

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

TO: ALL HOLDERS OF PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY
OVERHAUL MANUAL, 25-57-11

REVISION NO. 1, DATED JUL 5/77

HIGHLIGHTS

DESCRIPTION OF CHANGE	TOPICS AFFECTED												
	D & O	D/Assy	Cleaning	Insp/Chk	Repair	Assy	F/C	Test	T/Shooting	S/Tools	Storage	IPL	L/Overhaul
<u>NOTE</u> Beginning with this revision separate consecutively numbered highlight sheets will be provided whenever this subject is revised. Added assemblies 65-63629-10, -11, -12												X	

Jul 5/77

HIGHLIGHTS
Page 1 of 1

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY

25-57-11

I BOEING P/N 65-63629-1 thru -8, -10, -11, -12

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
25-1051		PRR 31458 PRR 31618	Mar 10/70 Mar 10/70

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LIST OF EFFECTIVE PAGES					
* Indicates pages revised, added or deleted in latest revision					
F Indicates foldout pages - print one side only					
PAGE	DATE	PAGE	DATE	PAGE	DATE
25-57-11					
* T-1	Jul 5/77				
T-2	BLANK				
* LEP-1	Jul 5/77				
LEP-2	BLANK				
T/C-1	Mar 10/70				
T/C-2	BLANK				
1	Mar 10/70				
2	Mar 10/70				
3	Mar 10/70				
4	Mar 10/70				
5	Dec 25/75				
6	Dec 25/75				
7	Mar 10/70				
8	Mar 10/70				
9	Mar 10/70				
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11	Mar 10/70				
* 12	Jul 5/77				
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* 14	Jul 5/77				
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OVERHAUL MANUAL

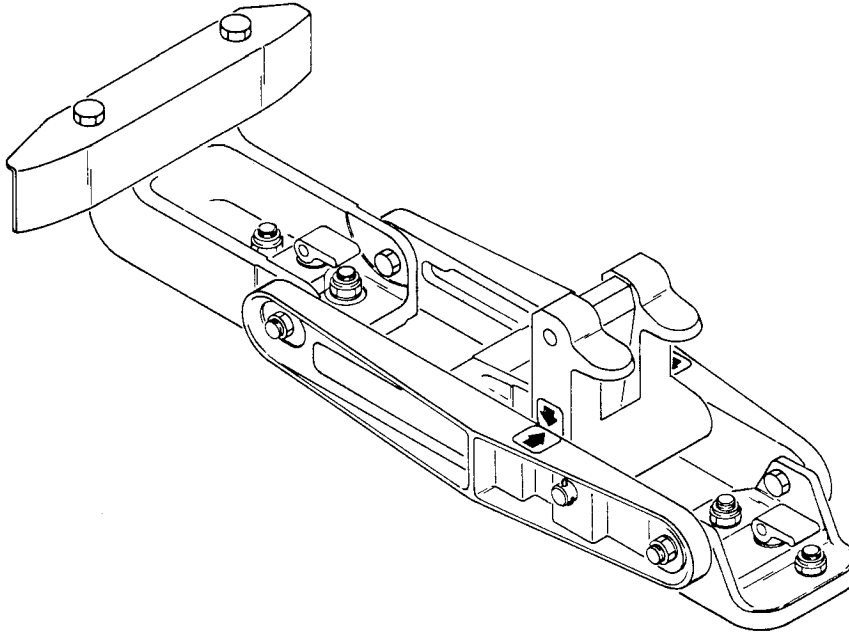
TABLE OF CONTENTS

<u>Paragraph Title</u>	<u>Page</u>
Description and Operation	1
Disassembly	2
Cleaning.	3
Inspection/Check.	3
Repair.	4
Assembly.	6
Fits and Clearances	7
Testing	10
Trouble Shooting.	10
Storage Instructions.	11
Special Tools, Fixtures, and Equipment.	None
Illustrated Parts List.	12
Numerical Parts List Index.	None

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COMMERCIAL JET
OVERHAUL MANUAL

PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY

Boeing Part Numbers: 65-63629-1 through -8



Palletized Cargo System Canted Track Pallet Lock Assembly
Figure 1

1. DESCRIPTION AND OPERATION

A. Description

- (1) The palletized cargo system canted track pallet lock assembly consists of a frame and body assembly and rail assembly.

B. Operation

- (1) The palletized cargo system canted track pallet lock assembly locks into the seat tracks and is used to secure cargo pallets in the airplane.

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

65-63629

C. Leading Particulars

<u>Assembly</u>	<u>Length (Inches)</u>	<u>Width (Inches)</u>	<u>Height (Inches)</u>	<u>Weight (Pounds)</u>
65-63629-1 and -2	15.93	6.85	3.7	5.7
65-63629-3 and -4	12.24	4.25	2.0	4.5
65-63629-5 and -6	15.89	6.85	3.7	5.7
65-63629-7 and -8	12.24	4.25	2.0	4.5

NOTE: Height is in retracted position.

2. DISASSEMBLY

A. Procedures (See figure 5.)

- (1) Remove nuts (1), washers (2), and bolts (3).
- (2) Remove aft foot (4) and forward stop (5) or forward foot (5) from rail assemblies (27 and 30).
- (3) Remove nuts (6), washers (7), attachment studs (8), pins (9), tubular rivets (10), levers (11), springs (12), washers (13), springs (14), and studs (15) from aft foot (4) and forward stop (5) or forward foot (5).
- (4) Remove nuts (16), washers (17), bolts (18), and guide (19) from forward stop (5).
- (5) Remove nuts (20), washers (21), bolts (22), and bracket (23) from forward stop (5).
- (6) Remove pins (24), shaft (25), washers (26), and rail assemblies (27 and 30).

NOTE: Do not remove bushings (29 or 32) or Metal-Cals (43 or 44) from rails (28 or 31), unless repair or replacement is required.

- (7) Remove shaft (34), track shoes (35), shaft (36), handle (37), and spring (38) from frame and body assembly (39).

NOTE: Do not remove pin (42) from frame and body assembly (39), unless repair or replacement is required.

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COMMERCIAL JET
OVERHAUL MANUAL

3. CLEANING

- A. Clean metal parts with solvent, Specification P-D-680 or equivalent. Use a stiff-bristle brush to remove stubborn accumulations of foreign matter. Dry thoroughly with clean, lint-free cloth or with clean, moisture-free air.
- B. For further information, refer to "General Cleaning Procedures," Subject 20-30-03.

4. INSPECTION/CHECK

A. Visual Check

- (1) Examine all parts for cracks, burrs, and corrosion, using a strong light and a minimum of 10-power magnification.
- (2) Examine threaded areas for evidence of cross-threading and stripping.
- (3) Examine plated and painted surfaces for blisters, flaking, and continuity of finish.

B. Special Check (See figure 5.)

- (1) If visual examination of parts listed below reveals evidence of defects, perform following checks:
 - (a) Dye penetrant check -- aft foot (4), forward stop (5), forward foot (5), lever (11), bracket (23), rails (28 and 31), shaft (34), track shoe (35), handle (37), body (40), and frame (41, P/N 69-50906-2).
 - (b) Magnetic particle check -- attachment stud (8), shafts (25 and 36), frame (41, P/N 69-50906-1), and pin (42).
- (2) Examine Metal-Cals (43 and 44) for legibility and security of installation.
- (3) Check spring (14) for distortion by rolling on a flat surface. There must be no wobble. Check spring as follows:
 - (a) Apply a compression load of 7.389 pounds and verify test length of 0.363 to 0.443 inches.
 - (b) Release compression load and verify a free length of approximately 0.81 inch.

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COMMERCIAL JET
OVERHAUL MANUAL

65-63629

- (4) Check springs (12 and 38) in accordance with figure 2.

Item Number	Test Load (pound-inches)	Angular Displacement (degrees)
12	0.012 (± 0.001)	22
	0.080 (± 0.010)	147
38	0.570 (± 0.070)	30
	2.300 (± 0.300)	120

NOTE: Free position of spring ends for spring (12) is 180 (± 2) degrees; for spring (38), 60 (± 2) degrees.

Spring Check Data
Figure 2

5. REPAIR

A. Repair

- (1) Remove minor scratches, nicks, pitting, or corrosion from metal parts by lightly polishing with abrasive cloth, 220 grit or finer.
- (2) Remove minor defects from threaded areas with small triangular file or thread chaser.
- (3) Restore worn track slot in rails (28 and 31) by building up with hard chrome plate per Subject 20-42-03 and grinding to restore original dimensions.

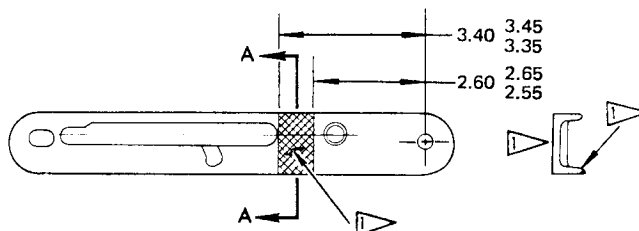
B. Refinish (See figures 3 and 5.)

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 damaged, refinish listed parts as indicated:

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OVERHAUL MANUAL

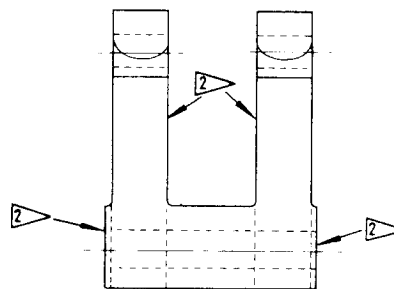
- (a) Washer (2), Aft Foot (4), Forward Stop (5), Forward Foot (5), Guide (19), Bracket (23), Handle (37), and Frame (41, P/N 69-50906-2) -- Apply F-2.20 all over. Material: Al alloy.
- (b) Attachment Stud (8) -- Apply F-1.1913 all over. Material: Steel, AMS 4140, 160-180 ksi.
- (c) Lever (11) -- Apply F-2.20 all over. Apply SRF-14.903-701 to depressed letters. Material: Al alloy.
- (d) Spring (12, 38) -- Apply F-1.923 all over. Material: Music wire.
- (e) Stud (15) -- Apply F-2.22 all over. Material: Al alloy.
- (f) Pivot Shaft (25), Guide Shaft (36), and Pin (42) -- Apply F-1.1928 all over. Apply BMS 3-8, class A, dry lubricant per 20-50-08. Material: Steel, AMS 4330, 220-240 ksi.
- (g) Rail Assemblies (27 and 30) -- Apply F-2.20 all over. Paint strip as specified in Fig. 3. Material: Al alloy.
- (h) Bushings (29 and 32) and Frame (41, P/N 69-50906-1) -- Apply F-8.07 all over. Material: CRES 17-4PH, 180-200 ksi.
- (i) Shaft (34) -- Apply BMS 3-8, class A, dry lubricant per 20-50-08. Material: CRES 17-4PH, 180-200 ksi.
- (j) Shoe (35) -- Apply BMS 3-8, class A, dry lubricant per 20-50-08. Material: CRES 15-7PH, 225-245 ksi.



RAIL ASSEMBLIES (27 AND 30)

1 APPLY BMS 10-11, TYPE II UNTHINNED, COLOR BAC701 BLACK. THICKNESS OF PAINT EQUIVALENT TO A MINIMUM OF TWO AVERAGE COATS OF PAINT.

2 NO PAINT THIS SURFACE.



BODY (40)

Refinish Diagram
 Figure 3

Dec 25/75

25-57-11
 Page 5

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

65-63629

- (k) Body (40, P/N 69-63632-1) -- Apply SRF-14.905-101, except as specified in Fig. 3. Material: Al alloy.
- (l) Body (40, P/N 69-63632-2) -- Apply F-2.201, except as specified in Fig. 3. Material: Al alloy.
- (m) Pin (42) -- Apply BMS 3-8, class A, dry lubricant per 20-50-08. Material: Steel, AMS 4330, 220-240 ksi.

C. Replacement (Fig. 5)

- (1) Replace parts damaged beyond minor repair.
- (2) Replace pin (9) at each overhaul.
- (3) If bushings (29 or 32) require replacement, press out old bushing; clean faying surfaces, apply primer BMS 10-11, type 1, to ID of hole and OD of bushing. Press bushing in place while primer is wet.
- (4) If Metal-Cals (43 or 44) require replacement, install per Subject 20-50-05.
- (5) If body (40), frame (41), or pin (42) requires replacement, drill out old staking, remove pin (42), and reassemble serviceable parts; stake pin in place using point stake at six equal spaces on both ends, equidistant between old stake marks.

D. Material.

- (1) Primer, BMS 10-11, type 1
- (2) Dry Lubricant, BMS 3-8, class A

6. ASSEMBLY

A. General (Fig. 5)

- (1) Protect dry lubrication coated shafts (25, 34, and 36) and track shoes (35) during assembly.
- (2) Do not apply oil or grease to any part of assembly.

B. Reassembly (Fig. 5)

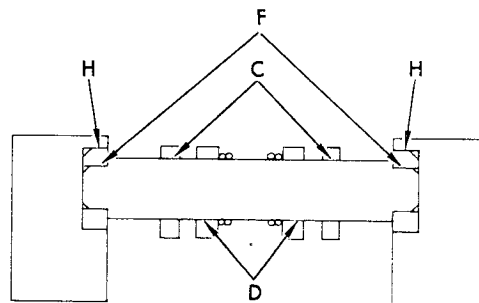
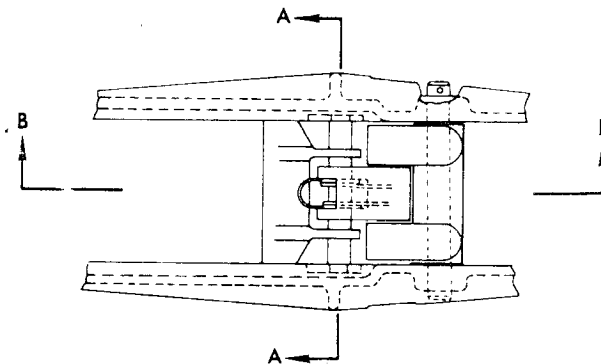
- (1) Position spring (38), handle (37), shaft (36), track shoes (35), and shaft (34) on frame and body assembly (39).
- (2) Position rail assemblies (27 and 30) on frame and body assembly (39) and install washers (26), shaft (25), and pins (24).
- (3) Position bracket (23) on forward stop (5), if applicable, and install bolts (22), washers (21), and nuts (20).

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COMMERCIAL JET
OVERHAUL MANUAL

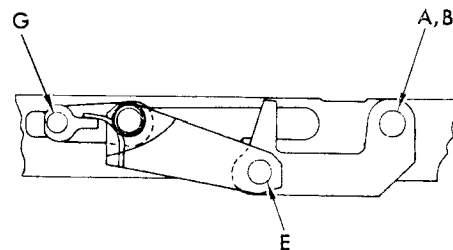
- (4) Position guide (19) on forward stop (5), if applicable, and install bolts (18), washers (17), and nuts (16).
- (5) Position springs (14) on studs (15) and position studs (15) on aft foot (4) and forward stop (5) or forward foot (5); install washers (13), springs (12), levers (11), and tubular rivets (10).
- (6) Install pin (9) with wet primer, BMS 10-11, type 1, so that 0.25 inch protrudes from forward stop (5) or forward foot (5).
- (7) Position attachment studs (8) on aft foot (4) and forward stop (5) or forward foot (5) and install washers (7) and nuts (6).
- (8) Position forward stop (5) or forward foot (5) and aft foot (4) on rail assemblies (27 and 30) and install bolts (3), washers (2), and nuts (1).

7. FITS AND CLEARANCES

- A. The "Fits and Clearances" table, figure 4, lists original design dimensions and service wear limits for certain close tolerance parts of the assembly. The original design dimensions are to be used as a guide for rework of parts which fail to meet the wear tolerance requirements. Unless otherwise specified in the rework procedure, a part should be returned to the design dimensions whenever rework is accomplished.
- B. Clearances are given to aid assembly of the component. The value given in the "Maximum Allowable Clearance" column is the maximum permitted to ensure proper functioning until the next overhaul cycle of the component. If assembled parts fail to meet these requirements, 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 whenever newly reworked parts are assembled, the design clearances be used as the guiding assembly criteria.



SECTION A-A
 (ROTATED 90 DEGREES)



SECTION B-B

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COMMERCIAL JET
OVERHAUL MANUAL

Ref. Letter Fig. 4	Mating Index No. Fig. 5	Original Design Limits				Service Wear Limits		
		Dimension (inches)		Assembly Clearance (inches)		Dimension Limits (inches)		Maximum Allowable Clearance (inch)
		Min.	Max.	Min.	Max.	Min.	Max.	
A	ID 29,32	0.4375	0.4390	0.0015	0.0040	0.4310	0.4430	0.0080
	OD 25	0.4350	0.4360					
B	ID 40	0.4375	0.4400	0.0015	0.0050	0.4300	0.4450	0.0100
	OD 25	0.4350	0.4360					
C	ID 37	0.4060	0.4100	0.0013	0.0063	0.3974	0.4163	0.0126
	OD 36	0.4037	0.4047					
D	ID 41	0.4062	0.4080	0.0015	0.0043	0.3994	0.4123	0.0086
	OD 36	0.4037	0.4047					
E	ID 41	0.4072	0.4082	0.0010	0.0030	0.4022	0.4112	0.0060
	OD 42	0.4052	0.4062					
F	ID 35	0.3438	0.3442	0.0016	0.0030	0.3382	0.3472	0.0060
	OD 36	0.3412	0.3422					
G	ID 37	0.3125	0.3165	0.0005	0.0055	0.3055	0.3220	0.0110
	OD 34	0.3110	0.3120					
H	▷ 28,31	0.4950	0.5020	0.0040	0.0130	0.4850	0.5060	0.0170
	▷ 35	0.4890	0.4910					

Fits and Clearances
Figure 4 (Sheet 2)

▷ Vertical dimension of track slot.

▷ Vertical dimension of track shoe.

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

65-63629

8. TESTING

A. General

- (1) All movable parts shall move without binding.

B. Functional Test (See figure 5.)

- (1) Fully retract and extend frame and body assembly (39) through ten complete cycles to check for freedom of motion. Shaft (34) should snap down completely when locking.
- (2) Check that the force required to lift handle (37) out of detent is not less than 1.75 pounds nor more than 4.00 pounds, applied on a 1.10- to 1.30-inch radius of handle pivot point.
- (3) Check studs (15) for freedom of motion by raising and lowering lever (11) through not less than three cycles.

9. TROUBLE SHOOTING

NOTE: Trouble shooting is keyed to individual steps of the test procedure. Referenced paragraphs show test procedure step in which the noted trouble would appear.

<u>Trouble</u>	<u>Possible Cause</u>	<u>Correction</u>
A. Binding or irregular motion, paragraphs 8.B.(1)	Foreign matter between parts	Remove, reclean, and reinstall
B. Handle does not operate within specified limits, paragraph 8.B.(2)	Spring (38) tension out of tolerance	Replace spring
	Foreign matter between parts	Remove, reclean, and reinstall
C. Binding or irregular motion, paragraph 8.B.(3)	Spring (14) tension out of tolerance	Replace spring
	Foreign matter between parts	Remove, reclean, and reinstall

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OVERHAUL MANUAL

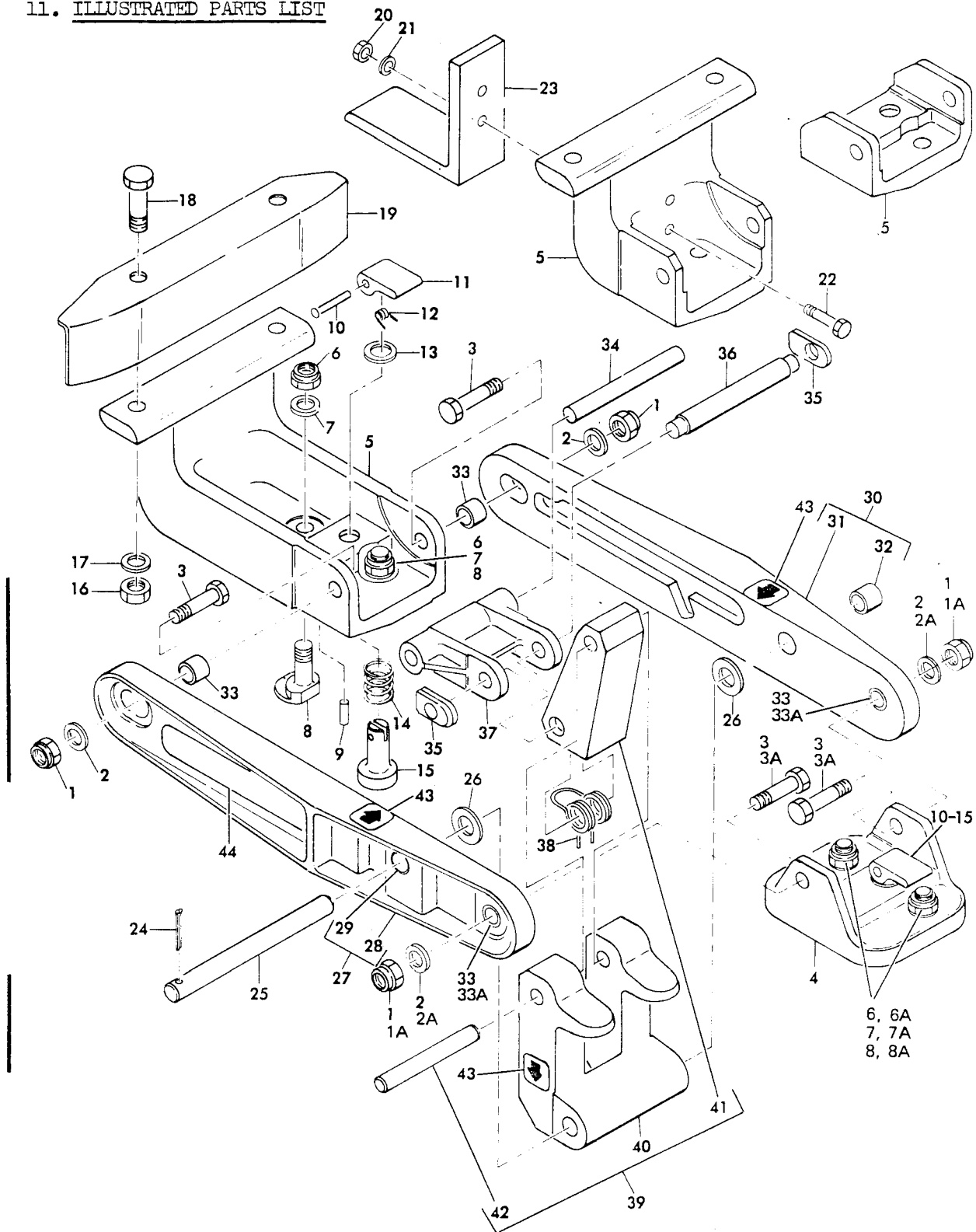
10. STORAGE INSTRUCTIONS

- A. Wrap assembly in vapor barrier paper.
- B. Tag with identification number and test date.
- C. For further information, refer to "Temporary Protective Coatings," Subject 20-44-02 and "Protection, Storage, and Handling of Airplane Components," Subject 20-70-01.

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

65-63629

11. ILLUSTRATED PARTS LIST



Palletized Cargo System Canted Track Pallet Lock Assembly
 Figure 5

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COMMERCIAL JET
OVERHAUL MANUAL

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	N O M E N C L A T U R E 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-	65-63629-1		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY (SB 25-1051)	A	RF
	65-63629-2		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY (SB 25-1051)	B	RF
	65-63629-3		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	C	RF
	65-63629-4		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	D	RF
	65-63629-5		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	E	RF
	65-63629-6		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	F	RF
	65-63629-7		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	G	RF
	65-63629-8		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	H	RF
	65-63629-10		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	I	RF
	65-63629-11		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	J	RF
	65-63629-12		PALLETIZED CARGO SYSTEM CANTED TRACK PALLET LOCK ASSEMBLY	K	RF
1	BACN10JC4		. NUT (REPLS NAS679A4W)	A-H	4
1A	BACN10JC4		. NUT (REPLS NAS679A4W)	IJK	2
2	66-20972-1		. WASHER	A-H	4
2A	66-20972-1		. WASHER	IJK	2
3	NAS1104-8		. BOLT	A-H	4
3A	NAS1104-8		. BOLT	IJK	2
4	65-63643-2		. FOOT, AFT	AEI	1
4	65-63643-1		. FOOT, AFT	BFJ	1
4	65-63643-4		. FOOT, AFT	CG	1
4	65-63643-3		. FOOT, AFT	DHK	1
5	65-63645-2		. STOP, FORWARD *[1]	A	1
5	65-63645-5		. STOP, FORWARD (SB 25-1051)*[1]	A	1
5	65-63645-1		. STOP, FORWARD *[1]	B	1
5	65-63645-4		. STOP, FORWARD (SB 25-1051)*[1]	B	1
5	65-63644-1		. FOOT, FORWARD	CG	1
5	65-63644-2		. FOOT, FORWARD	DH	1
5	65-63645-5		. STOP, FORWARD	E	1
5	65-63645-4		. STOP, FORWARD	F	1

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OVERHAUL MANUAL

65-63629

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	N O M E N C L A T U R E 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-					
6	BACN10JC6		. NUT (REPLS NAS679A6) *[1]	AB	4
6	BACN10JC6		. NUT (REPLS NAS679A6)(SB 25-1051) *[1]	B	3
6	BACN10JC6		. NUT (REPLS NAS679A6)	C-H	3
6A	BACN10JC6		. NUT (REPLS NAS679A6)	IJK	2
7	AN96OPD616L		. WASHER *[1]	AB	4
7	AN96OPD616L		. WASHER (SB 25-1051) *[1]	AB	3
7	AN96OPD616L		. WASHER	C-H	3
7A	AN96OPD616L		. WASHER	IJK	2
8	69-29654-1		. STUD, ATTACHMENT *[1]	AB	4
8	69-29654-1		. STUD, ATTACHMENT (SB 25-1051)*[1]	AB	3
8	69-29654-1		. STUD, ATTACHMENT (SB 25-1051)*[1]	AB	3
8	69-29654-1		. STUD, ATTACHMENT	C-H	3
8A	69-29654-1		. STUD, ATTACHMENT	IJK	2
9	MS16562-25		. PIN	A-H	2
9	MS16562-25		. PIN	IJK	1
10	MS16535-189		. RIVET, TUBLAR *[1]	AB	2
10	MS16535-189		. RIVET, TUBLAR (SB 25-1051) *[1]	AB	1
10	MS16535-189		. RIVET, TUBLAR	CDGH	2
10	MS16535-189		. RIVET, TUBLAR	EFLJK	1
11	69-39931-1		. LEVER *[1]	AB	2
11	69-39931-1		. LEVER (SB 25-1051) *[1]	AB	1
11	69-39931-1		. LEVER	CDGH	2
11	69-39931-1		. LEVER	EFLJK	1
12	66-20981-1		. SPRING *[1]	AB	2
12	66-20981-1		. SPRING (SB 25-1051) *[1]	AB	1
12	66-20981-1		. SPRING	CDGH	2
12	66-20981-1		. SPRING	EFLJK	1
13	BACW10AT36		. WASHER *[1]	AB	2
13	BACW10AT36		. WASHER (SB 25-1051) *[1]	AB	1
13	BACW10AT36		. WASHER	CDGH	2
13	BACW10AT36		. WASHER	EFLJK	1
14	MS24585C358		. SPRING *[1]	AB	2
14	MS24585C358		. SPRING (SB 25-1051) *[1]	AB	1
14	MS24585C358		. SPRING	CDGH	2
14	MS24585C358		. SPRING	EFLJK	1
15	66-20783-1		. STUD *[1]	AB	2
15	66-20783-1		. STUD (SB 25-1051) *[1]	AB	1
15	66-20783-1		. STUD	CDGH	2
15	66-20783-1		. STUD	EFLJK	1

BOEING
COMMERCIAL JET
OVERHAUL MANUAL

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	N O M E N C L A T U R E 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-16	BACN10JC4		. NUT (REPLS NAS679A4W)	ABEF	2
17	AN96OPD416		. WASHER	ABEF	2
18	NAS1104-7		. BOLT	ABEF	2
19	69-50908-1		. GUIDE	ABEF	1
20	BACN10JC4		. NUT (REPLS NAS679A4W) (SB 25-1051) *[1]	AB	2
20	BACN10JC4		. NUT (REPLS NAS679A4W)	EF	2
21	AN96OPD416		. WASHER (SB 25-1051) *[1]	AB	2
21	AN96OPD416		. WASHER	EF	2
22	NAS1104-7		. BOLT (SB 25-1051) *[1]	AB	2
22	NAS1104-7		. BOLT	EF	2
23	65-63629-9		. BRACKET (SB 25-1051) *[1]	AB	1
23	65-63629-9		. BRACKET	EF	1
24	MS16562-214		. PIN		2
25	69-29666-1		. SHAFT, PIVOT		1
26	66-20970-1		. WASHER		2
27	65-37228-17		. RAIL ASSEMBLY		1
28	65-37228-19		. . RAIL		1
29	66-21163-2		. . BUSHING		1
30	65-37228-18		. RAIL ASSEMBLY		1
31	65-37228-20		. . RAIL		1
32	66-21163-2		. . BUSHING		1
33	NAS75-4-011		. BUSHING	A-H	4
33A	NAS75-4-011		. BUSHING	IJK	2
34	69-29643-4		. SHAFT		1
35	69-29655-2		. SHOE, TRACK		2
36	69-29666-6		. SHAFT, GUIDE		1
37	69-31206-2		. HANDLE		1
38	66-21711-1		. SPRING		1
39	69-50900-1		. FRAME AND BODY ASSEMBLY	A-D	1
39	69-50900-2		. FRAME AND BODY ASSEMBLY	E-K	1
40	65-63632-1		. . BODY (USED ON 69-50900-1)		1
40	65-63632-2		. . BODY (USED ON 69-50900-2)		1
41	69-50906-1		. . FRAME (USED ON 69-50900-1)		1
41	69-50906-2		. . FRAME (USED ON 69-50900-2)		1
42	69-29666-7		. . PIN		1
43	BACM10S35R		. METAL-CAL		4
44	BAC27DCA1		. METAL-CAL	A	1
44	BAC27DCA2		. METAL-CAL	B	1
44	BAC27DCA3		. METAL-CAL	C	1
44	BAC27DCA4		. METAL-CAL	D	1
44	BAC27DCA155		. METAL-CAL	E	1
44	BAC27DCA156		. METAL-CAL	F	1
44	BAC27DCA157		. METAL-CAL	G	1
44	BAC27DCA158		. METAL-CAL	H	1

*[1] LIMITED USE