TO: ALL HOLDERS OF RUDDER CONTROL YAW DAMPER BIAS POGO ASSEMBLY COMPONENT MAINTENANCE MANUAL 27-21-55

REVISION NO. 3 DATED APR 10/84

HIGHLIGHTS

Pages which have been added or revised are outlined below together with the highlights of the revision. Remove and insert the affected pages as listed and enter Revision No. 3 dated Apr 10/84 on the Record of Revision Sheet.

| CHAPTER/SECTION AND PAGE NO. | DESCRIPTION OF CHANGE |
|---|---|
| INTRODUCTION 1 | Added verification date. |

# RUDDER CONTROL YAW DAMPER BIAS POGO ASSEMBLY

# PART NUMBER 251T3745-1

COMPONENT MAINTENANCE MANUAL
WITH
ILLUSTRATED PARTS LIST

REVISION RECORD

- Retain this record in front of manual. On receipt of revision, insert revised pages in the manual, and enter revision number, date inserted and initial.

| REVISION NUMBER | REVISION DATE | DATE FILED | BY | REVISION NUMBER | REVISION DATE | DATE FILED | BY |
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| | | | | | | | |

TEMPORARY REVISION AND SERVICE BULLETIN RECORD

| BOEING SERVICE BULLETIN | BOEING TEMPORARY REVISION | OTHER DIRECTIVE | DATE OF INCORPORATION INTO MANUAL |
|---|---|---|---|
| | | | |

| PAGE | DATE | CODE |
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| 27-21-55 | | |
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| 2 | BLANK | |
| REVISION RECORD | | |
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* = REVISED, ADDED OR DELETED

TABLE OF CONTENTS

## INTRODUCTION

The instructions in this manual provide the information necessary to perform maintenance functions ranging from simple checks and replacement to complete shop-type repair.

This manual is divided into separate sections:

1. Title Page
2. Record of Revisions
3. Temporary Revision & Service Bulletin Record
4. List of Effective Pages
5. Table of Contents
6. Introduction
7. Procedures & IPL Sections

Refer to the Table of Contents for the page location of applicable sections. An asterisked flagnote *[ ] in place of the page number indicates that no special instructions are provided since the function can be performed using standard industry practices.

The beginning of the REPAIR section includes a list of the separate repairs, a list of applicable standard Boeing practices, and an explanation of the True Position Dimensioning symbols used.

An explanation of the use of the Illustrated Parts List is provided in the Introduction to that section.

All weights and measurements used in the manual are in English units, unless otherwise stated. When metric equivalents are given they will be parentheses following the English units.

Design changes, optional parts, configuration differences and Service Bulletin modifications create alternate part numbers. These are identified in the Illustrated Parts List (IPL) by adding an alp habetical character to the basic item number. The resulting item number is called an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless otherwise indicated.

Verification:

| | |
|---|---|
| Disassembly | Mar/25/83 |
| Assembly | Mar/25/83 |

## RUDDER CONTROL YAW DAMPER BIAS POGO ASSEMBLY

## DESCRIPTION AND OPERATION

1. The rudder control yaw damper bias pogo assembly consists of a case, stop ring, tailstock assembly, piston, compression spring, rod end bearing, an adjuster nut, and two slides. The bias pogo assembly reduces backlash in the yaw damper linkage and sets as "ground" to allow pilot inputs to rudder in case of a failure of the yaw damper servo linkage. The pogo detent is offset and failure of the linkage would result in approximately 2° of left rudder offset.

2. Leading Particulars (Approximate)

   Diameter -- 1.5 inches
   Length -- 12 inches (relaxed condition)
   15 inches (extended condition)
   Weight -- 5.5 pounds

TESTING AND TROUBLE SHOOTING

1. Test

A. Check that breakout force is 16.5-20.1 lbs. in either direction.

B. Extend pogo assembly to 11.09-11.13 inches between centers of bearings (10, 45) and check that load is 24.3-29.7 lbs.

C. Compress pogo assembly to 10.09-10.13 inches between centers of bearings (10, 45) and check that load is 24.3-29.7 lbs.

D. Apply 3-5 lbs reversing load and check that backlash does not exceed 0.003 inch.

## DISASSEMBLY

NOTE: Disassemble this component only as necessary to complete fault isolation, determine the serviceability of parts, perform required repairs, and restore the unit to serviceable condition.

1. Parts Replacement

   NOTE: The following parts are recommended for replacement. Unless otherwise specified, actual replacement of parts may be based on in-service experience.

   A. Rivets (5, 20)

   B. Lockbolts (35) and collars (40)

2. Disassembly (IPL, Fig. 1)

   A. Remove rivet ( 5) and unscrew rod end bearing (10) from piston (60).

   B. Remove adjuster nut (15) from rod end bearing (10).

   CAUTION: USE EXTREME CARE WHEN REMOVING RIVETS (20). SPRING (70) IS HEAVILY LOADED.

   C. Remove rivets (20) and remove stop ring (25).

   D. Remove slides (65), spring (70) and piston (60).

   E. Remove fasteners (35, 40) and remove tailstock assembly (30).

      NOTE: Do not remove bearing (45) or bushing (50) from tailstock assembly (30) unless necessary for repair or replacement.

CLEANING

1. Clean all parts except teflon-sealed bearing (45, IPL Fig. 1) using standard industry practices and information contained in 20-30-03.

2. Clean teflon-sealed bearing (45) per manufacturer's instruction.

CHECK

1. Check all parts for obvious defects in accordance with standard industry practices. Refer to FITS AND CLEARANCES for design dimensions and wear limits.

2. Magnetic particle check per 20-20-01 -- Adjuster nut (15, IPL Fig. 1), stop ring (25), slides (65), piston (60), bushing (50), and spring (70).

3. Penetrant check per 20-20-02 -- Tail stock (55) and case (75).

4. Check spring (70).

   A. Compress spring to 1.67 inches and check that load is 38.0-46.4 lbs.

   B. Compress spring to 2.99 inches and check that load is 16.5-20.1 lbs.

## REPAIR - GENERAL

1. Content

   A. Repair, refinish, and replacement procedures are included in separate repair sections as follows:

| P/N | NAME | REPAIR |
|---|---|---|
| 251T3727 | RING, STOP | 1-1 |
| 251T3746 | TAILSTOCK | 2-1 |
| 251T3747 | PISTON | 3-1 |
| 251T3730 | SLIDE | 4-1 |
| - - | MISC PARTS REFINISH | 5-1 |

2. Standard Practices

   A. Refer to the following standard practices as applicable, for details of procedures in individual repairs.

   20-10-01 Repair and Refinish of High Strength Steel Parts
   20-10-04 Grinding of Chrome Plated Parts
   20-41-01 Decoding Table for Boeing Finish Codes
   20-42-03 Hard Chrome Plating
   20-42-05 Bright Cadmium Plating
   20-43-01 Chromic Acid Anodizing
   20-50-03 Bearing Installation and Retention

3. Materials

   NOTE: Equivalent substitutes may be used.

   A. Primer -- BMS 10-11, type 1 (Ref 20-60-02)

   B. Sealant -- BMS 5-95 (Ref 20-60-04)

   C. Teflon -- KARON N. TFE liner material (Ref 20-60-04)
      MANUFACTURER: KAMATICS Corp., 1335 Blue Hills Ave., Bloomfield, CT 06002

## 4. Dimensioning Symbols

A. Standard True Position Dimensioning Symbols used in applicable repair procedures are shown in Fig. 601.

| | |
|---|---|
| — | STRAIGHTNESS |
| ▱ | FLATNESS |
| ⊥ | PERPENDICULARITY (OR SQUARENESS) |
| // | PARALLELISM |
| ○ | ROUNDNESS |
| ⌭ | CYLINDRICITY |
| ⌒ | PROFILE OF A LINE |
| ⌓ | PROFILE OF A SURFACE |
| ◎ | CONCENTRICITY |
| ⌯ | SYMMETRY |
| ∠ | ANGULARITY |
| ↗ | RUNOUT |
| ⌖ | THEORETICAL EXACT POSITION OF A FEATURE (TRUE POSITION) |
| ∅ | DIAMETER |
| BASIC (BSC) OR [DIM] | A THEORETICALLY EXACT DIMENSION USED TO DESCRIBE SIZE, SHAPE OR LOCATION OF A FEATURE FROM WHICH PERMISSIBLE VARIATIONS ARE ESTABLISHED BY TOLERANCES ON OTHER DIMENSIONS OR NOTES. |
| [-A-] | DATUM |
| Ⓜ | MAXIMUM MATERIAL CONDITION (MMC) |
| Ⓢ | REGARDLESS OF FEATURE SIZE (RFS) |
| Ⓟ | PROJECTED TOLERANCE ZONE |

### EXAMPLES

| | |
|---|---|
| — 0.002 | STRAIGHT WITHIN 0.002 |
| ⊥ B 0.002 | PERPENDICULAR TO B WITHIN 0.002 |
| // A 0.002 | PARALLEL TO A WITHIN 0.002 |
| ○ 0.002 | ROUND WITHIN 0.002 |
| ⌭ 0.010 | CYLINDRICAL SURFACE MUST LIE BETWEEN TWO CONCENTRIC CYLINDERS, ONE OF WHICH HAS A RADIUS 0.010 INCH GREATER THAN THE OTHER |
| ⌒ A 0.006 | EACH LINE ELEMENT OF THE SURFACE AT ANY CROSS SECTION MUST LIE BETWEEN TWO PROFILE BOUNDARIES 0.006 INCH APART IN RELATION TO DATUM PLANE A |
| ⌓ A 0.020 | SURFACES MUST LIE WITHIN PARALLEL BOUNDARIES 0.02 INCH APART AND EQUALLY DISPOSED ABOUT TRUE PROFILE |
| ◎ C ∅ 0.0005 | CONCENTRIC TO C WITHIN 0.0005 DIAMETER (FULL INDICATOR MOVEMENT) |
| ⌯ A 0.010 | SYMMETRICAL WITH A WITHIN 0.010 |
| ∠ A 0.005 | ANGULAR TOLERANCE 0.005 WITH A |
| ⌖ B ∅ 0.002 Ⓢ | LOCATED AT TRUE POSITION WITHIN 0.002 DIA IN RELATION TO DATUM B, REGARDLESS OF FEATURE SIZE |
| ⊥ A ∅ 0.010 Ⓜ 0.510 Ⓟ | AXIS IS TOTALLY WITHIN A CYLINDER OF 0.010-INCH DIAMETER, PERPENDICULAR TO, AND EXTENDING 0.510-INCH ABOVE, DATUM A, MAXIMUM MATERIAL CONDITION |
| [2.000] OR 2.000 BSC | EXACT DIMENSION IS 2.000 |

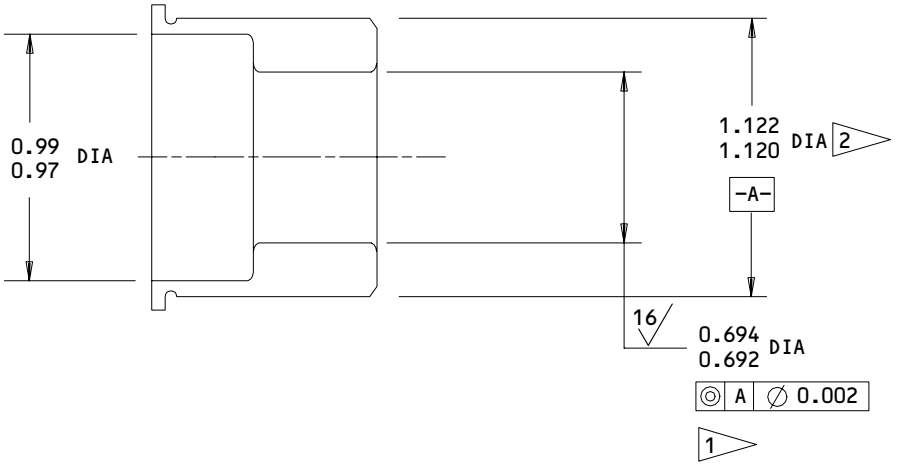
True Position Dimensioning Symbols
Figure 601

RING, STOP - REPAIR 1-1

251T3727-1

1. Plating Repair (Fig. 601)

NOTE: Repair consists of restoration of original finish. Refer to Refinish instructions, Fig. 601 and to REPAIR-GEN for list of applicable standard practices.




REFINISH

PASSIVATE (F-17.09) ALL OVER.
CADMIUM PLATE AND APPLY
ONE COAT OF PRIMER,
BMS 10-11, TYPE 1 (F-16.01)
EXCEPT ON SURFACE NOTED 1

MATERIAL: 15-5PH CRES, 150-170 KSI

ALL DIMENSIONS ARE IN INCHES

1 OMIT PLATING AND PRIMER.

2 OMIT PRIMER ON THIS SURFACE.

Stop Ring - Plating Repair
Figure 601

57368

## TAILSTOCK ASSEMBLY - REPAIR 2-1

251T3746-1

NOTE: Refer to REPAIR-GEN for list of applicable standard practices. For repair of surfaces which may only require stripping and restoration of original finish, refer to Refinish instructions, Fig. 601.

1. Bushing Replacement (Fig. 601, IPL Fig. 1)

   A. Remove bushing (50).

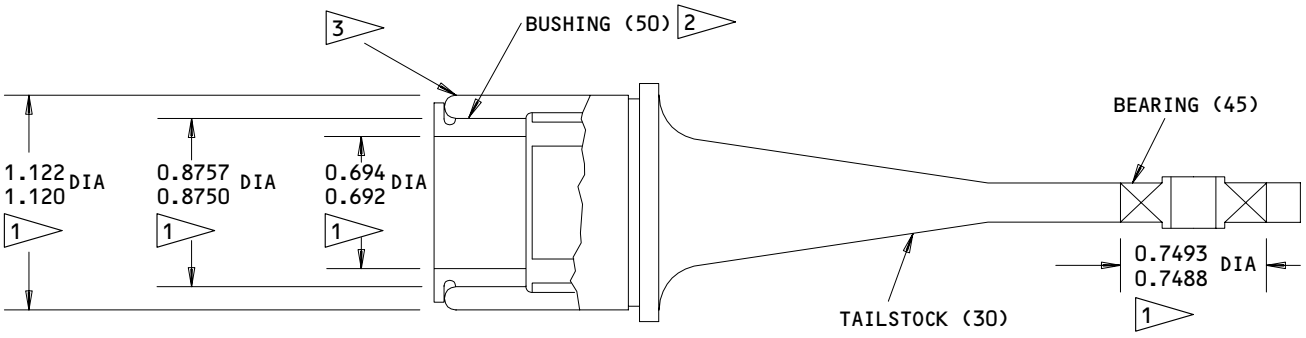
   B. Install new bushing per 20-50-03 except use sealant, BMS 5-95.

   C. Fillet seal bushing flange with sealant BMS 5-95. Keep sealant below 1.120 inch diameter.

2. Bearing Replacement (Fig. 601)

   A. Remove bearing (45).

   B. Install new bearing and swage tailstock over bearing per 20-50-03.




REFINISH

TAILSTOCK (30) -- CHROMIC ACID ANODIZE (F-17.04) AND APPLY TWO COATS OF PRIMER, BMS 10-11, TYPE 1 (F-20.03) EXCEPT AS NOTED

MATERIAL: AL ALLOY

ALL DIMENSIONS ARE IN INCHES

1 OMIT PRIMER

2 FAY FILLET SEAL WITH BMS 5-95 SEALANT

3 FILLET SEAL BUSHING FLANGE WITH BMS 5-95 SEALANT. KEEP SEALANT BELOW 1.120 INCH DIAMETER

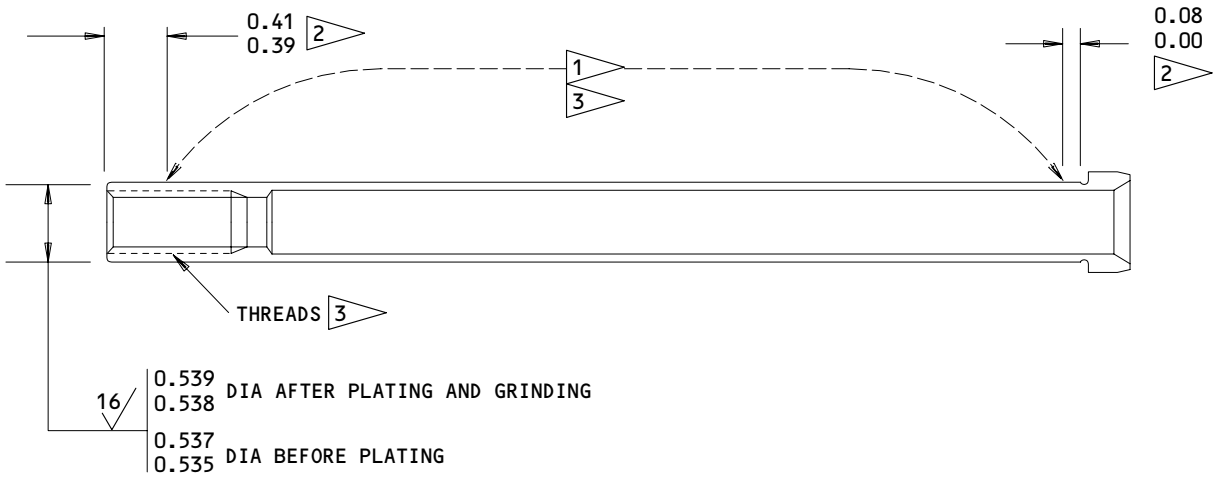
Tailstock Assembly - Bushing/Bearing Replacement
Figure 601

PISTON - REPAIR 3-1

251T3747-1

1. Plating Repair (Fig. 601)

NOTE: Repair consists of restoration of original finish. Refer to Refinish instructions, Fig. 601 and to REPAIR-GEN for list of applicable standard practices.




REFINISH

PASSIVATE (F-17.09) AND APPLY ONE COAT OF BMS 10-11, TYPE 1 PRIMER (F-20.02) EXCEPT AS NOTED

1 CHROMIUM PLATE (F-15.03)(0.0005 TO 0.002 INCH THICK AFTER GRIND)

2 CHROMIUM PLATE (F-15.03) RUN OUT. PLATE SHALL NOT TERMINATE AT A SQUARE EDGE BUT SMALL FADE OUT FROM FULL TO ZERO THICKNESS IN THE DISTANCE SHOWN

3 OMIT PRIMER FROM THIS SURFACE

MATERIAL: 15-5PH CRES, 150-170 KSI

ALL DIMENSIONS ARE IN INCHES

Piston-Plating Repair
Figure 601

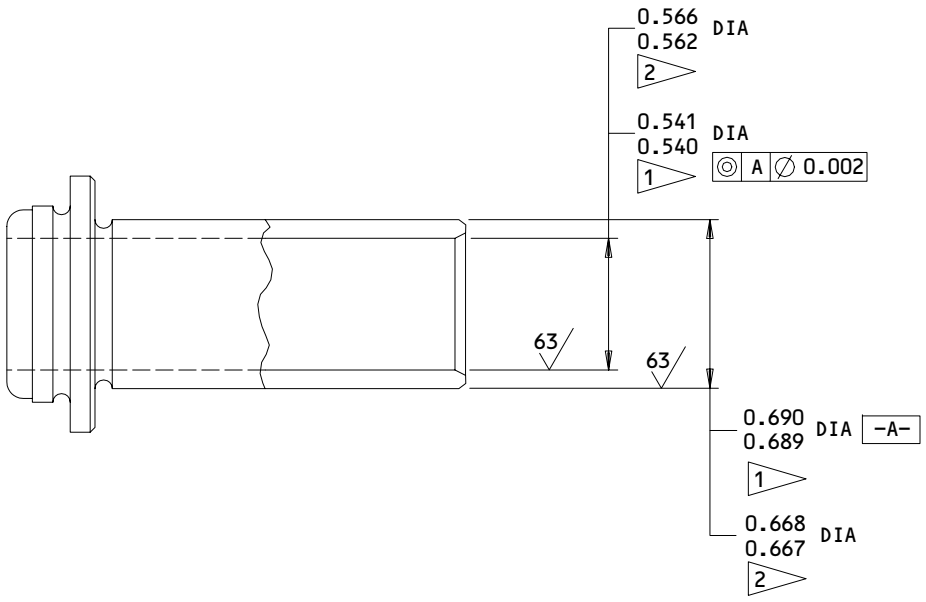
59021

SLIDE - REPAIR 4-1

251T3730-1

1. Plating Repair (Fig. 601)

NOTE: Repair consists of restoration of original finish. Refer to Refinish instructions, Fig. 601 and to REPAIR-GEN for list of applicable standard practices.




REFINISH

PASSIVATE (F-17.09) PRIOR TO 1

MATERIAL: 15-5PH CRES, 180-200 KSI

ALL DIMENSIONS ARE IN INCHES

1 COAT SURFACE WITH KARON H TFE LINER MATERIAL PER MIL-B-81819 AND MANUFACTURER'S INSTRUCTION. DIMENSIONS APPLY AFTER COATING.

2 DIMENSION PRIOR TO COATING

Slide Plating Repair
Figure 601

57370

MISC PARTS REFINISH - REPAIR 5-1

1. Repair of parts listed in Fig. 601 consists of restoration of the original finish.

| IPL FIG. & ITEM | MATERIAL | FINISH |
|---|---|---|
| Fig. 1 | | |
| Nut (15) | 15-5PH CRES 150-170 ksi | Cadmium plate (F-15.06) all over. |
| Case (75) | Al alloy | Chromic acid anodize (F-17.04) and apply two coats of primer, BMS 10-11 type 1 (F-20.03). |

Refinish Details
Figure 601

ASSEMBLY

1. Materials

NOTE: Equivalent substitutes may be used.

A. Grease - BMS 3-24 (Ref 20-60-03)

B. Sealant -- BMS 5-95 (Ref 20-60-04)

C. Primer -- BMS 10-11, type 1 (Ref 20-60-02)

2. Assembly (IPL Fig. 1, Fig. 701)

NOTE: If stop ring (25), tailstock assembly (30), or case (75) is being replaced, refer to paragraph 2.A, Assembly Preparation Procedures. Otherwise, proceed to paragraph 2.B.

A. Assembly Preparation Procedures

(1) If case (75) is being replaced, install stop ring (25) into case (75) until its flange butts against end of case. Mark four centers of rivet holes as shown and remove stop ring.

NOTE: If a new stop ring (25) is also being installed, leave stop ring (25) on case (75).

(2) Drill rivet holes and drain holes as shown. If new stop ring (25) has been drilled with case, remove stop ring at this time.

(3) Insert tailstock assembly (30) into the other end of case (75) as shown until its flange butts against end of case (75). Mark three centers of lockbolt holes as shown and remove tailstock assembly (30).

NOTE: If a new tailstock assembly (30) is also being installed, leave tailstock assembly (30) on case (75).

(4) Drill lockbolt holes as shown. If new tailstock assembly has been drilled with new case, remove tailstock assembly at this time.

(5) If stop ring (25) is being replaced, insert stop ring (25) into case (75) until its flange butts against end of case (75). Drill rivet holes and drain holes using existing holes of case (75). Remove stop ring (25).

(6) If tailstock assembly (30) is being replaced, insert tailstock assembly into the other end of case (75) until it butts against end of case (75). Drill lockbolt holes using existing holes of case (75). Remove tailstock assembly (30).

B. Install stop ring (25) into case (75) with faying surface seal and rivets (20). Remove sealant from drain holes and apply finish (Fig. 701).

C. Install piston (60), slides (65) and spring (70) in case (75). Compress slide (65) and spring (70) and extend piston (60) to allow clearance for installation of fastener (35, 40) thru case (75) and tailstock (30).

CAUTION: USE EXTREME CARE WHEN INSTALLING TAILSTOCK ASSEMBLY (30). SPRING (70) IS HEAVILY LOADED.

D. Install tailstock assembly (30) with faying surface seal and lockbolts (35). Install lockbolts (35) with sealant. Allow piston (60), slide (65) and spring (70) to return to relaxed condition. Install collars (40).

E. Install adjuster nut (15) and rod end (10) as shown. Ensure rod end (10) is lined up with tailstock (30). Adjust nut (15) and rod end (10) simultaneously to achieve overall length between centerlines of bearings (10, 45). Install rod end (10) with grease and after assembly clean with solvent and fay fillet seal with sealant (Fig. 701).

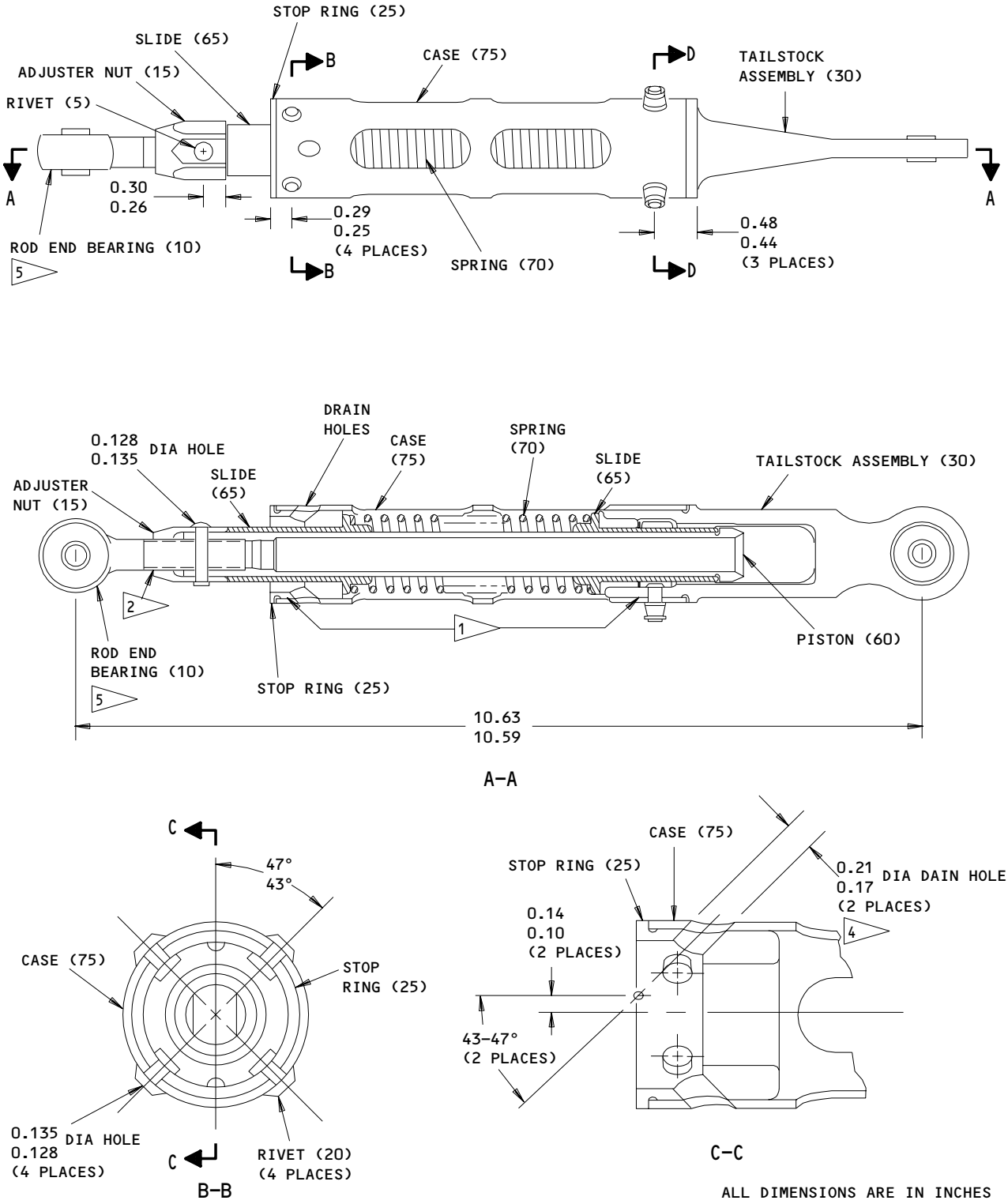
F. Remove backlash by screwing adjuster nut (15) in and out of rod end bearing (10). Total backlash must be less than 0.003 in. with a reversing load of 3-7 lbs.

G. If holes of adjuster nut (15), rod end (10) and piston (60) are not concentric after removing backlash, remove adjuster nut (15) and rod end (10). Turn piston (60) 90 degrees from old holes either way and repeat assembly steps 2.E. and 2.F. After removing backlash, drill rivet hole thru piston (60) and rod end (10) using existing hole in adjuster nut (15) as a guide.

H. Install rivet (5).

I. Test unit per TESTING

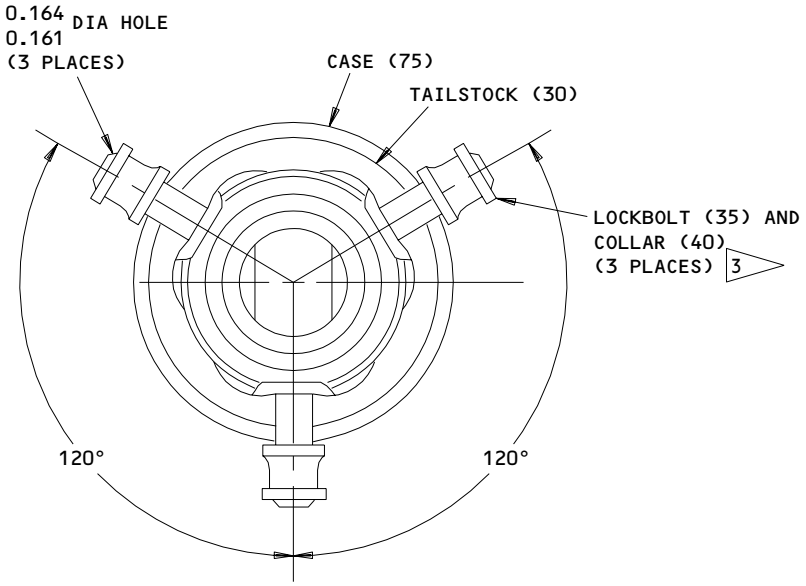
3. Prepare and store component in accordance with standard industry practices.




Bias Pogo Assembly
Figure 701 (Sheet 1)



57405




D-D

1 FAY SURFACE SEAL WITH BMS 5-95 SEALANT

2 INSTALL WITH BMS 3-24 GREASE. AFTER ASSEMBLY CLEAN WITH SOLVENT AND FAY FILLET SEAL WITH BMS 5-95 SEALANT

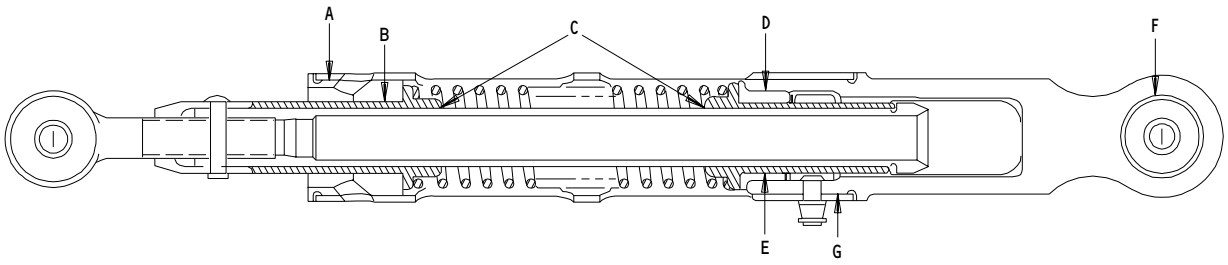
3 INSTALL FASTENER WITH BMS 5-95 SEALANT

4 REMOVE FAY SURFACE SEALANT FROM HOLES, THEN MANUALLY APPLY COLORED CHEMICAL COATING (F-17.10) PLUS APPLY TWO COATS OF BMS 10-11, TYPE I PRIMER (F-20.03)

5 INSTALL PER 20-50-03

Bias Pogo Assembly
Figure 701 (Sheet 2)

## FITS AND CLEARANCES




| Ref Letter Fig.801 | Mating Item No. IPL Fig. | Design Dimension | | | | Service Wear Limit | | |
|---|---|---|---|---|---|---|---|---|
| | | Dimension | | Assembly Clearance | | Dimension | | Maximum Clearance |
| | | Min | Max | Min | Max | Min | Max | |
| A | ID 75<br>OD 25 | 1.124<br>1.120 | 1.126<br>1.122 | 0.002 | 0.006 | | | |
| B | ID 25<br>OD 65 | 0.692<br>0.689 | 0.694<br>0.690 | 0.002 | 0.005 | | | |
| C | ID 65<br>OD 60 | 0.540<br>0.538 | 0.541<br>0.539 | 0.001 | 0.003 | | | |
| D | ID 50<br>OD 55 | 0.8750<br>0.8757 | 0.8757<br>0.8770 | -0.0020<br>*[1] | 0.0000 | | | |
| E | ID 50<br>OD 65 | 0.692<br>0.689 | 0.694<br>0.690 | 0.002 | 0.005 | | | |
| F | ID 55<br>OD 45 | 0.7488<br>0.7495 | 0.7493<br>0.7500 | -0.0012<br>*[1] | -0.0002<br>*[1] | | | |
| G | ID 75<br>OD 55 | 1.124<br>1.120 | 1.126<br>1.122 | 0.002 | 0.006 | | | |

*[1] INTERFERENCE FIT

ALL DIMENSIONS ARE IN INCHES

Fits and Clearances
Figure 801



58187

## ILLUSTRATED PARTS LIST

1. This section lists and illustrated replaceable or repairable component parts. The Illustrated Parts Catalog contains a complete explanation of the Boeing part numbering system.

2. Indentures show parts relationships as follows:

    Assembly
      Detail Parts for Assembly
      Subassembly
      Attaching Parts for Subassembly
        Detail Parts for Subassembly

    Detail Installation Parts (Included only if installation parts may be returned to shop as part of assembly)

3. One use code letter (A, B, C, etc.) is assigned in the EFF CODE column for each variation of top assembly. All listed parts are used on all top assemblies except when limitations are shown by use code letter opposite individual part entries.

4. Letter suffixes (alpha-variants) are added to item numbers for optional parts, Service Bulletin modification parts, configuration differences (except left- and right-hand parts), product improvement parts, and parts added between two sequential item numbers. The alpha-variant is not shown on illustrations when appearance and location of all variants of the part is the same.

5. Service Bulletin modifications are shown by the notations PRE SB XXXX and POST SB XXXX.

    A. When a new top assembly part number is assigned by Service Bulletin, the notations appear at the top assemlby level only. The configuration differences at detail part level are then shown by use code letter.

    B. When the top assembly part number is not changed by the Service Bulletin, the notations appear at the detail part level.

6. Parts Interchangeability

| | |
|---|---|
| Optional (OPT) | The parts are optional to and interchangeable with other parts having the same item number. |
| Supersedes, Superseded By (SUPSDS, SUPSD BY) | The part supersedes and is not interchangeable with the original part. |
| Replaces, Replaced By (REPLS, REPLD BY) | The part replaces and is interchangeable with, or is an alternate to, the original part. |

VENDORS

09192 ALUMINUM COMPANY OF AMERICA VERNON WORKS
5151 ALCOA AVENUE
VERNON, CALIFORNIA 90058

21335 TEXTRON INC FAFNIR BEARING DIVISION
37 BOOTH STREET
NEW BRITAIN, CONNECTICUT 06050

38443 TRW INC BEARING DIV
402 CHANDLER STREET
JAMESTOWN, NEW YORK 14701

42838 NATIONAL RIVET AND MANUFACTURING COMPANY
1-21 EAST JEFFERSON STREET
WAUPUN, WISCONSIN 53963

43991 FAG BEARING INCORPORATED
HAMILTON AVENUE
STAMFORD, CONNECTICUT 06904

53551 ALLFAST INC.
15252 DON JULIAN ROAD PO BOX 3166
CITY OF INDUSTRY, CALIFORNIA 91744

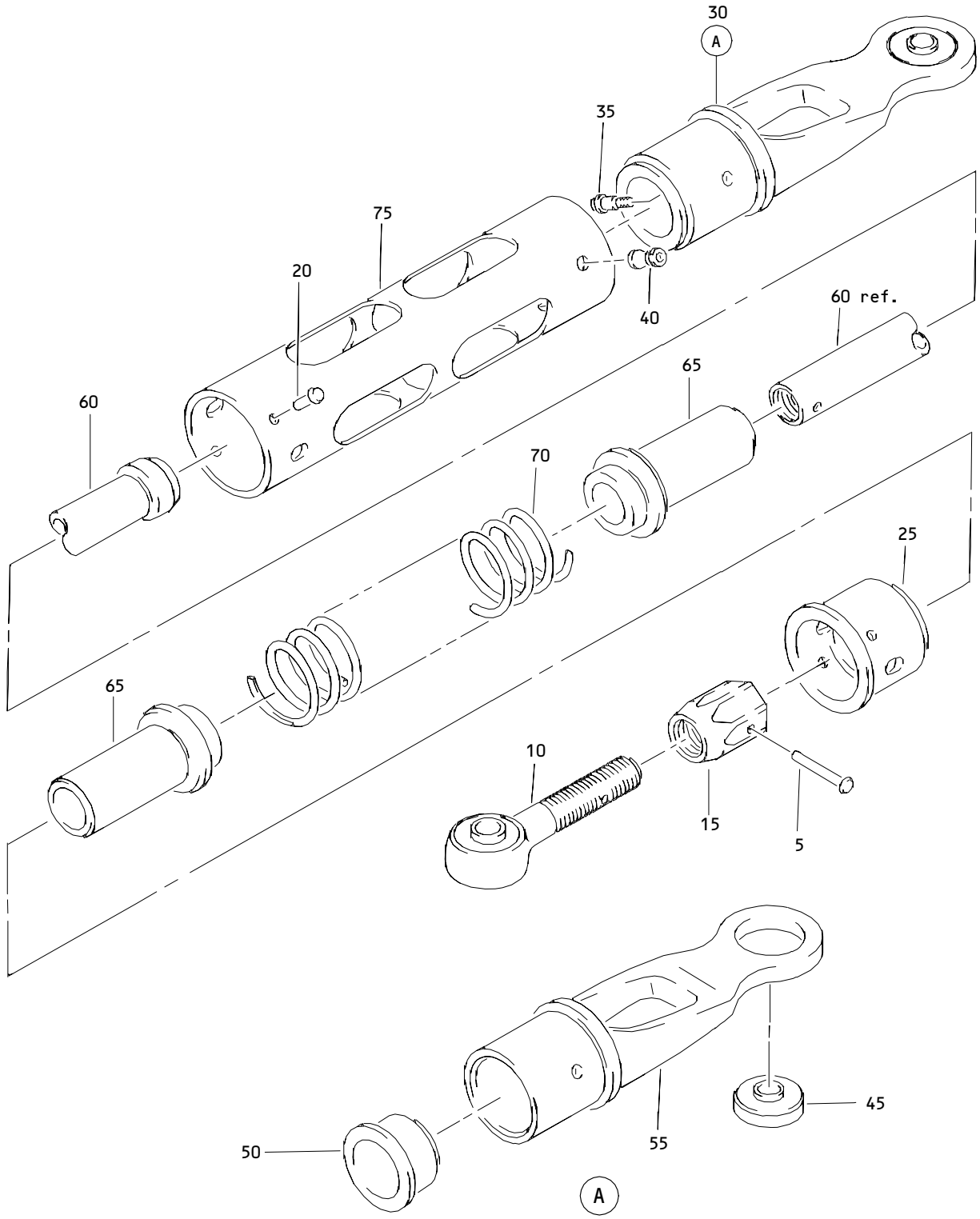
55580 BRILES RIVET CORP
2125 SOUTH HATHAWAY STREET
SANTA ANA, CALIFORNIA 92705

56878 SPS TECHNOLOGIES INC
HIGHLAND AVENUE
JENKINTOWN, PENNSYLVANIA 19046

73197 HI-SHEAR CORPORATION
2600 SKYPARK DRIVE
TORRANCE, CALIFORNIA 90509

92215 VOI-SHAN DIV OF VSI CORP
8463 HIGUERA STREET
CULVER CITY, CALIFORNIA 90230

97928 LITTON FASTENING SYSTEMS DIV OF LITTON SYSTEMS INC
3969 PARAMONT BOULEVARD
LAKEWOOD, CALIFORNIA 90712




Rudder Control Yaw Damper Bias Pogo Assembly
Figure 1



T64504

| FIG. & ITEM | PART NO. | AIRLINE PART NUMBER | NOMENCLATURE 1234567 | EFF CODE | QTY PER ASSY |
|---|---|---|---|---|---|
| 01-<br>-1 | 251T3745-1 | | POGO ASSY-RUD CONT YAW DAMPER BIAS | | RF |
| 5 | MS20615-4M14 | | .RIVET | | 1 |
| 10 | REP4M6-5FS428 | | .BEARING-ROD END<br>(V21335)<br>(SPEC BACB10AD12)<br>(OPT HHRE4M6-2<br>(V38443))<br>(OPT REP4M6-5E9171B<br>(V21335)) | | 1 |
| 15 | 251T3732-1 | | .NUT-ADJUSTER | | 1 |
| 20 | BACR15BB4AD4 | | .RIVET-<br>(V09192)<br>(SPEC BACR15BB4AD4)<br>(OPT BACR15BB4AD4<br>(V42838))<br>(OPT BACR15BB4AD4<br>(V53551))<br>(OPT BACR15BB4AD4<br>(V55580)) | | 4 |
| 25 | 251T3727-1 | | .RING-STOP | | 1 |
| 30 | 251T3746-1 | | .TAILSTOCK ASSY<br>ATTACHING PARTS | | 1 |
| 35 | HL18PB5-3 | | .LOCKBOLT-<br>(V56878)<br>(SPEC BACB30FM5-3)<br>(OPT HL18PB5-3<br>(V73197))<br>(OPT HL18PB5-3<br>(V92215))<br>(OPT HL18PB5-3<br>(V97928))<br>(OPT 62550-5-3<br>(V56878)) | | 3 |

| FIG. & ITEM | PART NO. | AIRLINE PART NUMBER | NOMENCLATURE 1234567 | EFF CODE | QTY PER ASSY |
|---|---|---|---|---|---|
| 01- | | | | | |
| 40 | HL70-5 | | .COLLAR-<br>(V56878)<br>(SPEC BACC30M5)<br>(OPT HL70-5<br>(V73197))<br>(OPT HL70-5<br>(V92215))<br>(OPT 66014-5<br>(V56878))<br>-------*------- | | 3 |
| 45 | KSP4A | | ..BEARING-<br>(V38443)<br>(SPEC BACB10AC4A)<br>(OPT HHKSP4A<br>(V38443))<br>(OPT KSP4AE9440A<br>(V21335))<br>(OPT KSP4AFS428<br>(V21335))<br>(OPT KSP4A2TS<br>(V43991)) | | 1 |
| 50 | 251T3740-1 | | ..BUSHING | | 1 |
| 55 | 251T3746-2 | | ..TAILSTOCK | | 1 |
| 60 | 251T3747-1 | | .PISTON | | 1 |
| 65 | 251T3730-1 | | .SLIDE | | 2 |
| 70 | 251T3748-1 | | .SPRING-CPRSN | | 1 |
| 75 | 251T3749-1 | | .CASE | | 1 |