TO: ALL HOLDERS OF INBOARD LEADING EDGE SLAT DRIVE POWER DRIVE UNIT ASSEMBLY COMPONENT MAINTENANCE MANUAL 27-81-41

REVISION NO. 18 DATED JUL 01/03

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. and date on the Record of Revision Sheet.

CHAPTER/SECTION AND PAGE NO.	DESCRIPTION OF CHANGE
ALL PAGES	Added top assembly 256T5610-1.

COMPONENT
MAINTENANCE MANUAL

INBOARD LEADING EDGE SLAT DRIVE POWER DRIVE UNIT ASSEMBLY

PART NUMBERS 256T2610-5,-7 THRU -12 256T5610-1

COMPONENT MAINTENANCE MANUAL
WITH
ILLUSTRATED PARTS LIST

2305

BOEING
COMPONENT
MAINTENANCE MANUAL

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

TEMPORARY REVISION AND SERVICE BULLETIN RECORD

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PAGE	DATE	CODE
27-81-41		
TITLE PAGE		
*1	JUL 01/03	01.1
2	BLANK	
REVISION RECORD		
*1	JUL 01/03	01.1
2	BLANK	
TR & SB RECORD		
*1	JUL 01/03	01.1
2	BLANK	
LIST OF EFFECTIVE PAGES		
*1	JUL 01/03	01
THRU LAST PAGE		
CONTENTS		
*1	JUL 01/03	01.1
2	BLANK	
INTRODUCTION		
*1	JUL 01/03	01.1
2	BLANK	
DESCRIPTION & OPERATION		
*1	JUL 01/03	01.1
2	BLANK	
TESTING & TROUBLE SHOOTING		
*101	JUL 01/03	01.1
*102	JUL 01/03	01.1
*103	JUL 01/03	01.1
*104	JUL 01/03	01.1
*105	JUL 01/03	01.1
*106	JUL 01/03	01.1
*107	JUL 01/03	01.1
*108	JUL 01/03	01.1
*109	JUL 01/03	01.1
*110	JUL 01/03	01.1
*111	JUL 01/03	01.1

PAGE	DATE	CODE
TESTING & TROUBLE SHOOTING		CONT.
*112	JUL 01/03	01.1
*113	JUL 01/03	01.1
*114	JUL 01/03	01.1
DISASSEMBLY		
*301	JUL 01/03	01.1
*302	JUL 01/03	01.1
*303	JUL 01/03	01.1
*304	JUL 01/03	01.1
CHECK		
*501	JUL 01/03	01.1
502	BLANK	
REPAIR-GENERAL		
*601	JUL 01/03	01.1
602	BLANK	
REPAIR 1-1		
*601	JUL 01/03	01.1
602	BLANK	
REPAIR 2-1		
*601	JUL 01/03	01.1
602	BLANK	
ASSEMBLY		
*701	JUL 01/03	01.1
*702	JUL 01/03	01.1
*703	JUL 01/03	01.1
*704	JUL 01/03	01.1
*705	JUL 01/03	01.1
*706	JUL 01/03	01.1
*707	JUL 01/03	01.1
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*709	JUL 01/03	01.1
*710	JUL 01/03	01.1
*711	JUL 01/03	01.1
712	BLANK	

* = REVISED, ADDED OR DELETED

PAGE	DATE	CODE
SPECIAL TOOLS		
*901	JUL 01/03	01.1
*902	JUL 01/03	01.1
*903	JUL 01/03	01.1
904	BLANK	
ILLUSTRATED PARTS LIST		
*1001	JUL 01/03	01.1
*1002	JUL 01/03	01.1
*1003	JUL 01/03	01.1
*1004	JUL 01/03	01.1
*1005	JUL 01/03	01.1
*1006	JUL 01/03	01.1
*1007	JUL 01/03	01.1
*1008	JUL 01/03	01.1
*1009	JUL 01/03	01.1
*1010	JUL 01/03	01.1
*1011	JUL 01/03	01.1
*1012	JUL 01/03	01.1
*1013	JUL 01/03	01.1
*1014	JUL 01/03	01.1
*1015	JUL 01/03	01.1
*1016	JUL 01/03	01.1
*1017	JUL 01/03	01.1
*1018	JUL 01/03	01.1
*1019	JUL 01/03	01.1
*1020	JUL 01/03	01.1
*1021	JUL 01/03	01.1
*1022	JUL 01/03	01.1
*1023	JUL 01/03	01.1
*1024	JUL 01/03	01.1
*1025	JUL 01/03	01.1
*1026	JUL 01/03	01.1
*1027	JUL 01/03	01.1
*1028	JUL 01/03	01.1
*1029	JUL 01/03	01.1
1030	BLANK	

PAGE	DATE	CODE

* = REVISED, ADDED OR DELETED

TABLE OF CONTENTS

*[1] Special instructions not required. Use standard industry practices.

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 in 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 alphabetical 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:

Testing/TS	MAR 3/83
Disassembly	MAR 3/83
Assembly	MAR 3/83

INBOARD LEADING EDGE SLAT DRIVE POWER DRIVE UNIT ASSEMBLY

DESCRIPTION AND OPERATION

1. Description

   A. The inboard leading edge slat drive power drive unit assembly consists of a power control unit, a control valve module, a gearbox, a hydraulic motor and an electric motor. All components are bolted together to form the complete power drive unit.

2. Operation

   A. The power drive unit uses a hydraulic motor (normal system) and an electric motor (alternate system) to operate the slat drive system.

   B. Movement of the cockpit flap control lever actuates the pilot input arm of the control unit which positions a valve in the control valve module. The control valve module provides two-directional control during normal operation and hydraulic fluid bypass, through a motor operated valve, when the alternate drive system is engaged. Operation of the hydraulic motor rotates a gear train in the gearbox which turns the output shaft to drive the slats. The gearbox also drives a follow-up cam in the control unit which closes a control valve in the control module when the selected flap position is reached.

   C. Manual arming of the alternate electrical slat drive system from the cockpit actuates a bypass valve in the control module, preventing hydraulic motor operation. The electric motor then performs the same function as the hydraulic motor to drive the slat drive system.

3. Leading Particulars (Approximate)

   Length -- 17 inches
   Width -- 16 inches
   Height -- 19 inches
   Weight -- 55 lbs
   Operating Medium -- Hydraulic Fluid, BMS 3-11 (Control valve module and hydraulic motor)
   -- 115 volt AC (Electric motor)
   Operating Pressure -- 3000 psi
   Output Shaft Speed -- 824 rpm (Hydraulic)

TESTING AND TROUBLE SHOOTING

1. Test Equipment

NOTE: Equivalent substitutes may be used.

A. Mechanical Equipment

NOTE: The following equipment are components of test equipment A27079-89 (replaces A27079-78) and A27079-96.

(1) Fixture assembly A27079-90 (replaces A27079-79) which incorporates a dynamic torque transducer, tachometer, and water-cooled brake.

(2) Support assembly A27079-3 used in conjunction with fixture assembly A27079-2 to support the PDU.

(3) Lever support assembly A27079-4 and gage assembly A27079-85 used for actuating the pilot input arm (PIA).

(4) Spline -- A27079-10

(5) Coupling -- A27079-18

(6) Machine key -- MS20066-267 (2 required)

B. Hydraulic Equipment

(1) Hydraulic test bench capable of delivering 15 gal./min (gpm) at 3000 psi, plus hoses and fittings required for hookup to the test unit.

(2) Flowmeter capable of measuring a flow rate of 4.4 gpm with accuracy of ±1 gpm.

C. Electrical Equipment (Fig. 103)

(1) AC power supply, 115v, 3 phase, 400 ±5 Hz, capable of maintaining a minimum terminal voltage of 104v.

(2) DC power supply, 28v (22.0-29.5v allowable range), 12A.

(3) Test box A27081-3 (part of A27081-1 readout equipment) used to display torque readings and to provide hookup for the digital counter.

(4) Cable assemblies A27081-8, -10 (part of A27081-1 readout equipment) used to connect the dynamic torque transducer and tachometer to test box A27081-3.

(5) Test box A27081-4 (part of A27081-2 control equipment) used to activate control valve and alternate motor.

(6) Digital counter used in conjunction with test box A27081-3 to provide readouts of rpm and number of revolutions - - Fluke 1900A.

(7) Phase sensitive voltmeter (±2% of full scale) -- North Atlantic Industries Model 2250.

(8) AC power supply, 28v ±100mv, 400 ±5 Hz.

D. Materials

(1) Hydraulic fluid, BMS 3-11, filtered continuously through a 5 micron nominal/15 micron absolute filter.

(2) Assembly lube, MCS352 Skydrol.

2. Preparation for Test

A. Mount the PDU on the support assembly A27079-3 and test fixture A27079-90 at the three mounting lugs on the PDU (Fig. 101).

B. Check that test unit has been rigged in the "Slats Retracted" position (see ASSEMBLY).

NOTE: "Test Zero" position corresponds to "Slats Retracted" position of the pilot input arm (PIA).

C. Remove protective caps from control module pressure and return ports. Lightly lubricate backup rings and packings with MCS352 Skydrol assembly lube or BMS 3-11 hydraulic fluid before attaching hoses and fittings required for hookup to test bench. Ensure that PDU hydraulic control module (125C, IPL Fig. 1; 235, IPL Fig. 2) and hydraulic drive motor (70, IPL Fig. 1; 105, IPL Fig. 2) are filled with BMS 3-11 hydraulic fluid prior to testing.

D. Connect hydraulic power to the PDU.

E. Attach gage assembly A27079-85 to the PDU.

F. Electrical hookup for control and readout instruments (Fig. 103).

(1) Attach connectors from test box A27081-4 to the hydraulic drive motor (70, IPL Fig. 1; 105, IPL Fig. 2) and control valve module (125C, IPL Fig. 1; 235, IPL Fig. 2) receptacles.

(2) Attach cable assemblies A27081-8, -10 to the torque transducer on the fixture assembly A27079-90 and to the test box A27081-3.

(3) Connect digital counter Fluke 1900A to the DIGITAL COUNTER output jacks on test box A27081-3. Set DIGITAL COUNTER/PLOTTER switch to DIGITAL COUNTER.

(4) Connect 115v ac, 50-400 Hz to input jacks of test box A27081-3 and set POWER switch to ON.

(5) On test box A27081-4, set POWER switches to OFF, set ALTERNATE MOTOR DRIVE switch to OFF and CONTROL VALVE MODULE switch to NORMAL. Close the 5A circuit breaker.

(6) Connect 115v ac, 3-phase, 400 Hz and 28v dc to the corresponding input jacks of the test box A27081-4.

G. Using test box A27081-3 and digital counter Fluke 1900A.

(1) Dynamic torque value is continuously displayed on the digital readout of the test box A27081-3.

(2) To obtain number of revolutions during test, set MODE switch on digital counter Fluke 1900A to TOTALIZER and divide the display value by 60. Reset the counter after each run or cumulative value will be displayed.

(3) To obtain rpm during test, set MODE switch on the digital counter Fluke 1900A to FREQUENCY. The display will show rpm (no conversion is required).

3. Test

A. Check control valve null and RVDT adjustment.

NOTE: Refer to CMM 27-81-05 for disassembly and assembly details of control unit (190A, IPL Fig. 1; 180, IPL Fig. 2).

(1) With output shaft free to rotate, set hydraulic test stand at 2900-3100 psi to provide 3.6-4.4 gpm. With CONTROL VALVE MODULE switch on test box A27081-4 set at NORMAL, set 28v dc POWER switch to ON.

(2) Check that the PIA is in the "Slats Retracted - Test Zero Position" as shown in Fig. 102. Remove plug (200, IPL Fig. 1; 188, IPL Fig. 2) on cover assembly of control unit (190A, IPL Fig. 1; 180, IPL Fig. 2) and insert 0.250 inch dia input cam rig pin.

(3) Remove plug (200, IPL Fig. 1; 188, IPL Fig. 2) on housing assembly of control unit (190A, IPL Fig. 1; 180, IPL Fig. 2) and insert 0.250 inch dia follow-up cam rig pin. Adjust length of rod assembly (50, IPL Fig. 1; 85, IPL Fig. 2) as required until rig pin can be fully inserted. Check that both rig pins can be easily removed and inserted without binding.

NOTE: Visual alignment of rig pin hole in housing assembly and rig pin slot in follow-up cam assembly (Ref 27-81-05) is permissible.

(4) Remove cover from control unit.

(5) Loosen clamps and remove RVDTs.

(6) Align black "null" mark on RVDT body with "null" mark on RVDT shaft. Re-install RVDT and tighten clamps lightly.

(7) Rotate RVDTs approximately 35° CCW.

(8) Connect voltmeter per Fig. 107 and slowly rotate each RVDT until a reading of -8.75v ±60 millivolts is obtained.

(9) Tighten clamp and recheck value per step (8). Install cover.

(10) Remove rig pins and re-insert plug(s) (200, IPL Fig. 1; 188, IPL Fig. 2).

B. Check normal hydraulic operation (Fig. 102, 104, 105).

NOTE: Allow output shaft to stop revolving at each detent position before proceeding to the next detent position.

(1) Move handle gage assembly A27079-85 to the following successive detent positions: 1, 5, 15, 20 and 0. Measure and record corresponding angular displacement of PIA and check for compliance with Fig. 102. Measure and record output shaft direction and number of revolutions and check for compliance with Table A (Fig. 105) for the 256T2610 and Table B (Fig. 105) for the 256T5610.

(2) Move handle of gage assembly A27079-85 to the following successive detent positions: 25, 30 and 0. Measure and record corresponding angular displacement of PIA and check for compliance with Fig. 102. Measure and record output shaft direction and number of revolutions and check for compliance with Table A (Fig. 105) for the 256T2610 and Table B (Fig. 105) for the 256T5610. At the 30 detent also check that RVDT voltage is +11.25v ±225 millivolts.

C. Check manual override.

(1) Switch off 28v dc electrical power. With the handle of gage assembly A27079-72 in the zero detent position, move the manual override handle to Position 1 as shown in Fig. 101.

(2) Move the handle of gage assembly A27079-85 from the zero to the number 30 detent position. Check that the output shaft does not move. Return the handle back to the zero detent position. Move the manual override handle back to Position 2.

D. Check torque output.

(1) Apply hydraulic pressure, 2900-3100 psi, to the hydraulic control valve module (125C, IPL Fig. 1; 235, IPL Fig. 2).

(2) Move handle of gage assembly A27079-85 to detent positions in accordance with Table A (Fig. 106) for the 256T2610 and Table B (Fig. 106) for the 256T5610. Gradually apply and maintain normal operating torques at each position for a minimum of 15 seconds. Output shaft will stop turning after completing specified number of revolutions for each detent position.

(3) Reduce hydraulic pressure to 0 psi.

E. Check backdriving torque.

(1) Move manual override handle to Position 1.

(2) Disconnect output shaft from torque sensor in fixture assembly A27079-79.

(3) Manually turn output shaft in extend direction at least 5 full revolutions and check that torque required does not exceed 50 lb-inches.

(4) Move override handle to position 2 and pressurize unit for 1 minute.

(5) Depressurize unit.

F. Check alternate electric motor operation.

(1) Set both POWER switches on test box A27081-4 to ON (supply 28v dc to control valve module NORMAL circuit and 115v ac, 400 Hz, 3 phase to ARM RELAY).

(2) Move handle of gage assembly A27079-85 to the zero detent position and identify the corresponding output shaft "Flaps Retracted" position. Move NORMAL/BYPASS switch on test box A27081-4 to BYPASS position (Fig 103).

(3) Move EXTEND/RETRACT switch on test box A27081-4 to EXTEND position. Check that output shaft rotates in the "Extend" direction. Check that output shaft speed is 116-136 rpm. Allow shaft to rotate to 15-30 seconds. Move EXTEND/RETRACT switch to OFF position. Note total number of revolutions after output shaft has stopped rotating.

CAUTION: DO NOT ALLOW OUTPUT SHAFT ROTATION DURING RETRACTION EXCEEDS THE NUMBER OF REVOLUTIONS NOTED IN STEP (3) OR GEARBOX/CONTROL UNIT COUPLING MAY SHEAR.

(4) Move switch to RETRACT position. Check that output shaft rotates in the "Retract" direction. Check that output shaft speed is 116-136 rpm. Allow shaft to rotate for 5-10 seconds. Move EXTEND/RETRACT switch to OFF position.

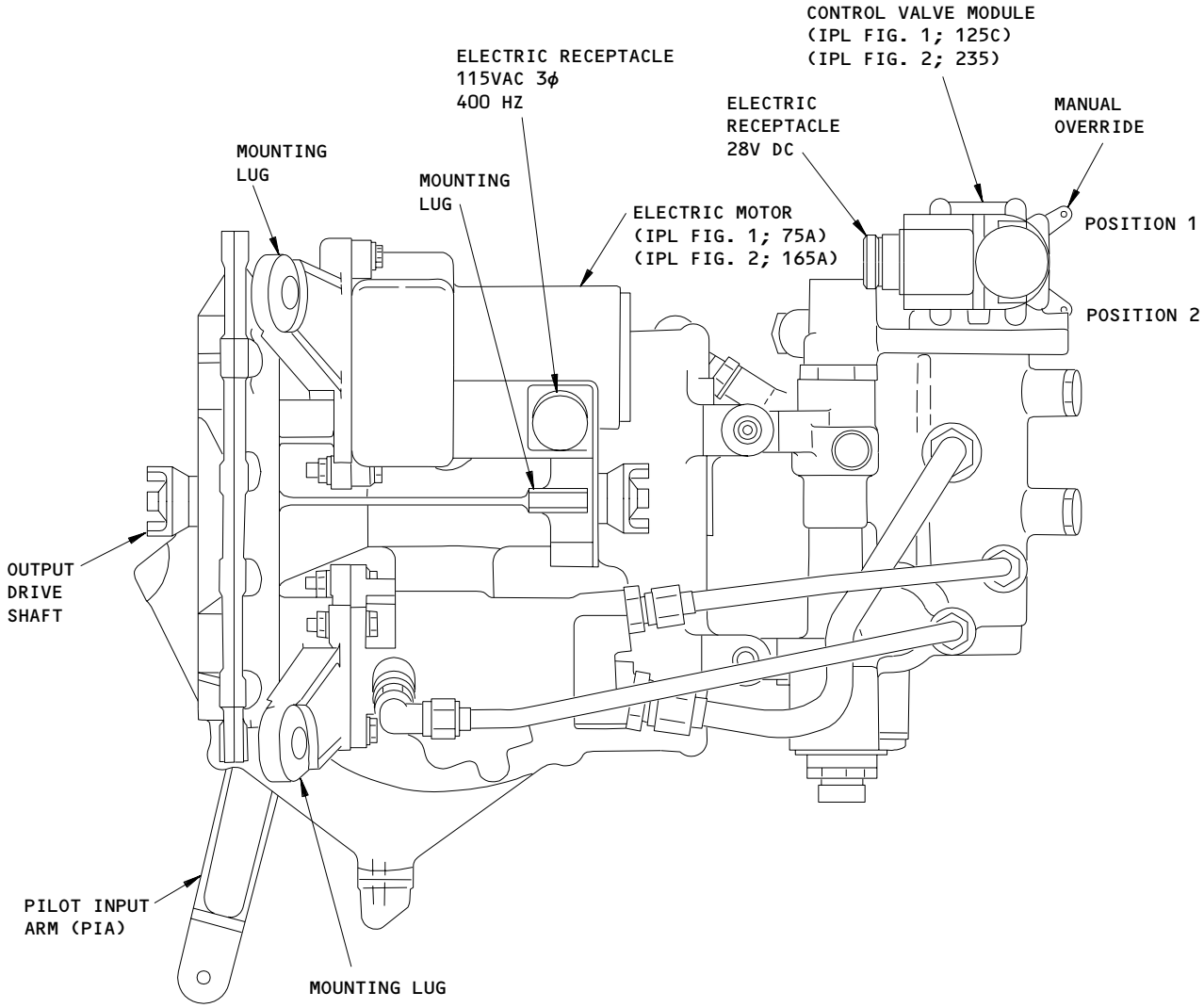
(5) Move NORMAL/BYPASS switch to NORMAL position (Fig. 103).

(6) Apply hydraulic pressure per par. A.(1) and allow unit to travel to full up position.

(7) Move handle of gage assembly A27079-85 to the following successive detent positions: 1, 5, 15, 20 and 0. Allow output shaft to stop revolving at each detent position before proceeding to the next detent position.

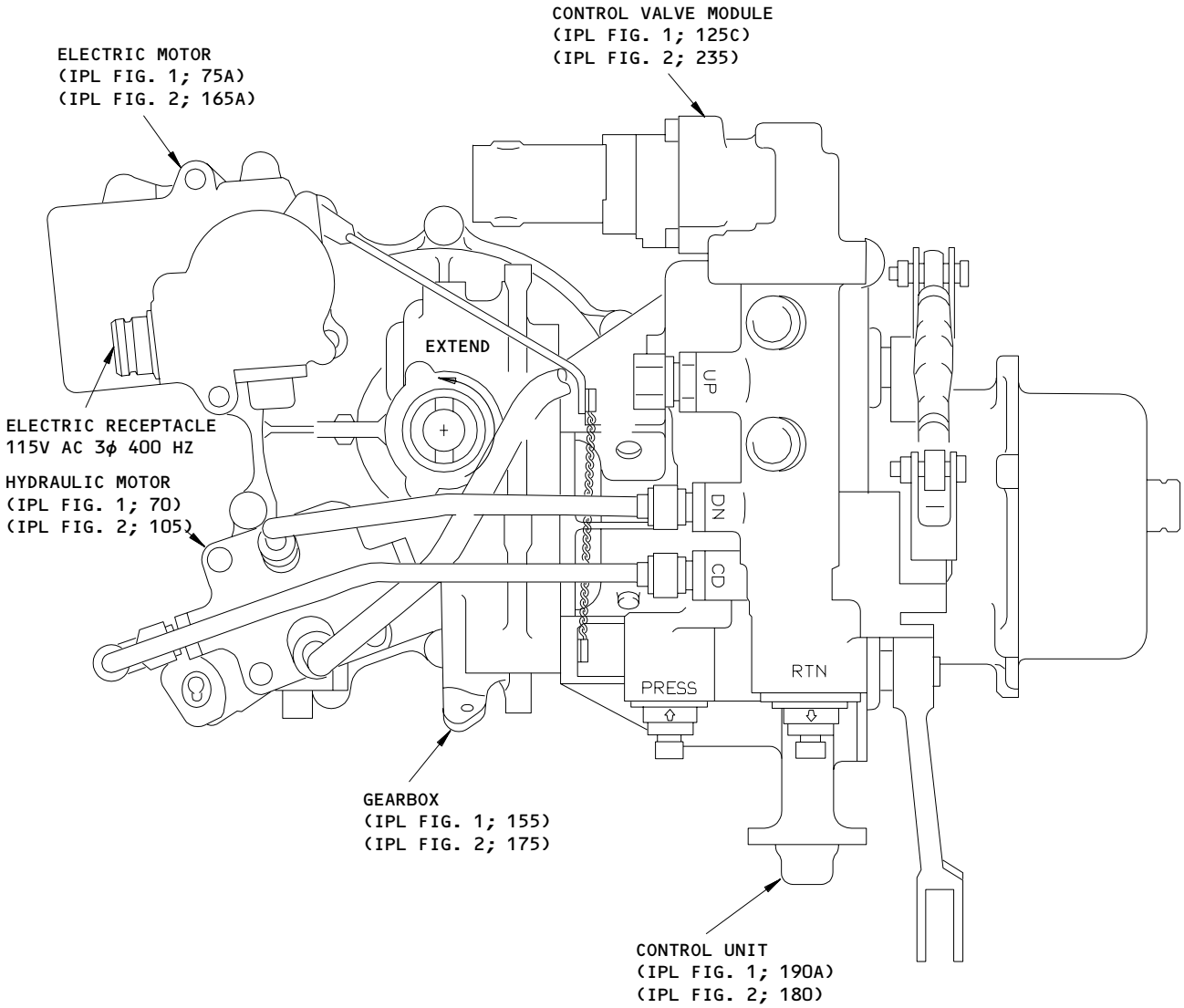
(8) Remove hydraulic pressure.

G. Cap all exposed hydraulic ports with hydraulic resistant plugs after completing functional test.



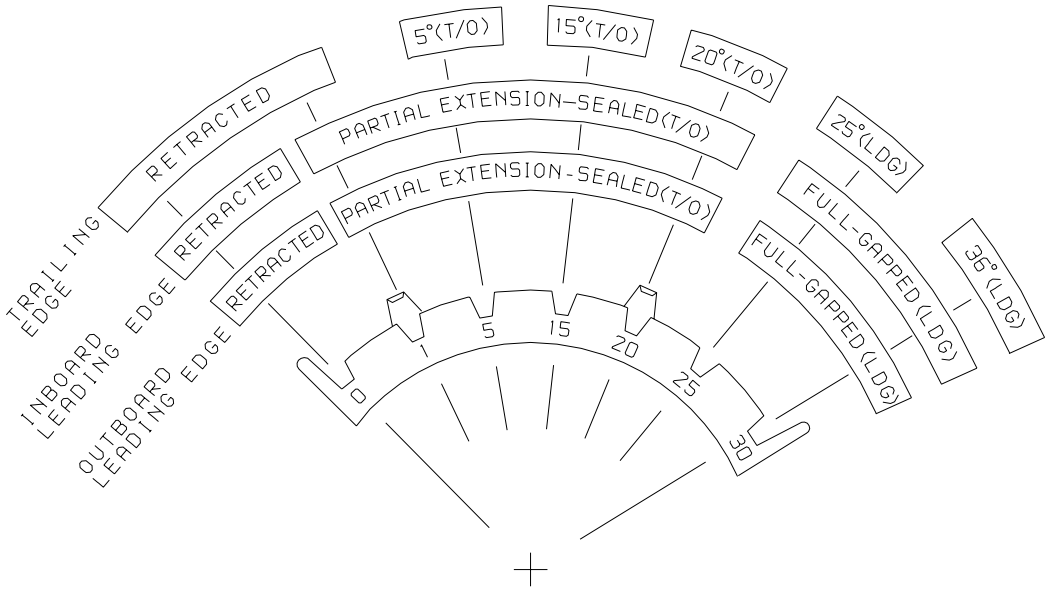
Power Drive Unit Assembly
Figure 101 (Sheet 1)

31036



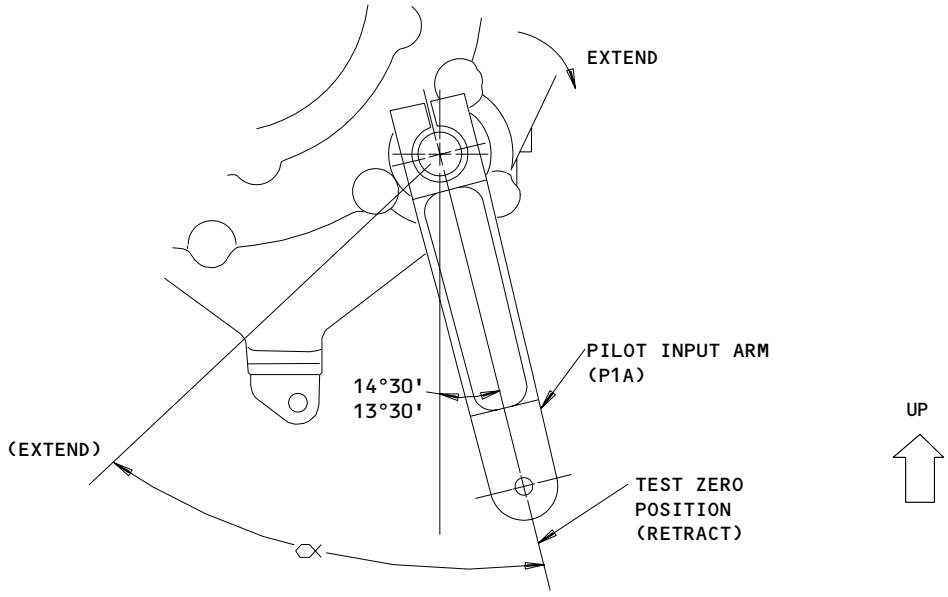
Power Drive Unit Assembly
Figure 101 (Sheet 2)

31037



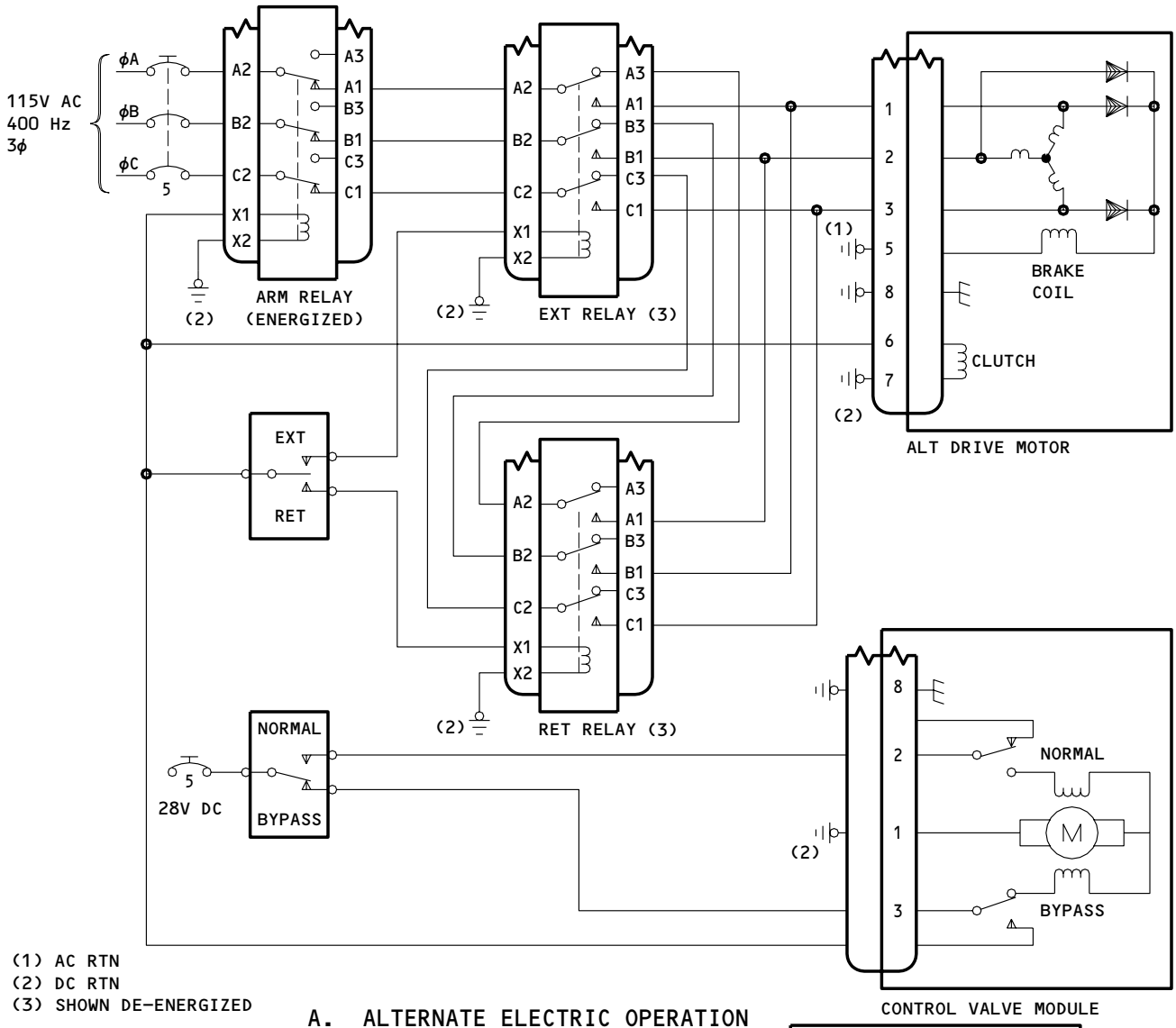
FLAP HANDLE DEVICE
(PILOT INPUT ARM ACTUATION DEVICE)

DETENT NO.	0	1	5	15	20	25	30
∝(DEG)	0	7–13	17–23	27–33	37–43	47–53	57–63

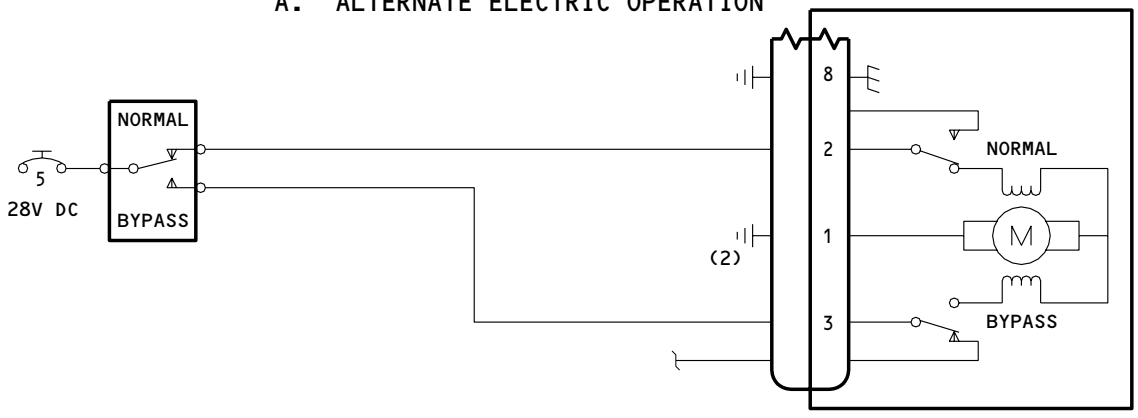


Pilot Input Arm Actuation
Figure 102

31038



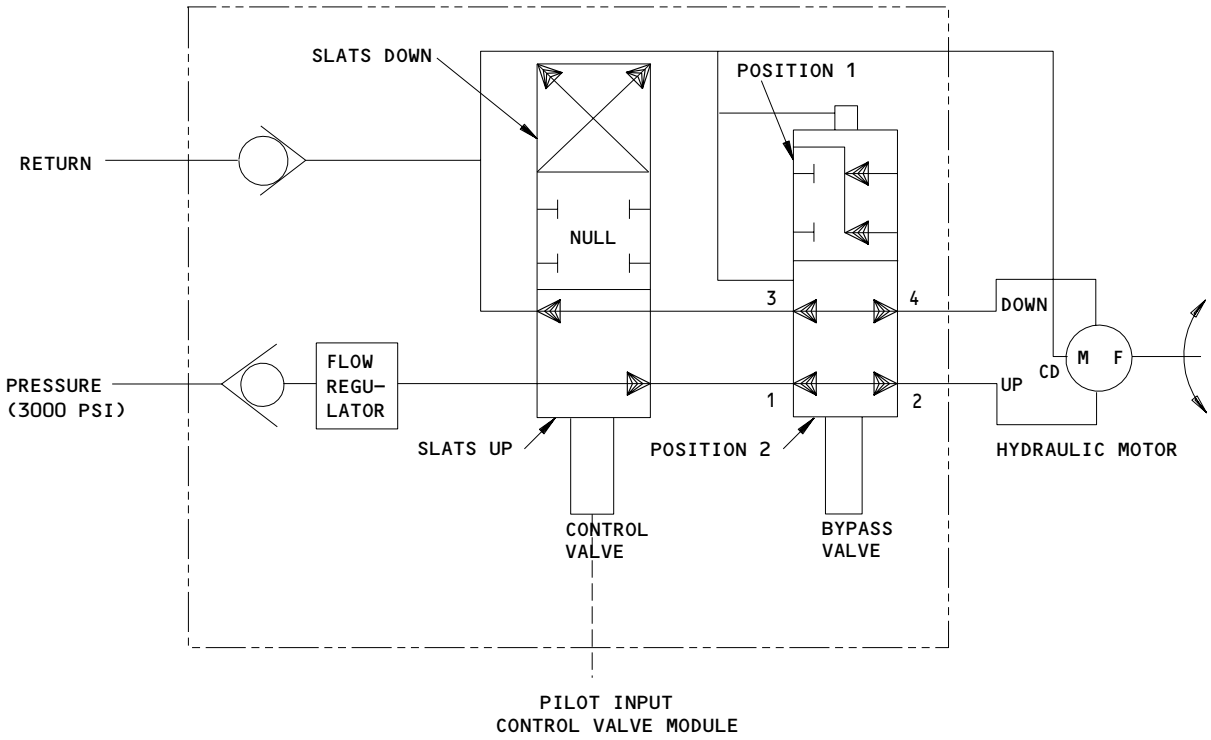
A. ALTERNATE ELECTRIC OPERATION



B. NORMAL HYDRAULIC OPERATION

Functional Test Electrical Schematic Diagram
Figure 103

31039



Hydraulic Functional Schematic Diagram
Figure 104

Detent Position [1]	Output Shaft Revolutions (±0.5)	Direction of Rotation [2]	
		Extend	Retract
0	0	-	-
1	60	X	
5	0	-	
15	0	-	
20	0	-	
0	60		X
0	0	-	-
25	121	X	
30	0	-	-
0	121		X

256T2610
TABLE A

Detent Position [1]	Output Shaft Revolutions (±0.5)	Direction of Rotation [2]	
		Extend	Retract
0	0	-	-
1	59.6	X	
5	0	-	
15	0	-	
20	0	-	
0	59.6		X
0	0	-	-
25	103.1	X	
30	0	-	-
0	103.1		X

256T5610
TABLE B

[1] See Fig. 102
[2] See Fig. 101

Normal Hydraulic Operation
Figure 105

Detent Position	Normal Operating Torque (lb-in.)	Number of Revolutions of Output Shaft (Direction)
0	0	0
15	75-135	59.5-60.5 (EXT)
0	0	59.5-60.5 (RET)
20	190-250	59.5-60.5 (EXT)
0	0	59.5-60.5 (RET)
30	75-135	120.5-121.5 (EXT)
0	0	120.5-121.5 (RET)

256T2610
TABLE A

Detent Position	Normal Operating Torque (lb-in.)	Number of Revolutions of Output Shaft (Direction)
0	0	0
15	75-135	59.1-60.1 (EXT)
0	0	59.1-60.1 (RET)
20	190-250	59.1-60.1 (EXT)
0	0	59.1-60.1 (RET)
30	75-135	102.6-103.6 (EXT)
0	0	102.6-103.6 (RET)

256T5610
TABLE B

Torque Output
Figure 106

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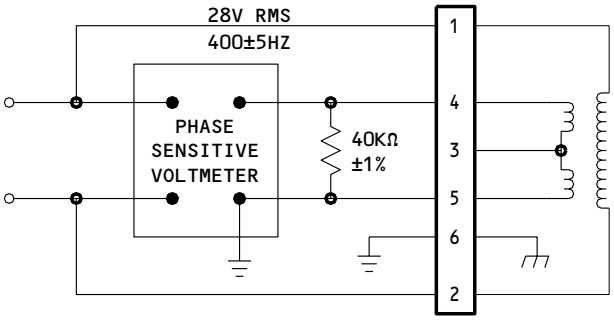


Electrical Schematic for RVDT Adjustment
Figure 107

31046

DISASSEMBLY

NOTE: See Testing and Trouble Shooting to establish the condition of the component or most probable cause of its malfunction. This is to determine the extent of disassembly required without completely tearing down and rebuilding the component.

1. Part Replacement

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

   A. Lockwire

   B. Packings (15, 30, 120, IPL Fig. 1; 15, 30, 145, IPL Fig. 2)

2. Disassembly (IPL Fig. 1)

   CAUTION: USE EXTREME CARE WHEN REMOVING TUBE ASSEMBLIES (35, 40, 45B). DO NOT FORCE OR BEND TUBE ASSEMBLY DURING REMOVAL.

   A. Remove the tube assemblies (35, 40, 45B).

      (1) Remove tube assembly (40) by loosening coupling nuts and remove unions (10A) and packings (15).

      (2) Remove tube assembly (35).

      (3) Remove tube assembly (45B) and remove unions (25A) and packings (30).

   B. Remove elbow (20A) and remove unions (5) and packings (15).

   C. Remove plug (117), packing (120) from hydraulic motor (70).

   D. Remove bolts (78, 81, 85), washers (90B, 92), nuts (105) and remove the hydraulic motor (70).

      NOTE: Refer to the manufacturer's instructions for disassembly and repair of the hydraulic motor.

E. For assemblies with the electric motor (75A, 75B, 75C, 75D, 75E, or 75F) installed:

(1) Remove the bolts (81, 85G, 86A, 86B), washers (90B, 92, 95A, 97A), nuts (105), and jumper assemblies (110, and 79, as applicable), and remove the electric motor (75A, 75B, 75C, 75D, 75E, or 75F).

NOTE: Refer to the manufacturer's instructions for disassembly and repair of the electric motor.

F. For assemblies with the electric motor (75G or 75H) installed:

(1) Remove the bolts (99), washers (100), and jumper assemblies (110, and 79, as applicable), and remove the electric motor (75G or 75H) from the adapter plate on the gearbox assembly (155).

NOTE: The adapter plate is part of the electric motor.

(2) Remove the bolts (101, 102), washers (103), and nuts (104) and remove the adapter plate from the gearbox assembly (155).

(3) Attach the adapter plate to the electric motor with the fasteners (99, 100) to keep the parts together.

NOTE: Refer to the manufacturer's instructions for disassembly and repair of the electric motor.

G. Remove bolts (55), washers (60B), and nuts (65), and remove the rod assembly (50).

NOTE: Refer to 27-00-11 for repair of the rod assembly (50).

H. Remove parts (130 thru 150) and remove the control valve module (125C).

NOTE: Refer to the manufacturer's instructions for disassembly and repair of the control valve module.

I. Remove lockwire and remove bolts (160, 165, 186), washers (170A, 172A, 175A, 177A, 187), and nut (188). Separate the control unit assembly (190A) from the gearbox assembly (155) and remove the support (185) and jumper assemblies (110, and 189, as applicable).

NOTE: Refer to 27-81-21 for disassembly and repair of the gearbox assembly.

J. Remove the button plugs (200) and quill shaft (195) from the control unit assembly (190A).

NOTE: Refer to 27-81-05 for disassembly and repair of the control unit assembly.

3. Disassembly (IPL Fig. 2)

CAUTION: USE EXTREME CARE WHEN REMOVING TUBE ASSEMBLIES (35, 50, 65, 70). DO NOT FORCE OR BEND TUBE ASSEMBLY DURING REMOVAL.

A. Remove the tube assemblies (35, 50, 65, 70).

(1) Remove tube assembly (50) by loosening coupling nuts and remove unions (10) and packings (15).

(2) Remove tube assembly (35).

(3) Remove tube assembly (65, 70) and remove unions (25) and packings (30).

B. Remove elbow (20) and remove unions (5) and packings (15).

C. Remove plug (140), packing (145) from hydraulic motor (105).

D. Remove bolts (110, 115, 120), washers (125, 130), and nuts (135) and remove the hydraulic motor (105).

NOTE: Refer to the manufacturer's instructions for disassembly and repair of the hydraulic motor.

E. Remove bolts (150), washers (155A), jumper assemblies (160A, 170) and remove the electric motor (165A) from the adapter plate on the gearbox assembly (175).

NOTE: The adapter plate is part of the electric motor.

F. Remove the bolts (245, 250), washers (255), and nuts (260) and remove the adapter plate from the gearbox assembly (175).

G. Attach the adapter plate to the electric motor with the fasteners (150, 155A) to keep the parts together.

NOTE: Refer to the manufacturer's instructions for disassembly and repair of the electric motor (165A).

H. Remove bolts (90), washers (95) and nuts (100) and remove rod assembly (85).

NOTE: Refer to 27-00-11 for repair of rod assembly (85).

I. Remove parts (280 thru 300) and remove module (235).

NOTE: Refer to manufacturer's instructions for disassembly and repair of control valve module (235).

J. Remove lockwire and remove the bolts (190, 195, 215), washers (200, 200A, 200B, 202, 202A, 205, 207, 220), and nut (225). Separate the control unit assembly (180) from the gearbox assembly (175), and remove the support (210) and jumper assemblies (170, 230A).

NOTE: Refer to 27-81-21 for disassembly and repair of the gearbox assembly.

K. Remove the button plugs (188) and quill shaft (185) from the control unit assembly (180).

NOTE: Refer to 27-81-05 for disassembly and repair of the control unit assembly (180).

CHECK

1. Check all parts for obvious defects in accordance with standard industry practices.

2. Penetrant check per 20-20-02 -- Shaft (195, IPL Fig. 1; 185, IPL Fig. 2).

3. Refer to the manufacturer's instructions for checking of the control valve module (125C, IPL Fig. 1; 235, IPL Fig. 2), hydraulic motor (70, IPL Fig. 105, IPL Fig. 2) and electric motor (75A, IPL Fig. 1; 165A, IPL Fig. 2).

4. Refer to 27-81-05 for checking of the control unit assembly (190A, IPL Fig. 1; 180, IPL Fig. 2).

5. Refer to 27-00-11 for checking of the rod assembly (50, IPL Fig. 1; 85, IPL Fig. 2).

6. Refer to 27-81-21 for checking of the gearbox assembly (155, IPL Fig. 1; 175, IPL Fig. 2).

REPAIR - GENERAL

1. Content

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

P/N	NAME	REPAIR
---	MISC. PARTS REFINISH	1-1
BAC27TCTO173	NAMEPLATE	2-1
BAC27TCTO279	MARKER	2-1
BAC27TCTO285	MARKER	2-1
BAC27TCT618	NAMEPLATE	2-1

2. Standard Practices

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

20-30-02 Stripping of Protective Finishes
20-41-01 Decoding Table for Boeing Finish Codes
20-41-02 Application of Chemical and Solvent Resistant Finishes
20-43-01 Chromic Acid Anodizing
20-50-12 Application of Adhesives
20-60-02 Finishing Materials

3. Material

NOTE: Equivalent substitutes may be used.

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

B. Adhesive -- Type 70 (Ref 20-50-12)

MISCELLANEOUS PARTS REFINISH - REPAIR 1-1

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

IPL FIG. & ITEM	MATERIAL	FINISH
Fig. 1		
Support (185)	Al alloy	Chemical treat and apply 1 coat of BMS 10-11, type 1 primer (F-18.06). Optional: Chemical treat or chromic acid anodize and apply 1 coat of BMS 10-11, type 1 primer (F-18.05).
Quill shaft (195)	Al alloy	Chromic acid anodize (F-17.02).
Fig. 2		
Support (210)	Al alloy	Chemical treat and apply 1 coat of BMS 10-11, type 1 primer (F-18.06). Optional: Chemical treat or chromic acid anodize and apply 1 coat of BMS 10-11, type 1 primer (F-18.05).
Quill shaft (185)	Al alloy	Chromic acid anodize (F-17.02).

Refinish Details
Figure 601

NAMEPLATE - REPAIR 2-1

BAC27TCTO173
BAC27TCTO279
BAC27TCTO285
BAC27TCT618

1. Nameplate Replacement

NOTE: Refer to REPAIR-GEN for list of applicable standard practices.

A. Install nameplate (205, IPL Fig. 1; 270, IPL Fig. 2) and bond per SOPM 20-50-12, Type 70.

B. Install markers (210, 215, IPL Fig. 1; 265, 275, IPL Fig. 2).

ASSEMBLY

1. Material

NOTE: Equivalent substitutes may be used.

A. Grease -- BMS 3-33 or MIL-G-23827 (Ref SOPM 20-60-03)

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

C. Sealant -- BMS 5-26 (Ref SOPM 20-60-04)

D. Lockwire -- MS20995C32

2. Equipment

NOTE: Equivalent substitutes may be used.

A. Rigging Pins -- 0.250 inch diameter (2 required)

B. Rigging Pin -- 0.187 inch diameter

3. Assembly (IPL Fig. 1)

A. Assemble control valve module (125C) to control unit (190A).

(1) Rotate the pilot input arm (Ref 27-81-05) of the control unit assembly to the position shown in Fig. 701. Install a 0.250-inch rigging pin in the input cam rig pin hole. Adjust the position of the pilot input arm as required until the pin can be fully inserted.

NOTE: This position fixes the pilot input arm in the slats retracted position.

CAUTION: DO NOT ROTATE VALVE INPUT ARM MANUALLY. ADJUST POSITION OF VALVE INPUT ARM BY ROTATING FOLLOW-UP CAM SHAFT ONLY.

(2) Rotate follow-up cam shaft (Ref 27-81-05) on control unit using quill shaft (195) or equivalent tool until valve input arm is at position shown in Fig. 701 and install 0.250-inch rigging pin in follow-up cam rig pin hole. Adjust follow-up cam as required until rigging pin can be fully inserted.

NOTE: This position fixes the follow-up cam in slats retracted position.

(3) Apply a thin film of grease, BMS 3-24, to the shank and threads of the bolts (130) and bushings (145).

(4) Position the control valve module (125C) on the control unit assembly (190A) and install parts (130 thru 150), with washers (135A) under the bolt heads and washers (140) under the nuts. Clean and bond the area shown in Fig. 701 per 20-11-03. Check that the resistance across the bond area is 0.001 ohm maximum.

(5) Position rod assembly (50) (nominal length 6.56 inches) on the valve input arm of the control unit assembly (190A) and install bolt (55), washers (60B), and nut (65).

(6) Rotate the arm on the control valve module (125C) until the hole for the rigging pin on the arm is aligned with the hole in the body. Install a 0.187-inch rigging pin through the arm and body.

(7) Position the other end of the rod assembly (50) on the arm of the control valve module (125C). Loosen the locking devices and adjust both ends of the rod assembly (50) as required to achieve the proper length. Install bolt (55), washer (60B), and nut (65). Apply a thin film of BMS 3-24 grease to the exposed threads of the rod assembly.

(8) Check that all rigging pins can be removed and reinserted without binding.

(9) Remove all rigging pins and install the button plugs (200).

(10) Coat the spline of the quill shaft (195) with grease, MIL-G-23827, and slide the shaft into the follow-up cam shaft of the control unit assembly (190A).

(11) Lockwire the nuts on the rod assembly (50). Use the double twist method per 20-50-02.

B. Assemble the gearbox assembly (155) to the control unit assembly (190A).

CAUTION: DO NOT USE FORCE TO ASSEMBLE GEARBOX AND CONTROL UNIT. TURN GEARBOX OUTPUT SHAFT IF NECESSARY TO ALIGN QUILL SHAFT SPLINES.

(1) Assemble the gearbox assembly (155) to the control unit assembly (190A) with the quill shaft (195) mated with the spline in the gearbox.

(2) Install the jumper assemblies (110, and 189, as applicable), support (185), and fasteners (160, 170A, 172A, 175A, 177A, 186 thru 188) per Fig. 701.

(a) Install the jumper assemblies (110, 189) and support (185) per 20-11-03.

(b) Make sure that the resistance across the bond is not more than 0.001 ohm.

(3) Install fasteners (165, 175A) with grease, BMS 3-24.

(4) Apply sealant to the contact area between the control unit assembly (190A) and the gearbox assembly (155).

C. Install the electric motor (75A, 75B, 75C, 75D, 75E, or 75F).

(1) Coat the spline of the electric motor with grease, MIL-G-23827.

(2) Apply a thin film of grease, BMS 3-24, to the shank and threads of bolt (85G) and to the associated washer (90B). Do not apply grease to the fasteners at the other locations.

(3) Install the electric motor on the gearbox assembly with the fasteners (81, 85G, 86A, 90B, 92, 95A, 105) and the jumper assemblies (110, and 79, as applicable).

(a) Install the jumper assemblies per 20-11-03.

(b) Make sure that the resistance across the bond is not more than 0.001 ohm.

D. Install the electric motor (75G or 75H).

(1) Remove the adapter plate from the electric motor, and install the adapter plate on the gearbox assembly with the fasteners (99, 100).

(2) Attach the electric motor to the adapter plate with the fasteners (101 thru 104) and the jumper assemblies (110, and 79, as applicable).

(a) Install the jumper assemblies per 20-11-03.

(b) Make sure that the resistance across the bond is not more than 0.001 ohm.

E. Install the hydraulic motor (70).

(1) Install the plug (117) and packing (120) on the hydraulic motor (70).

(2) Coat the spline of the hydraulic motor (70) with grease, MIL-G-23827, and position the motor on the gearbox assembly (155).

(3) Apply a thin film of grease, BMS 3-24, to the shank and threads of bolt (85) and to the associated washer (90B).

(4) Install the hydraulic motor (70) on the gearbox assembly (155) with the fasteners (78, 81, 85, 90B, 92, 105).

F. Install tube assemblies (35, 40, 45B).

CAUTION: USE EXTREME CARE WHEN INSTALLING TUBE ASSEMBLIES (35, 40, 45B). DO NOT FORCE OR BEND TUBE ASSEMBLIES.

(1) Install unions (10A) and packings (15) on hydraulic motor (70) and control valve module (125C) and install tube assembly (40).

(2) Install unions (25A) and packings (30) on hydraulic motor (70) and control valve module (125C) and install tube assembly (45B).

(3) Install unions (5) and packings (15) on hydraulic motor (70) and control valve module (125C).

(4) Install elbow (20A) on union (5) on hydraulic motor (70) and tighten swivel nut on elbow finger-tight.

(5) Install tube assembly (35) on control valve module (125C) and attach the other end to elbow (20A). Position elbow so that there is no preload in tube assembly (35) and tighten swivel nut on elbow.

G. Check that force required to move pilot input arm on control unit (190A) to any detent position on extension or retraction does not exceed 10 lbs. measured perpendicular to the input arm.

H. Test unit per TESTING/TROUBLE SHOOTING.

I. Attach lockwire between the bolts (160), as shown in Fig. 701. Use the double-twist method (Ref SOPM 20-50-02).

J. Attach lockwire between the plug (117) and bolt (78). Use the double-twist method (Ref SOPM 20-50-02).

4. Assembly (IPL Fig. 2)

A. Assemble control valve module (235) to control unit (180).

(1) Rotate pilot input arm (Ref 27-81-05) of control unit to position shown in Fig. 701 and install 0.250-inch rigging pin in input cam rig pin hole. Adjust position of pilot input arm as required until pin can be fully inserted.

NOTE: This position fixes the pilot input arm in the slats retracted position.

CAUTION: DO NOT ROTATE VALVE INPUT ARM MANUALLY. ADJUST POSITION OF VALVE INPUT ARM BY ROTATING FOLLOW-UP CAM SHAFT ONLY.

(2) Rotate follow-up cam shaft (Ref 27-81-05) on control unit using quill shaft (185) or equivalent tool until valve input arm is at position shown in Fig. 701 and install 0.250-inch rigging pin in follow-up cam rig pin hole. Adjust follow-up cam as required until rigging pin can be fully inserted.

NOTE: This position fixes the follow-up cam in slats retracted position.

(3) Apply a thin film of grease, BMS 3-24 on assembly 256T2610-12 and grease BMS 3-33 on assembly 256T5610-1, to the shank and threads of bolts (280A) and bushings (290).

(4) Position control valve module (235) on control unit (180) and install parts (280 thru 300) with washers (285) under bolt heads and washers (295) under nuts. Clean and bond area shown in Fig. 701 per 20-11-03. Check that resistance across the bond area is 0.001 ohm maximum.

(5) Position rod assembly (85) (nominal length 6.56 inches) on valve input arm of control unit (180) and install bolt (90), washers (95) and nut (100).

(6) Rotate arm on control valve module (235) until hole for rigging pin on arm lines up with hole in body and install 0.187-inch rigging pin thru arm and body.

(7) Position the other end of rod assembly (85) on arm of control valve module (235). Loosen locking devices and adjust length of rod end at both ends of rod assembly (85) as required to achieve proper length and install bolt (90), washer (95) and nut (100). Apply a thin film of BMS 3-24 grease on assembly 256T2610-12 and BMS 3-33 grease on assembly 256T5610-1 to the exposed threads of rod assembly.

(8) Check that all rigging pins can be removed and reinserted without binding.

(9) Remove all rigging pins and install the button plugs (188).

(10) Coat the spline of the quill shaft (185) with grease, MIL-G-23827, per SOPM 20-50-07 and slide the shaft into the follow-up cam shaft of the control unit assembly (180).

(11) Lockwire the nuts on the rod assembly (85). Use the double-twist method (Ref SOPM 20-50-02).

B. Assemble the gearbox assembly (175) to the control unit assembly (180).

CAUTION: DO NOT USE FORCE TO ASSEMBLE GEARBOX AND CONTROL UNIT. TURN GEARBOX OUTPUT SHAFT IF NECESSARY TO ALIGN QUILL SHAFT SPLINES.

(1) Assemble the gearbox assembly (175) to the control unit assembly (180) with the quill shaft (185) mated with the spline in the gearbox.

(2) Install the jumper assemblies (170, 230A), support (210) and fasteners (190, 195, 200, 202, 205, 207, 215, 220, 225) per Fig. 701.

(a) Install the jumper assemblies (170, 230A) and support (210) per SOPM 20-11-03.

(b) Make sure that the resistance across the bond is not more than 0.001 ohm.

(3) Apply BMS 5-26 sealant to the contact area between the control unit assembly (180) and the gearbox assembly (175).

C. Install the electric motor (165A).

(1) Coat the spline of the electric motor (165A) with grease, MIL-G-23827, per SOPM 20-50-07.

(2) Remove the adapter plate from the electric motor, and install the adapter plate on the gearbox assembly with the fasteners (150, 155A).

(3) Attach the electric motor to the adapter plate with the fasteners (245 thru 260) and the jumper assemblies (160A, 170).

(a) Install the jumper assemblies per SOPM 20-11-03.

(b) Make sure that the resistance across the bond is not more than 0.001 ohm.

D. Install the hydraulic motor (105).

(1) Install the plug (140) and packing (145) on the hydraulic motor (105).

(2) Coat spline of hydraulic motor (105) with grease, MIL-G-23827, per SOPM 20-50-07 and position motor on gearbox (175).

(3) Apply a thin film of grease, BMS 3-24, on assembly 256T2610-12 and grease BMS 3-33 on assembly 256T5610-1 to the shank and thread of bolt (120) and to the associated washer (125).

(4) Secure the hydraulic motor (105) to the gearbox assembly (175) with bolts (110, 115, 120), washers (125, 130), and nuts (135).

E. Install the tube assemblies (35, 50, 65, 70).

CAUTION: USE EXTREME CARE WHEN INSTALLING TUBE ASSEMBLIES (35, 40, 65 70). DO NOT FORCE OR BEND TUBE ASSEMBLIES.

(1) Install unions (10) and packings (15) on hydraulic motor (105) and control valve module (235) and install tube assembly (50).

(2) Install unions (25) and packings (30) on hydraulic motor (105) and control valve module (235) and install tube assembly (65, 70)

(3) Install unions (5) and packings (15) on hydraulic motor (105) and control valve module (235).

(4) Install elbow (20) on union (5) on hydraulic motor (105) and tighten swivel nut on elbow finger-tight.

(5) Install tube assembly (35) on control valve module (235) and attach the other end to elbow (20). Position elbow so that there is no preload in tube assembly (35) and tighten swivel nut on elbow.

F. Check that force required to move pilot input arm on control unit (180) to any detent position on extension or retraction does not exceed 10 lbs. measured perpendicular to the input arm.

G. Test unit per TESTING AND TROUBLE SHOOTING.

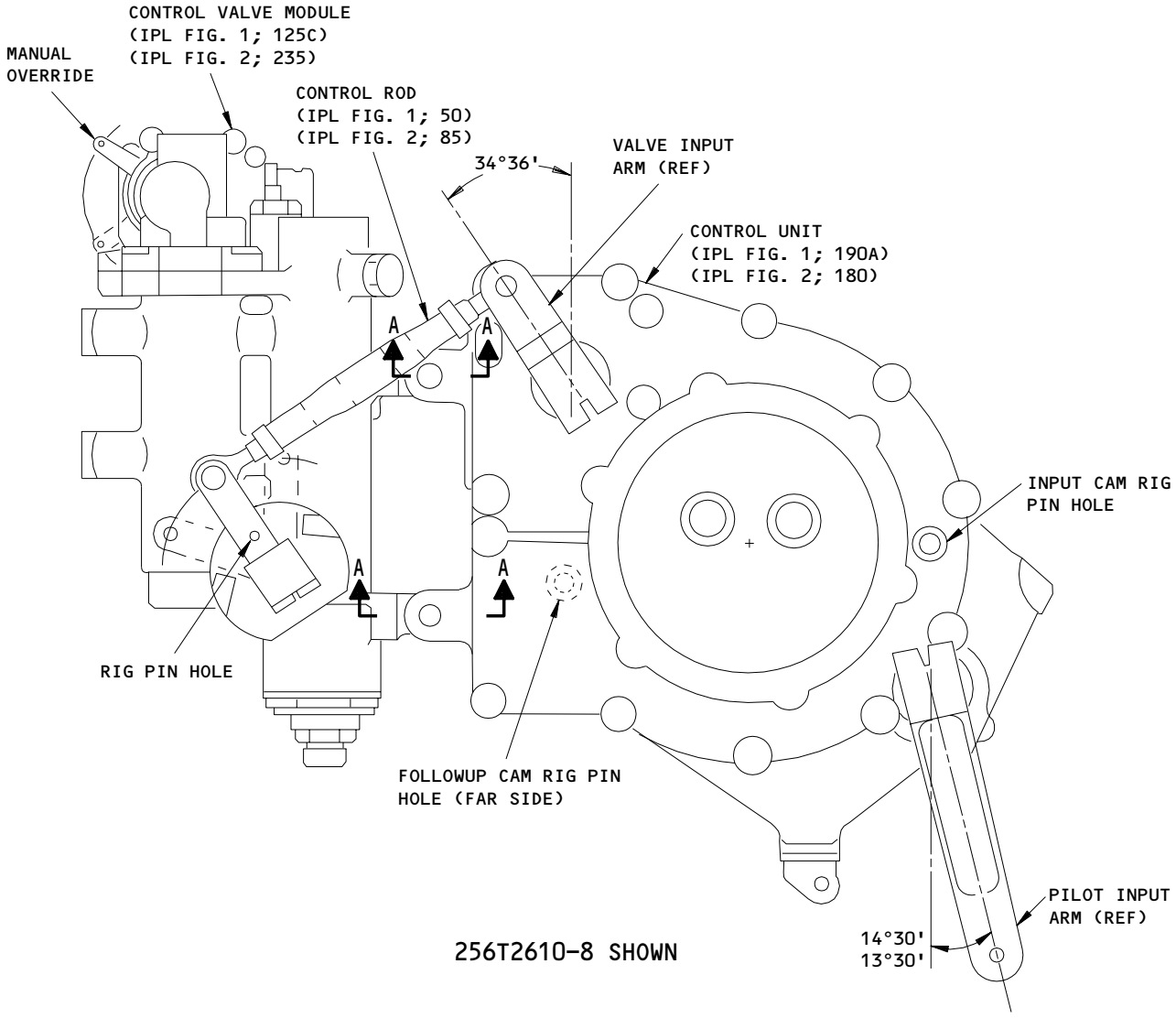
H. Attach lockwire between the bolts (190), as shown in Fig. 701. Use the double-twist method (Ref 20-50-02).

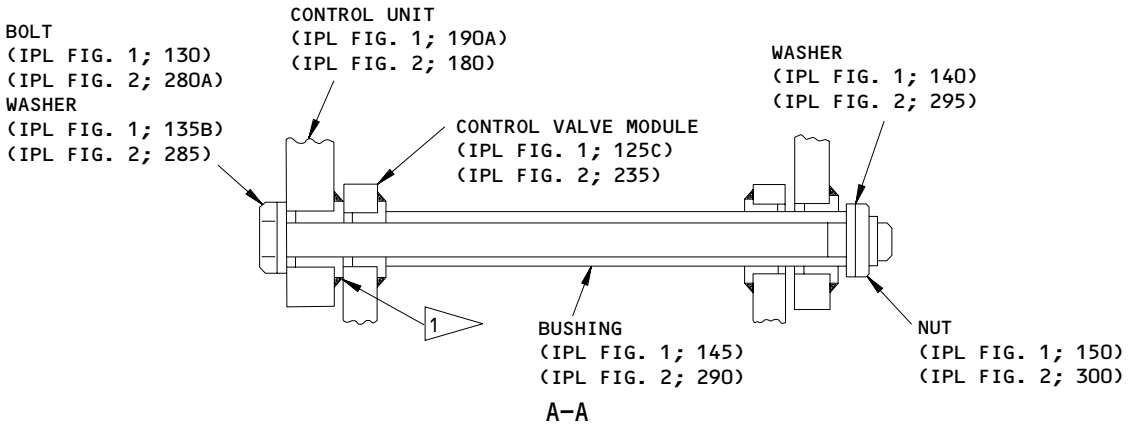
I. Attach lockwire between the plug (140) and bolt (110). Use the double-twist method (Ref 20-50-02).

5. Storage

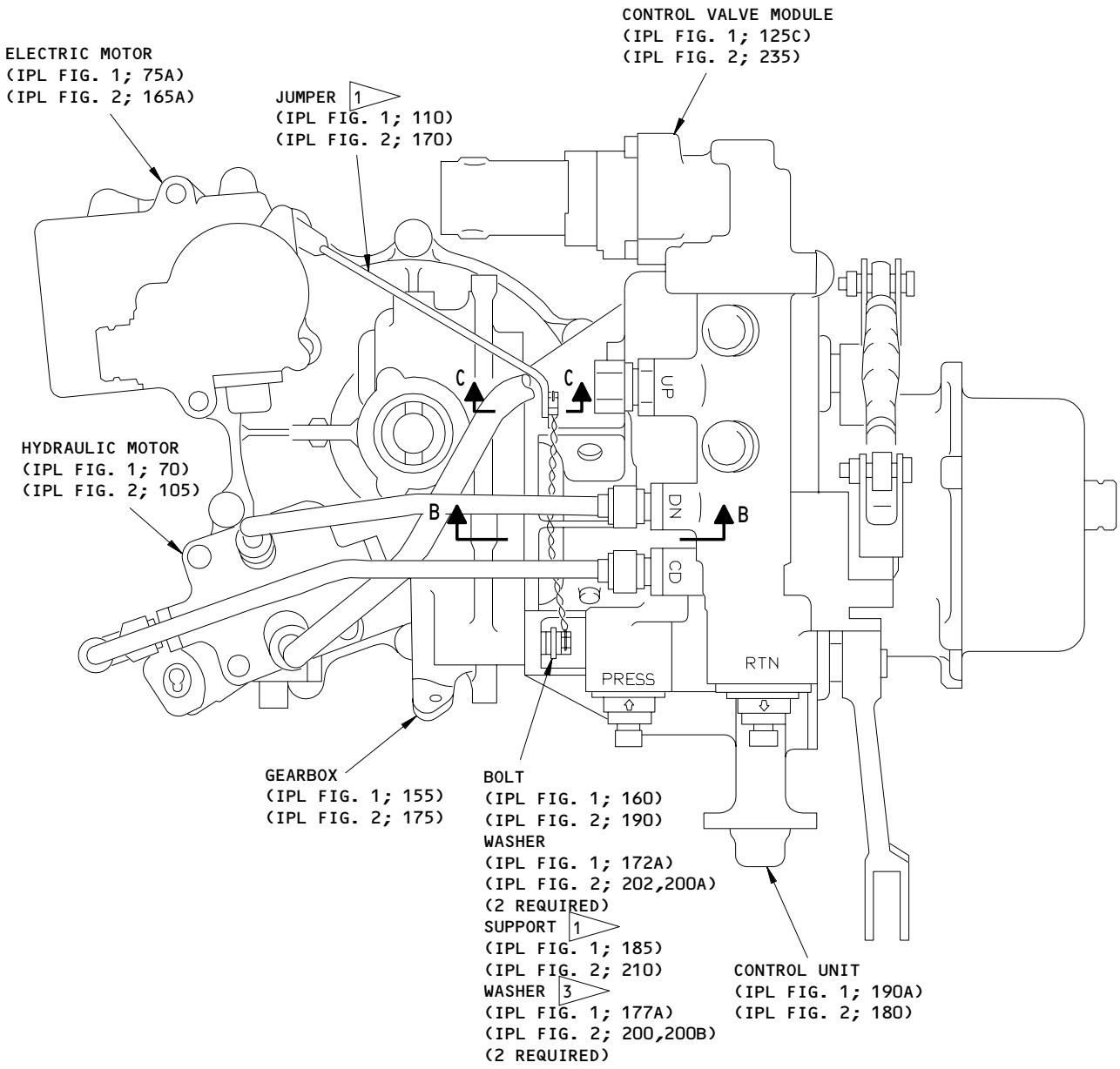
A. Plug or cap exposed hydraulic ports with hydraulic fluid resistant caps or plug.

B. Use standard industry practices to store this component.



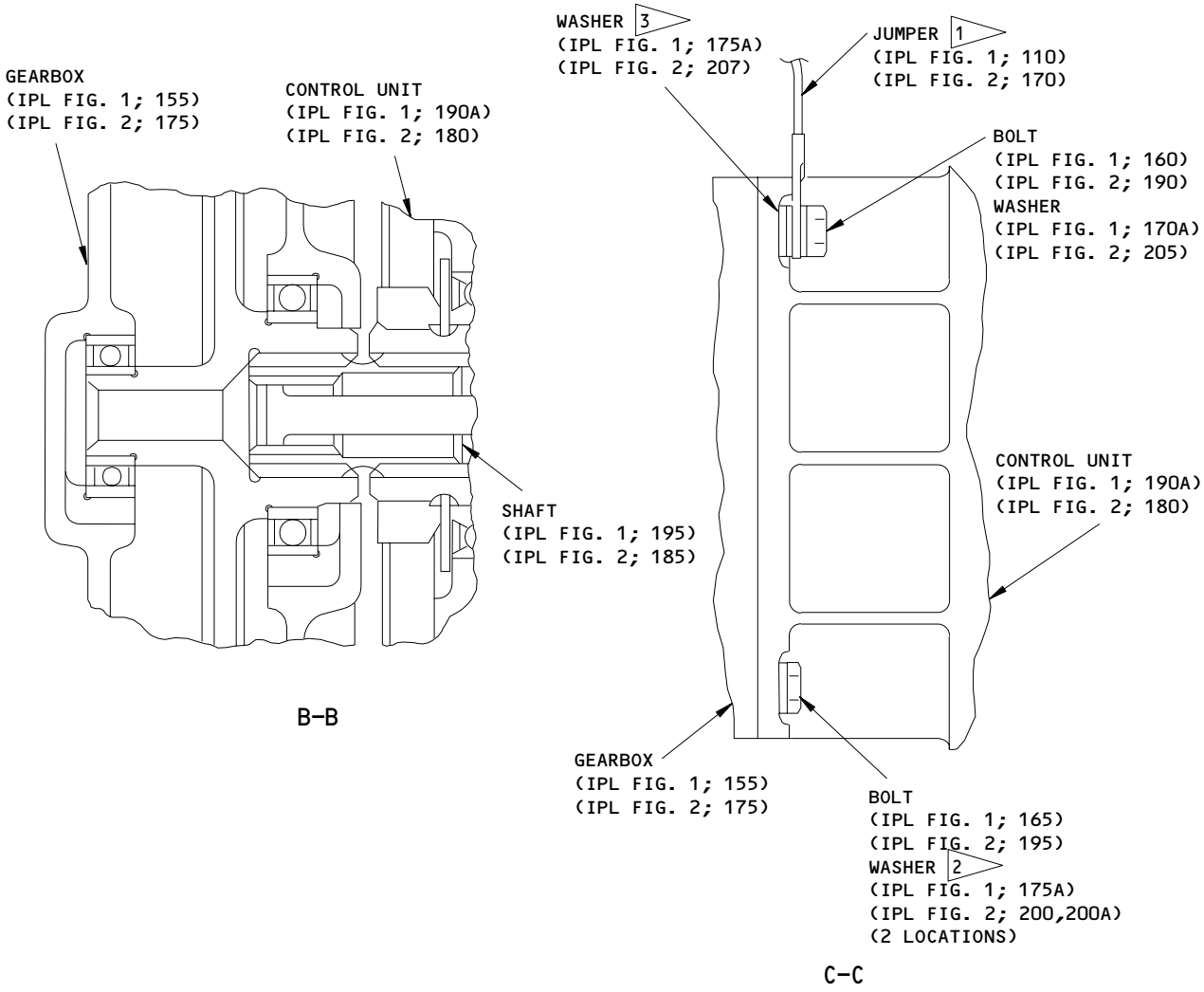


Assembly Details
Figure 701 (Sheet 1)



Assembly Details
Figure 701 (Sheet 2)

19523



1 CLEAN AND BOND PER 20-11-03. TOTAL RESISTANCE ACROSS BOND SHALL BE 0.001 OHM MAX

2 ADD WASHERS AS REQUIRED TO ENSURE ADEQUATE WRENCH ENGAGEMENT WITH BOLT HEAD

3 ADD OR DELETE WASHER AS REQUIRED SO THAT WASHER HEIGHT IS FLUSH OR PROTRUDES LESS THAN ONE WASHER THICKNESS ABOVE CAST SURFACE

Assembly Details
Figure 701 (Sheet 3)

SPECIAL TOOLS, FIXTURES, AND EQUIPMENT

NOTE: Equivalent substitutes may be used.

1. Mechanical Equipment

   NOTE: The following listed equipment are parts of Test Equipment A27079-89 (replaces A27079-78) or A27079-96.

   A. Fixture assembly A27079-90 (replaces A27079-79) which incorporates a dynamic torque transducer, tachometer, and water-cooled brake.

   B. Support assembly A27079-3 used for supporting the PDU.

   C. Lever support assembly A27079-4 and gauge assembly A27079-85 used for actuating the Pilot Input Arm (PIA).

   D. Spline -- A27079-10

   E. Coupling -- A27079-18

   F. Machine key -- MS20066-257 (2 required)

   G. Rigging Pins -- 0.250 inch diameter (2 required) and 0.187 inch diameter.

2. Electrical Equipment

   A. AC power supply, 115v, 3 phase, 400 ±5 Hz, minimum terminal voltage 104v.

   B. DC power supply, 28v (22.0-29.5v allowable range), 12A.

   C. Test box A27081-3 (part of A27081-1 readout equipment) used for display torque readings and provides hookup for the digital counter.

   D. Cable assemblies A27081-8, -10 (part of A27081-1 readout equipment) used in connecting the dynamic torque transducer and tachometer to test box A27081-3.

   E. Test box A27081-4 (part of A27081-2 control equipment) used to activate control valve and alternate motor.

   F. Digital counter used in conjunction with test box A27081-3 to provide readouts of rpm and number of revolutions - - Fluke 1900A *[1].

G. Phase sensitive voltmeter (± 2% of full scale) -- North Atlantic Instruments Model 2250 *[2].

H. AC power supply, 28v ±100 mv, 400 ±5 Hz.

*[1] John Fluke Mfg Co. Inc.
P.O. Box C9090, M/S 263C
Everett, Washington 98206.

*[2] North Atlantic Instruments, Inc.
Bohemia, New York
Phone 631-567-1100
Fax 631-567-1823

3. Hydraulic Equipment

A. Hydraulic test bench capable of delivering 15 gallons/min at 3000 psi, plus hoses and fittings required for hookup.

B. Flowmeter capable of measuring a flow rate of 4.4 gpm with accuracy of ± 1 gpm.

ILLUSTRATED PARTS LIST

1. This section lists and illustrates 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 assembly 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

S4096 SHIMADZU SEISAKUSHO
KYOTO,JAPAN
FORMERLY VZ2239

01673 AIRDROME PARTS CO
3251 AIRPORT WAY PO BOX 1867
LONG BEACH, CALIFORNIA 90801

08199 SIERRACIN-HARRISON
3020 EMPIRE AVENUE
BURBANK, CALIFORNIA 91504-3109

1GK47 R AND B ELECTRONICS INC
2374 NW DALLAS STREET
GRAND PRAIRIE, TEXAS 75050

11328 AEROQUIP CORP LINAIR DIV
651 WEST KNOX STREET
GARDENA, CALIFORNIA 90248-4409

14798 DEUTSCH CO METAL COMPONENTS DIV
14800 SOUTH FIGUEROA STREET
GARDENA, CALIFORNIA 90248-1719

15653 KAYNAR TECHNOLOGY KAYNAR DIV
800 SOUTH STATE COLLEGE BLVD PO BOX 3001
FULLERTON, CALIFORNIA 92831-3001

30974 AEROFIT PRODUCTS INC
8531 WHITAKER STREET
BUENA PARK, CALIFORNIA 90621-3129

34270 GARRETT HYDRAULIC DIV OF GARRETT CORP
2150 NORTHWEST 62ND STREET
FT LAUDERDALE, FLORIDA 33309

57771 STIMPSON EDWIN B. COMPANY INC
900 SYLVAN AVENUE
BAYPORT, NEW YORK 11705-1012

62554 SIMMONDS MECAERO FASTENERS INC
1734 SEQUOIA AVENUE
ORANGE, CALIFORNIA 92668

VENDORS

98889 TELEFLEX CONTROL SYSTEMS
1950 WILLIAMS DRIVE
OXNARD, CALIFORNIA 93030

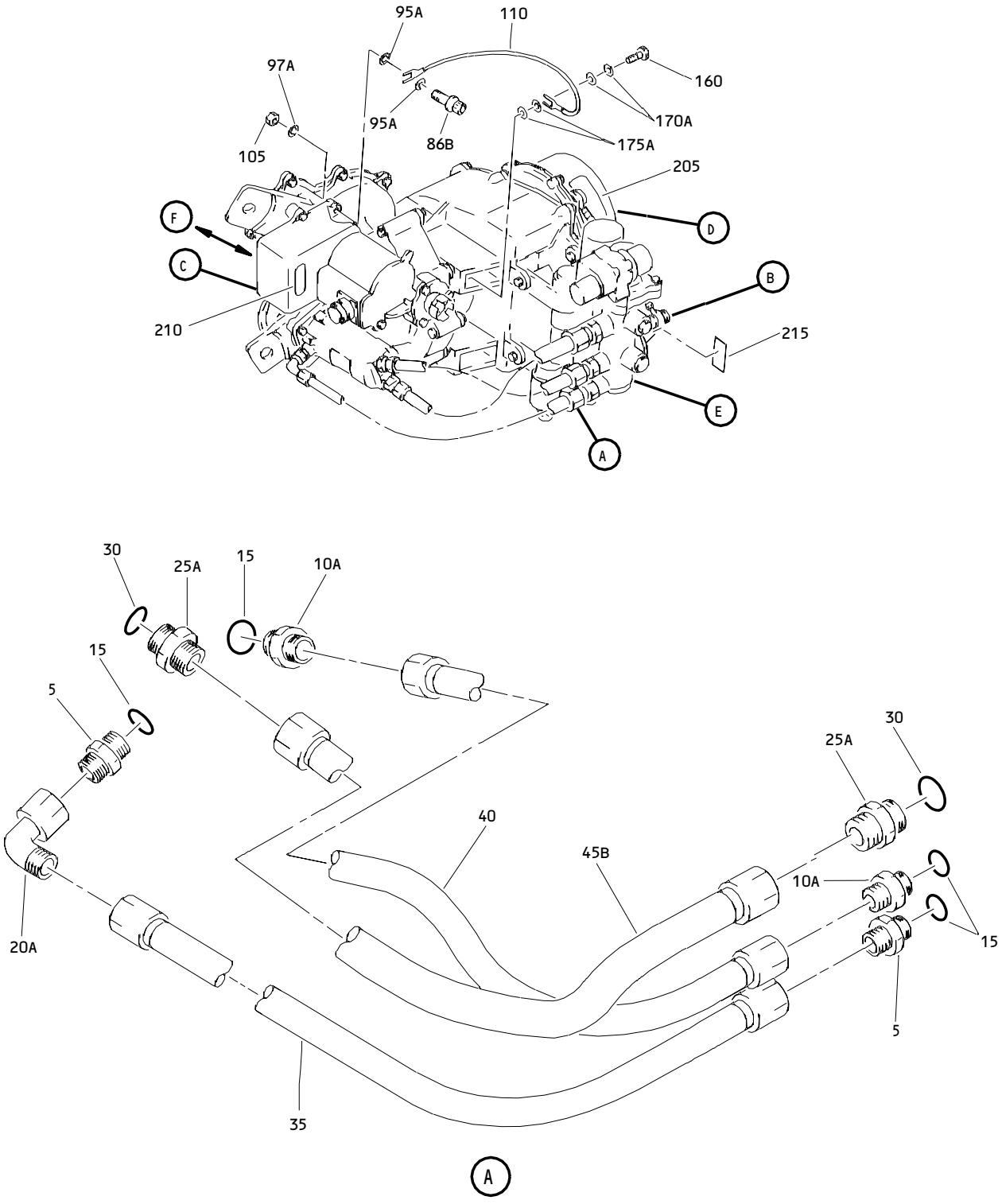
PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
AFP175V06P		1	37	2
		1	37	2
		2	40	1
AFP175V08P		1	47	2
		2	75	2
AN814-4DL		1	117	1
		2	140	1
AN960-416L		1	140	2
AP2097-06HP		1	37	2
		2	40	1
AP2097-08HP		1	47	2
		2	75	2
AS1581T06		1	42A	2
		2	55	2
BACB28AK04-335		1	145	2
		2	290	2
BACB30MR4K11		1	86A	1
BACB30MR4K13		1	81	3
		2	115	2
BACB30MR4K6		1	85G	1
BACB30NR4K3		1	102	1
		2	250	1
BACB30NR4K64		1	130	2
		2	280	2
BACB30NR4K9		1	101	3
		2	245	3
BACC45FM14C7P		2	240	1
BACE21AW0606W		1	20A	1
		2	20	1
BACJ40A21-10		1	79	1
		2	160A	1
BACJ40A30-9		1	110	1
		2	170	1
BACJ40K5A5A14		1	189	1
		2	230A	1
BACN10JC3CD		1	188	1
BACN10JC4CD		1	65	2
		1	105	6
		1	150	2
		2	100	2
BACN10YA6N		1	43A	2
BACN10YA6N		2	60	2
BACN10YA8N		1	48A	2
		2	80	2
BACN10YL06		1	38A	2
		2	45	2

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
BACN10YR3CD		2	225	1
BACN10YR4CD		1	104	3
		2	135	3
		2	260	3
		2	300	2
BACP20B65		1	200	2
		2	188	2
BACS13BX06HP		1	37	2
		2	40	1
BACS13BX08HP		1	47	2
		2	75	2
BAC27TCT0173		1	205	1
		2	270	1
BAC27TCT0279		1	210	1
		2	265	1
BAC27TCT0285		1	215	1
		2	275	1
DBOS13BX06HP		1	37	2
		2	40	1
DBOS13BX08HP		1	47	2
		2	75	2
D2587PB		1	200	2
		2	188	2
H52732-3CD		2	225	1
H52732-4CD		1	104	3
		2	135	3
		2	260	3
		2	300	2
MS20002C4		1	92	5
		2	130	2
MS21902-6T		1	10A	2
		2	10	2
MS21902-8T		1	25A	2
		2	25	2
MS21902D6		1	5	2
		2	5	2
NAS1149D0316H		1	187	3
		2	220	3
NAS1149D0416H		1	95A	2
		1	100	8

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
NAS1149D0416H		1	170A	2
		2	155A	8
		2	205	2
NAS1149D0416J		1	135B	2
		1	172A	2
		2	95	4
		2	202	2
		2	285	2
NAS1149D0463H		2	207	2
NAS1149D0463J		1	60B	4
		1	60C	1
		1	90B	7
		1	97A	1
		1	103	7
		1	175A	4
		1	175B	1
		1	177A	2
		1	177B	1
		2	125	5
		2	200	4
		2	255	7
NAS1149F0432P		2	295	2
NAS1612-4		1	120	1
		2	145	1
NAS1612-6		1	15	4
		2	15	4
NAS1612-8		1	30	2
		2	30	2
NAS1801-3-8		1	186	1
		2	215	1
NAS1801-4-16		1	99	4
		2	150	4

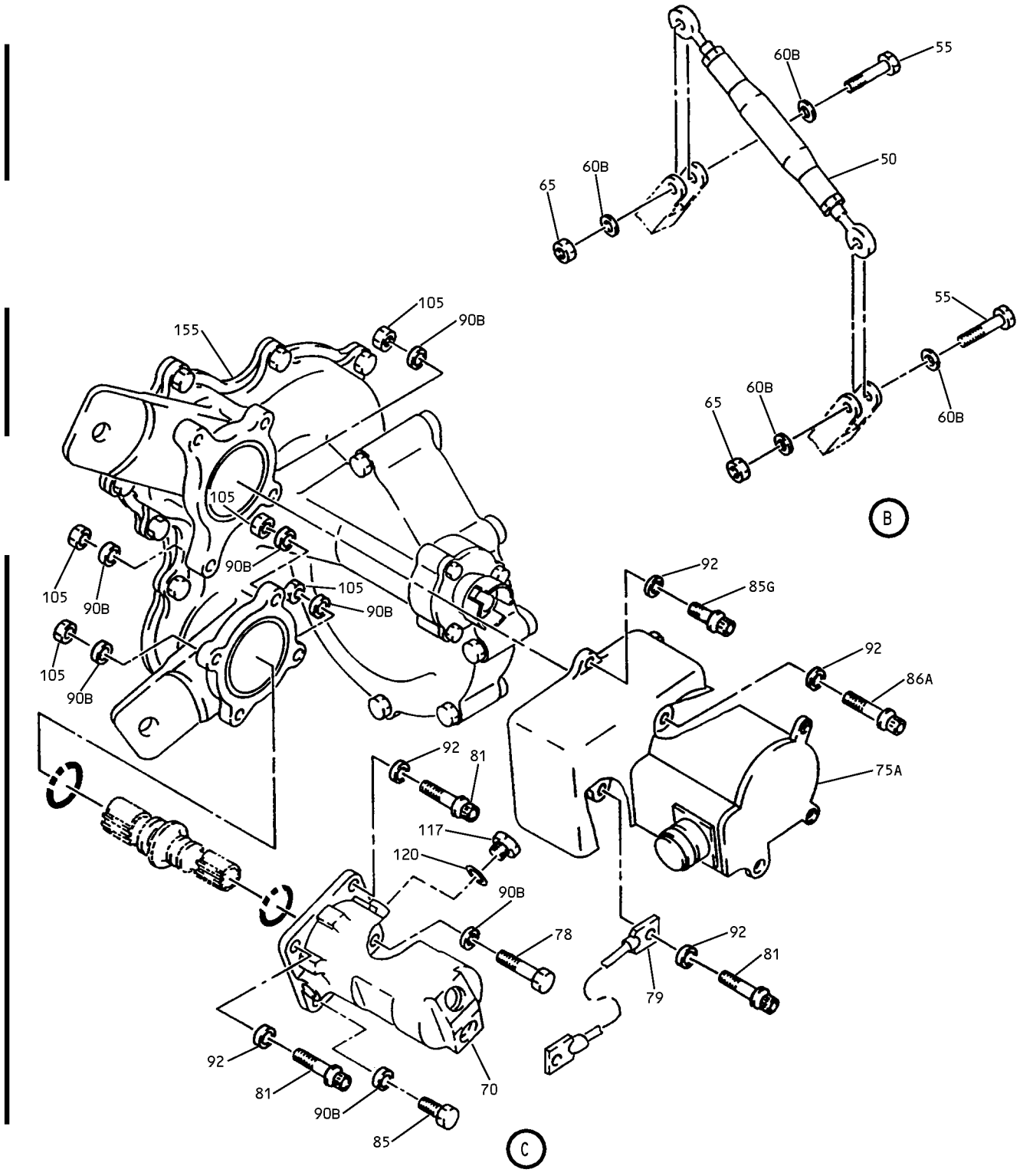
PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
NAS6704-12		1	87A	1
NAS6704-13		1	55	2
		2	90	2
NAS6704-6		1	85	1
		2	120	1
NAS6704-64		1	130A	2
NAS6704H13		1	78	1
		2	110	1
NAS6704H17		1	165	2
		2	195	2
NAS6704H19		1	160	2
		2	190	2
PLH53CD		2	225	1
PLH54CD		1	104	3
		2	135	3
		2	260	3
		2	300	2
RBEJ40K5A5A14		1	189	1
		2	230A	1
S256T003-2		1	70	1
		2	105	1
S256T004-10		1	75B	1
S256T005-10		1	125G	1
		2	235	1
S256T005-6		1	125C	1
S256T011-3		1	75G	1
		2	165A	1
1825T100-3		1	75A	1
2-02903-06HP		1	37	2
		2	40	1
2-02903-08HP		1	47	2
		2	75	2

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
2475T100-1		1	75D	1
251T0100-306		1	50	1
		2	85	1
256T2610-10		1	1G	RF
256T2610-101		1	35	1
		2	35	1
256T2610-102		1	45B	1
		2	65	1
256T2610-103		1	40	1
		2	50	1
256T2610-104		1	45C	1
256T2610-104		2	70	1
256T2610-11		1	1H	RF
256T2610-12		1	1J	RF
		2	1A	RF
256T2610-5		1	1B	RF
256T2611-1		1	155	1
		2	175	1
256T2660-3		1	190A	1
		2	180	1
256T2660-5		1	190C	1
256T3104-1		1	195	1
		2	185	1
35235VN06		1	37	2
		2	40	1
35235VN08		1	47	2
		2	75	2
4100406-1		1	70	1
		2	105	1
4100406-2		1	70A	1
		2	105A	1
4135T100-1		1	75G	1
		2	165A	1
4135T100-3		1	75H	1
		2	165B	1
69B82604-15		1	185	1
		2	210	1
732-18570-02		1	125E	1
		2	235	1



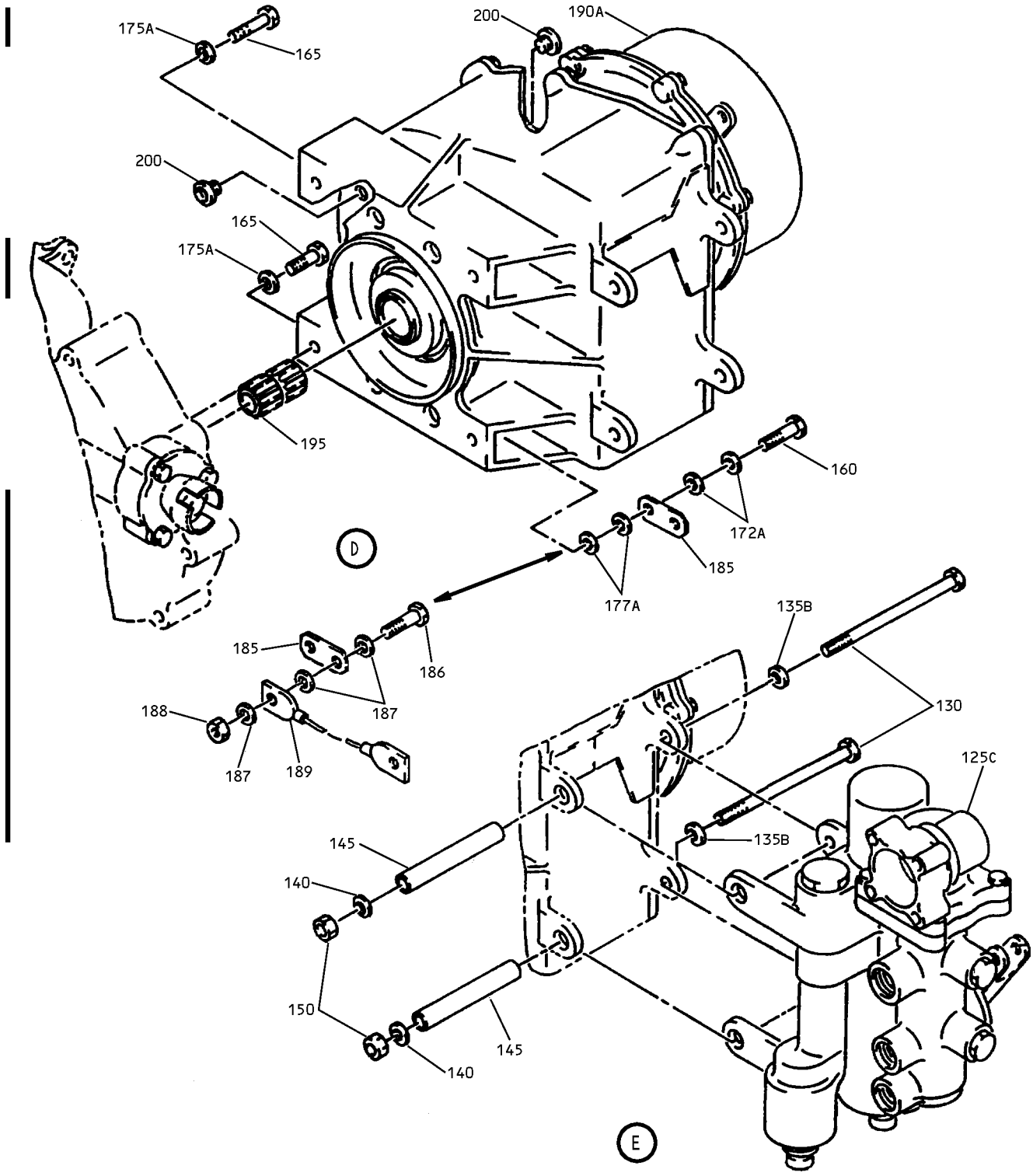
Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 1 (Sheet 1)

T67873



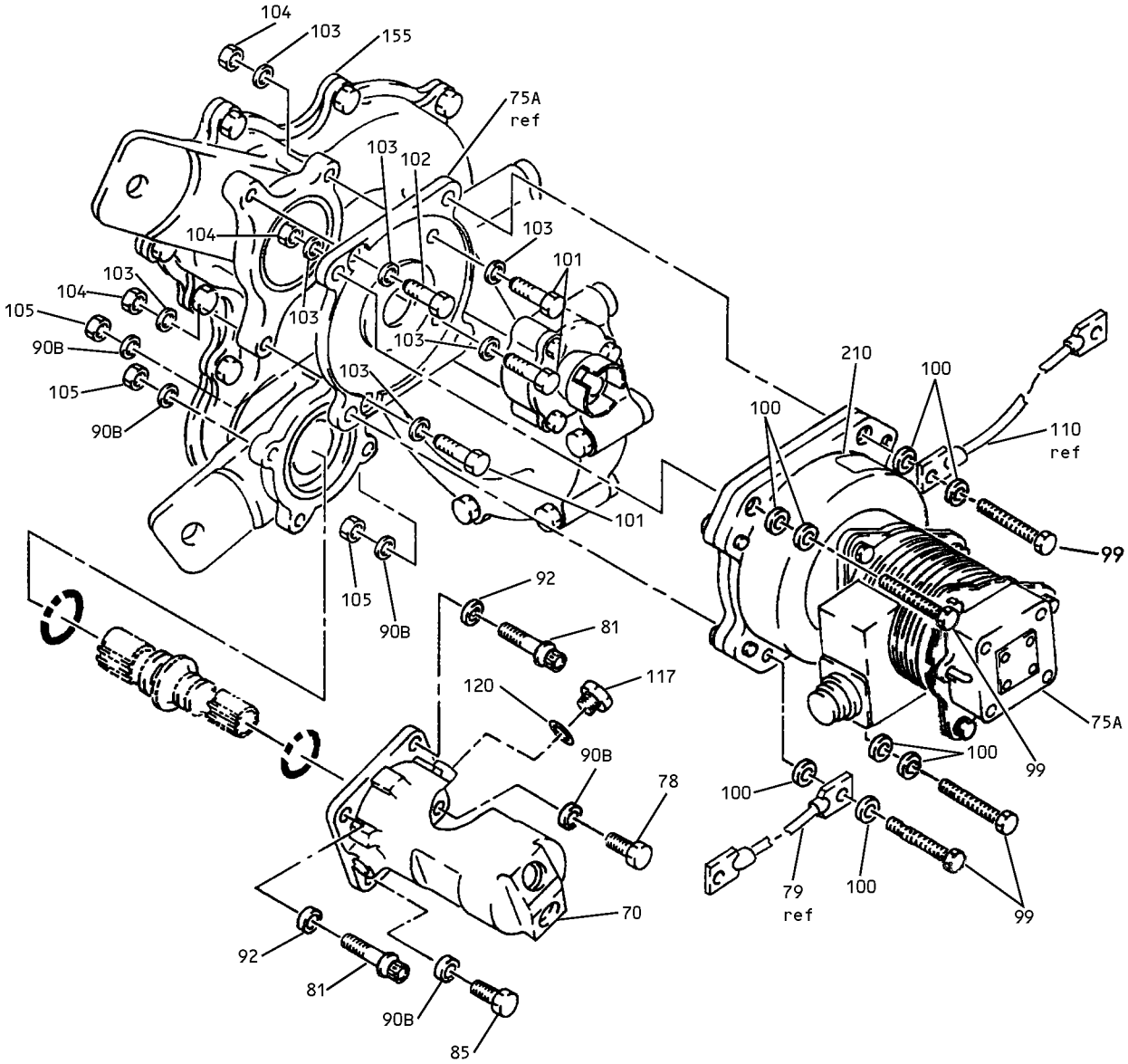
Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 1 (Sheet 2)

T76946



Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 1 (Sheet 3)

L29007



Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 1 (Sheet 4)

T67874

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-1	256T2610-3		DELETED		
-1A	256T2610-4		DELETED		
-1B	256T2610-5		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	A	RF
-1C	256T2610-6		DELETED		
-1D	256T2610-8		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	B	RF
-1E	256T2610-7		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	C	RF
-1F	256T2610-9		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	D	RF
-1G	256T2610-10		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	E	RF
-1H	256T2610-11		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	F	RF
-1J	256T2610-12		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE (FOR DETAILS SEE FIG. 2)	G	RF
-1K	256T2610-14		DELETED		
-1L	256T2610-13		DELETED		
-1M	256T5610-1		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE (FOR DETAILS SEE FIG. 2)	H	RF
5	MS21902D6		.UNION	A-F	2
10	BC902T6		DELETED		
10A	MS21902-6T		.UNION	A-F	2
15	NAS1612-6		.PACKING	A-F	4
20	BACE21AW0606L		DELETED		
20A	BACE21AW0606W		.ELBOW	A-F	1
25	BC902T8		DELETED		
25A	MS21902-8T		.UNION	A-F	2
30	NAS1612-8		.PACKING	A-F	2
35	256T2610-101		.TUBE ASSY- (MFD FROM AL TUBING 6061-T6 MIL-T-7081 .375 O.D. X .035 IN W X 019. IN LG)	A-F	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-37	DBOS13BX06HP		..SLEEVE- (V14798) (SPEC BACS13BX06HP) (OPT 2-02903-06HP (V11328)) (OPT 35235VN06 (V08199)) (OPT AP2097-06HP (V01673)) (OPT AFP175V06P (V30974)) (OPT AFP175V06P (V30974))	A-F	2
-38	MS21921-6D		DELETED		
-38A	BACN10YL06		..NUT	A-F	2
40	256T2610-103		.TUBE ASSY- (MFD FROM TUBING TITANIUM AMS-4944B OPT BMS7-234 GRADE I .375 O.D. X .019IN W X 014. LG F-25.01)	A-F	1
-42	AS1581-06T		DELETED		
-42A	AS1581T06		..SLEEVE	A-F	2
-43	AFP107-6		DELETED		
-43A	BACN10YA6N		..NUT	A-F	2
45	256T2610-102		DELETED		
-45A	256T2610-104		DELETED		
45B	256T2610-102		.TUBE ASSY- (MFD FROM STEEL TUBING BMS7-185B .500 O.D. X .026IN W X 015. IN LG F-25.01) (OPT ITEM 45C)	A-F	1
-45C	256T2610-104		.TUBE ASSY- (MFD FROM STEEL TUBING BMS7-185B .500 O.D. X .026IN W X 016. IN LG F-25.01) (OPT ITEM 45B)	A-F	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-47	DBOS13BX08HP		..SLEEVE- (V14798) (SPEC BACS13BX08HP) (OPT 2-02903-08HP (V11328)) (OPT 35235VN08 (V08199)) (OPT AP2097-08HP (V01673)) (OPT AFP175V08P (V30974)) (OPT AFP175V08P (V30974))	A-F	2
-48	AFP107-8		DELETED		
-48A	BACN10YA8N		..NUT	A-F	2
50	251T0100-306		.ROD ASSY- (REF CMM 27-00-11)	A-F	1
55	NAS6704-13		.BOLT	A-F	2
60	AN960PD416L		DELETED		
60A	AN960JD416L		DELETED		
60B	NAS1149D0463J		.WASHER	B,C	4
-60C	NAS1149D0463J		.WASHER	A,D-F	AR
65	BACN10JC4CD		.NUT	A-F	2
70	4100406-1		.MOTOR-HYDR (V34270) (SPEC S256T003-2) (OPT 4100406-2 (V34270))	A-F	1
-70A	4100406-2		.MOTOR-HYDR (V34270) (SPEC S256T003-2) (OPT 4100406-1 (V34270))	A-F	1

	FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
	01-75	1825T100-1		DELETED		
R	75A	1825T100-3		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-5) (OPT ITEMS 75B, 75D)	A	1
R	-75B	1825T100-5		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-10) (OPT ITEMS 75A, 75D)	A	1
R	-75C	1825T100-5		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-10) (OPT ITEM 75E)	B,C	1
R	-75D	2475T100-1		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-13) (OPT ITEMS 75A, 75B)	A	1
R	-75E	2475T100-1		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-13) (OPT ITEM 75C)	B,C	1
R	-75F	2475T100-1		.MOTOR-ELEC *[1] (V98889) (SPEC S256T004-13)	D-F	1
R	-75G	4135T100-1		.MOTOR-ELECTRIC *[1] (V98889) (SPEC S256T011-3) (OPT 4135T100-3 (V98889))	A-F	1
R	-75H	4135T100-3		.MOTOR-ELECTRIC *[1] (M494) (V98889) (SPEC S256T011-3) (OPT 4135T100-1 (V98889)) ATTACHING PARTS	A-F	1
	78	NAS6704H13		.BOLT -------*-------	A-F	1
	79	BACJ40A21-10		.JUMPER ASSY ATTACHING PARTS	F	1
	80	NAS6704-13		DELETED		

	FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
	01-					
R	81	BACB30MR4K13		.BOLT-*[1]	A-F	3
	82	NAS6704-9		DELETED		
	82A	BACB30MR4K9		DELETED		
	85	NAS6704-6		.BOLT	A-F	1
R	85G	BACB30MR4K6		.BOLT-*[1]	A-F	1
	86	NAS6704-11		DELETED		
R	86A	BACB30MR4K11		.BOLT-*[1]	A-F	1
R	86B	BACB30MR4K12		.BOLT-*[1]	A-F	1
	87	NAS6704-11		DELETED		
	87A	NAS6704-12		.BOLT	A-F	1
	90	AN960PD416		DELETED		
	90A	AN960JD416		DELETED		
R	90B	NAS1149D0463J		.WASHER-*[1]	A-F	7
	-90C	NAS1149D0463J		DELETED		
R	92	MS20002C4		.WASHER-*[1]	A-F	5
	95	AN960D416L		DELETED		
R	95A	NAS1149D0416H		.WASHER-*[1]	A-F	2
	97	AN960JD416		DELETED		
R	97A	NAS1149D0463J		.WASHER-*[1]	B,C	1
	-97B	NAS1149D0463J		.WASHER	A,D-F	AR
				-------*-------		
R	99	NAS1801-4-16		.BOLT-*[1]	A-F	4
R	100	NAS1149D0416H		.WASHER-*[1]	A-F	8
R	101	BACB30NR4K9		.BOLT-*[1]	A-F	3
R	102	BACB30NR4K3		.BOLT-*[1]	A-F	1
R	103	NAS1149D0463J		.WASHER-*[1]	A-F	7
R	104	H52732-4CD		.NUT-*[1]	A-F	3
				(V15653)		
				(SPEC BACN10YR4CD)		
				(OPT PLH54CD		
				(V62554))		
				ATTACHING PARTS		
R	105	BACN10JC4CD		.NUT-*[1]	A-F	6
				-------*-------		
	110	BACJ40A30-9		.JUMPER ASSY	A-F	1
	115	AN814-4D		DELETED		
	117	AN814-4DL		.PLUG AND BLEEDER	A-F	1

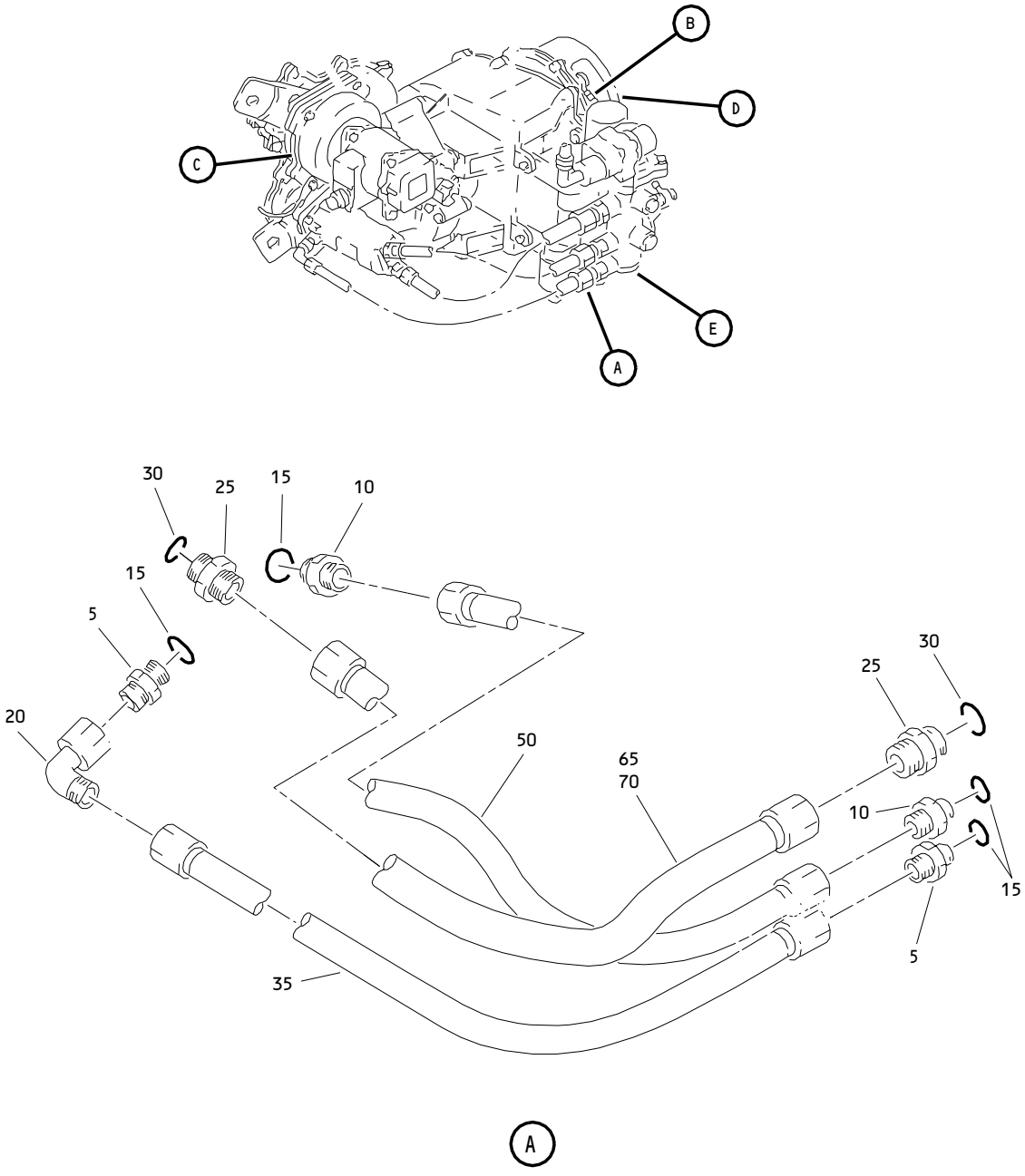
FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
120	NAS1612-4		.PACKING	A-F	1
125	S256T005-6		DELETED		
125A	732-18571-03		DELETED		
-125B	732-18571-02		DELETED		
125C	732-18570-03		.MODULE-HYDR FLAP AND SLAT CONT VALVE (VS4096) (SPEC S256T005-6) (OPT 732-18570-02 (VS4096))	B-E	1
-125D	732-185710-02		DELETED		
-125E	732-18570-02		.MODULE-HYDR FLAP AND SLAT CONT VALVE (VS4096) (SPEC S256T005-6) (OPT 732-18570-03 (VS4096))	B-E	1
-125F	S256T005-10		DELETED		
-125G	732-18570-05		.MODULE-HYDR FLAP AND SLAT CONT VALVE (VS4096) (SPEC S256T005-10)	F	1
130	BACB30NR4K64		.BOLT- (OPT ITEM 130A)	A-F	2
-130A	NAS6704-64		.BOLT- (OPT ITEM 130)	A-F	2
135	AN960PD416L		DELETED		
135A	AN960JD416L		DELETED		
135B	NAS1149D0416J		.WASHER	A-F	2

	FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
	01-					
	140	AN960-416L		.WASHER	A-F	2
	145	BACB28AK04-335		.BUSHING	A-F	2
	150	BACN10JC4CD		.NUT	A-F	2
	155	256T2611-1		.GEARBOX ASSY- (REF CMM 27-81-21) ATTACHING PARTS	A-F	1
	160	NAS6704H19		.BOLT	A-F	2
	165	NAS6704H17		.BOLT	A-F	2
	170	AN960D416L		DELETED		
	170A	NAS1149D0416H		.WASHER	A-F	2
	172	AN960JD416L		DELETED		
	172A	NAS1149D0416J		.WASHER	A-F	2
	175	AN960D416		DELETED		
	175A	NAS1149D0463J		.WASHER	B,C	4
	-175B	NAS1149D0463J		.WASHER	A,D-F	AR
	177	AN960J416		DELETED		
	177A	NAS1149D0463J		.WASHER	B,C	2
	-177B	NAS1149D0463J		.WASHER	A,D-F	AR
				-------*-------		
	185	69B82604-15		.SUPPORT	A-F	1
R	186	NAS1801-3-8		.SCREW	F	1
R	187	NAS1149D0316H		.WASHER	F	3
R	188	BACN10JC3CD		.NUT	F	1
R	189	RBEJ40K5A5A14		.JUMPER ASSY- (V1GK47) (SPEC BACJ40K5A5A14)	F	1
	190	256T2660-2		DELETED		
	190A	256T2660-3		.UNIT ASSY-CONT (REF CMM 27-81-05)	A,C	1
	-190B	256T2660-4		.UNIT ASSY-CONT (REF CMM 27-81-05)	B,D,F	1
	-190C	256T2660-5		.UNIT ASSY-CONT (REF CMM 27-81-05)	E	1
	-190D	256T2660-6		DELETED		

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
195	256T3104-1		.SHAFT-QUILL	A-F	1
200	D2587PB		.PLUG BUTTON- (V57771) (SPEC BACP20B65)	A-F	2
205	BAC27TCT0173		.NAMEPLATE	A-F	1
210	BAC27TCT0279		.MARKER-ALUMINUM FOIL-M494 MOTOR-SLAT DRIVE INBD, ALT	A-F	1
215	BAC27TCT0285		.MARKER-ALUMINUM FOIL-M1080 MODULE-CONTROL VALVE, INBD SLAT	A-F	1

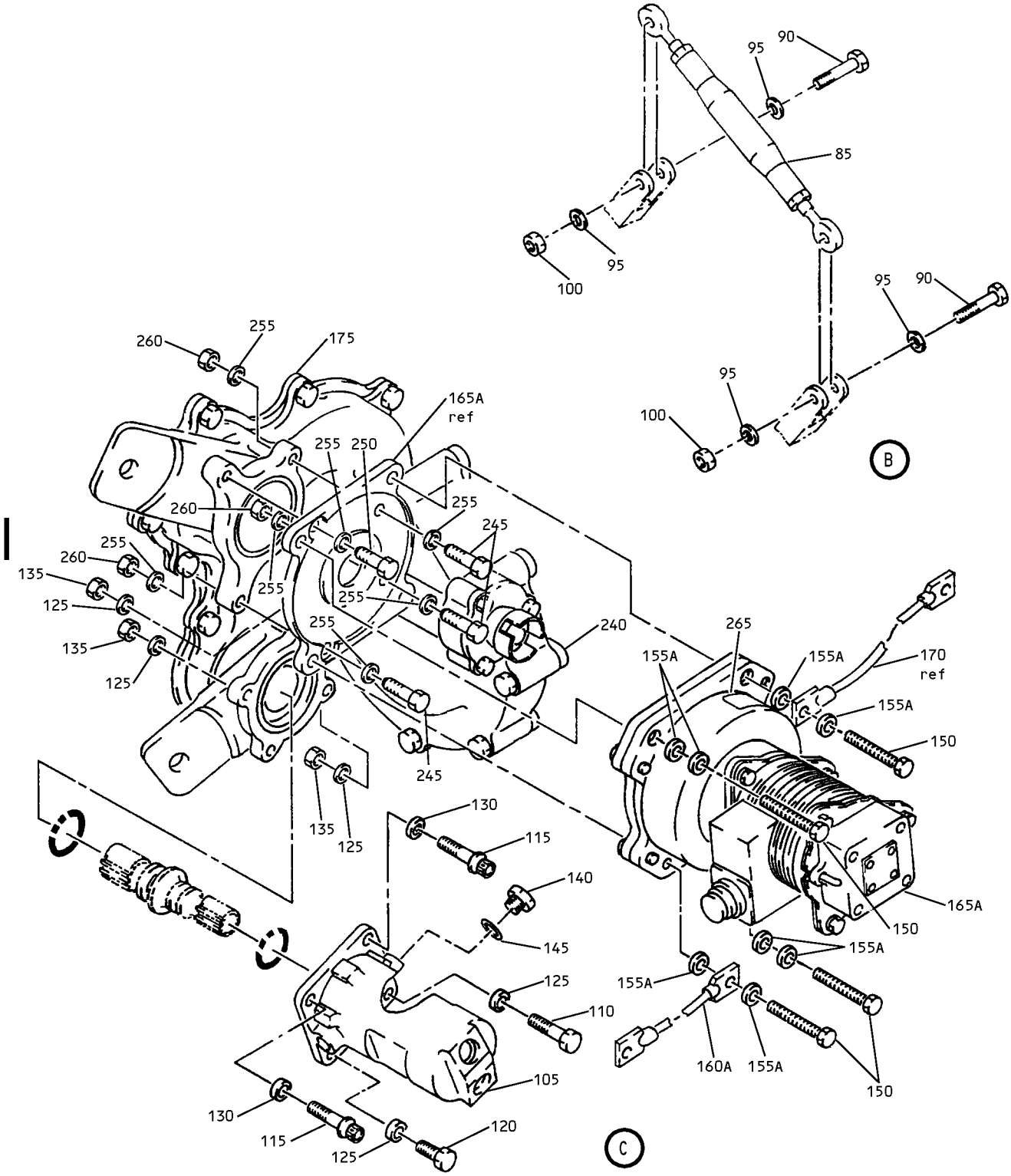
- Item Not Illustrated

*[1] ITEM 75G OR 75H USED WITH ITEMS 99 THRU 104 OPT TO ITEM 75B, 75C, 75D, 75E, OR 75F, USED WITH ITEMS 81 (QTY 1); 85G; 86A; 86B; 90B (QTY 2); 95A; 97A; AND 105 (QTY 3)



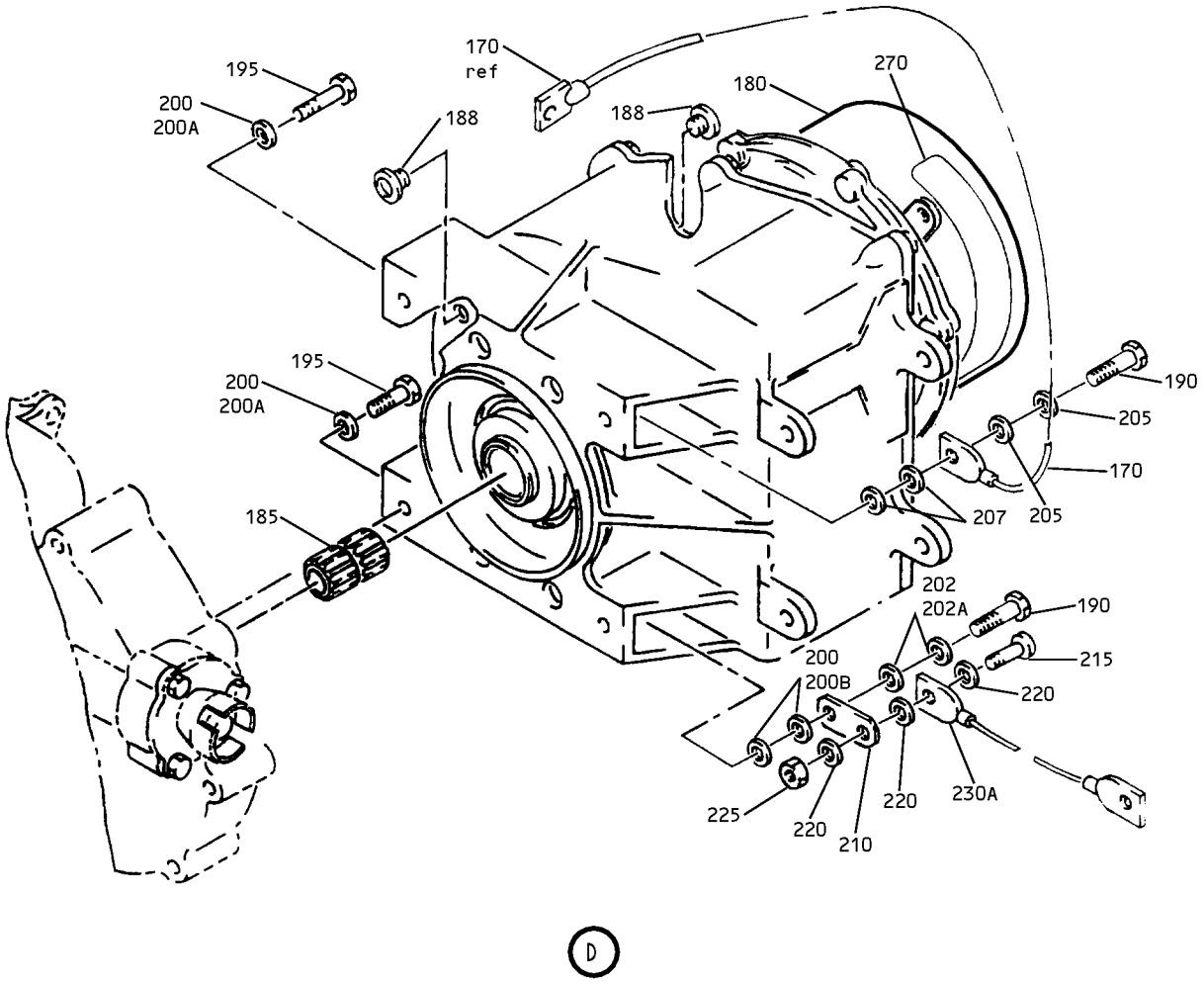
Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 2 (Sheet 1)

F58673



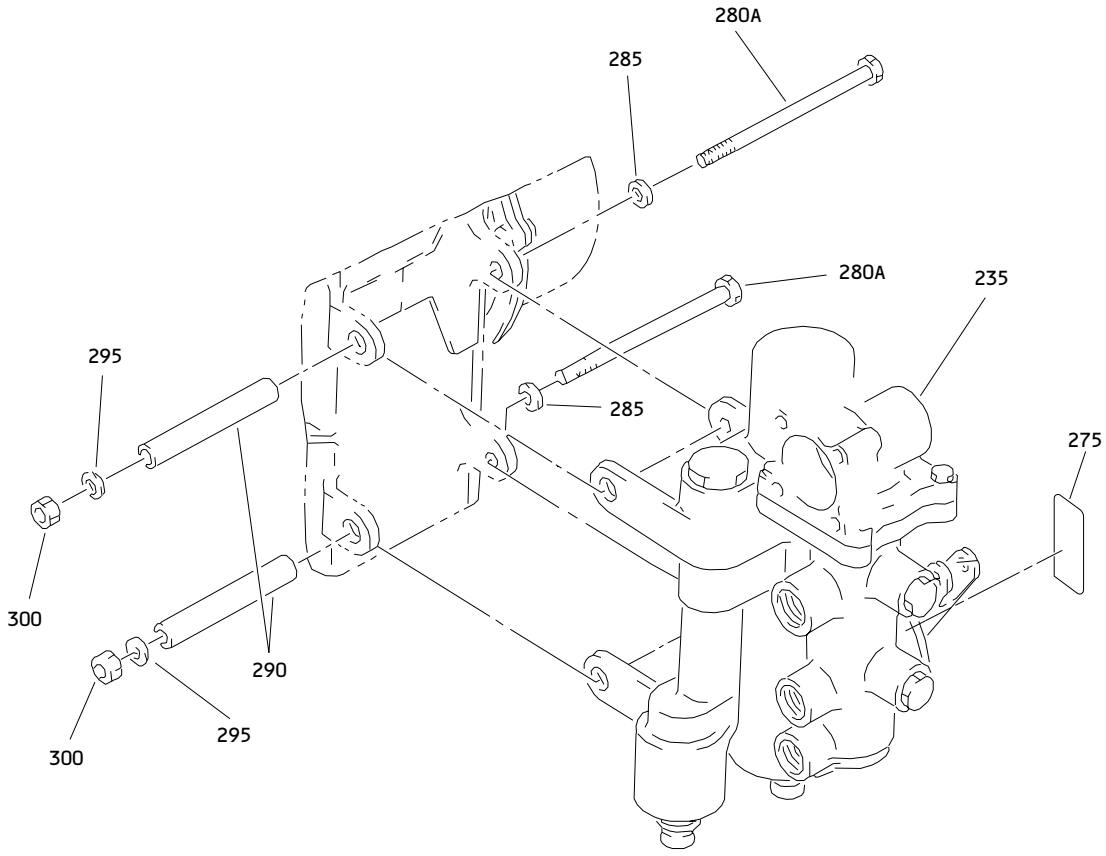
Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 2 (Sheet 2)

F58767



Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 2 (Sheet 3)

F58794



Inboard Leading Edge Slat Drive Power Drive Unit Assembly
Figure 2 (Sheet 4)

F58793

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
-1A	256T2610-12		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	G	RF
-1B	256T2610-13		DELETED		
-1C	256T5610-1		UNIT ASSY-INBD LE SLAT DRIVE PWR DRIVE	H	RF
5	MS21902D6		.UNION	G,H	2
10	MS21902-6T		.UNION	G,H	2
15	NAS1612-6		.PACKING	G	4
15A	NAS1612-6A		.PACKING	H	4
20	BACE21AW0606W		.ELBOW	G,H	1
25	MS21902-8T		.UNION	G,H	2
30	NAS1612-8		.PACKING	G	2
30A	NAS1612-8A		.PACKING	H	2
35	256T2610-101		.TUBE ASSY- (MFD FROM AL TUBING 6061-T6 MIL-T-7081 .375 O.D. X .035 IN W X 019. IN LG)	G,H	1
-40	DBOS13BX06HP		..SLEEVE- (V14798) (SPEC BACS13BX06HP) (OPT 2-02903-06HP (V11328)) (OPT 35235VN06 (V08199)) (OPT AP2097-06HP (V01673)) (OPT AFP175V06P (V30974)) (OPT AFP175V06P (V30974))	G,H	1
-45	BACN10YL06		..NUT	G,H	2
50	256T2610-103		.TUBE ASSY- (MFD FROM TUBING TITANIUM AMS -4944B OPT BMS7-234 GRADE I .375 O.D. X .019IN W X 014. LG F-25.01)	G,H	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
-55	AS1581T06		..SLEEVE	G,H	2
-60	BACN10YA6N		..NUT	G,H	2
65	256T2610-102		.TUBE ASSY- (MFD FROM STEEL TUBING BMS7-185B .500 O.D. X .026IN WX 016. IN LG F-25 .01) (OPT ITEM 70)	G,H	1
70	256T2610-104		.TUBE ASSY- (MFD FROM STEEL TUBING BMS7-185B .500 O.D. X .026IN WX 016. IN LG F-25 .01) (OPT ITEM 65)	G,H	1
-75	DBOS13BX08HP		..SLEEVE- (V14798) (SPEC BACS13BX08HP) (OPT 2-02903-08HP (V11328)) (OPT 35235VN08 (V08199)) (OPT AP2097-08HP (V01673)) (OPT AFP175V08P (V30974)) (OPT AFP175V08P (V30974))	G,H	2
-80	BACN10YA8N		..NUT	G,H	2
85	251T0100-306		.ROD ASSY- (REF CMM 27-00-11)	G,H	1
90	NAS6704-13		.BOLT	G,H	2
95	NAS1149D0416J		.WASHER	G,H	4

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
100	BACN10JC4CD		.NUT	G,H	2
105	4100406-1		.MOTOR-HYDR (V34270) (SPEC S256T003-2) (OPT 4100406-2 (V34270))	G,H	1
-105A	4100406-2		.MOTOR-HYDR (V34270) (SPEC S256T003-2) (OPT 4100406-1 (V34270))	G,H	1
110	NAS6704H13		.BOLT	G,H	1
115	BACB30MR4K13		.BOLT	G,H	2
120	NAS6704-6		.BOLT	G,H	1
125	NAS1149D0463J		.WASHER	G,H	5
130	MS20002C4		.WASHER	G,H	2
135	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))	G,H	3
140	AN814-4DL		.PLUG AND BLEEDER	G,H	1
145	NAS1612-4		.PACKING	G	1
145A	NAS1612-4A		.PACKING	H	1
150	NAS1801-4-16		.BOLT	G,H	4
155	NAS149D0416H		DELETED		
155A	NAS1149D0416H		.WASHER	G,H	8
157	NAS1149D0463H		DELETED		
160	BACJU40A21-10		DELETED		
160A	BACJ40A21-10		.JUMPER ASSY	G,H	1
165	S256T011-3		DELETED		
165A	4135T100-1		.MOTOR-ELECTRIC (V98889) (SPEC S256T011-3) (OPT 4135T100-3 (V98889))	G,H	1
-165B	4135T100-3		.MOTOR-ELECTRIC (M494) (V98889) (SPEC S256T011-3) (OPT 4135T100-1 (V98889))	G,H	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
170	BACJ40A30-9		.JUMPER ASSY	G,H	1
175	256T2611-1		.GEARBOX ASSY- (REF CMM 27-81-21)	G,H	1
180	256T2660-4		.UNIT ASSY-CONTROL (REF CMM 27-81-05)	G	1
-180A	256T2660-6		DELETED		
180B	256T5660-1		.UNIT ASSY-CONTROL (REF CMM 27-81-05)	H	1
185	256T3104-1		.SHAFT	G,H	1
188	D2587PB		.PLUG BUTTON- (V57771) (SPEC BACP20B65)	G,H	2
190	NAS6704H19		.BOLT	G,H	2
195	NAS6704H17		.BOLT	G,H	2
200	NAS1149D0463J		.WASHER	G	4
200A	NAS1149D0463J		.WASHER	H	2
200B	NAS1149D0463H		.WASHER	H	2
202	NAS1149D0416J		.WASHER	G	2
202A	NAS1149D0416H		.WASHER	H	2
205	NAS1149D0416H		.WASHER	G,H	2
207	NAS1149D0463H		.WASHER	G,H	2
210	69B82604-15		.SUPPORT	G,H	1
215	NAS1801-3-8		.SCREW	G,H	1
220	NAS1149D0316H		.WASHER	G,H	3
225	H52732-3CD		.NUT- (V15653) (SPEC BACN10YR3CD) (OPT PLH53CD (V62554))	G,H	1
230	BACJ4045A7A12		DELETED		
230A	RBEJ40K5A5A14		.JUMPER ASSY- (V1GK47) (SPEC BACJ40K5A5A14)	G,H	1
235	732-18570-05		.MODULE-HYDR FLAP AND SLAT CONT VALVE (M1080) (VS4096) (SPEC S256T005-10)	G,H	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
240	BACC45FM14C7P		.CONNECTOR	G	1
245	BACB30NR4K9		.BOLT	G,H	3
250	BACB30NR4K3		.BOLT	G,H	1
255	NAS1149D0463J		.WASHER	G,H	7
260	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))	G,H	3
265	BAC27TCT0279		.MARKER-ALUMINUM FOIL-M494 MOTOR-SLAT DRIVE INBD, ALT	G,H	1
270	BAC27TCT0173		.NAMEPLATE	G	1
270A	BAC27TCT618		.NAMEPLATE	H	1
275	BAC27TCT0285		.MARKER-ALUMINUM FOIL-M1080 MODULE-CONTROL VALVE, INBD SLAT	G	1
280	BACB30NR4K64		DELETED		
280A	BACB30NR4K64		.BOLT	G	2
			(OPT ITEM 280B)	G,H	2
280B	NAS6704-64		.BOLT	G	2
			(OPT ITEM 280A)	G,H	2
285	NAS1149D0416J		.WASHER	G,H	2
290	BACB28AK04-335		.BUSHING	G,H	2
295	NAS1149F0432P		.WASHER	G,H	2
300	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))	G,H	2

- Item Not Illustrated