

**CHAPTER**

**36**

**PNEUMATIC**



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		8	1	Mar 09/2006		6.1	1	Jan 21/2005	
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		8.1	1	Mar 09/2006			3	Jan 21/2005	
			2	Jan 21/2005		6.2	1	Feb 06/2009	

A = Added, R = Revised, D = Deleted, O = Overflow

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			3	Jan 21/2005	36-23-21				
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36-11-62								2	Jan 21/2005
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	2.1		1	Jan 21/2005				2	Jan 21/2005
			2	Jan 21/2005					
			3	Jan 21/2005					
	3.1		1	Aug 15/2007					
			2	Jan 21/2005					
			3	Jan 21/2005					
	4		1	Jan 21/2005					
			2	Jan 21/2005					
	5.1		1	Aug 15/2007					
			2	Jan 21/2005					
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	7		1	Jan 21/2005					
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			3	Jan 21/2005					
	7.1		1	Aug 15/2007					
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			3	Jan 21/2005					
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	1			Jan 21/2005					
	2.1			Jan 21/2005					
	3			Jan 21/2005					
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36-22-11									
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	1			Jan 21/2005					

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AIR SUPPLY- RIGHT ISOLATION VALVE CONTROL	36-11-21		1		Jan 21/2005	ALL
AIR SUPPLY- CENTER ISOLATION VALVE CONTROL	36-11-31		1		Jan 21/2005	ALL
AIR SUPPLY-AUXILIARY POWER UNIT AIR SUPPLY VALVE CONTROL	36-11-41		1	1	Jan 21/2005	050-099 162-199
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				3	Jan 21/2005	050-099 162-199
			2	1	Jan 21/2005	150-157
				2	Jan 21/2005	150-157
				3	Jan 21/2005	150-157
			3	1	Jan 21/2005	275-299
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				3	Jan 21/2005	275-299
			3.1	1	Jan 21/2005	275-276
				2	Jan 21/2005	275-276
				3	Jan 21/2005	275-276
			AIR SUPPLY- LEFT PRESSURE REGULATION & SHUTOFF	36-11-51		1.1
	2	Jan 21/2005				050-051 163-165
2.1	1	Jan 21/2005				150-154
	2	Jan 21/2005				150-154
3.1	1	Mar 09/2006				155
	2	Jan 21/2005				155
4.1	1	Mar 09/2006				156 166
	2	Jan 21/2005				156 166
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				2	Jan 21/2005	275
			7.2	1	Jan 21/2005	275
				2	Jan 21/2005	275
			8	1	Mar 09/2006	276
				2	Jan 21/2005	276
			8.1	1	Mar 09/2006	276
				2	Jan 21/2005	276
		AIR SUPPLY- RIGHT PRESSURE REGULATION & SHUTOFF	36-11-52		1.1	1
				2	Jan 21/2005	050-051 155 163-165
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				2	Jan 21/2005	150-154
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				2	Jan 21/2005	157 167-199 277-299
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	6.2			1	Jan 21/2005	275
				2	Jan 21/2005	275
	7			1	Mar 09/2006	276
				2	Jan 21/2005	276
	7.1			1	Mar 09/2006	276
		2	Jan 21/2005	276		
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				2	Jan 21/2005	050-051

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				2	Feb 06/2009	050-051
				3	Feb 06/2009	050-051
			2.1	1	Jan 21/2005	150-154
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				3	Feb 06/2009	150-154
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				3	Jan 21/2005	155 163-165
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				3	Feb 06/2009	155 163-165
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			5	1	Jan 21/2005	157 167-199 277-299
				2	Jan 21/2005	157 167-199 277-299
			5.1	1	Feb 06/2009	157 167 277-280
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			7.2	1	Jan 21/2005	275			
				2	Feb 06/2009	275			
				3	Jan 21/2005	275			
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				2	Jan 21/2005	276			
				3	Jan 21/2005	276			
			8.1	1	Jan 21/2005	276			
				2	Feb 06/2009	276			
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							3	Jan 21/2005	050-051 155 163-165
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	3	Jan 21/2005				150-154			
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	2	Jan 21/2005				156 166			
	3	Jan 21/2005				156 166			
4	1	Jan 21/2005				157 167-199 277-299			
	2	Jan 21/2005				157 167-199 277-299			
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			3		Jan 21/2005	156-157 166-199 277-299
			4		Jan 21/2005	162
<b><u>AIR SUPPLY TEMPERATURE INDICATING SYSTEM</u></b>						
AIR SUPPLY OVERHEAT INDICATION	36-22-11		1		Jan 21/2005	ALL
BLEED AIR PRECOOLER- LEFT & RIGHT TEMPERATURE INDICATION	36-22-21		1		Jan 21/2005	ALL
<b><u>AIR SUPPLY BITE SYSTEM</u></b>						
AIR SUPPLY BUILT-IN TEST EQUIPMENT- LEFT	36-23-11		1.1	1	Jan 21/2005	050-051 163-165
				2	Jan 21/2005	050-051 163-165
			2	1	Jan 21/2005	150-155 275-276
				2	Jan 21/2005	150-155 275-276
			3	1	Jan 21/2005	156 166
				2	Jan 21/2005	156 166
			4	1	Jan 21/2005	157 167-199 277-299
				2	Jan 21/2005	157 167-199 277-299
			5	1	Jan 21/2005	162
				2	Jan 21/2005	162
AIR SUPPLY BUILT-IN TEST EQUIPMENT- RIGHT	36-23-21		1.1	1	Jan 21/2005	050-051 163-165
				2	Jan 21/2005	050-051 163-165

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AIR SUPPLY BUILT-IN TEST EQUIPMENT- RIGHT (cont.)	36-23-21		2	1	Jan 21/2005	150-155 275-276	
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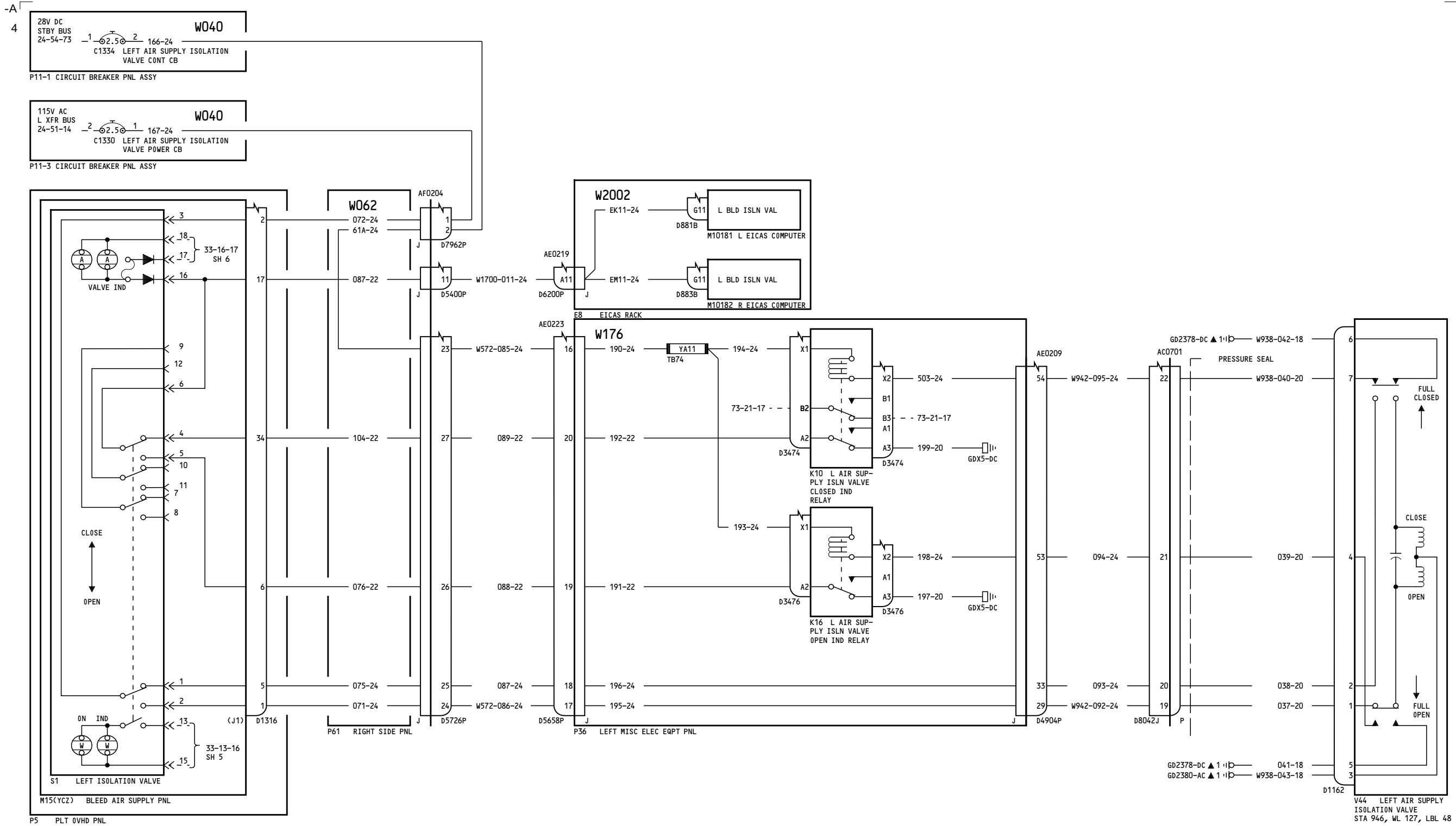
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36-11-61	AIR SUPPLY BLEED AIR- LEFT ENGINE HIGH PRESSURE CONTROL
36-11-62	AIR SUPPLY BLEED AIR- RIGHT ENGINE HIGH PRESSURE CONTROL
36-23-11	AIR SUPPLY BUILT-IN TEST EQUIPMENT- LEFT
36-23-21	AIR SUPPLY BUILT-IN TEST EQUIPMENT- RIGHT
36-21-11	AIR SUPPLY DUCT PRESSURE INDICATION
36-22-11	AIR SUPPLY OVERHEAT INDICATION
36-11-31	AIR SUPPLY- CENTER ISOLATION VALVE CONTROL
36-11-11	AIR SUPPLY- LEFT ISOLATION VALVE CONTROL
36-11-51	AIR SUPPLY- LEFT PRESSURE REGULATION & SHUTOFF
36-11-21	AIR SUPPLY- RIGHT ISOLATION VALVE CONTROL
36-11-52	AIR SUPPLY- RIGHT PRESSURE REGULATION & SHUTOFF
36-11-41	AIR SUPPLY-AUXILIARY POWER UNIT AIR SUPPLY VALVE CONTROL
36-22-21	BLEED AIR PRECOOLER- LEFT & RIGHT TEMPERATURE INDICATION

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**AIR SUPPLY-  
LEFT ISOLATION VALVE  
CONTROL**

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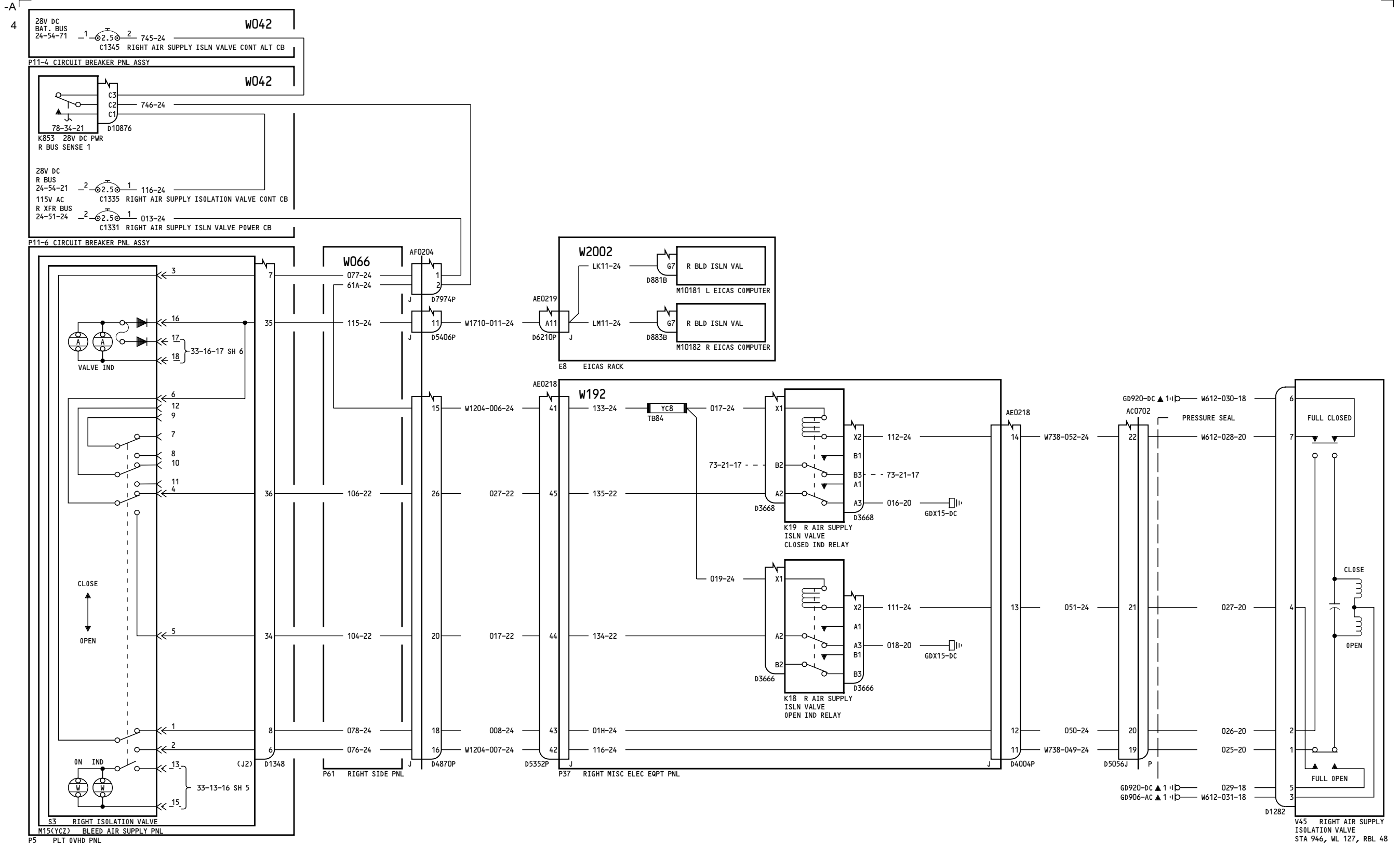
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**AIR SUPPLY-  
RIGHT ISOLATION VALVE  
CONTROL**

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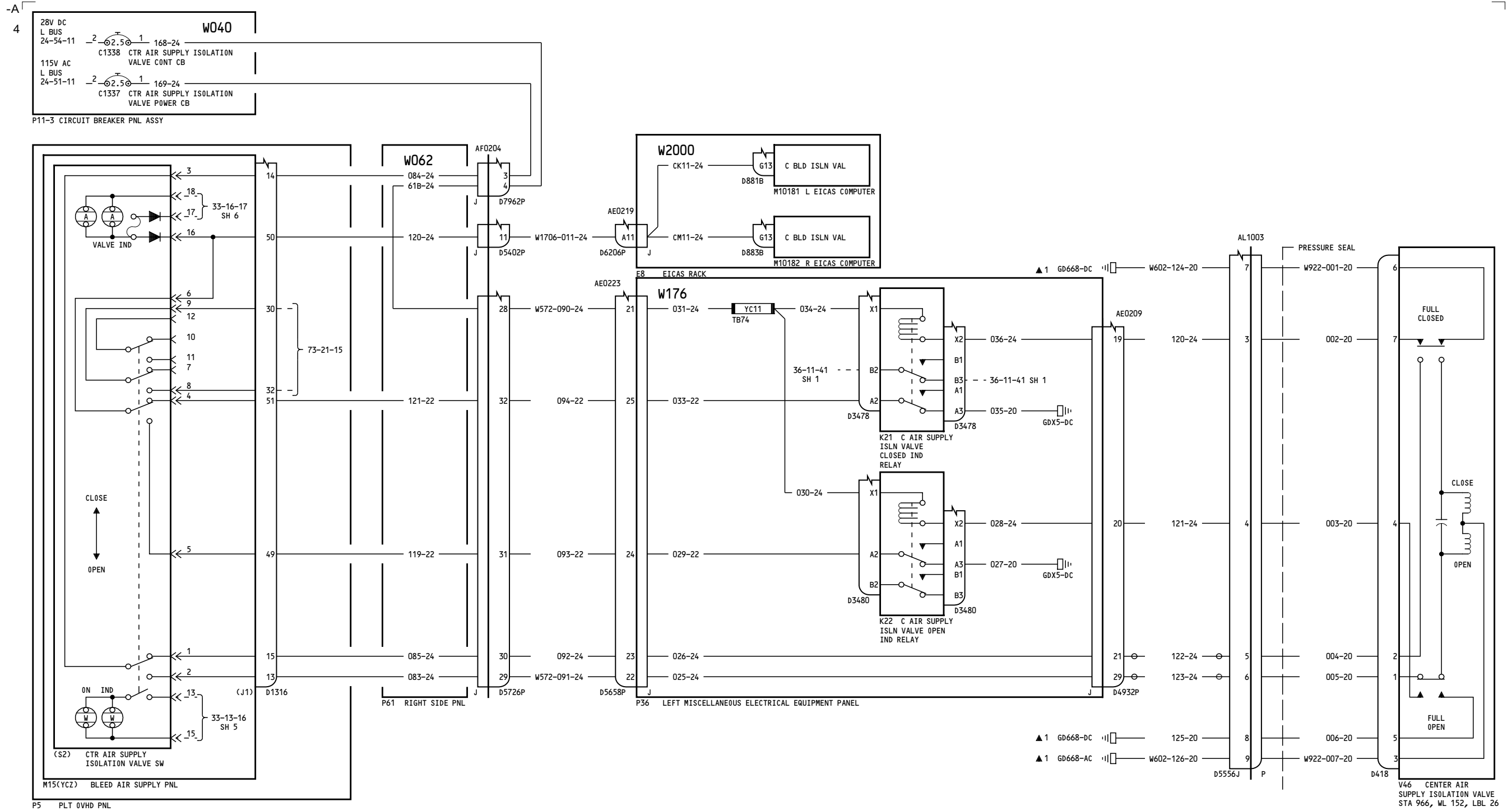
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**AIR SUPPLY-CENTER ISOLATION VALVE CONTROL**

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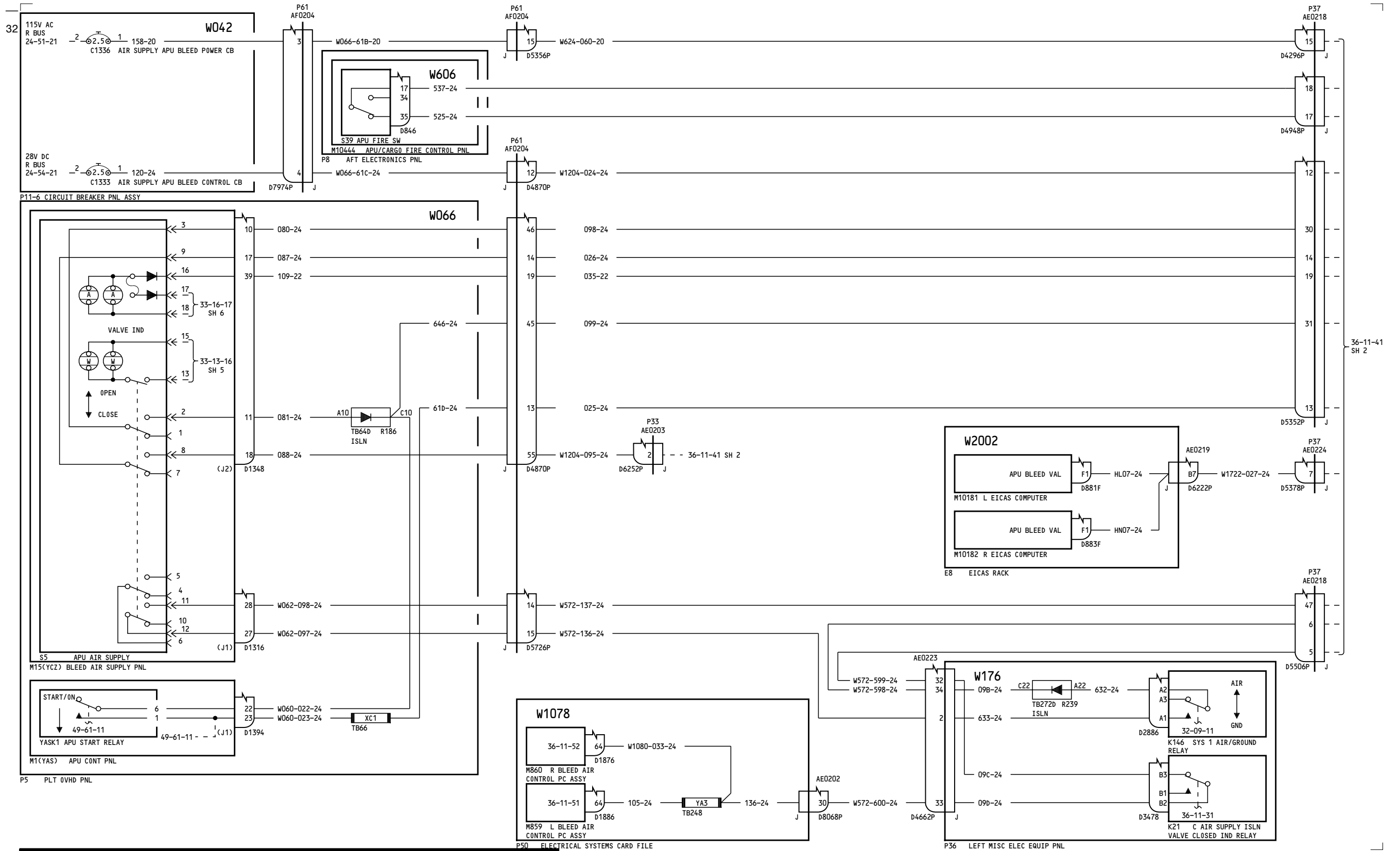
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POWER UNIT AIR SUPPLY  
VALVE CONTROL**

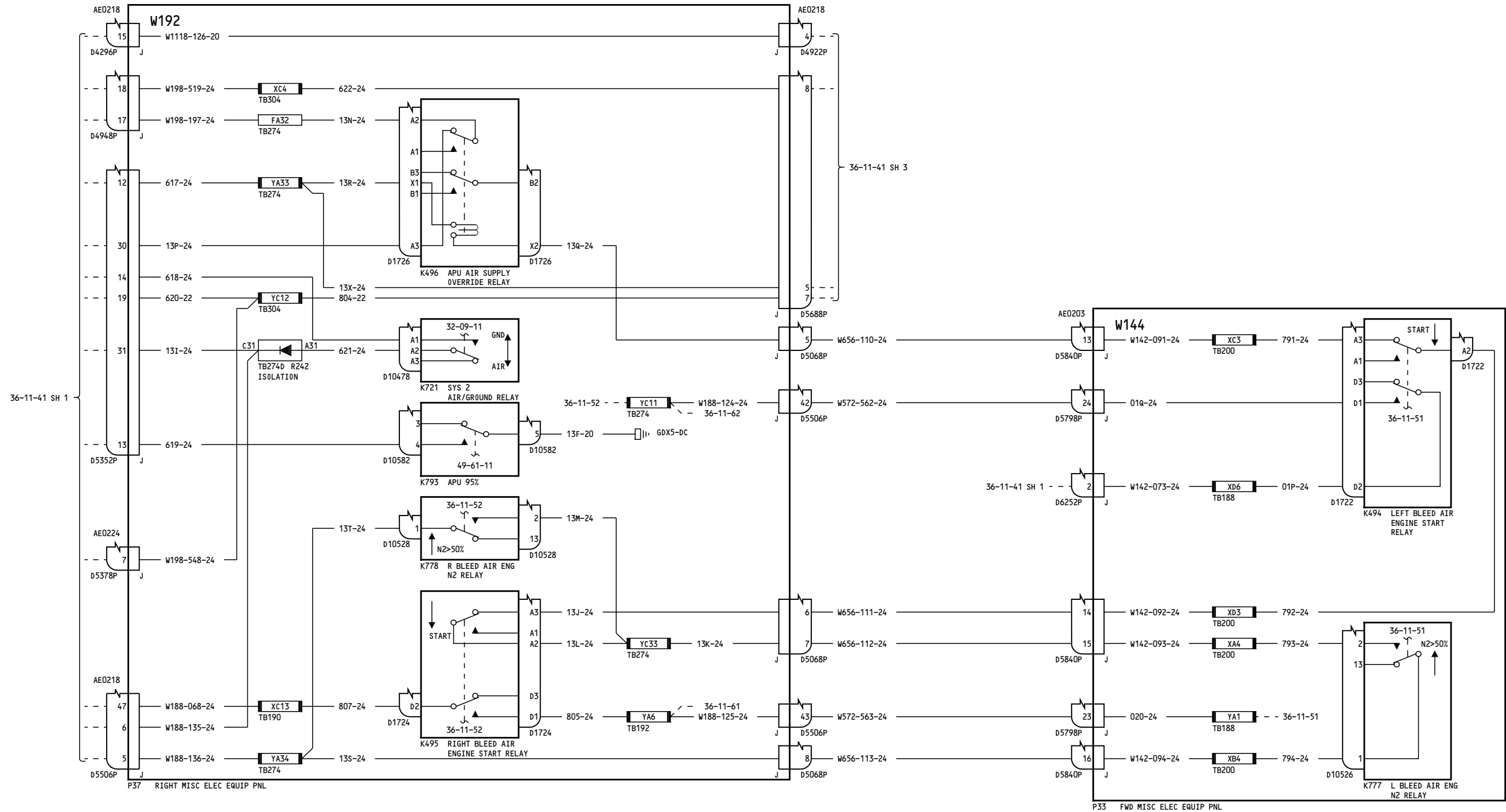
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AIR SUPPLY-AUXILIARY  
POWER UNIT AIR SUPPLY  
VALVE CONTROL

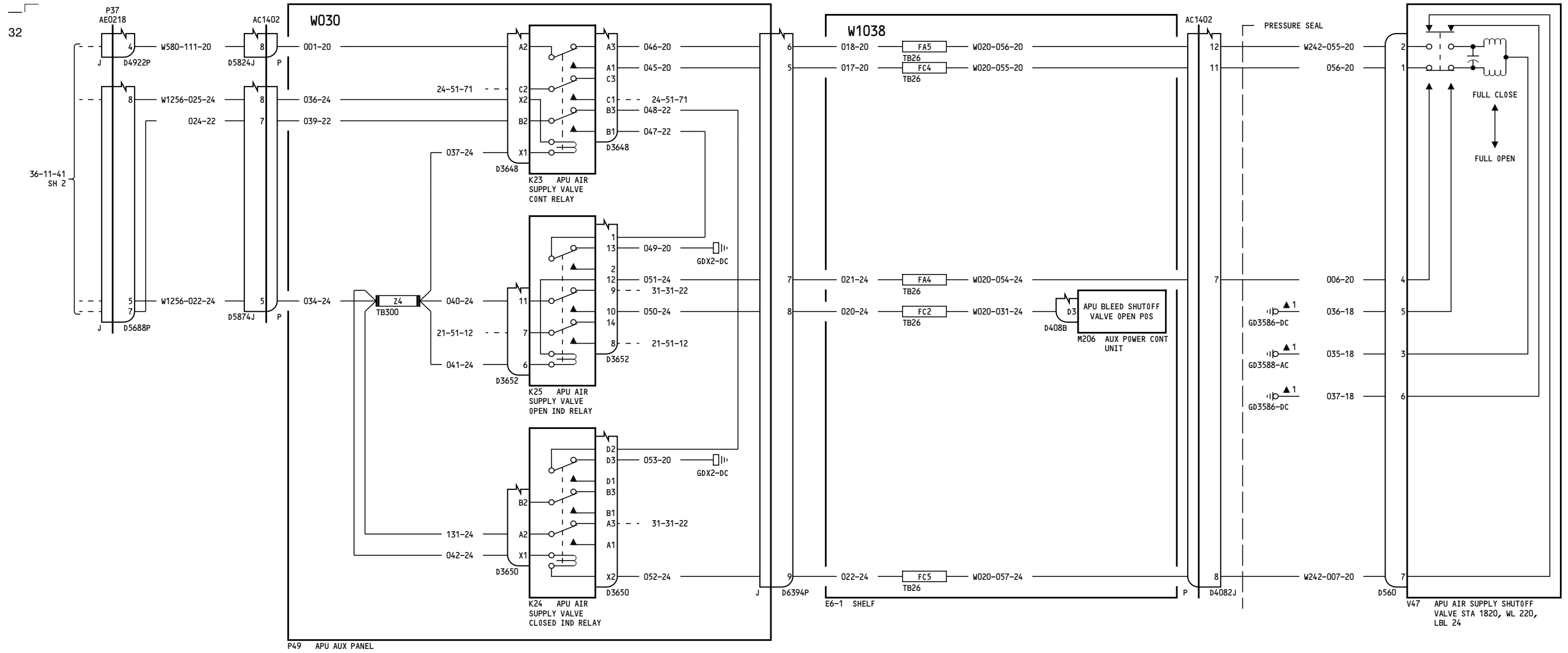
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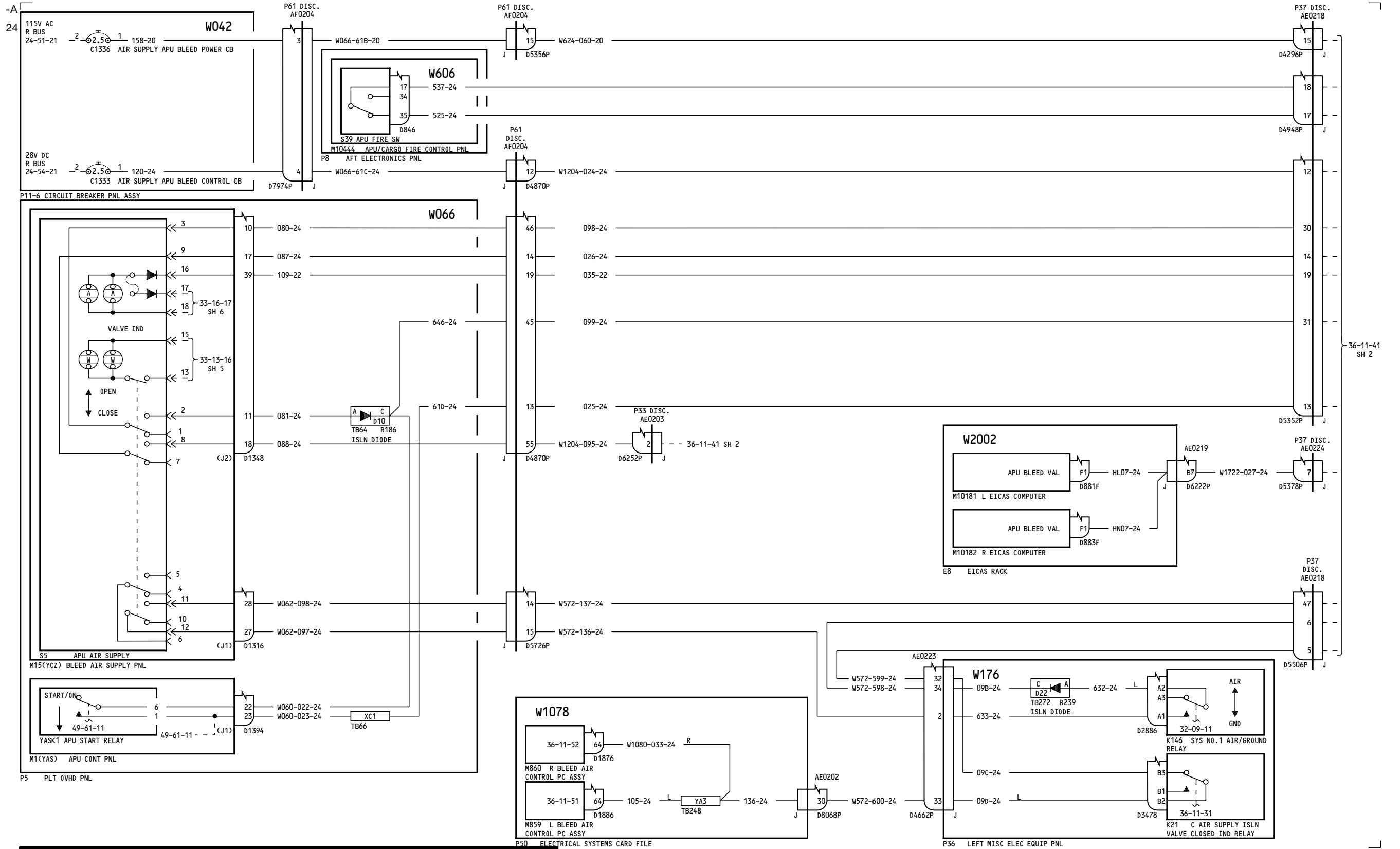
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POWER UNIT AIR SUPPLY  
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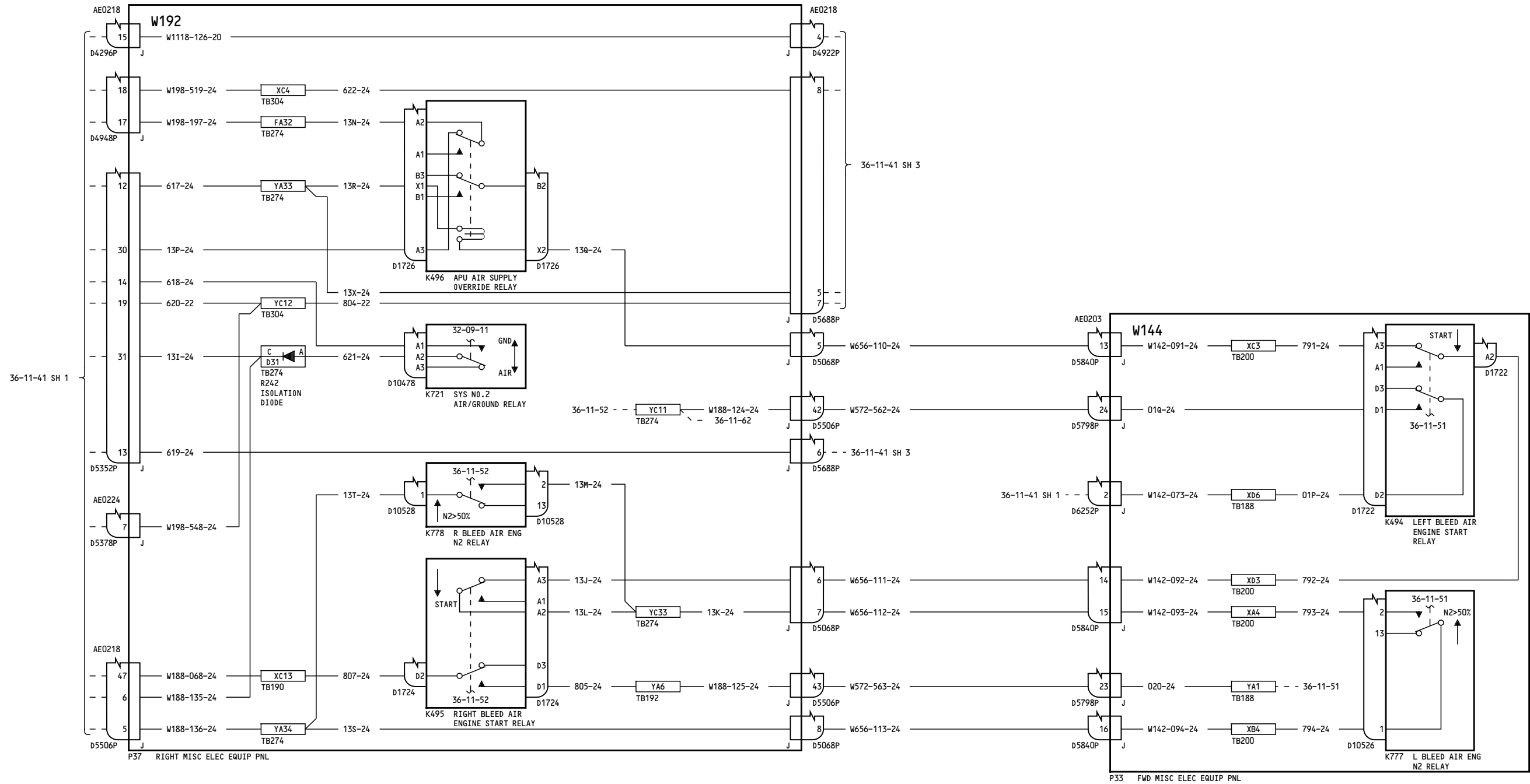
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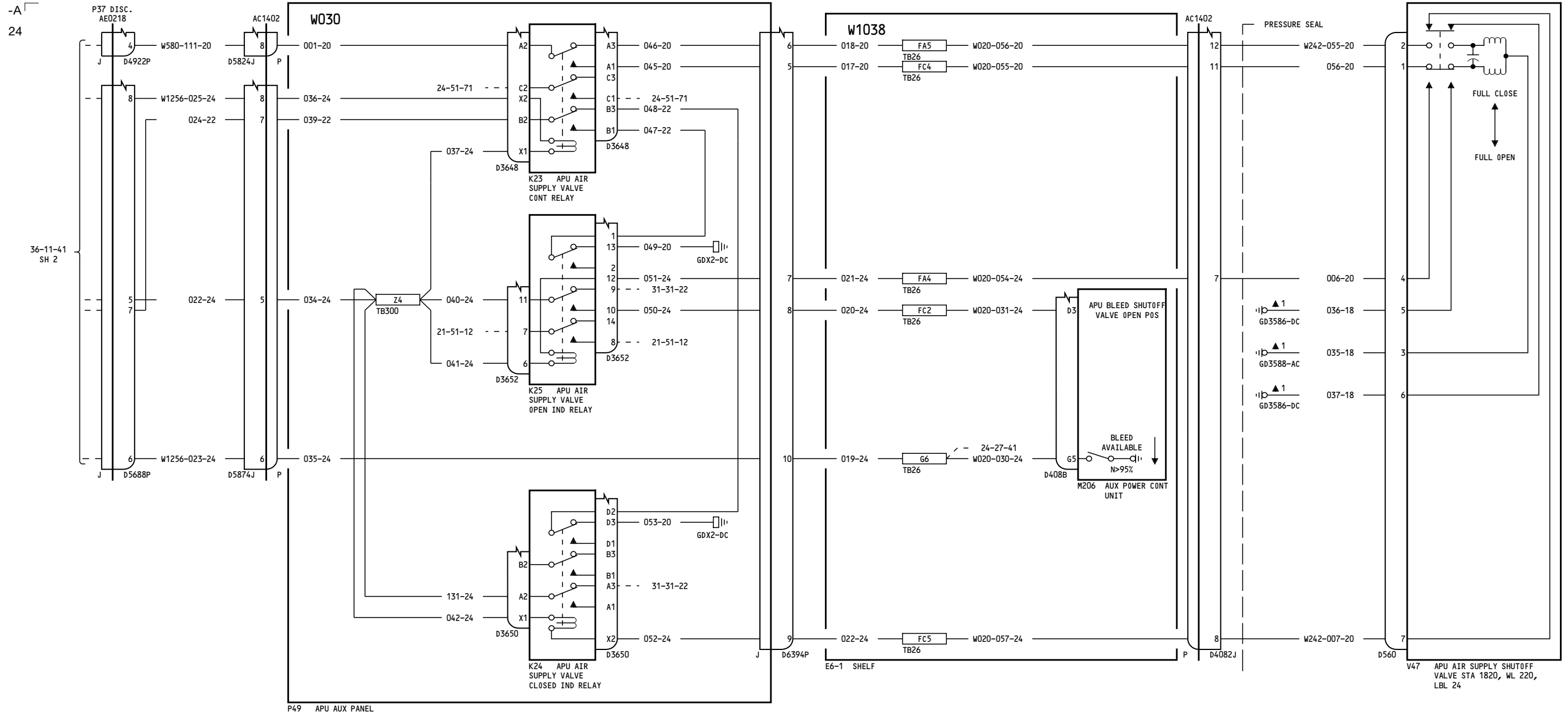
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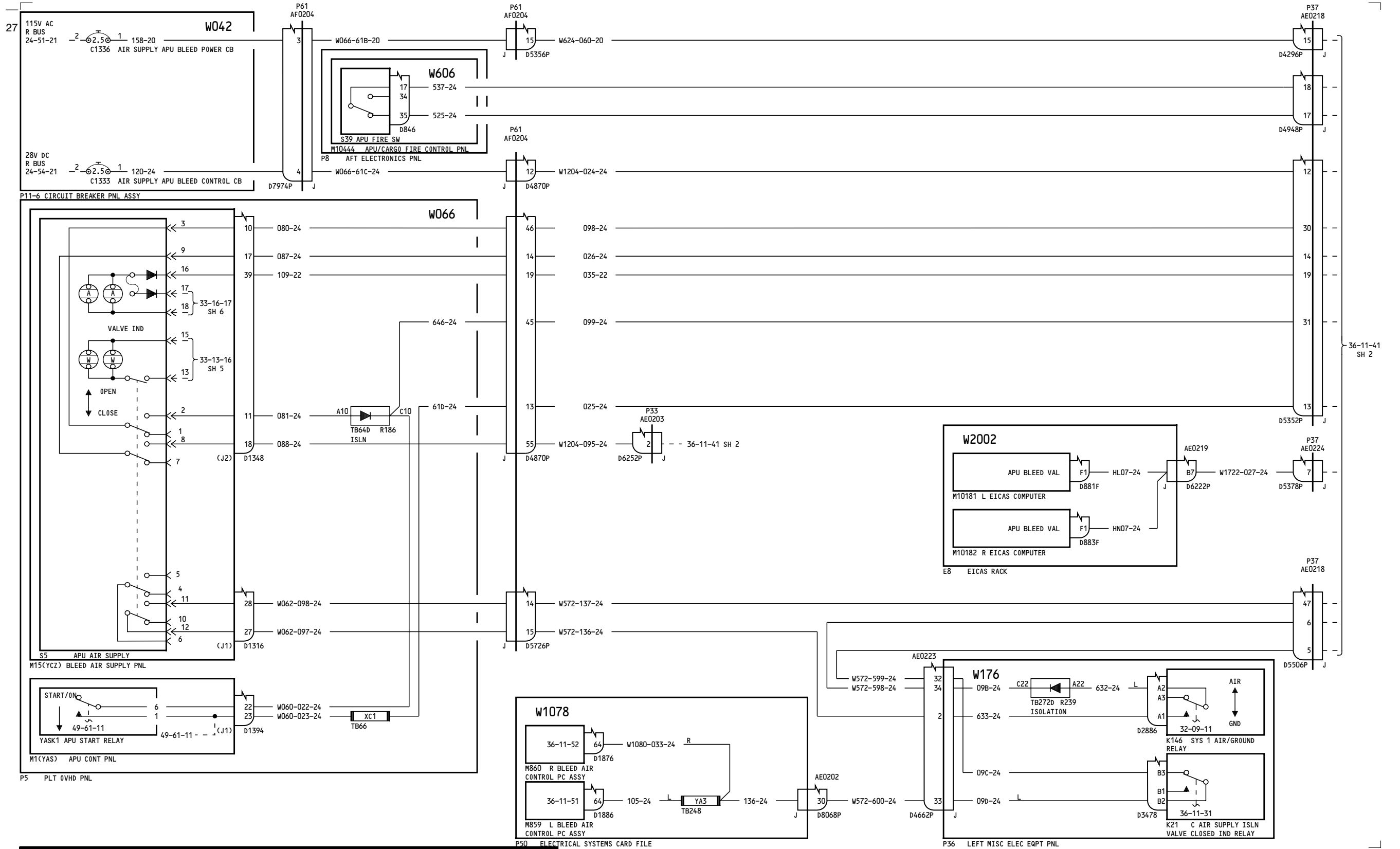
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**AIR SUPPLY-AUXILIARY  
POWER UNIT AIR SUPPLY  
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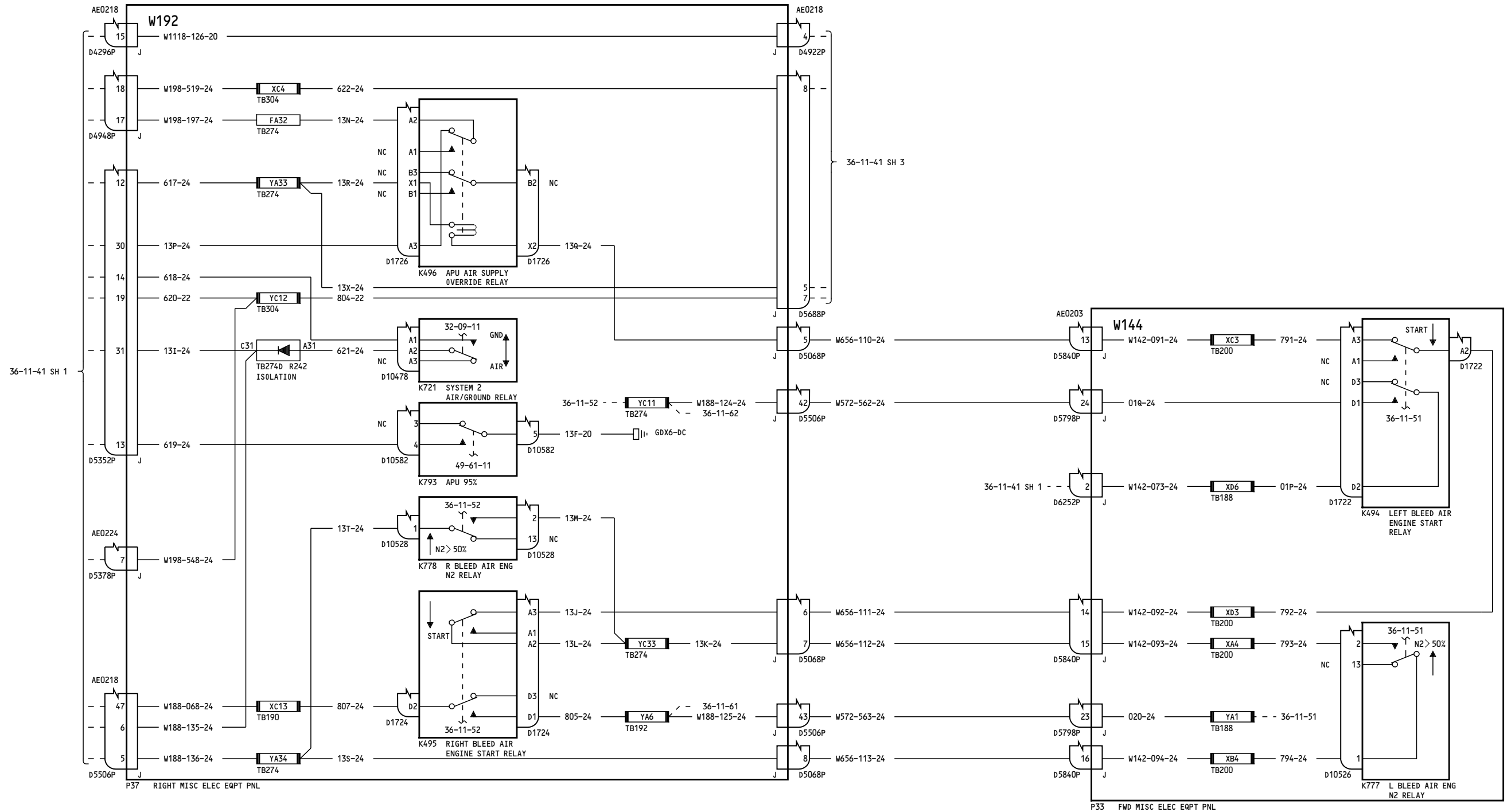
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**AIR SUPPLY-AUXILIARY  
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VALVE CONTROL**

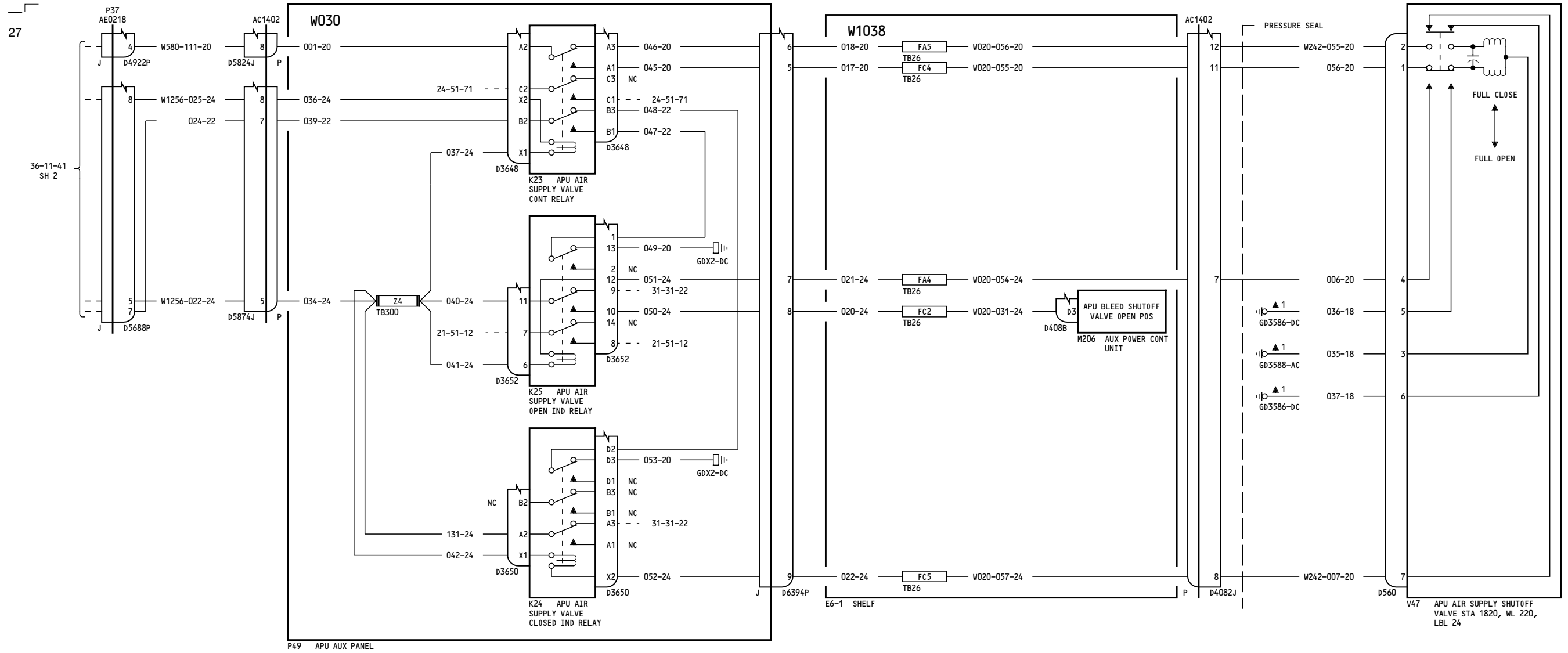
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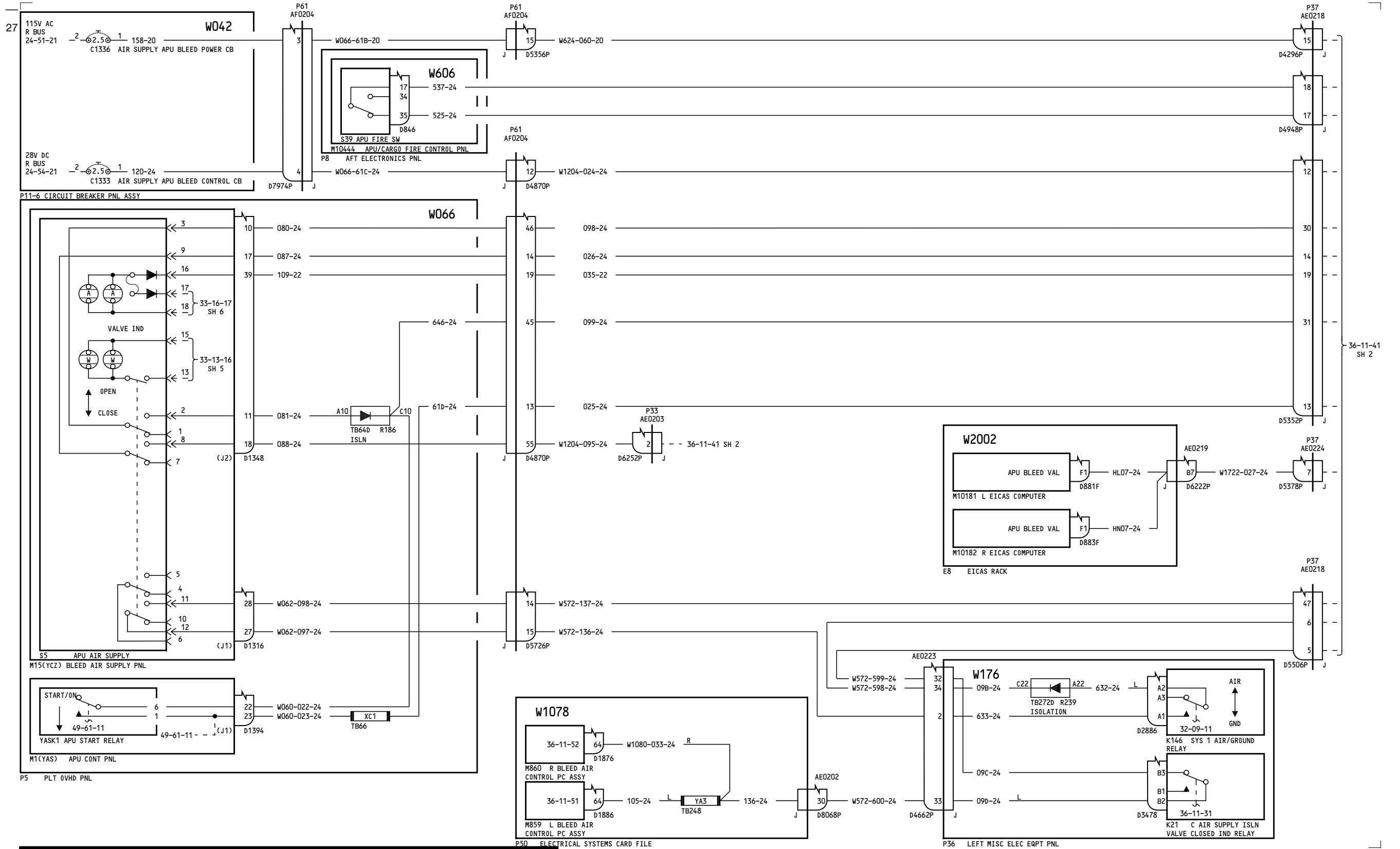
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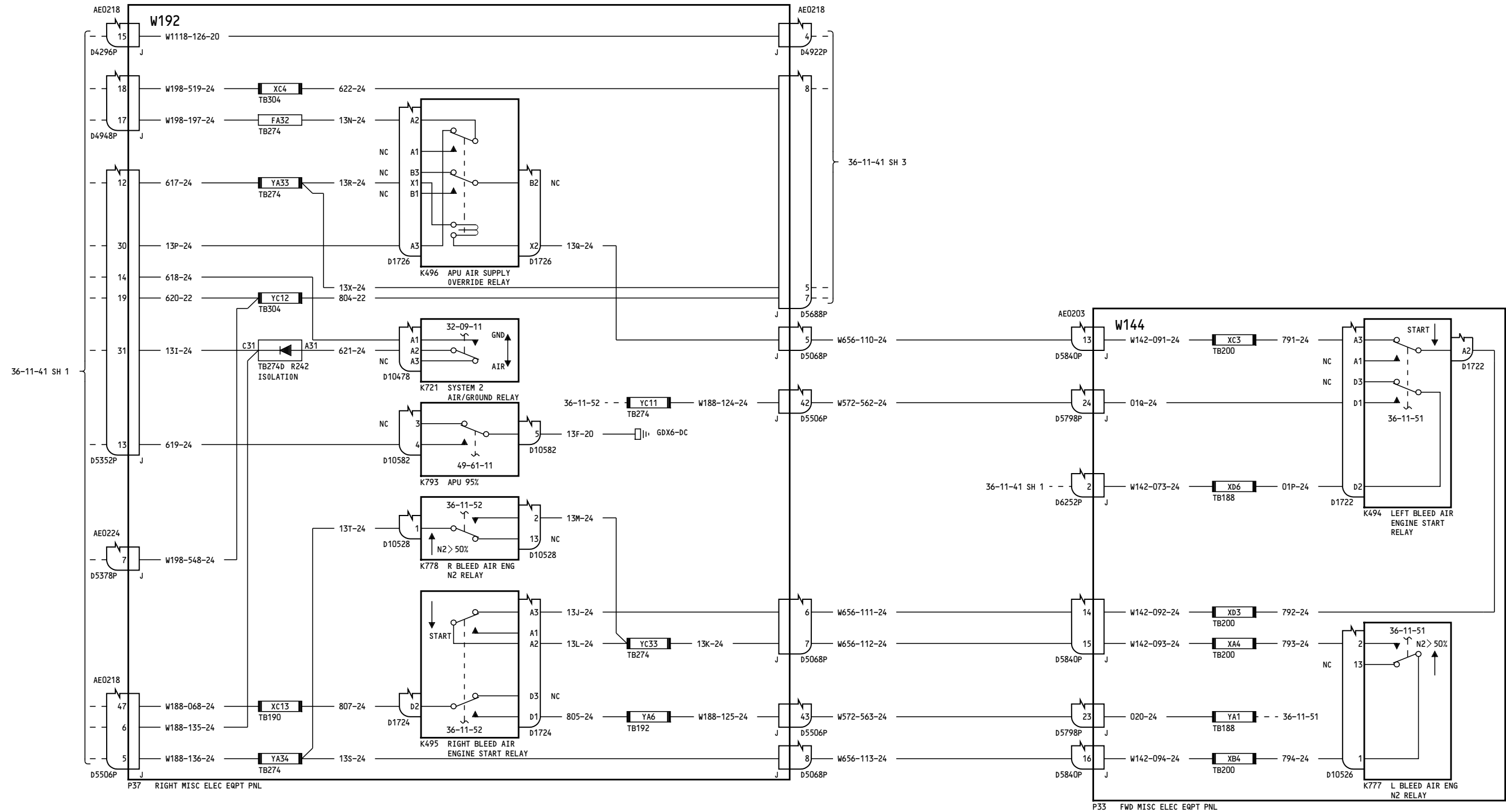
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AIR SUPPLY-AUXILIARY POWER UNIT AIR SUPPLY VALVE CONTROL

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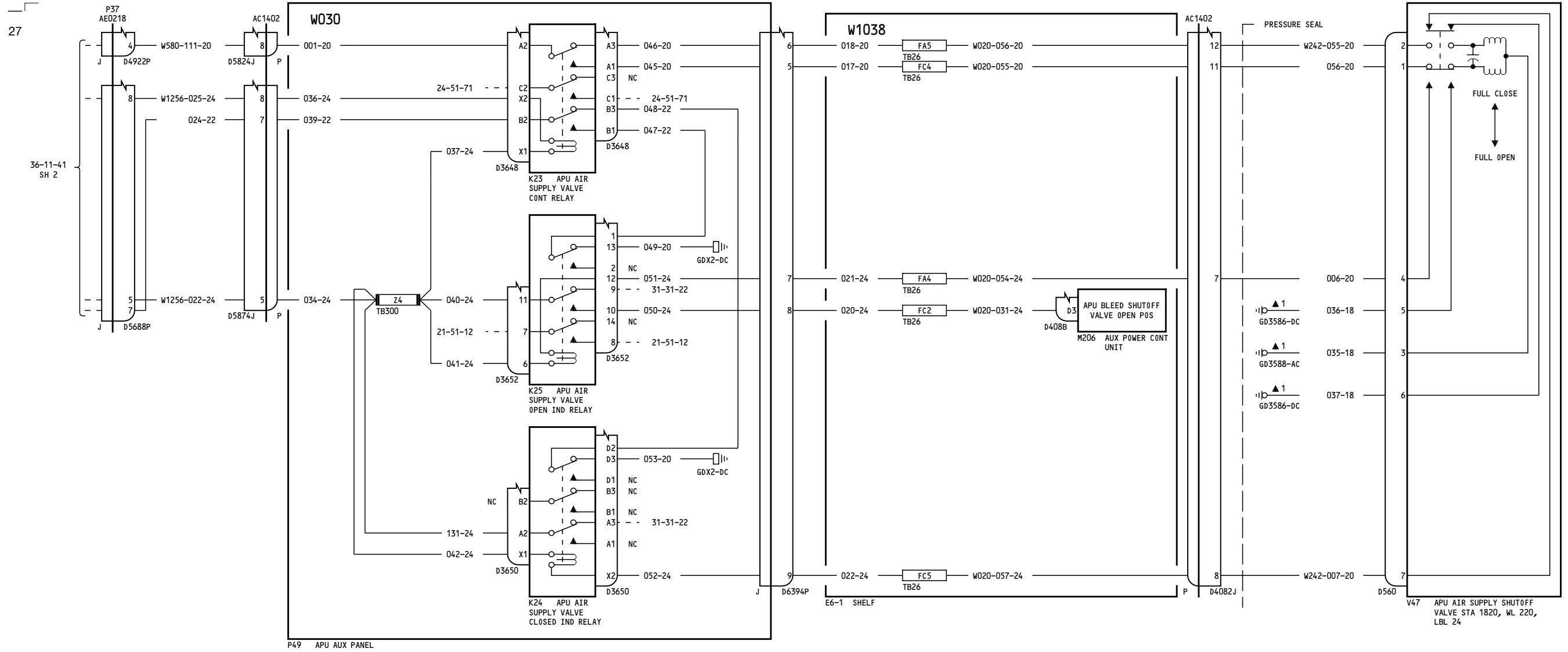
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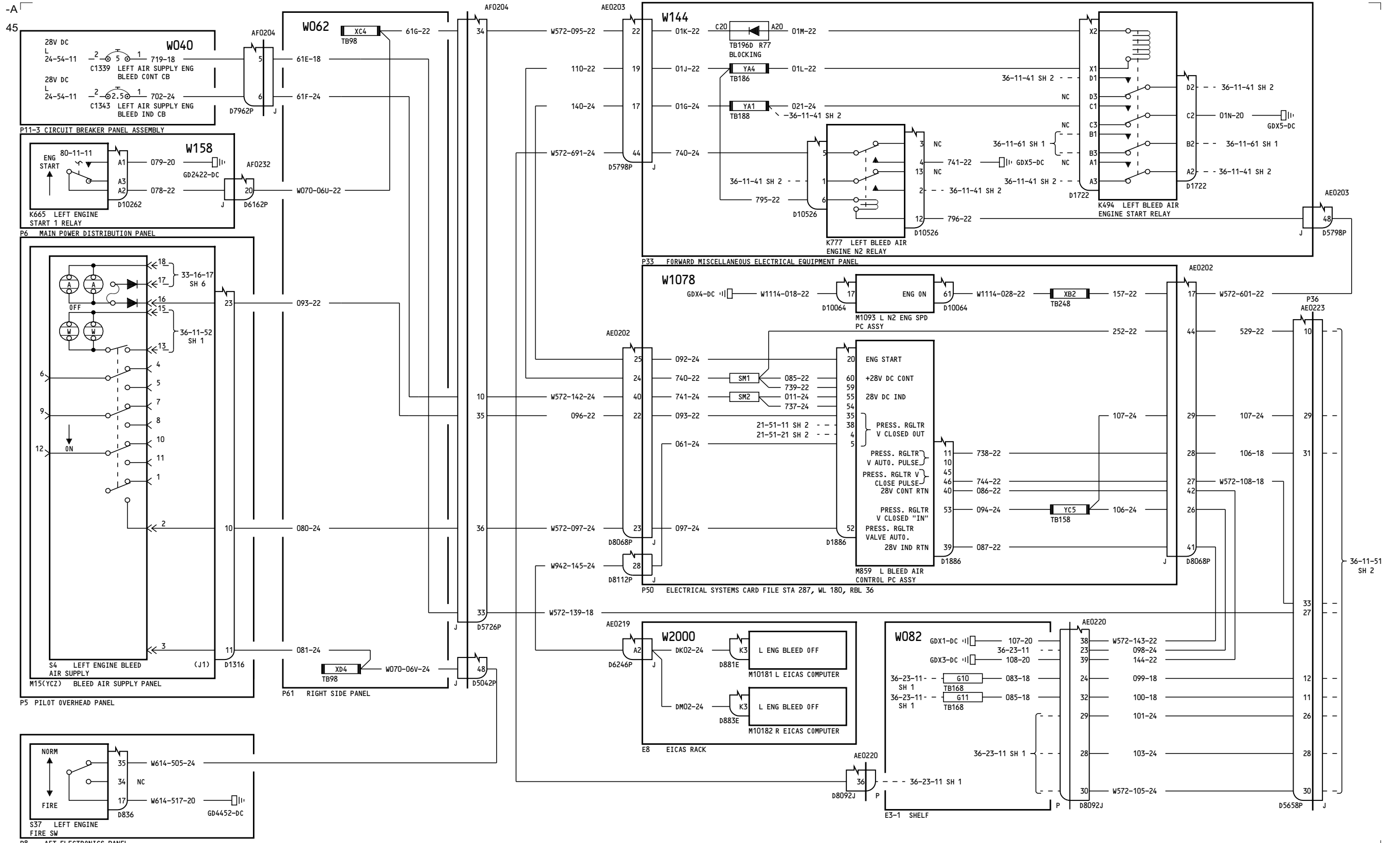
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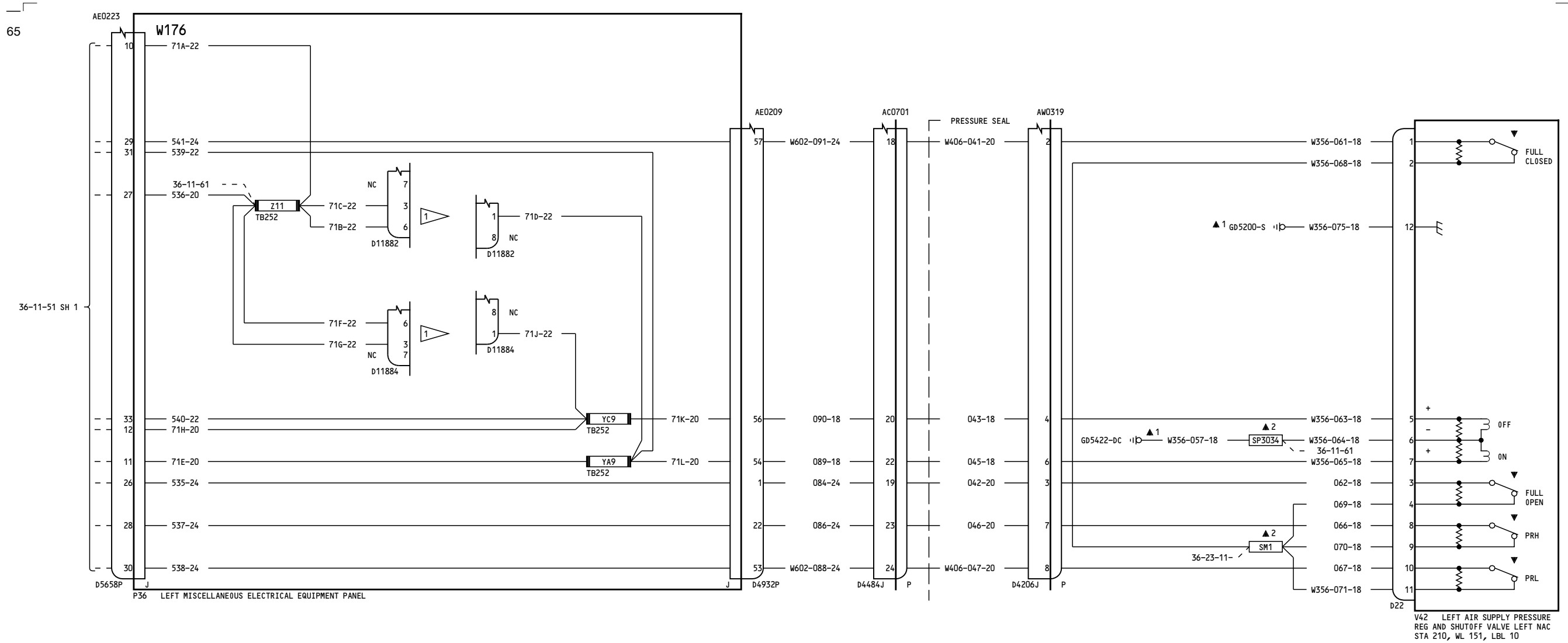
**AIR SUPPLY-  
LEFT PRESSURE REGULATION  
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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 LEFT PRESSURE REGULATION  
 & SHUTOFF**

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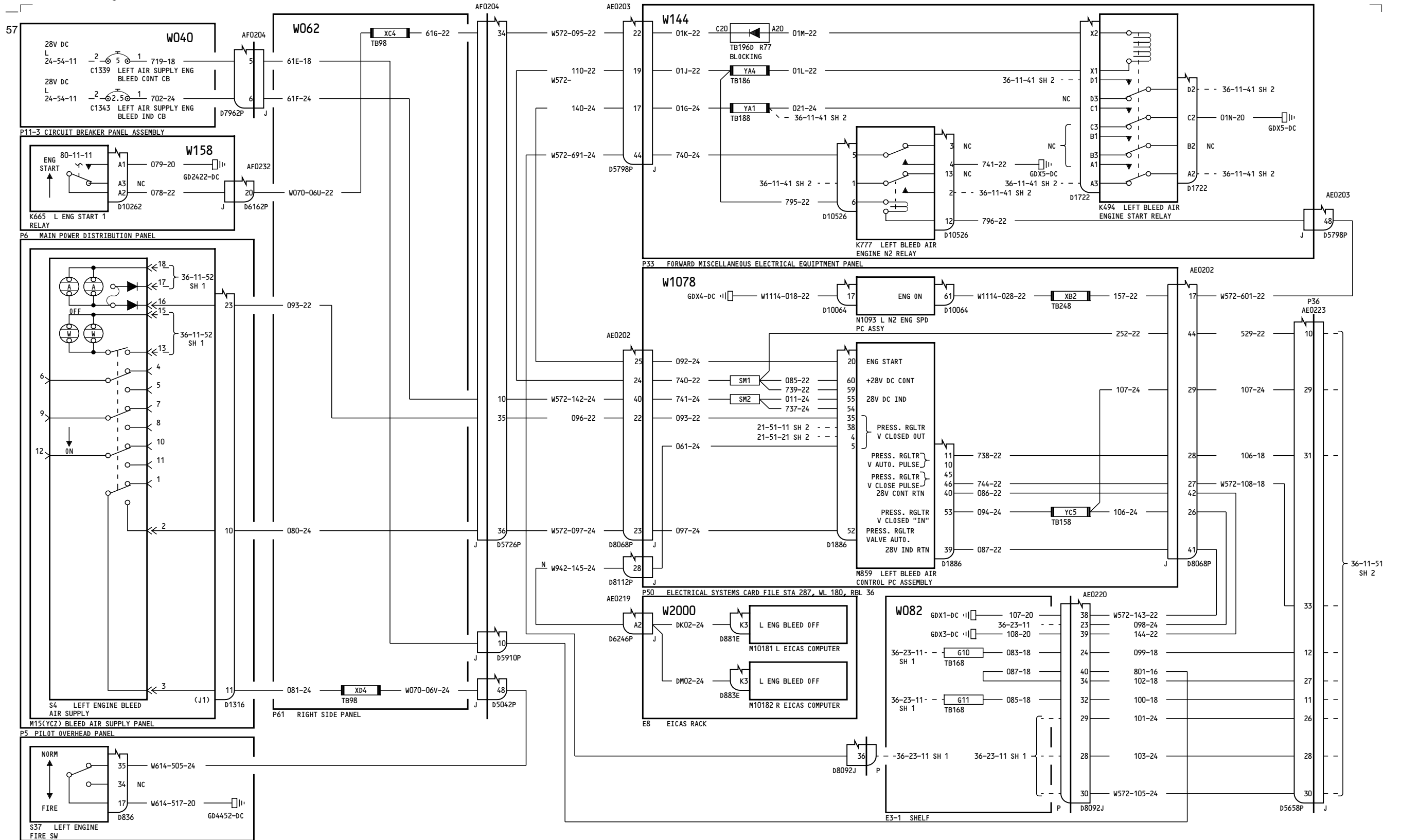
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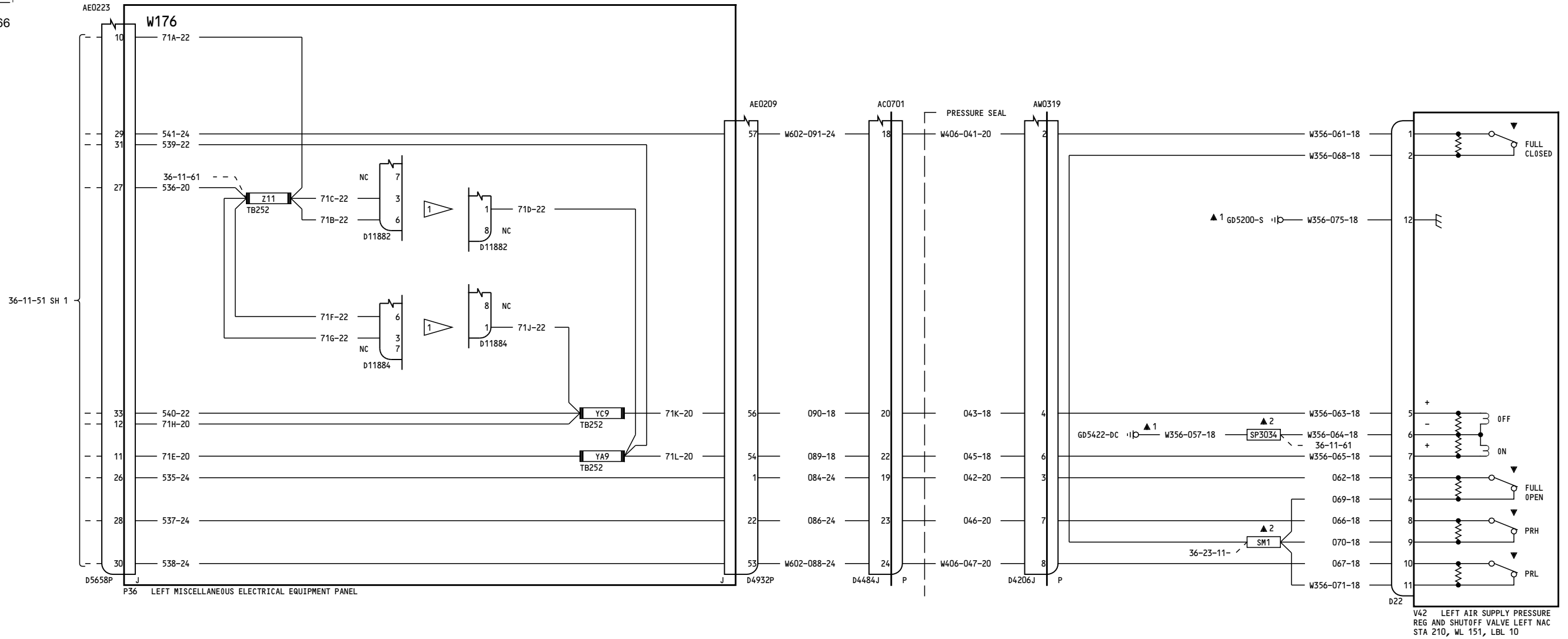
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 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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 LEFT PRESSURE REGULATION  
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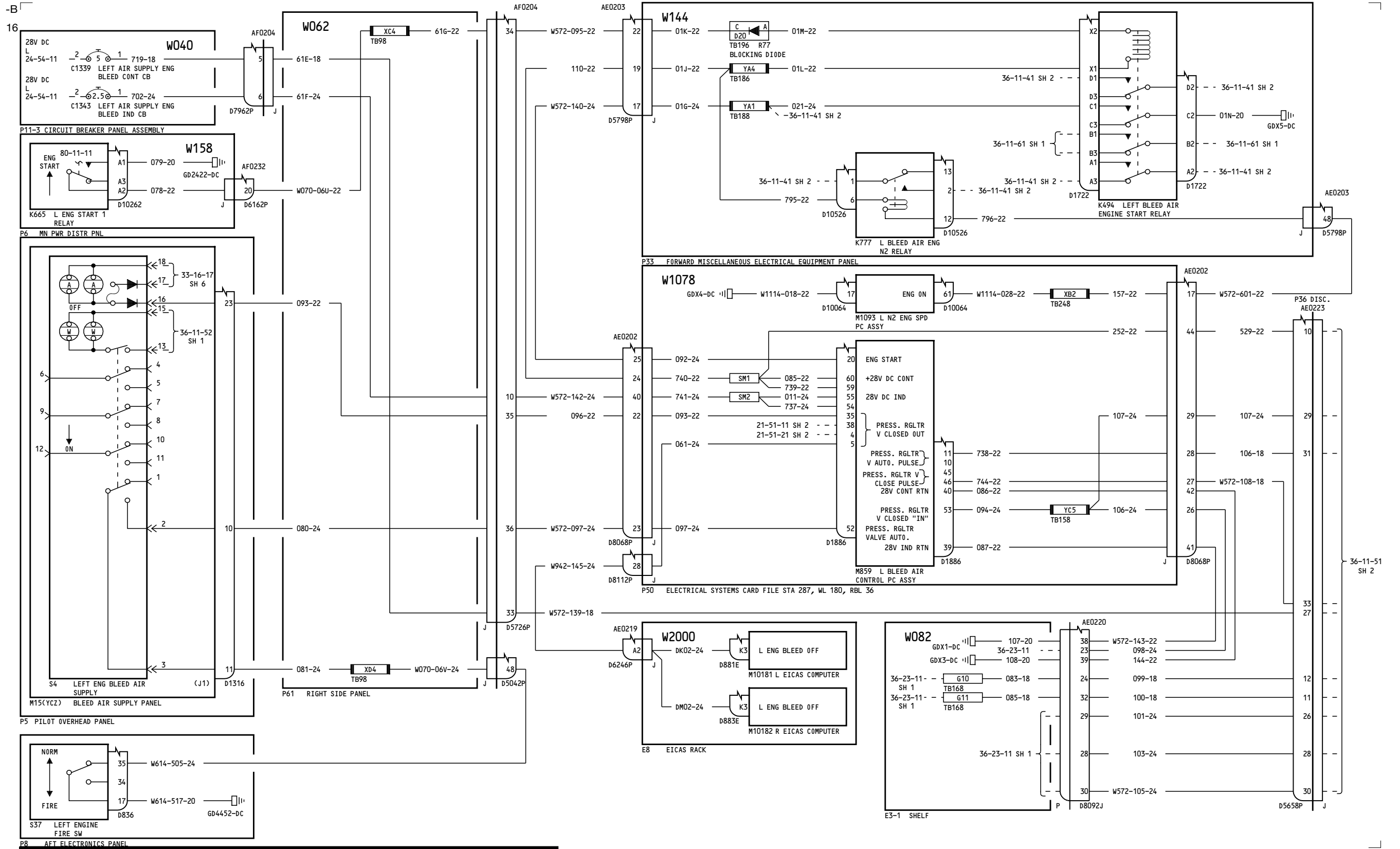
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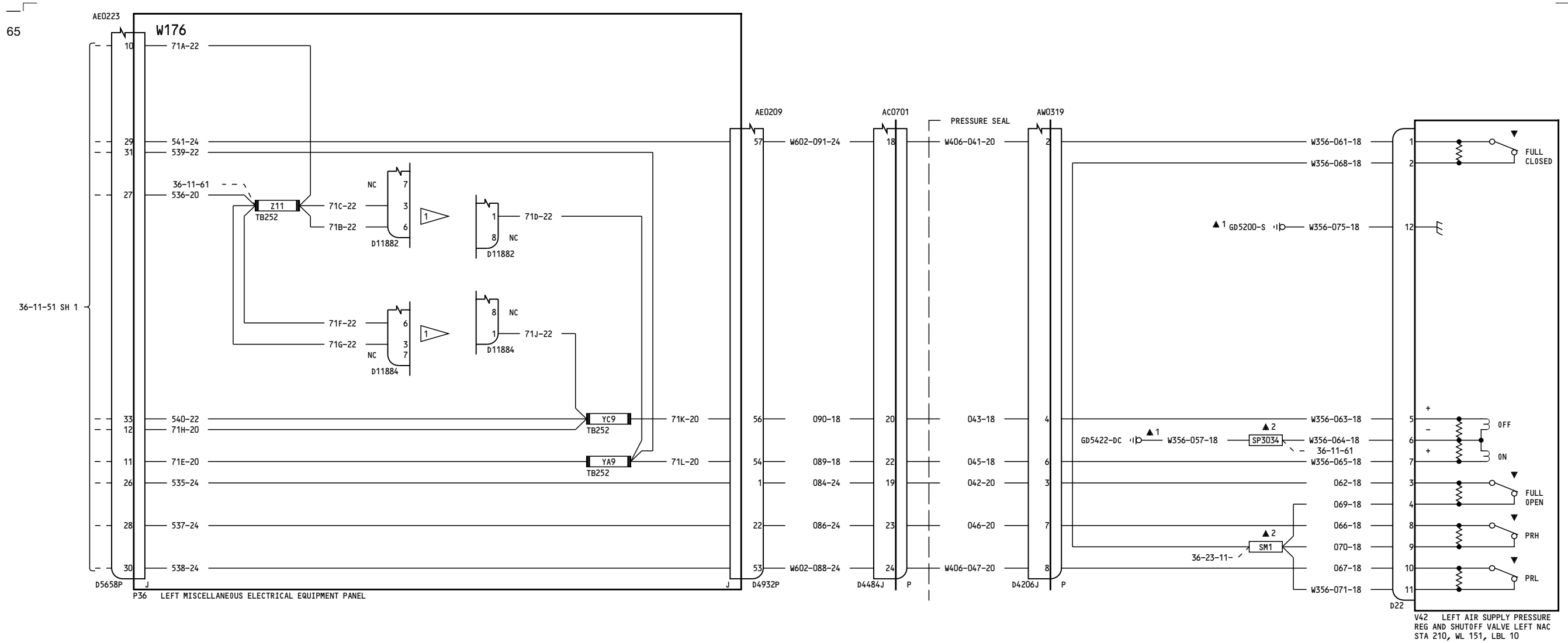
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY-  
 LEFT PRESSURE REGULATION  
 & SHUTOFF**

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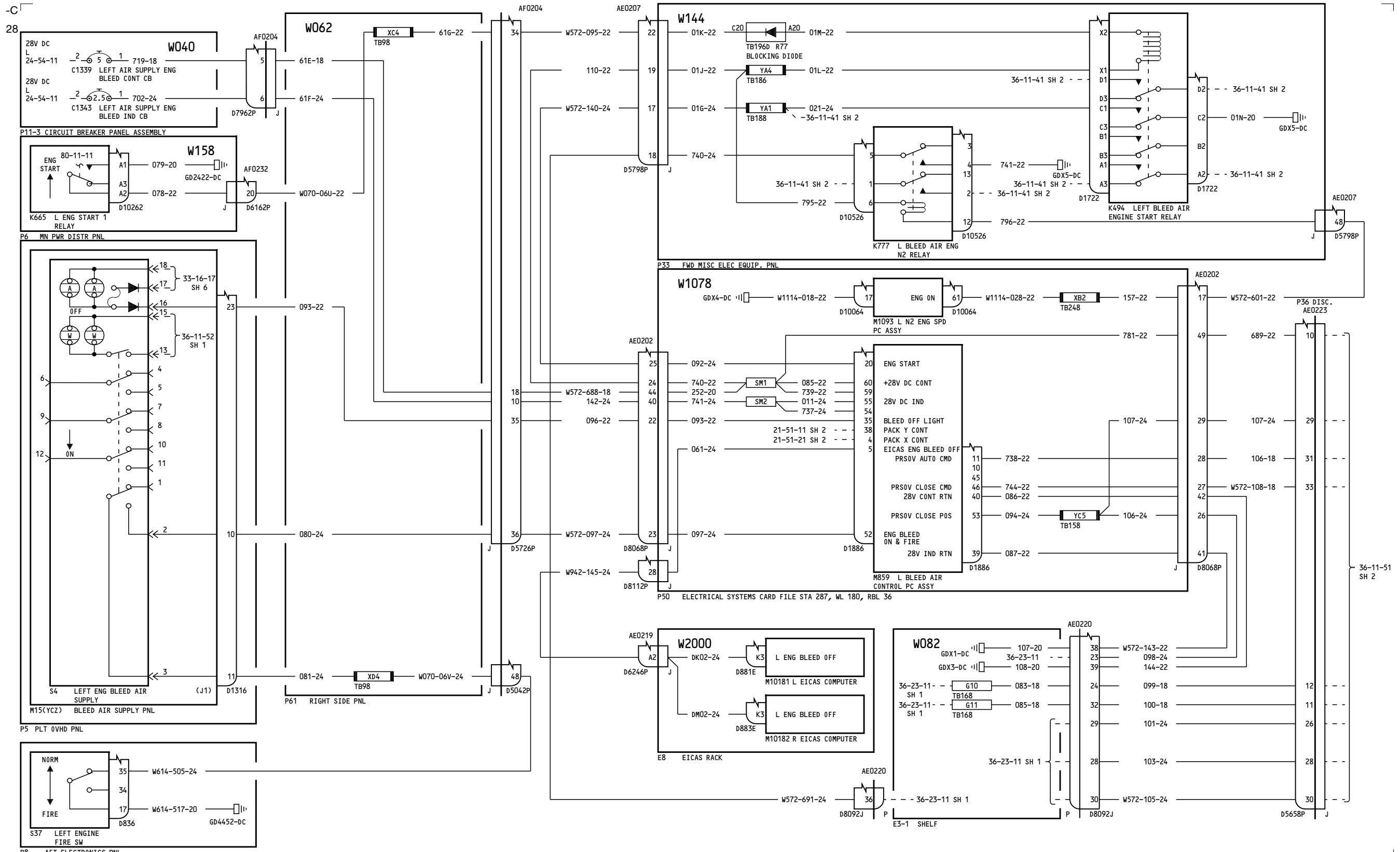
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156, 166

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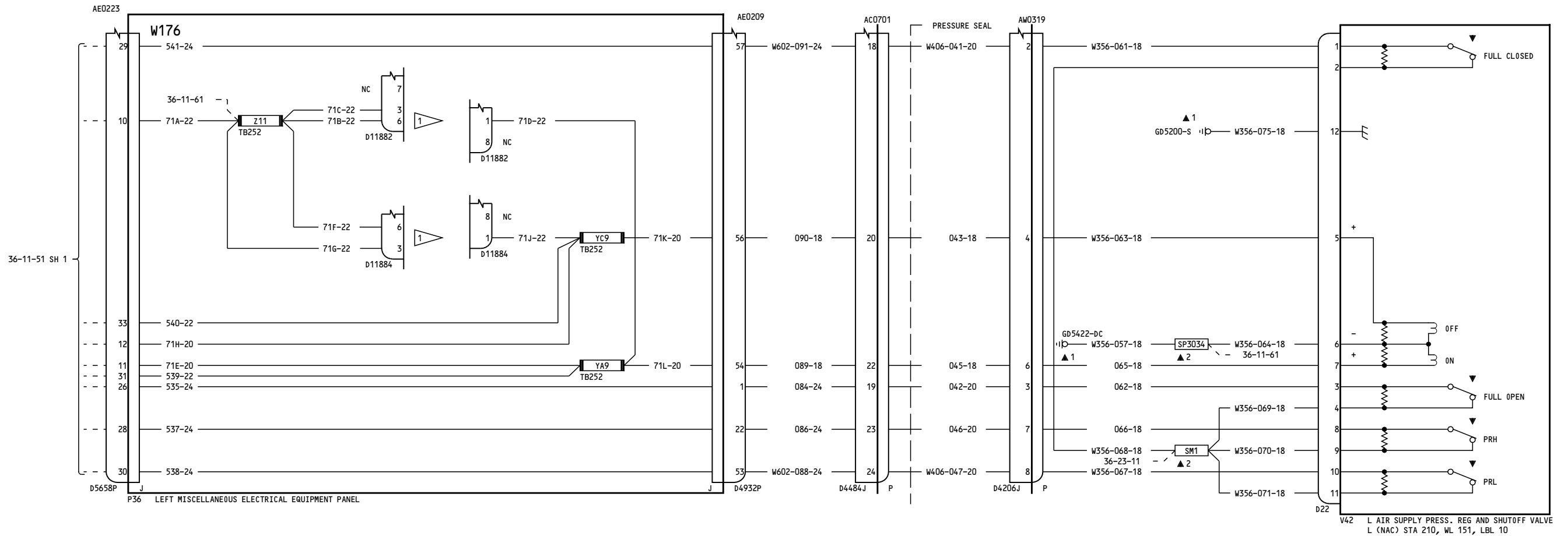
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 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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 LEFT PRESSURE REGULATION  
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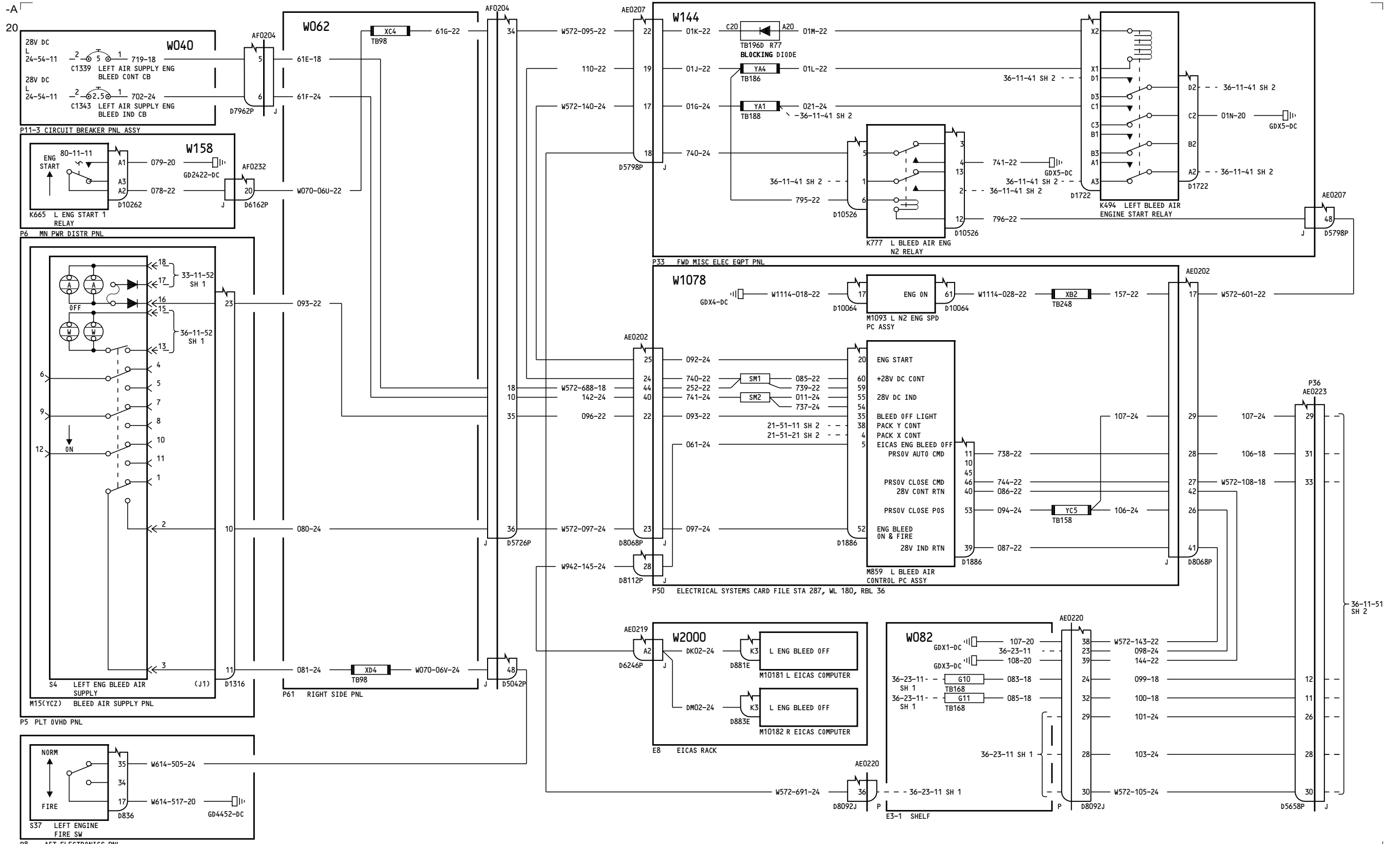
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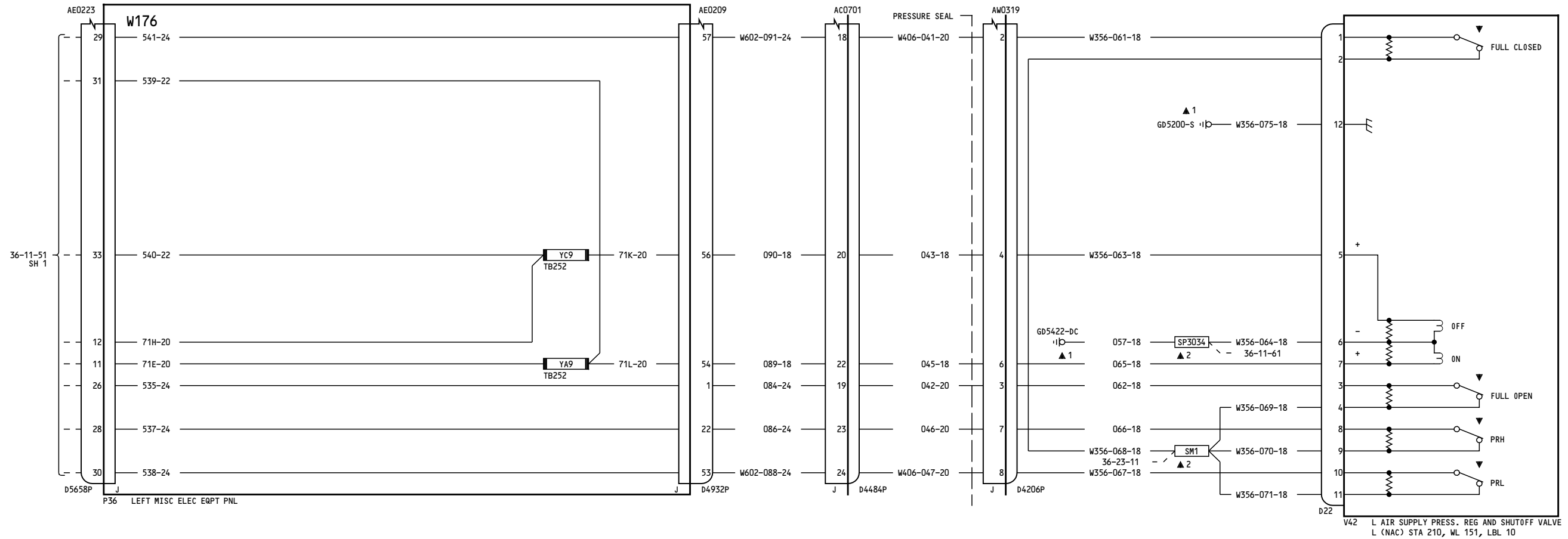
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LEFT PRESSURE REGULATION  
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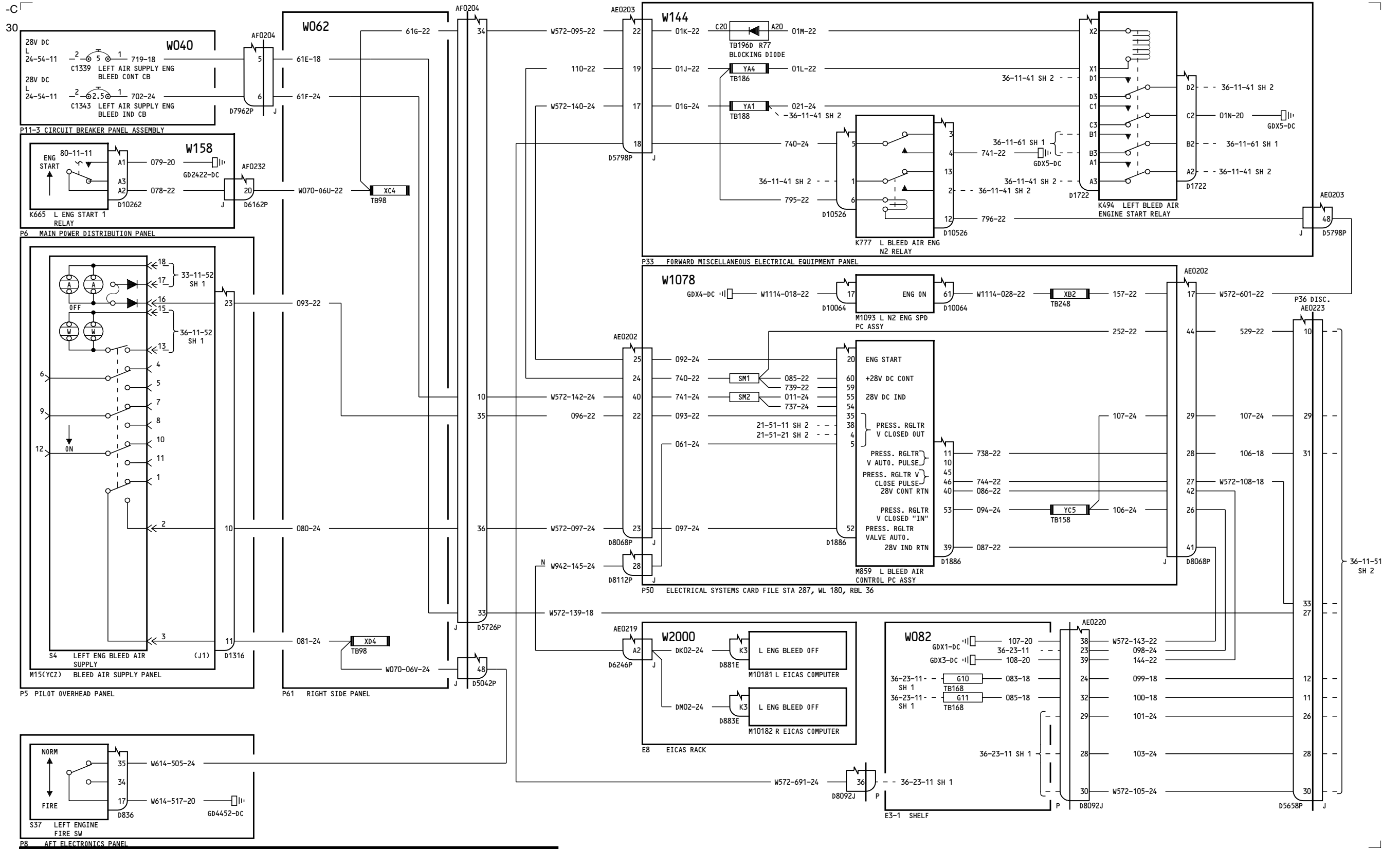
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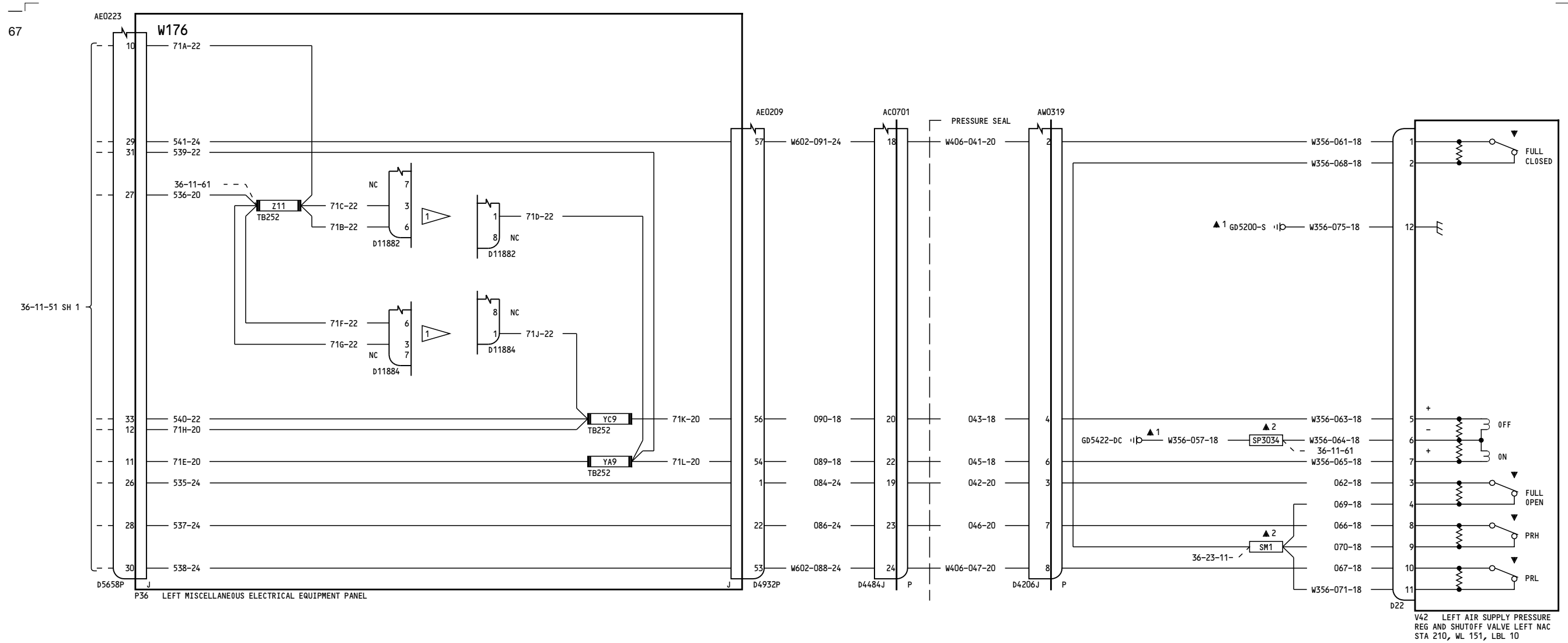
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 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY-  
 LEFT PRESSURE REGULATION  
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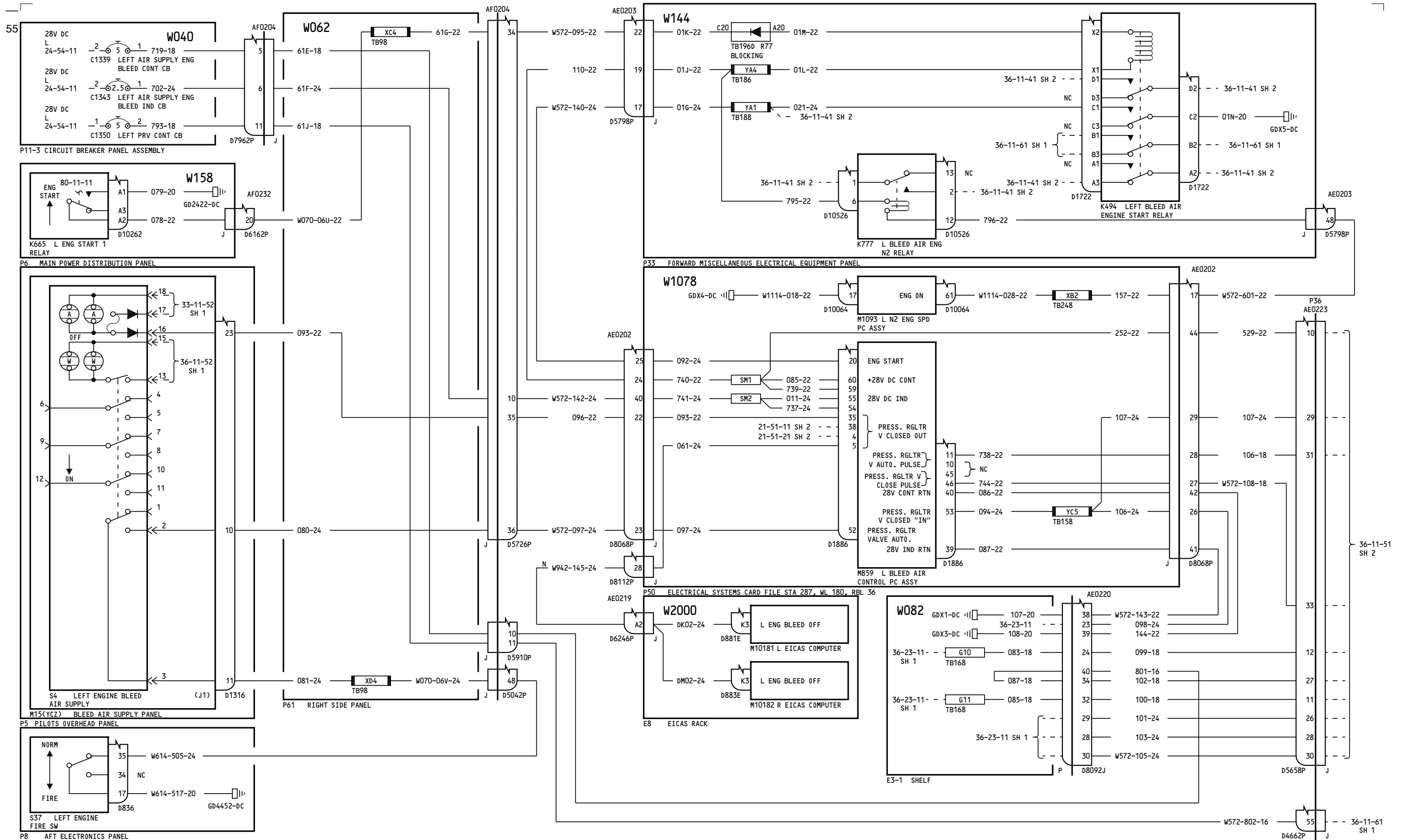
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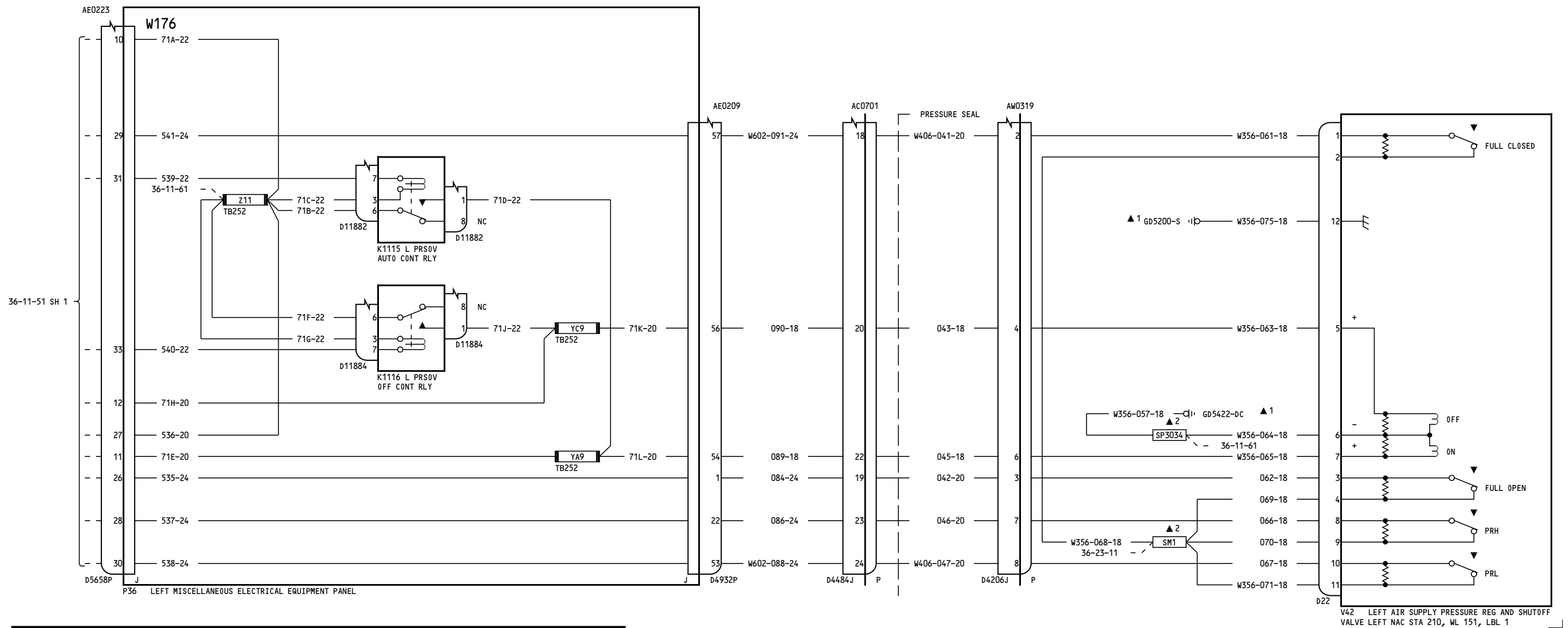
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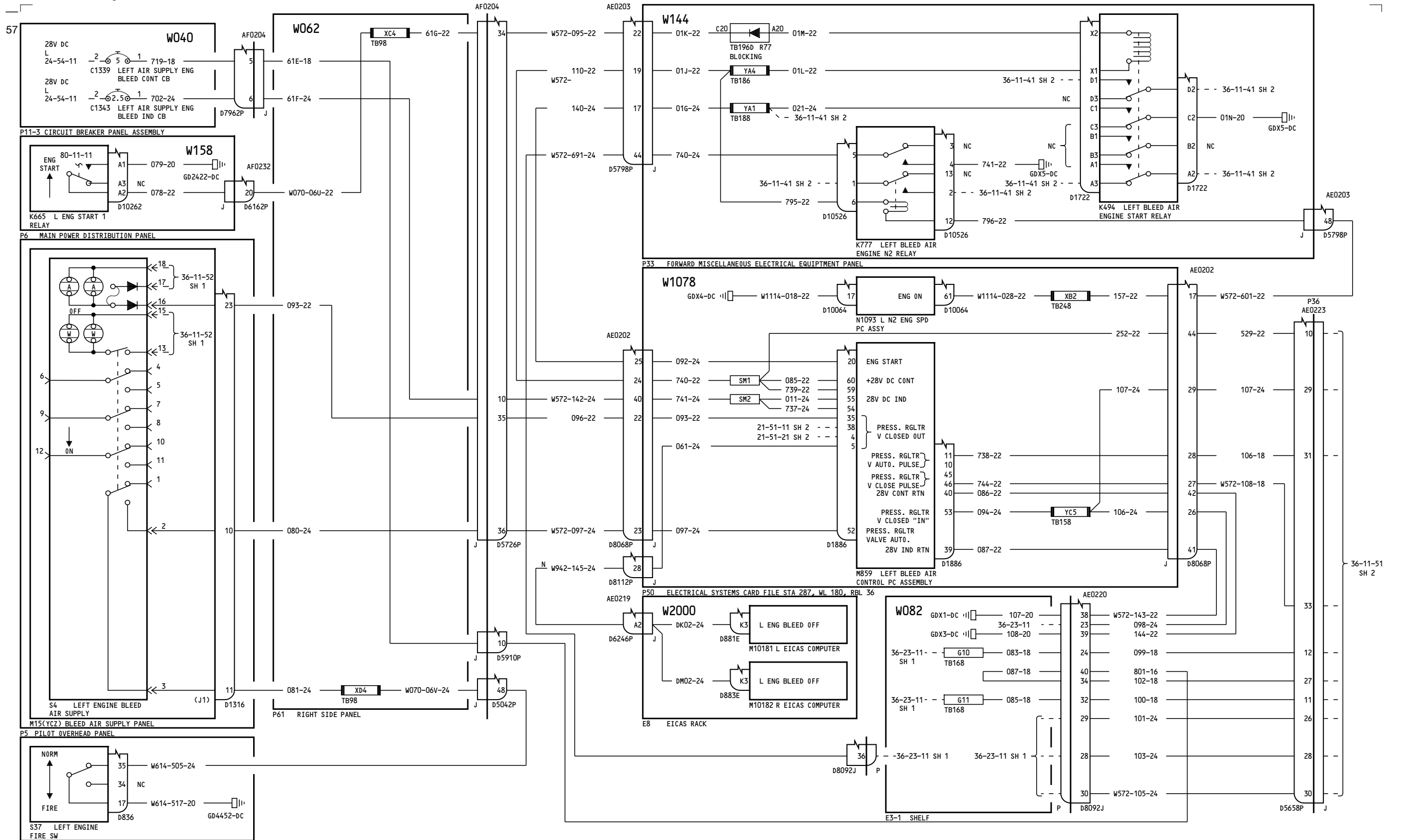
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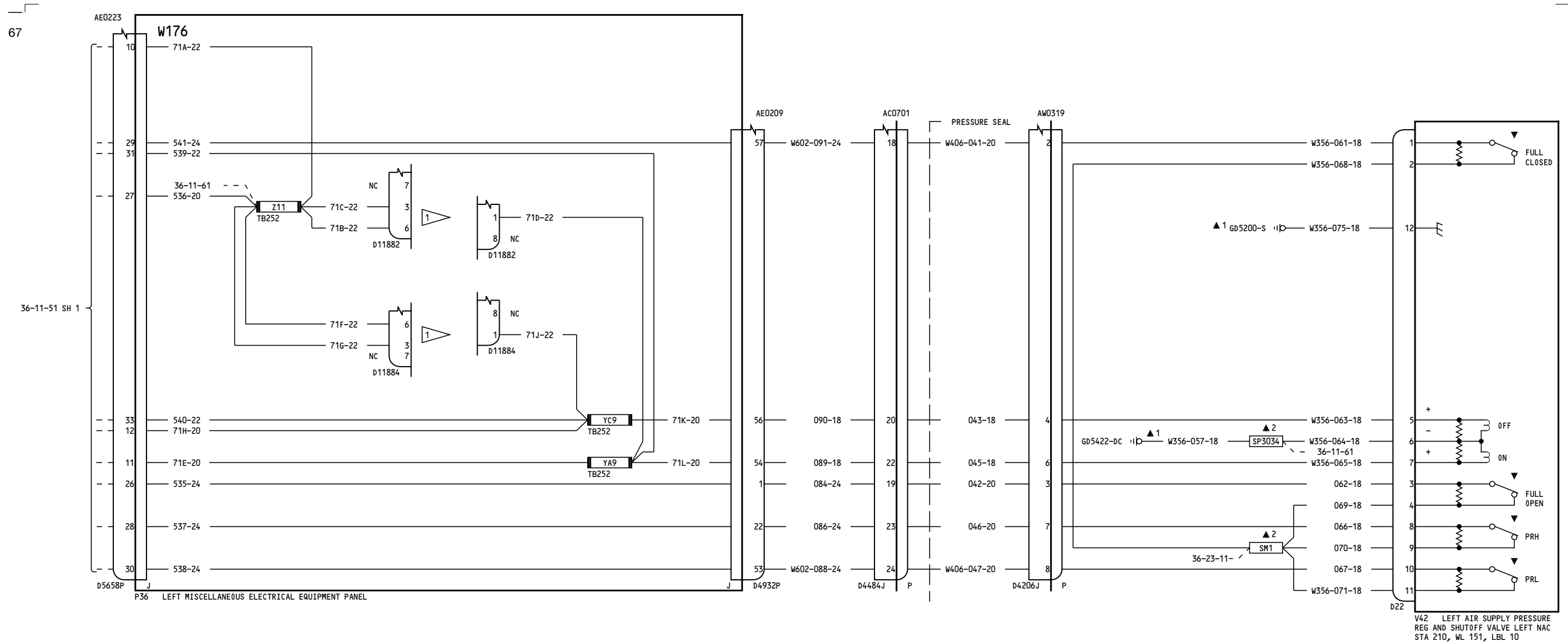
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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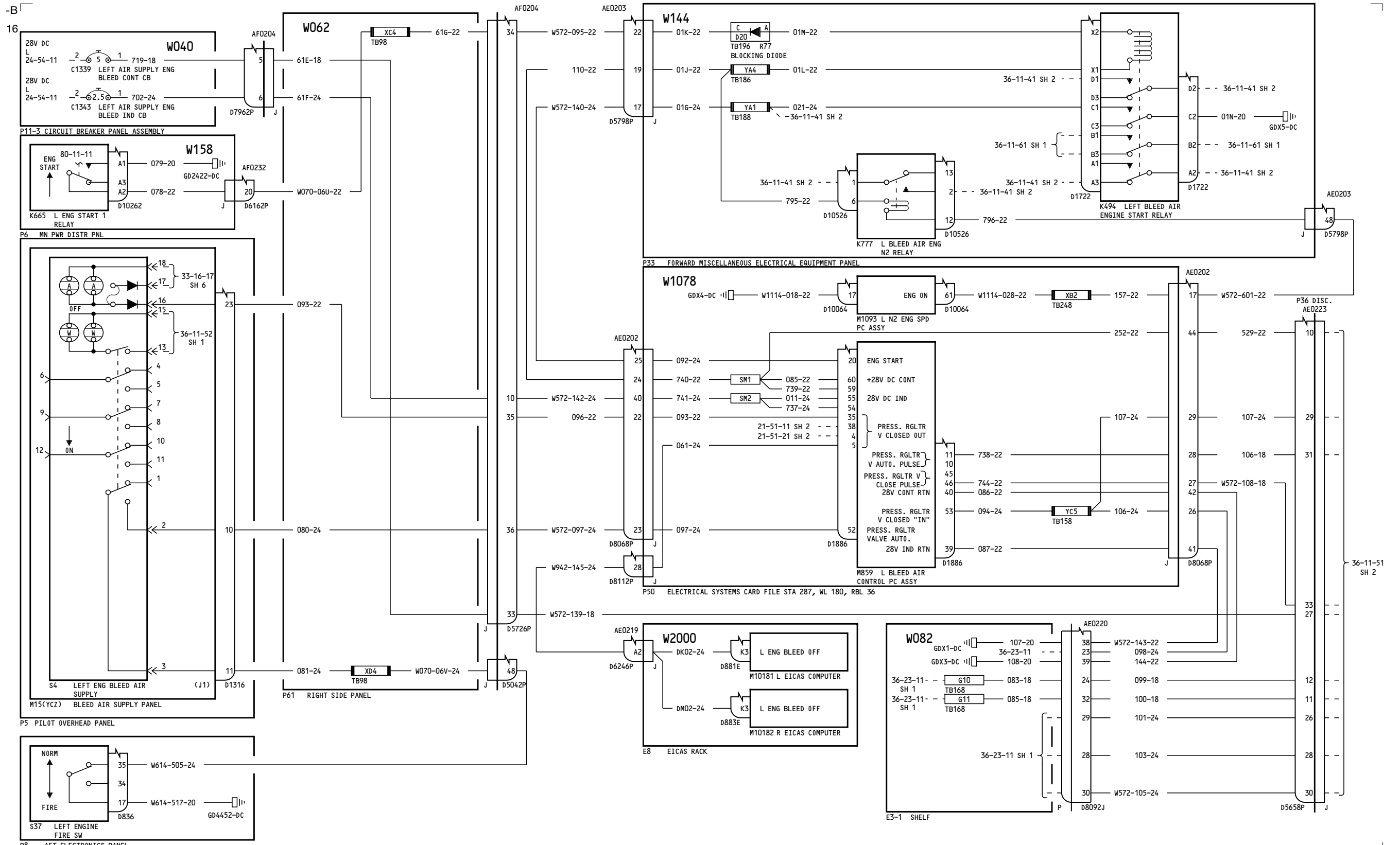
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& SHUTOFF**

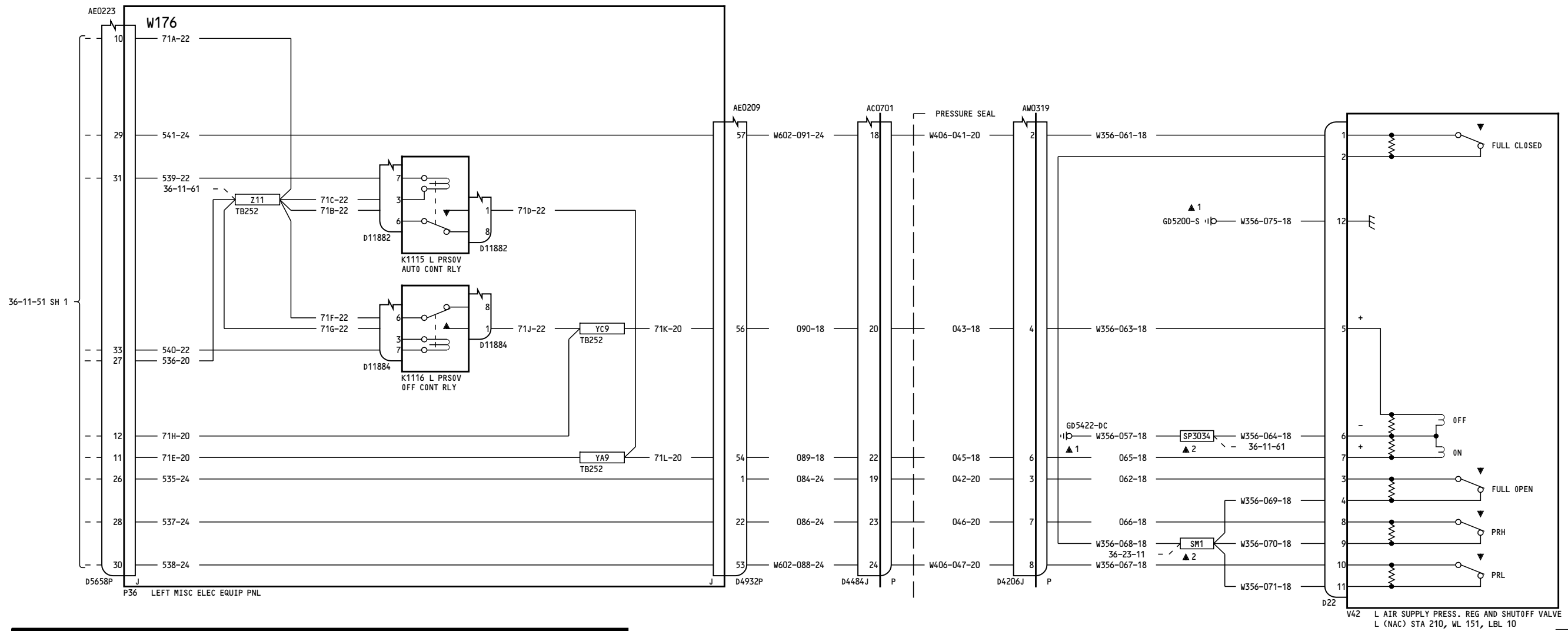
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LEFT PRESSURE REGULATION  
& SHUTOFF**

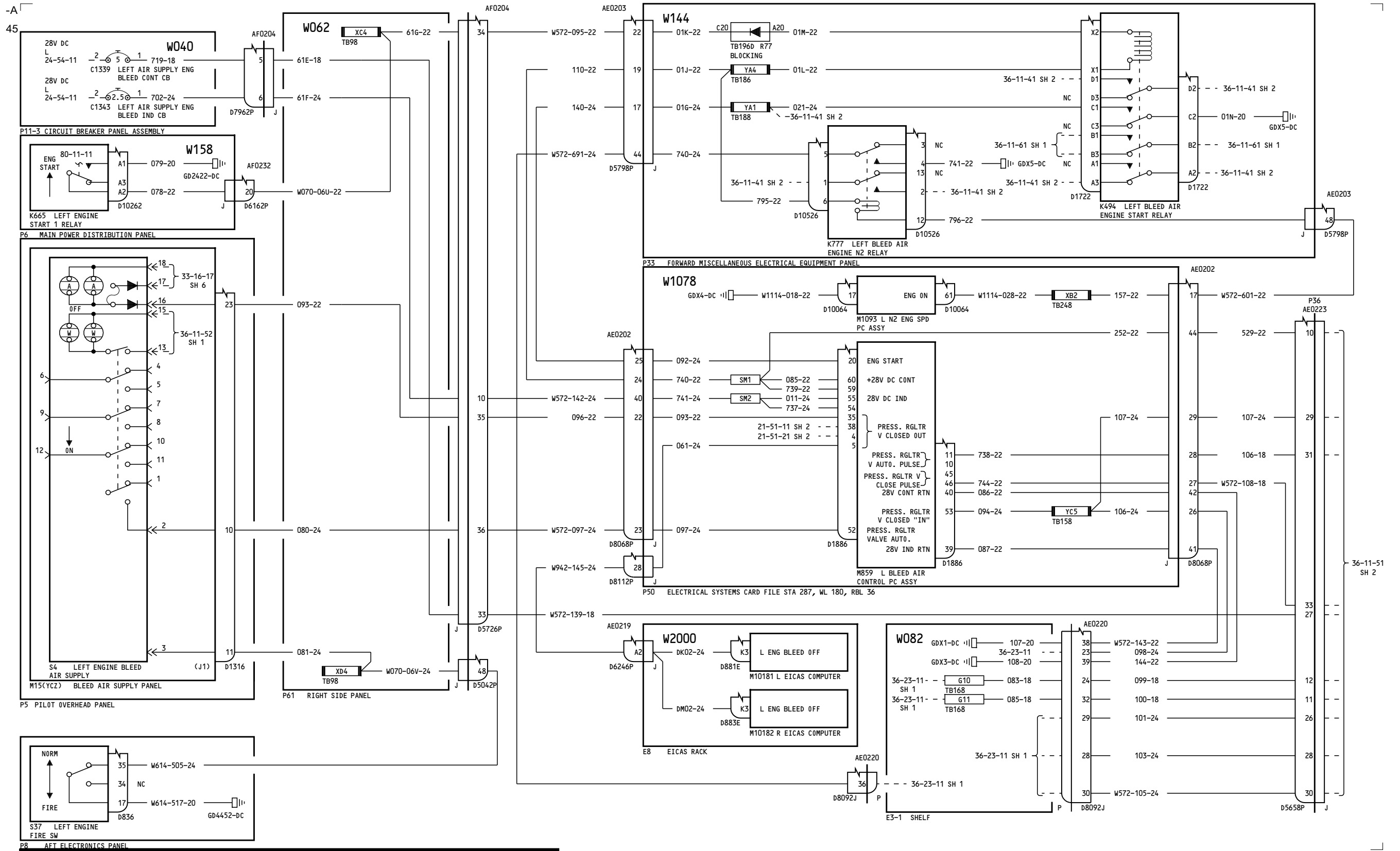
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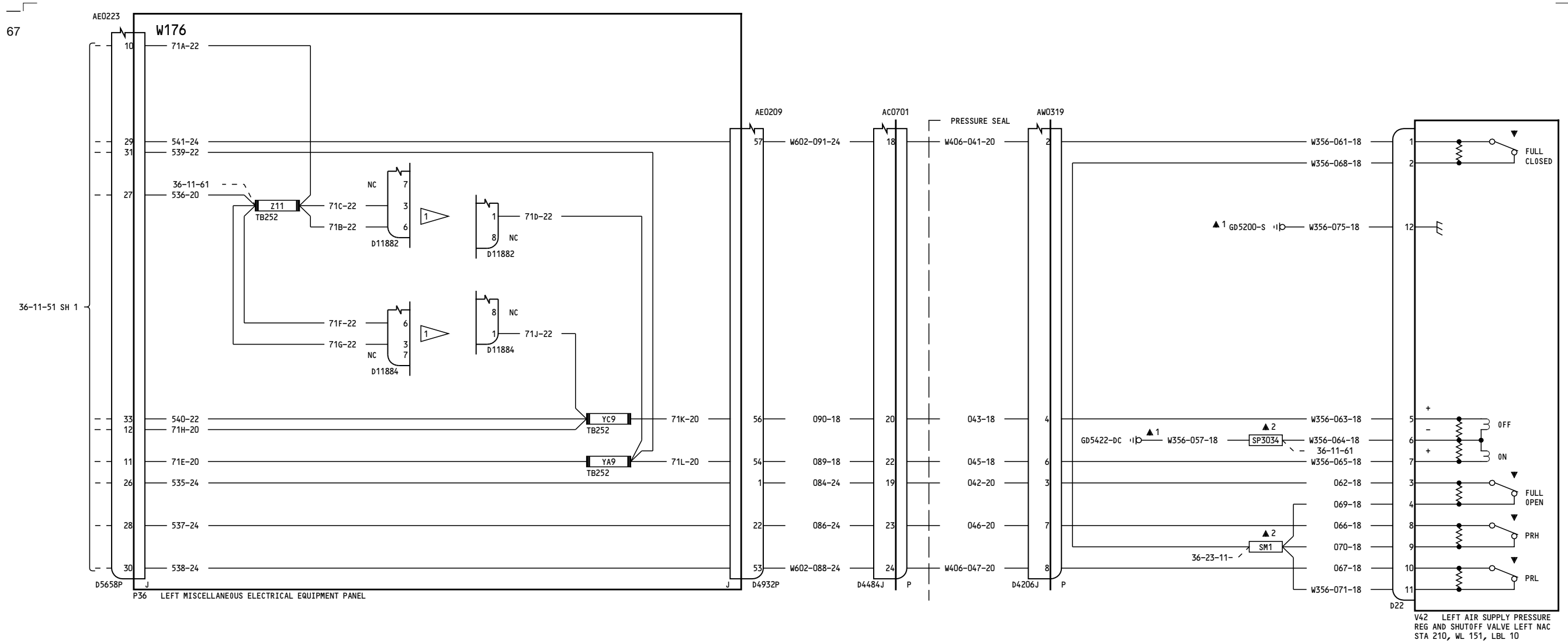
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 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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& SHUTOFF**

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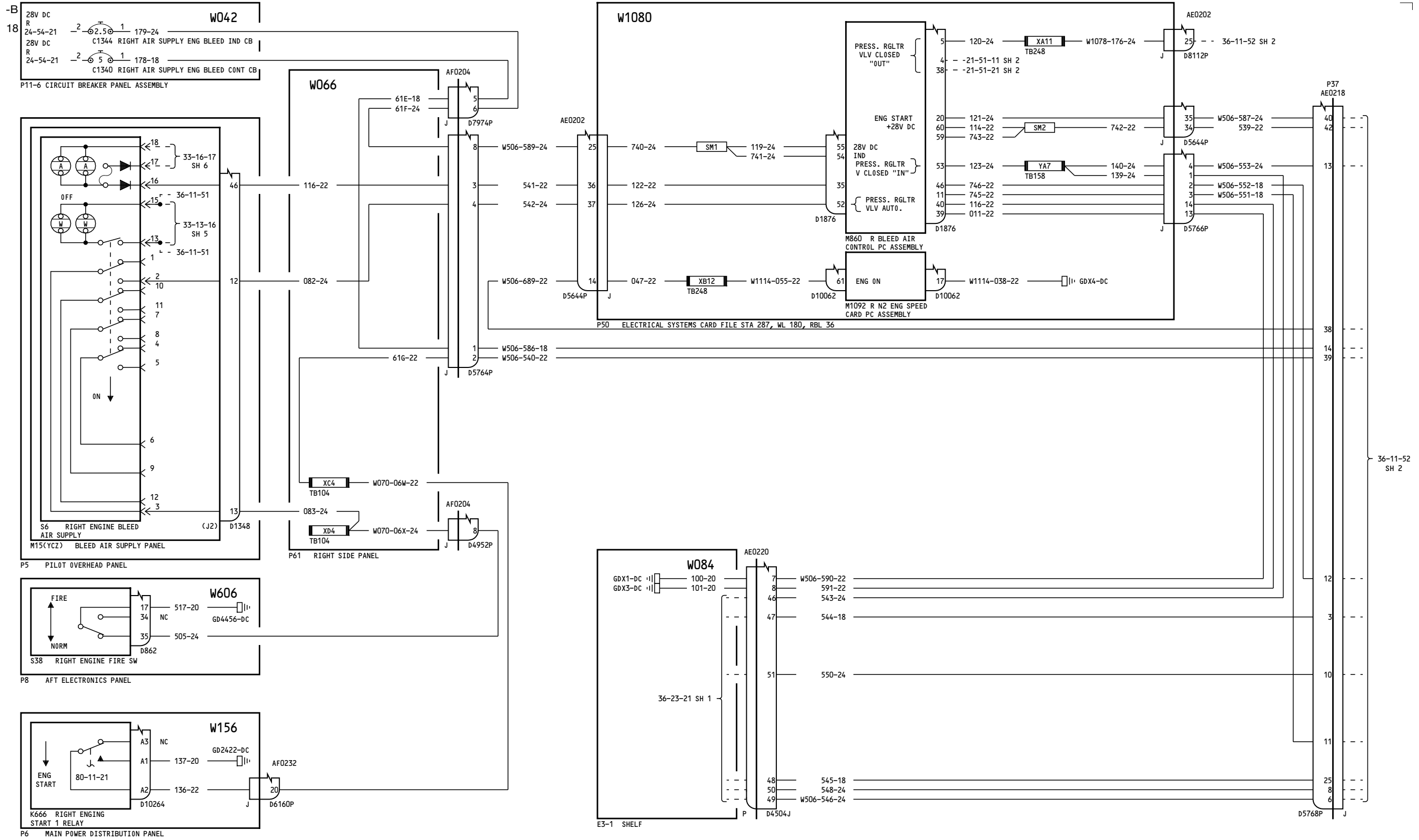
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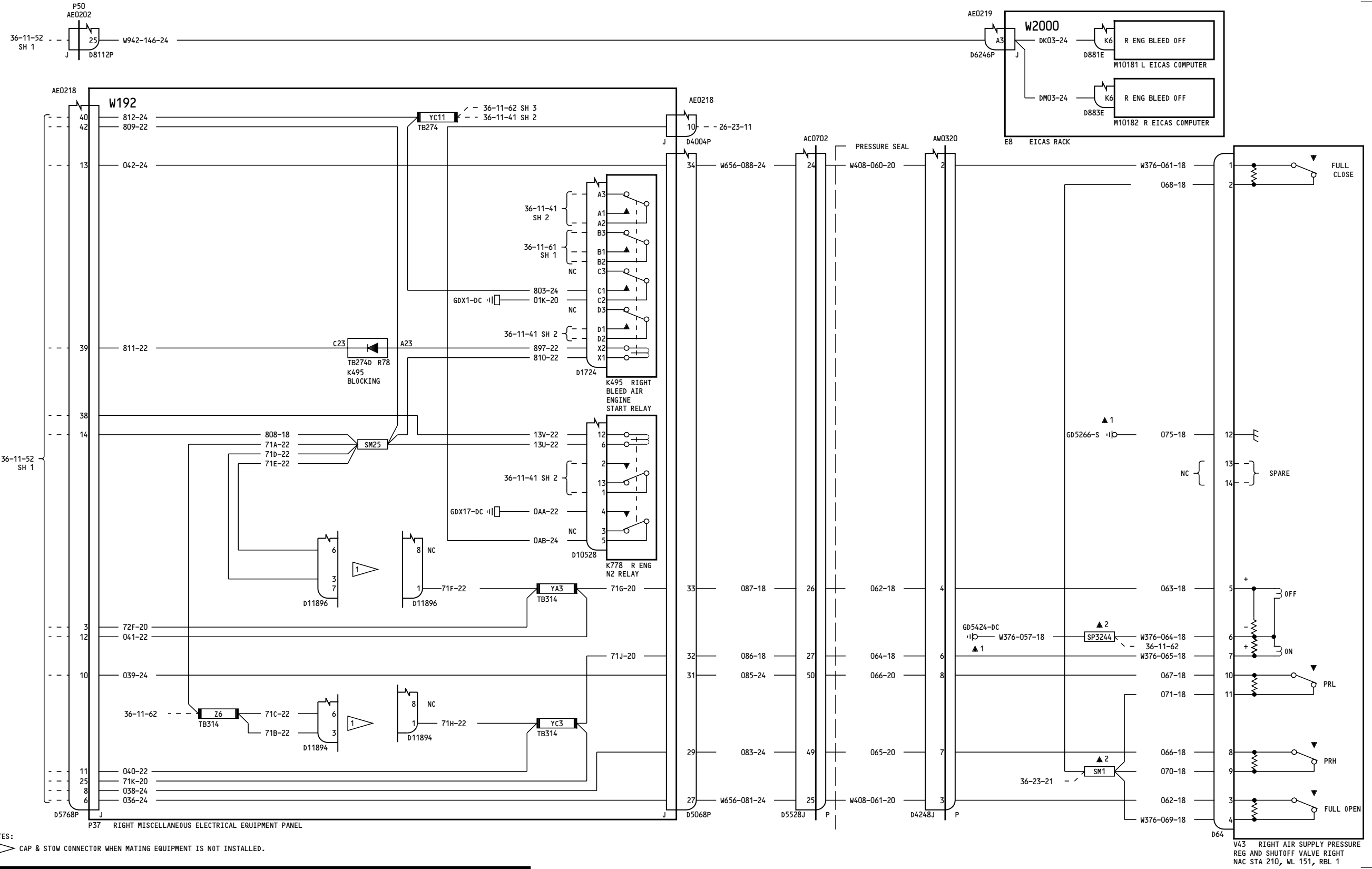
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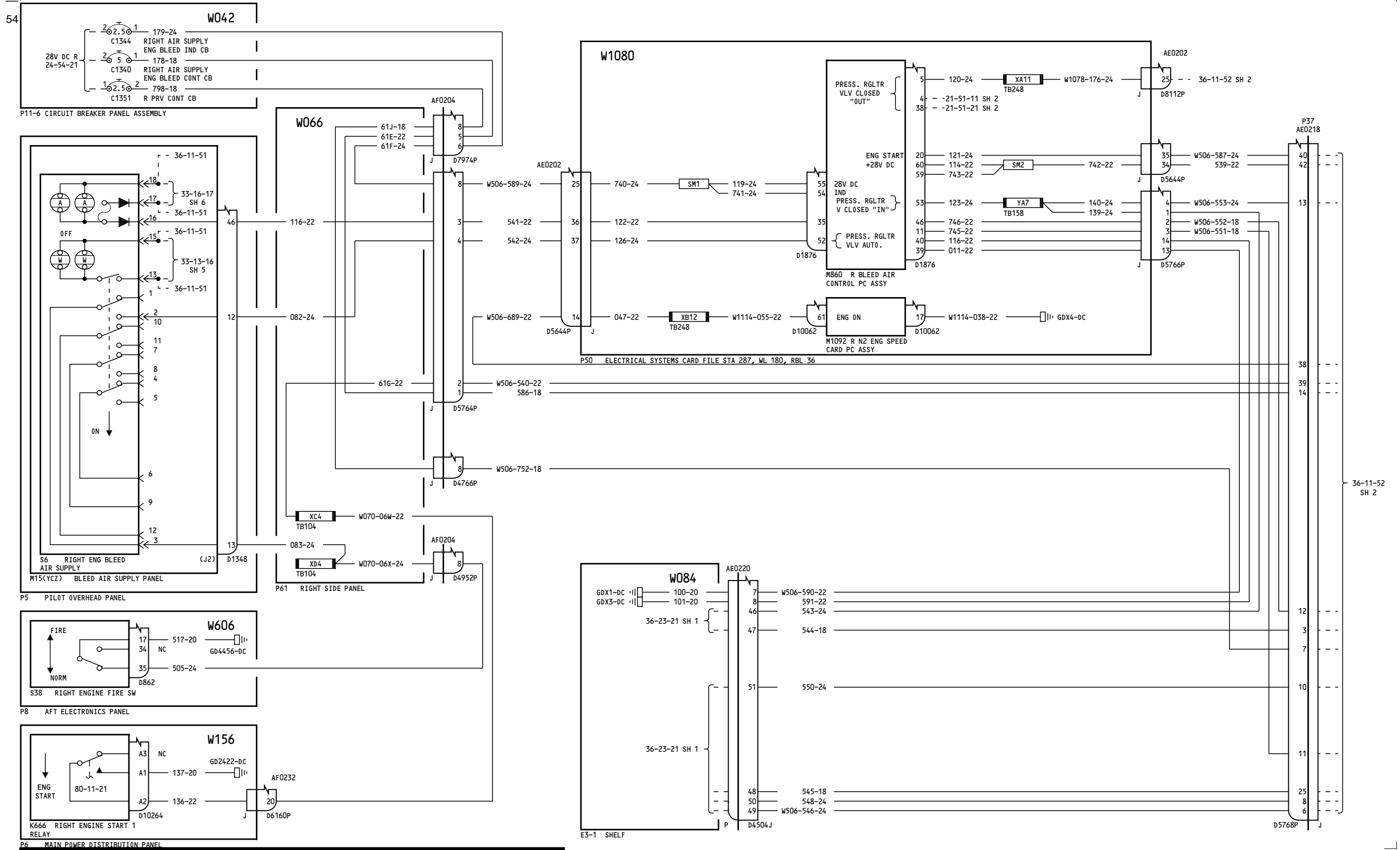
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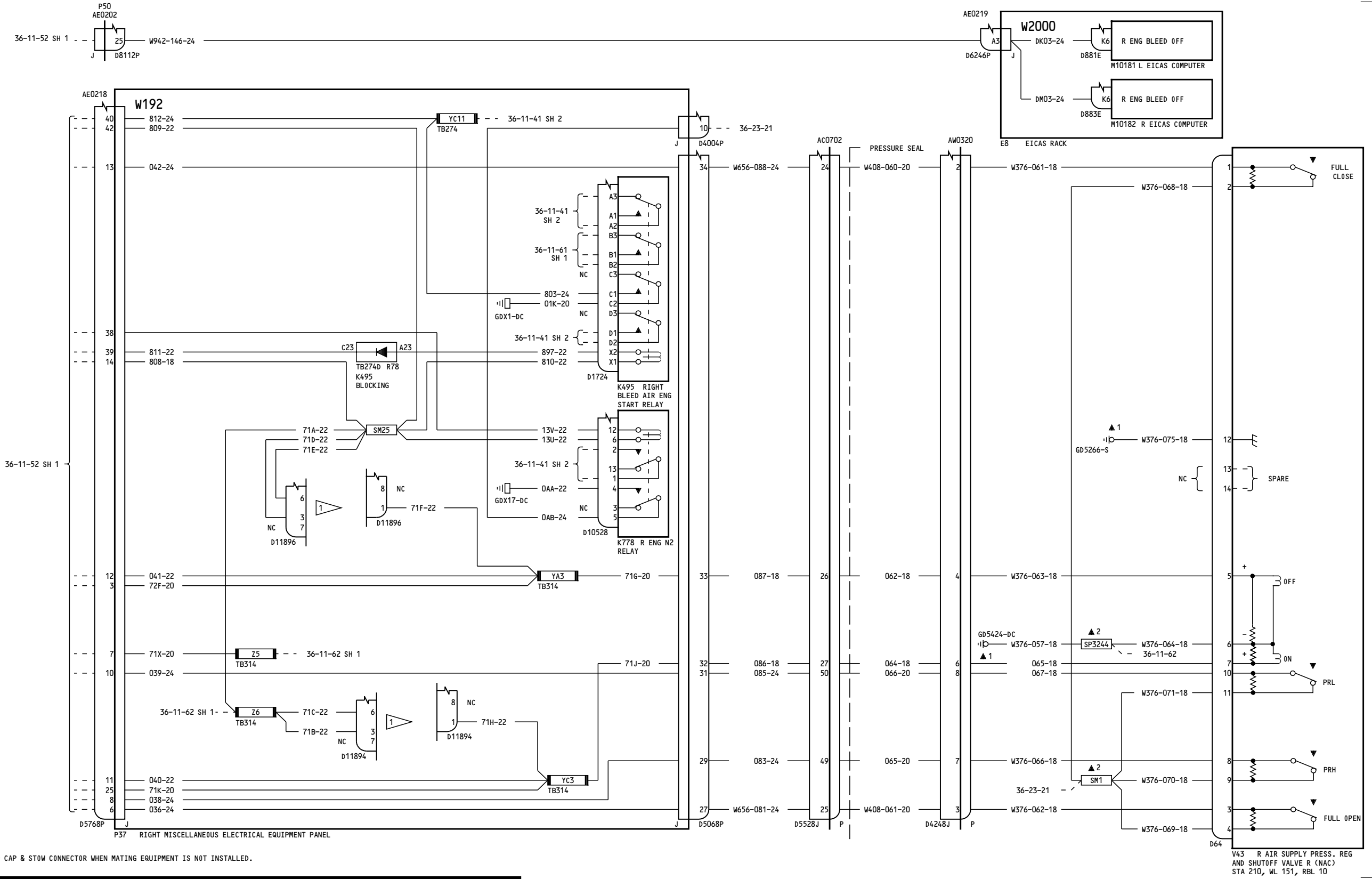
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NOTES:  
1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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RIGHT PRESSURE REGULATION  
& SHUTOFF**

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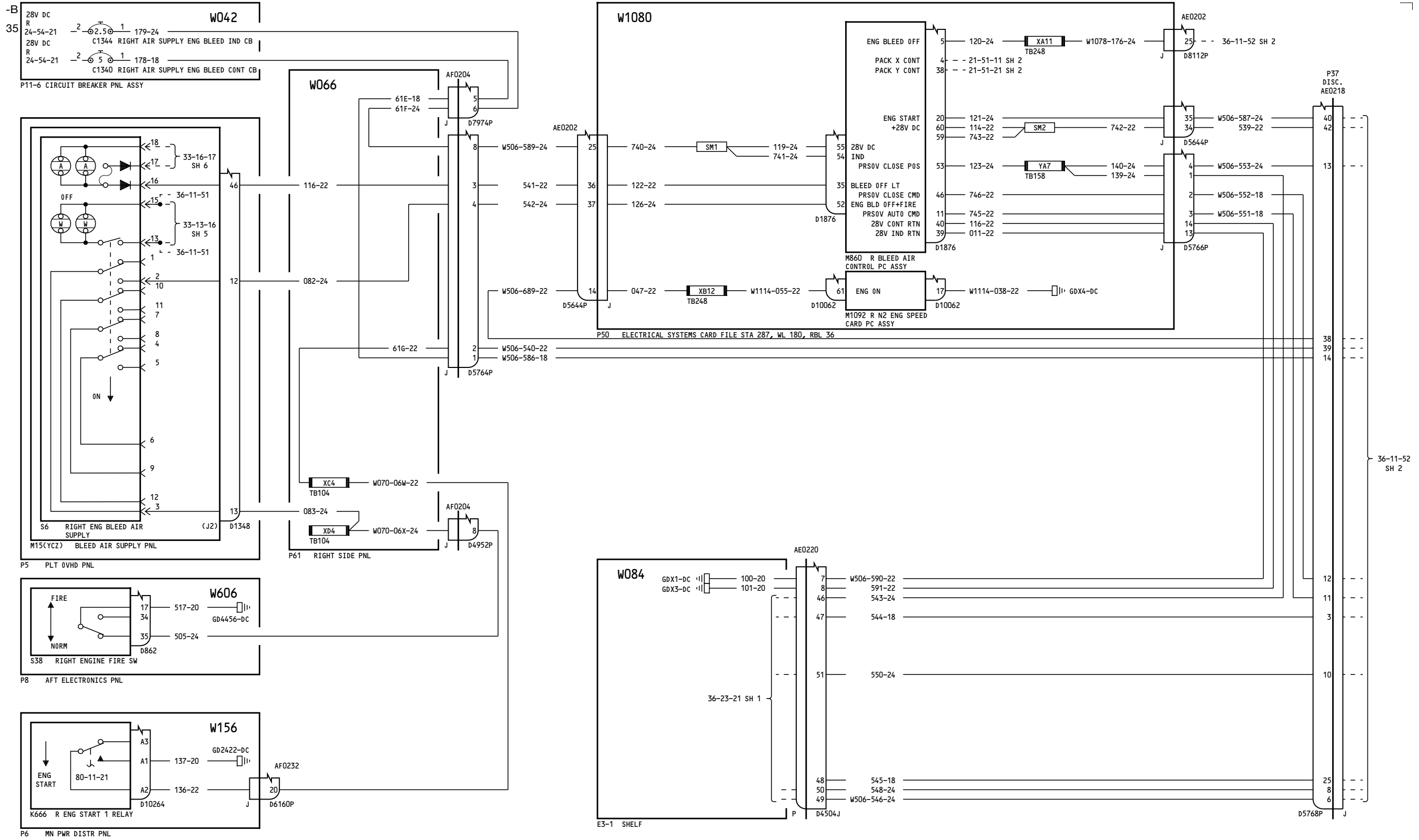
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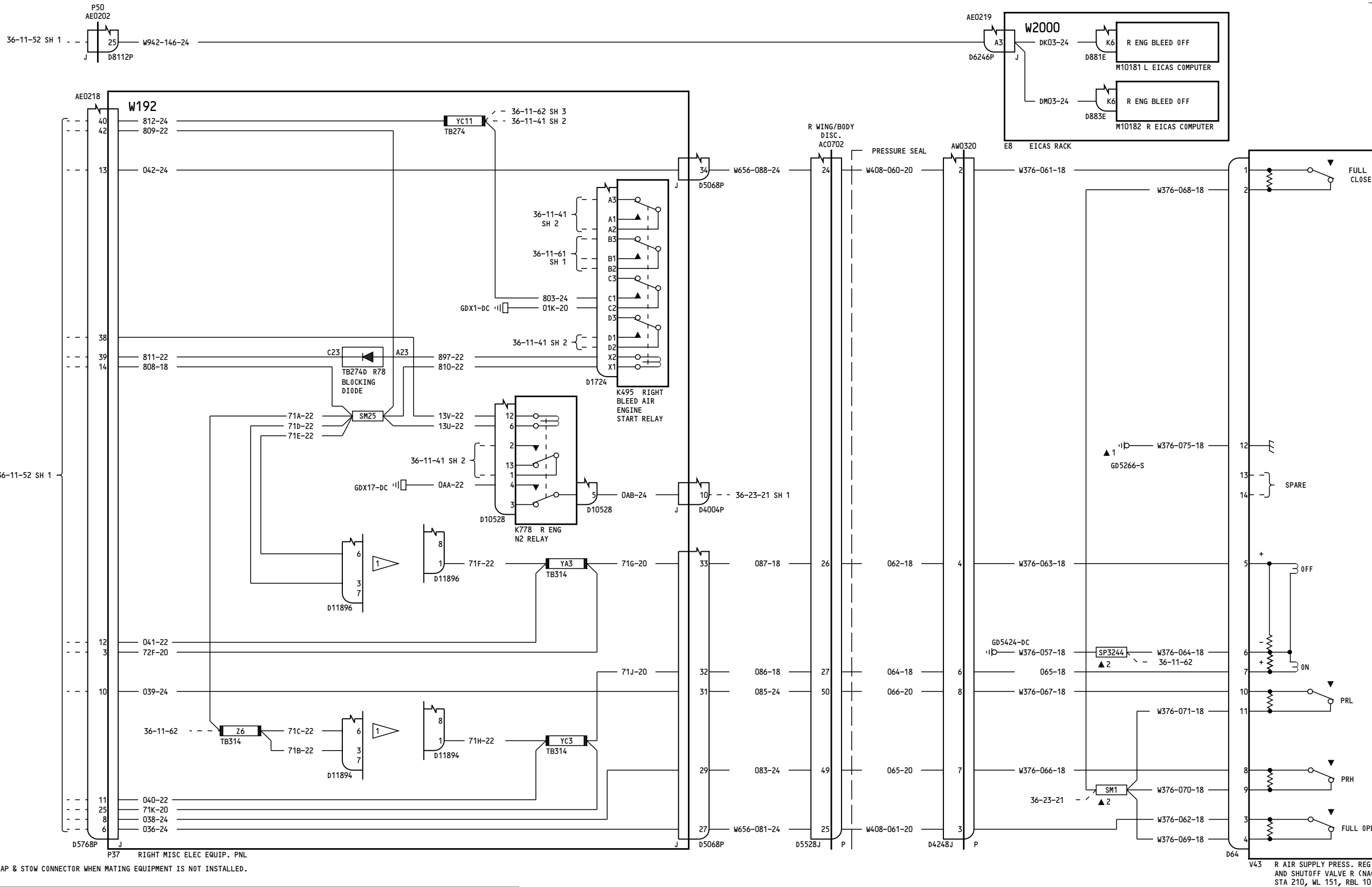
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 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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 RIGHT PRESSURE REGULATION  
 & SHUTOFF**

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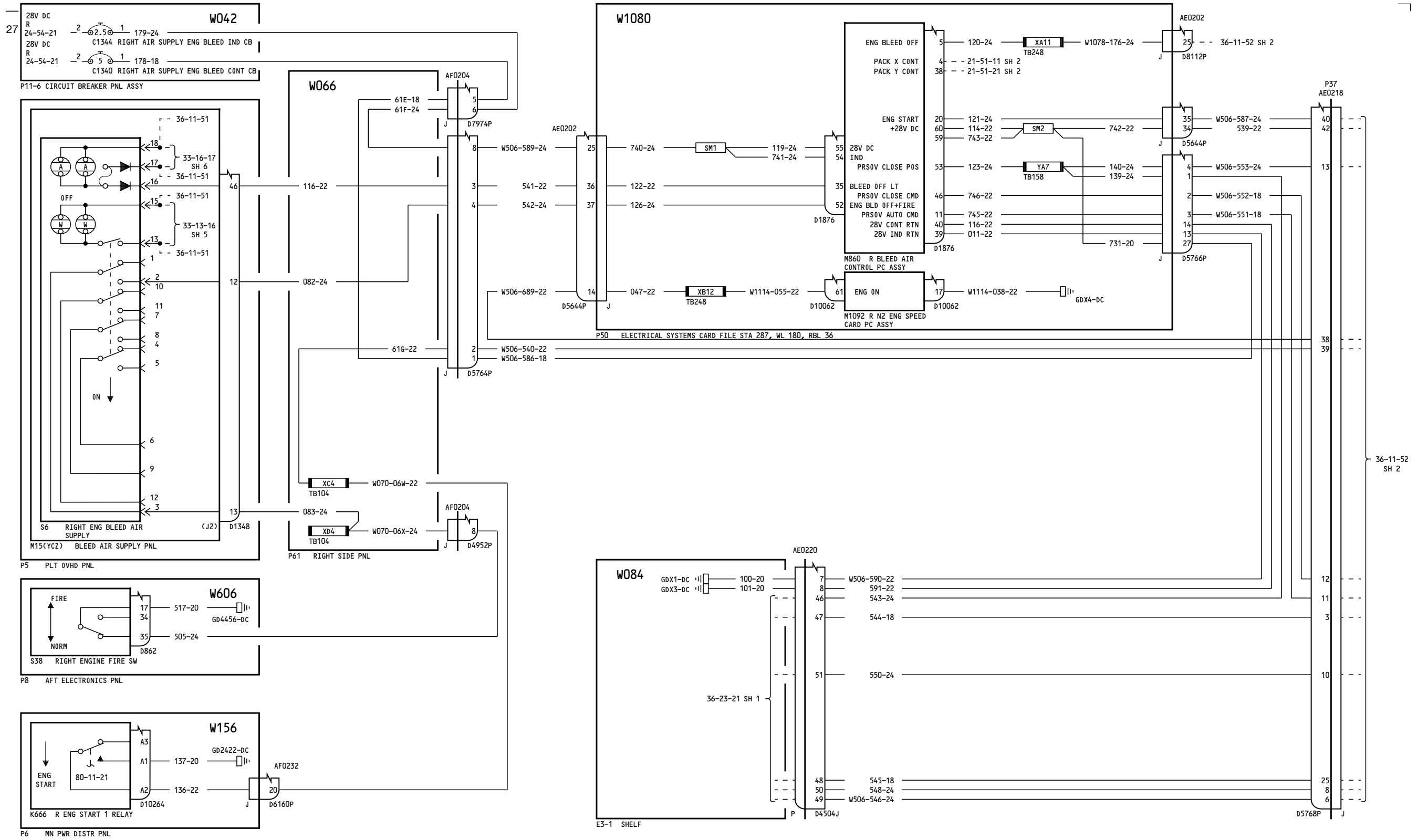
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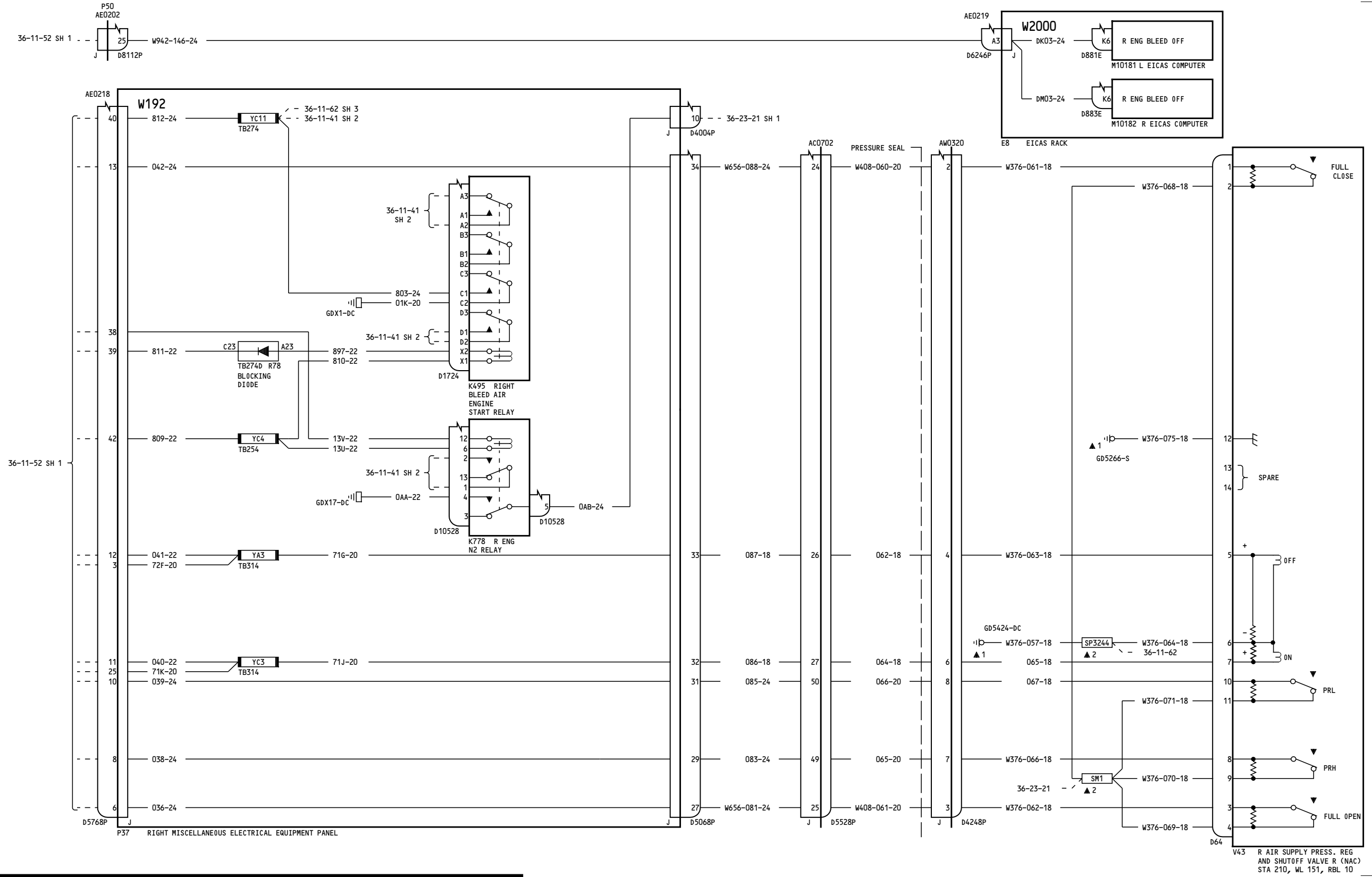
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RIGHT PRESSURE REGULATION  
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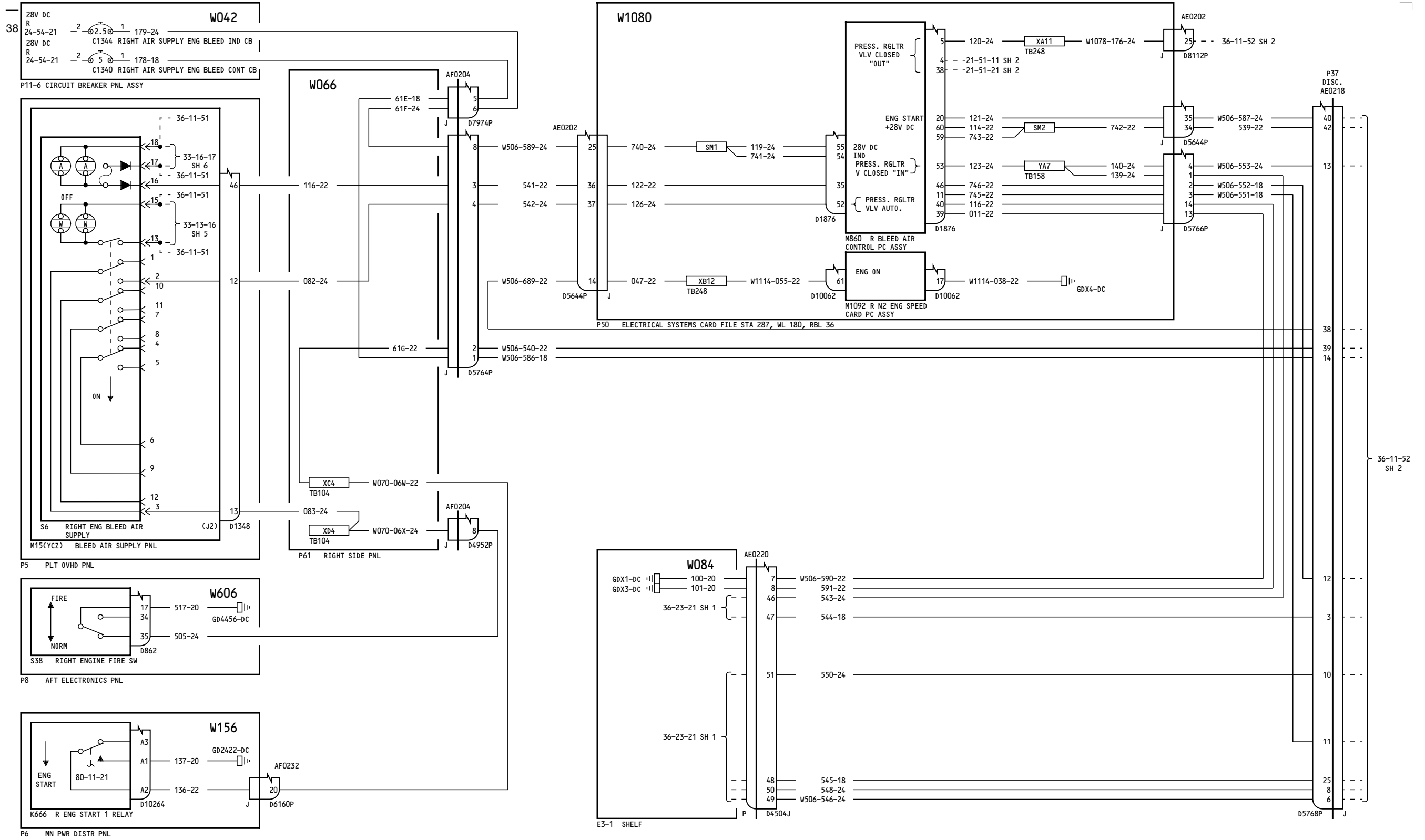
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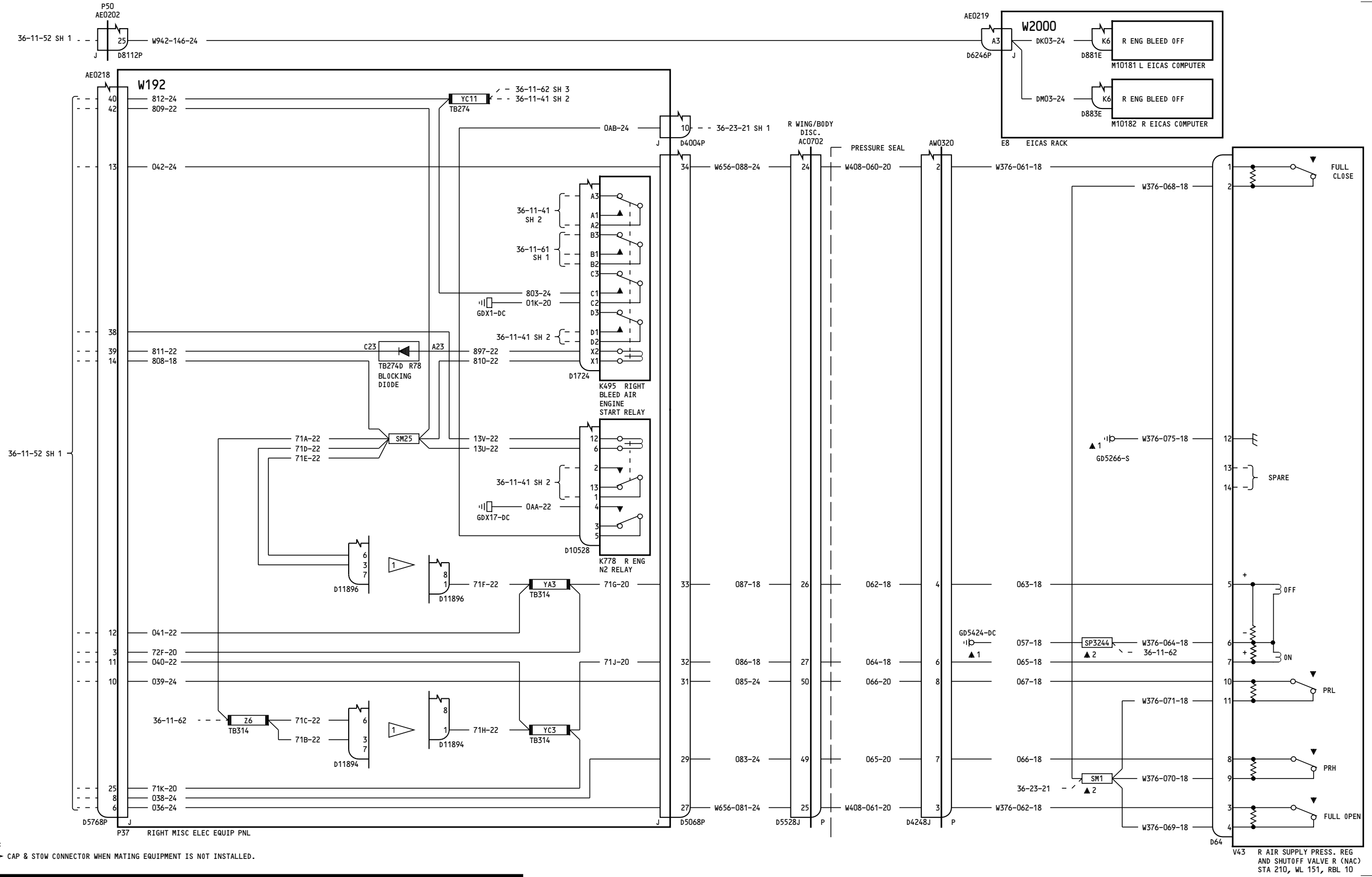
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY-  
RIGHT PRESSURE REGULATION  
& SHUTOFF**

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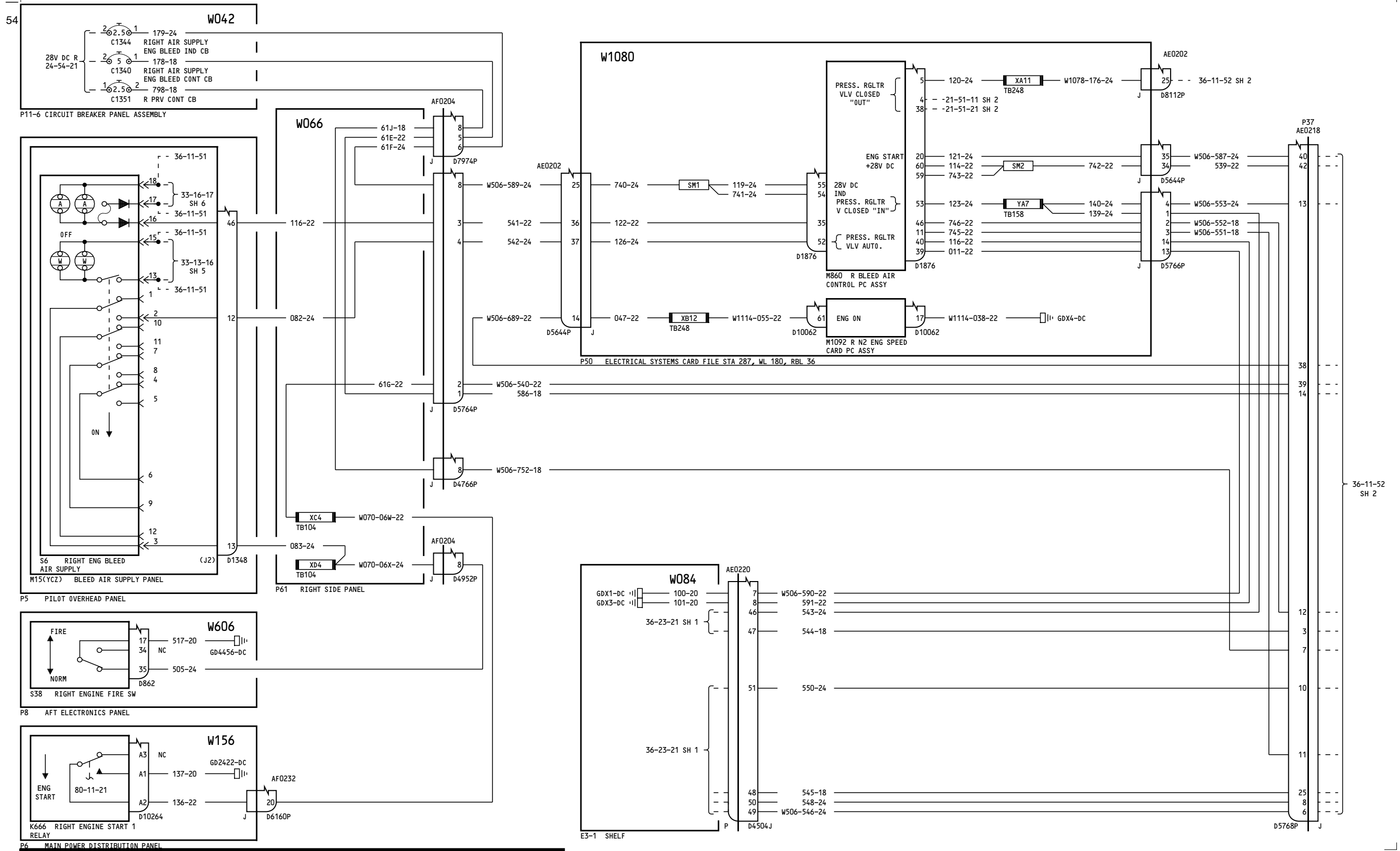
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RIGHT PRESSURE REGULATION  
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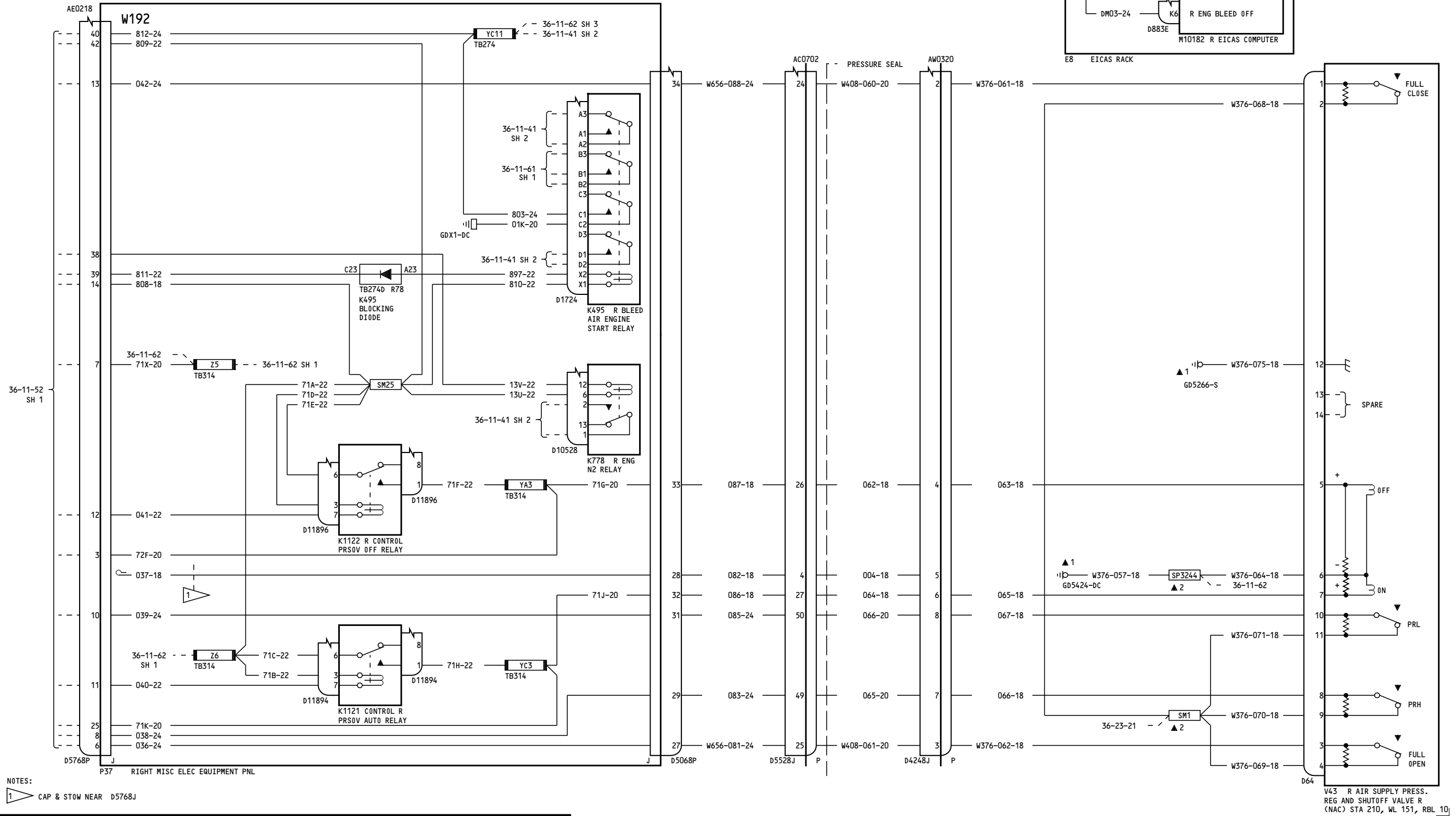
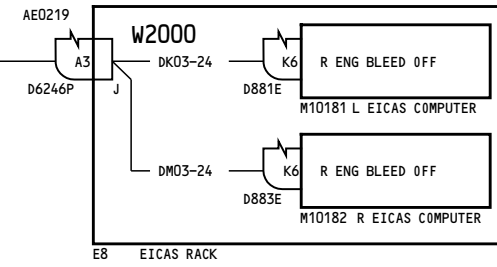
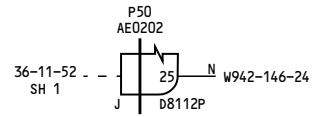
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NOTES:  
 1 CAP & STOW NEAR D5768J

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RIGHT PRESSURE REGULATION  
& SHUTOFF**

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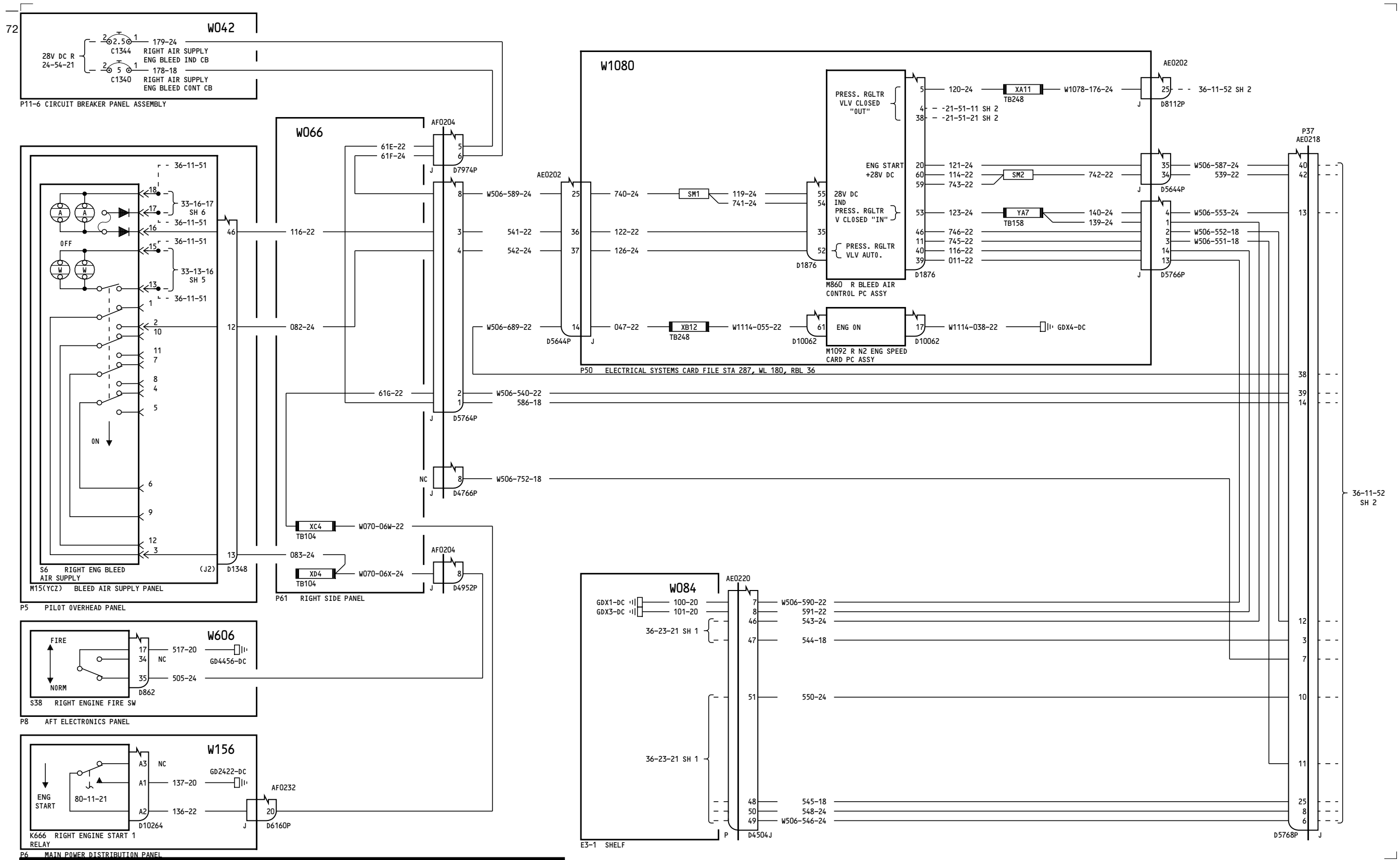
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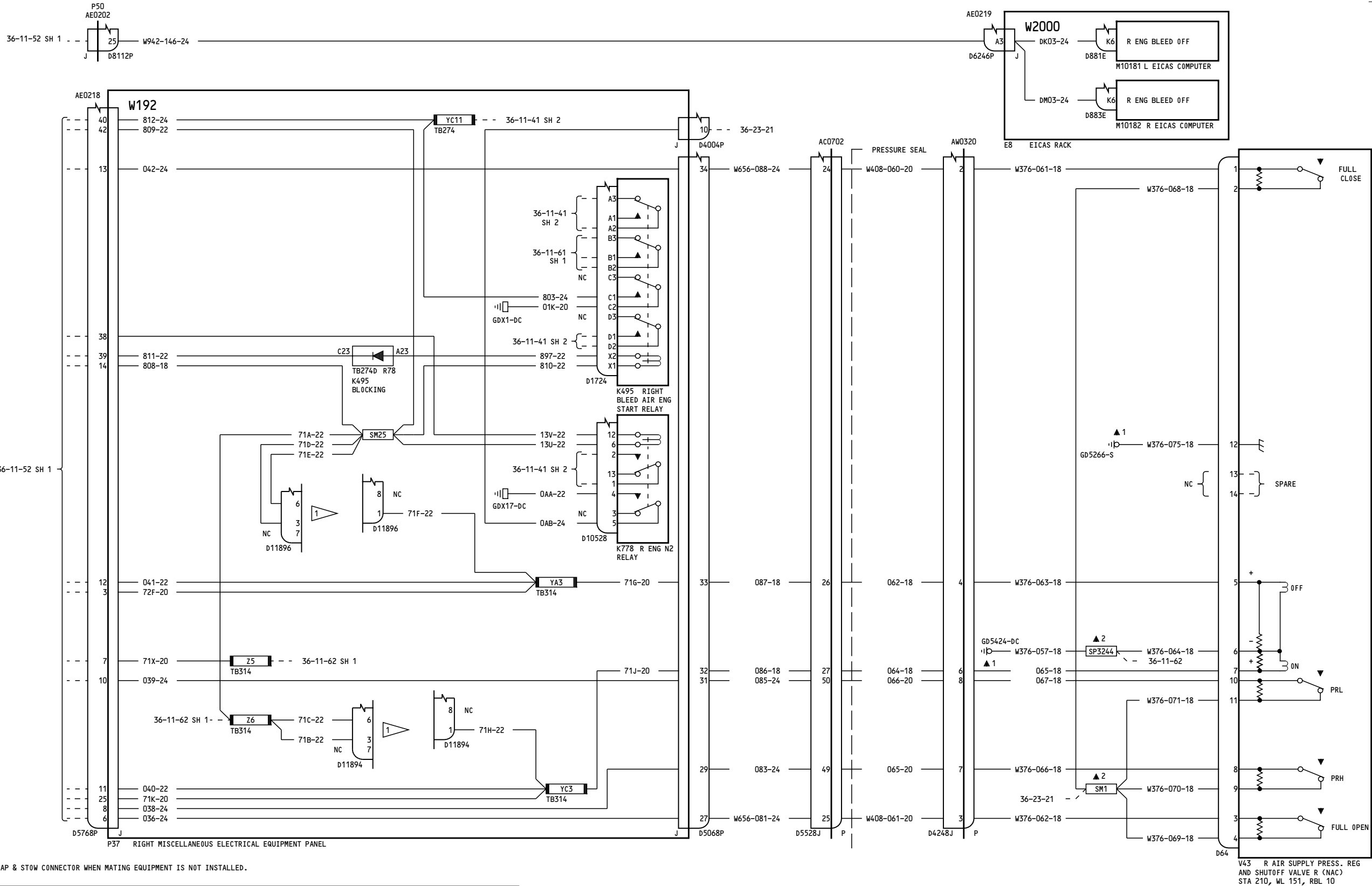
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RIGHT PRESSURE REGULATION  
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY-  
RIGHT PRESSURE REGULATION  
& SHUTOFF**

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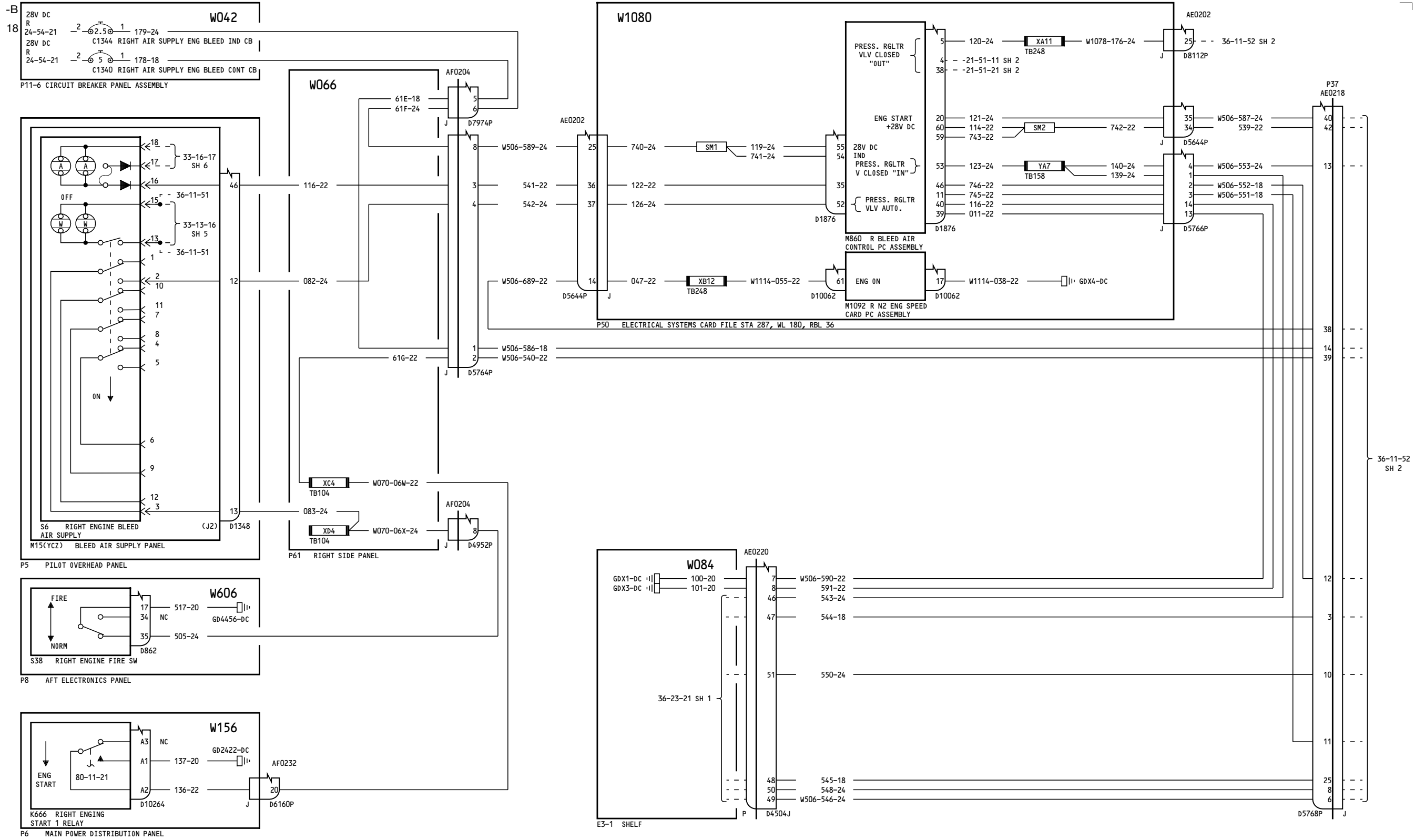
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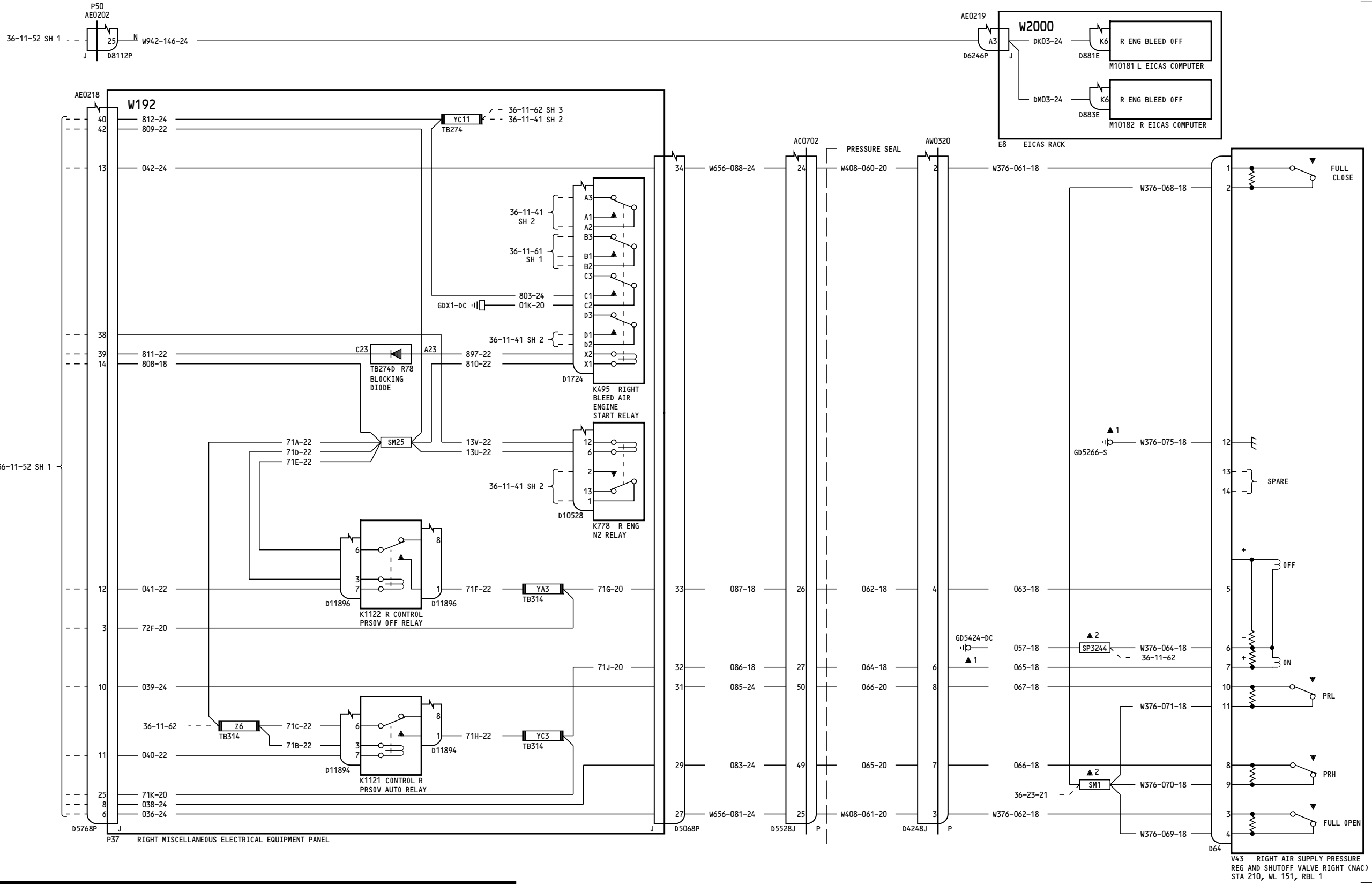
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RIGHT PRESSURE REGULATION  
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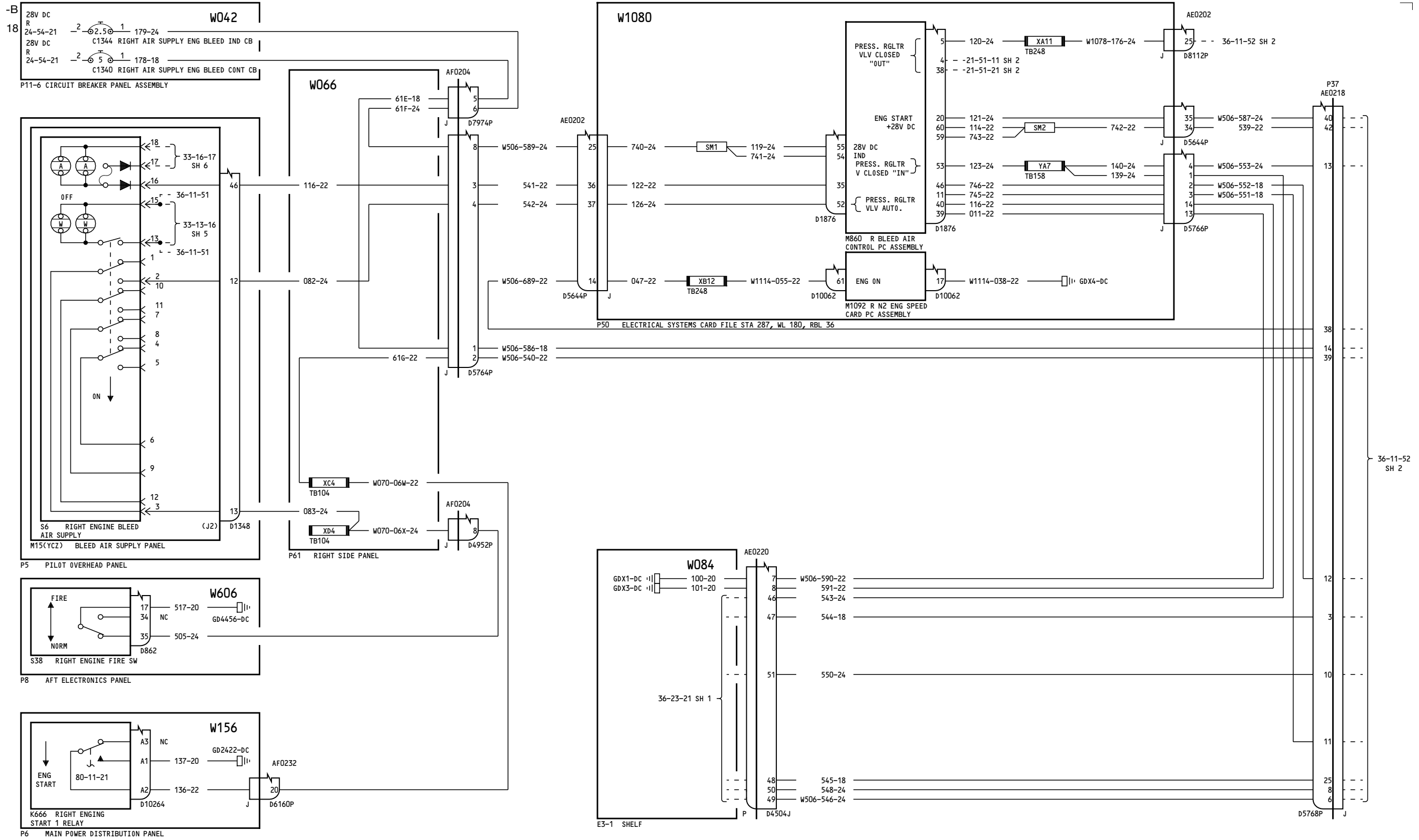
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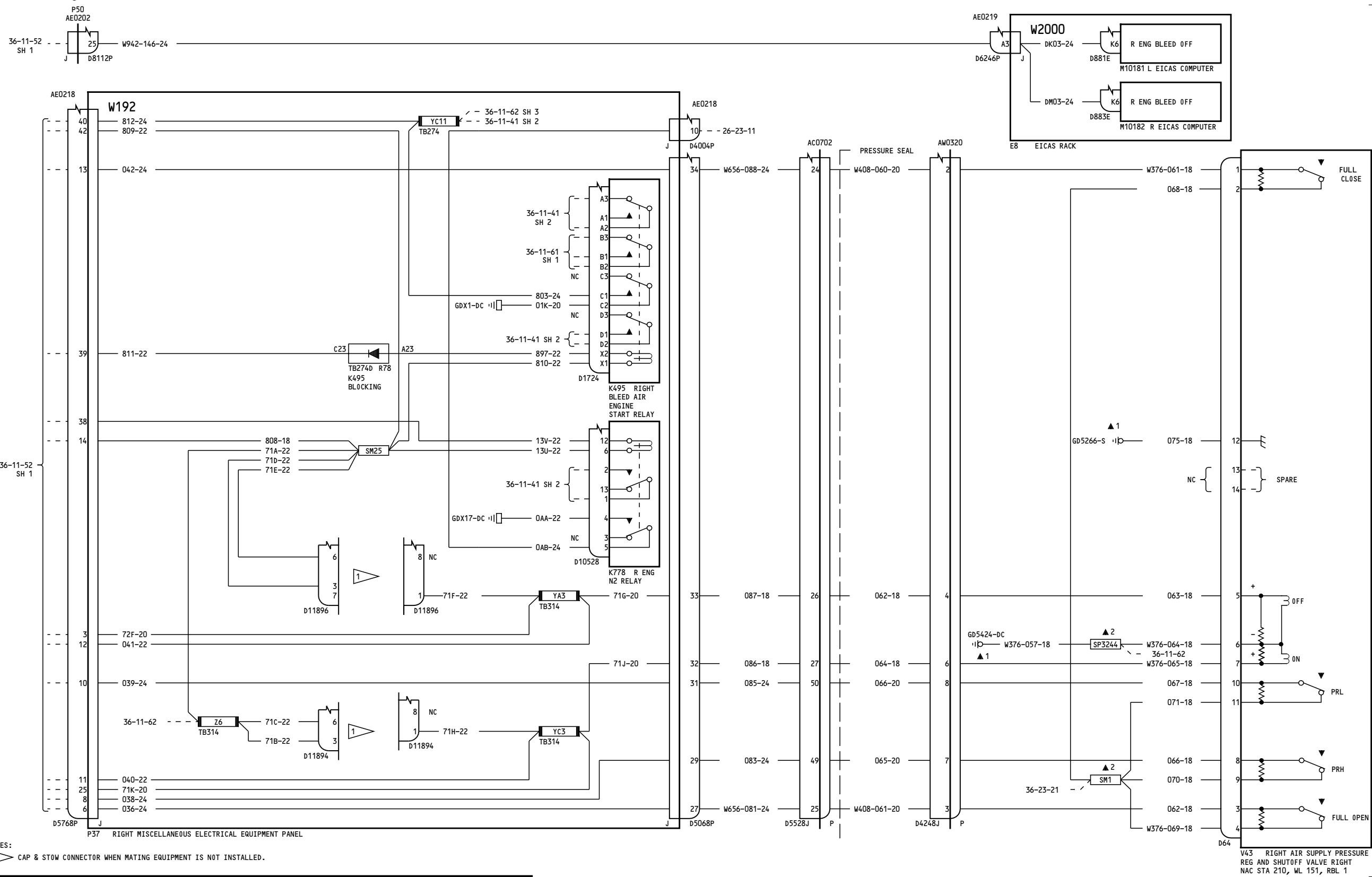
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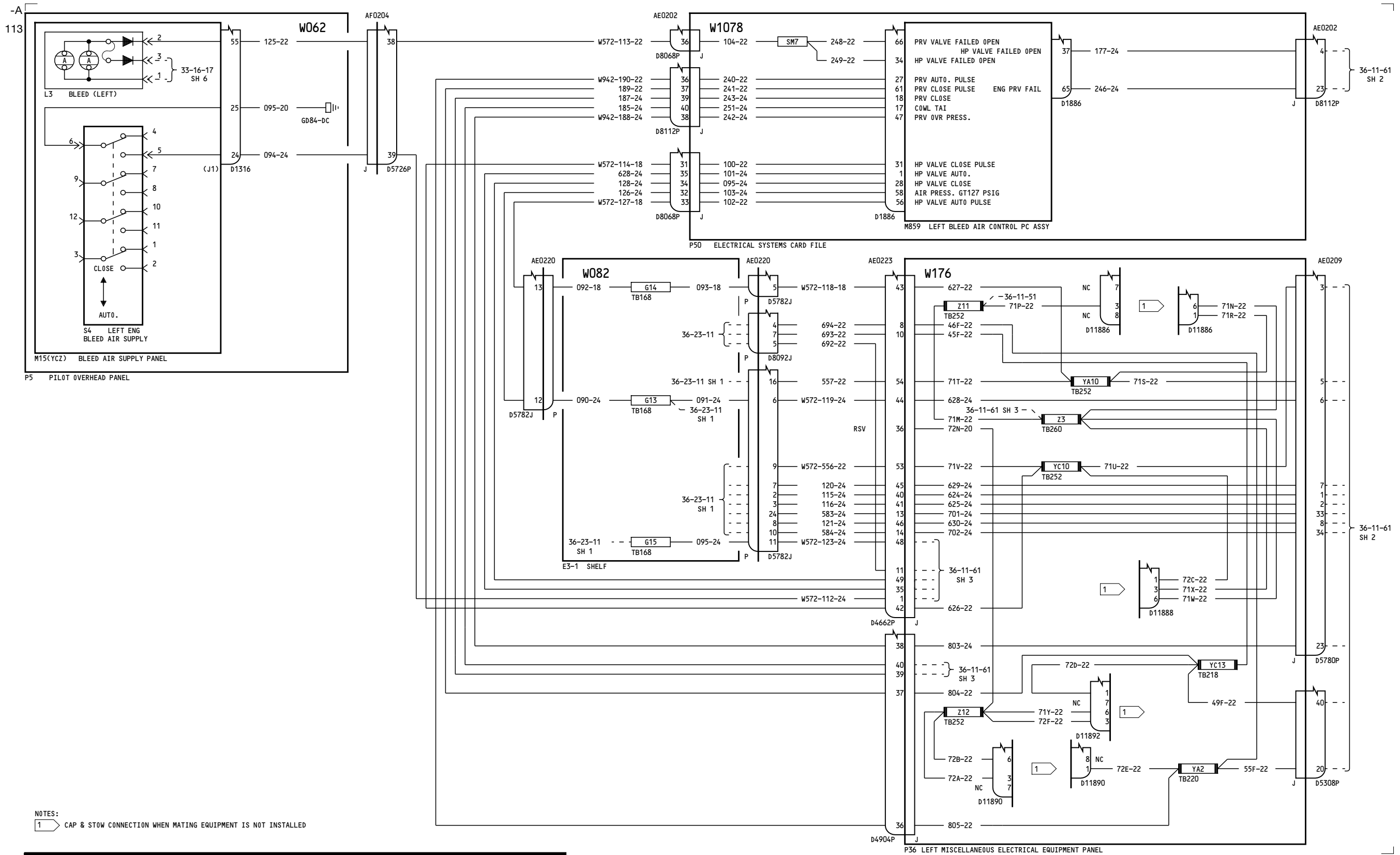
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

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**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

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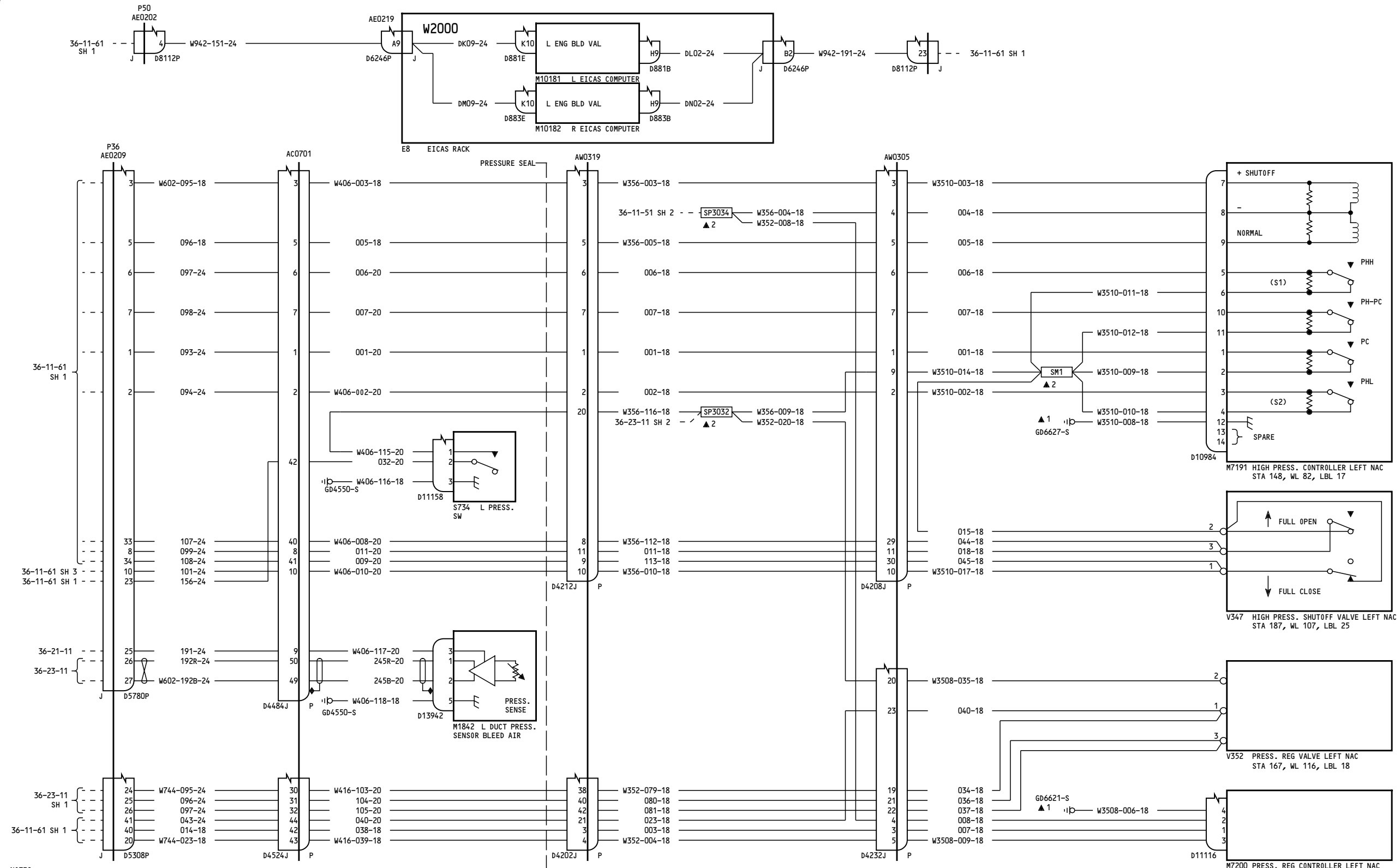
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

050-051

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

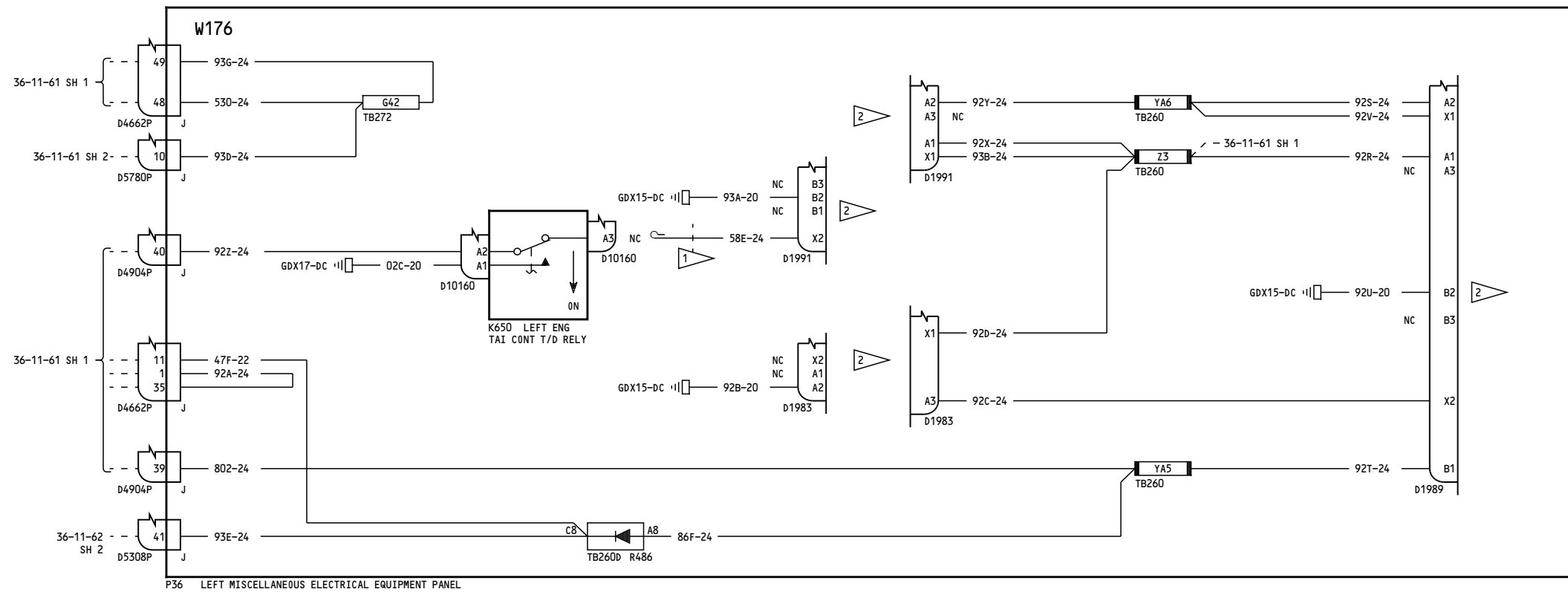
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- NOTES:
- 1 CAP & STOW NEAR D10160
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

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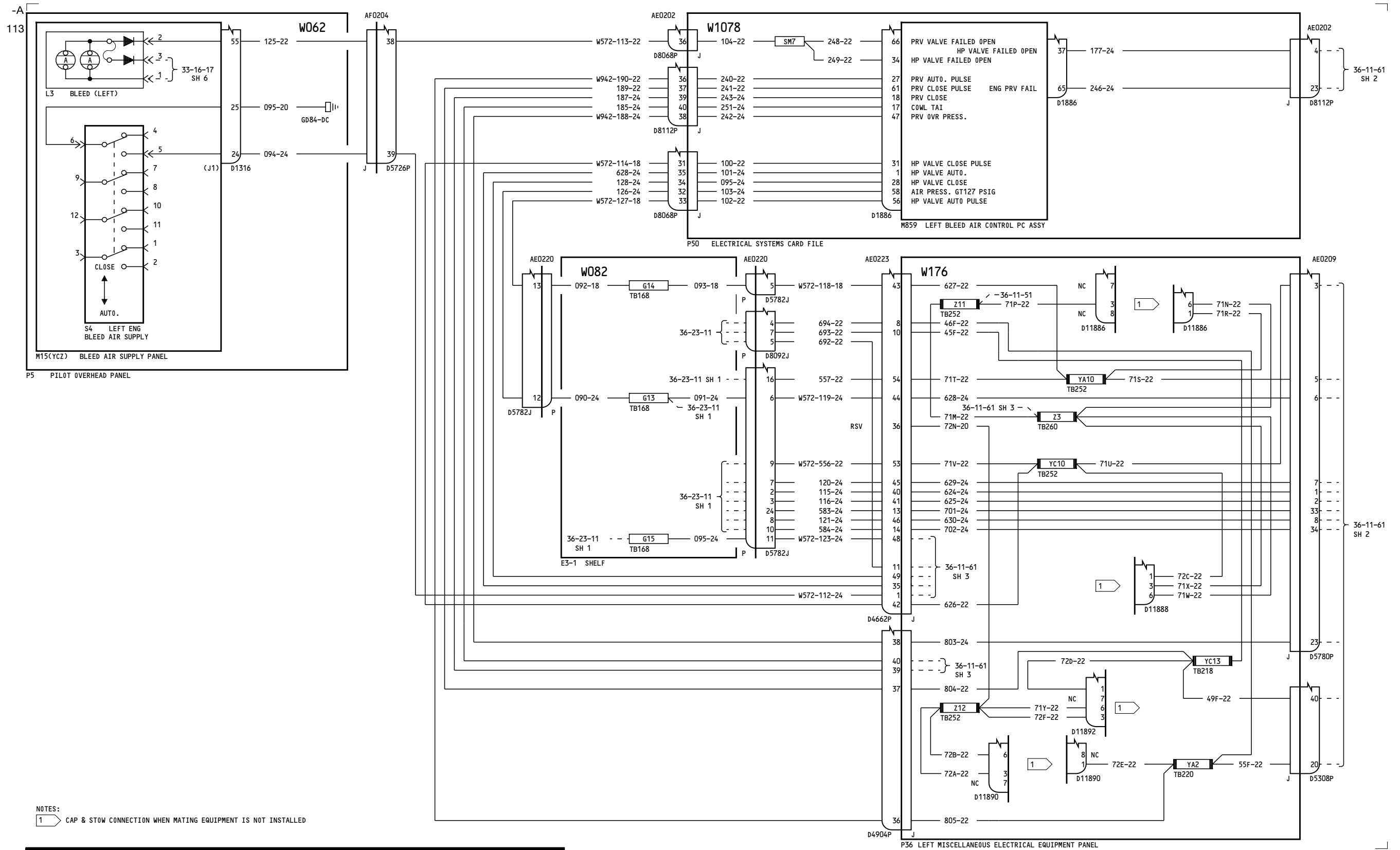
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 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

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**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

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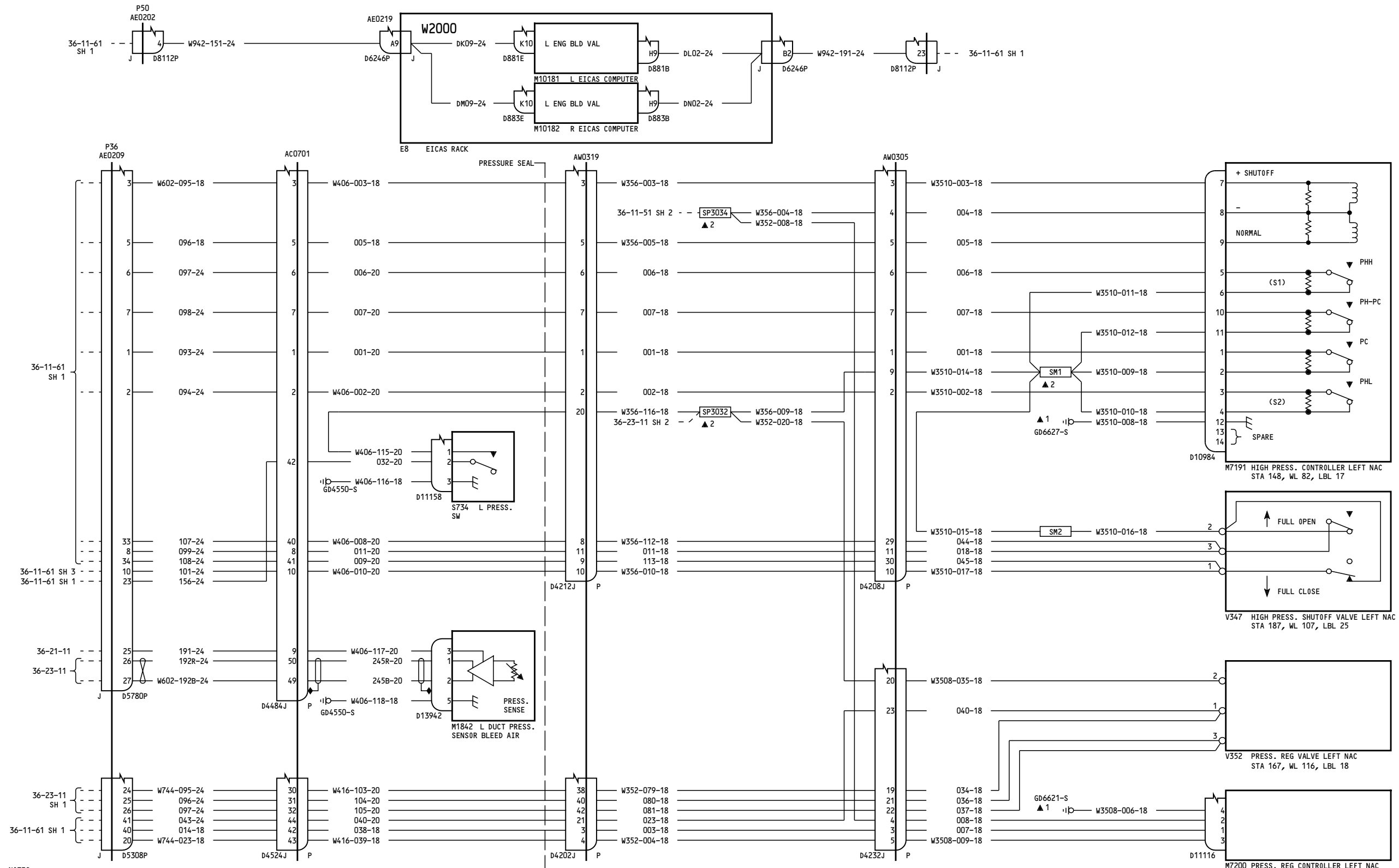
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

050-051

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

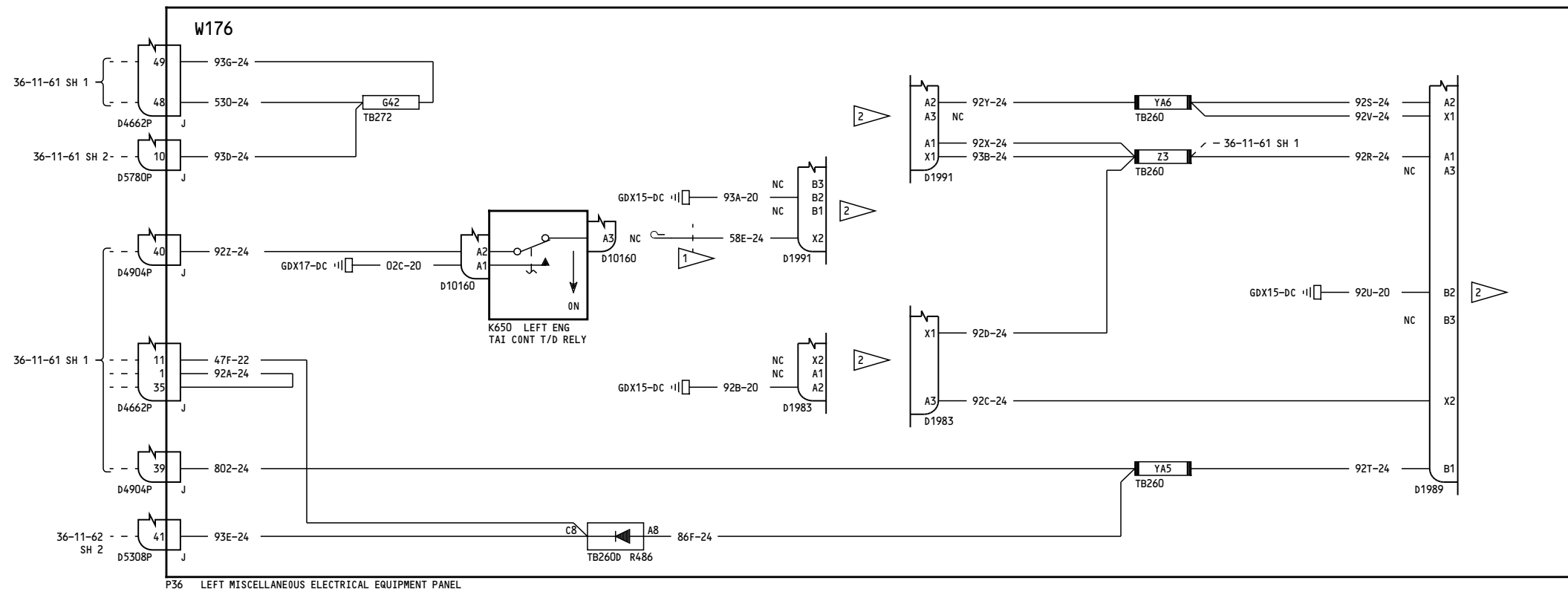
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- NOTES:
- 1 CAP & STOW NEAR D10160
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

050-051

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

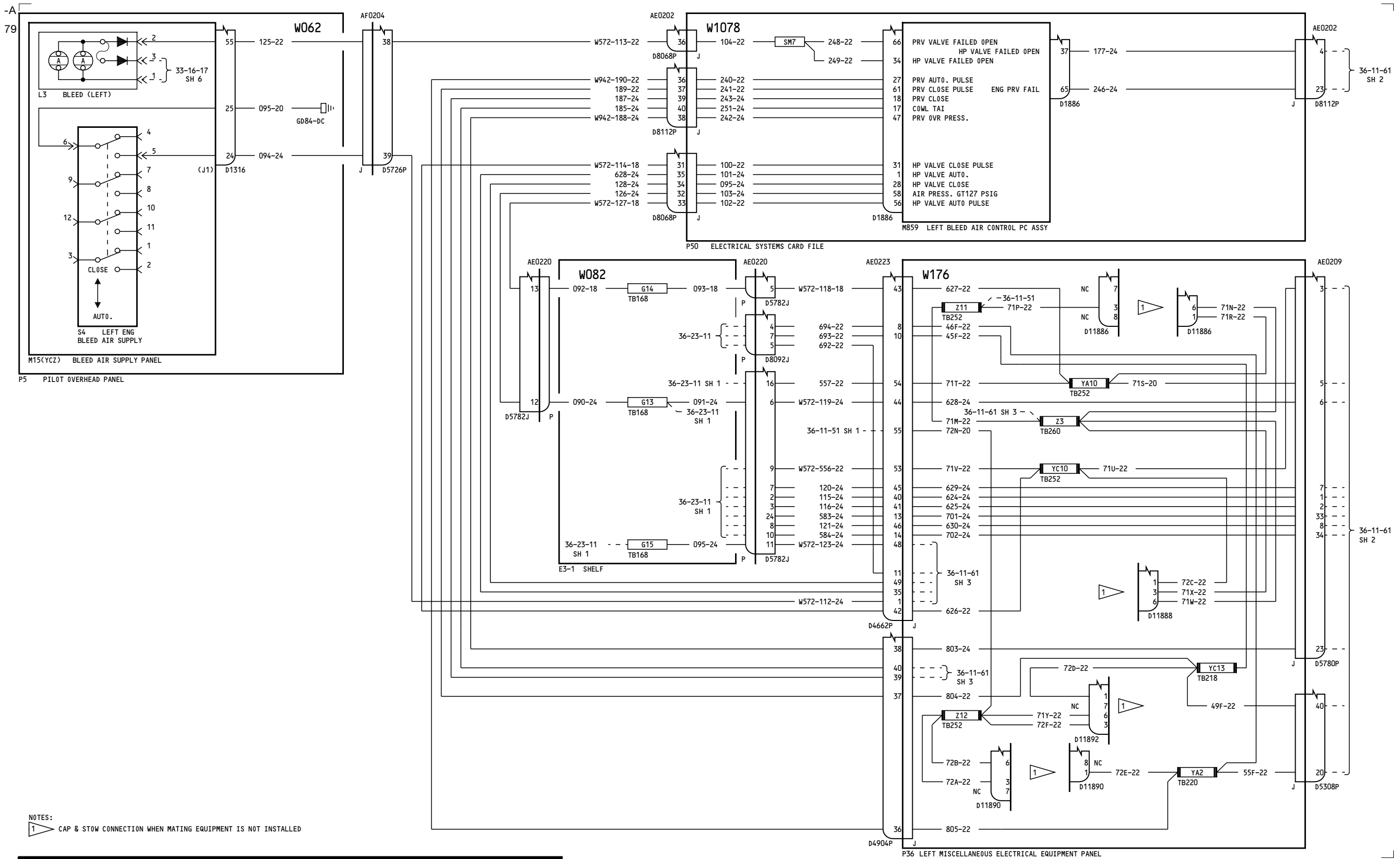
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

150-154

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

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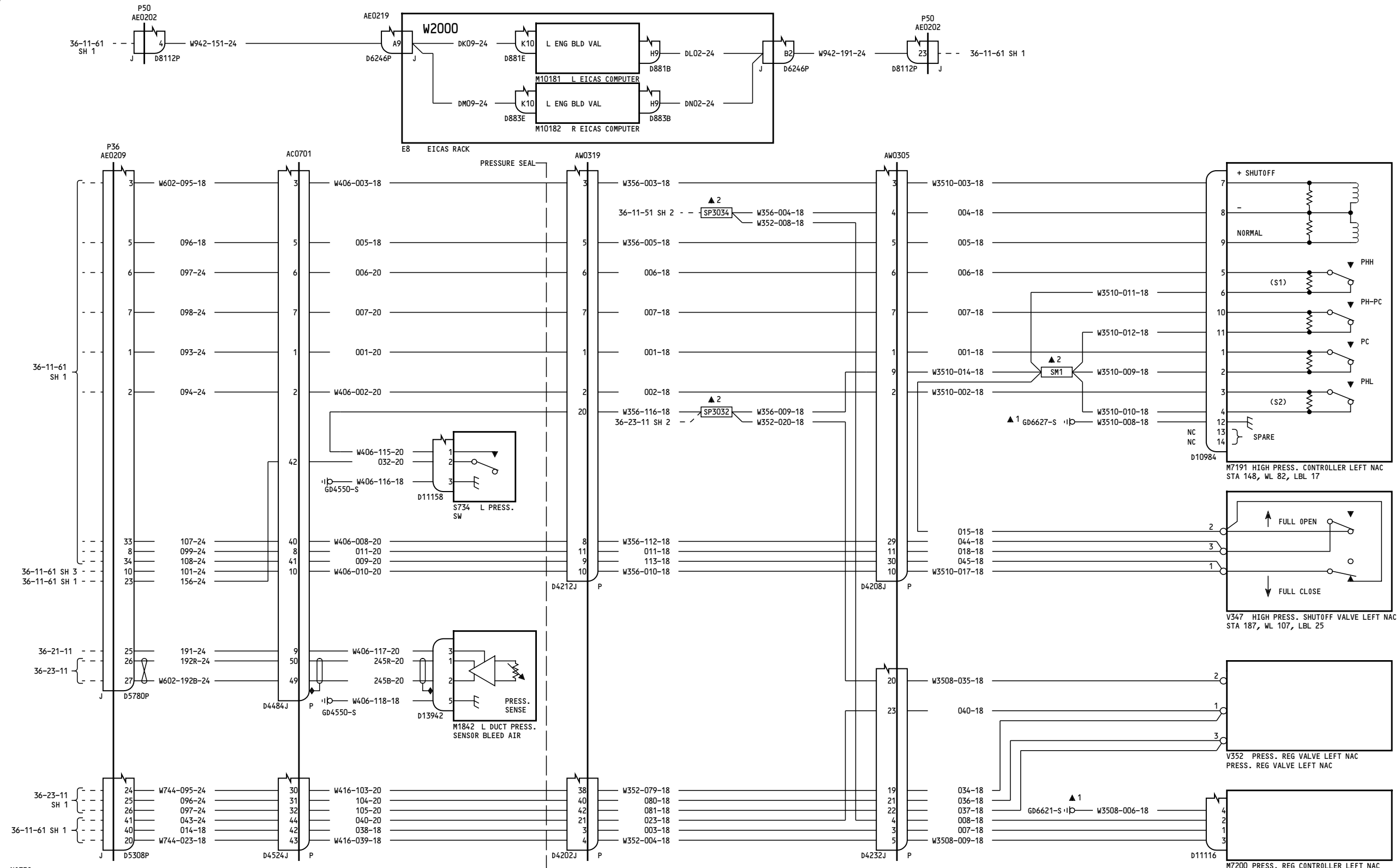
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

150-154

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

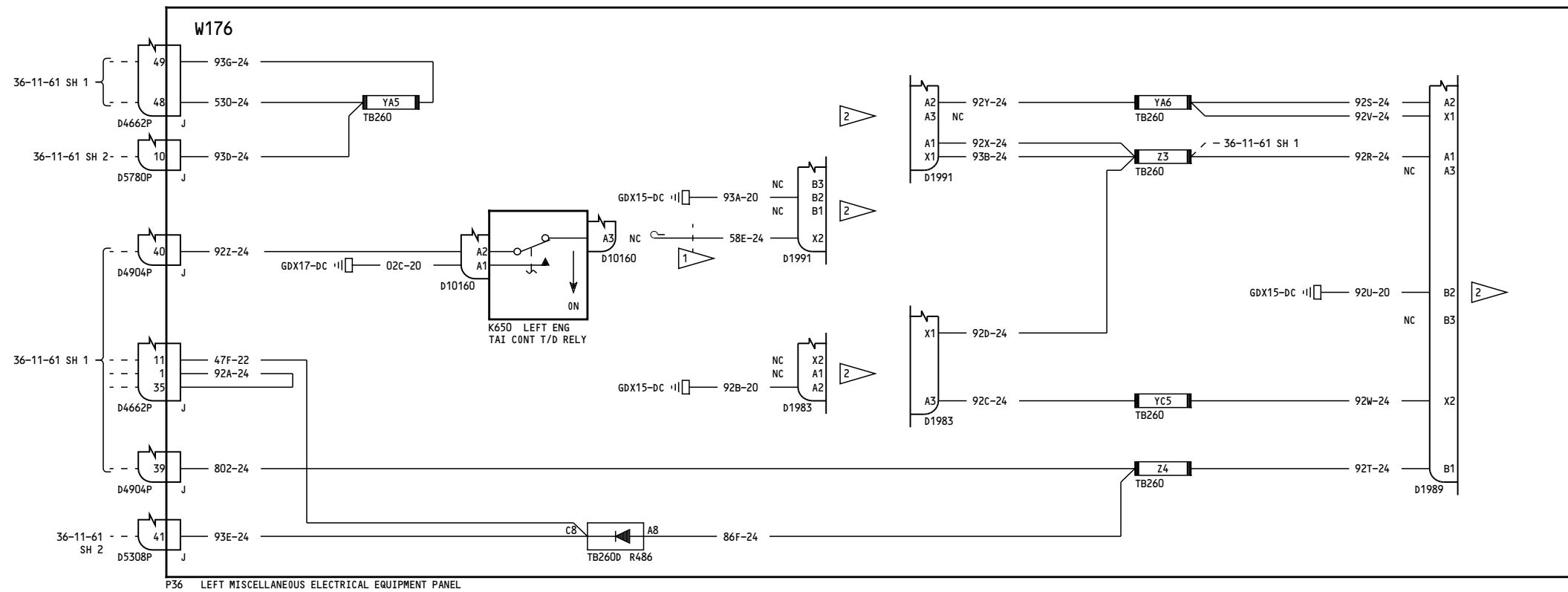
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- NOTES:
- 1 CAP & STOW NEAR D10160
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

150-154

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

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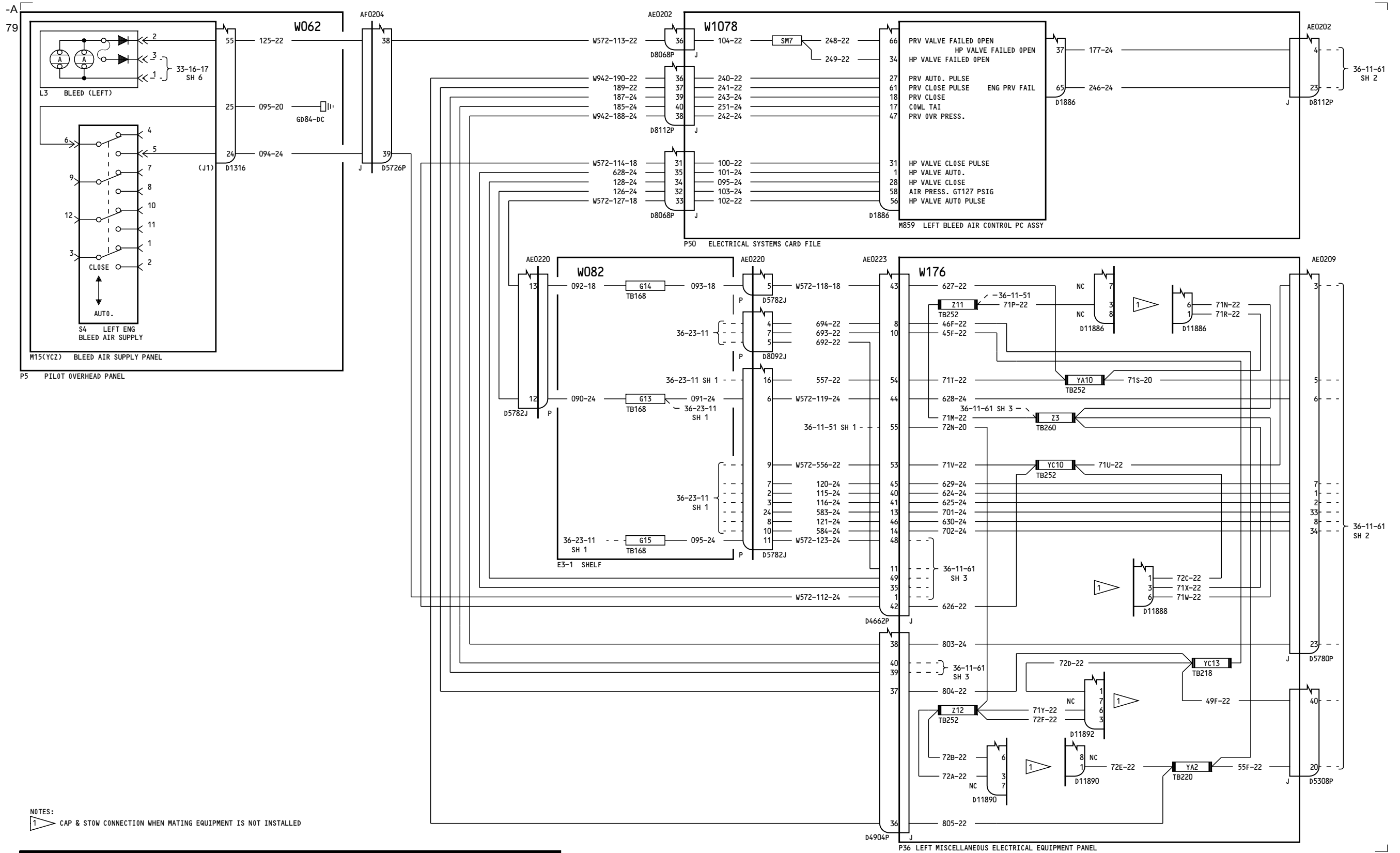
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

150-154

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

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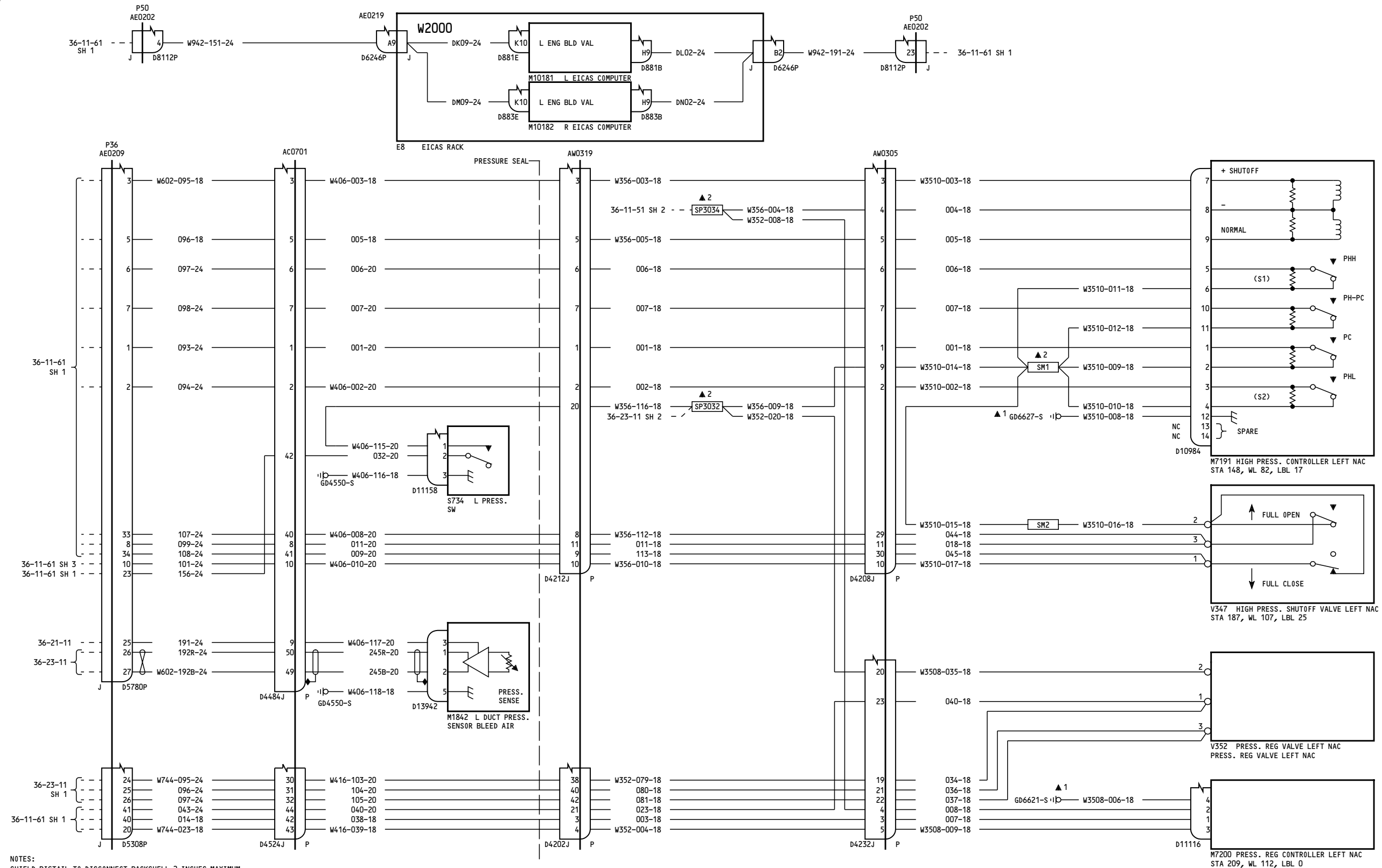
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

150-154

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

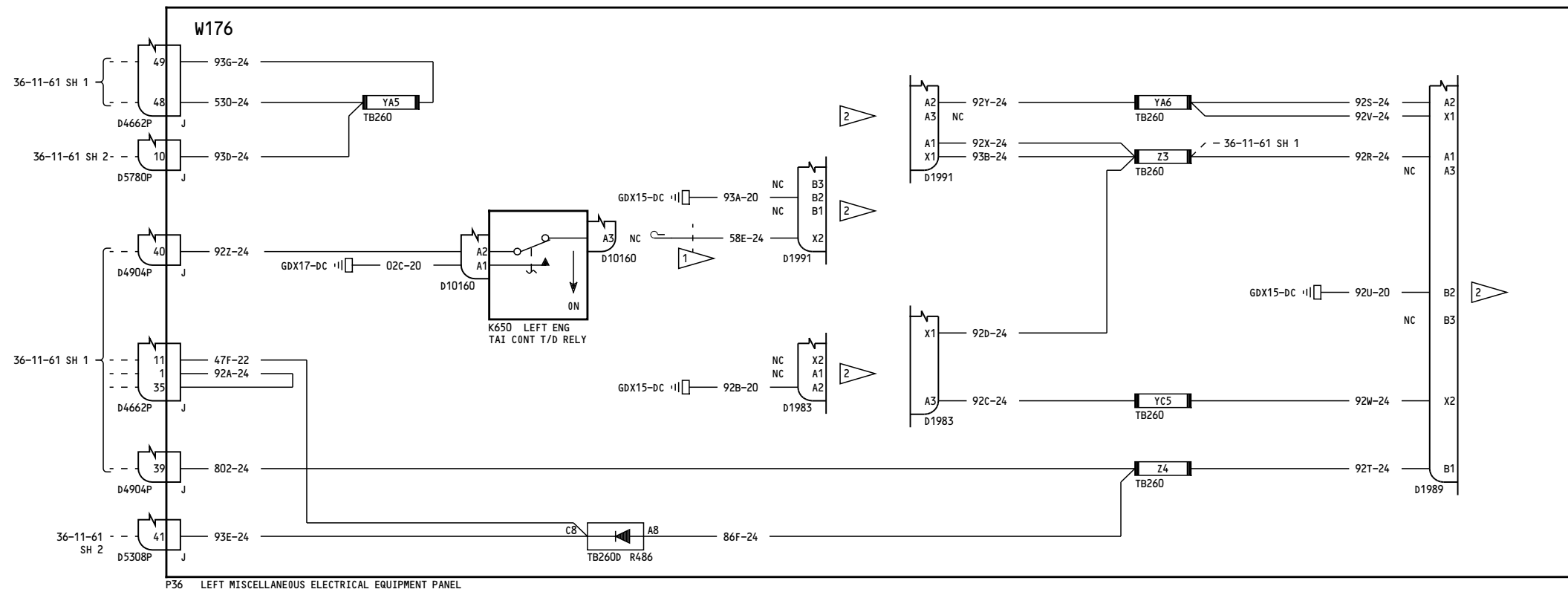
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- NOTES:
- 1 CAP & STOW NEAR D10160
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

150-154

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

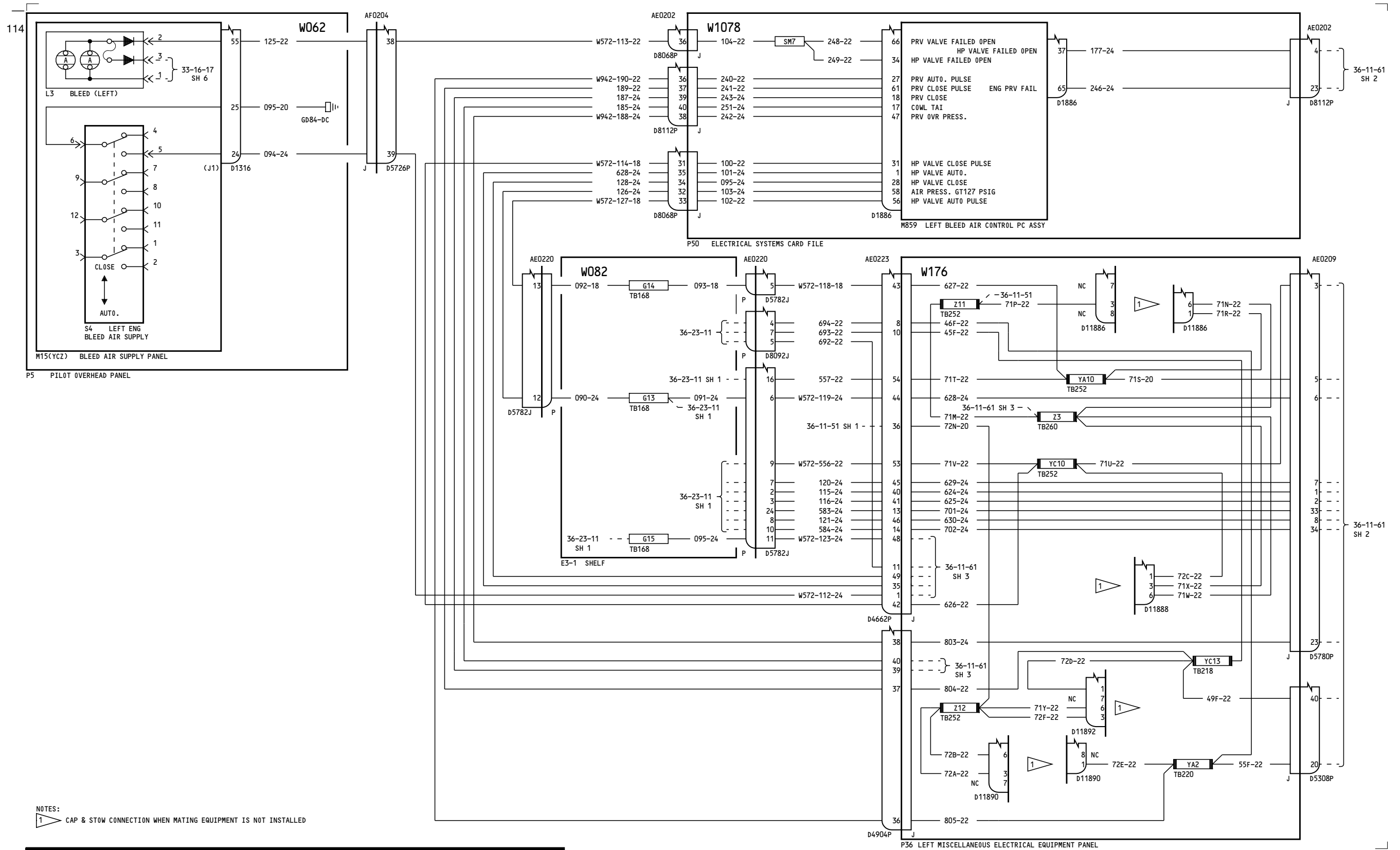
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

155, 163-165

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

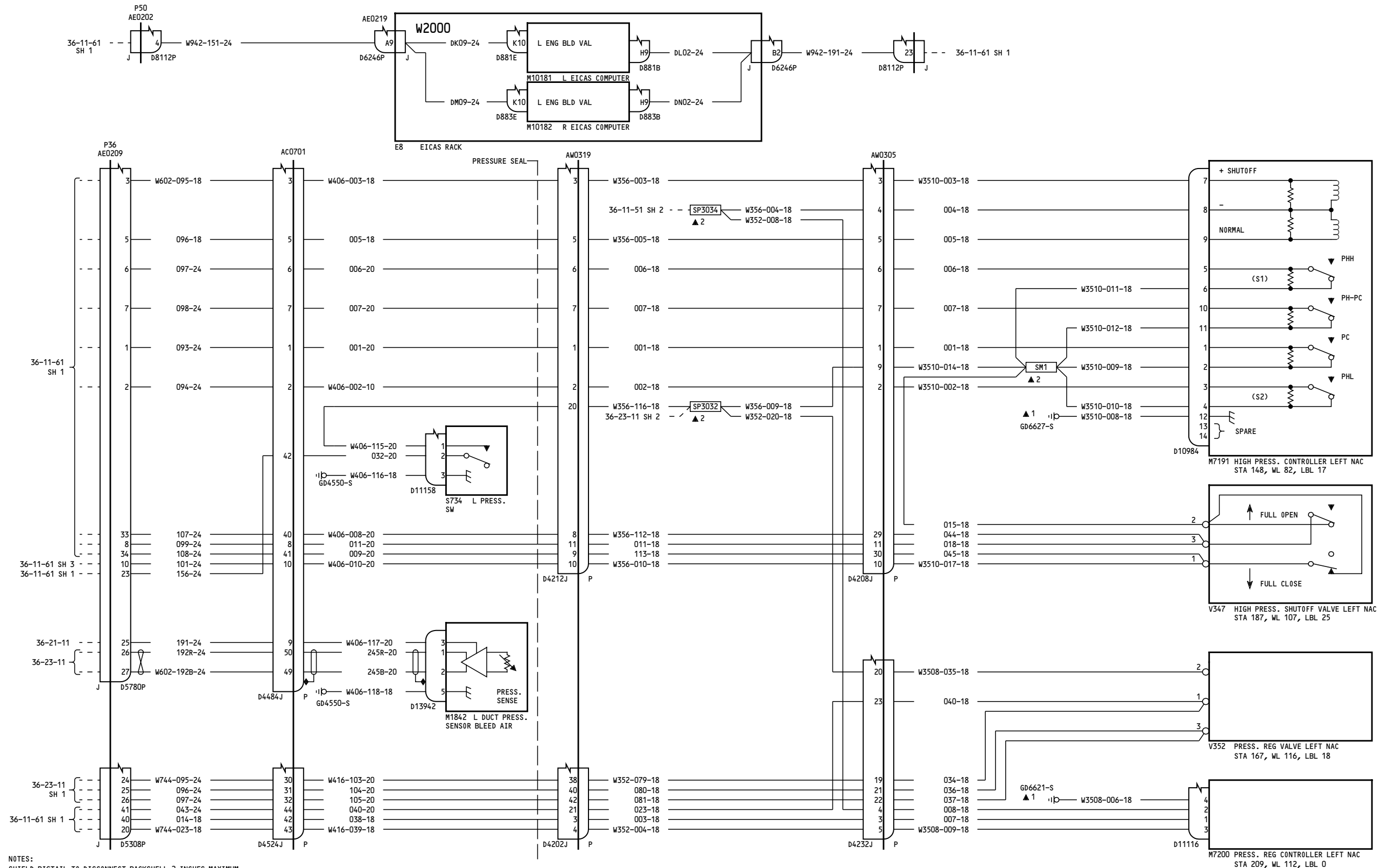
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

155, 163-165

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

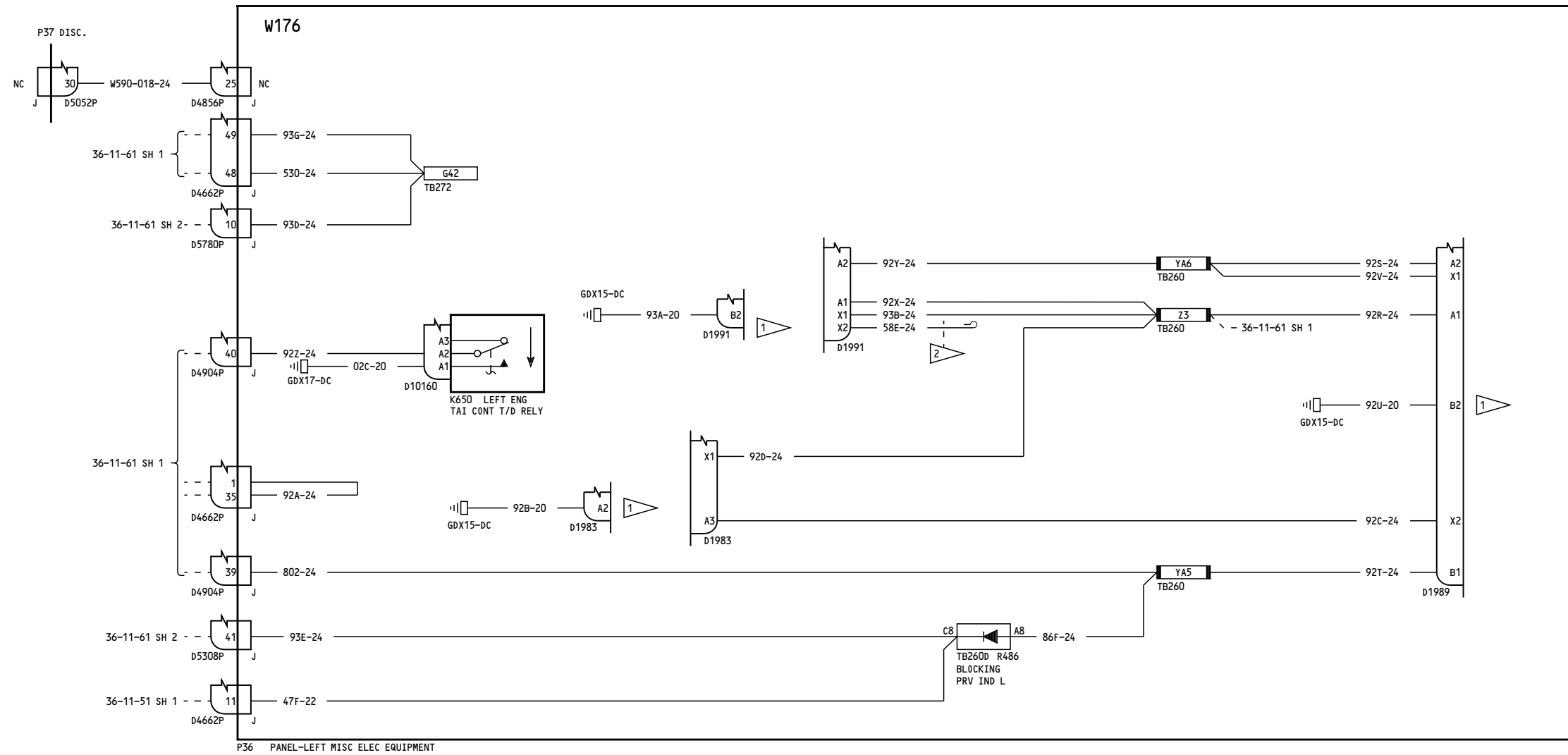
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

155, 163-165

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

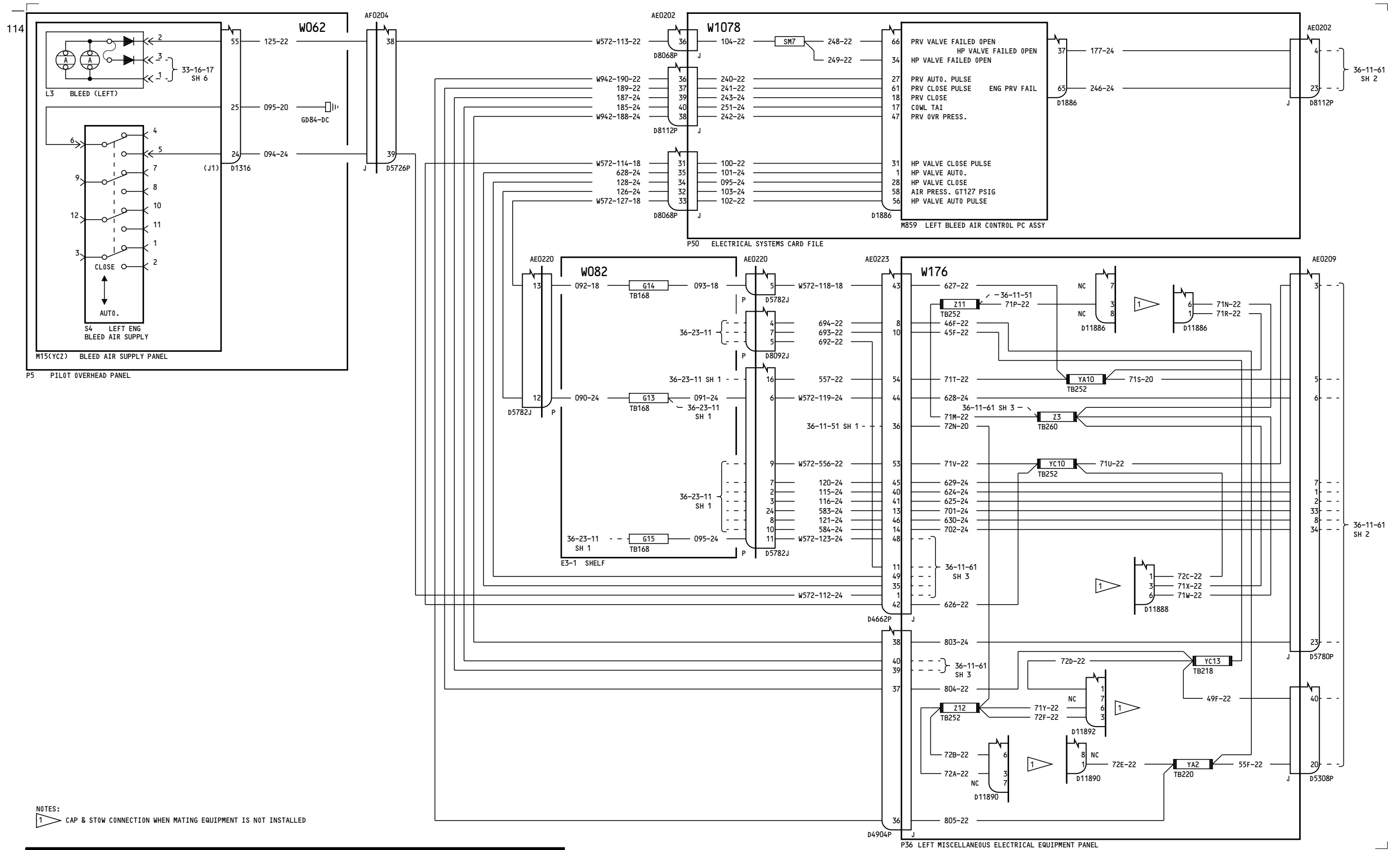
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

155, 163-165

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

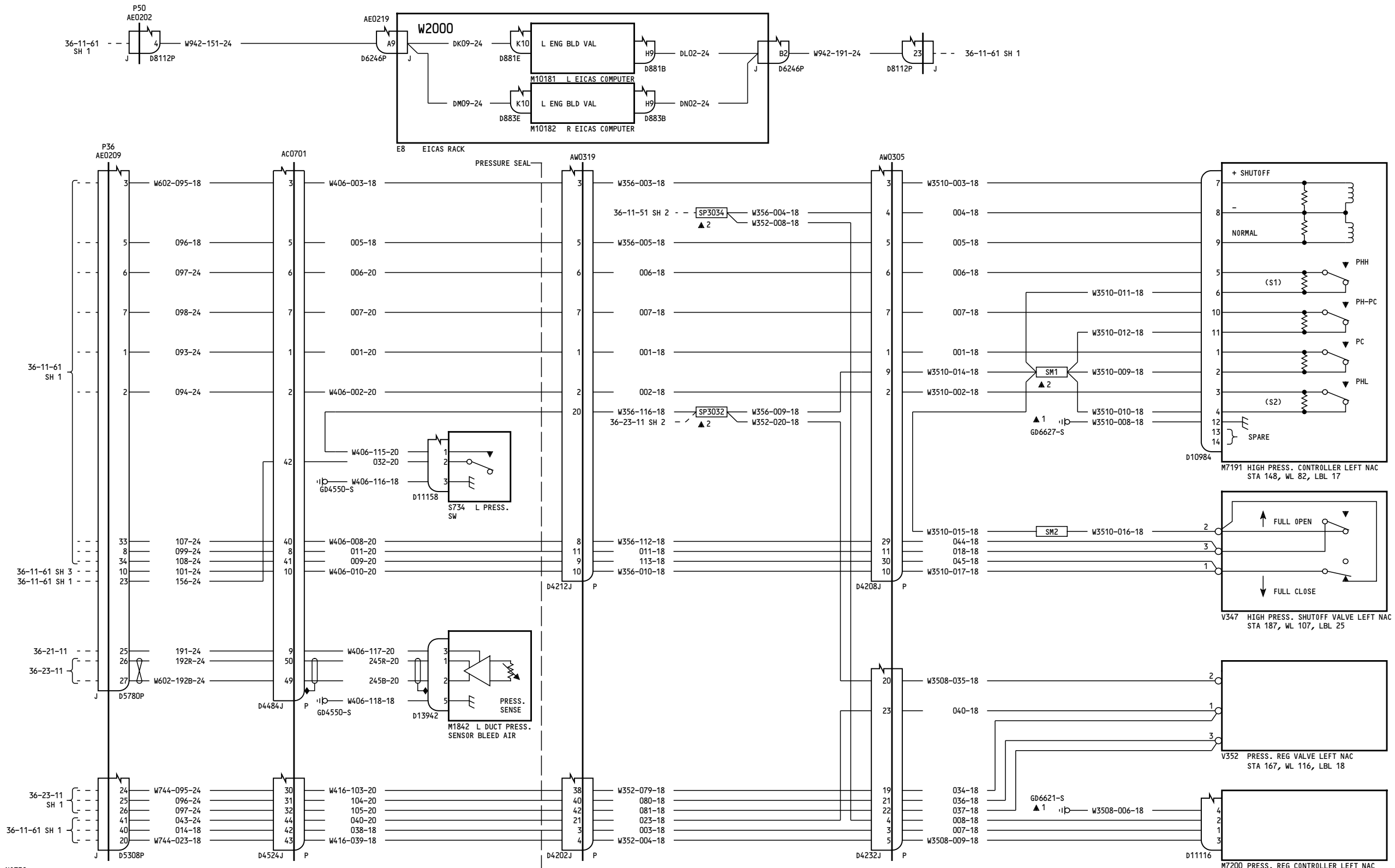
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

155, 163-165

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

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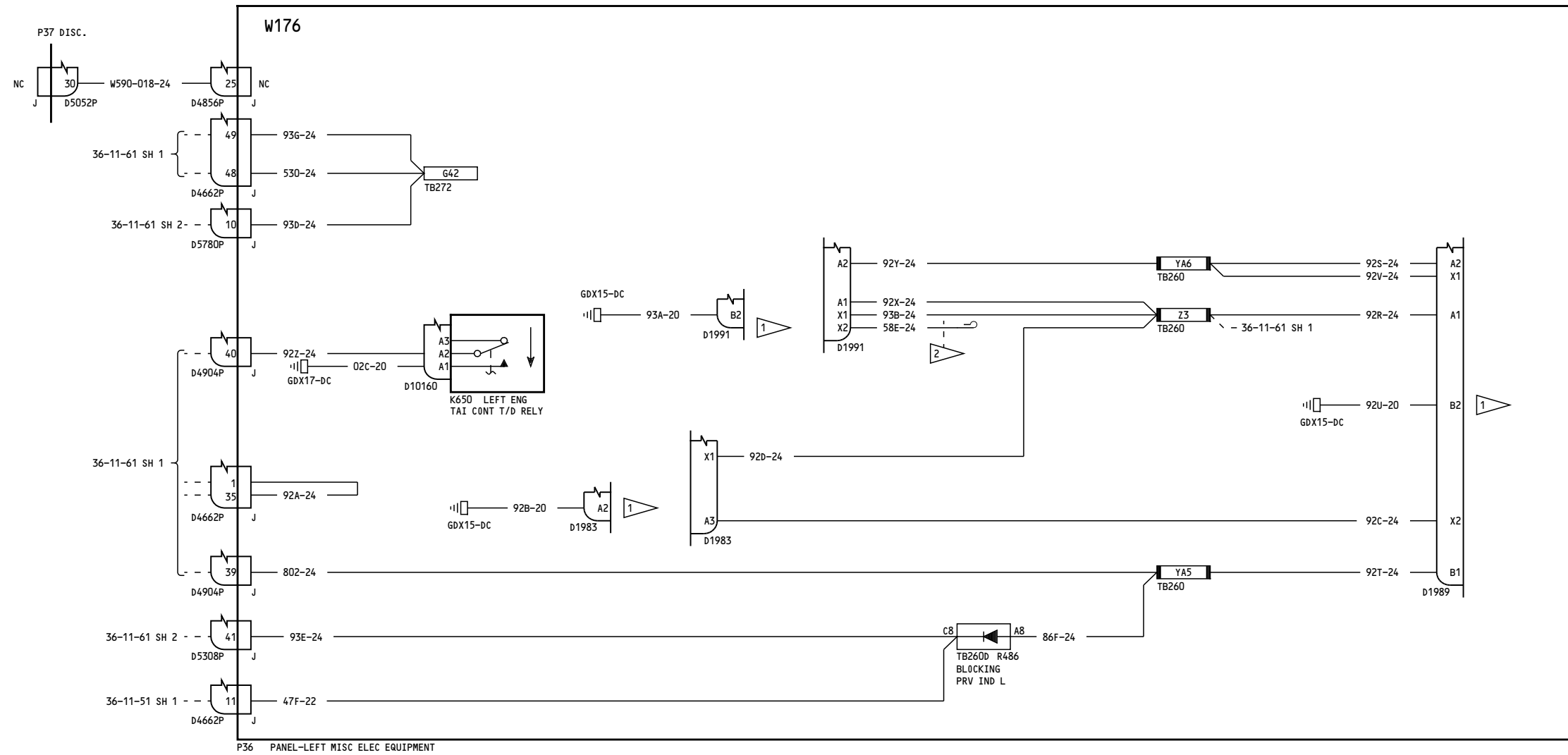
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

155, 163-165

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

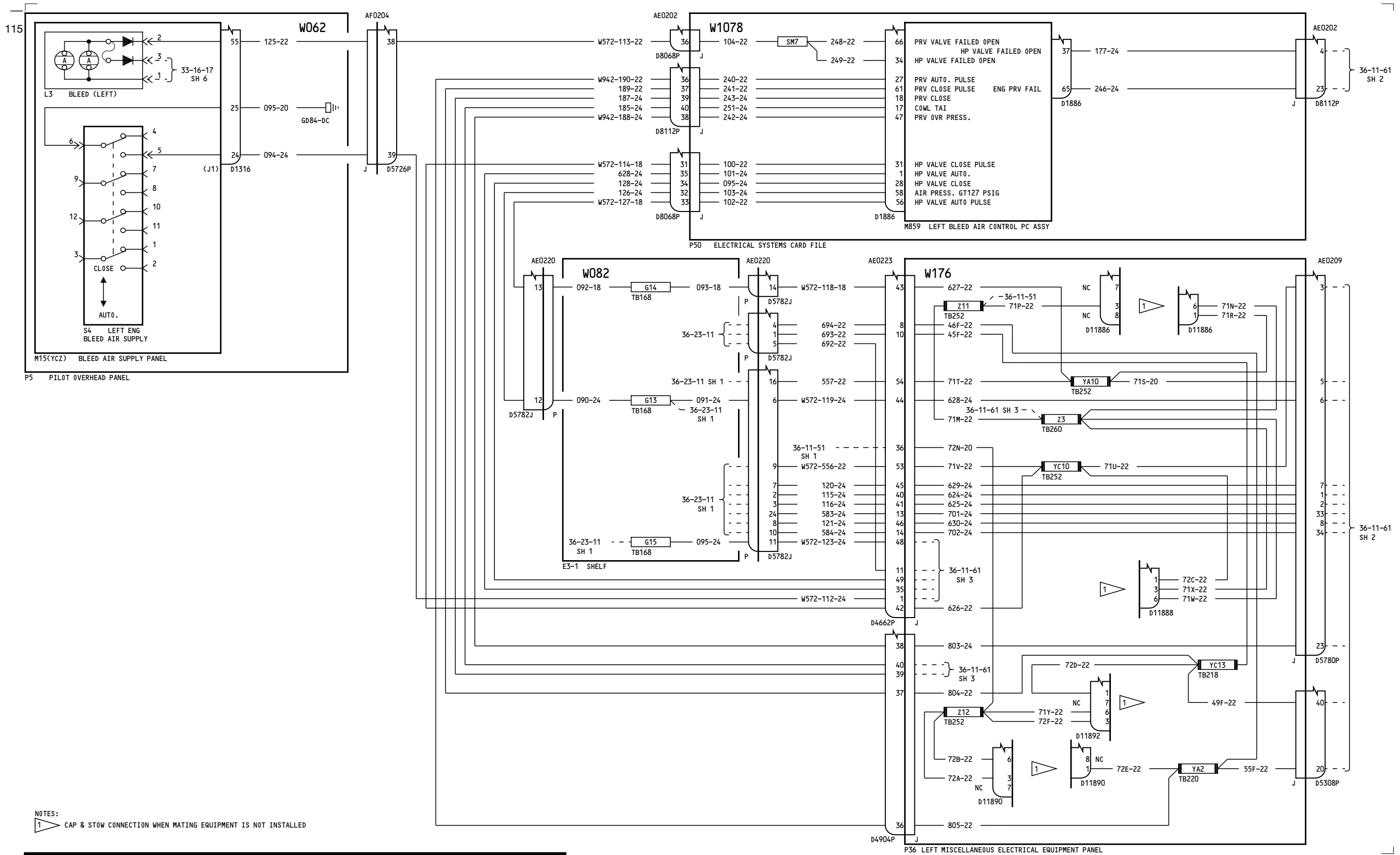
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NOTES:  
1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

156, 166

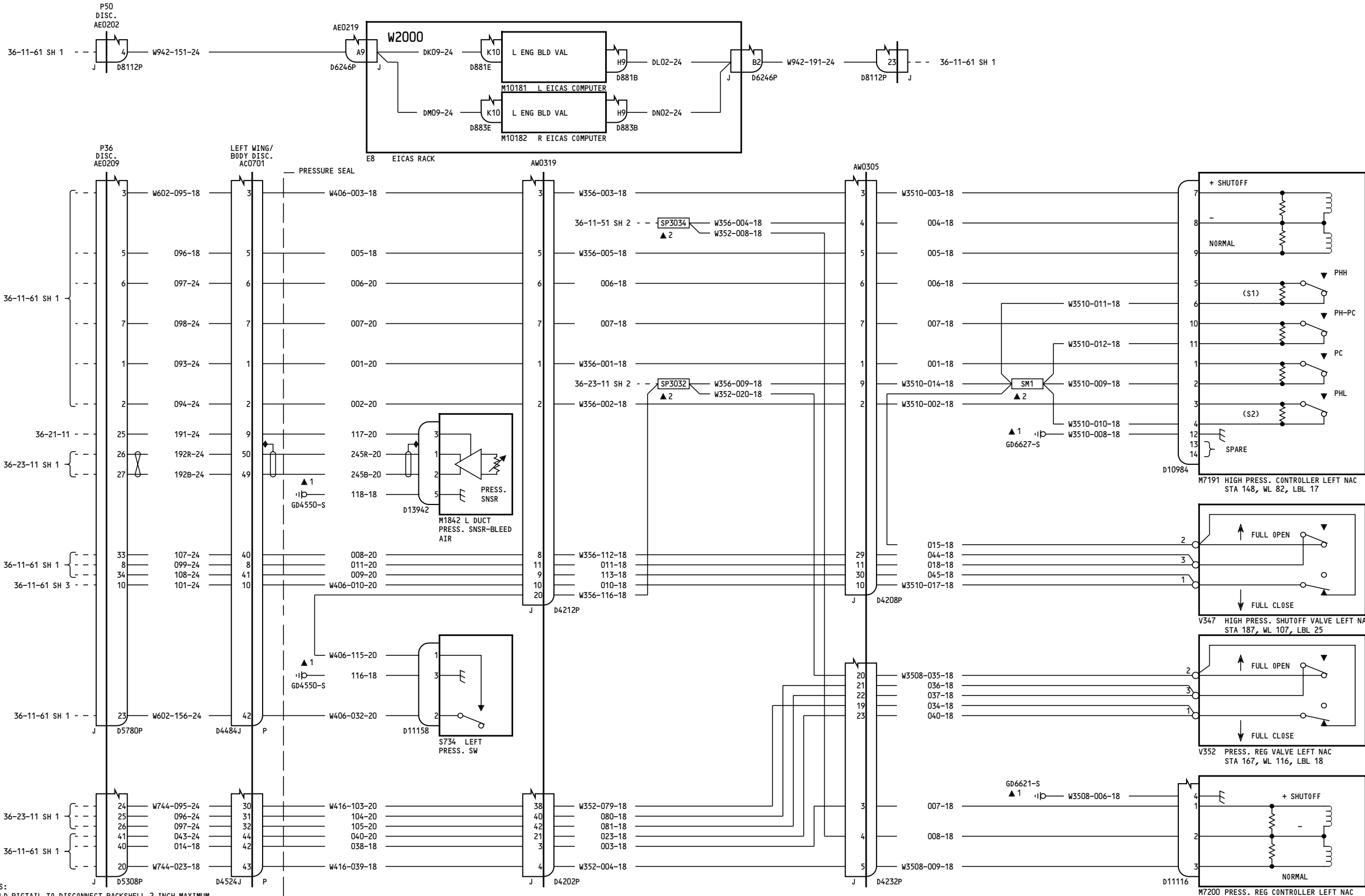
**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

156, 166

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

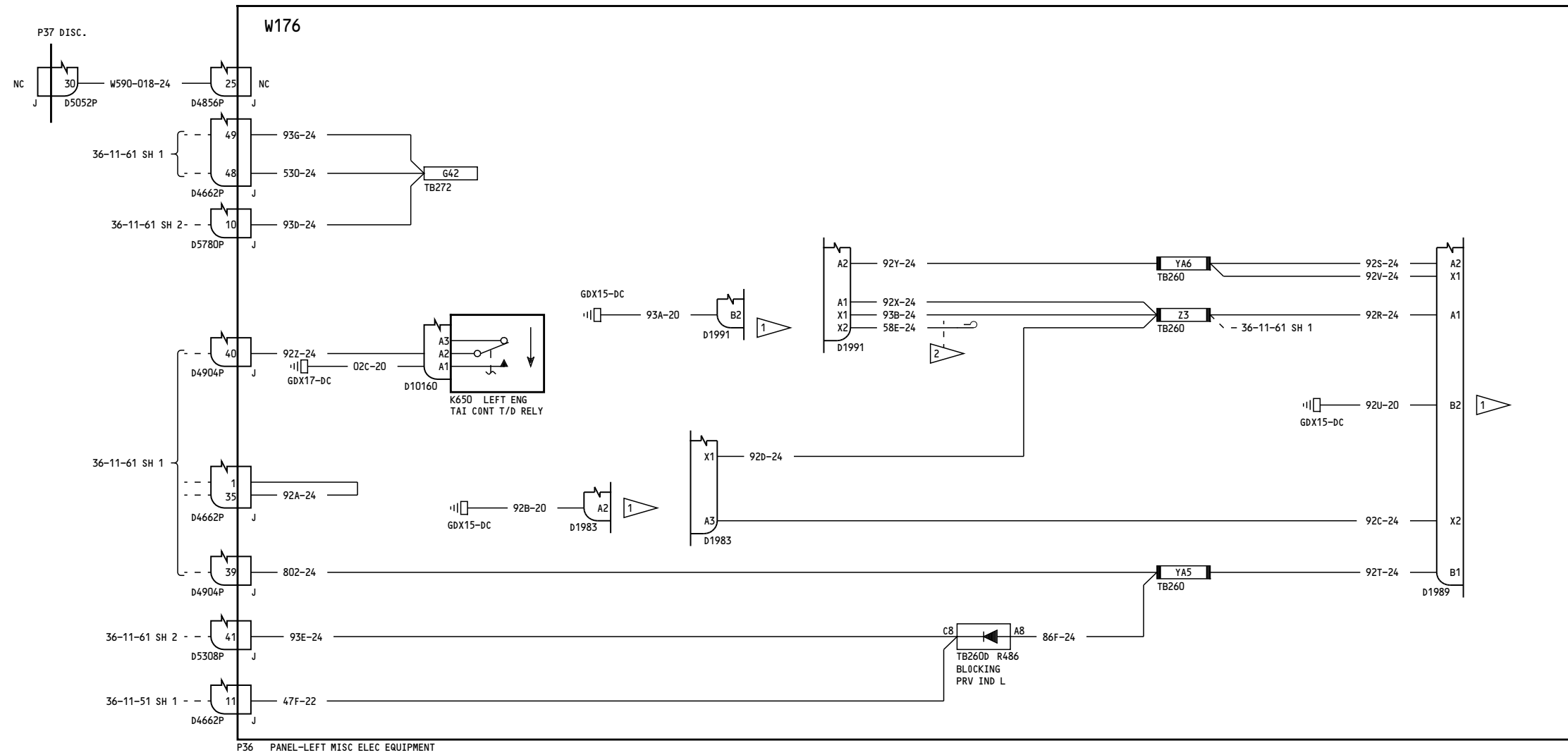
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

156, 166

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

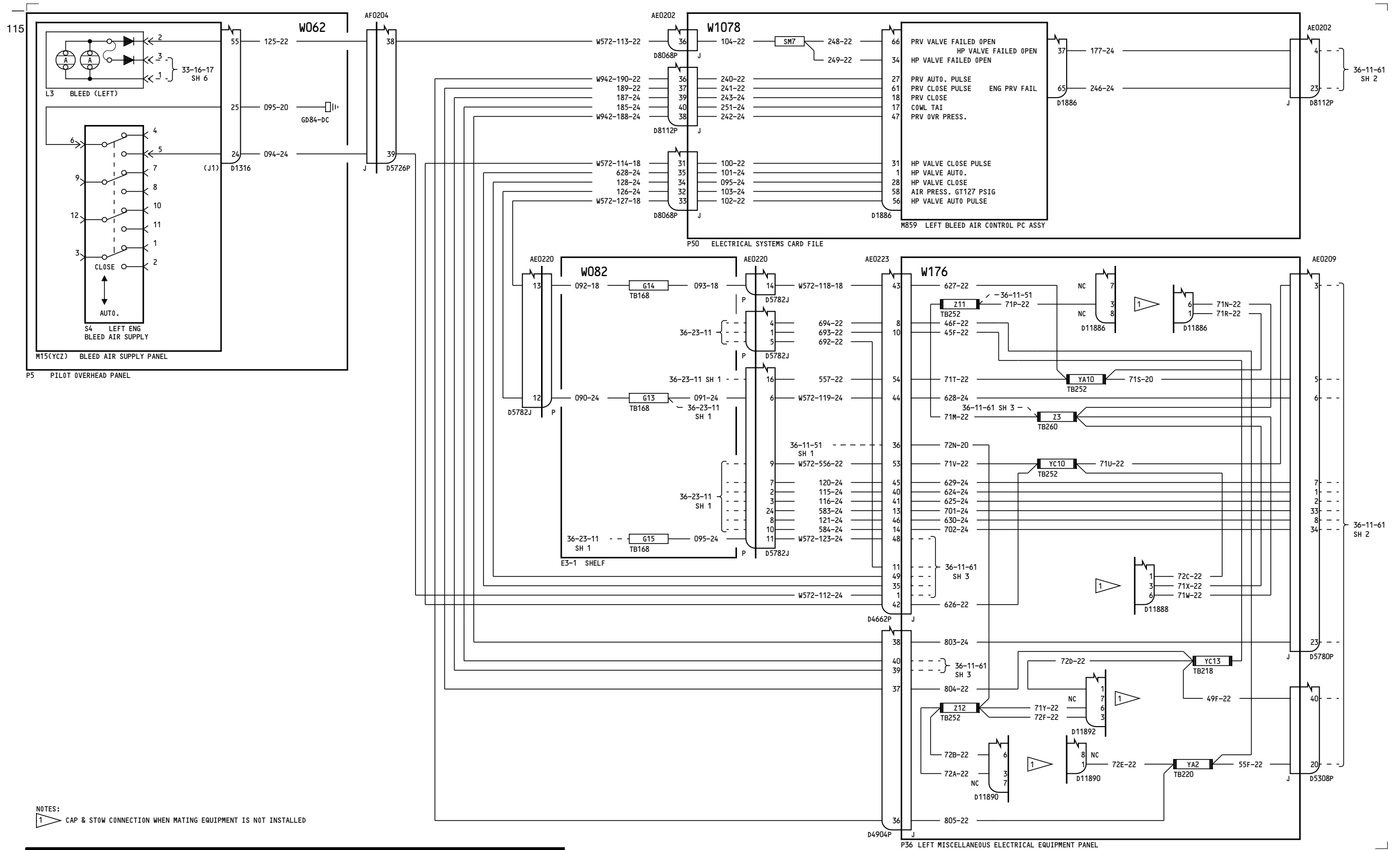
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

156, 166

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

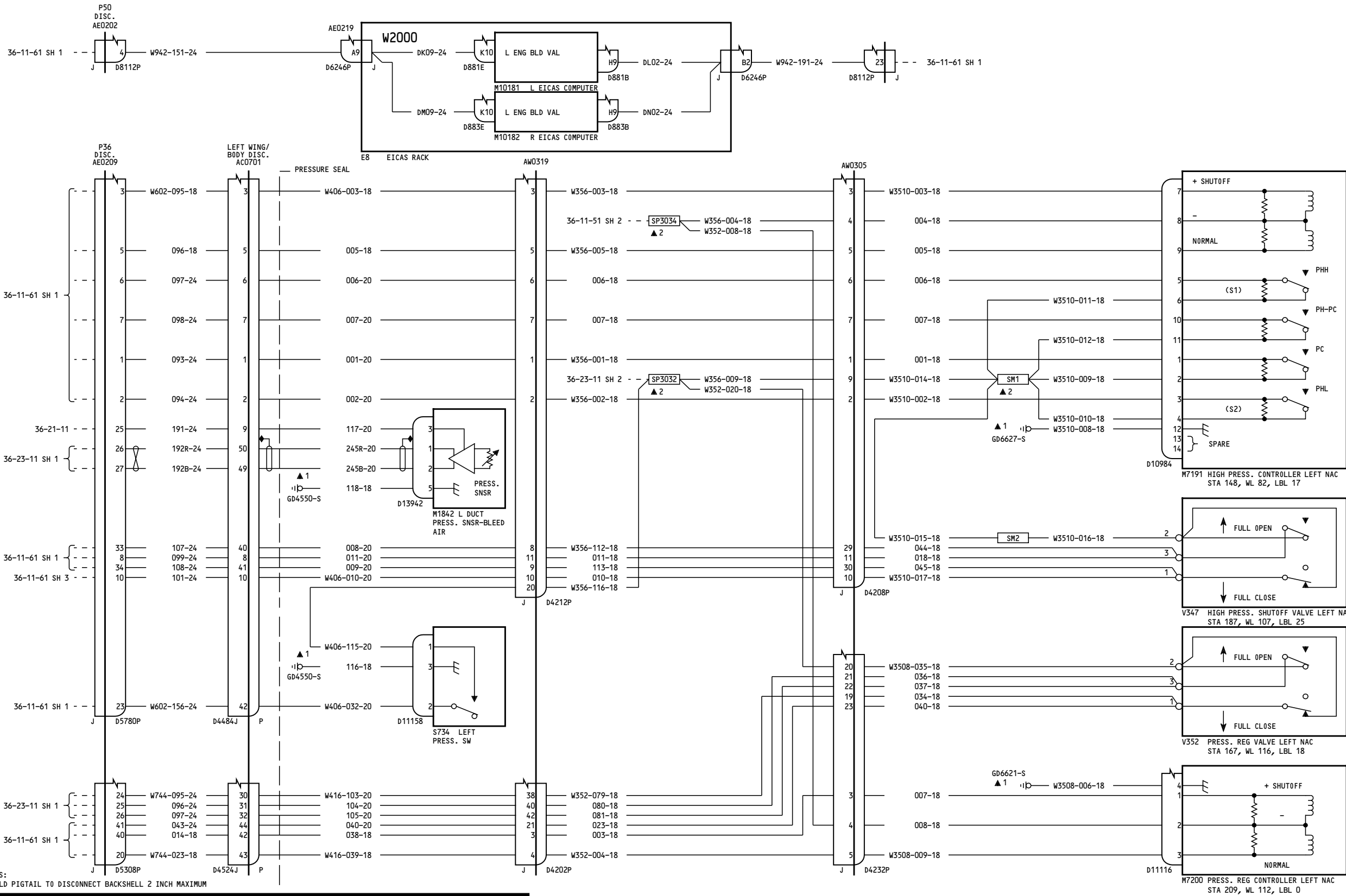
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

156, 166

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

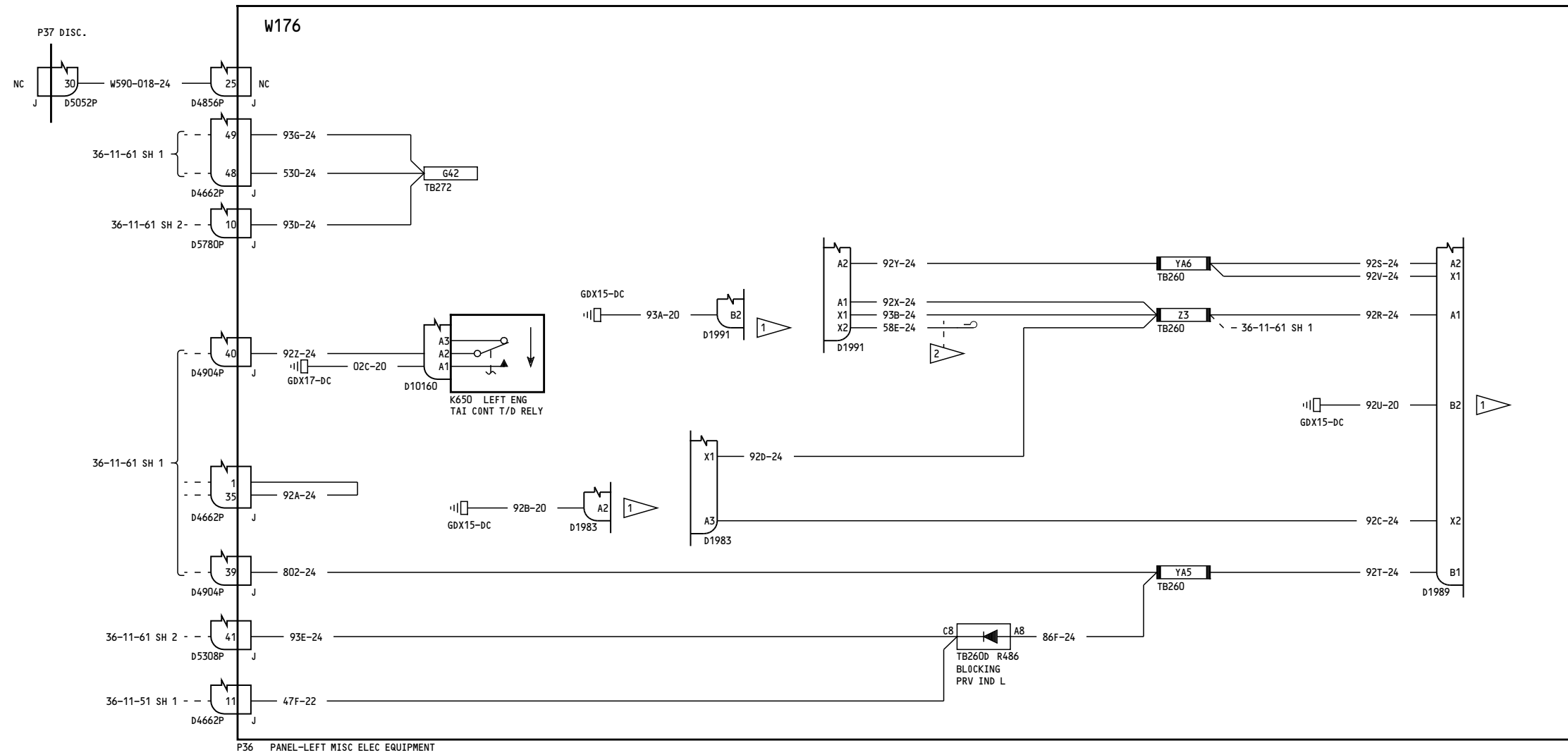
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

156, 166

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

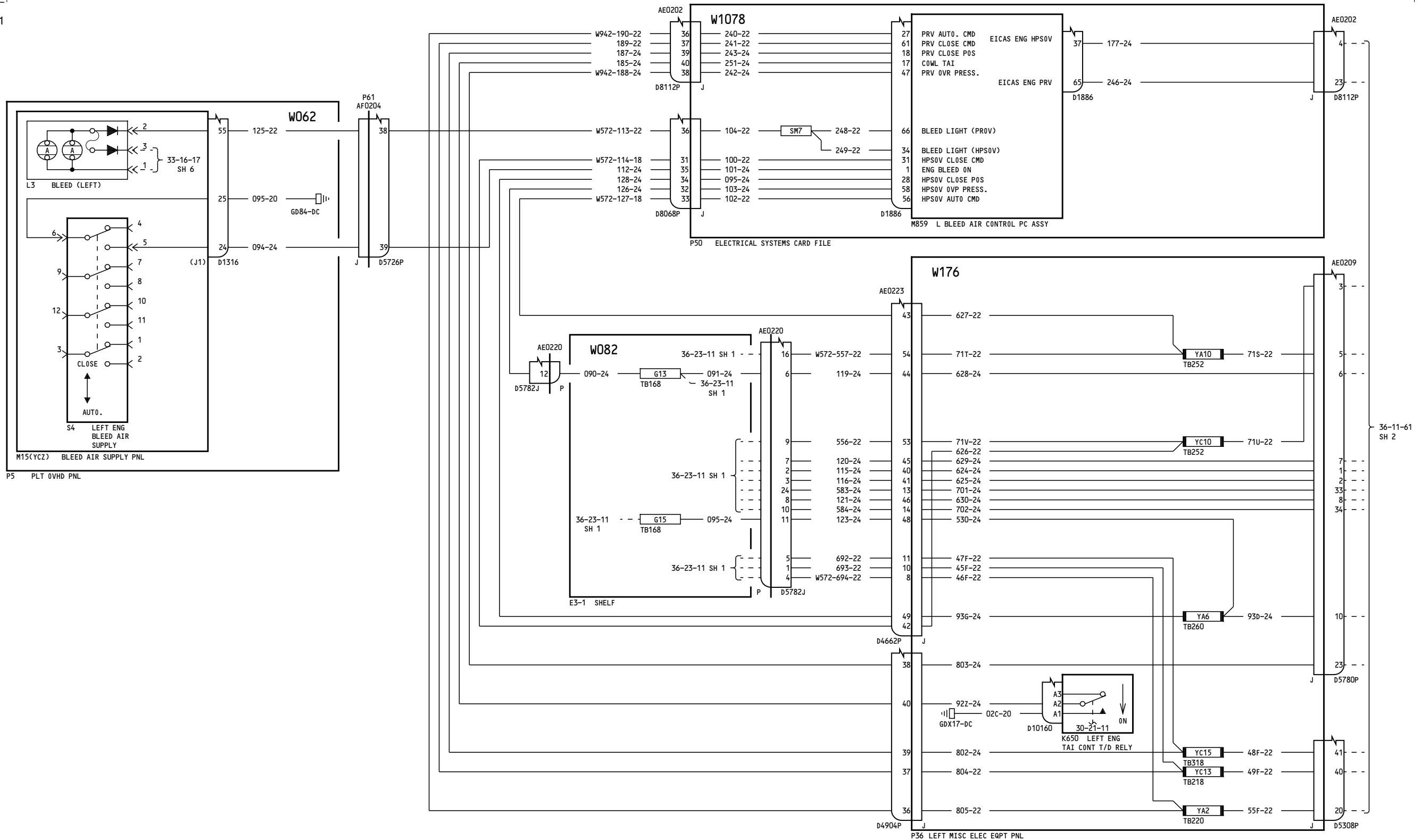
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157, 167-199, 277-299

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

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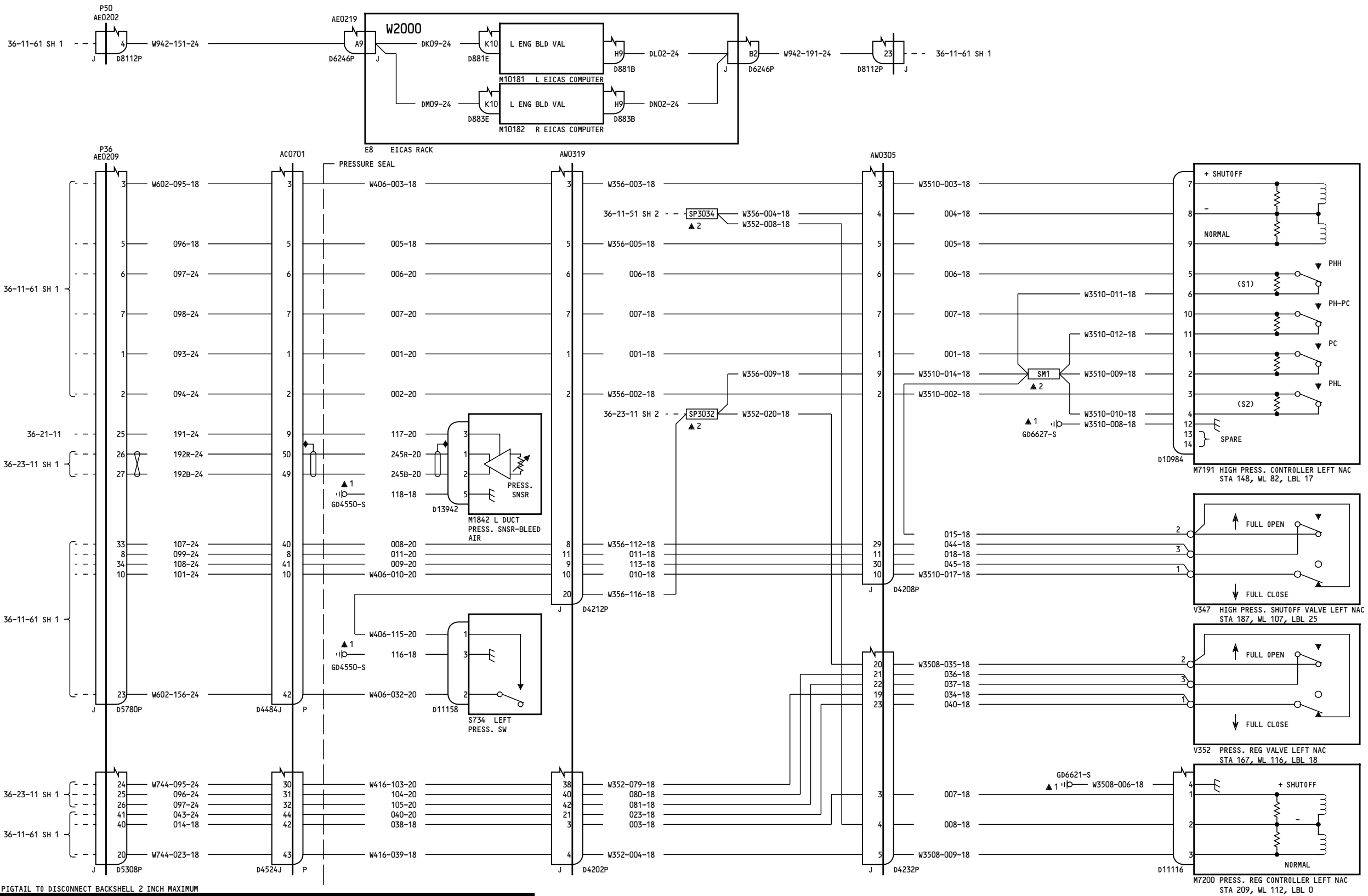
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

157, 167-199, 277-299

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

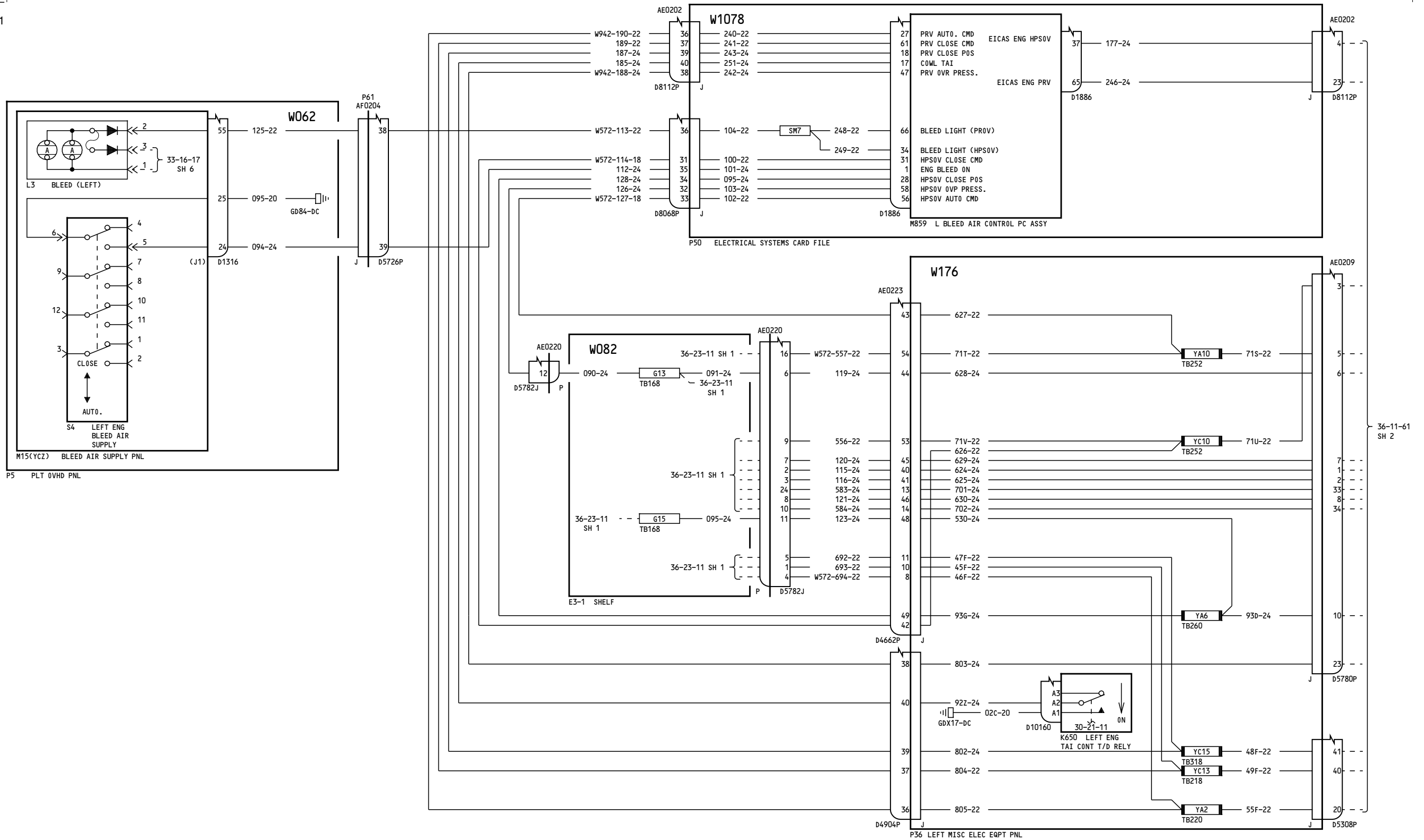
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157, 167, 277-280

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

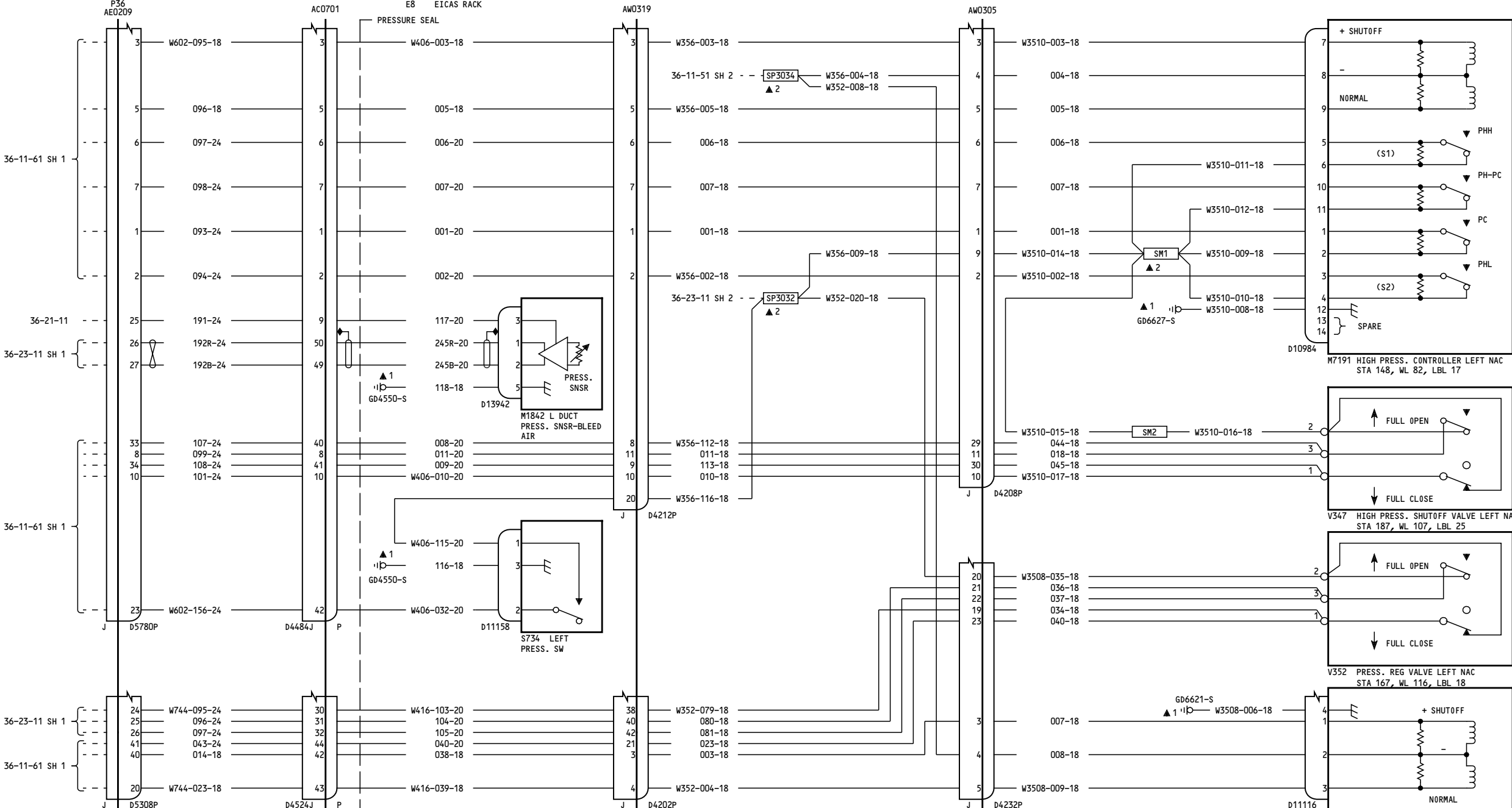
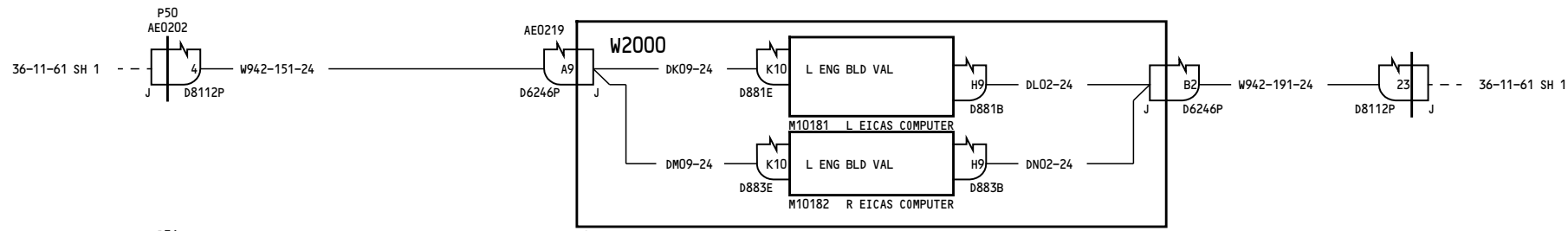
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

157, 167, 277-280

**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

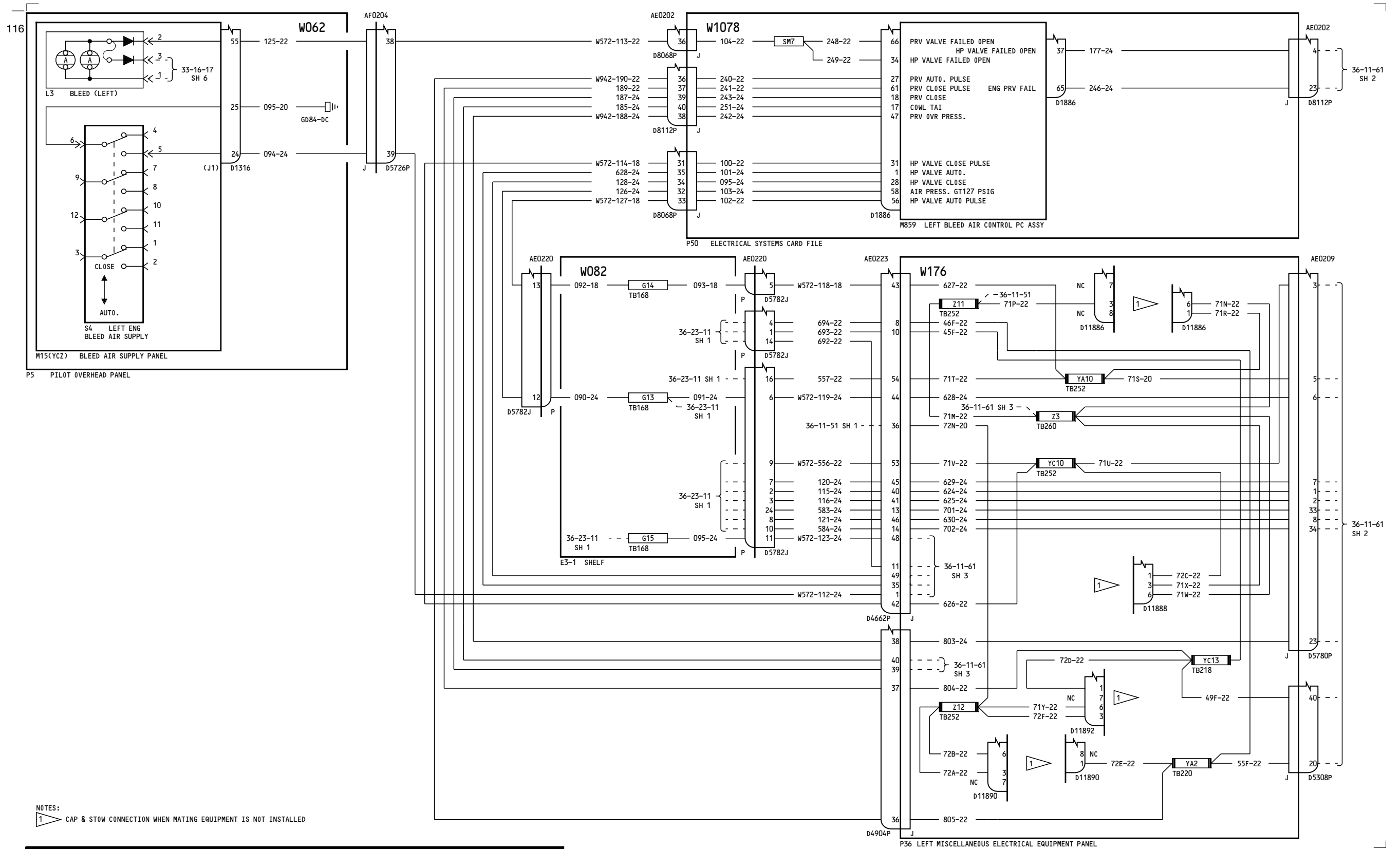
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

162

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

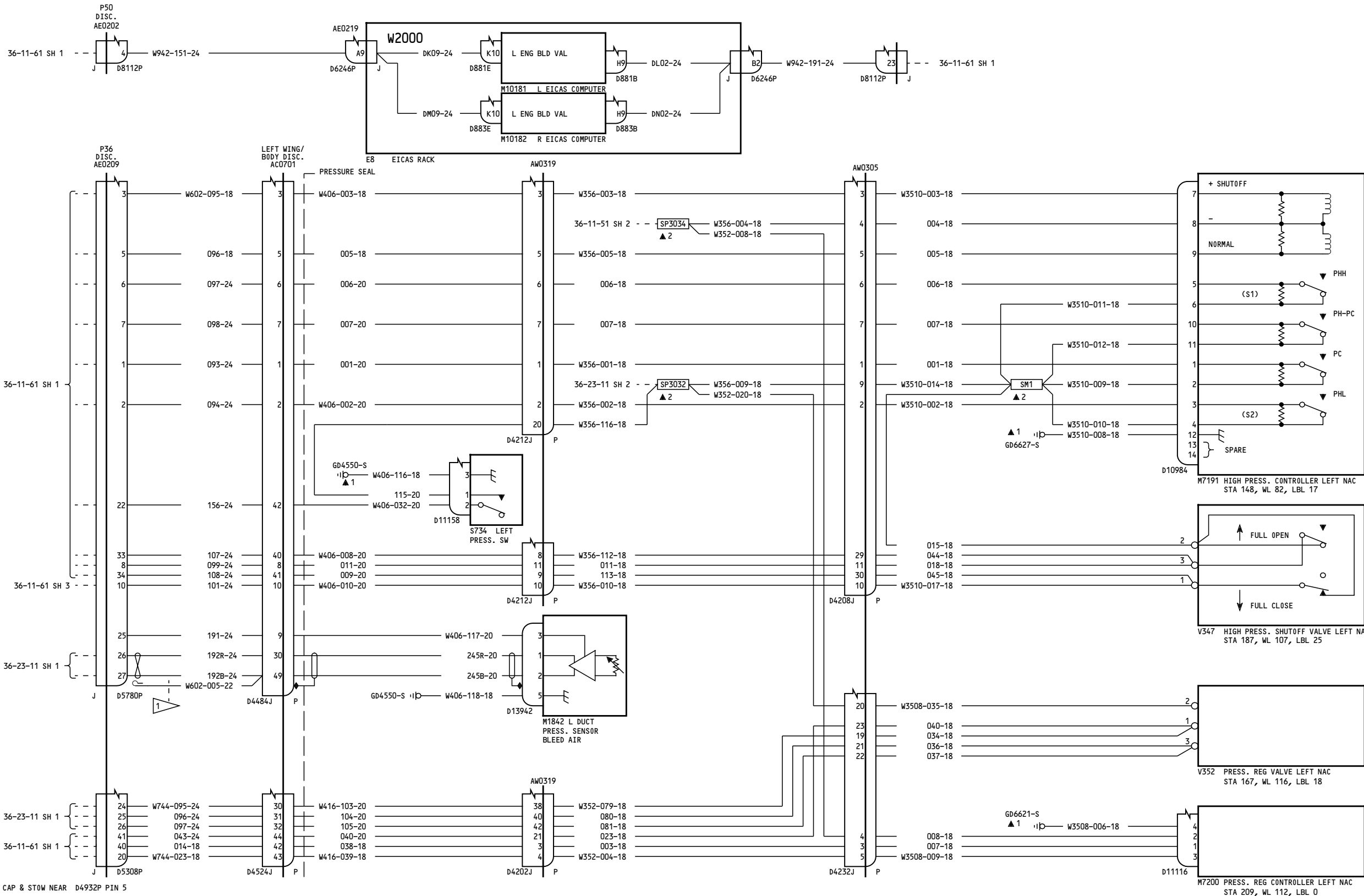
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NOTES  
 1 CAP & STOW NEAR D4932P PIN 5

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

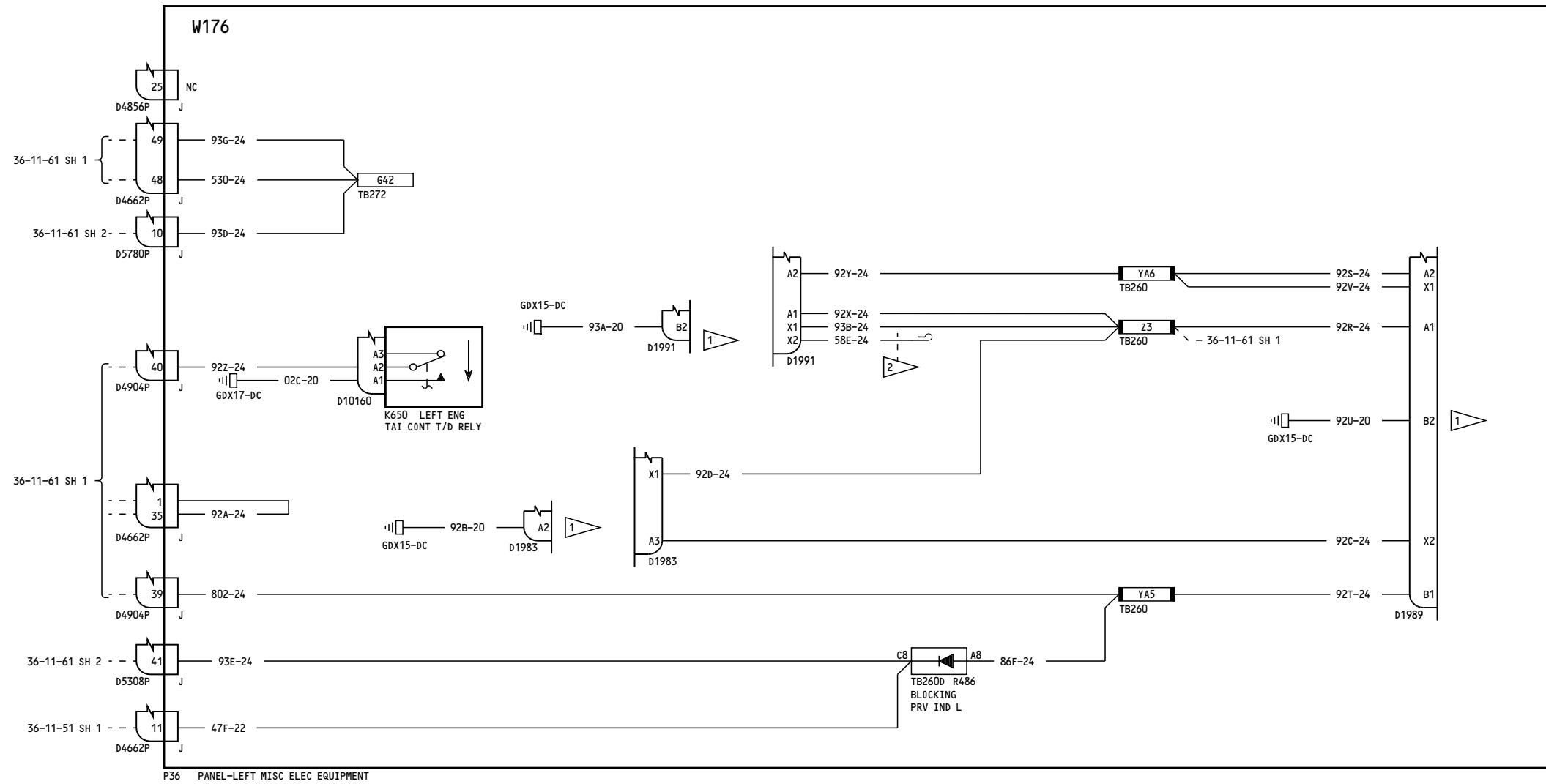
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

162

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

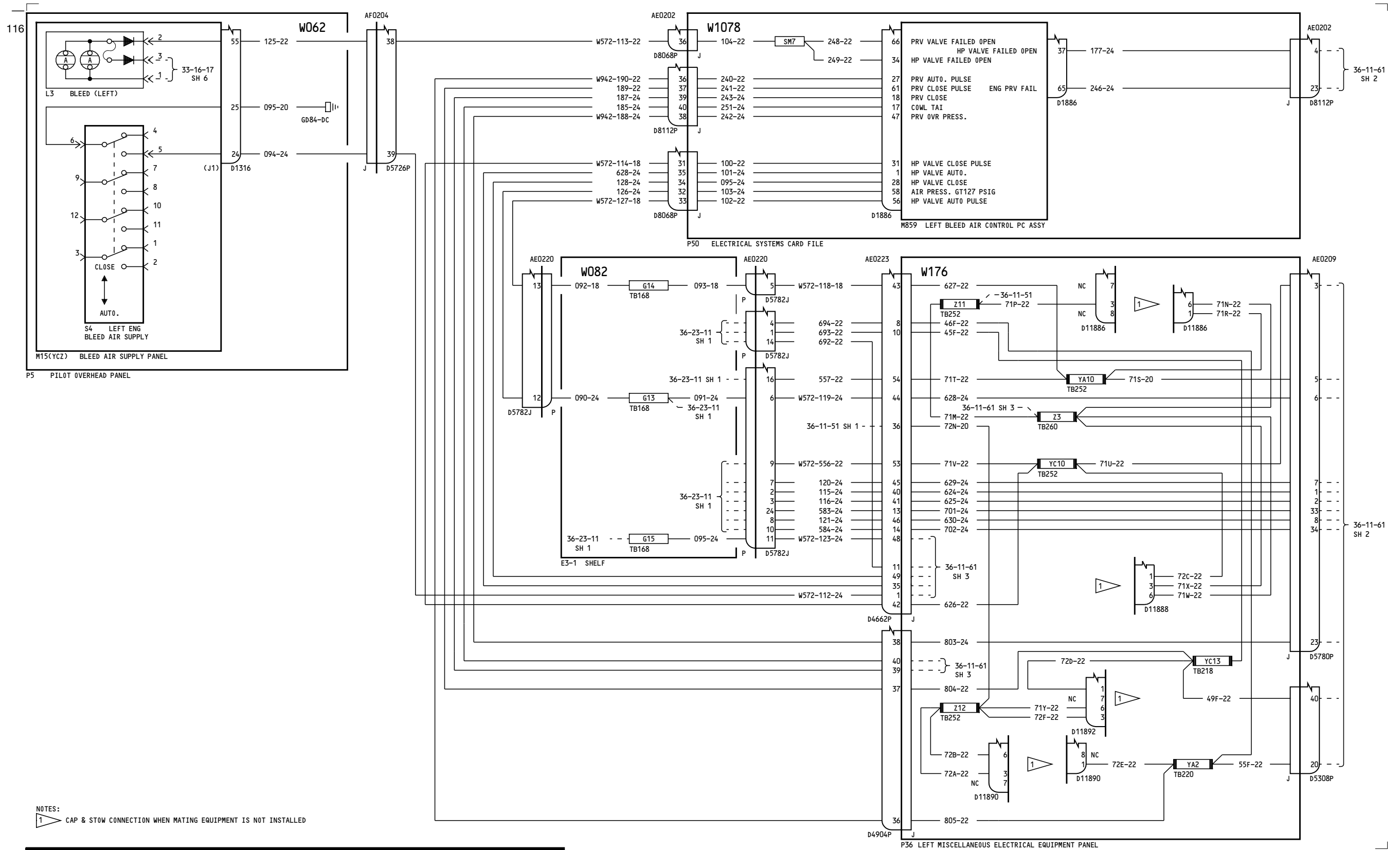
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

162

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

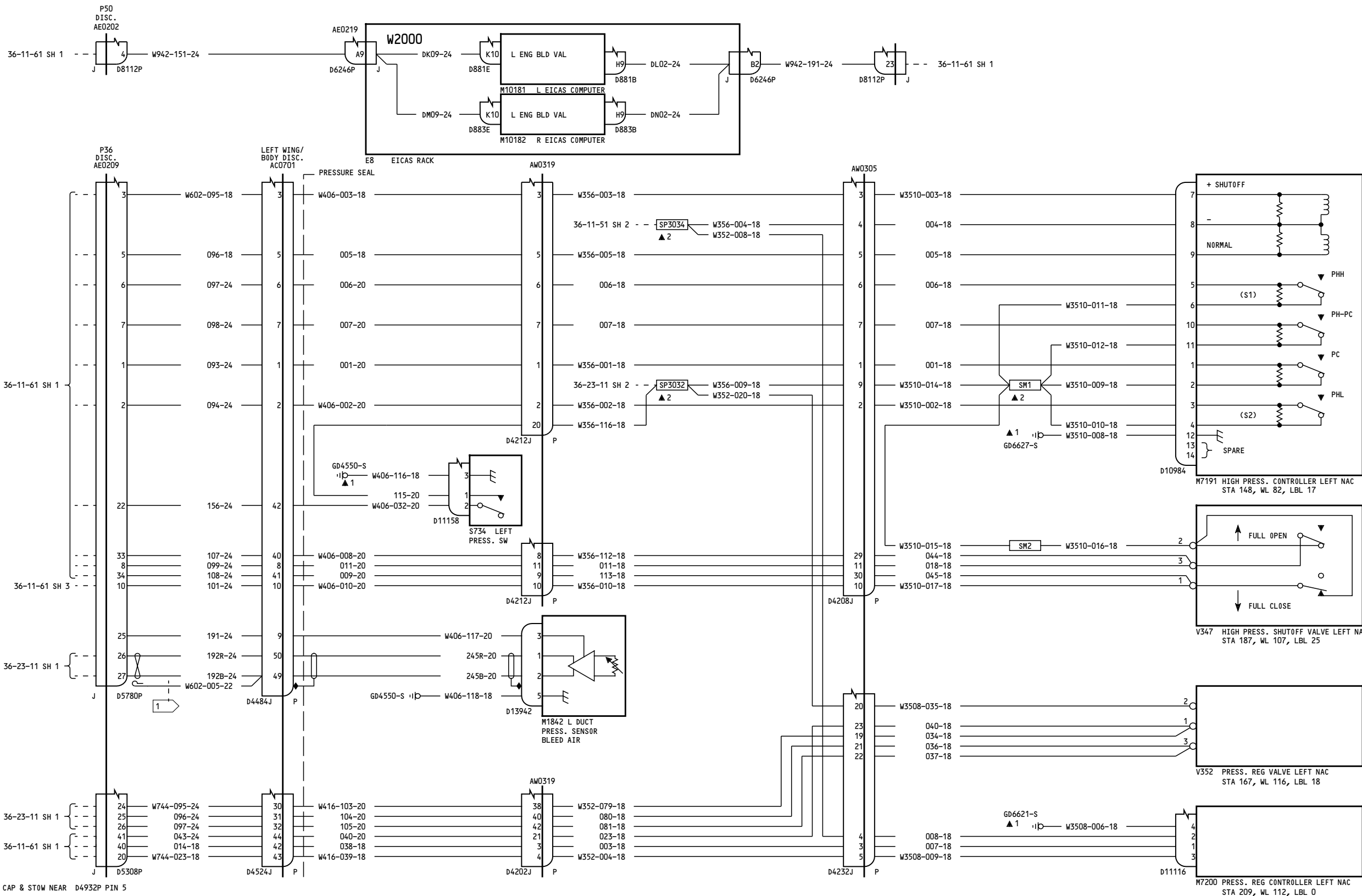
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NOTES  
 1 CAP & STOW NEAR D4932P PIN 5

162

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

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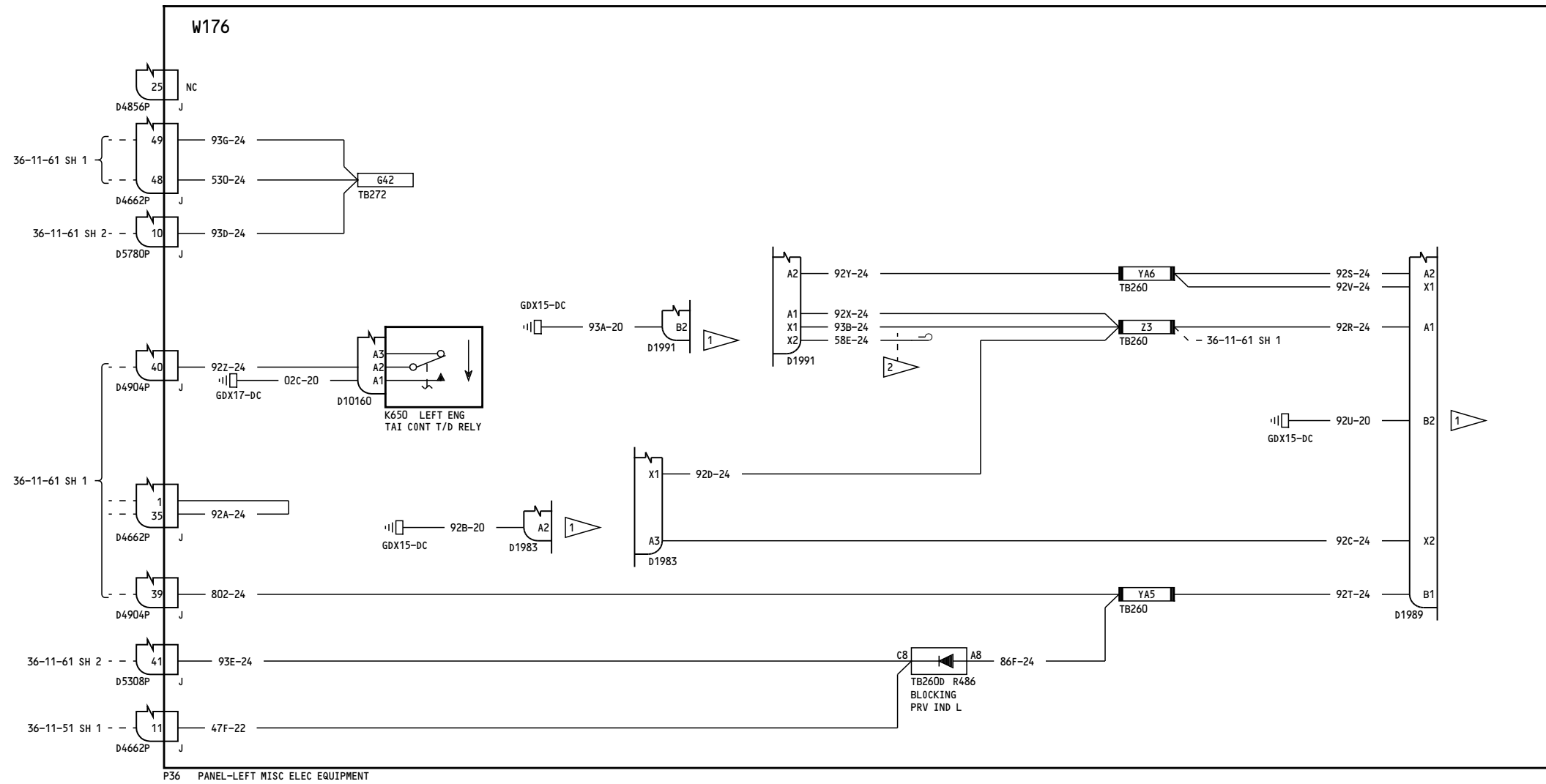
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10160

162

**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

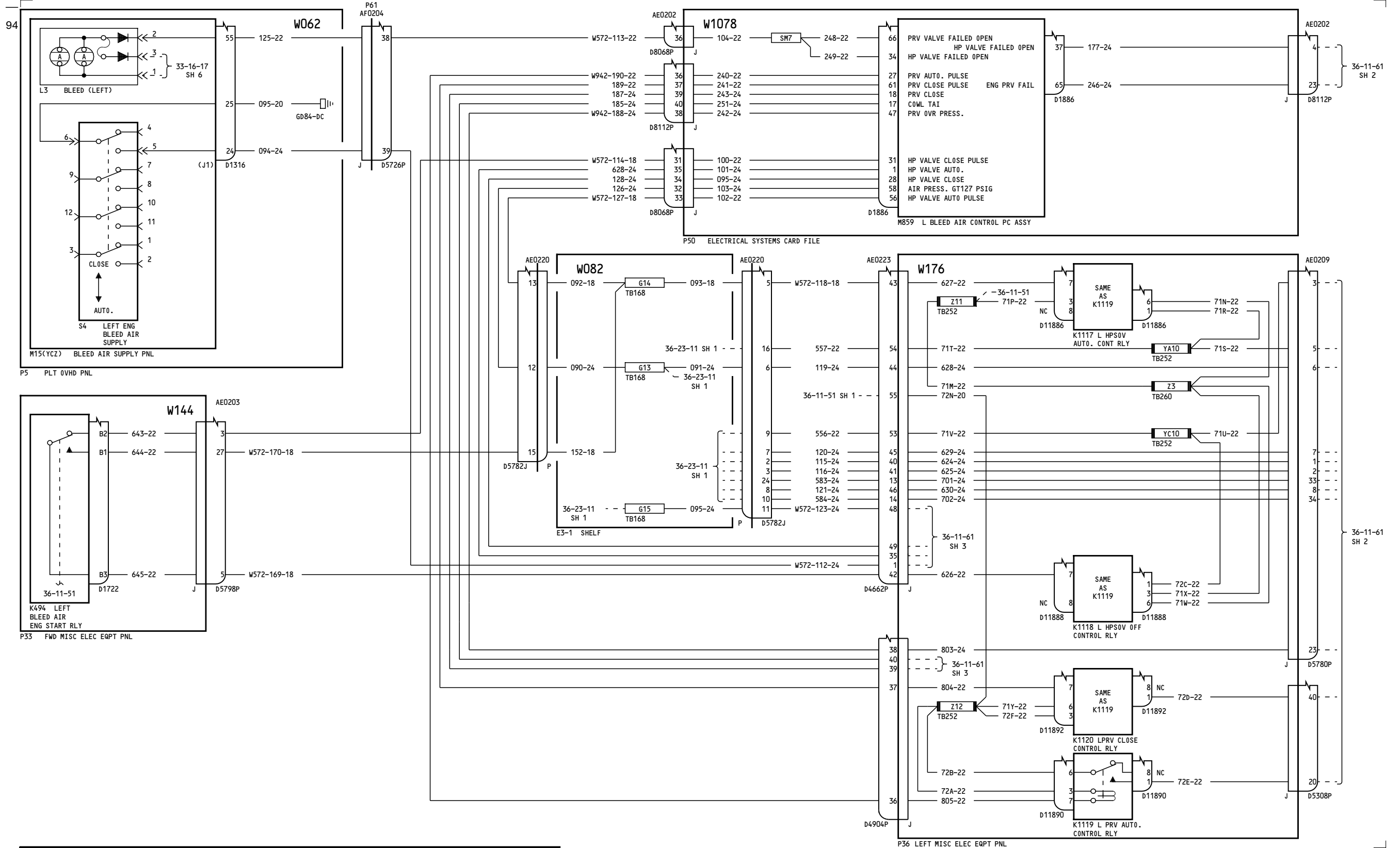
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## AIR SUPPLY BLEED AIR-LEFT ENGINE HIGH PRESSURE CONTROL

D280T132

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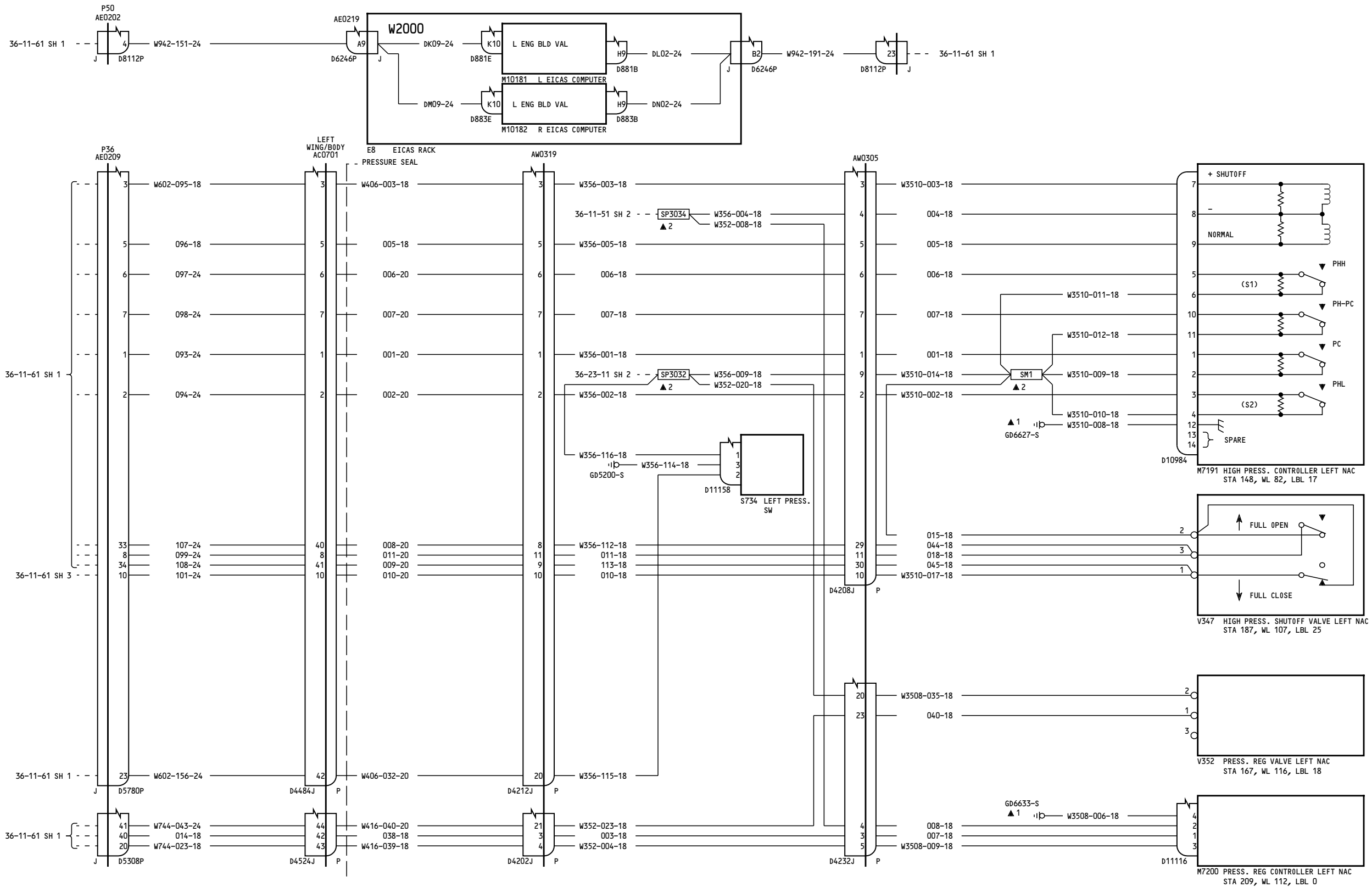
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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

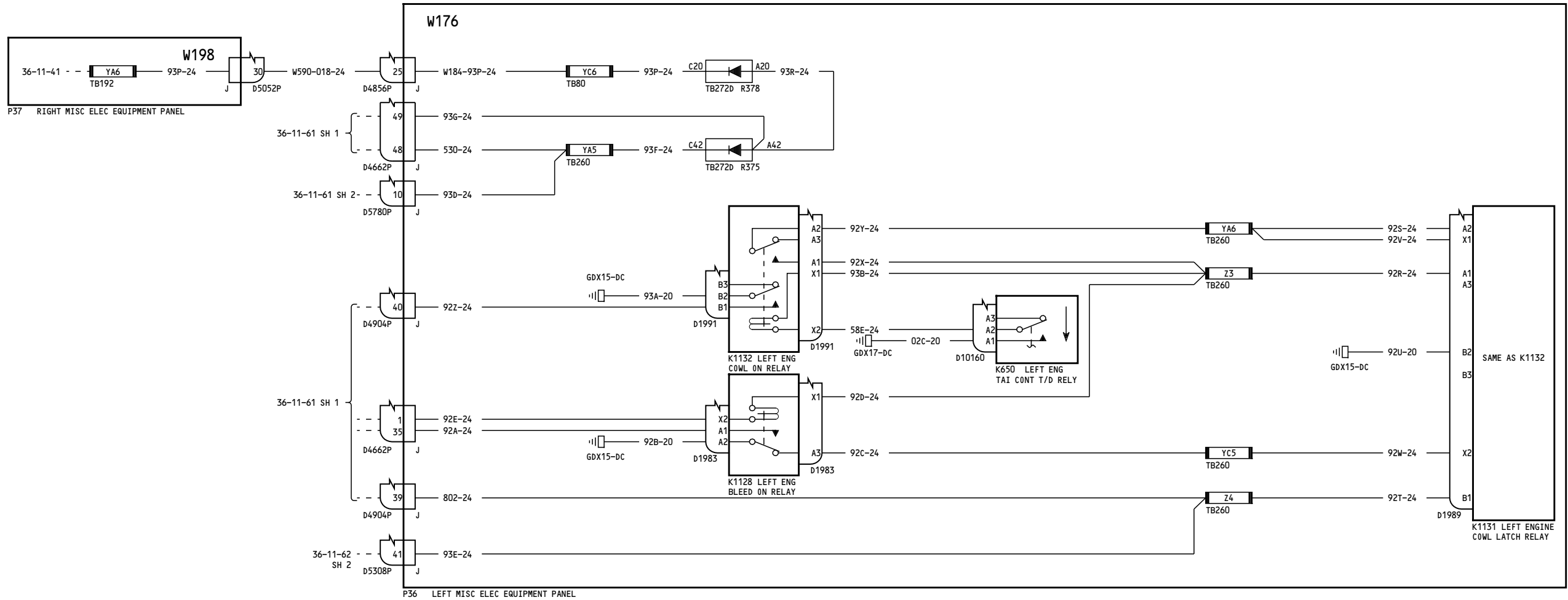
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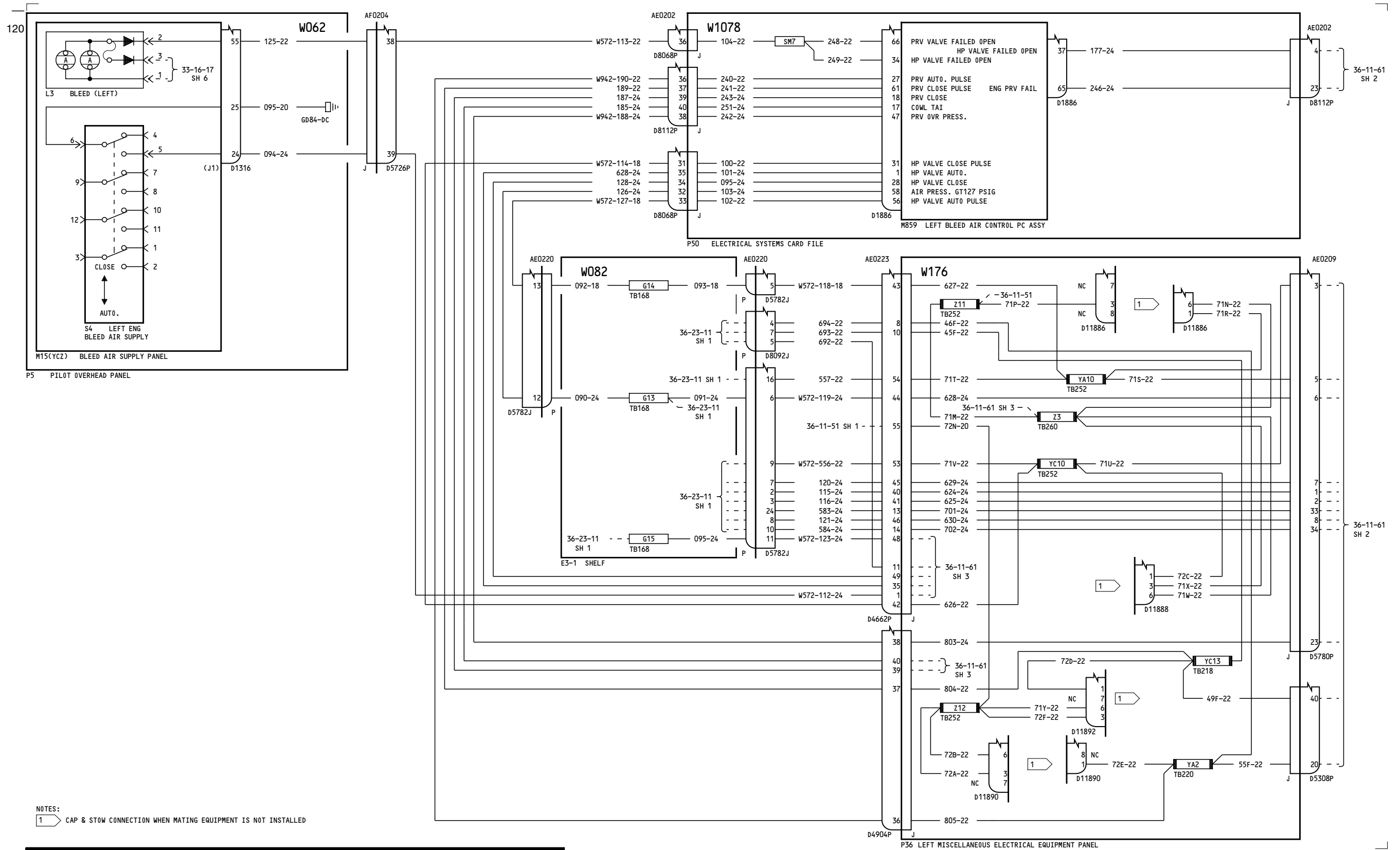
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**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

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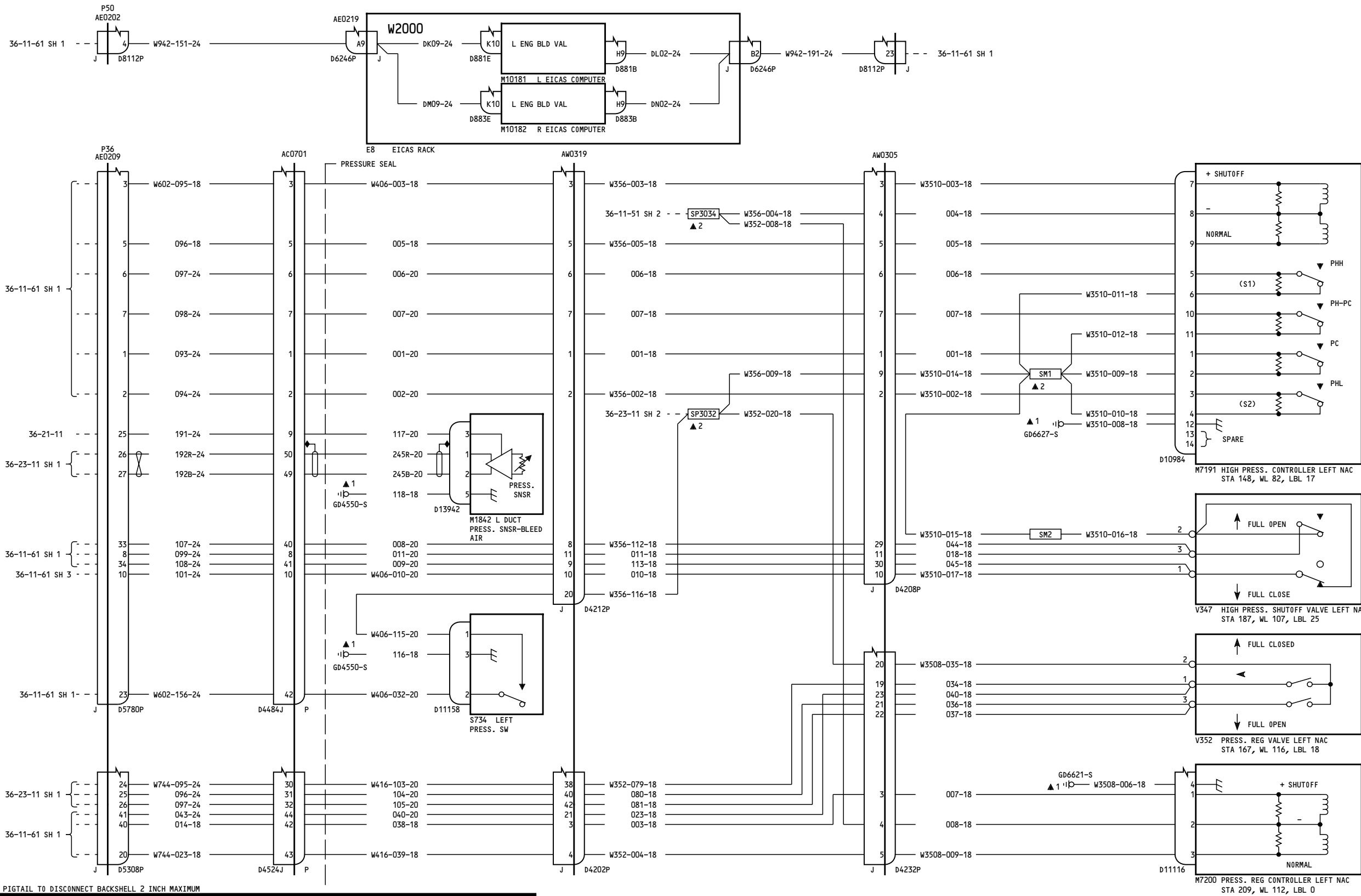
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

275

**AIR SUPPLY BLEED AIR-LEFT ENGINE HIGH PRESSURE CONTROL**

D280T132

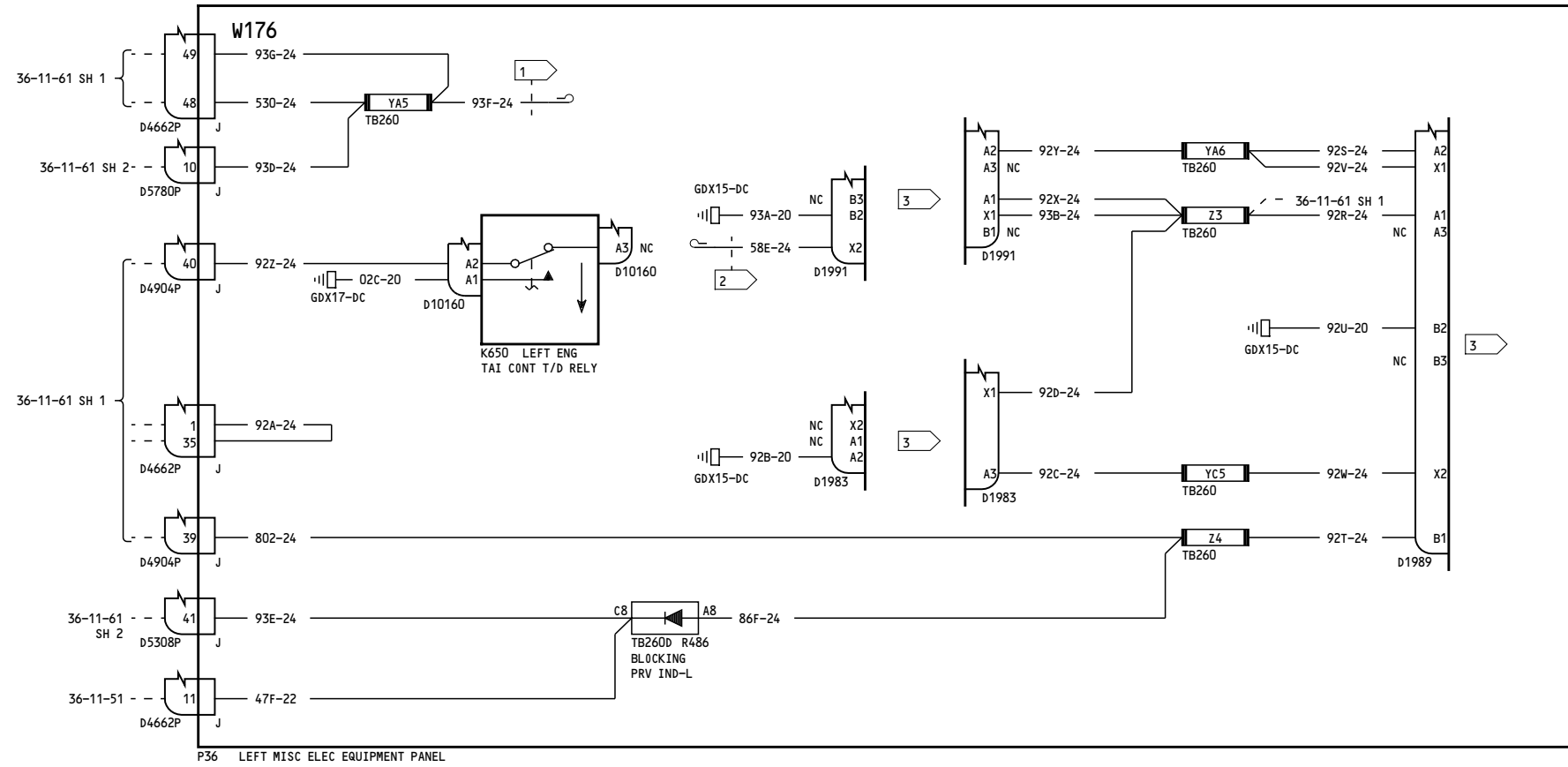
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**NOTES:**

- 1 CAP & STOW NEAR TB272D
- 2 CAP & STOW NEAR D10160
- 3 CAP & STOW WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

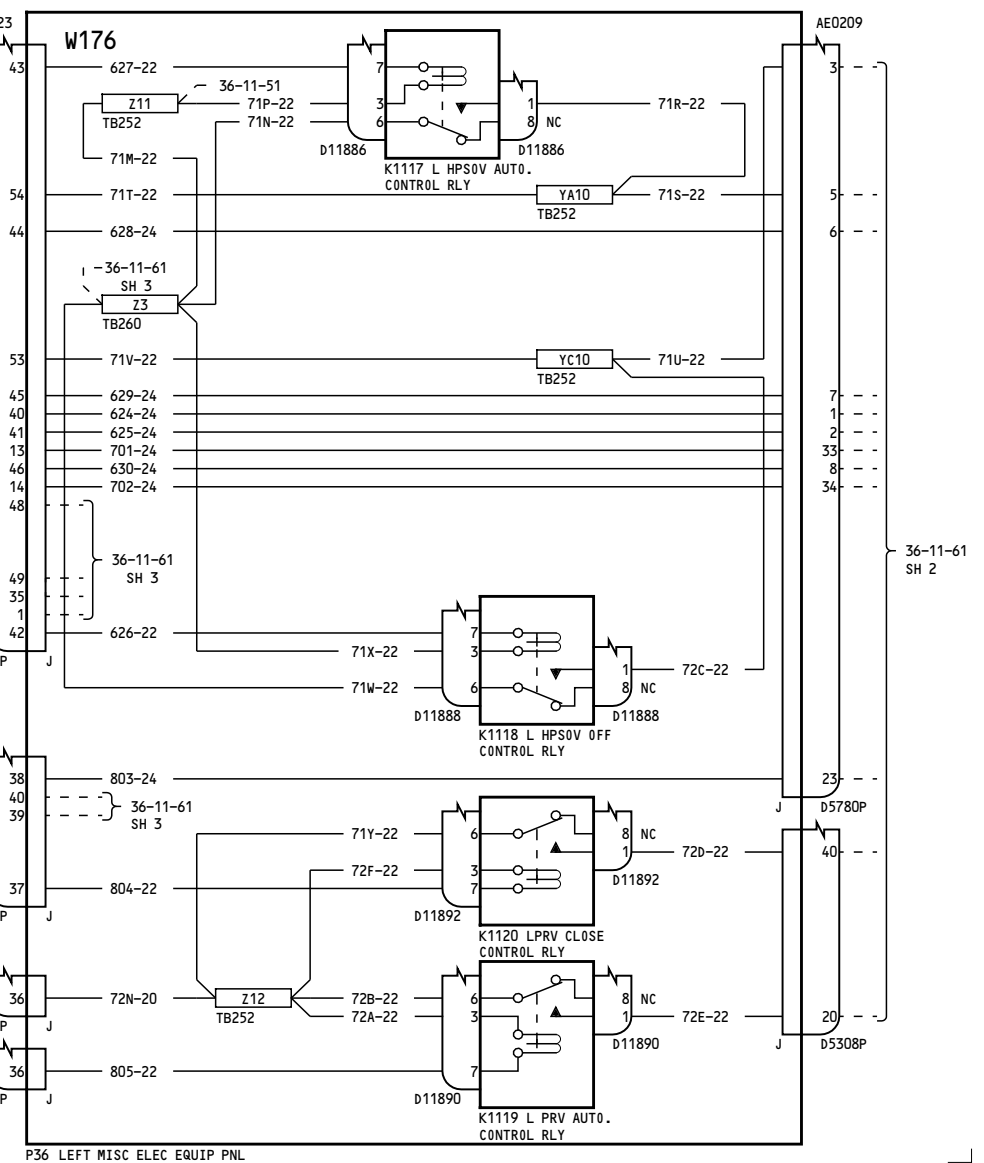
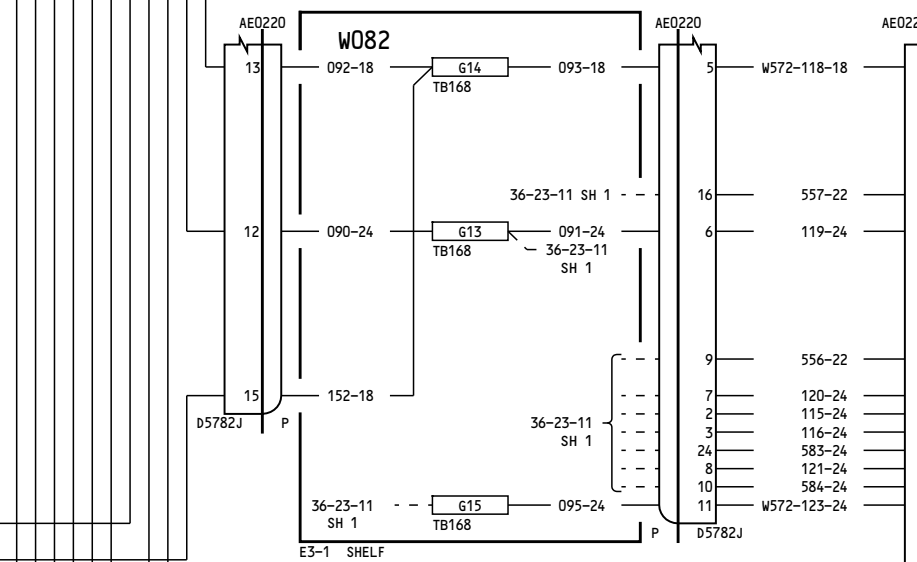
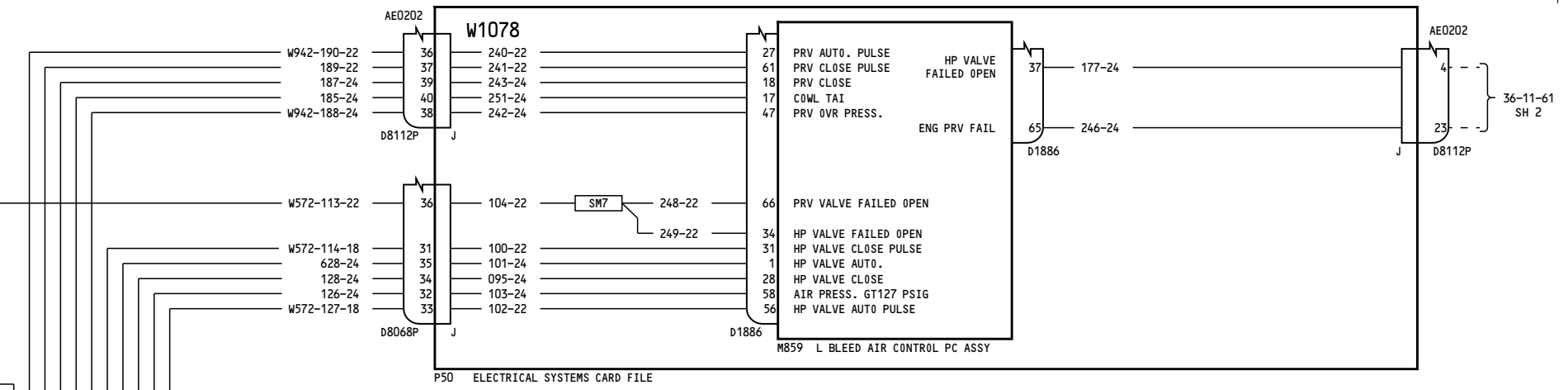
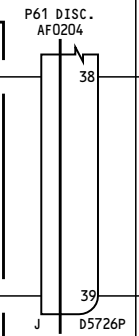
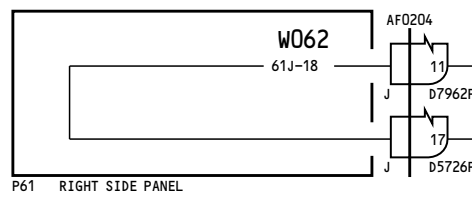
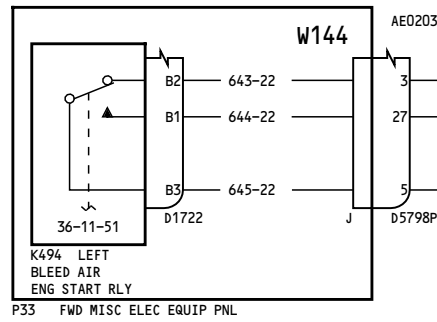
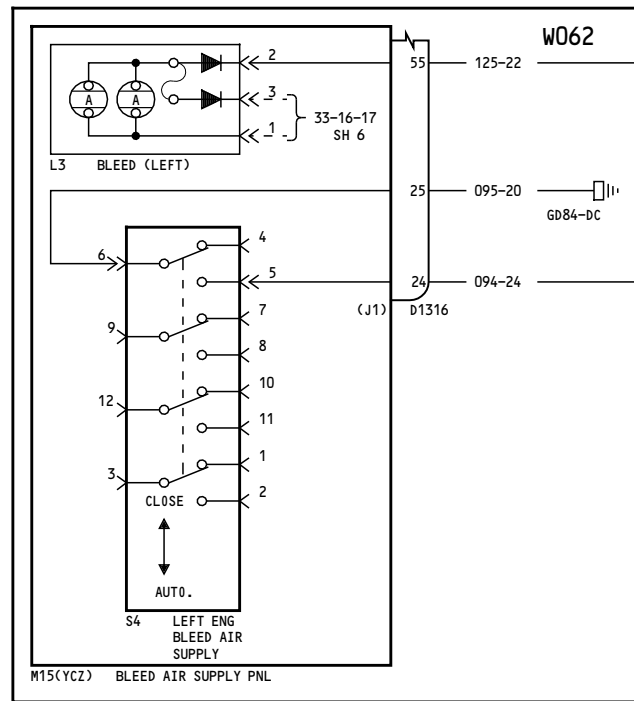
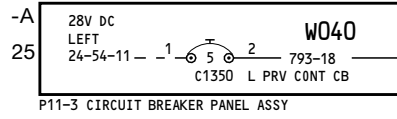
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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

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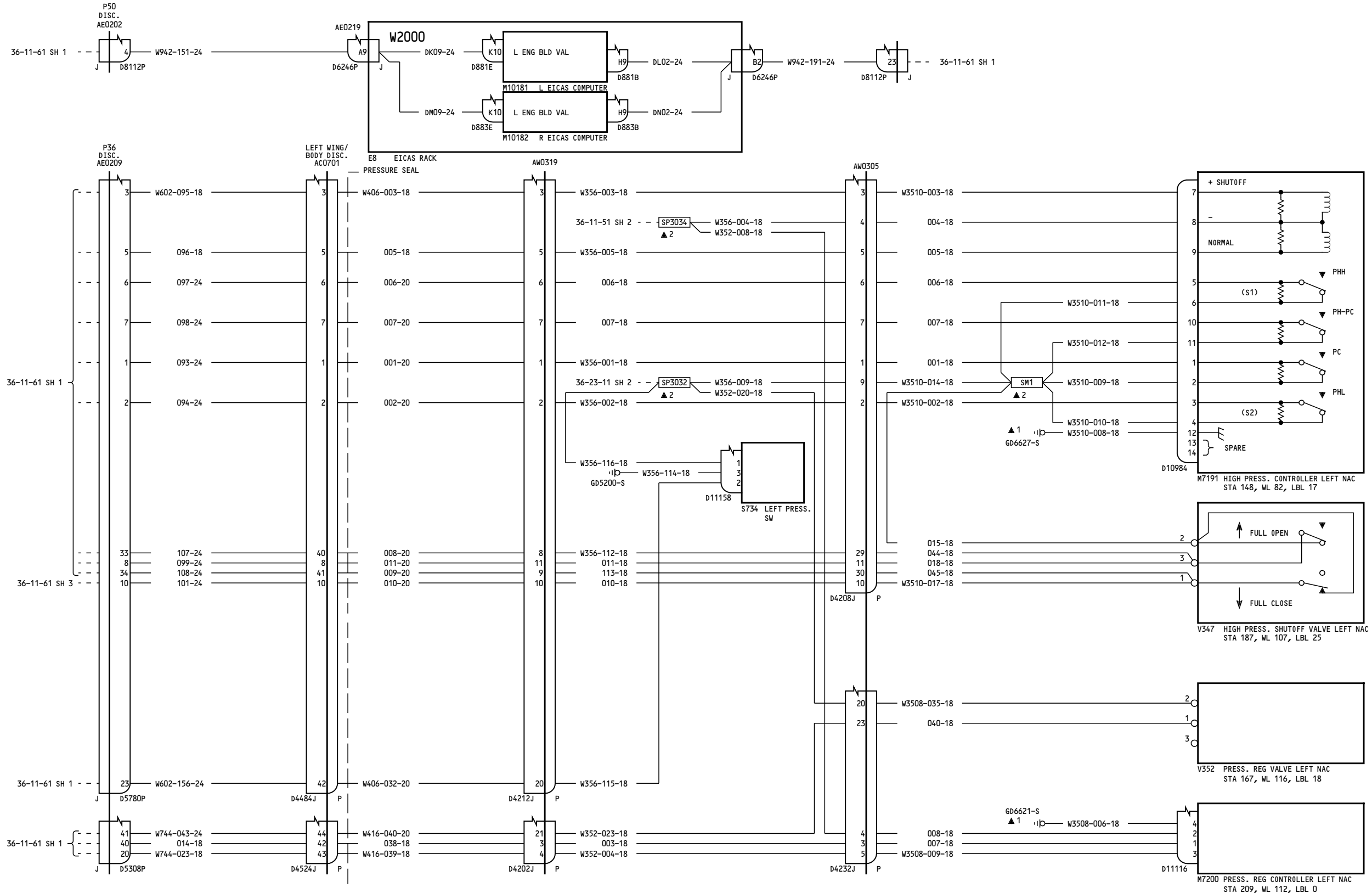
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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

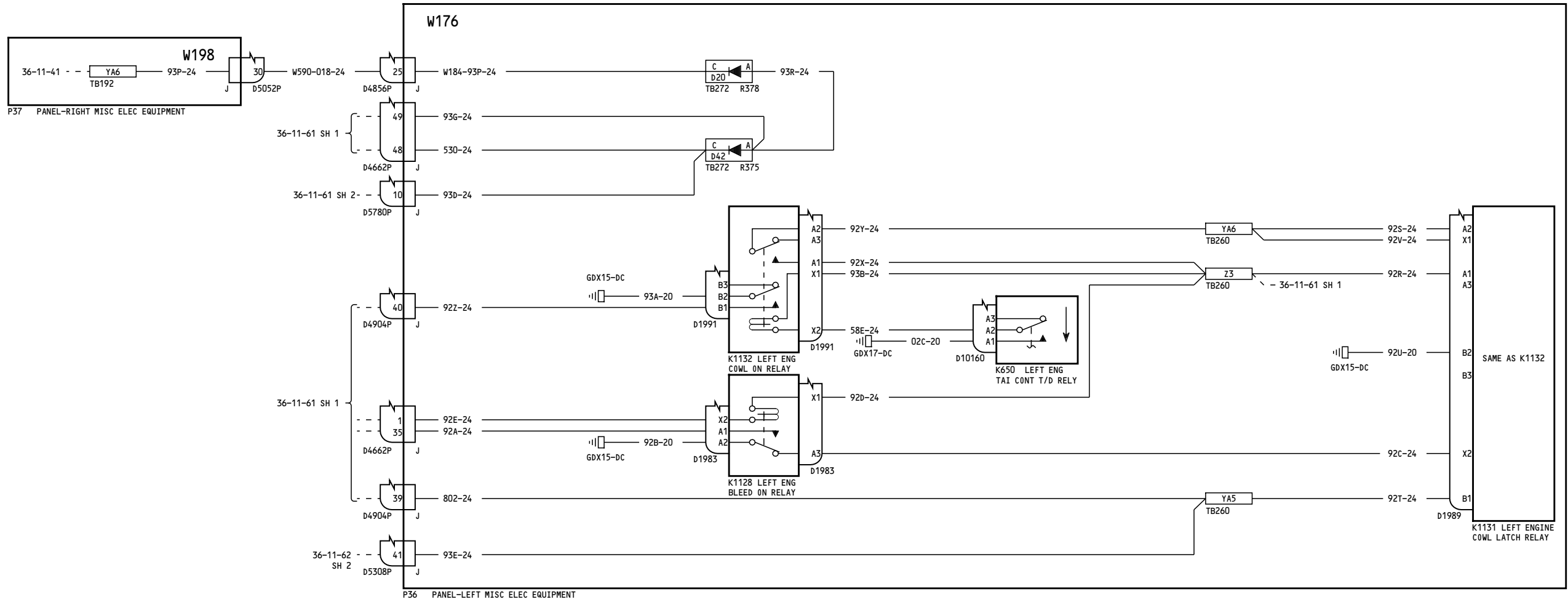
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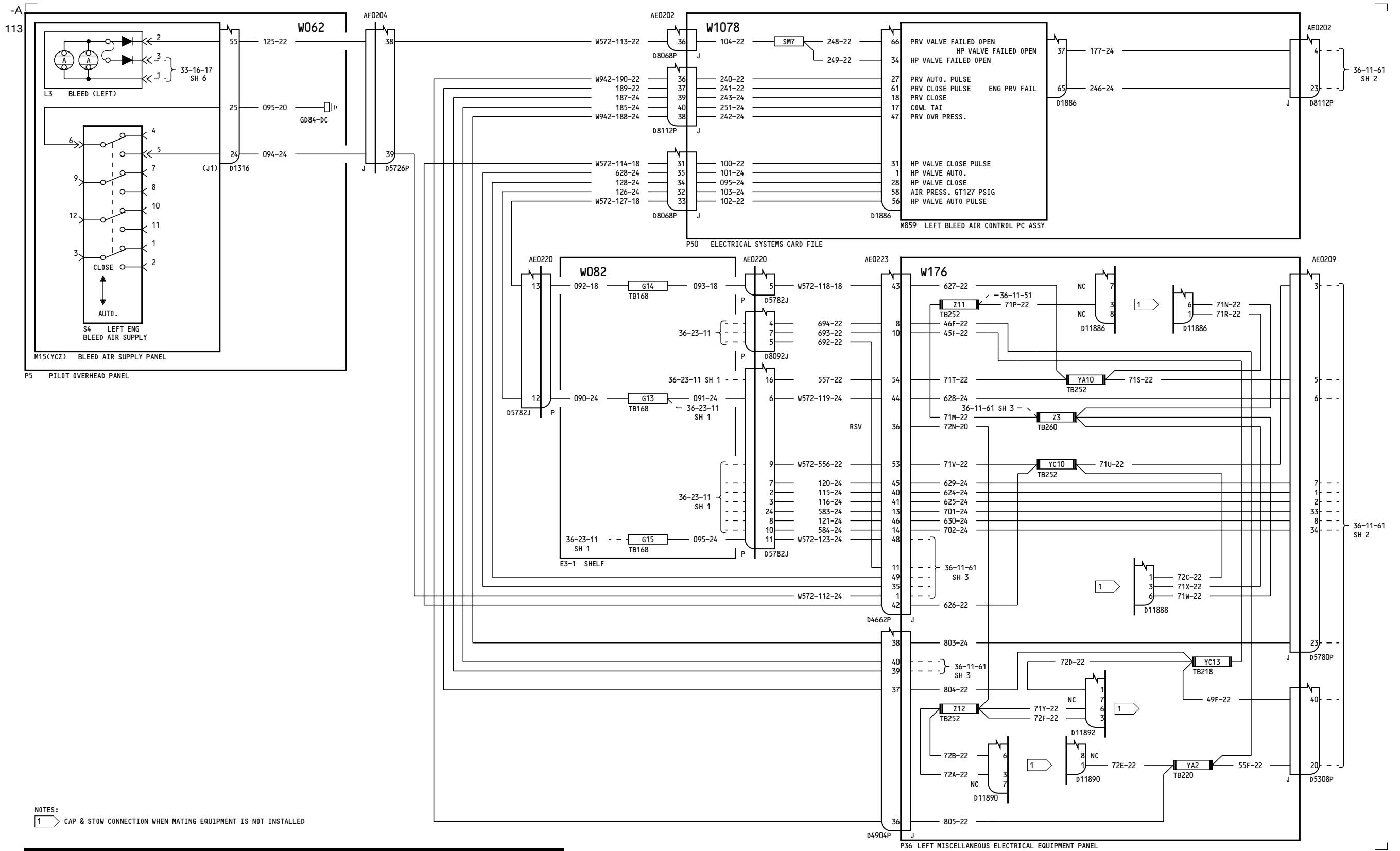
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NOTES:  
 1 CAP & STOW CONNECTION WHEN MATING EQUIPMENT IS NOT INSTALLED

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**AIR SUPPLY BLEED AIR-  
 LEFT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

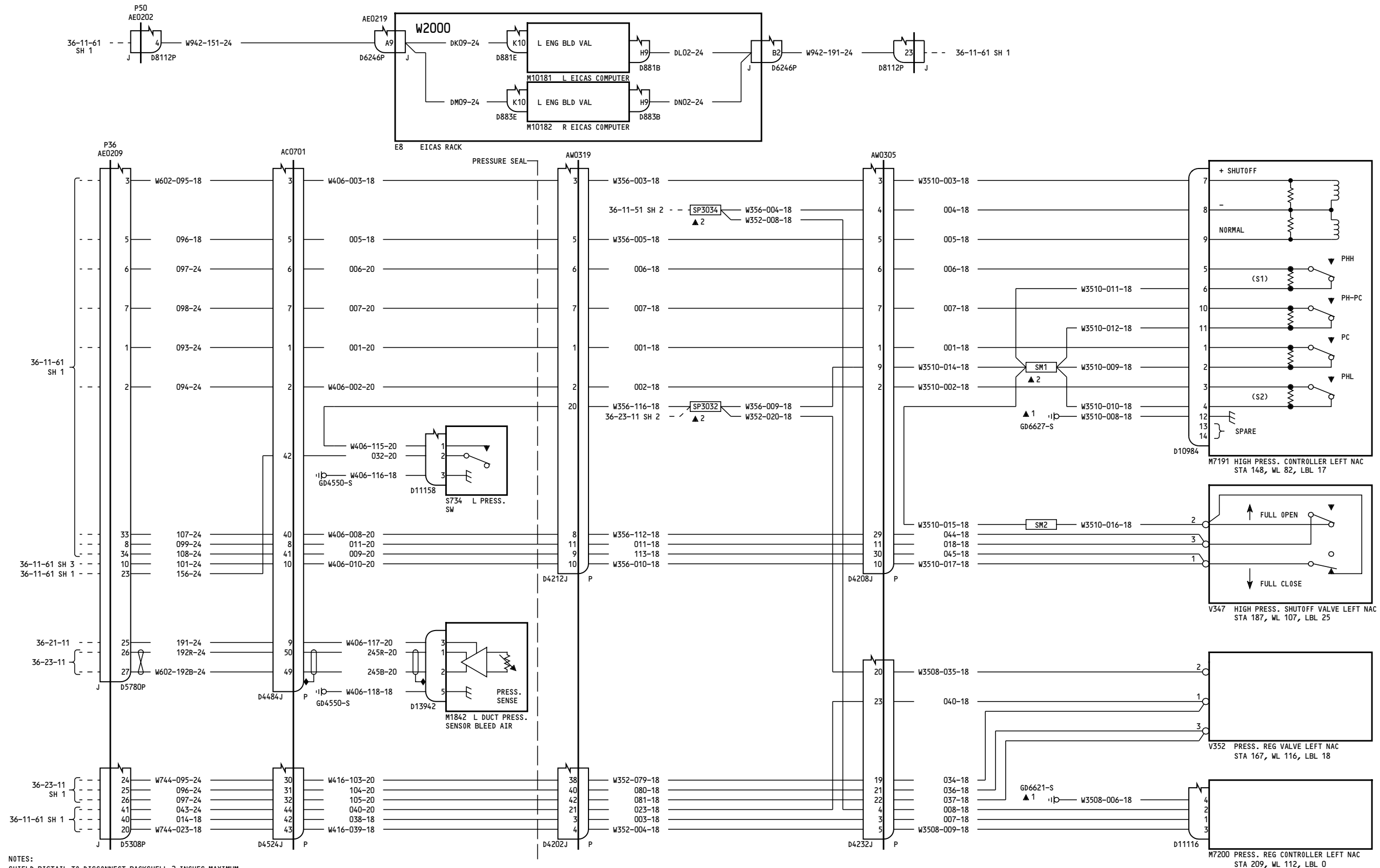
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCHES MAXIMUM

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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

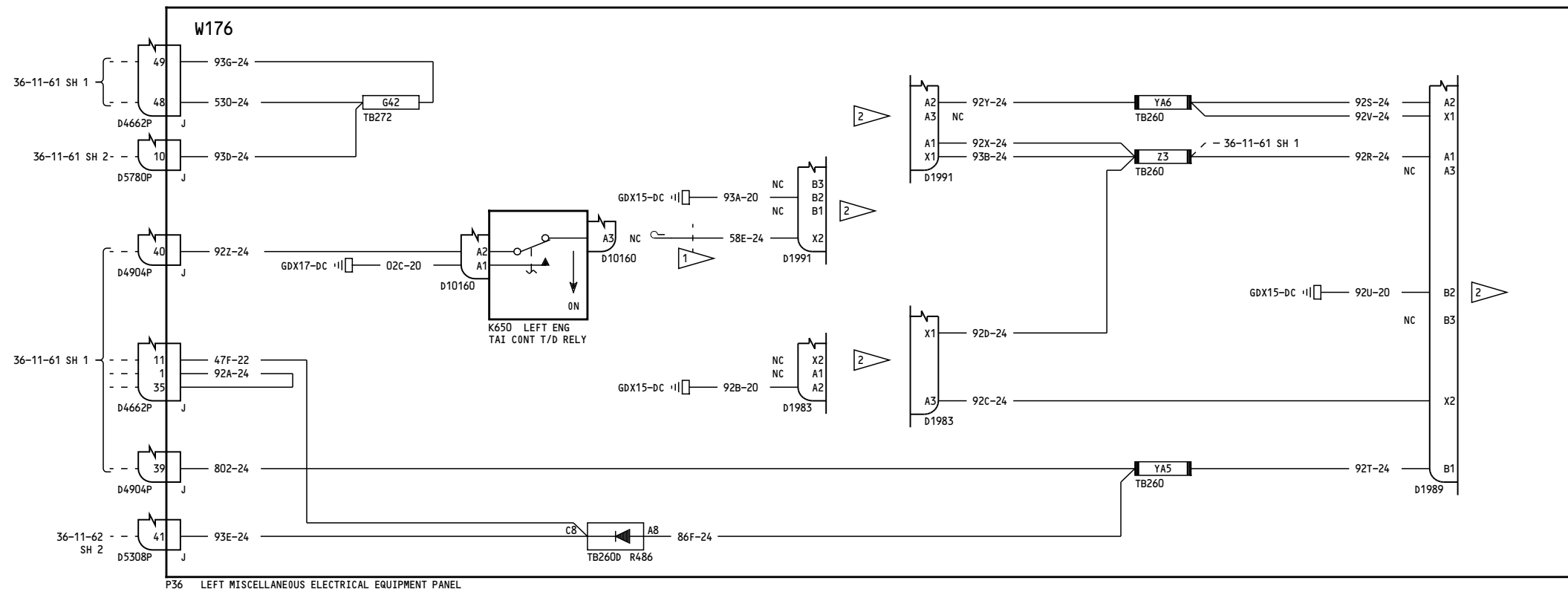
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- NOTES:
- 1 CAP & STOW NEAR D10160
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY BLEED AIR-  
LEFT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

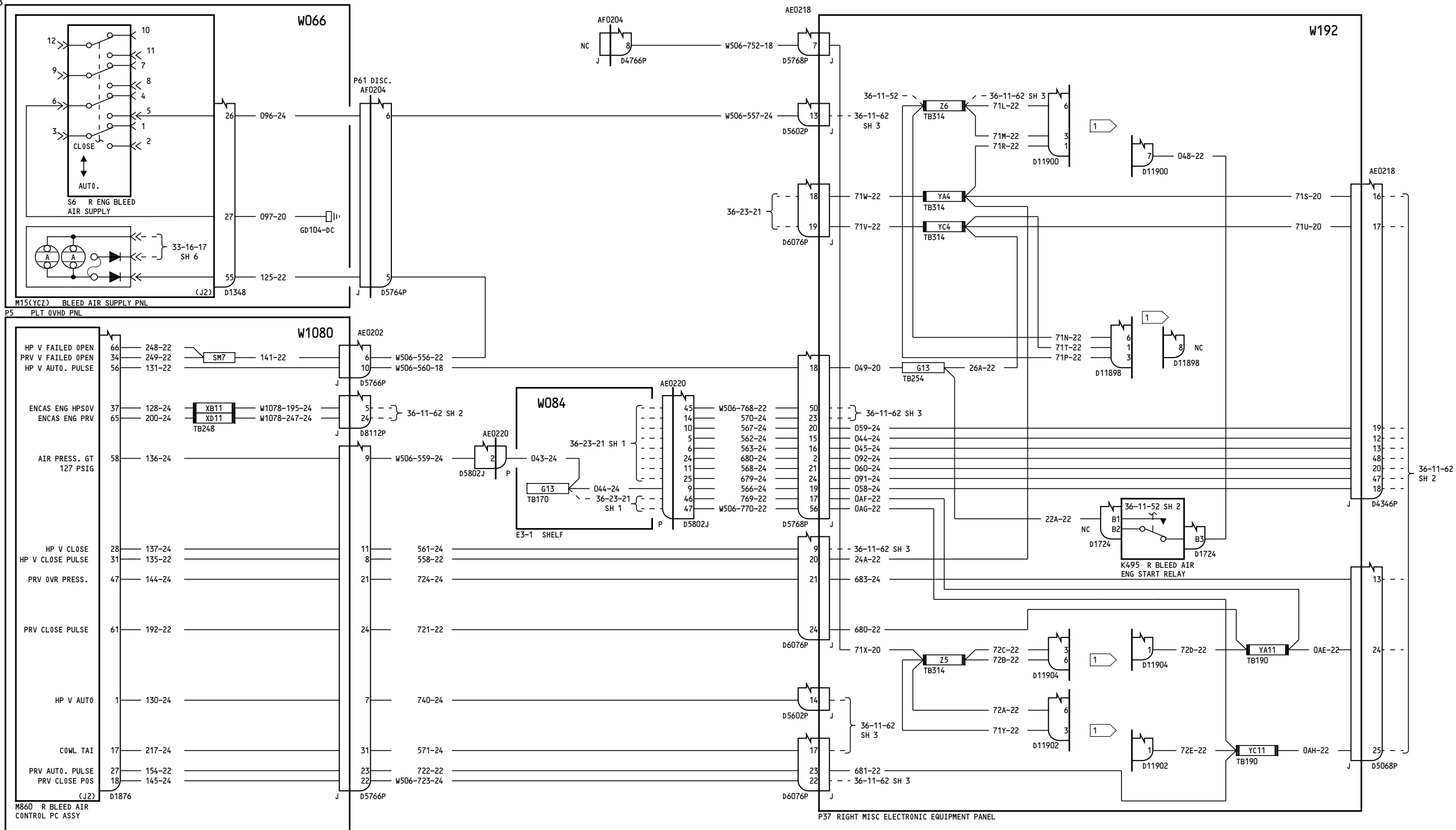
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NOTES:  
 1 CAP AND STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED

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**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

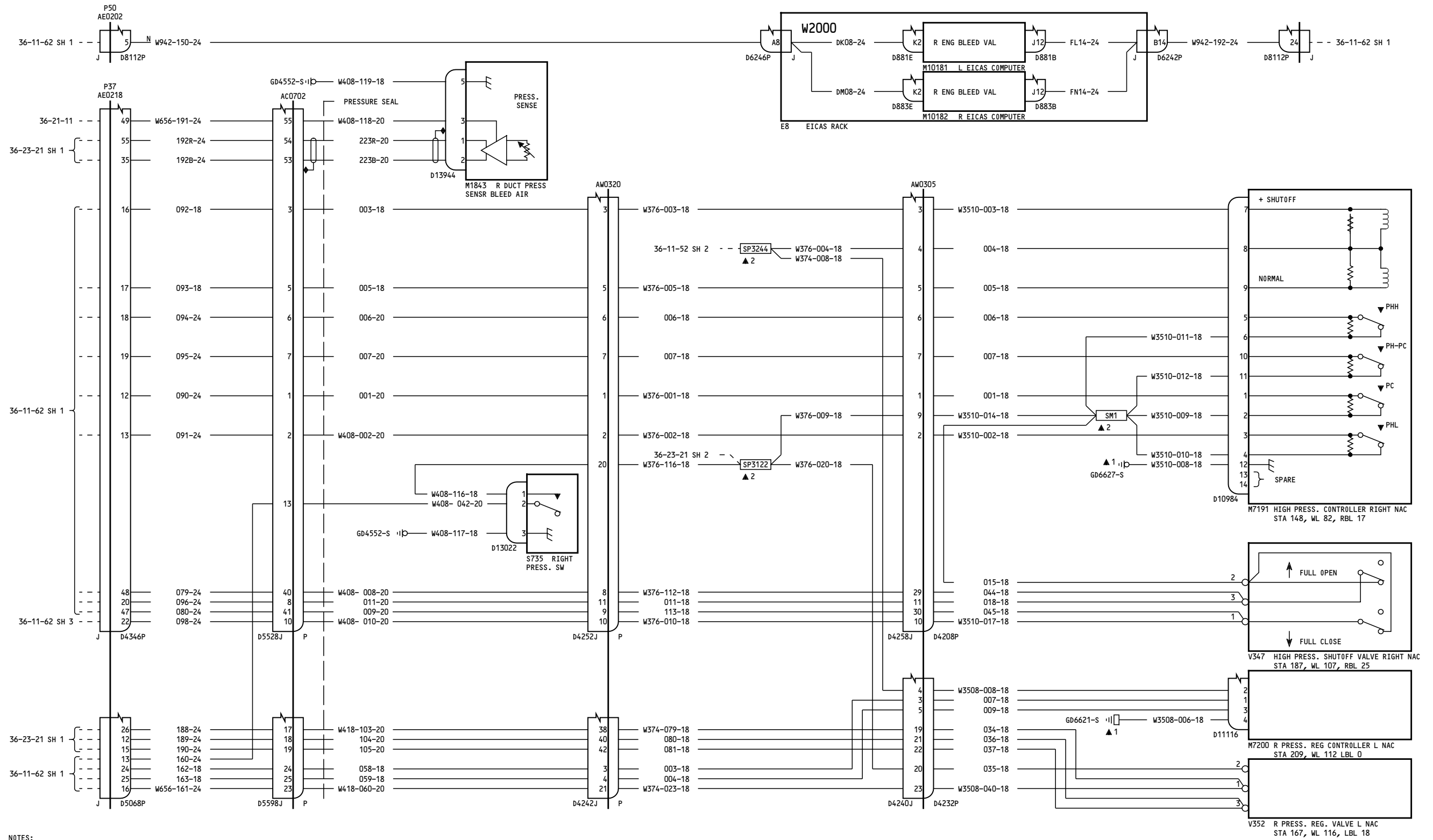
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**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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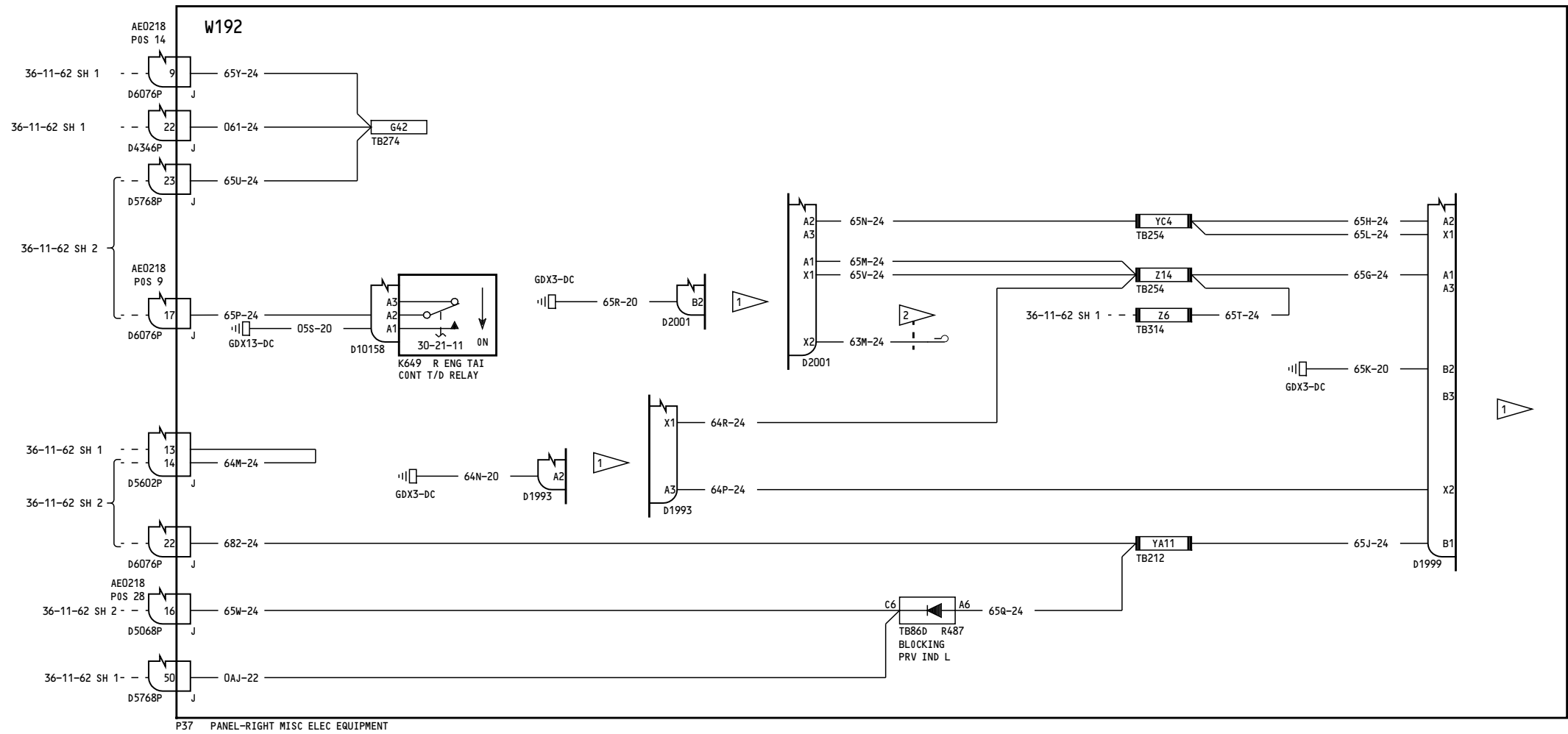
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- NOTES:
- 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED
  - 2 CAP & STOW NEAR D10158

050-051, 155, 163-165

**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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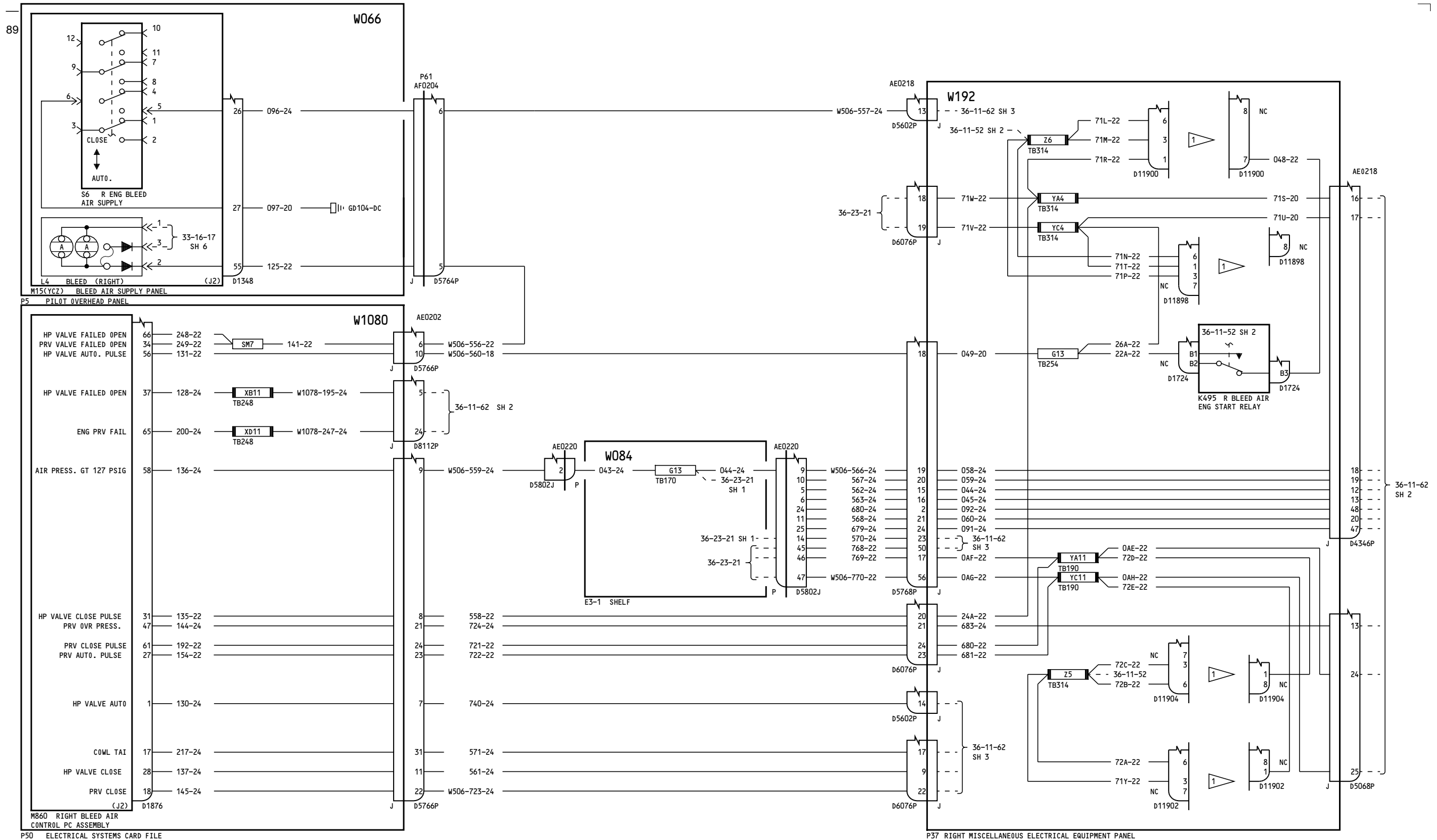
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

150-154

**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

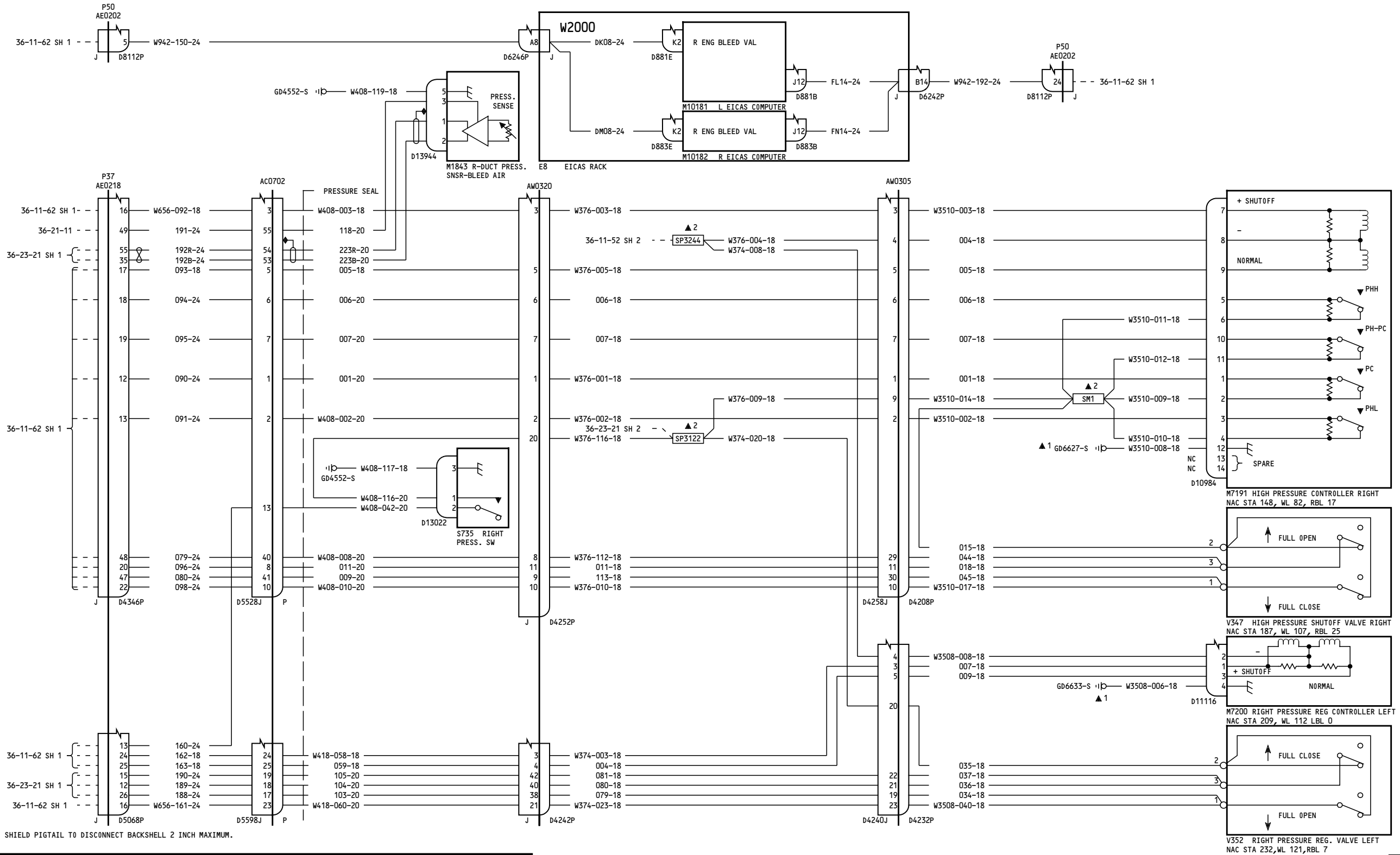
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NOTES: SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM.

150-154

**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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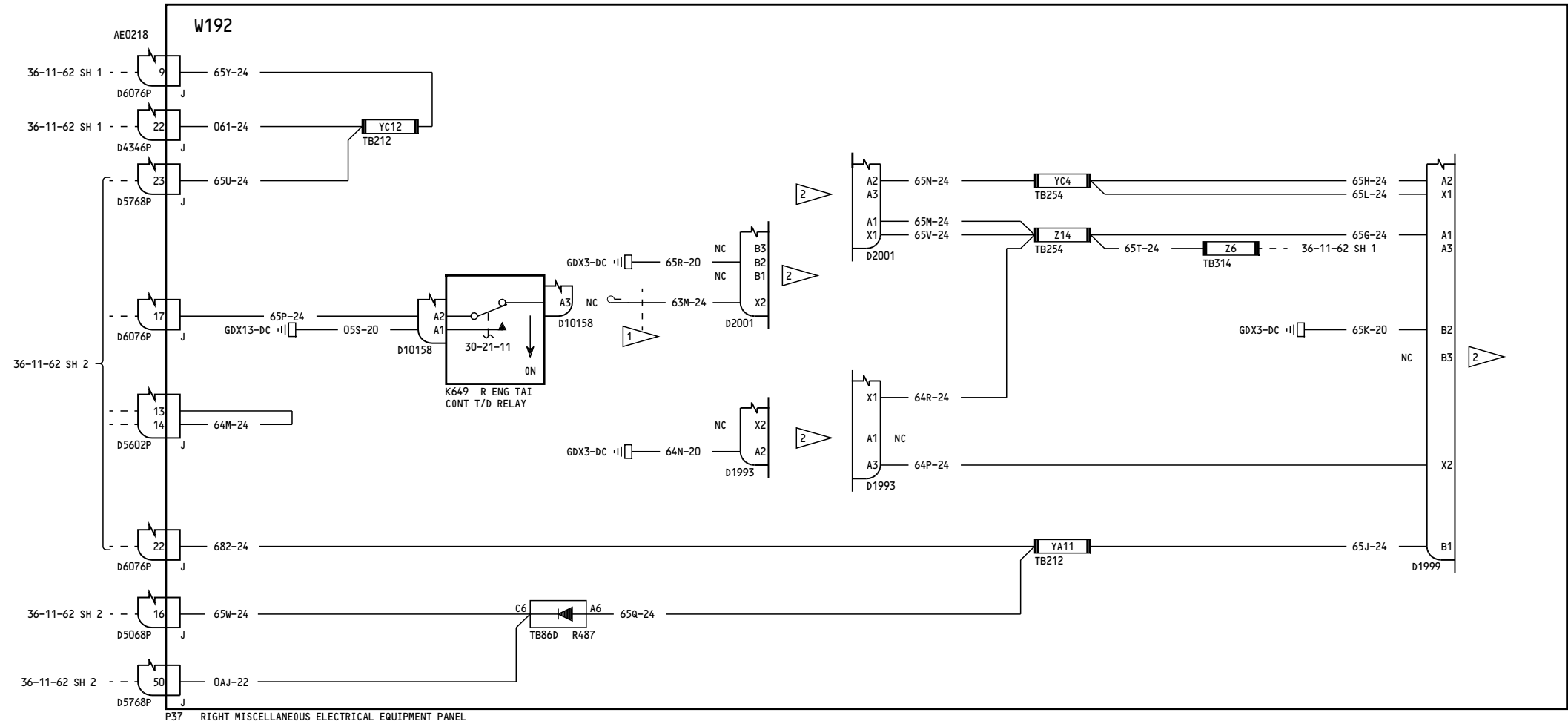
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- NOTES:
- 1 CAP & STOW NEAR D10158
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

150-154

**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

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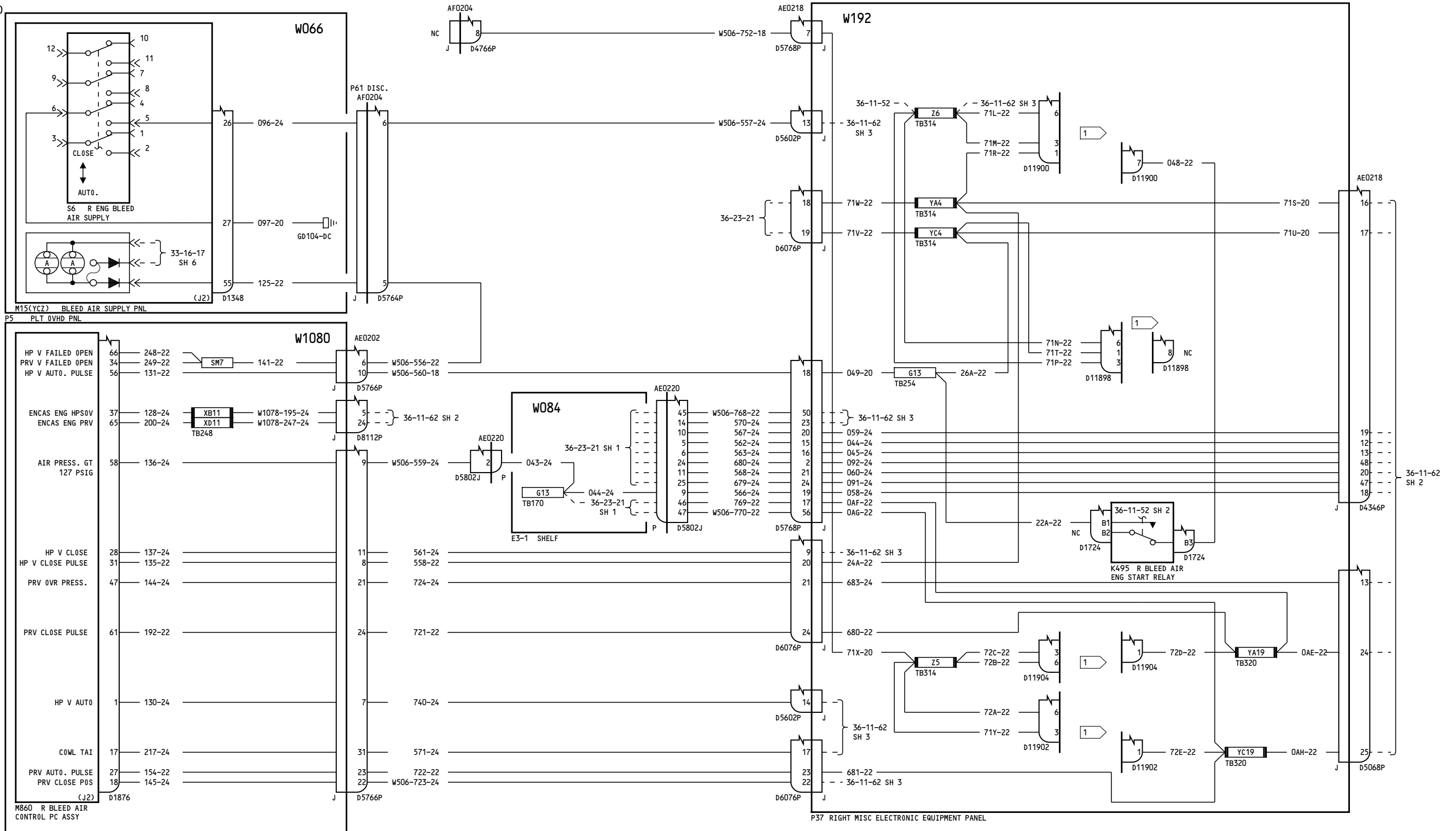
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NOTES:  
 1 CAP AND STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED

156, 166

**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

D280T132

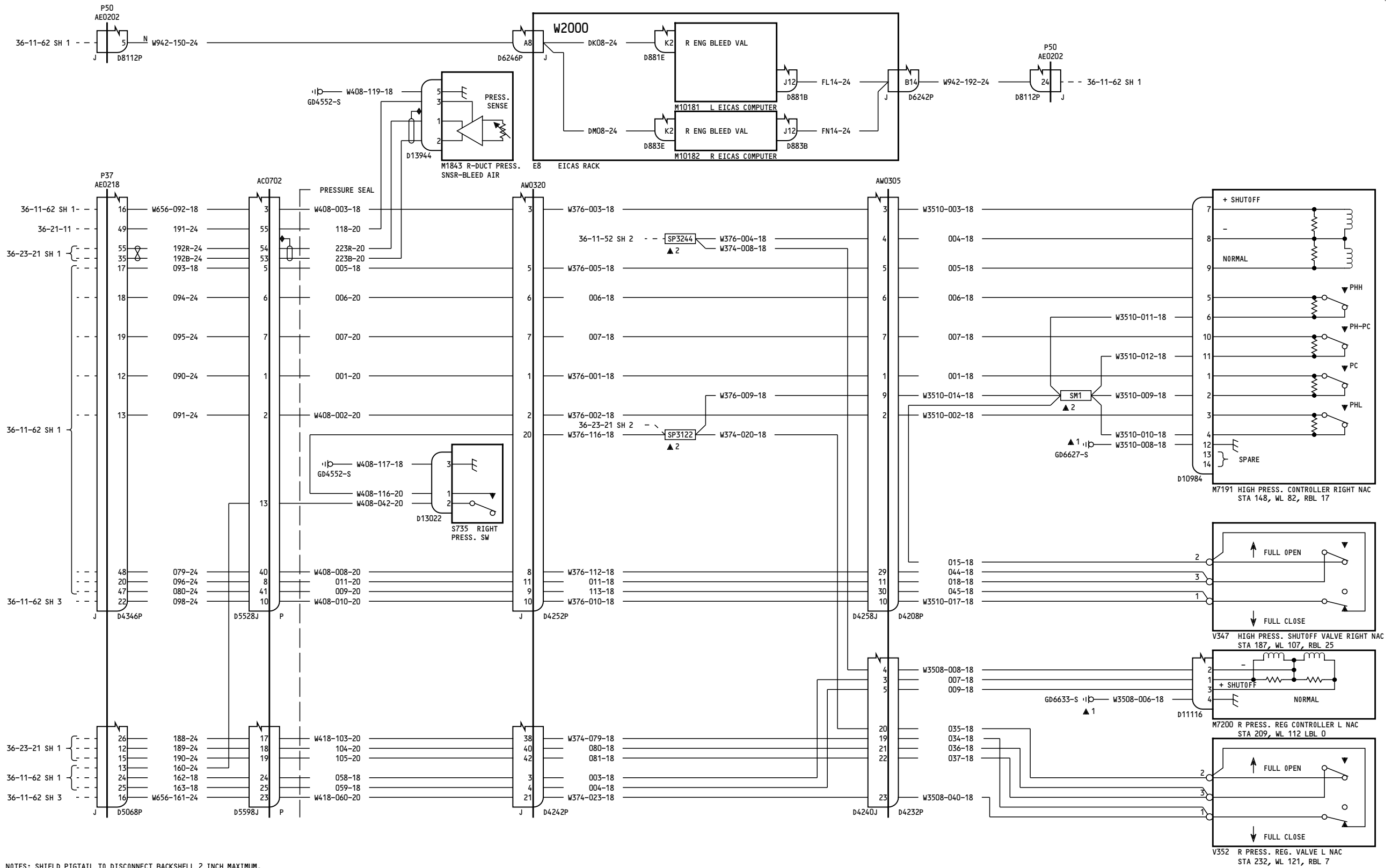
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NOTES: SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM.

156, 166

**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

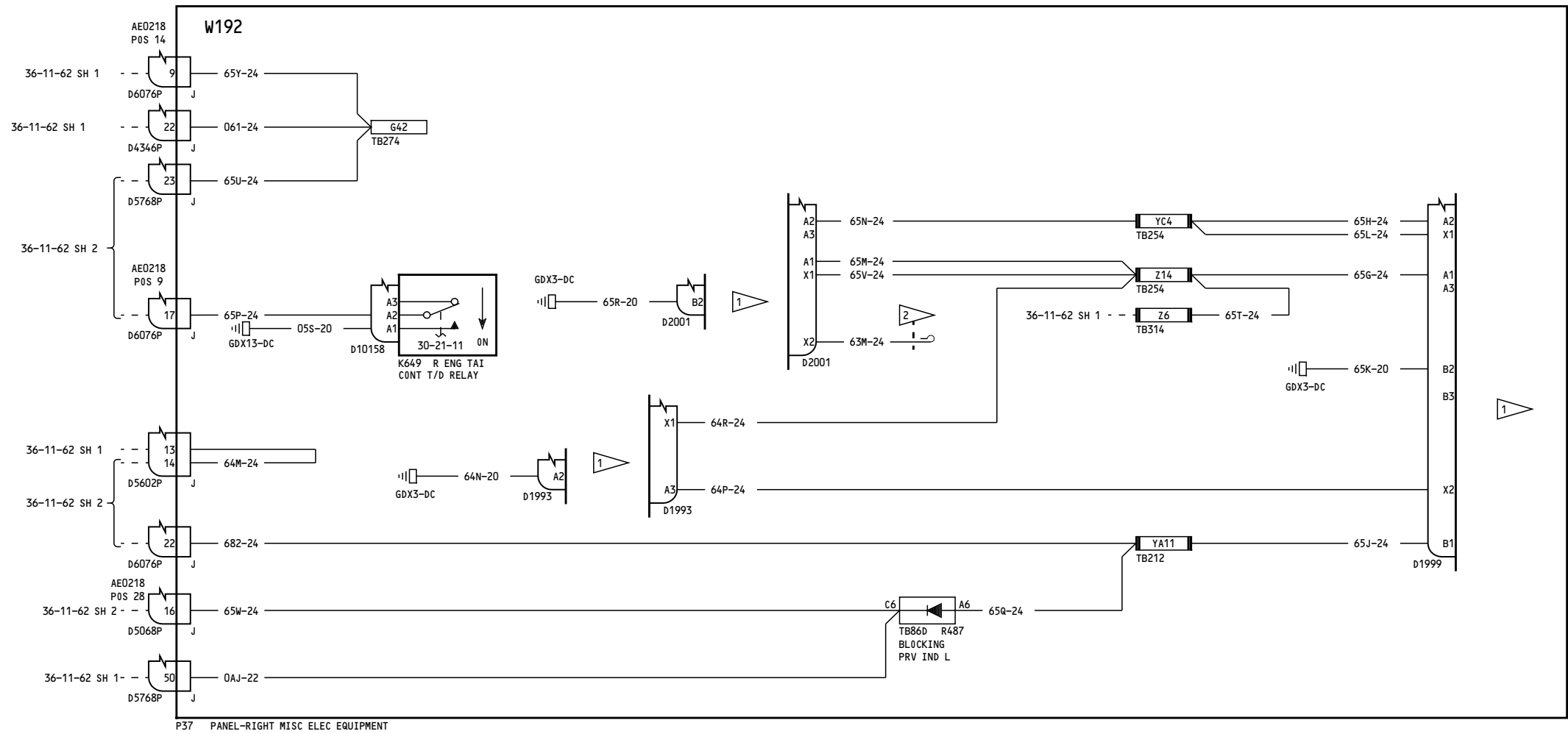
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10158

156, 166

**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

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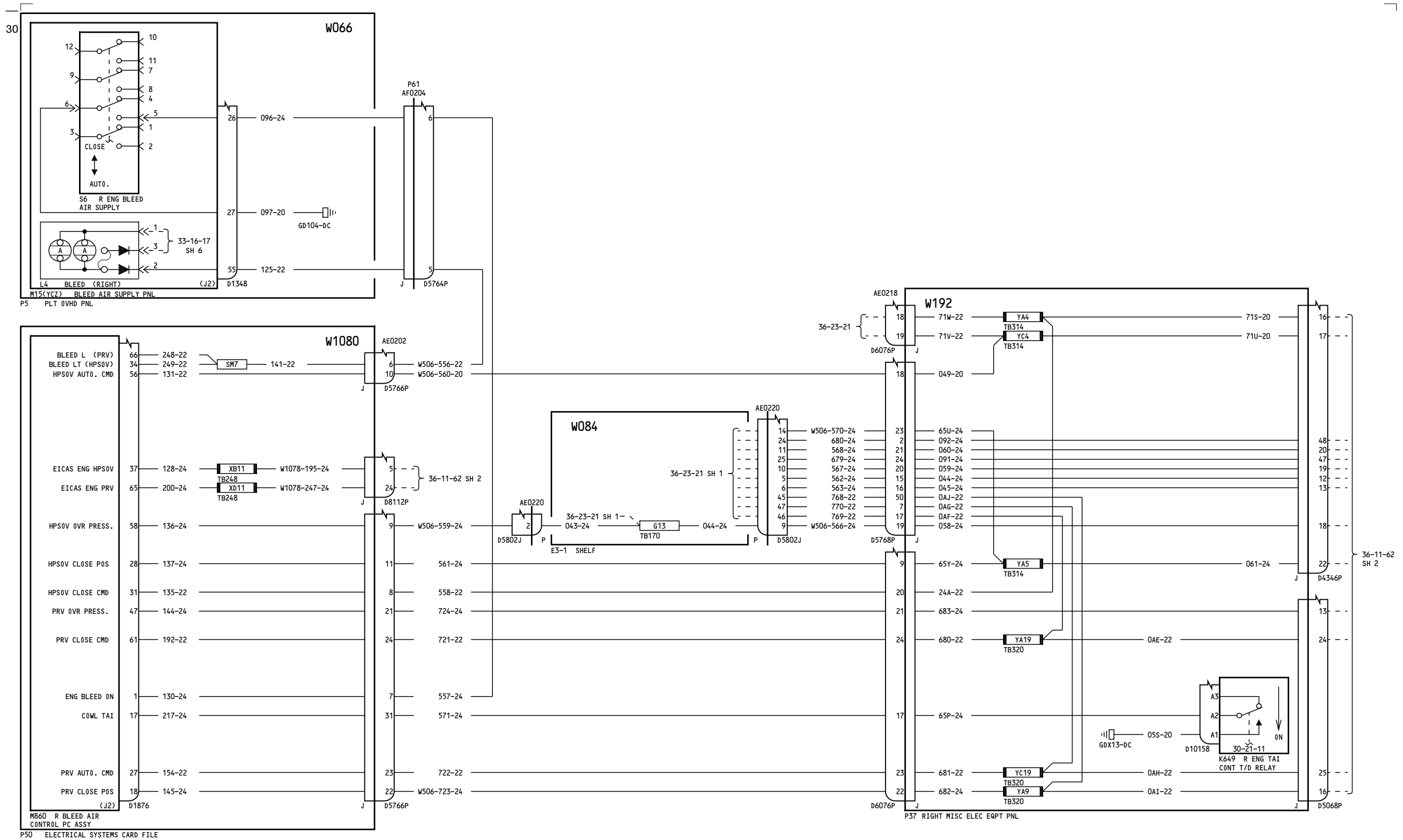
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**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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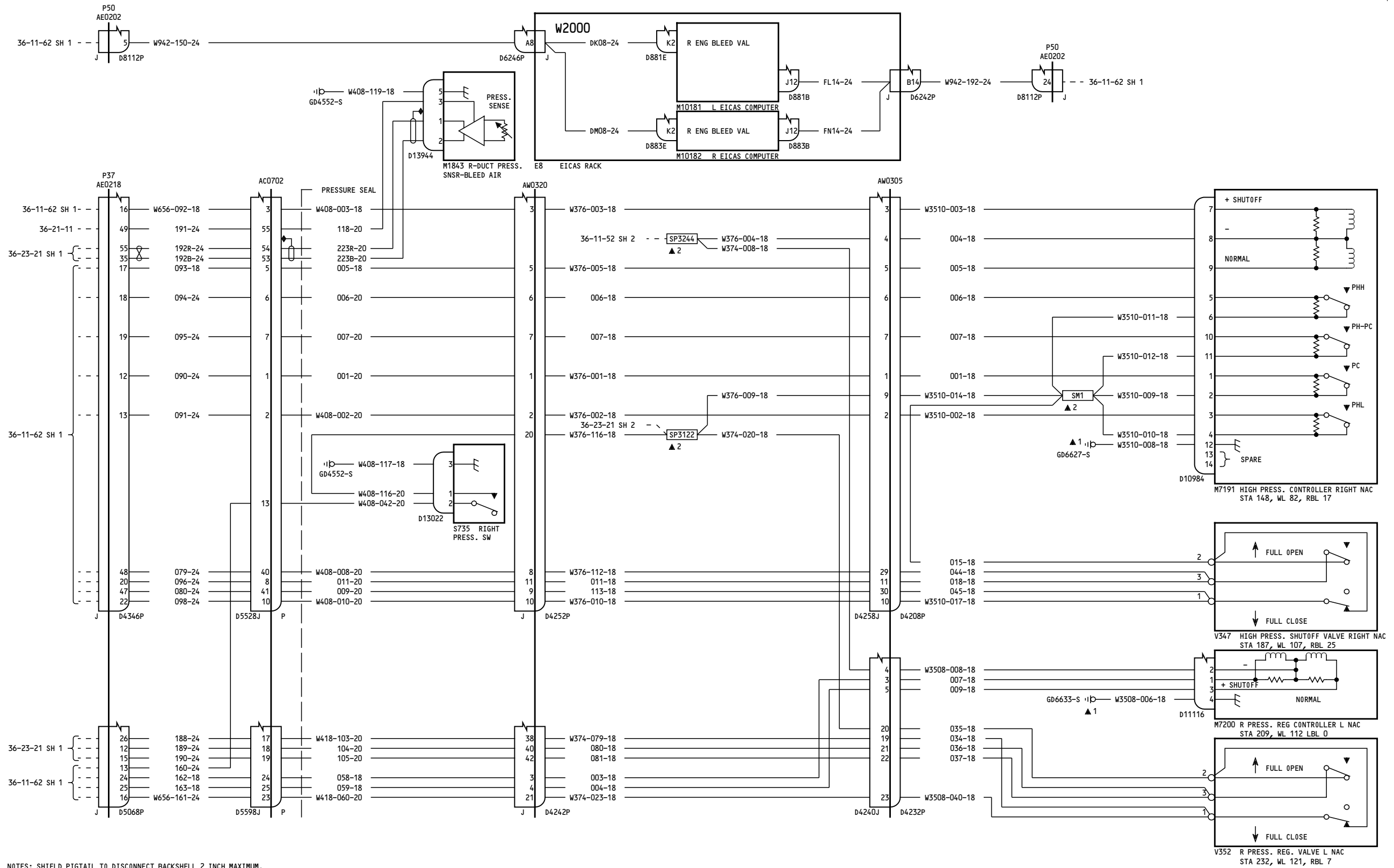
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NOTES: SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM.

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**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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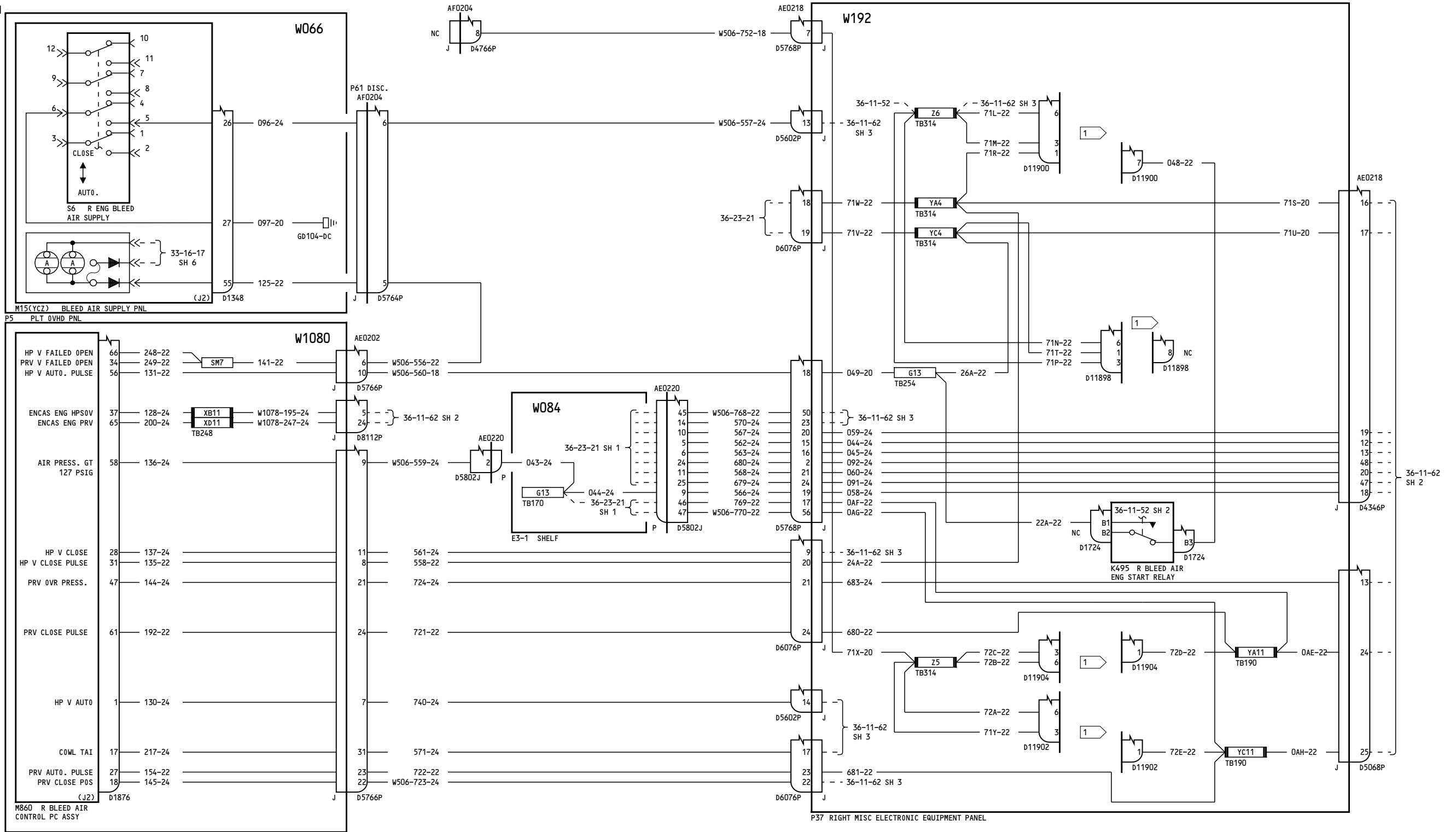
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NOTES: 1 CAP AND STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED

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AIR SUPPLY BLEED AIR-RIGHT ENGINE HIGH PRESSURE CONTROL

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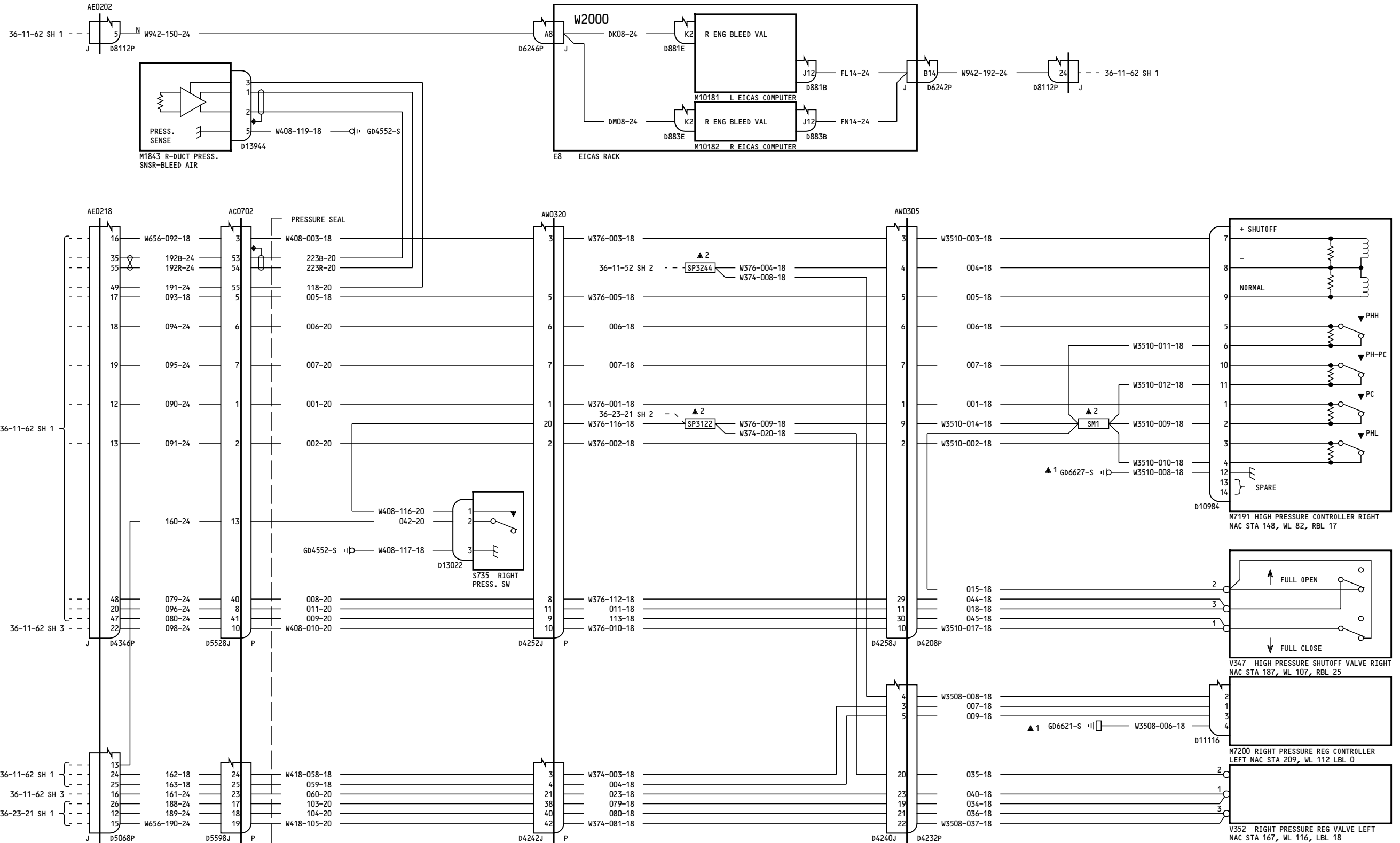
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM

162

**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

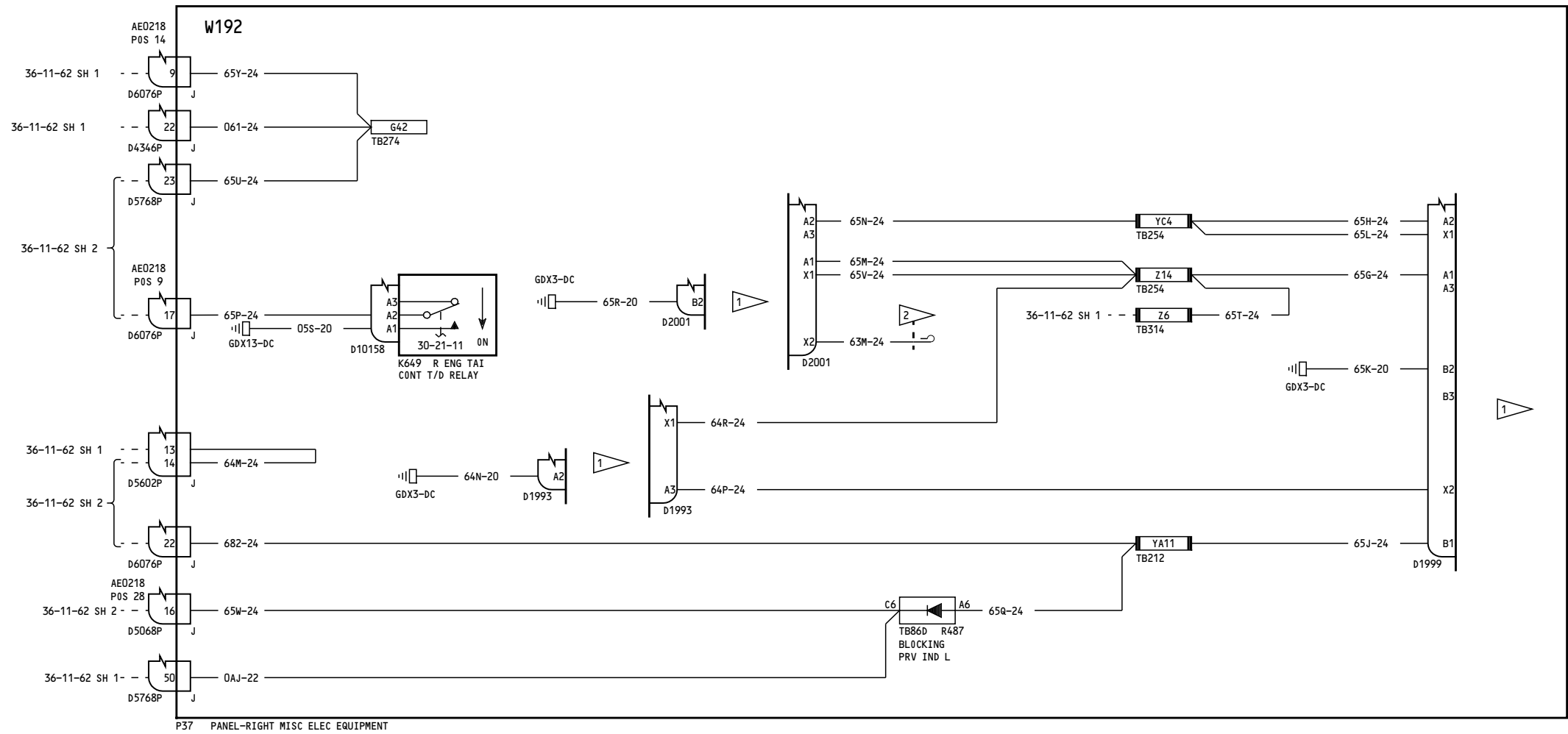
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED  
 2 CAP & STOW NEAR D10158

162

**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

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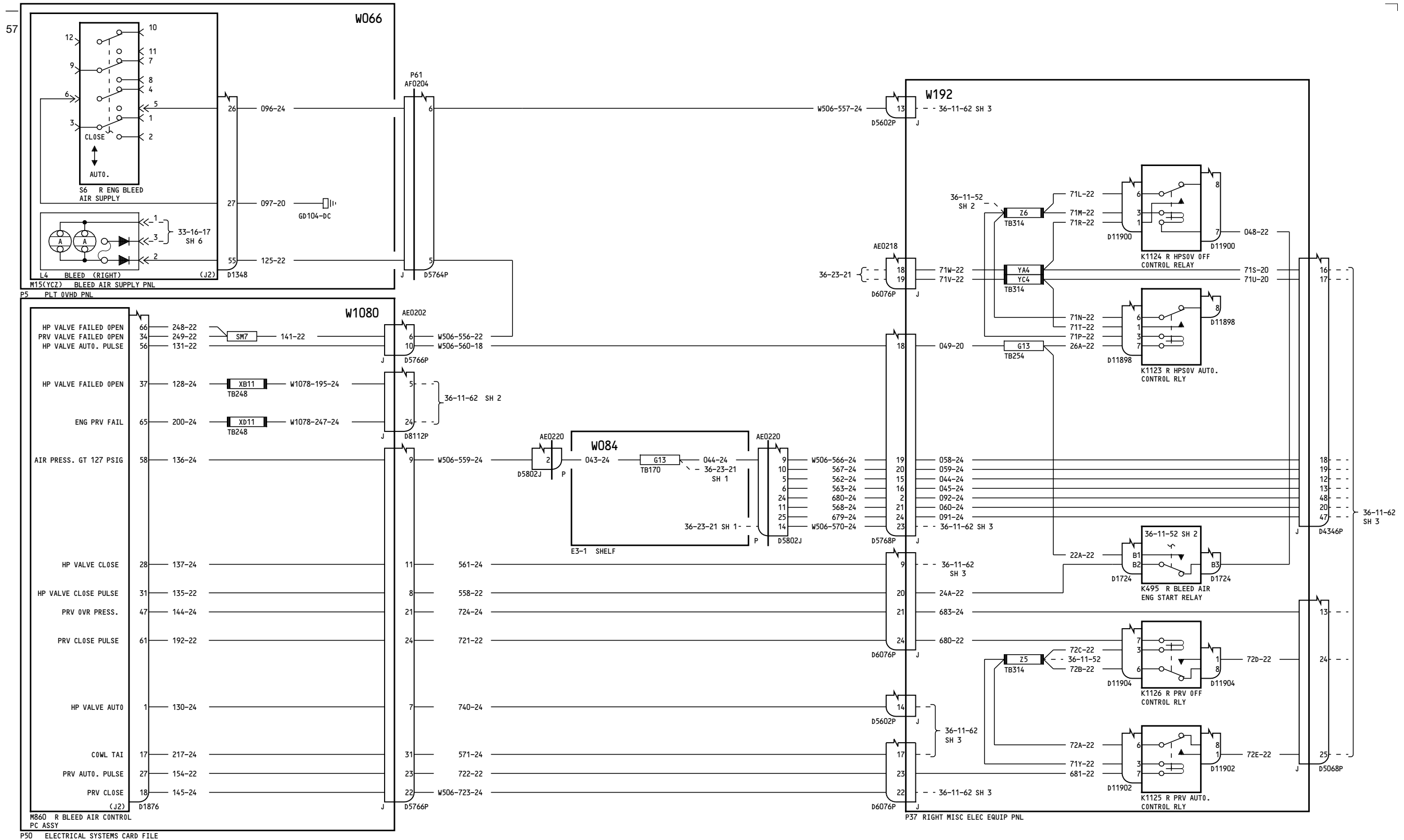
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**AIR SUPPLY BLEED AIR-  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

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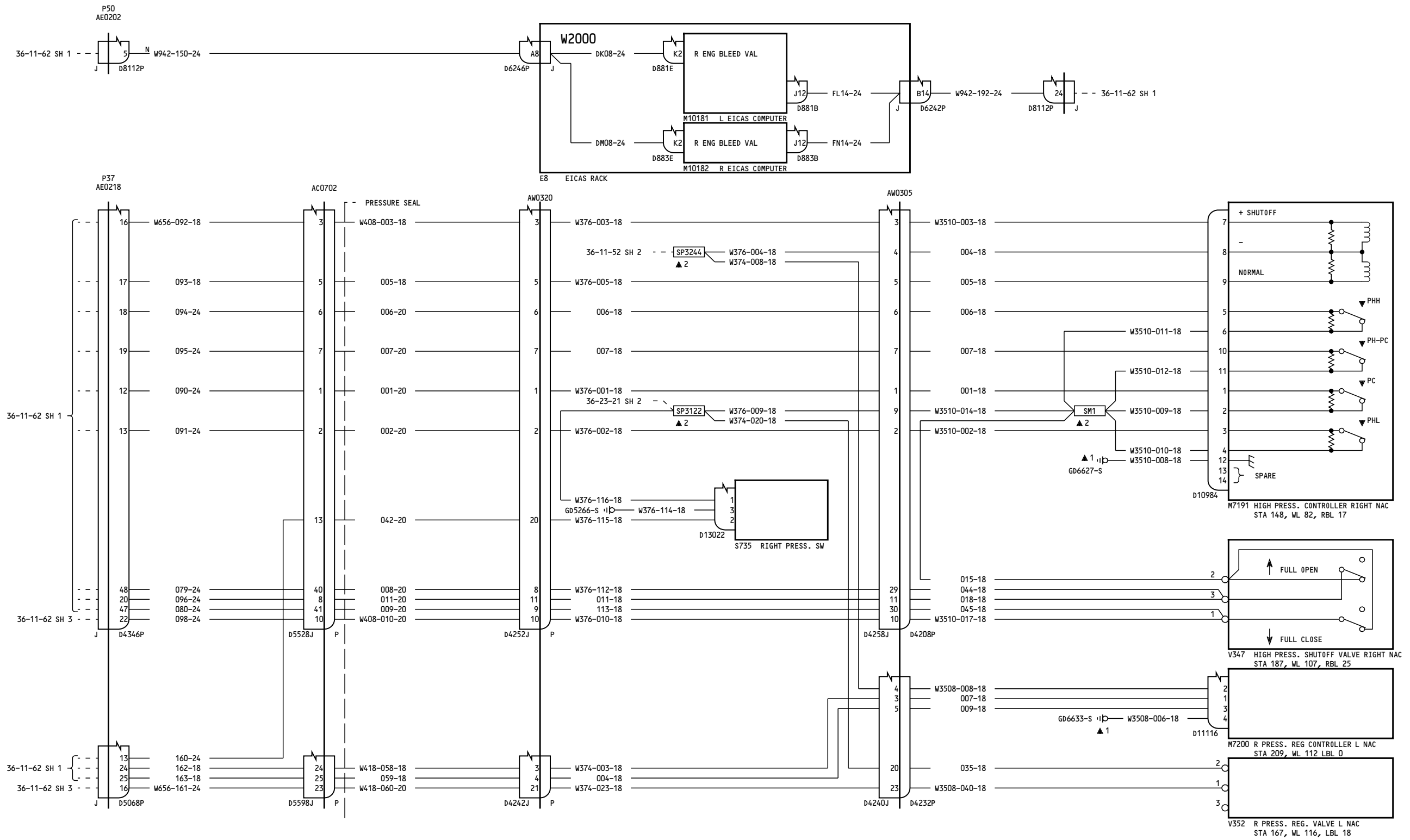
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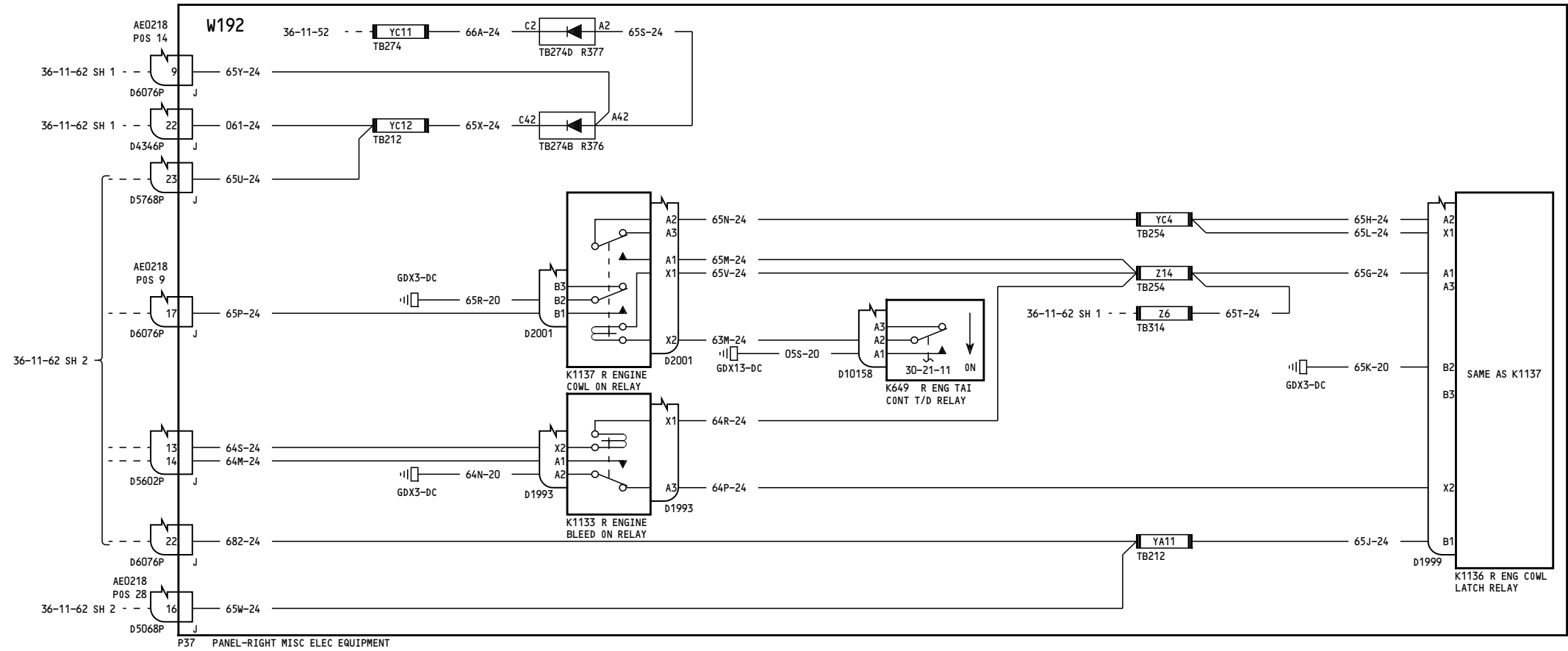
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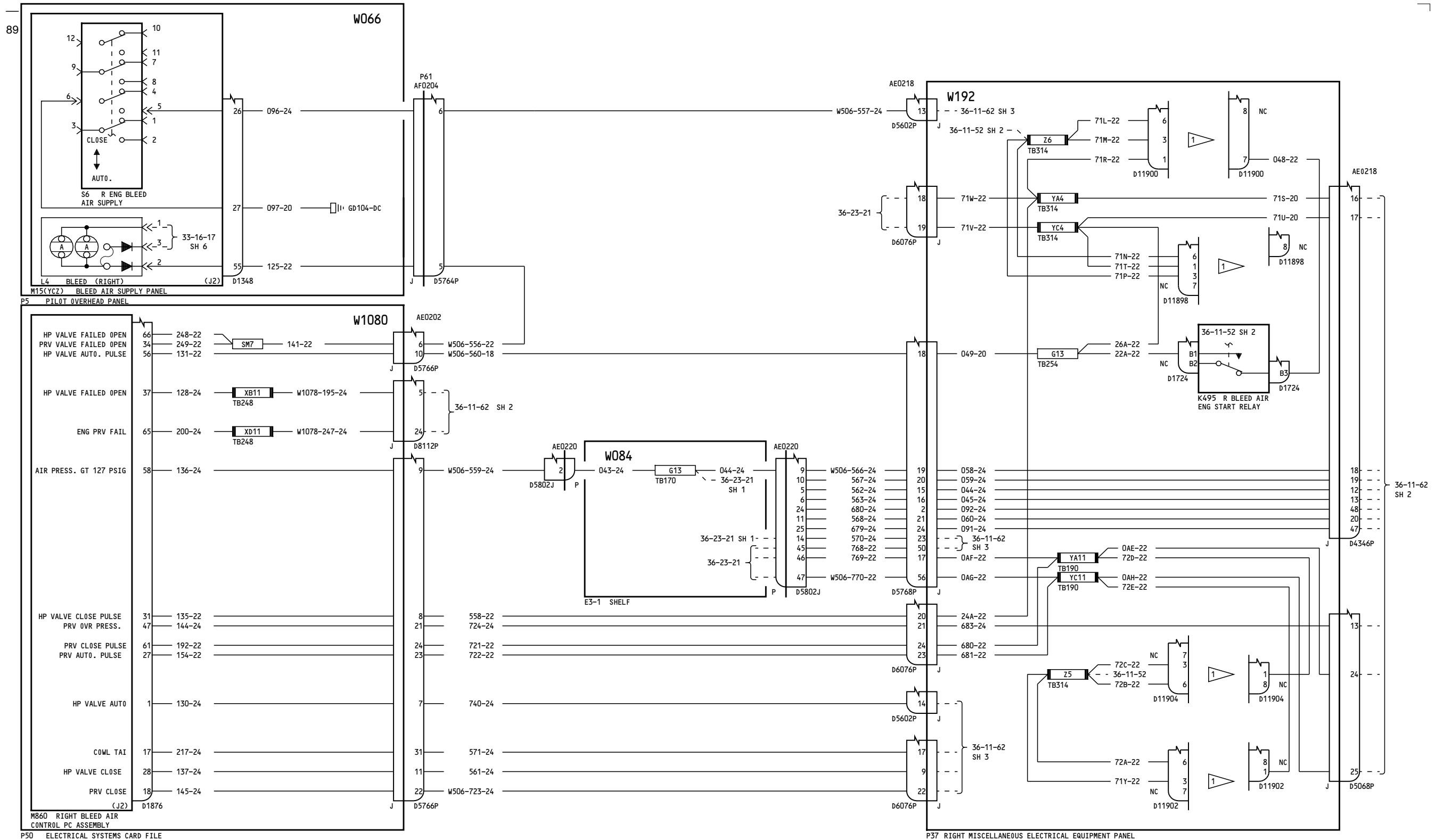
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NOTES:  
 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY BLEED AIR -  
 RIGHT ENGINE HIGH  
 PRESSURE CONTROL**

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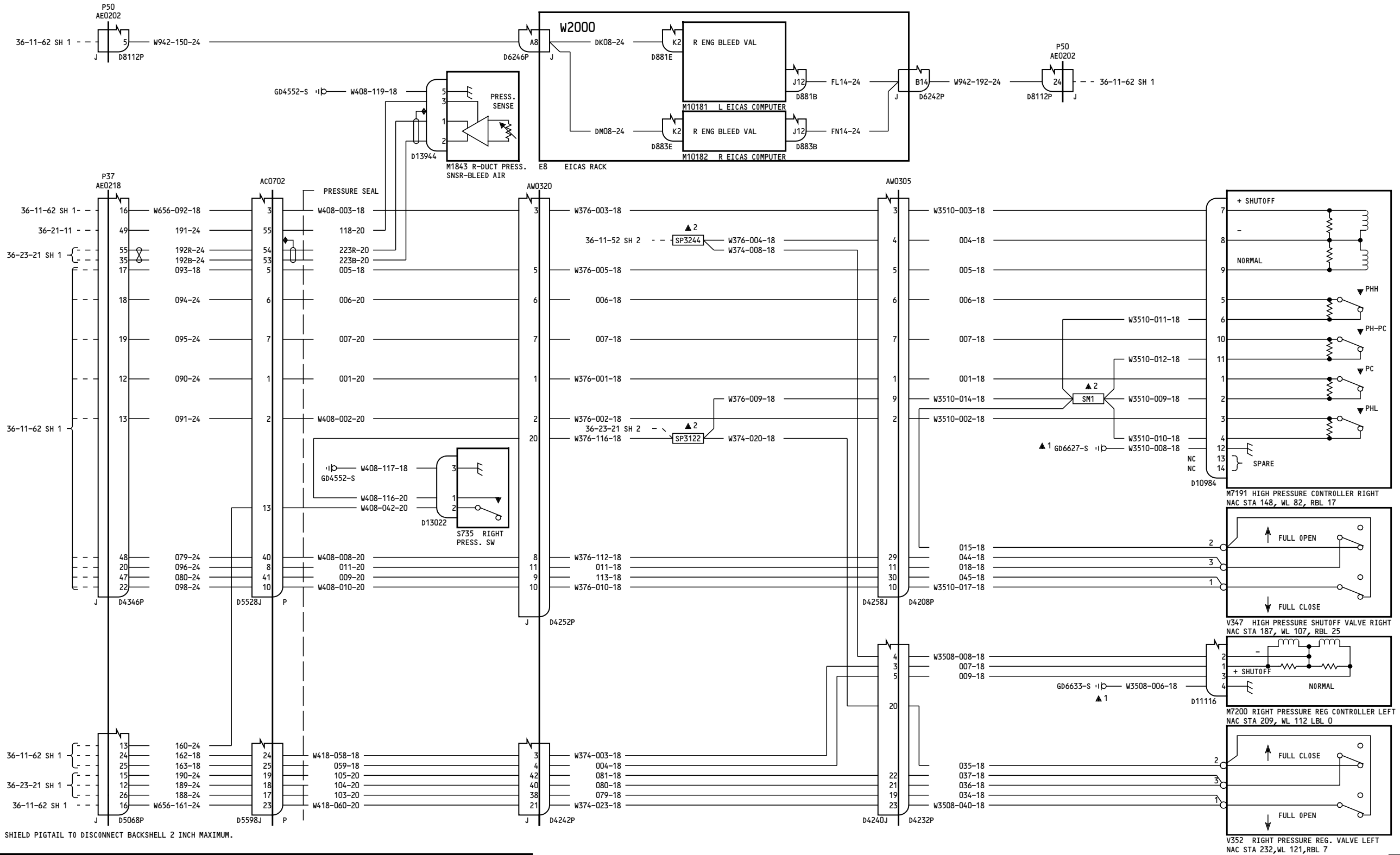
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NOTES: SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM.

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**AIR SUPPLY BLEED AIR -  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

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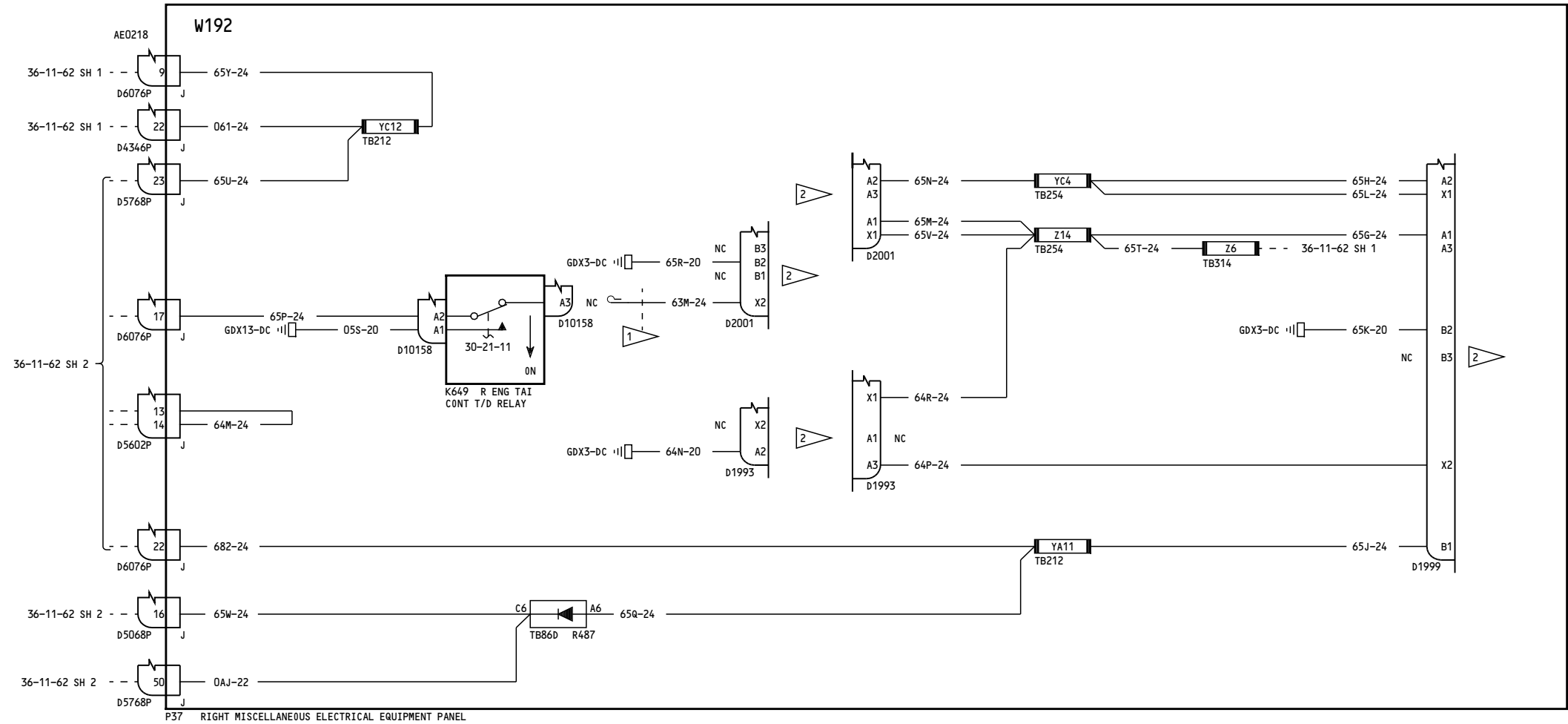
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- NOTES:
- 1 CAP & STOW NEAR D10158
  - 2 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED.

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**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

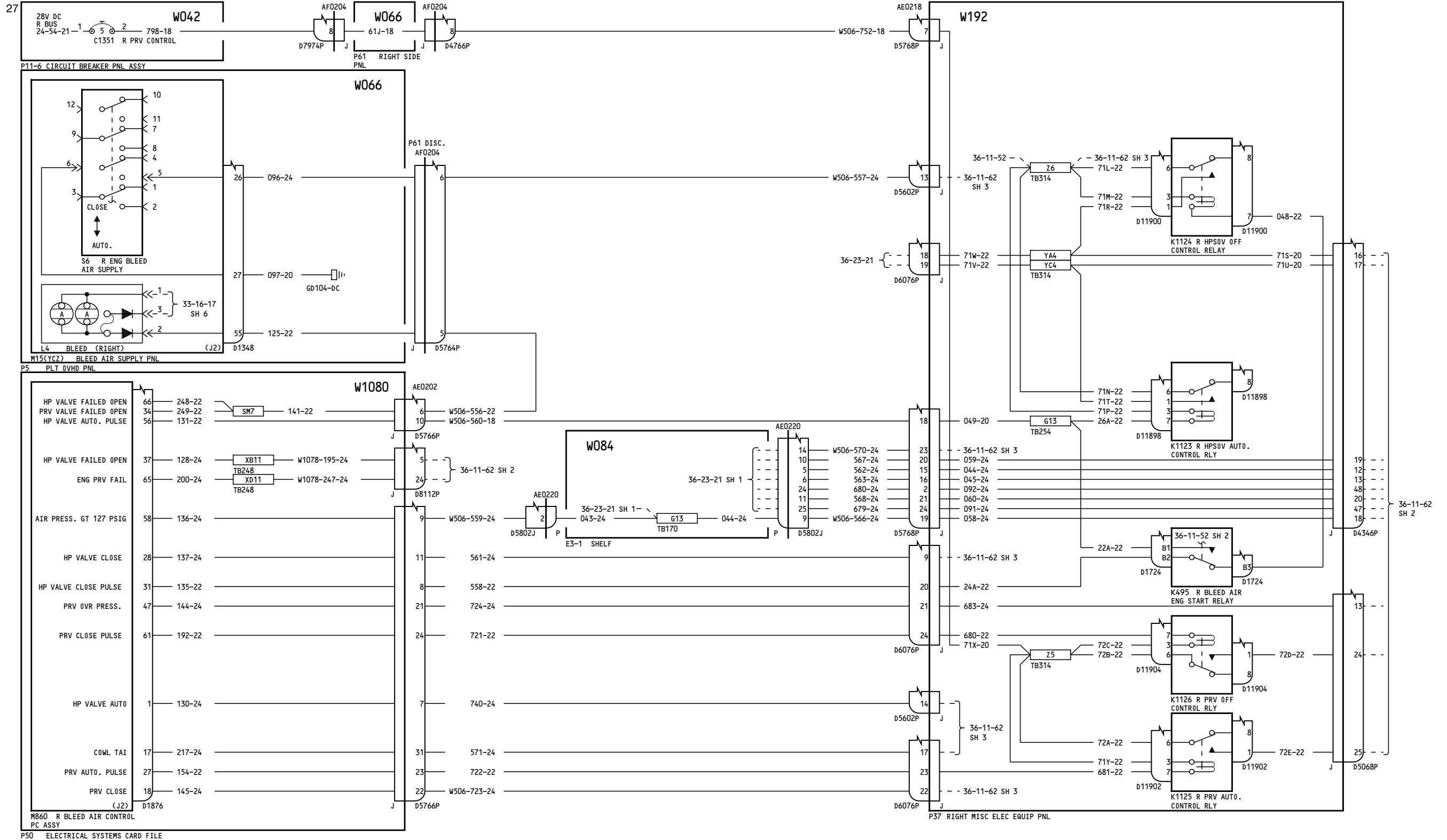
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**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

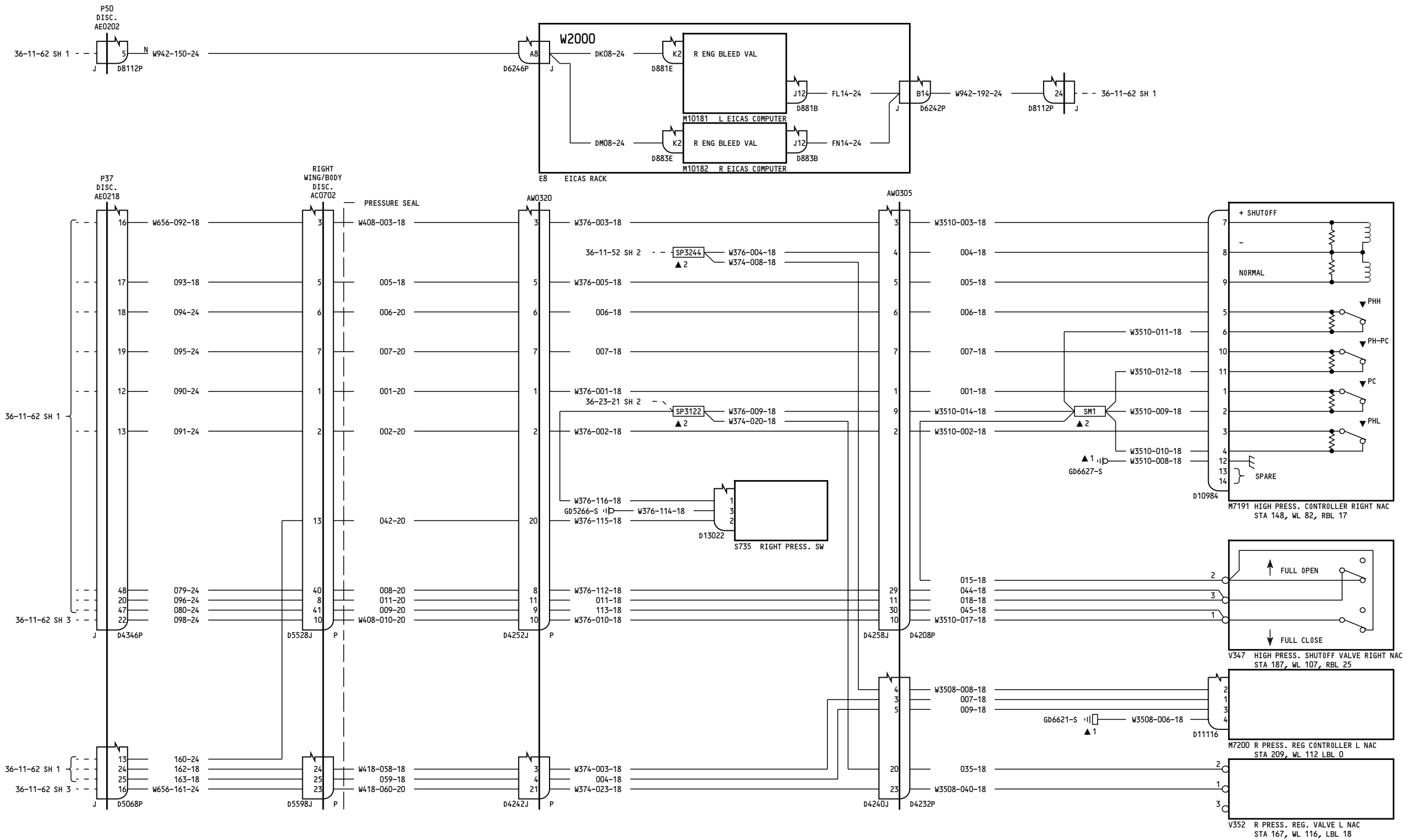
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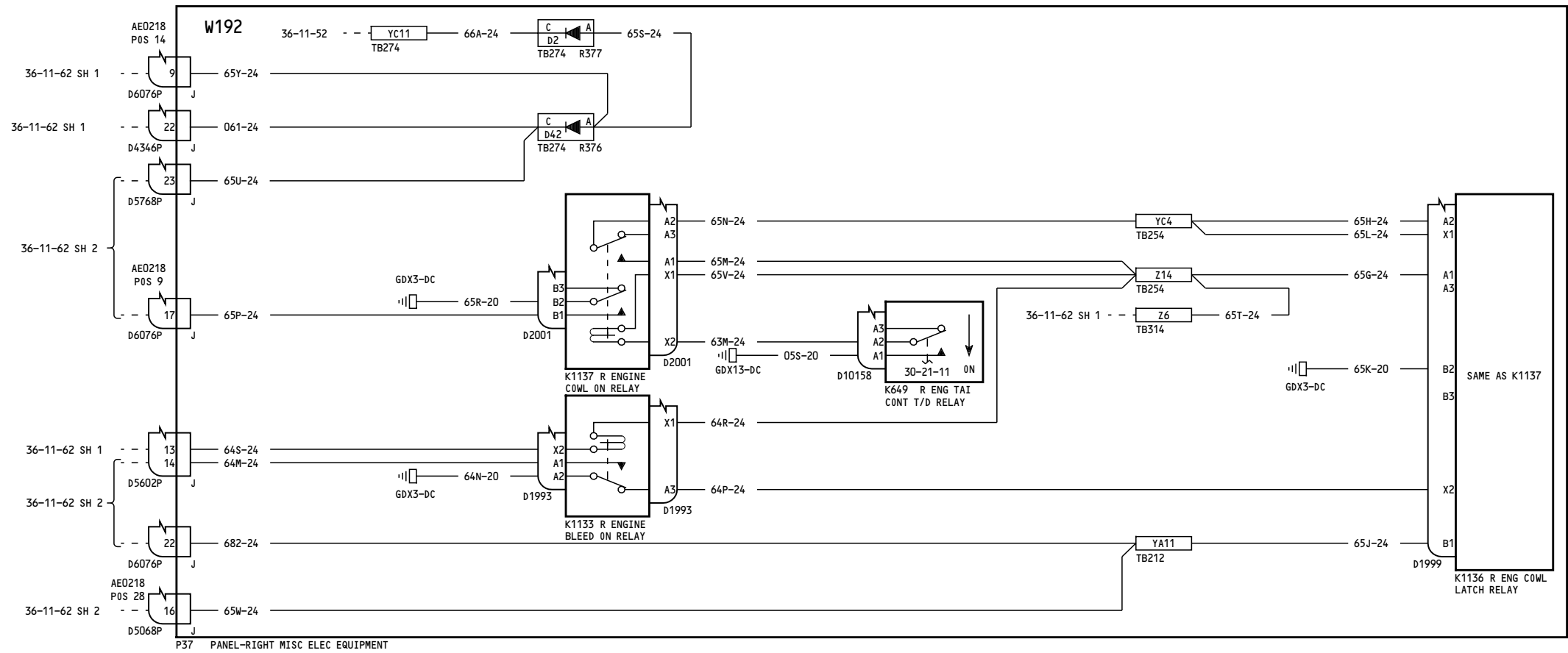
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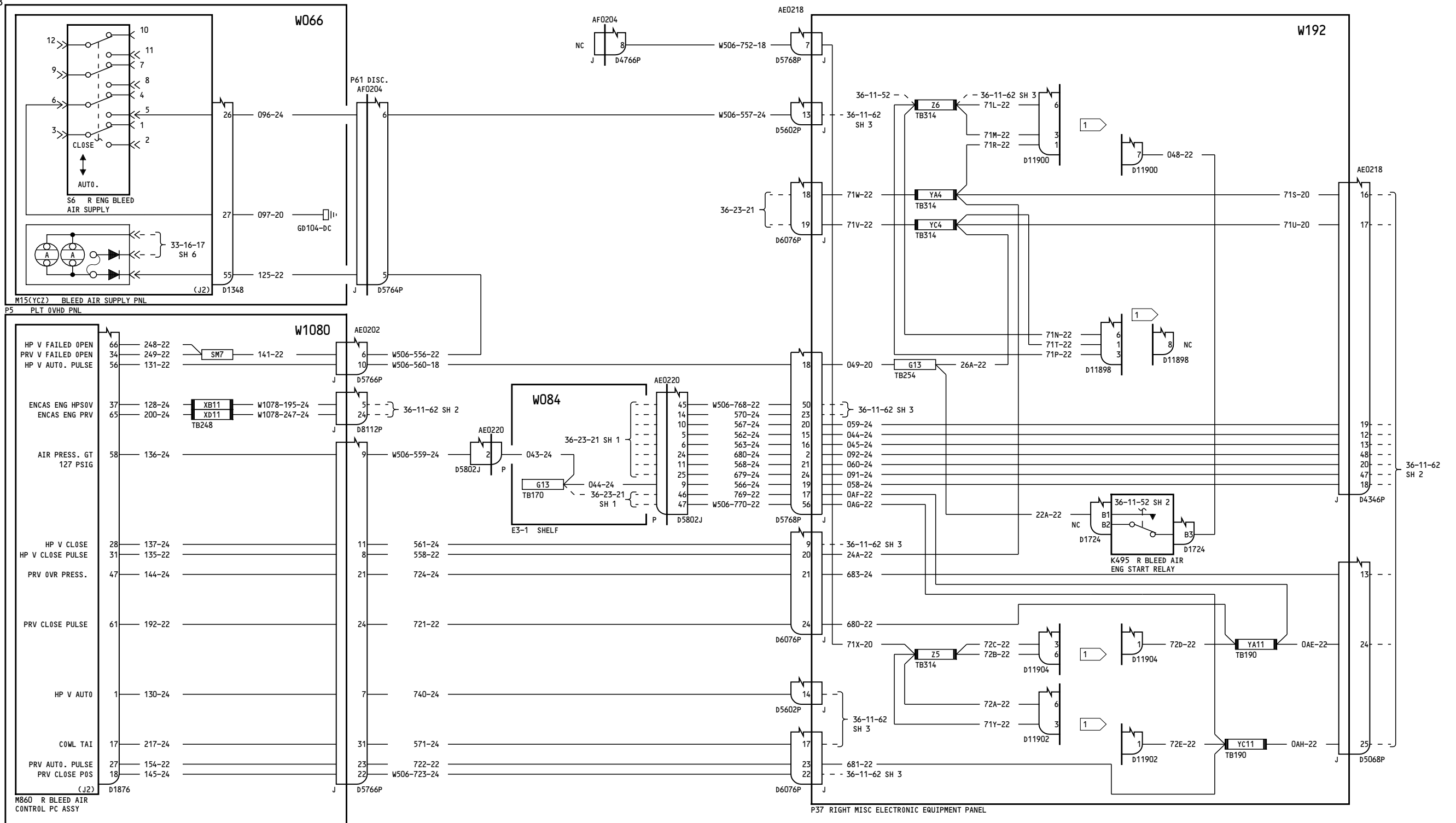
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767-200/300 WIRING DIAGRAM MANUAL





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NOTES: 1 CAP AND STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED

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**AIR SUPPLY BLEED AIR-  
RIGHT ENGINE HIGH  
PRESSURE CONTROL**

D280T132

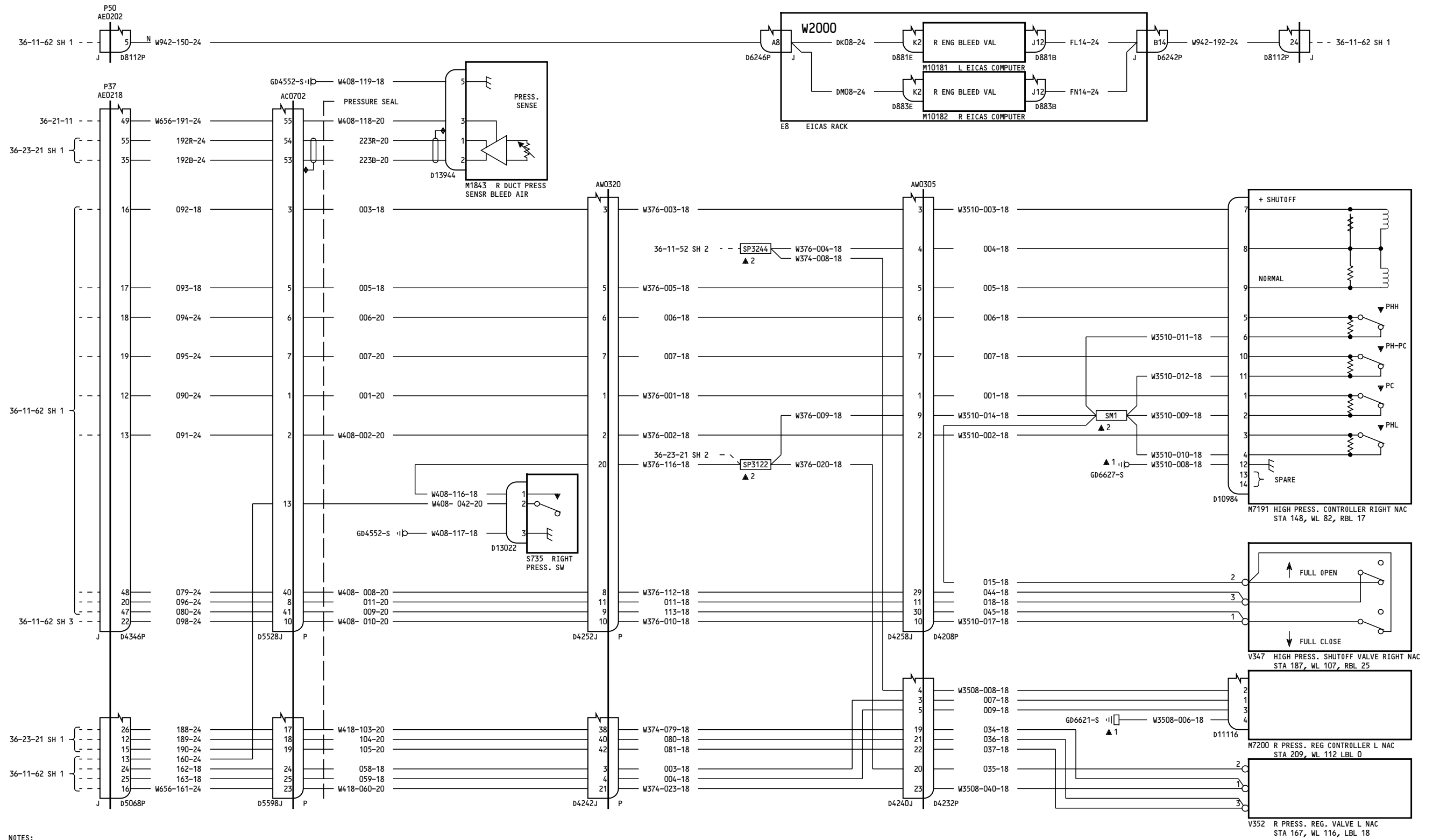
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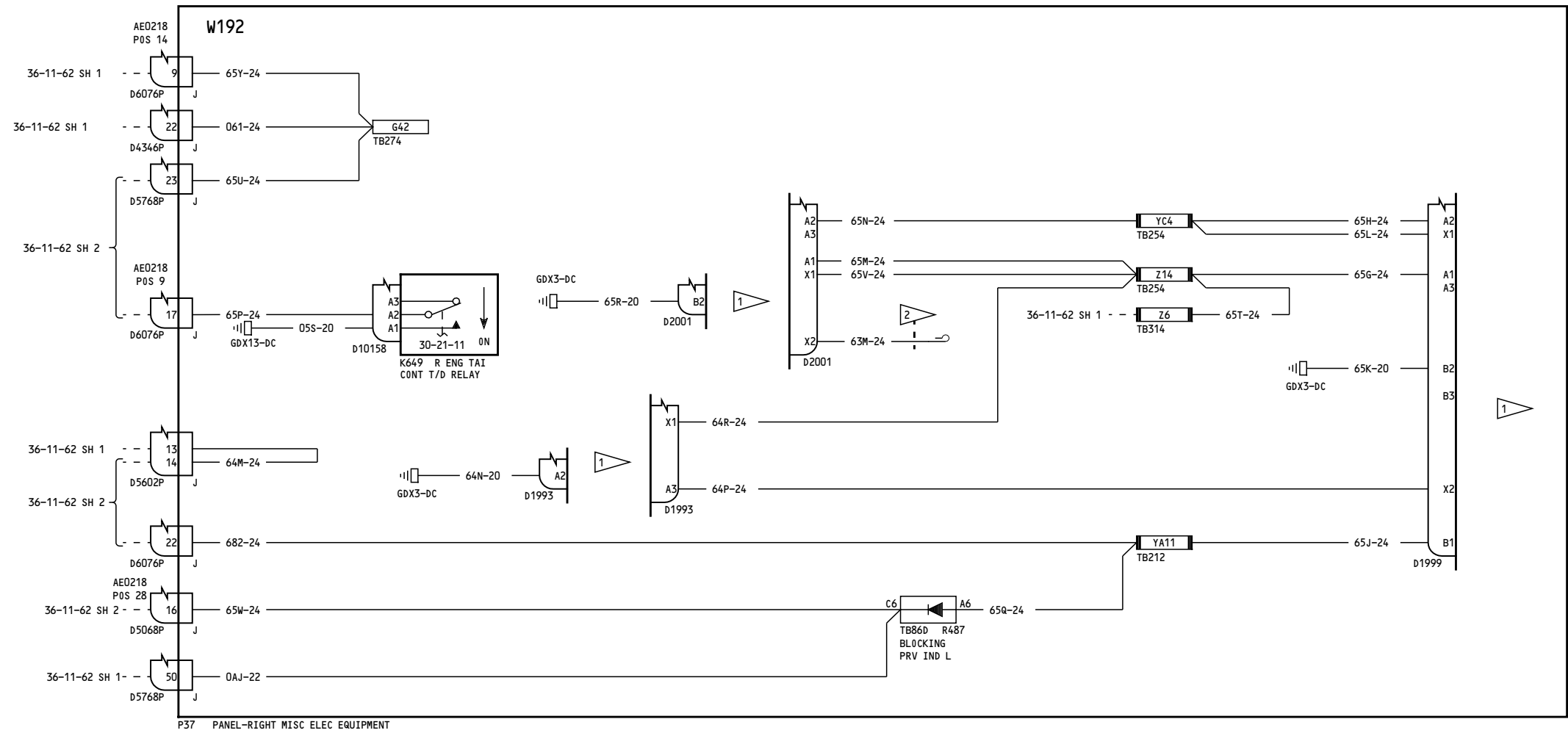
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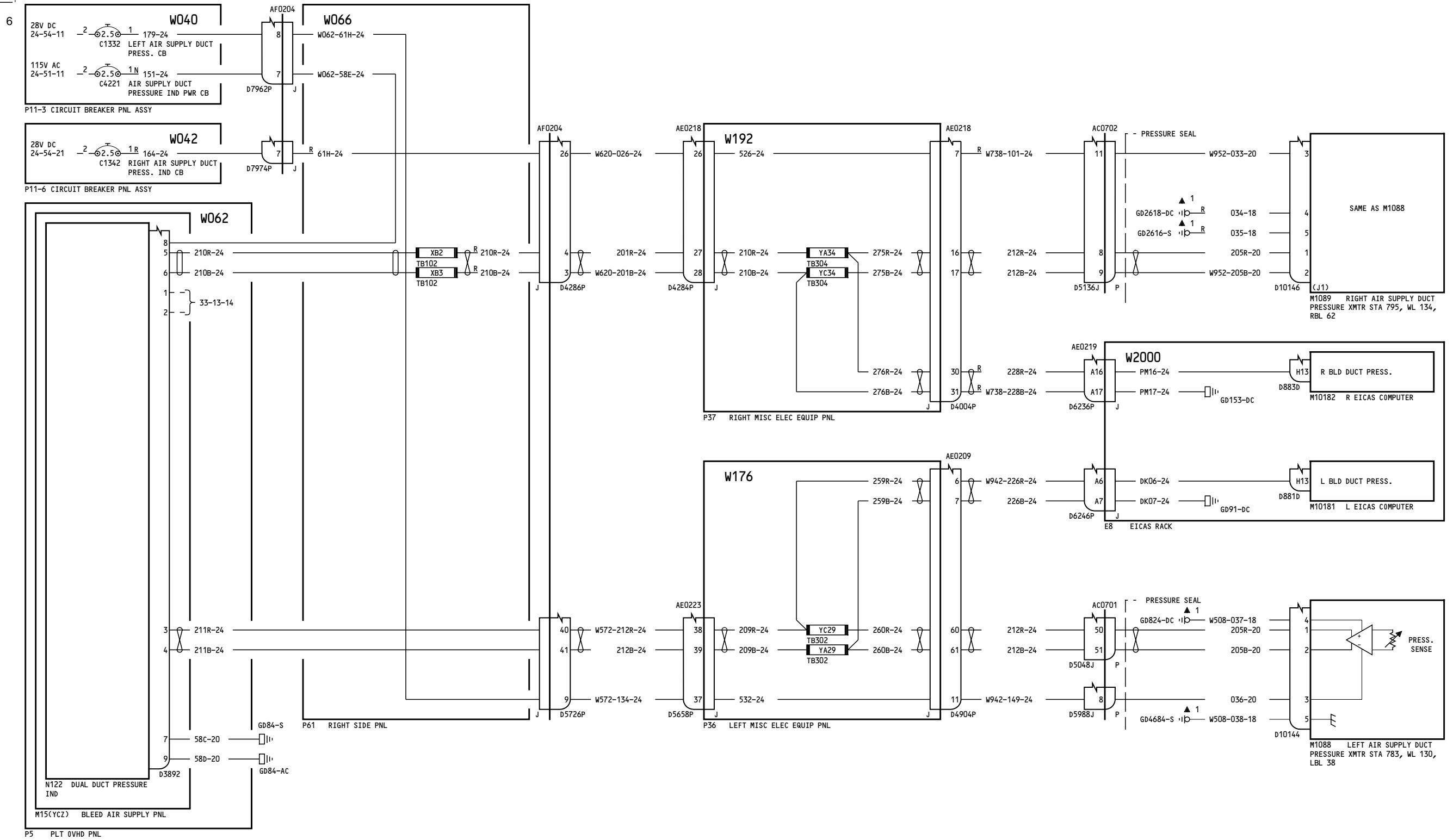
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NOTES:  
SHIELD PIGTAIL TO DISCONNECT BACKSHELL 2 INCH MAXIMUM



- NOTES:
- 1 CAP & STOW CONNECTOR WHEN MATING EQUIPMENT IS NOT INSTALLED
  - 2 CAP & STOW NEAR D10158



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**AIR SUPPLY DUCT PRESSURE INDICATION**

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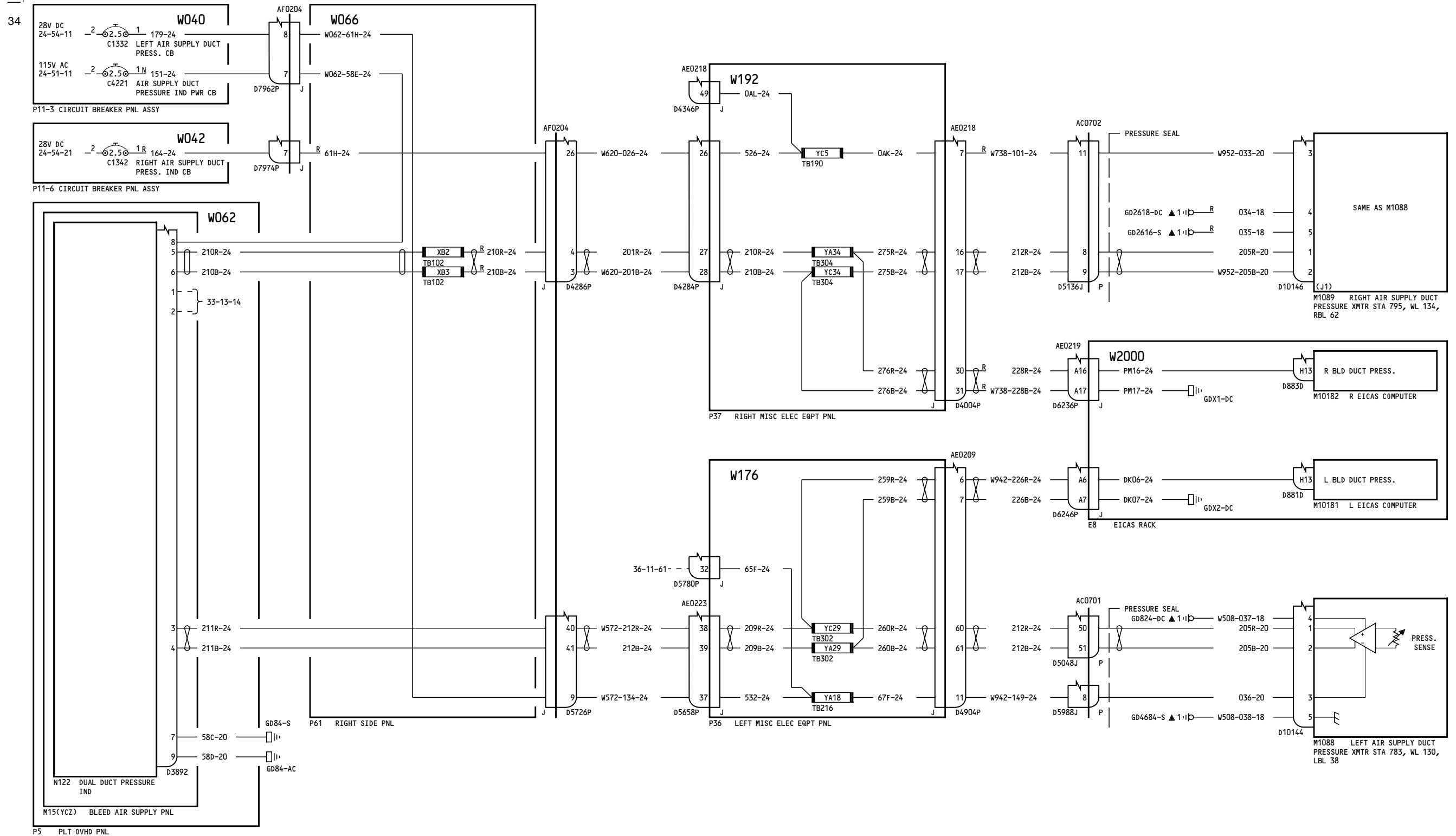
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**AIR SUPPLY DUCT PRESSURE INDICATION**

**36-21-11**

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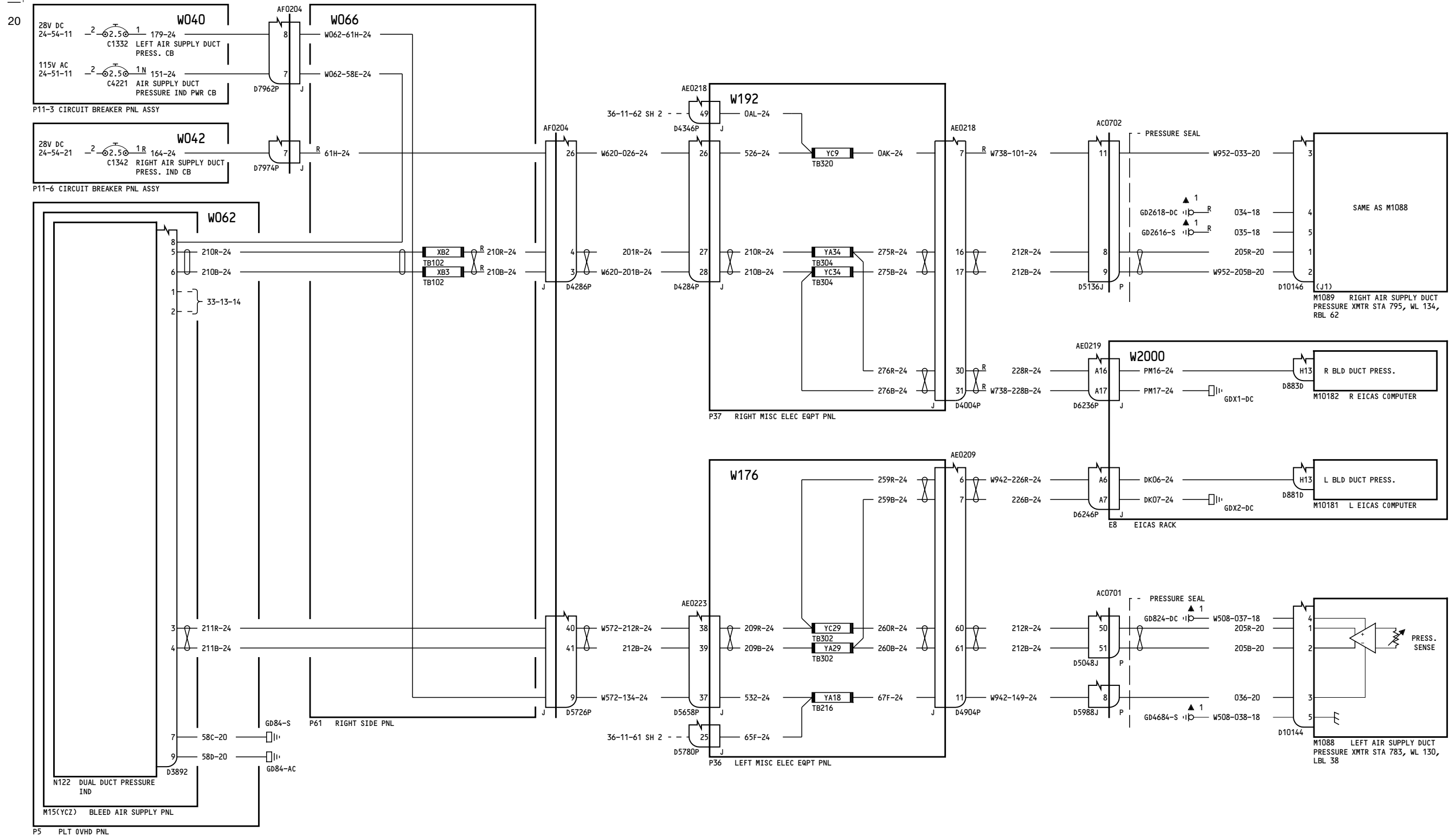
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**AIR SUPPLY DUCT PRESSURE INDICATION**

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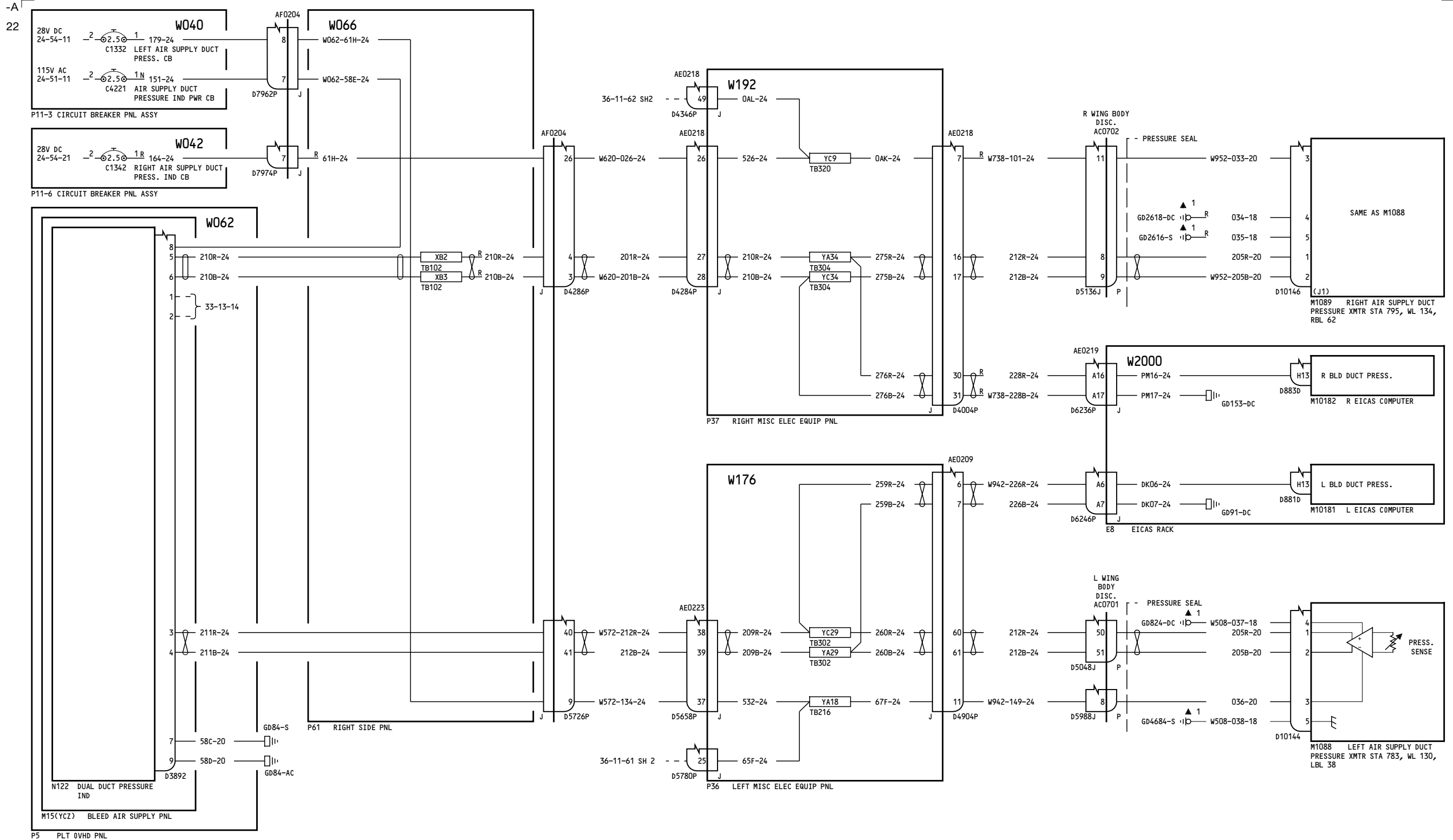
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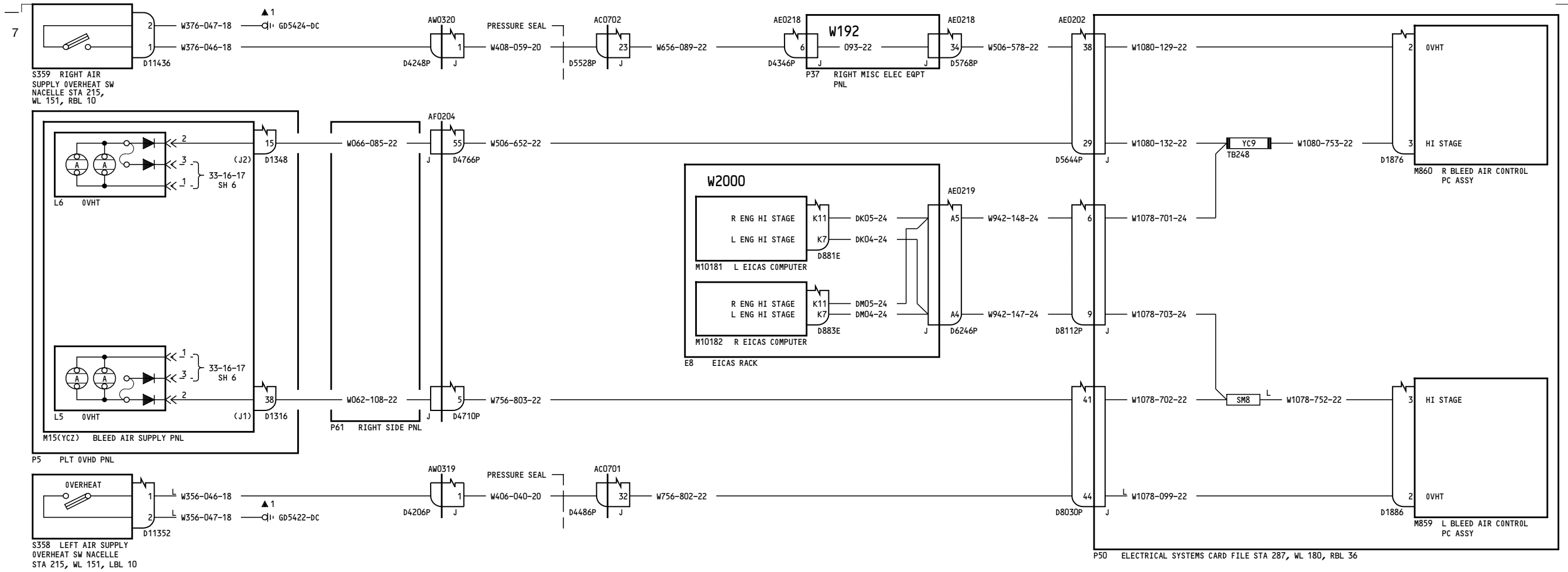
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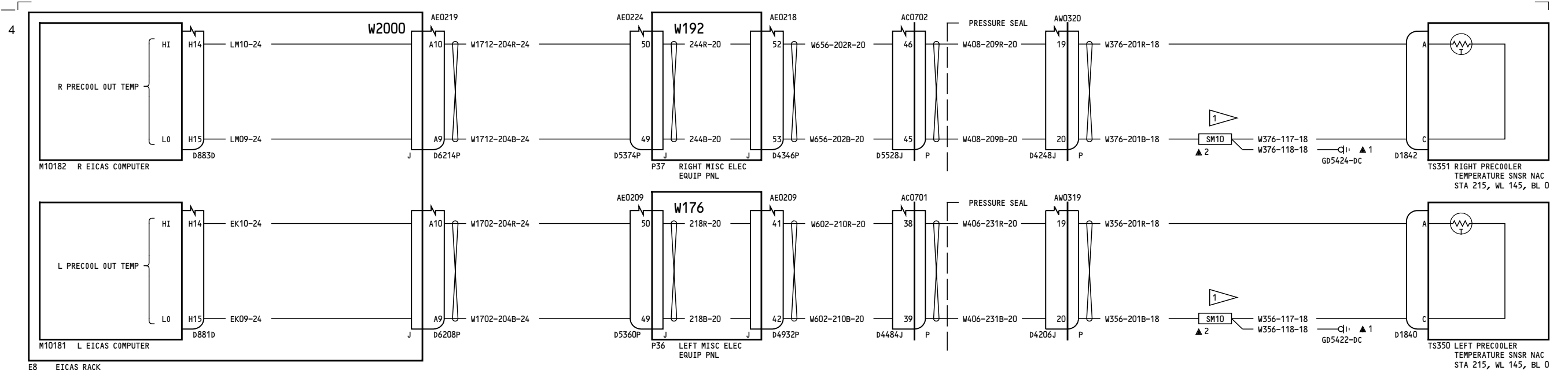
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NOTES:

1 SPLICE SHALL BE LOCATED WITHIN 1 FT OF TEMP SENSOR

ALL

**BLEED AIR PRECOOLER-  
LEFT & RIGHT TEMPERATURE  
INDICATION**

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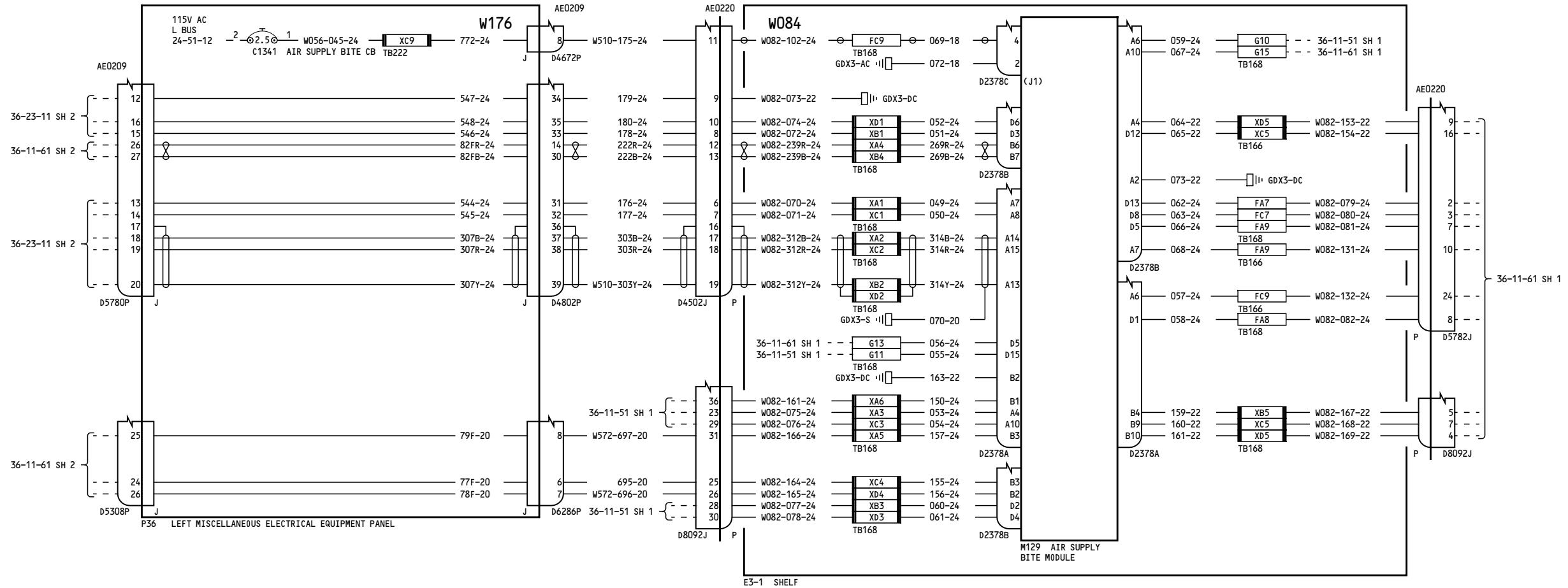
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**AIR SUPPLY BUILT-IN TEST  
EQUIPMENT-  
LEFT**

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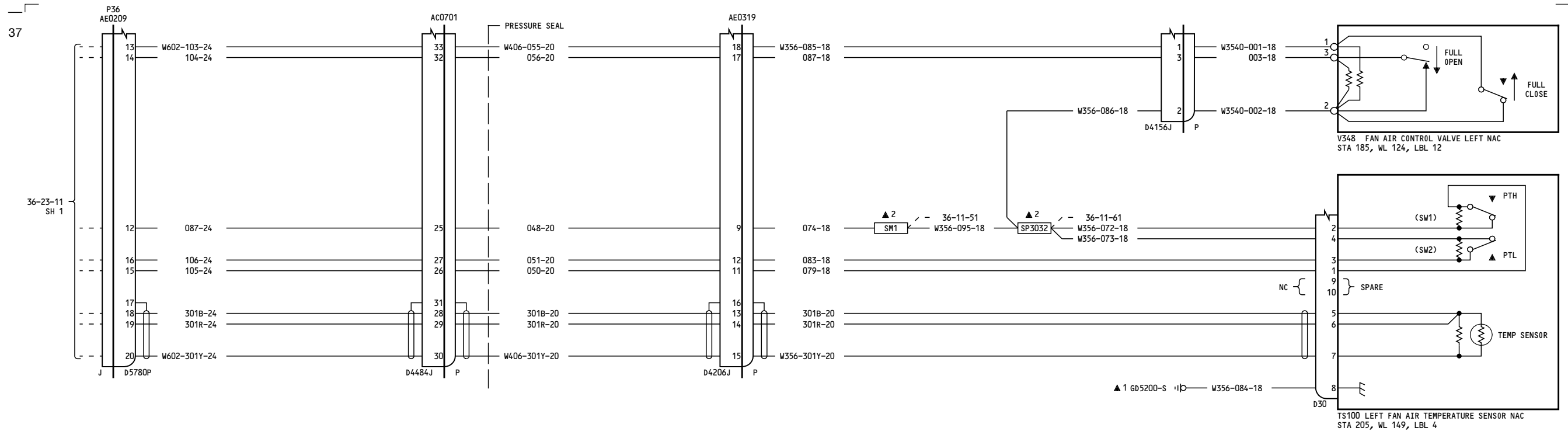
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**AIR SUPPLY BUILT-IN TEST  
EQUIPMENT-  
LEFT**

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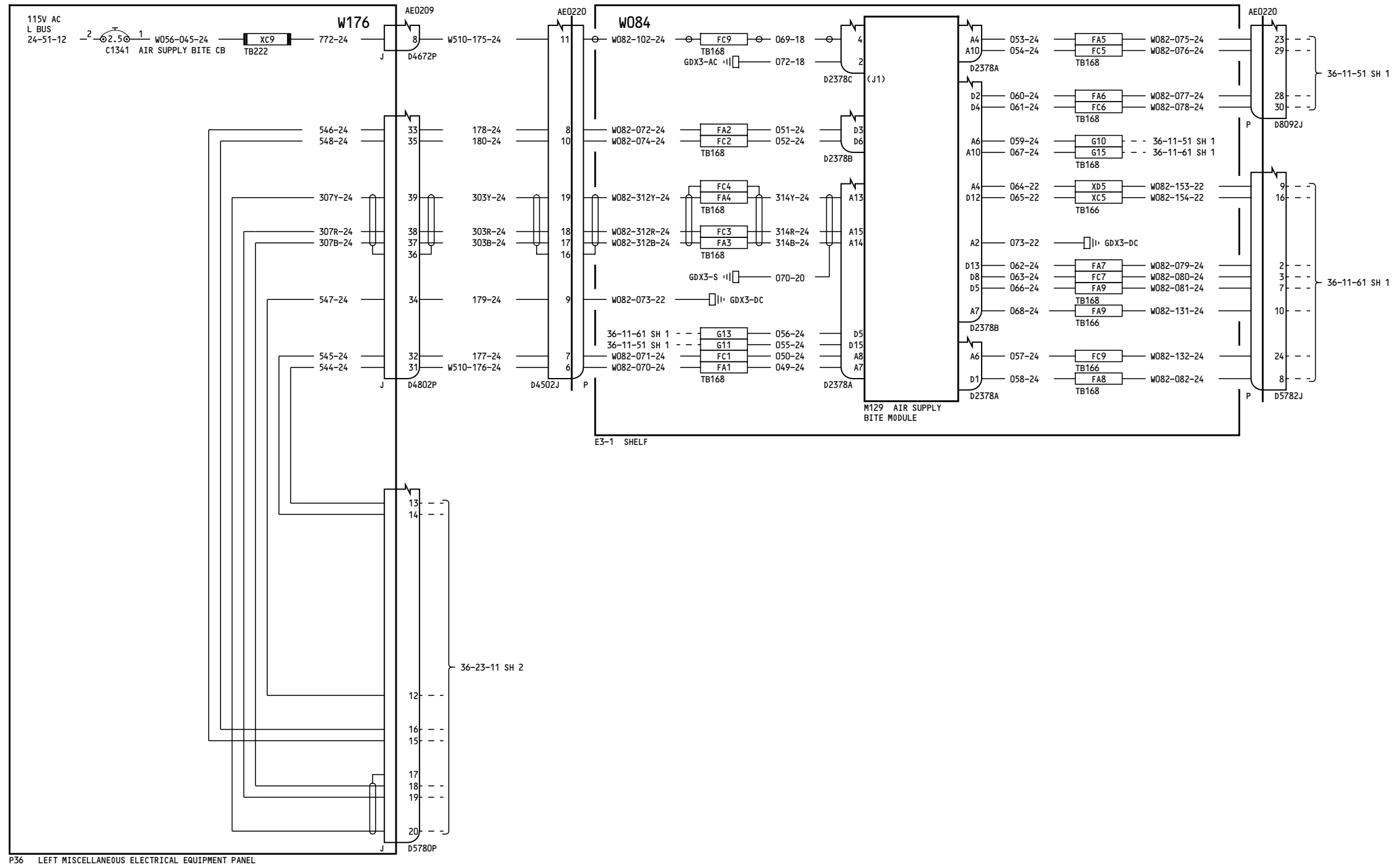
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**AIR SUPPLY BUILT-IN TEST  
EQUIPMENT-  
LEFT**

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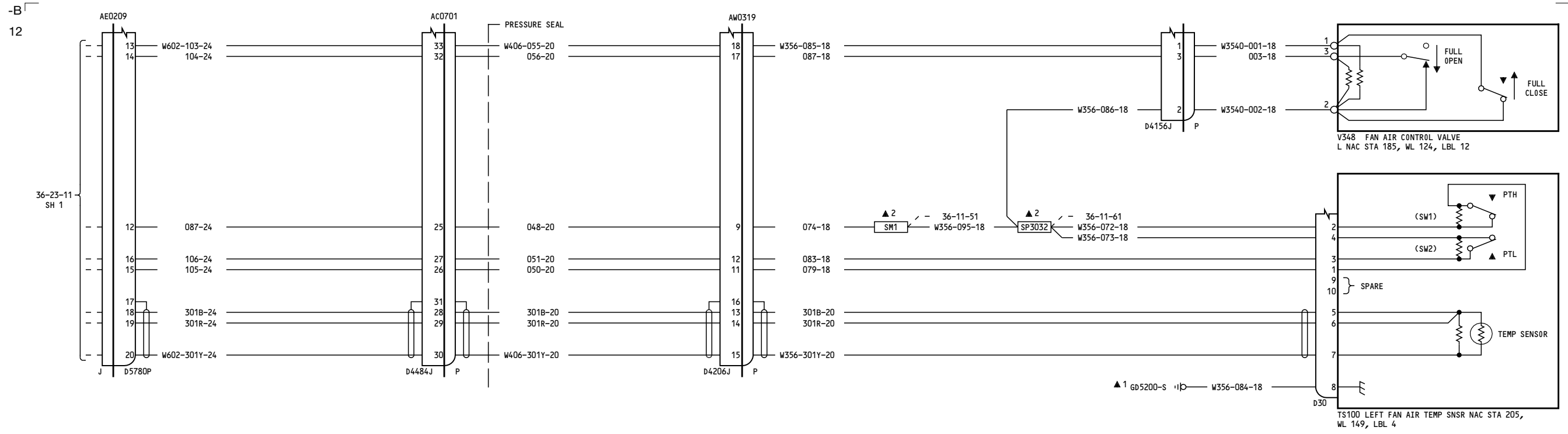
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EQUIPMENT-  
LEFT**

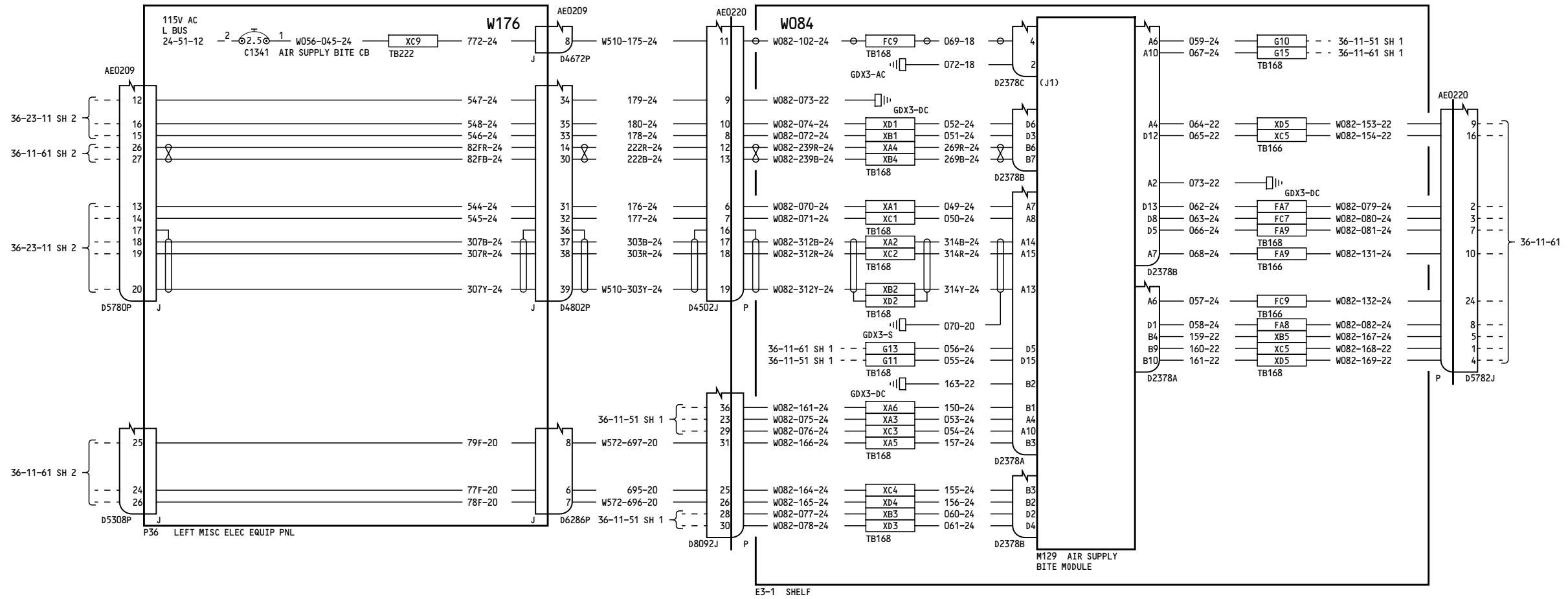
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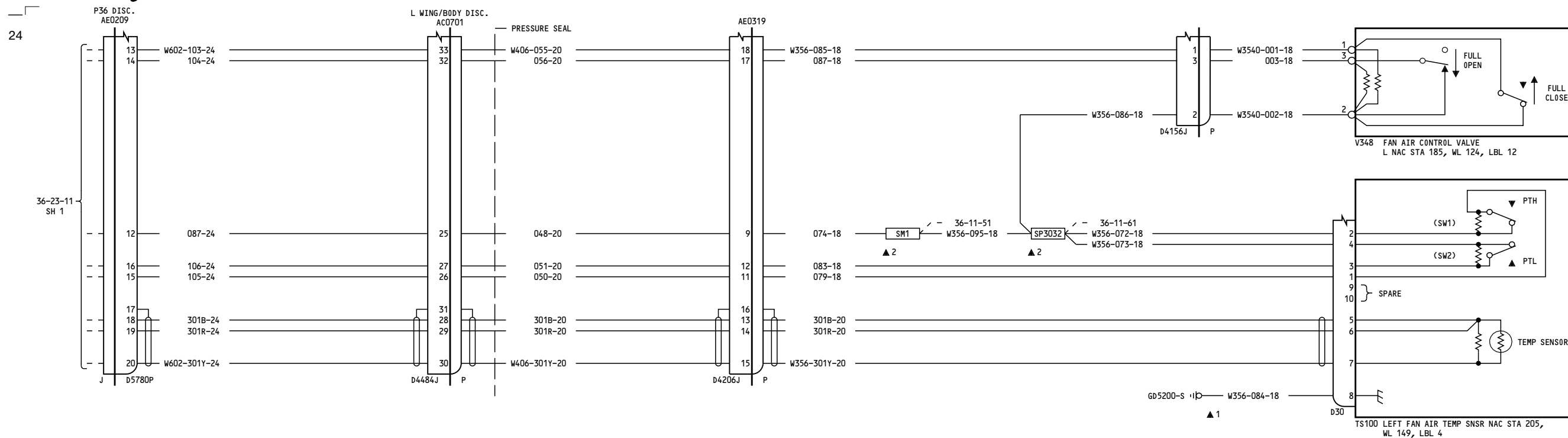
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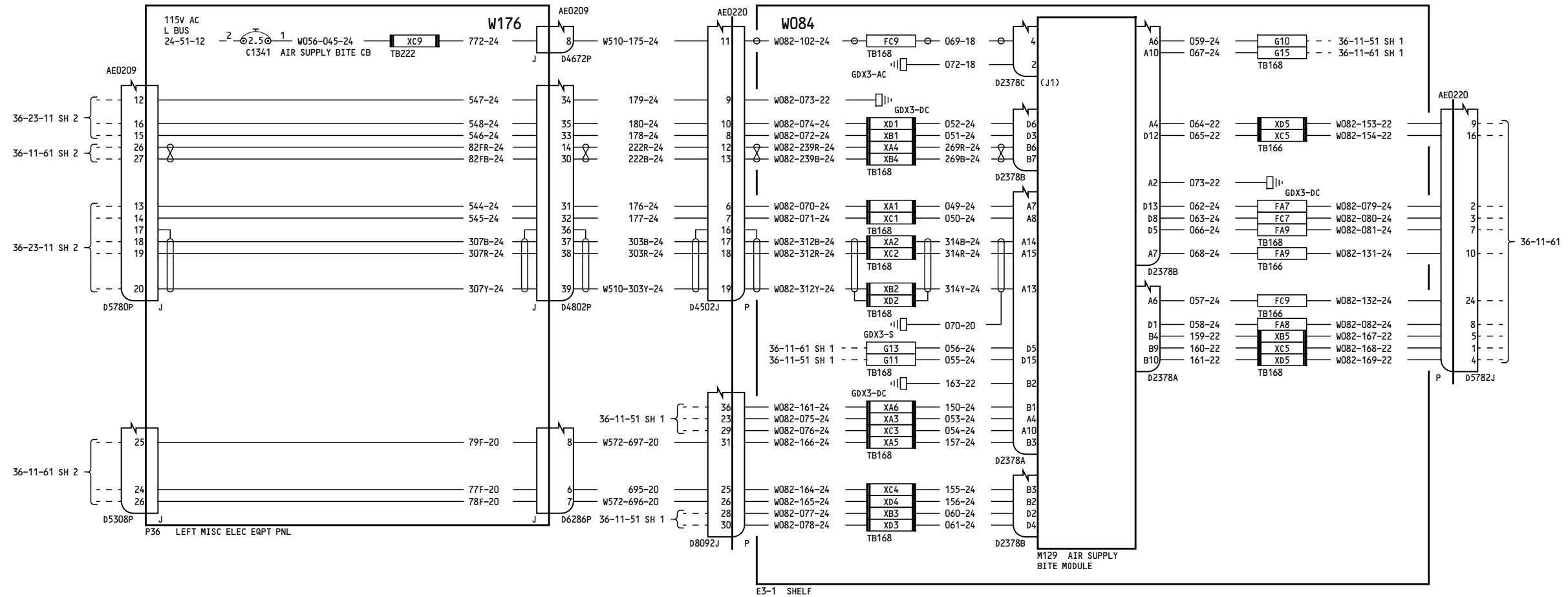
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**AIR SUPPLY BUILT-IN TEST  
EQUIPMENT-  
LEFT**

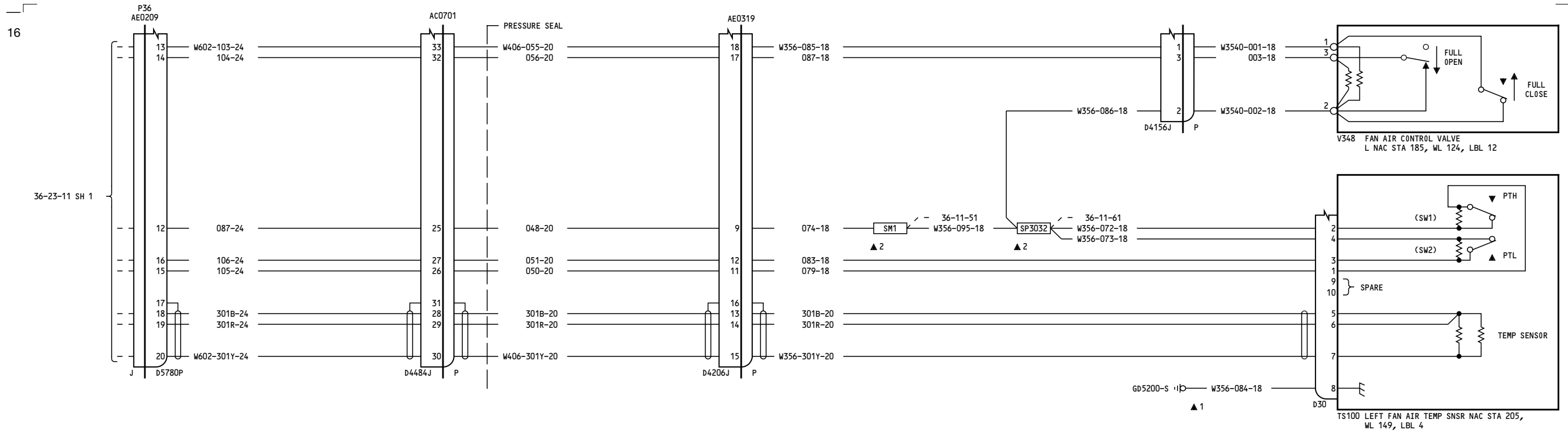
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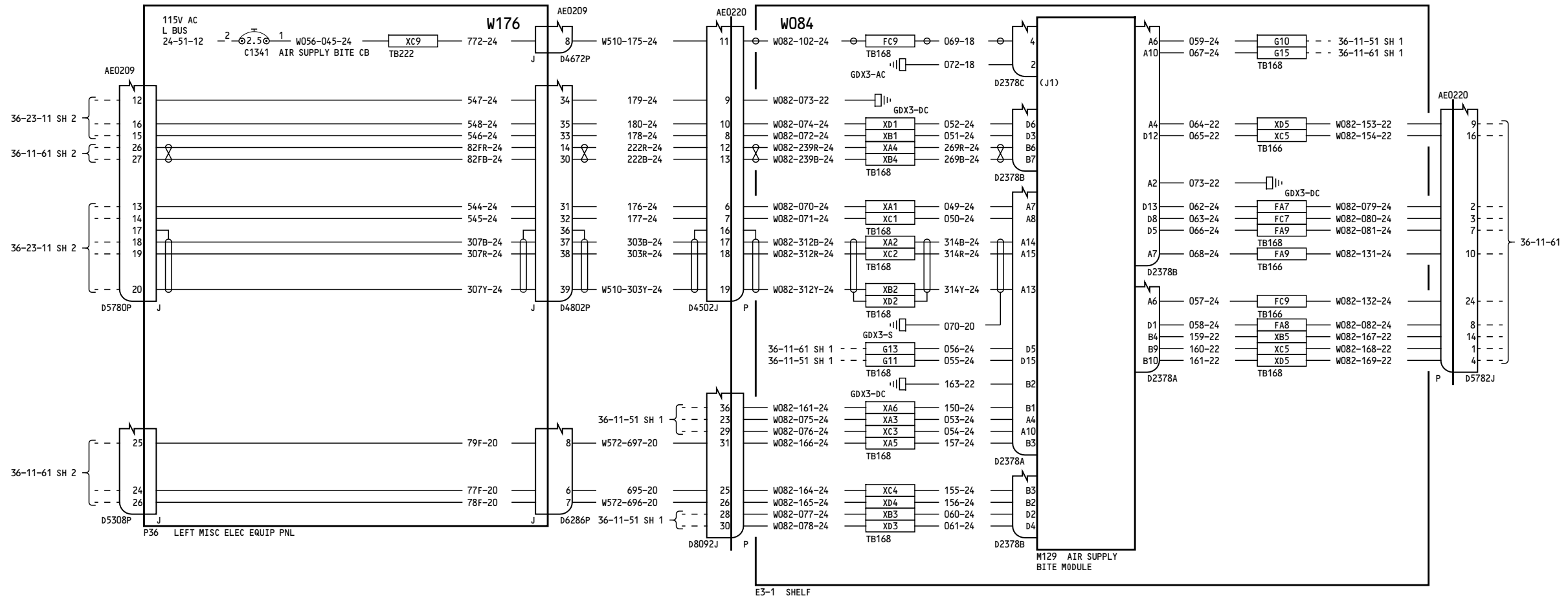
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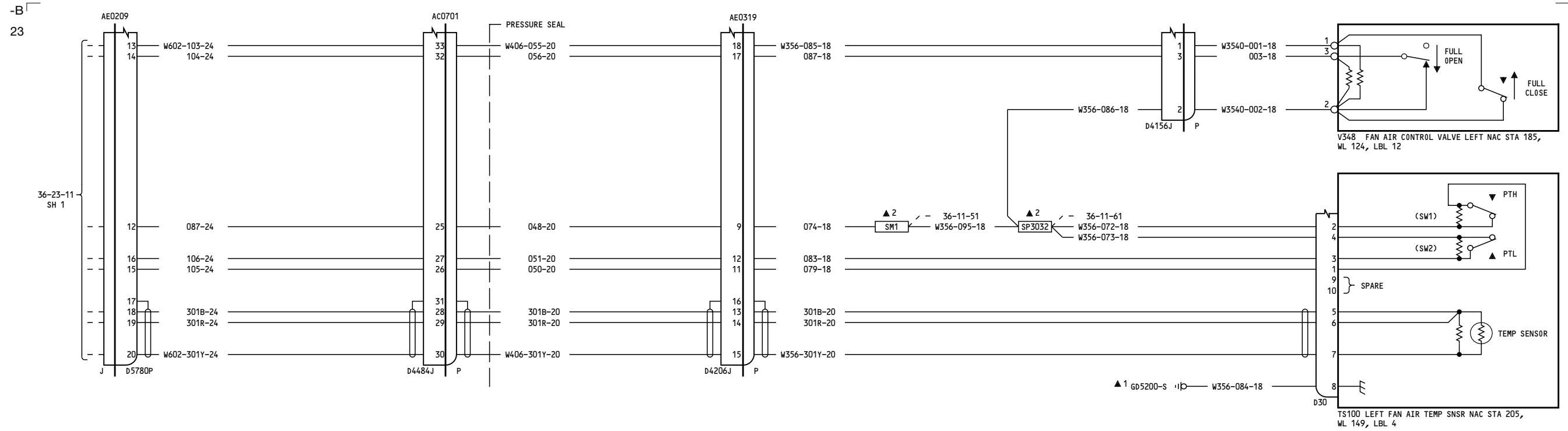
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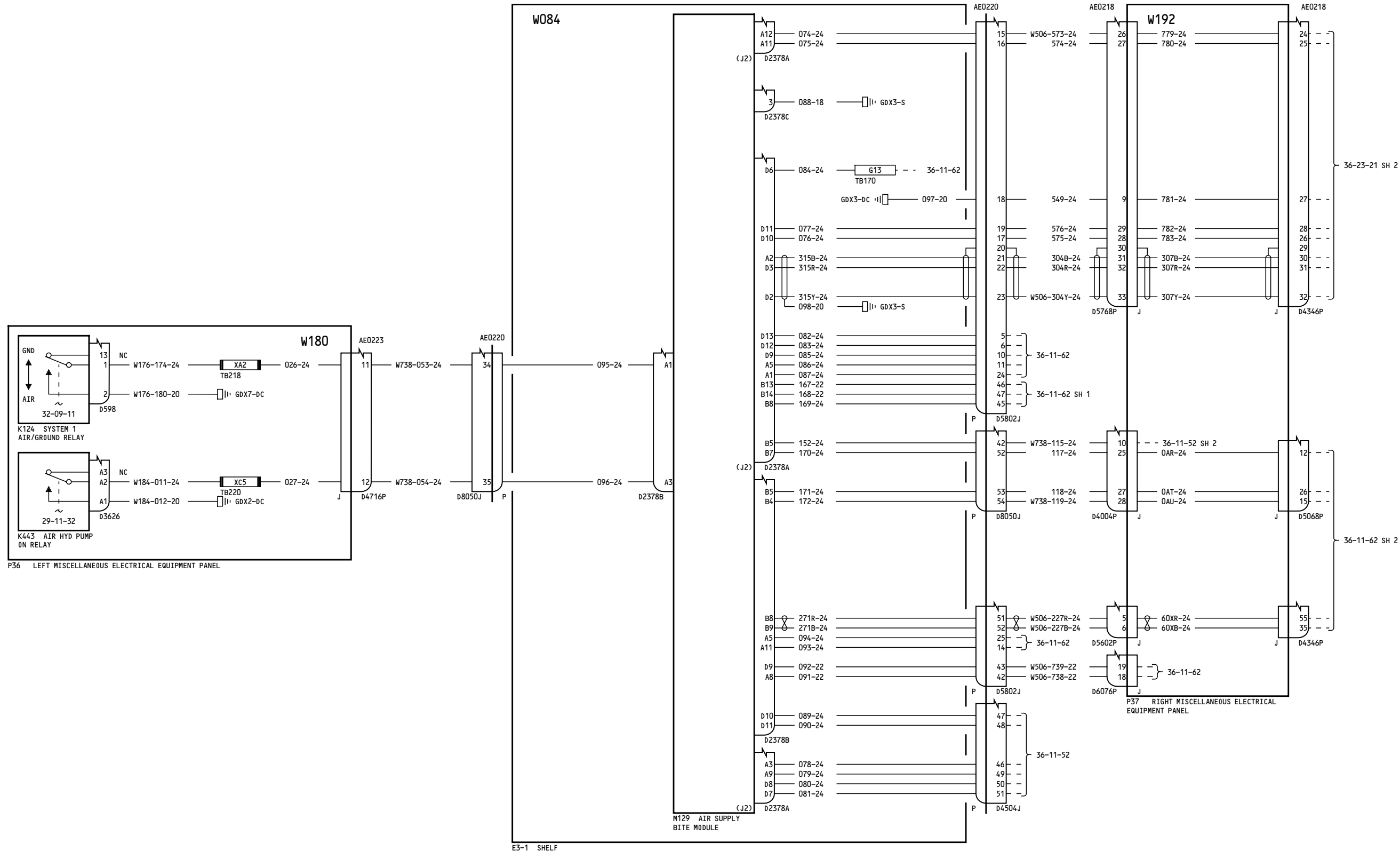
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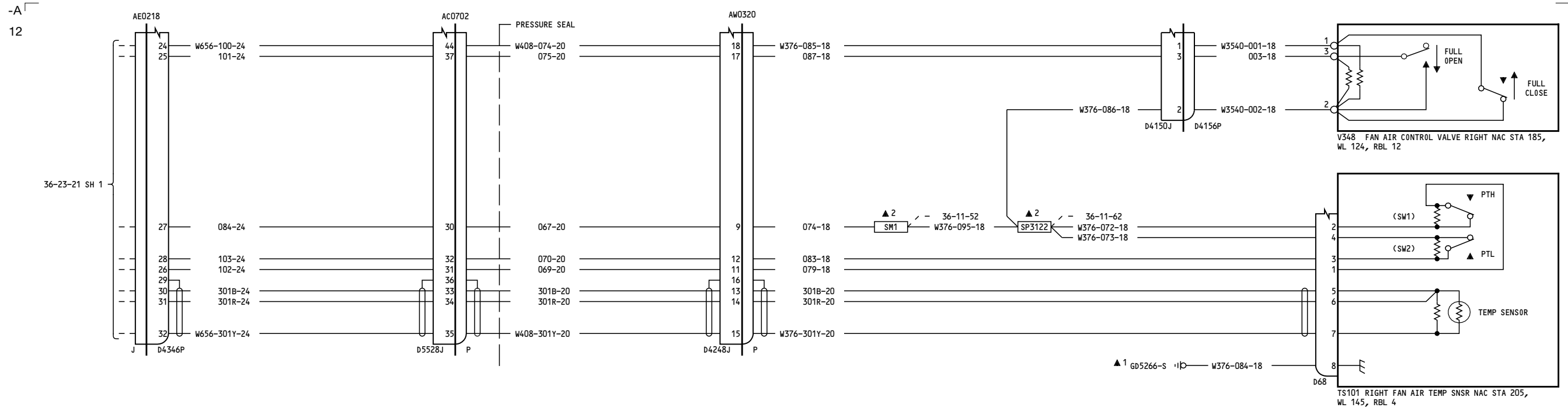
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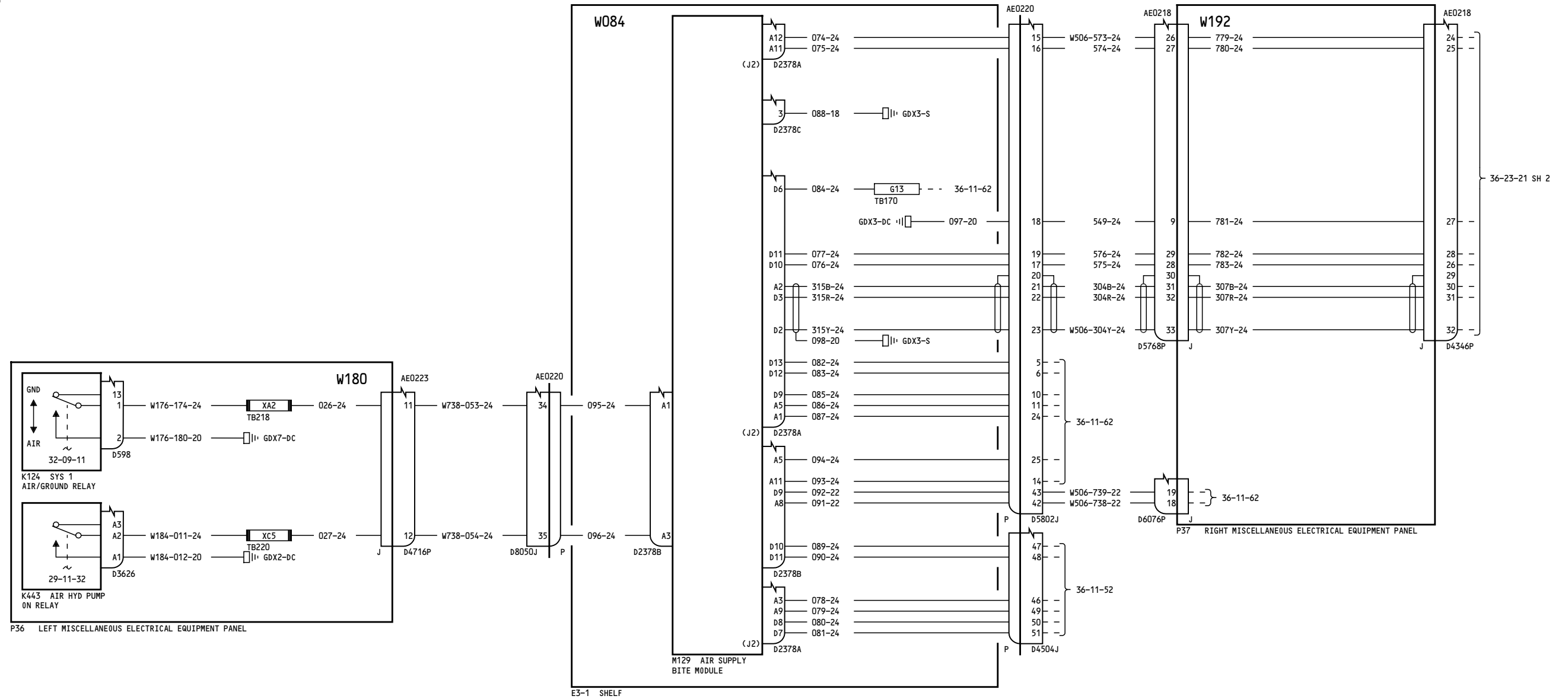
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RIGHT**

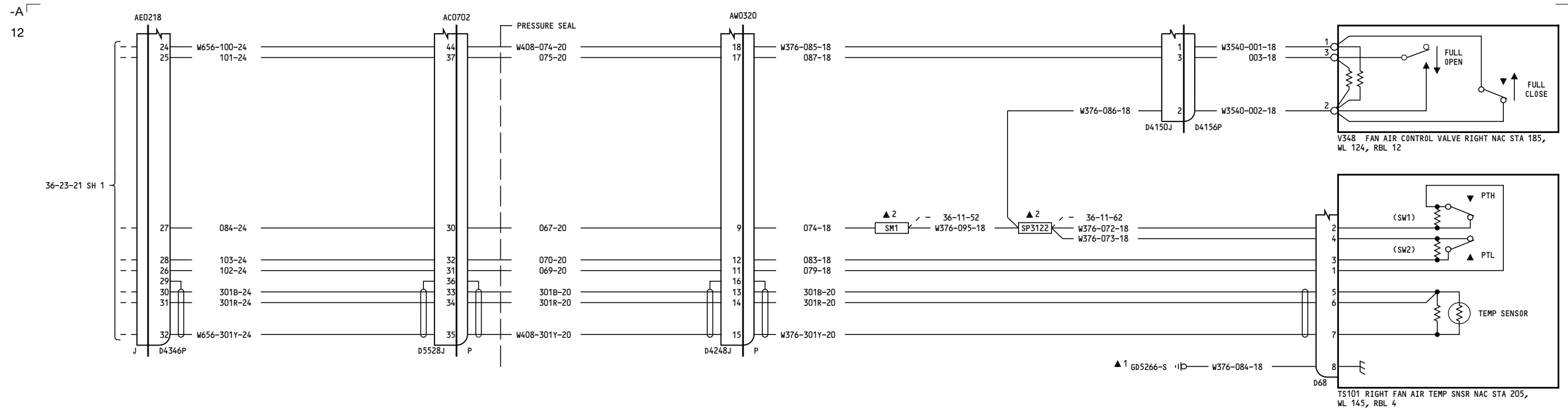
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RIGHT**

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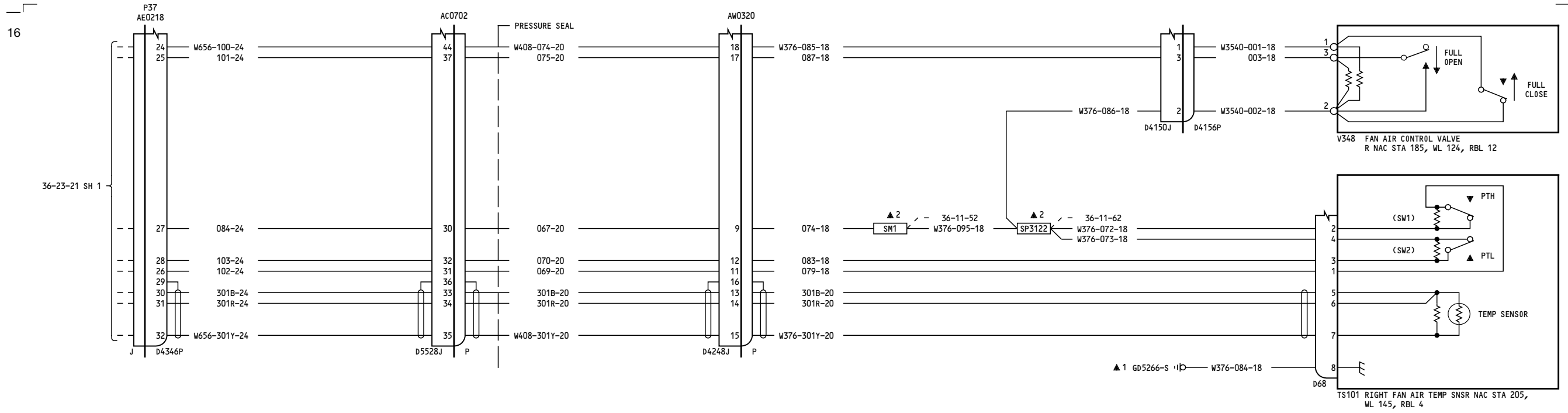
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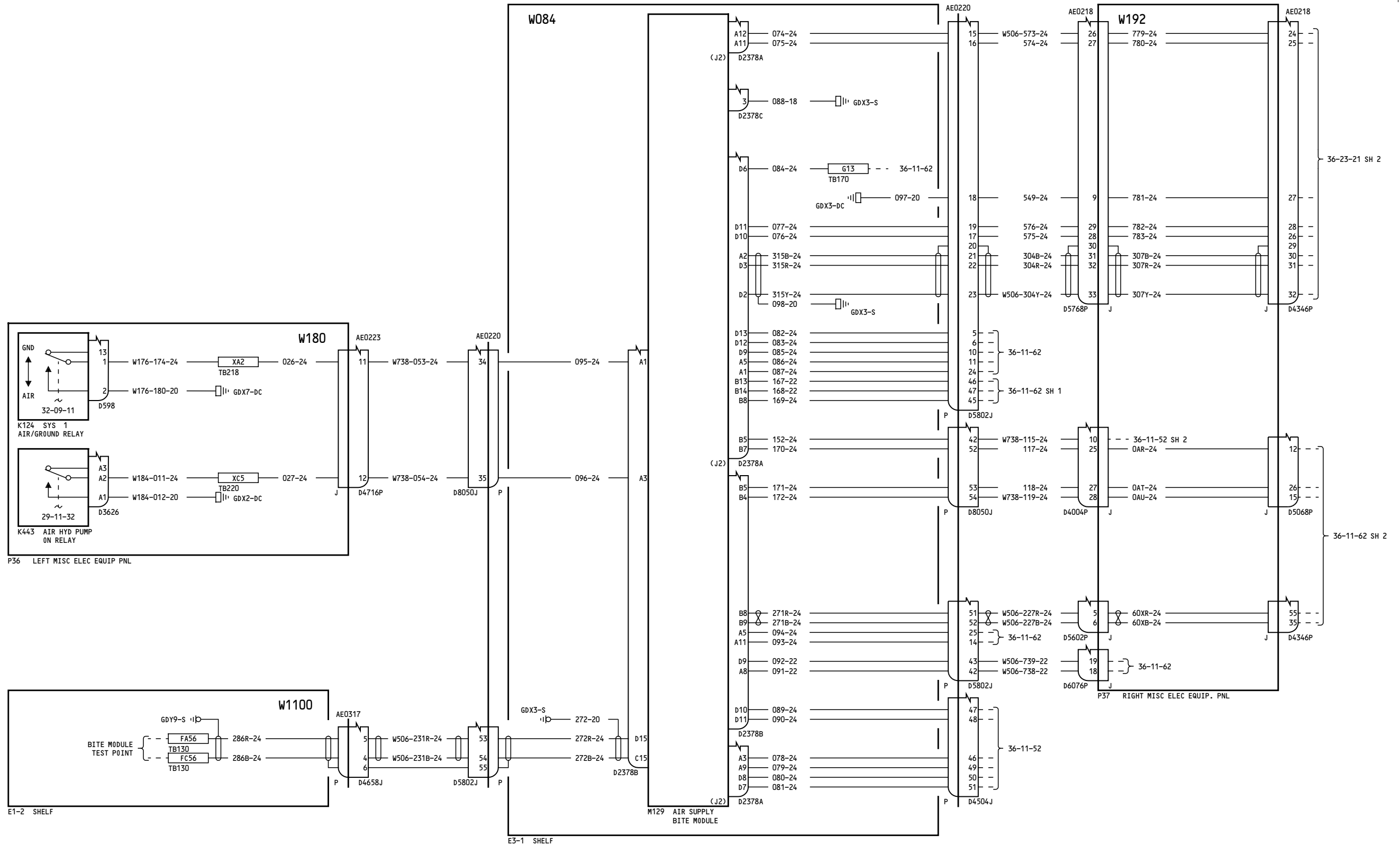
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