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AIRBRAKE JACK DOWTY AEROSPACE HYDRAULICS Part No 08673YA02, 08673YA04, 08674YA03, A8673Y and A8674Y

GENERAL AND TECHNICAL INFORMATION (-1) PARTS CATALOGUE AND RELATED INFORMATION (-3)

BY COMMAND OF THE DEFENCE COUNCIL

Ministry of Defence

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ROYAL AIR FORCE BY DGSM (RAF)

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AP100B-01, Order 0504 (RAF)

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GENERAL

CONTENTS

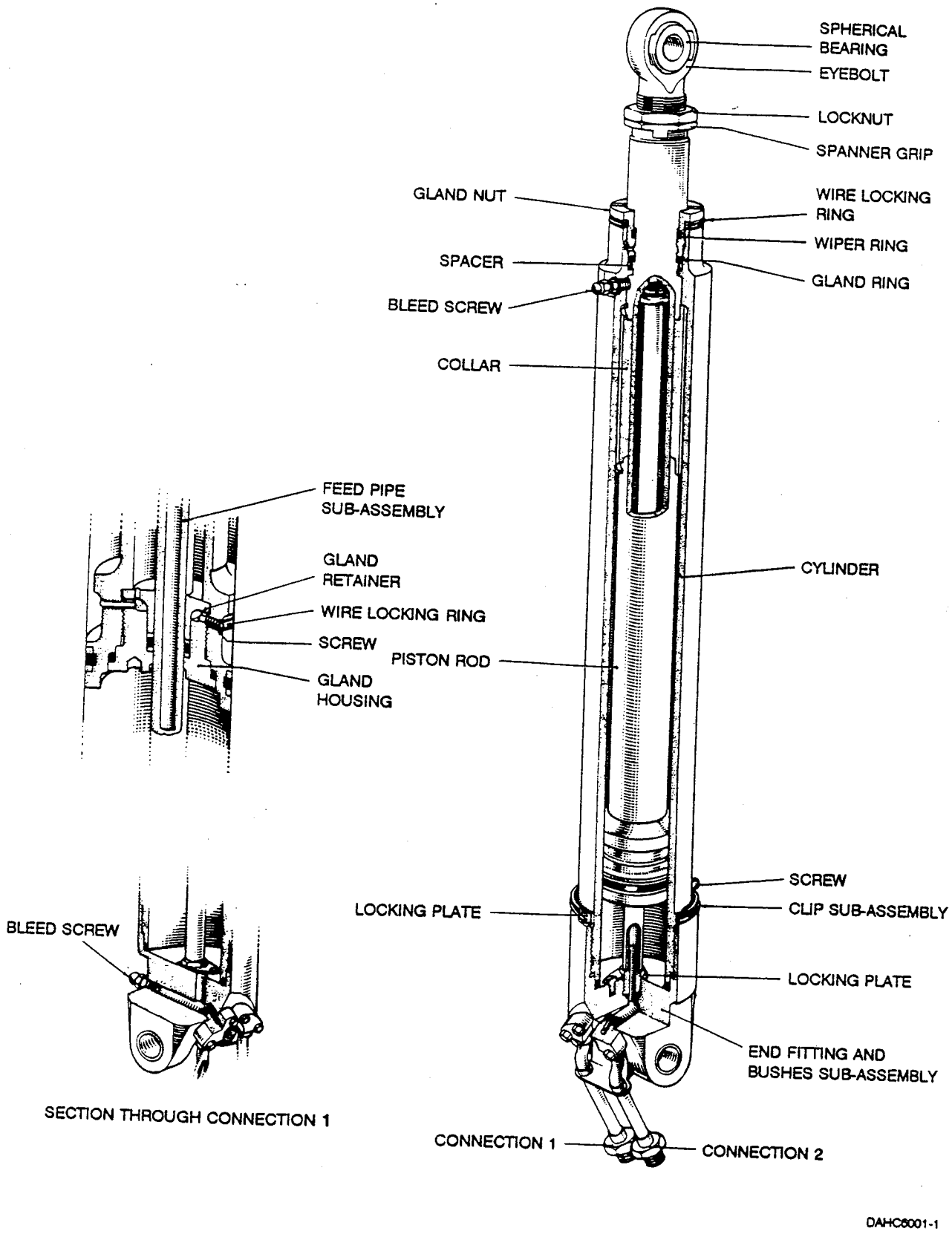

Fig 1 Airbrake jack

Leading particulars

1 Refer to the appropriate annex for the leading particulars.

Modification state

2 Refer to the appropriate annex for the relevant modification state.

Introduction

3 The airbrake jack is termed a multi-volume jack. It differs from the normal type by the fitment of an internal feed pipe through which fluid passes to operate the piston assembly. The pipe arrangement, in this particular system, allows the airbrake jack to be operated either by the differential of pressures applied simultaneously or by the usual principle of alternate application of pressure to each end. A basic type is described and illustrated and variants are given in the annexes.

Constructional description (Fig 1)

4 The cylinder is closed at one end by an end fitting and bushes sub-assembly and at the other end by a gland assembly, while the piston, fitted with a sealing ring and split rings is housed in the cylinder. The end fitting and bushes sub-assembly is screwed onto the cylinder and locked with a locking plate and a clip sub-assembly. The joint is sealed by an O-ring. Connections 1 and 2 are secured in the end fitting and bushes sub-assembly and each communicates through a fluid way to the cylinder bore. The fluid way for connection 2 terminates in a central tapping and receives one end of a feed pipe sub-assembly secured by a locking plate and a set screw. The pipe extends upwards through a gland housing and a gland retainer in the piston and into the bore of the piston rod. A collar secured by circlips at the upper and open end maintains the rigidity of the feed pipe sub-assembly in the bore of the piston.

5 A collar housed in the cylinder limits the outward travel of the piston rod. Fluid can pass from the annular chamber around the piston rod through four small tappings in the piston skirt and four holes in the gland retainer to the piston rod bore and then through the open end of the feed pipe sub-assembly and out through connection 2. A screw and a wire locking ring are engaged in two of the tappings to lock the gland housing in the piston.

6 The gland assembly provides a seal and also acts as a guide for the piston rod. It consists of a gland nut fitted with a wiper ring screwed into the cylinder to retain a gland ring and a spacer. The gland nut is locked by a wire locking ring.

7 A detachable spanner grip is engaged in slots at the outer end of the piston rod and an eyebolt fitted with a spherical bearing is screwed into this end. The eyebolt is adjustable to suit the points of attachment on the aircraft and is locked by a locknut.

Functional description (Fig 1)

8 Fluid supplied to the jack through connection 1 moves the piston to the extended position. During this stroke, fluid which is present above the piston is expelled through the tappings in the skirt and the gland housing to the bore of the piston rod. It then passes through the feed pipe sub-assembly and out of connection 2.

9 Fluid supplied to connection 2 flows through the tappings in the gland housing and the piston to the cylinder bore above the piston to close the jack. Pressure built up between the piston and the upper end of the cylinder forces it to the closed position and expels fluid under the piston through connection 1.

MAINTENANCE

Special tools and equipment

10 The following special tools, equipment and materials are required to carry out the maintenance procedures detailed.

Part No	Description	Application
ST111-31	Tommy bar	Dismantling/Assembling
ST1217	Vice clamp	Dismantling/Assembling
ST1217-6	Collet	Dismantling/Assembling
ST1512	'C' key spanner	Dismantling/Assembling
ST2134	'C' key spanner	Dismantling/Assembling
ST2135	Assembly tool	Assembling
ST2445	Half round peg spanner	Dismantling/Assembling
ST2449	Special box spanner	Dismantling/Assembling
ST947C	Circlip pliers	Dismantling/Assembling
-	Trichloroethane (TS367D)	Cleaning
-	White spirit (BS245)	Cleaning
-	Oil OM15 (DTD585)	Assembling
-	Corrosion preventative PX1	Preservation
-	Locking wire (DTD189A)	Locking parts

Safety and maintenance notes

11 Safety and maintenance notes or other general safety/maintenance requirements appropriate to the equipment, or to the main equipment, must be complied with where relevant throughout the work detailed in this publication.

BAY MAINTENANCE

Dismantling (Fig 1)

12 Discard all forms of sealing rings on removal from the unit.

12.1 Remove the bleed screws, adapter plugs and the bonded seals. Remove the lubrication nipples.

12.2 Remove the set screws and bolts and remove the pipe and bracket sub-assembly. Remove the O-rings from the spigot connections.

12.3 Slacken the locknut and remove the eyebolt and spanner grip. Remove the spherical bearing.

12.4 Remove the wire locking ring and, using the C-key spanner ST1512, slacken the gland nut.

12.5 Secure the cylinder in the vice clamp ST1217 and collet ST1217-6.

12.6 Remove the clip sub-assembly and the locking plate and, using the C-key spanner ST2134, unscrew the end fitting and bushes sub-assembly from the cylinder. Withdraw the piston and, end fitting and bushes sub-assembly assembly from the cylinder. Slide the collar from the piston rod and remove the O-ring from the cylinder.

12.7 Remove the gland nut, the gland ring and the spacer from the cylinder and the wiper ring from the gland nut.

12.8 Remove the wire locking ring and the screw from the piston rod and, using half round peg spanner ST2445 and tommy bar ST111-31, unscrew the gland housing from the piston rod. Withdraw the piston rod from the assembly and remove the split rings and the sealing ring.

12.9 Remove the circlips, using circlip pliers ST947C, and the collar at the top of the feed pipe sub-assembly. Slide the gland retainer, backing washers, O-ring and gland housing from the feed pipe sub-assembly. Remove the O-ring from the gland housing.

12.10 Remove the set screw and the locking plate and, using special box spanner ST2449, remove the feed pipe sub assembly from the end fitting and bushes sub-assembly. Remove the O-ring from the end fitting and bushes sub-assembly.

Cleaning

WARNING

CLEANING AGENT SHOULD BE USED IN A WELL VENTILATED AREA, AWAY FROM NAKED FLAMES. CARE SHOULD BE TAKEN NOT TO BREATHE THE FUMES OR ALLOW UNDUE CONTACT WITH THE SKIN.

CAUTION

Chlorinated solvents can combine with minute amounts of water found in operating hydraulic systems to form hydrochloric acid which will corrode internal metallic surfaces. It is imperative that all internal surfaces are dry and free from any traces of residual solvent prior to assembly and installation. For those applications where it is difficult to remove all traces of solvent, clean unused white spirit is recommended.

13 To enable all items to be visually examined for damage and wear, each part must be thoroughly cleaned using the appropriate cleaning agents and methods. When cleaning is completed, parts must be dried using compressed air; clean, lint-free cloth or tissues and all subsequent handling must be with clean PVC or polythene gloves. If delays occur before assembly, parts must be suitably protected against corrosion using temporary corrosion preventative PX1.

Examination and checking

14 Visually examine all parts for damage and corrosion. Check parts for permissible wear in accordance with fits and clearances paragraph 16.

Superficial damage

15 Superficial damage in the form of external isolated scores, smooth dents and abrasions free from cracks are to be regarded as negligible provided that internal dimensions are not affected and the damage is within the following limits:

15.1 Not exceeding 0.500 in long.

15.2 Not exceeding 0.010 in deep.

15.3 Not less than 0.250 in from any hole or bearing surface.

NOTE

Burrs must be removed and sharp edges blended out. Minor scores and abrasions in non-sealing bores may be ignored provided that proud portions of the abrasion are removed.

Fits and clearances

16 Check that the dimensions are within the specified limits.

TABLE 1

FITS, CLEARANCES AND REPAIR TOLERANCES

Ref No on Fig 2	Parts and Description	Dimension New	Permissible Worn Dimension		Permissible Clearance		Remarks
			Interchangeable Assembly	Selective Assembly	New	Worn	
1	CYLINDER Cylinder i/d	2.755 2.750	2.758	2.758	-	-	
2	PISTON ROD IN GLAND NUT Gland nut i/d	1.7510 1.7495	1.7530	1.7530	0.0040 0.0005	0.0060	
	Piston rod o/d	1.7490 1.7470	-	-			

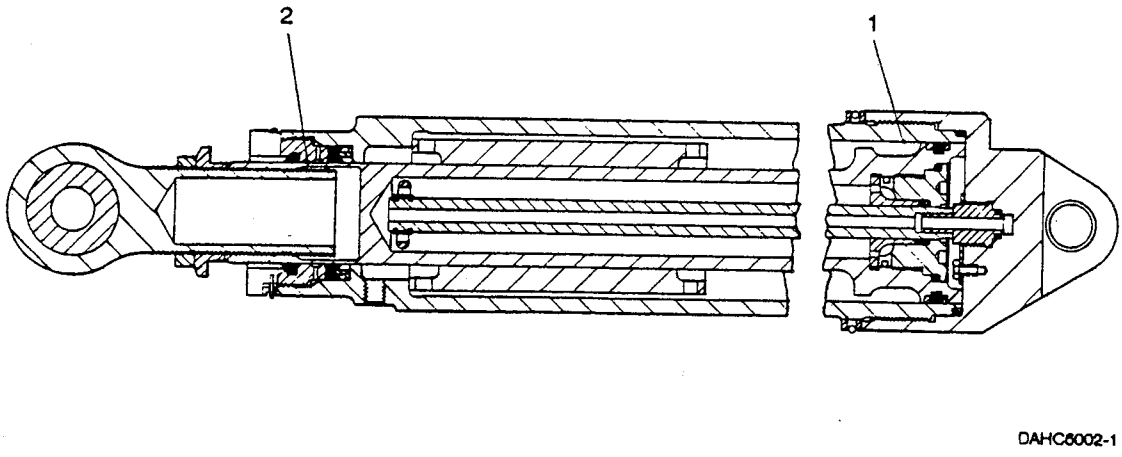

Fig 2 Fits and clearances

Assembling (Fig 1)

17 Lightly lubricate all forms of sealing rings and threaded parts with clean oil OM15 prior to assembling.

17.1 Assemble the O-ring to the adapter on the end of the feed pipe sub-assembly. Screw the adapter tightly into the centre tapping of the end fitting and bushes sub-assembly using the special box spanner ST2449 and secure it with the locking plate and the set screw. Wirelock the set screw to the adapter.

17.2 Assemble the O-ring to the gland housing and slide the gland housing over the feed pipe sub-assembly.

17.3 Slide the backing washer and an O-ring over the feed pipe sub-assembly followed by a second backing washer and the gland retainer.

17.4 Locate the collar between two circlips, using circlip pliers ST947C, at the open end of the feed pipe sub-assembly.

17.5 Assemble the sealing ring and the two supporting split rings to the piston rod head. If new split rings are fitted they are to be gapped 0.009 to 0.012 in on assembly and the sharp edges at the gap, on the flat faces only, removed up to a maximum radius of 1/64 in.

17.6 Ensure that the O-ring, the two backing washers and the gland retainer are correctly bedded in the gland housing. Insert the feed pipe sub-assembly into the piston rod and, using the half round peg spanner ST2445 and tommy bar ST111-31, screw the gland housing lightly into the piston rod head. Lock the gland housing with the locking screw and the wire locking ring. The wire locking ring is to be fitted over the head of the locking screw.

17.7 Assemble the O-ring to the end of the cylinder and secure the cylinder in the vice clamp ST1217 and collet ST1217-6.

17.8 Slide the collar over the piston rod and insert the piston assembly into the cylinder. Screw the end fitting and bushes sub-assembly tightly over the cylinder using C-key spanner ST2134. Engage the locking plate with the serrations of the cylinder and secure it with the clip sub-assembly.

17.9 Position the spacer and the gland ring over the piston rod and in the housing at the end of the cylinder using assembly tool ST2135. Fit the wiper ring to the gland nut and screw the gland nut tightly into the cylinder using C-key spanner ST1512, to retain the gland ring and the spacer. Lock the gland nut with the wire locking ring.

17.10 Fit the spherical bearing and the locknut to the eyebolt and the spanner grip to the end of the piston rod. Screw the eyebolt into the end of the piston rod. The eyebolt will be finally adjusted and locked on installation of the jack.

17.11 Assemble the O-ring over the spigot of each connection of the pipe and bracket sub-assembly and locate the spigots in the end fitting and bushes sub-assembly. Secure the pipe and bracket sub-assembly with the set screws and bolts.

17.12 Fit a bonded seal to the adapter plugs and screw them into the cylinder and the end fitting and bushes sub-assembly. Screw the bleed screws into the adapter plugs.

17.13 Screw the lubrication nipples into the lugs of the end fitting and bushes sub-assembly.

17.14 After satisfactory testing, wirelock the bleed screws and the adapter plugs to the cylinder and the end fitting and bushes sub-assembly, the connection securing bolts to each other and the set screws to the end fitting and bushes sub-assembly.

TESTING

Special tools and test equipment

18 The following special tools and test equipment are required to carry out test procedures detailed.

Part No	Description	Application
-	Static hydraulic test rig (with power pump capable of delivering 3.45 gal/min)	Apply hydraulic pressure

Testing the unit (Fig 1)

19 All pipes between the test rig and the unit must be 3/8 in outside diameter for metal pipes or 3/8 in nominal for flexible hose. Ensure the unit is hydraulically full and bled free of air. Using the equipment specified in paragraph 18, carry out the following test procedure:

19.1 Connect the supply line of the static hydraulic test rig to connection 1 and apply pressure to fully extend the jack. Gradually increase the pressure to 4950 lbf/in^2. Leakage must not occur. Release the pressure and disconnect the supply line.

19.2 Connect the supply line to connection 2 and apply pressure to fully close the jack. Gradually increase the pressure to 4950 lbf/in^2. Leakage must not occur. Release the pressure and disconnect the supply line.

19.3 Connect the supply line of the power pump rig to connection 1 and apply pressure to fully extend the jack. The pressure required to extend the jack must not exceed 120 lbf/in^2 and the time required must not exceed 12 seconds. Release the pressure and disconnect the supply line.

19.4 Connect the supply line to connection 2 and apply pressure to fully close the jack. The pressure required to close the jack must not exceed 120 lbf/in^2 and the time required must not exceed 20 seconds. Release the pressure and disconnect the supply line.

Annex A

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No 08673YA02

Leading particulars

1 Leading particulars of this unit are as follows:

1.1	System fluid	Oil OM15 (DTD585)
1.2	Length (between closed centres)	29.100 to 29.700 in
1.3	Stroke	14.940 to 15.060 in
1.4	Connections	0.375 in BSP

Modification state

2 The information in this annex includes all appropriate modifications up to and including issue 15.

Introduction

3 This unit is identical to the type described and illustrated in the general text.

Annex B

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No 08673YA04

Leading particulars

1 Leading particulars of this unit are as follows:

1.1	System fluid	Oil OM15 (DTD585)
1.2	Length (between closed centres)	29.100 to 29.700 in
1.3	Stroke	14.940 to 15.060 in
1.4	Connections	0.375 in BSP

Modification state

2 The information in this annex includes all appropriate modifications up to and including issue 17.

Introduction

3 This unit is similar to the type described and illustrated in the general text but has dimensional differences in the pipe and bracket sub-assembly secured to the end fitting.

Annex C

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No 08674YA03

Leading particulars

1 Leading particulars of this unit are as follows:

1.1	System fluid	Oil OM15 (DTD585)
1.2	Length (between closed centres)	29.100 to 29.700 in
1.3	Stroke	17.440 to 17.560 in
1.4	Connections	0.375 in BSP

Modification state

2 The information in this annex includes all appropriate modifications up to and including issue 15.

Introduction

3 This unit is similar to the type described and illustrated in the general text but differs in the fitment of an integral collar which has dimensional differences and permits longer travel.

Annex D

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No A8673Y

Leading particulars

1 Leading particulars of this unit are as follows:

1.1	System fluid	Oil OM15 (DTD585)
1.2	Length (between closed centres)	29.100 to 29.700 in
1.3	Stroke	14.940 to 15.060 in
1.4	Connections	0.375 in BSP

Modification state

2 The information in this annex includes all appropriate modifications up to and including issue 14.

Introduction

3 This unit is similar to the type described and illustrated in the general text but differs in that the cylinder and the end fitting and bushes sub-assembly have not been subjected to the improved heat treatment techniques.

Annex E

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No A8674Y

Leading particulars

1 Leading particulars of this unit are as follows:

1.1	System fluid	Oil OM15 (DTD585)
1.2	Length (between closed centres)	29.100 to 29.700 in
1.3	Stroke	17.440 to 17.560 in
1.4	Connections	0.375 in BSP

Modification state

2 The information in this annex includes all appropriate modifications up to and including issue 14.

Introduction

3 This unit is similar to the type described and illustrated in the general text but differs in the fitment of an integral collar which has dimensional differences and permits longer travel and the cylinder and the end fitting and bushes sub-assembly have not been subjected to the improved heat treatment technique.

PARTS CATALOGUE AND RELATED INFORMATION

FOR

AIRBRAKE JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No 08673YA02, 08673YA04, 08674YA03, A8673Y and A8674Y

MODIFICATION RECORD

Mod No	AL No	Mod No	AL No	Mod No	AL No	Mod No	AL No	Mod No	AL No	Mod No	AL No
AC3172	*										
AC3862	*										
AC3960	*										
AC4049	*										
AC4432	*										

* Incorporated in initial issue of Catalogue
NA Mod not applicable to this Catalogue
C Mod cancelled
AS Amendment Sheet

PARTS CATALOGUE AND RELATED INFORMATION (TOPIC 3)

MEMORANDUM OF INSTRUCTIONS

Demands

1 Requirements for demands are:

1.1 The demand must quote the appropriate Reference Number for each item. Unreferenced parts are not normally provisioned as spares and demands for such items must quote the maker's Part Number and the name and type of the equipment. The location of each part within the equipment should be clearly indicated.

1.2 Demands are to be prepared in accordance with the procedure laid down in AP 830 Volume 1 or BR4.

Local manufacture

2 Parts annotated 'LM' are to be manufactured from local resources. If the manufacture of such items is beyond the capacity of the Unit, the demand is to be endorsed 'Unable to manufacture locally'.

Major repair

3 'MR' indicates that an item is required for major repair purposes only and will not normally be held in store by Units other than those authorised to undertake major repair of the equipment.

Units per assembly

4 The number quoted is the quantity required per next higher assembly in the position shown except 'attaching parts' which quote the quantity required to attach one item. The letters 'AR' in the 'Units per Assy' column indicate that the quantity is 'as required'. Where applicable the quantity normally fitted is shown as a nominal figure, eg (Nom 3). Where an item is listed only for reference purposes the letters 'RF' are quoted.

Classification of equipment

5 The Class of Store is indicated by a single letter as laid down in AP 830 Volume 1 or BR4.

Fitting code (FC)

6 The FC is indicated by one of the following letters and is only quoted against parts which are not directly interchangeable:

V Open up holes on assembly
W Partially assembled
X Ream or machine on assembly
Y Drill or drill and tap on assembly
Z Trim on assembly

Obsolescent stock

7 An asterisk in the 'Part No' column indicates that no further purchases of the item will be made but the part is to be used until stocks are exhausted.

Modifications

8 When items are affected by a modification the 'Mod No' is quoted in the description. Modifications incorporated in the catalogue are listed in the Modification Record.

Manufacturers NATO code

9 The NATO supply code for manufacturers is an alpha-numeric code for non-US based approved manufacturers and a numeric code for US based approved manufacturers. Manufacturers details related to a specific code are contained in the following publications available from DCA, Kentigern House, 65 Brown Street, Glasgow G2 8EX.

99-H4-1 Name to Code
99-H4-2 Code to Name

Usage code

10 The usage code column is normally left blank indicating full applicability of all items. Where a code letter is shown, it indicates that all items with that letter form part of the same assembly or sub-assembly.

INDEX OF PART NUMBERS

Part Number	DMC	Reference Number	Fig/Index	C of S or LM	FC
AGS1174	28F	4730-99-9128952	1-1		
AGS1186A		5330-99-9428452	1-3		
AGS1582B		5310-99-1009147	1-19		
AGS2002C1		5310-99-9433473	1-18		
AGS596C	28N	5340-99-9143884	1-50		
AGS606-5A			1-21A		
A8673Y			1		
A8673Y1			1-11B		
A8674Y		4320-99-4118377	1		
A8674Y1			1-11C		
C7594Y2	27Q	4320-99-4118370	1-49A		
C7594Y23			1-47A		
C7594Y5	27Q	5340-99-1245188	1-15		
C8673Y3	27Q	4320-99-4118363	1-34		
D3300Y1043			1-8		
D3300Y999			1-44		
D4434Y14	27Q	5340-99-4118336	1-17		
D7594Y22	27Q	4320-99-4118371	1-45A		
SP21	28N	4730-99-9156370	1-4		
SP229-52		5305-99-4118366	1-5		
			1-5A		
			1-42		
SP267-2	27Q	5340-99-4118335	1-35		
SP584-146	27Q	5330-99-4118355	1-33		
SP818-21	27QA	4320-99-4118139	1-27		
SP820-11B	27Q	5315-99-4118362	1-30		
SP826-1C	27Q	5305-99-1031567	1-6A		
SP826-3C	27Q	5305-99-1219058	1-6		
SP826-9C	27Q	5305-99-1219063	1-7		
SP835-22		4320-99-4118500	1-32		
SP880C			1-51		
SP900-11	27QA	5330-99-1007954	1-39		
SP900-7	27QA	5330-99-9431638	1-9		
			1-48		
SP901-11	27QA	5330-99-4118360	1-25		
SP901-2	27QA	5330-99-4118359	1-40		
08673YA02		4320-99-4118332	1		
08673YA04	27QM	4320-99-4118491	1		
08673Y004	27Q	4320-99-4118348	1-26		
08673Y005			1-11		
08673Y006			1-45		
08673Y007		4320-99-4118340	1-49		
08673Y008			1-47		
08674YA03		4320-99-4118375	1		
08674Y003			1-11A		
08674Y012	27Q	4320-99-4118493	1-8A		

INDEX OF PART NUMBERS

Part Number	DMC	Reference Number	Fig/Index	C of S or LM	FC
2000Y135		4820-99-4118102	1-10		
3300Y1331			1-38		
3300Y900			1-24		
3300Y991			1-24A		
3331Y9	27Q	5365-99-4118131	1-2		
4243Y	27Q	3120-99-9016319	1-21		
4434Y15			1-22		
4434Y16	27Q	5365-99-4118367	1-29		
4622Y15	27Q	5315-99-4118358	1-16		
5400489			1-28		
57K1508	27Q	5305-99-1287045	1-20		
6853Y10	27Q	4320-99-4118365	1-31		
750060107			1-9A		
			1-48A		
750060111			1-39A		
750060302			1-40A		
750060311			1-25A		
7594Y12	27Q	4320-99-4118346	1-41		
7594Y13	27Q	4320-99-4118496	1-37		
7594Y16	27Q	5340-99-4118352	1-43		
7594Y20	27Q	4320-99-4118338	1-36		
7594Y24	27Q	3120-99-4118343	1-46		
7594Y6	27Q	3120-99-4118333	1-14		
7594Y7	27Q	5310-99-4118345	1-12		
7594Y8			1-13		
8673Y2	27Q	5340-99-4174024	1-23		

DETAILED PARTS LIST

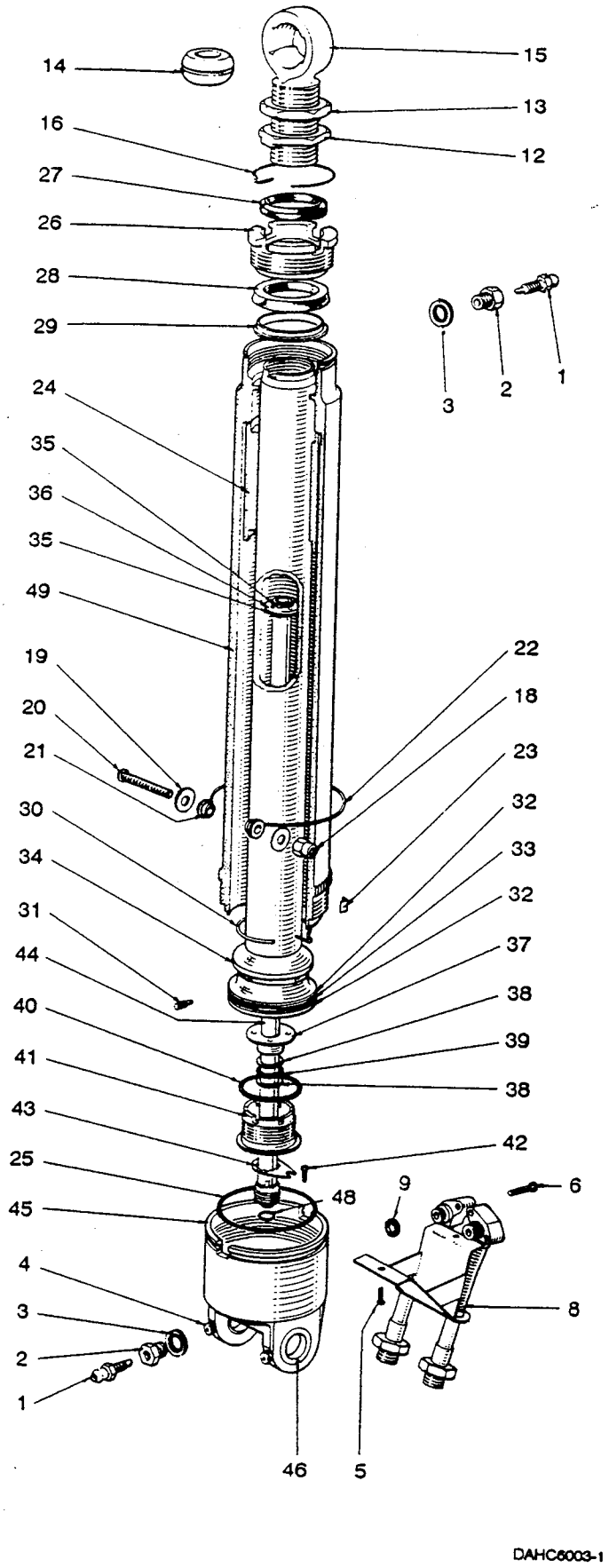

Fig 1 Airbrake jack

AIRBRAKE JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1	08673YA02	Jack, airbrake (Mod AC3960)		A	RF
1+	08673YA04	Jack, airbrake (Mod AC4432)		B	RF
1+	08674YA03	Jack, airbrake (Mod AC3960)		C	RF
1+	A8673Y	Jack, airbrake (Mod AC3960)		D	RF
1+	A8674Y	Jack, airbrake (Mod AC3960)		E	RF
-1	AGS1174	. Screw, bleed			2
-2	3331Y9	. Plug, adapter			2
-3	AGS1186A	. Seal, bonded			2
-4	SP21	. Nipple, lubrication			2
-5	SP229-52	. Screw, set		ACDE	2
-5A+	SP229-52	. Screw, set		B	1
-6	SP826-3C	. Bolt		ACDE	4
-6A+	SP826-1C	. Bolt		B	4
-7+	SP826-9C	. Bolt		B	1
-8	D3300Y1043	. Pipe and bracket sub-assembly		ACDE	1
-8A+	08674Y012	. Pipe and bracket sub-assembly		B	1
-9	SP900-7 or	. O-ring (Alternative)			2
-9A+	750060107	. O-ring			2
-10+	2000Y135	. Transfer			1
-11+	08673Y005	. Jack assembly, hydraulic		AB	1
-11A+	08674Y003	. Jack assembly, hydraulic		C	1

+ Item not illustrated

AIRBRAKE JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1-11B+	A8673Y1	. Jack assembly, hydraulic		D	1
-11C+	A8674Y1	. Jack assembly, hydraulic		E	1
-12	7594Y7	. . Grip, spanner			1
-13	7594Y8	. . Locknut			1
-14	7594Y6	. . Bearing, spherical			1
-15	C7594Y5	. . Eyebolt			1
-16	4622Y15	. . Ring, wire locking			1
-17+	D4434Y14	. . Clip, sub-assembly			1
-18	AGS2002C1	. . . Stiffnut			1
-19	AGS1582B	. . . Washer			2
-20	57K1508	. . . Screw			1
-21	4243Y	. . . Eyelet			2
	or	(Alternative)			
-21A+	AGS606-5A	. . . Eyelet			2
-22	4434Y15	. . . Clip			1
-23	8673Y2	. . Plate, locking			1
-24	3300Y900	. . Collar		ABD	1
-24A+	3300Y991	. . Collar		CE	1
-25	SP901-11	. . O-ring			1
	or	(Alternative)			
-25A+	750060311	. . O-ring			1
-26	08673Y004	. . Nut, gland (Mod AC4049)			1
-27	SP818-21	. . Ring, wiper			1
-28	5400489	. . Ring, gland			1
-29	4434Y16	. . Spacer			1

+ Item not illustrated

AIRBRAKE JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1-30	SP820-11B	. . Ring, wire locking			1
-31	6853Y10	. . Screw			1
-32	SP835-22	. . Ring, split			2
-33	SP584-146	. . Ring, sealing			1
-34	C8673Y3	. . Rod, piston (Mod AC3862)			1
-35	SP267-2	. . Circlip			2
-36	7594Y20	. . Collar			1
-37	7594Y13	. . Retainer, gland			1
-38	3300Y1331	. . Washer, backing			2
-39	SP900-11 or	. . O-ring (Alternative)			1
-39A+	750060111	. . O-ring			1
-40	SP901-2 or	. . O-ring (Alternative)			1
-40A+	750060302	. . O-ring			1
-41	7594Y12	. . Housing, gland			1
-42	SP229-52	. . Screw, set			1
-43	7594Y16	. . Plate, locking			1
-44	D3300Y999	. . Pipe sub-assembly, feed			1
-45	08673Y006	. . End fitting and bushes sub-assembly		ABC	1
-45A+	D7594Y22	. . End fitting and bushes sub-assembly		DE	1
-46	7594Y24	. . . Bush			2
-47+	08673Y008	. . . Fitting, end		ABC	1
-47A+	C7594Y23	. . . Fitting, end		DE	1

+ Item not illustrated

AIRBRAKE JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1-48	SP900-7 or	. . O-ring (Alternative)			1
-48A+	750060107	. . O-ring			1
-49	08673Y007	. . Cylinder		ABC	1
-49A+	C7594Y2	. . Cylinder		DE	1
-50+	AGS596C	. Cap, dust (Storage and transit)			2
-51+	SP880C	. Washer, sealing (Storage and transit)			2

+ Item not illustrated