assembly Clearance (inch)		Dimension Limits (inches)		Maximum Allowable Clearance (inch)
		Min	Max	Min	Max	Min	Max	
D	ID 7,8 *[1] OD 35 *[1]	0.4780 0.4650	0.4820 0.4700	0.0080	0.0170	0.4600	0.5000	0.0400
E	ID 10,12, 14 OD 47,48	0.3750 0.3560	0.3790 0.3620	0.0130	0.0230	0.3500	0.3840	0.0340
F	ID 10,12, 14 OD 47,48	0.7350 0.7250	0.7450 0.7300	0.0050	0.0200	0.7200	0.7600	0.0400
G	ID 12 *[2] OD 55	0.3780 0.3756	0.3830 0.3761	0.0019	0.0074	0.3750	0.3980	0.0230
H	ID 13,55, 61,64 OD 56	0.2500 0.2485	0.2515 0.2495	0.0005	0.0030	0.2465	0.2600	0.0135
J	ID 28,31, 34 OD 17,25, 36	0.3125 0.3090	0.3140 0.3120	0.0005	0.0050	0.3060	0.3155	0.0095
K	ID 38 OD 39	0.3120 0.3090	0.3160 0.3120	0.0000	0.0070	0.3060	0.3200	0.0140
L	ID 61 OD 58	0.2500 0.2460	0.2515 0.2490	0.0010	0.0055	0.2430	0.2600	0.0170

*[1] Vertical dimension of rail (7 and 8) slots and shoe (35)

*[2] Vertical dimension of foot (12) slot

TESTING

1. Test Equipment

   A. Holding fixture and scale for measuring force to lift handle (38, figure 1101) and shaft (39) out of detent.

2. Operational Test (See figure 1101.)

   A. Fully retract and extend lock body assembly (24) through ten complete cycles. Raise handle (38) to allow lock body assembly to retract. Check for freedom of motion. Shaft (39) should snap down completely in detent when locking.

   B. The force required to lift handle (38) out of detent should not be less than 1 pound or more than 3 pounds, applied on a 1.10 to 1.30 inch radius of handle pivot point.

   C. Fully retract and extend frame (60) and body (63) as necessary to check for freedom of motion.

   D. Check studs (47 and 48) for freedom of motion, by raising and lowering levers (42 and 43).

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.)

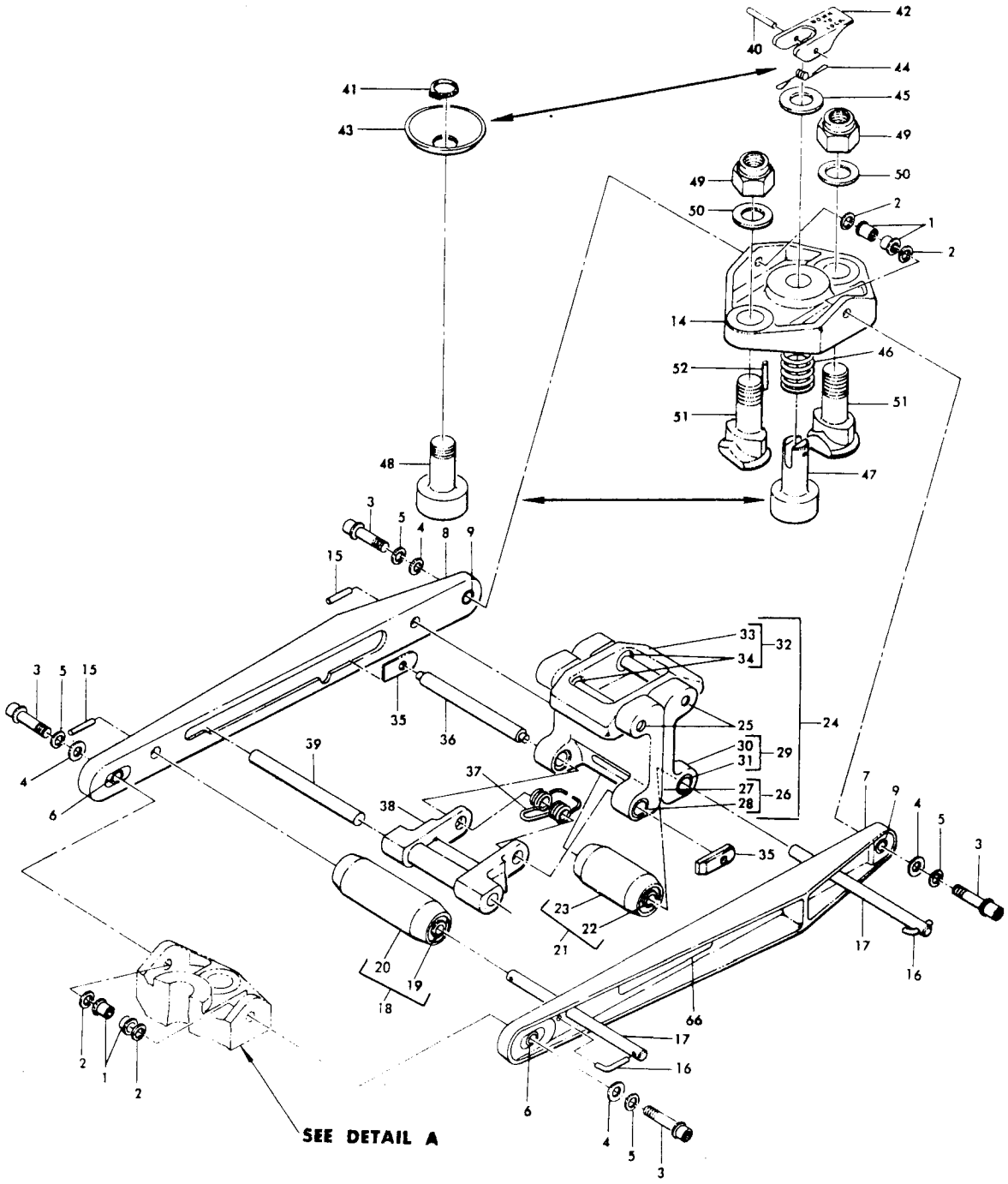
Trouble	Possible Cause	Correction
A. Irregular movement during cycling of lock body assembly (24) paragraph 2.A.	Binding of foreign materials between pivoting parts	Disassemble, inspect, clean, dry lubricate and reassemble
	Improperly installed components	Disassemble, check and reassemble in proper order
B. Force required to lift handle (38) out of detent not within specified limits, paragraph 2.B.	Spring (37), weak, broken or improperly installed	Replace spring (37) or disassemble, check and reassemble in proper order
C. Irregular movement during cycling of frame (60) and body (63), paragraph 2.C.	Binding of foreign materials between pivoting parts	Disassemble, inspect, clean and reassemble
	Improperly installed components	Disassemble, check and reassemble in proper order
D. Irregular movement during cycling of levers (42 or 43), paragraph 2.D.	Spring (44 or 46) weak or broken	Replace springs (44 or 46)

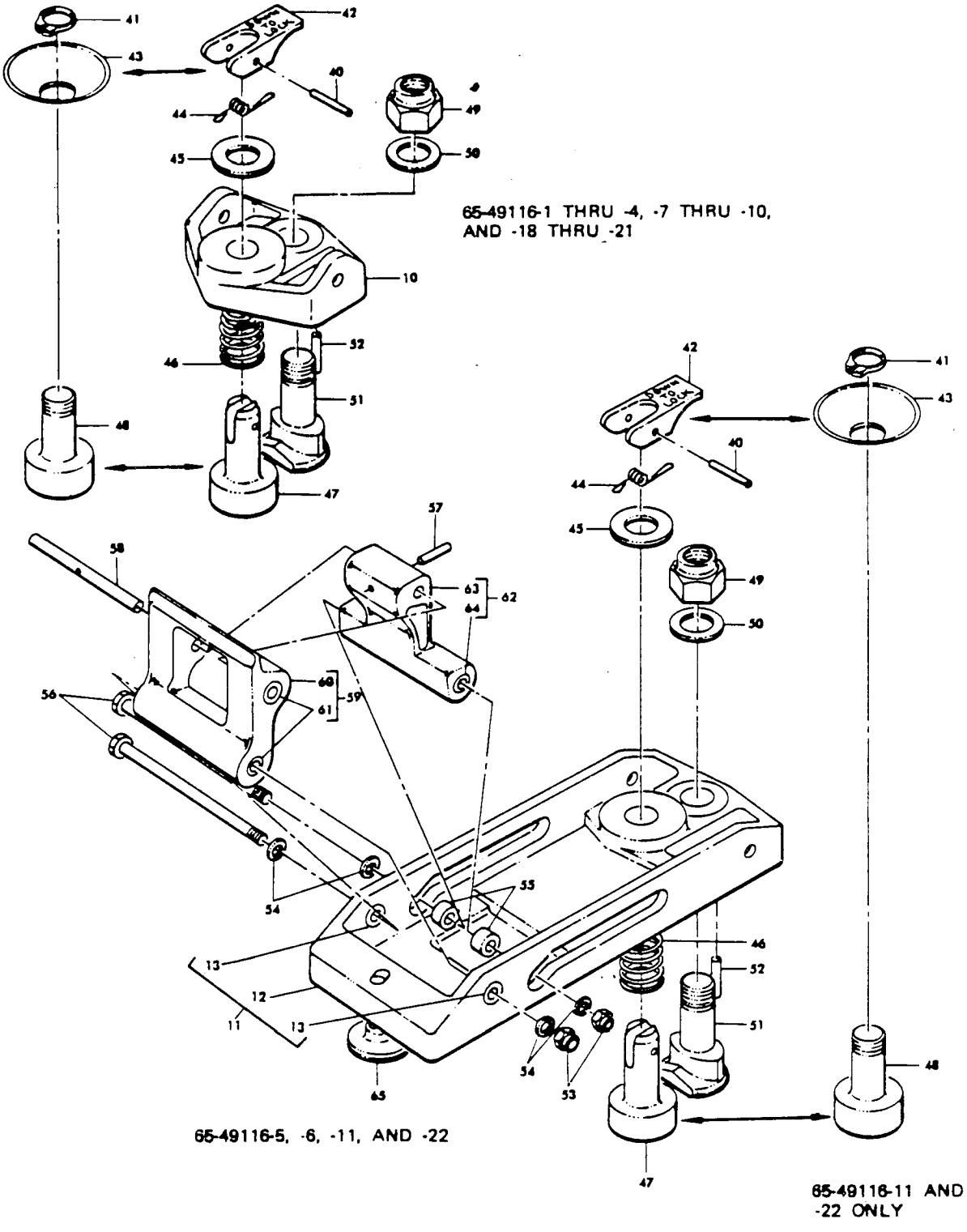
STORAGE INSTRUCTIONS

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

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

ILLUSTRATED PARTS LIST





DETAIL A

QC Cargo System Pallet Lock Assembly
Figure 1101 (Sheet 2)

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101					
	65-49116-1		QC CARGO SYSTEM PALLET LOCK ASSY	A	Ref
	65-49116-2		QC CARGO SYSTEM PALLET LOCK ASSY	B	Ref
	65-49116-3		QC CARGO SYSTEM PALLET LOCK ASSY	C	Ref
	65-49116-4		QC CARGO SYSTEM PALLET LOCK ASSY	D	Ref
	65-49116-5		QC CARGO SYSTEM PALLET LOCK ASSY	E	Ref
	65-49116-6		QC CARGO SYSTEM PALLET LOCK ASSY	F	Ref
	65-49116-7		QC CARGO SYSTEM PALLET LOCK ASSY (SB 25-85)	G	Ref
	65-49116-8		QC CARGO SYSTEM PALLET LOCK ASSY (SB 25-85)	H	Ref
	65-49116-9		QC CARGO SYSTEM PALLET LOCK ASSY (SB 25-85)	J	Ref
	65-49116-10		QC CARGO SYSTEM PALLET LOCK ASSY (SB 25-85)	K	Ref
	65-49116-11		QC CARGO SYSTEM PALLET LOCK ASSY	L	Ref
	65-49116-18		QC CARGO SYSTEM PALLET LOCK ASSY	M	Ref
	65-49116-19		QC CARGO SYSTEM PALLET LOCK ASSY	N	Ref
	65-49116-20		QC CARGO SYSTEM PALLET LOCK ASSY	O	Ref
	65-49116-21		QC CARGO SYSTEM PALLET LOCK ASSY	P	Ref
	65-49116-22		QC CARGO SYSTEM PALLET LOCK ASSY	Q	Ref
1	BACN10HR4		. NUT		4
2	AN960PD4		. WASHER		4
3	BACB30MT4-12		. BOLT		4
4	66-20972-1		. WASHER		4
5	BACW10BN4C		. WASHER		4
6	NAS76A4-012P		. BUSHING		2
7	65-49120-1		. RAIL, Side	A-L	1
7	65-49120-5		. RAIL, Side	M-Q	1
8	65-49120-2		. RAIL, Side	A-L	1
8	65-49120-6		. RAIL, Side	M-Q	1
9	NAS76A4-012P		. BUSHING		2
10	65-49128-1		. FOOT, Forward	A-D G-K	1
10	65-49128-3		. FOOT, Forward	M-P	1
11	65-56940-1		. FOOT ASSY, Forward	EFLQ	1
12	65-56940-2		. . FOOT		1
13	NAS76A4-008P		. . BUSHING		2
14	65-49129-1		. FOOT, Aft	A-L	1
14	65-49129-3		. FOOT, Aft	M-Q	1
15	MS16562-213		. PIN, Spring	ADEGK MP	2

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101					
15	MS16562-213		. PIN, Spring	BCFHJ LNOQ	1
16	66-22306-2		. PIN, Antiroll	ADEGK MP	2
16	66-22306-2		. PIN, Antiroll	BCFHJ LNOQ	1
17	69-36907-2		. SHAFT	ADEGK MP	2
17	69-36907-2		. SHAFT	BCFHJ LNOQ	1
18	69-36905-3		. ROLLER ASSY	ADEGK MP	1
19	594		. . BEARING, V73134		2
20	69-36904-3		. . ROLLER		1
21	69-36905-4		. ROLLER ASSY	ADEGK MP	1
22	594		. . BEARING, V73134		2
23	69-36904-4		. . ROLLER		1
24	69-36906-1		. BODY ASSY, Lock		1
25	69-36907-1		. . SHAFT		2
26	65-49125-1		. . HEAD ASSY, Lock		1
27	65-49125-3		. . . HEAD, Lock		1
28	NAS76A5-014P		. . . BUSHING		2
29	65-49125-2		. . HEAD ASSY, Lock		1
30	65-49125-4		. . . HEAD, Lock		1
31	NAS76A5-014P		. . . BUSHING		2
32	65-49127-1		. . LIP ASSY, Vertical restraint		1
33	65-49127-2		. . . LIP		1
34	NAS76A5-008P		. . . BUSHING		4
35	69-36912-1		. SHOE		2
36	69-36907-3		. SHAFT		1
37	69-36909-1		. SPRING, Torsion		1
38	65-49131-1		. HANDLE		1
39	69-36907-4		. SHAFT		1
40	MS16562-223		. PIN, Roll	A-F	2
41	MS16624-4035		. RING, Retainer (SB 25-85)	G-Q	2
42	66-23606-1		. LEVER	A-F	2
43	69-44144-1		. LEVER (SB 25-85)	GHKLM NPQ	2
43	69-44144-2		. LEVER	JO	2
44	66-20981-1		. SPRING	A-F	2

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101					
45	BACW10AT26		. WASHER	A-F	2
46	MS24585C331		. SPRING		2
47	66-23604-1		. STUD	A-F	2
48	69-44145-1		. STUD (SB 25-85)	G-Q	2
49	NAS679A6		. NUT		3
50	AN960PD616L		. WASHER		3
51	69-29654-1		. FOOT		3
52	MS16562-25		. PIN, Spring		2
53	NAS679A4		. NUT	EFLQ	2
54	AN960PD416		. WASHER	EFLQ	4
55	NAS76A4-009P		. BUSHING	EFLQ	2
56	NAS1104-42		. BOLT	EFLQ	2
57	MS16562-8		. PIN, Spring	EFLQ	1
58	69-38423-1		. SHAFT	EFLQ	1
59	65-56942-1		. FRAME ASSY	EFLQ	1
60	65-56942-2		. . FRAME		1
61	NAS76A4-015P		. . BUSHING		4
62	65-51751-1		. BODY ASSY	EFLQ	1
63	65-51751-2		. . BODY		1
64	NAS76A4-015P		. . BUSHING		2
65	69-29644-2		. STUD	EFLQ	1
66	BACM10L12BYK		. MARKER, Aluminum foil	A	1
66	BAC27DQC33		. MARKER, Aluminum foil (SB 25-85)	G	1
66	BACM10L12BYL		. MARKER, Aluminum foil	B	1
66	BAC27DQC34		. MARKER, Aluminum foil (SB 25-85)	H	1
66	BACM10L12BYM		. MARKER, Aluminum foil	C	1
66	BAC27DQC35		. MARKER, Aluminum foil (SB 25-85)	J	1
66	BACM10L12BYN		. MARKER, Aluminum foil	D	1
66	BAC27DQC36		. MARKER, Aluminum foil (SB 25-85)	K	1
66	BACM10L12CEA		. MARKER, Aluminum foil	E	1
66	BACM10L12CEB		. MARKER, Aluminum foil	F	1
66	BAC27DQC37		. MARKER, Aluminum foil	L	1
66	BAC27DQC190		. MARKER, Aluminum foil	M	1
66	BAC27DQC191		. MARKER, Aluminum foil	N	1
66	BAC27DQC192		. MARKER, Aluminum foil	O	1
66	BAC27DQC193		. MARKER, Aluminum foil	P	1
66	BAC27DQC194		. MARKER, Aluminum foil	Q	1

VENDORS

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