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# **Illustrated Tool and Equipment Manual**

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### **DOCUMENT D634T501**

ORIGINAL ISSUE DATE: DECEMBER 10, 1981  
PUBLISHED BY BOEING COMMERCIAL AIRPLANES GROUP, SEATTLE, WASHINGTON, USA  
A DIVISION OF THE BOEING COMPANY  
PAGE DATE: Apr 10/2008



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**ILLUSTRATED TOOL AND EQUIPMENT MANUAL**

Revision No. 95  
Apr 10/2008

To: All holders of this Boeing Document D634T501

Attached is the current revision to the 767 Illustrated Tool and Equipment Manual.

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### Location of Change

### Description of Change

#### CHAPTER 05

05-50-02

Added Subject 05-50-02.

05-50-03

Added Subject 05-50-03.

#### CHAPTER 27

27-00-17

Added Subject 27-00-17.

27-10-15

Added A27115-41 and superseded A27115-36.  
Changed dash numbers per drawing.

27-30-13

Added Subject 27-30-13.

27-80-17

Added A27092-106 proximity sensors actuator/deactuator set.

#### CHAPTER 28

28-10-03

Changed A28002-6 parts numbers to include updates to tool drawing.

28-10-11

Added G28005-42 check fixture equipment.

28-20-05

Changed replaces note for future procurement.

#### CHAPTER 32

32-10-41

Added new spring extender equipment A32099-77 and A32099-78.

32-40-10

Added J32032-22 to supersede J32032-19.

#### CHAPTER 52

52-30-15

Added A52032-17 adjustment tool set to supersede A52032-1.

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## ILLUSTRATED TOOL AND EQUIPMENT MANUAL

### INTRODUCTION

This Illustrated Tool and Equipment Manual (ITEM) is prepared in conformance to the Air Transport Association of America Specification 100 (Revision 33, Jan 15, 1995).

The Illustrated Tool and Equipment Manual provides operators of Boeing 767-200 /-300 /-400 airplanes descriptive information, illustrations and explanations for use of Boeing-designed tools, ground handling and test equipment recommended by Boeing to facilitate airplane maintenance, component maintenance and servicing. Tool and equipment classification is arranged by chapter/section/subject as specified in the ATA Specification 100. Omissions in the numerical chapter/section sequence indicate that no tool is required other than standard shop tools.

#### 1. GENERAL

A. The letters listed below are used as prefixes to the part numbers on Boeing-designed tools:

- A - Tools designed for 767 airplanes
- B - Tools designed for 757 airplanes
- C - Tools for 737 airplanes
- F - Tools designed for 707/727/737-100/-200 airplanes
- G - Tools designed for 747 airplanes
- J - Tools designed for 777 airplanes
- K - Tools designed for 787 airplanes
- R - Tools procurable through Boeing only

B. Tools designed for Boeing Manufacturing

- AJ - Assembly Jig
- BOF - Boring Fixture
- CF - Checking Fixture
- DFT - Design Facility Tool
- DJ - Drill Jig
- FME - Floor-Mounted Mechanical Equipment
- LJ - Locating Jig
- ME - Mechanical Equipment
- MIT - Miscellaneous Tool
- OHME - Overhead Mechanical Equipment
- PME - Floor Position Unit (Portable)
- PRE - Protective Equipment
- SE - Special Equipment
- SME - Shipping Mechanical Equipment
- ST - Standard Tool
- TE - Test Equipment
- TME - Transportation Mechanical Equipment

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TSJ - Test Jig

**NOTE:** As specified by ATA definition, the word "replace" means that the tool is still usable but the replacing tool is recommended for future procurement. The word "supersede" means that the superseded tool is not usable and it must be reworked or the tool which supersedes it must be used as the substitute tool.

- C. Boeing designed tools and equipment are categorized as airplane maintenance or component maintenance. Airplane maintenance tools are used by the mechanic working on the airplane and its systems; these tools are referenced in the Maintenance Manual. Component maintenance tools are used by the mechanic doing shop work on units removed from the airplane; these tools are referenced in the Component Maintenance Manual.
- D. Tool and equipment component parts that have been indicated as repairable/replaceable are considered recommended spare parts and are listed in a chart on the ITEM page. Tool fabrication drawings are provided to assist suppliers in tool manufacture.
- E. Tools and equipment exceeding 35 pounds are considered weight significant and weight is reported to the nearest pound. Dimensions less than 100 inches are reported in inches to the nearest inch. Dimensions more than 100 inches are reported in feet and inches to the nearest inch.

**2. PUBLICATION CHANGE REQUESTS**

Communications regarding this publication should be directed to Boeing Commercial Airplanes, Maintenance Publications Engineering; Attention: Supervisor, Repair Manuals. For uniform handling and direct routing of questions to the proper Boeing organization, use the Publications Change Request (PCR) Form. Boeing makes this form available to your publications organization.

**3. TOOL CHANGE BULLETIN (TCB)**

This Boeing form is used to provide airlines and vendors the most timely notice of significant changes or problems related to support equipment designed or recommended by the Boeing Company.

**4. THREE ELEMENT NUMBERING SYSTEM**

A three element numbering system is used in this manual. The first two numbers designate the ATA Specification 100 chapter. The second two numbers designate the section within that chapter. The fifth and sixth numbers designate a subject tool index in that chapter/section of the manual. The Chapter-Section-Subject numbers are displayed in the lower right-hand corner of each page. The page number and issue/revision date are listed directly to the right of the Chapter-Section-Subject indicator.

An illustration of the three element, numbering system is shown in Figure 1. Chapter 22, "Auto Flight" is designated by the first two digits. Section 20, "Speed - Attitude Correction" is designated by the second two digits. Subject 01 is the designator for the first tool in Chapter 22, Section 20. Each subject starts with page 1 and runs consecutively to the next subject which starts again with page 1.

**5. NUMERICAL INDEX**

The tool data in this manual can be found as shown in Figure 2. For data on the "Puller - Trunnion Pins, Nose Landing Gear", A32011-1, refer to the Numerical Index and locate the tool number. The index shows that the data on this tool is found in Chapter-Section-Subject 32-20-01, page 1. Turn to Subject 32-20-01, Page 1 for information on this tool.

**6. BAE SYSTEMS TOOL DRAWINGS**

BAE Systems has purchased the intellectual property (IP) of the Boeing Commercial Electronics group. The IP pertains to certain electrical / electronic airplane components, their associated drawings, and product support documents, such as Component Maintenance Manuals (CMMs). Specified in many of these CMMs are Ground Support Equipment (GSE) that were designed by the Boeing Maintenance Ground Operations Systems (MGOS) group. The affected GSE drawings are also now the IP of BAE Systems. GSE that are affected by this transaction are identified in the body of this document.

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For technical questions and customer support concerning the tools identified as BAE Systems IP in this document, please contact BAE Systems at :

[cs-customer.service@baesystems.com](mailto:cs-customer.service@baesystems.com)

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PART NUMBER: A22005-1, -9

**NAME:** BREAKOUT BOX - ATS LOADBOARD YAW DAMPER MONITOR RECEIVER, PCA

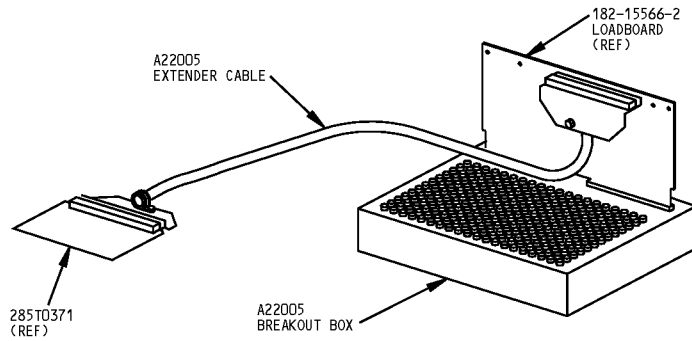
**AIRPLANE MAINTENANCE:** NO

**COMPONENT MAINTENANCE:** YES

**USAGE & DESCRIPTION:** This tool is used to test the Yaw Damper Monitor Receiver PCA. Refer to CMM 22-21-70 for further usage instructions. The -1 test box and -9 extender cable are used together for 767-200 and -300 airplanes only

**WEIGHT:** 5 lbs (2.3 kg)

**DIMENSIONS:** 3 x 14 x 17 inches (76 x 356 x 432 mm)



PCA ATS Loadboard Yaw Damper Monitor Receiver Breakout Box  
Figure 1

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**Tool Numbering Example  
Figure 1**

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Part No.	Title	Subject
A28010-1, -2	SPANNER WRENCH - FUEL SUMP DRAIN VALVE	28-10-12
A28011-48, -49, -50	TEST EQUIPMENT - PRESSURE/LEAKAGE, FUEL LINES AND FITTINGS	28-20-03
A28012-1	SPANNER WRENCH - FUEL SUMP DRAIN VALVE	28-10-14
A28013-10, -11	ADAPTER EQUIPMENT - AIR SUPPLY, SURGE TANK	28-10-16
A29001-1	HOIST ADAPTER - AIR-DRIVEN HYDRAULIC PUMP	29-00-01
A29002-5	LOCKING PIN - VALVE, HYDRAULIC RESERVOIR PRESSURIZATION SHUTOFF	29-00-02
A29003-49	TOOL SET - HYDRAULIC FILTER OVERHAUL	29-10-01
A29004-1	TOOL SET - HYDRAULIC FILTER MODULE OVERHAUL	29-10-02
A29005-1	SEALING CAP - PRESSURE TRANSMITTER MOUNT	29-30-01
A29006-19	TEST BOX - PRESSURE/THERMAL SWITCH	29-30-02
A30002-1	PLUG EQUIPMENT - THERMAL ANTI-ICING DUCT, WING PRESSURE SWITCH TEST	30-10-01
A30003-1	BREAKOUT BOX - VIEWPORT HEATER	30-40-03
A31002-33, -34	TEST BOX - WARNING ELECTRONICS UNIT (WEU) POWER SUPPLY	31-50-02
A31004-1	BREAKOUT BOX - WARNING ELECTRONICS UNIT POWER SUPPLY AND MONITOR	31-50-04
A31005-1, -14	TEST BOX - WEU POWER SUPPLY NOISE	31-50-01
A31006-7	SHORTING MODULE - MASTER WARNING PRINTED CIRCUIT ASSEMBLY	31-50-03
A31007-1, -30, -49, -59	ADAPTER CABLE - DIGITAL FLIGHT RECORDER SYSTEM TESTER	31-30-01
A31008-1	TEST CABLE - WEU POWER SUPPLY	31-00-01
A31010-1	BREAKOUT BOX - POWER SUPPLY UNIT, WEU	31-00-02
A32001-1	BRAKE DISCONNECT ASSEMBLY - FLIGHT DISPATCH	32-40-03
A32002-14	SPRING EXTENDER - DRAG STRUT, MAIN LANDING GEAR (MLG)	32-10-01
A32003-1	SPRING COMPRESSOR - SIDE STRUT, MAIN LANDING GEAR (MLG)	32-10-03
A32004-1, -4, -5	WRENCH ADAPTER - GLAND NUT, MAIN LANDING GEAR (MLG)	32-30-01
A32005-54	REPLACEMENT EQUIPMENT - SEAL, LOWER BEARING, MAIN LANDING GEAR (MLG)	32-10-05
A32006-75, -77	SLING EQUIPMENT - RETRACT ACTUATOR, MAIN LANDING GEAR (MLG)	32-10-06
A32007-17	PROTECTOR EQUIPMENT - AXLE AND AXLE THREAD, MAINLANDING GEAR (MLG)	32-10-07
A32008-51, -53	SLING EQUIPMENT - MAIN LANDING GEAR (MLG) COMPONENTS	32-10-11
A32010-1	PIN PULLER - RETRACT ACTUATOR, MAIN LANDING GEAR (MLG)	32-10-08
A32011-1	PULLER - TRUNNION PINS, NOSE LANDING GEAR	32-20-01
A32012-5, -9, -12, -13	WRENCH - WHEEL RETAINING NUT, MAIN LANDING GEAR (MLG)	32-10-09
A32013-1	PIN PULLER - UPPER DRAG BRACE, NOSE LANDING GEAR	32-20-02

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**PART NUMBER: A32011-1**

NAME: PULLER - TRUNNION PINS, NOSE LANDING GEAR

AIRPLANE MAINTENANCE: YES

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The A32011-1 pin puller is used on all 767 airplanes. A32011 is used for removal or installation of the mounting pins in the nose landing gear shock strut assembly. A32011-1 consists of an A32011-2 puller assembly contained in a storage box.

WEIGHT: 24lbs. (11kgs)

DIMENSIONS: 8 x 10 x 24 inches (203 x 254 x 599 mm)

Nose Landing Gear Trunnion Pins Puller  
Figure 1 (Sheet 1 of 3)

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**Tool Location Example  
Figure 2**

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