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HOOD LOCK JACK
DOWTY AEROSPACE HYDRAULICS
Part No 08416YB02

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

BY COMMAND OF THE DEFENCE COUNCIL

Ministry of Defence

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GENERAL

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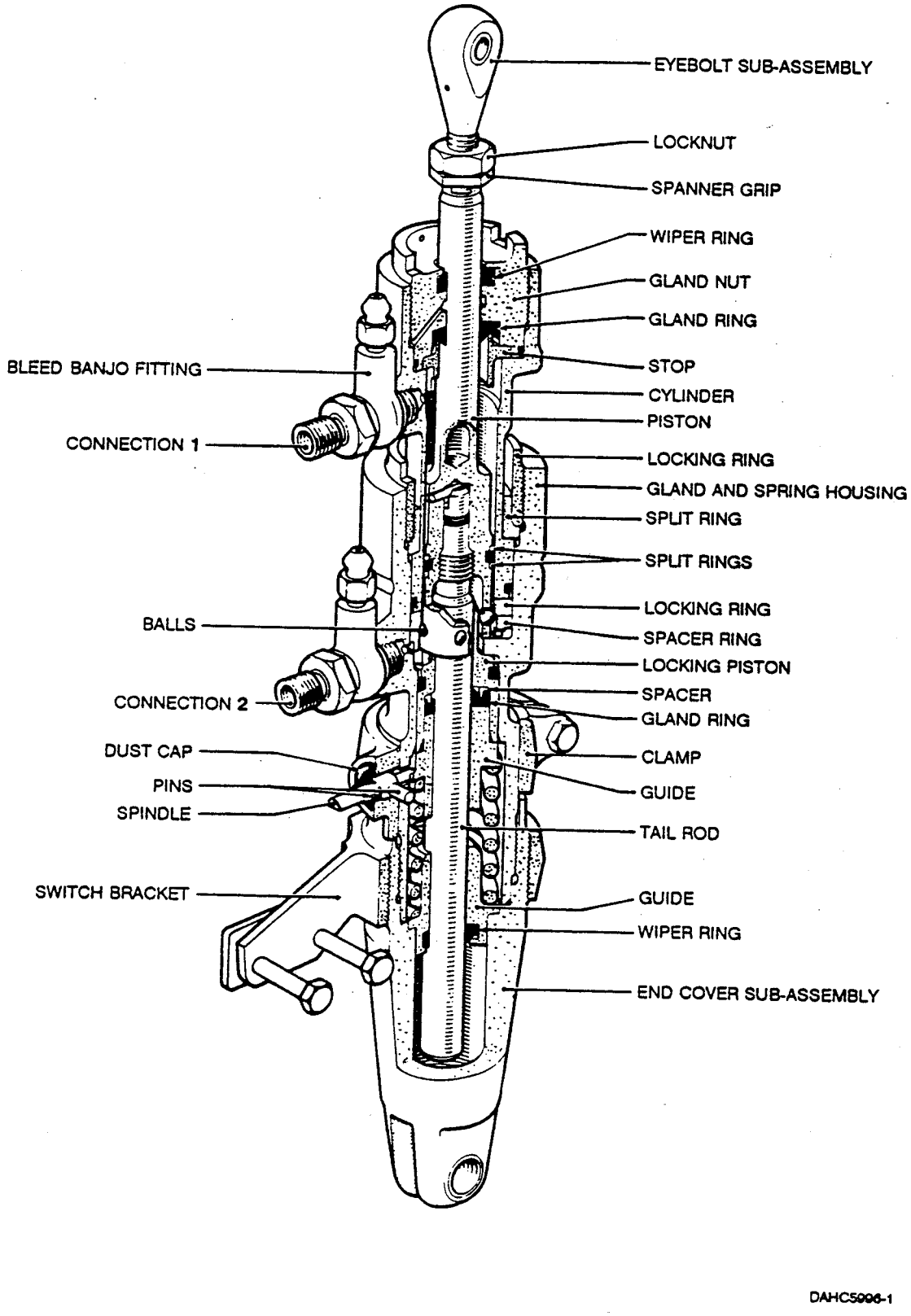

Fig 1 Hood lock jack

Leading particulars

1 The leading particulars for the unit are as follows:

1.1	System fluid	Oil OM15
1.2	Length (between closed centres)	11.680 to 11.920 in
1.3	Stroke	1.000 to 1.050 in
1.4	Connections	0.125 in BSP

Modification state

2 The information in this publication includes all appropriate modifications up to and including issue 10.

Introduction

3 The hood lock jack operates in sequence with a hood operating jack to secure the cockpit hood in the closed position. When closed, the hood lock jack is locked by an internal mechanism. Hydraulic pressure releases the lock before the hood lock jack moves to the extended position. A microswitch, actuated by the locking mechanism, functions in conjunction with two microswitches in the aircraft to give visual indication when the hood is locked.

Constructional description (Fig 1)

4 The hood lock jack comprises a cylinder, a gland and spring housing and an end cover sub-assembly, screwed together to house a piston and tail rod assembly and, a spring-loaded locking mechanism. The cylinder, in which the piston head slides, is retained in the gland and spring housing by a split ring and a locking ring, and is closed at its outer end by a gland nut, which clamps a combined piston stop and gland spreader against a shoulder of the cylinder. The gland nut is fitted with an O-ring and houses a gland ring and a wiper ring. Screwed into a boss of the cylinder is a banjo bolt which forms the fluid connection (connection 1) for closing the jack. A bleed banjo fitting is retained by the banjo bolt between bonded seals. The inner end of the cylinder is grooved for an O-ring and clamps a chamfered locking ring and a spacer ring against a web of the gland and spring housing.

5 The end cover sub-assembly is screwed onto the outer end of the gland and spring housing, and is provided with a fork-end, drilled and bushed for attachment purposes. A switch bracket is screwed over the end cover sub-assembly and carries a microswitch supplied by the aircraft manufacturer. The microswitch is secured between two lugs, formed on the bracket, by two bolts which also serve to clamp two plates, one of which is serrated and engages with serrations on one of the lugs. Slotted holes in the lugs facilitate adjustment of the microswitch. After adjustment, the bracket is clamped in position by a bolt and a slotted nut.

6 A split clamp is secured by a pinch bolt around the body of the gland and spring housing and is located to the housing by a dowel. The clamp is retained in position relative to the end cover sub-assembly by a tab which engages with a slot in the end cover sub-assembly. A boss on the clamp houses a microswitch operating spindle which pivots on a pin and protrudes through the housing to contact the locking mechanism. A dust cap, pinned to the spindle, prevents the ingress of dirt through the boss. The fluid connection (connection 2) for the extension of the jack is screwed into a boss of the gland and spring housing and is identical to the fluid connection described in paragraph 4.

7 The hollow piston rod which slides in the cylinder gland assembly receives a bushed eyebolt sub-assembly and is slotted at the end for the location of a spanner grip retained by the eyebolt locknut. The piston head is fitted with a sealing ring and two split rings and is threaded to receive a hollow tail rod which supports the locking mechanism and slides in an outer guide, fitted with a wiper ring and located against a shoulder of the end cover sub-assembly. A pin retains the tail rod in the piston and is locked by peening. The skirt of the piston head houses six steel balls which, in the unlocked condition, lie against the tail rod and permit free extension of the piston.

8 Sliding on the tail rod and operating in the gland and spring housing is a locking piston which is grooved for a sealing ring and skirted to house a gland ring and a spacer. The gland ring is retained by an inner guide which also slides on the tail rod and is loaded against the locking piston by a spring, located between the inner and outer guides. A flange on the inner guide contacts the spindle to actuate the microswitch. Movement of the inner guide and locking piston is limited by the web of the gland and spring housing through which the stem of the locking piston passes. In the locked condition, this stem forces the steel balls outward against the spacer ring and locking ring to prevent extension of the piston. A hole in the web of the gland and spring housing enables fluid pressure to act on the end of the locking piston to disengage the lock before extension.

Functional description (Fig 1)

9 When the jack is fully closed and locked, the stem of the spring-loaded locking piston enters the skirt of the piston head and holds the steel balls in contact with the spacer ring. The piston cannot extend as the balls are trapped against the chamfer of the locking ring. The shoulder of the inner guide is in contact with the spindle which, in this position, depresses the microswitch button.

10 Fluid entering at connection 2 passes through the hole in the web of the gland and spring housing and forces the locking piston and inner guide along the tail rod, towards the end cover sub-assembly, against the loading of the spring. The stem of the locking piston is drawn clear of the steel balls and as fluid pressure forces the piston to extend, the initial movement causes the balls to be forced inwards against the tail rod by contact with the chamfer of the locking ring. As the piston rod extends, the fluid pressure is no longer sufficient to overcome the loading of the spring and, the locking piston and inner guide return to their original position against the web of the housing. The microswitch on the jack is again actuated, but the electrical circuit to the cockpit indicator is not completed.

11 Pressure fluid entering at connection 1 causes the piston and tail rod to move towards the closed position. The steel balls come into contact with the stem of the locking piston forcing the piston and guide towards the end cover sub-assembly. As the piston assembly reaches the end of its travel, the stem of the locking piston forces the balls outwards into the recess behind the locking ring and spring pressure causes the stem to slide between the balls and the tail rod. The jack is once more locked and the microswitch is actuated and visual indication is given in the cockpit.

MAINTENANCE

Special tools and equipment

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

Part No	Description	Application
ST1047	Assembly post	Assembling
ST1118	C-key spanner	Dismantling/Assembling
ST1141	Assembly post	Assembling
ST1214	Vice clamp	Dismantling/Assembling
ST1214 MK8	Collet	Dismantling/Assembling
ST1406	Drift	Dismantling
ST2417	Special key spanner	Dismantling/Assembling
-	Trichloroethane (TS367D)	Cleaning
-	White spirit (BS245)	Cleaning
-	Oil OM15 (DTD585)	Assembling
-	Jointing compound JC5A	Assembling
-	Corrosion preventative PX1	Preservation
-	Locking wire (DTD189A)	Locking parts

Safety and maintenance notes

13 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)

WARNING

SPECIFIC INTERNAL DETAILS OF THIS UNIT ARE SUBJECT TO SPRING PRESSURE AND CARE MUST BE EXERCISED WHEN DISMANTLING.

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

14.1 Remove the banjo bolts, the bleed banjo fittings, the bonded seals and the bleed screws.

14.2 Slacken the locknut and remove the eyebolt sub-assembly and the spanner grip. Unscrew the locknut. If necessary for renewal purposes, use the drift ST1406 to remove the bushes.

14.3 Remove the split pin, slotted nut and the bolt and unscrew the switch bracket from the end cover sub-assembly. Unscrew the bolts and remove the plates from the lugs of the switch bracket.

14.4 Extract the pin and remove the dust cap from the spindle. Extract the hinge pin and remove the spindle. Remove the split pin, slotted nut, the bolt and the dowel.

14.5 Unscrew the end cover sub-assembly and remove the clamp. Withdraw the spring and the guide from the end cover sub-assembly and, remove the wiper ring from the guide.

14.6 If necessary for renewal purposes, use the drift ST1406 to remove the bushes from the end cover.

14.7 Unscrew the locking ring using special key spanner ST2417 and withdraw the cylinder and piston rod assembly from the gland and spring housing. Remove the split ring and the locking ring. Remove the locking ring, the spacer ring and the steel balls. Remove the O-ring from the cylinder.

14.8 Withdraw the guide, the gland ring, the spacer and the locking piston from the housing. Remove the sealing ring from the locking piston.

14.9 Withdraw the piston and tail rod from the cylinder. Remove the split rings and the sealing ring from the piston head. Remove the O-ring from the tail rod.

14.10 If necessary for renewal purposes, secure the tail rod in the vice clamp ST1214 and collet ST1214 MK8, withdraw the peened-in pin from the piston head and unscrew the tail rod.

14.11 Unscrew the gland nut from the cylinder using C-key spanner ST1118 and withdraw the stop and the gland ring. Remove the wiper ring and the O-ring from the gland nut.

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.

15 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

16 Visually examine all parts for damage and corrosion. Check parts for permissible wear in accordance with fits and clearances paragraph 19.

Superficial damage

17 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:

17.1 Not exceeding 0.500 in long.

17.2 Not exceeding 0.010 in deep.

17.3 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.

Checking data

18 Spring 500Y12

18.1 Number of working coils: 5.05

18.2 Wire size: 0.160 in (8 SWG)

18.3 Free length: 1.670 to 1.720 in

18.4 Check length: 1.050 to 1.080 in

18.5 Load at check length: 109 to 116 lbf.

Fits and clearances

19 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	TAIL ROD IN GUIDE						
	Guide i/d	$\frac{0.5020}{0.4995}$	0.5040	0.5040	$\frac{0.0050}{0.0005}$	0.0070	
	Tail rod o/d	$\frac{0.4990}{0.4970}$	-	-			
2	TAIL ROD IN GUIDE AND LOCKING PISTON						
	Guide and locking piston i/d	$\frac{0.5005}{0.4995}$	0.5025	0.5025	$\frac{0.0035}{0.0005}$	0.0055	
	Tail rod o/d	$\frac{0.4990}{0.4970}$	-	-			
3	Gland and spring housing i/d	$\frac{1.023}{1.020}$	1.031	1.031	-	-	
4	Cylinder i/d	$\frac{0.87575}{0.87450}$	0.88300	0.88300	-	-	
5	PISTON IN GLAND NUT						
	Gland nut i/d	$\frac{0.5005}{0.4995}$	0.5025	0.5025	$\frac{0.0035}{0.0005}$	0.0055	
	Piston o/d	$\frac{0.4990}{0.4970}$	-	-			

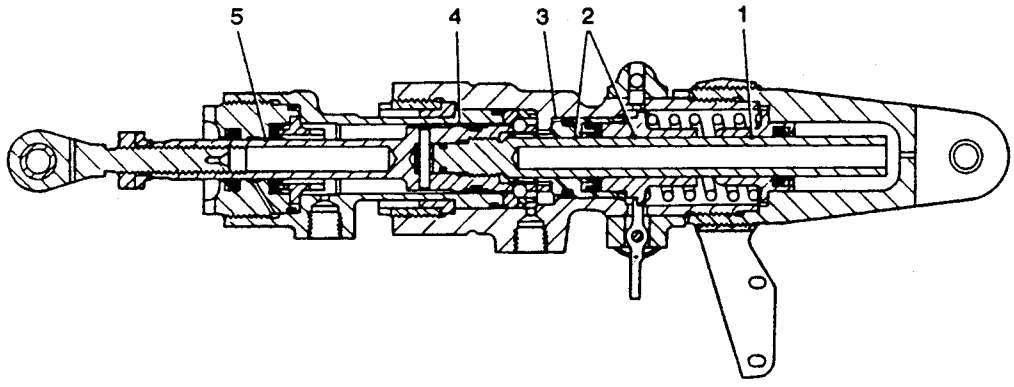

Fig 2 Fits and clearances

Assembling (Fig 1)

20 Lightly lubricate all forms of sealing rings and threaded parts with clean oil OM15 prior to assembly into the unit.

20.1 If the tail rod has been removed from the piston, use the assembly post ST1141 to assemble a new O-ring to the tail rod. Secure the tail rod in the vice clamp ST1214 and collet ST1214 MK8, screw the piston fully onto the tail rod and fit the pin. Ensure that the ends of the pin are flush with the piston head and punch to lock. Check that the piston cannot be unscrewed.

20.2 Assemble the sealing ring and split rings to the piston 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 removed, on the flat faces only, up to a maximum radius of 1/64 in.

20.3 Insert the spacer ring, leading with the slotted end, into the relevant bore of the gland and spring housing, until the ring contacts the web of the housing. Follow with the locking ring, leading with the chamfered edge.

20.4 Position the locking ring over the cylinder, leading with the slotted end. Position the two halves of the split ring on the cylinder, with the flanges against the external shoulder. Slide the locking ring over the split ring to hold it in position. Assemble an O-ring to the cylinder.

20.5 Insert the cylinder, leading with the O-ring, into the bore of the gland and spring housing. Tighten the locking ring using the special key spanner ST2417 to secure the cylinder against the locking ring.

NOTE

The cylinder should be positioned with the connection boss in line with the connection boss of the gland and spring housing.

20.6 Position the steel balls in the skirt of the piston head and insert the piston and tail rod assembly into the cylinder, leading with the tail rod.

20.7 Slide the stop onto the piston rod, leading with the slotted end and position the stop against the shoulder of the cylinder. Follow with the gland ring leading with the lips.

20.8 Assemble an O-ring using the assembly post ST1047 and a wiper ring to the gland nut. Slide the gland nut, leading with the O-ring, over the piston rod and screw it into the cylinder using C-key spanner ST1118.

20.9 Assemble a sealing ring to the locking piston. Slide the locking piston, leading with the stem, over the tail rod and into the gland and spring housing, until the shoulder of the locking piston contacts the web of the housing.

20.10 Position the spacer in the skirt of the locking piston with the flat side against the base of the piston. Follow with the gland ring, with the lips of the ring leading.

20.11 Slide the inner guide onto the tail rod, leading with the larger diameter, and position it in the skirt of the locking piston to contact the gland ring.

20.12 Fit the clamp over the gland and spring housing with the locating tab trailing, but do not insert the dowel or the spindle at this stage.

20.13 If necessary, smear the outer diameters of new bushes with jointing compound JC5A and press them into the end cover.

20.14 Fit the wiper ring to the outer guide and insert the guide into the end cover sub-assembly, leading with the wiper ring.

20.15 Position the spring in the gland and spring housing over the stem of the inner guide, then slide the outer guide and end cover sub-assembly over the tail rod and screw the end cover sub-assembly onto the gland and spring housing.

20.16 Engage the tab of the clamp in the slot of the end cover sub-assembly and adjust the clamp and end cover sub-assembly to enable the dowel to be inserted. Fit the bolt, the slotted nut and a split pin to retain the clamp.

NOTE

The dimension between the bush centre of the end cover sub-assembly and the centre of the connection boss of the gland and spring housing should be between 5.530 and 5.620 in.

20.17 Insert the spindle, leading with the smaller flat, into the boss of the clamp and ensure that the flat contacts the inner face of the guide flange. Insert the spindle pivot pin and lock by punching at each end. Fit the dust cap and the pin.

20.18 Screw the microswitch bracket into its approximate position on the end cover sub-assembly and secure it with the bolt and slotted nut. The bracket will be finally adjusted after installation of the switch. Locate the plates to the lugs of the bracket and secure them with the two bolts. If the jack is to be transported, the bolts and plates are to be placed in a bag and attached to the jack.

20.19 If necessary, smear the outside diameter of the bush with jointing compound JC5A and press it into the eyebolt.

20.20 Screw the locknut fully onto the eyebolt sub-assembly. Engage the spanner grip with the end of the piston rod and screw the eyebolt sub-assembly into the piston rod. The eyebolt sub-assembly will be finally adjusted and wirelocked on installation of the jack in the aircraft.

20.21 Fit the bonded seals and the bleed banjo fittings to the banjo bolts and screw the connections into the tappings of the cylinder and the gland and spring housing. Screw a bleed screw into each bleed banjo fitting.

20.22 After satisfactory testing, the following items must be positively locked with wire:

20.22.1 Gland nut, banjo bolt and bleed screw of connection 1.

20.22.2 Locking ring, banjo bolt and bleed screw of connection 2.

20.22.3 Heads of microswitch retaining bolts together.

TESTING

Special tools and test equipment

21 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
03260TA01	Lock loading rig	Lock proving test
03264TA01	Piston rod fitting	Use with 03260TA01
03266TA01	Cylinder fitting	Use with 03260TA01

Testing the unit (Fig 1)

22 All pipes in the test circuit must be 3/8 in outside diameter for metal pipes and 3/8 in nominal for flexible hose. Ensure the unit is hydraulically full and bled free of air. Using the equipment specified in paragraph 21, carry out the following test procedures:

Static test

23

23.1 Connect the supply line of the static hydraulic test rig to connection 2 and apply pressure to fully extend the jack. Release the pressure. Gradually apply a pressure of 300 lbf/in^2 checking for leakage between 0 and 100 lbf/in^2 and then slowly increase the pressure to 4500 lbf/in^2. Leakage must not occur. Release the pressure and disconnect the supply line.

23.2 Connect the supply line to connection 1 and apply pressure to fully close the jack. Release the pressure. Gradually apply a pressure of 300 lbf/in^2 checking for leakage between 0 and 100 lbf/in^2, and then slowly increase the pressure to 4500 lbf/in^2. Leakage must not occur. Release the pressure and disconnect the supply line.

23.3 Connect the supply line and a branch supply line of the power pump rig to the connections 1 and 2 respectively. Apply a pressure alternating between zero and 3000 lbf/in^2 at both connections simultaneously and repeat for 200 cycles. Release the pressure and disconnect the supply lines.

23.4 Repeat the tests in paragraphs 23.1 and 23.2.

No load friction test and lock proving test

24

24.1 Connect the supply lines of the power pump rig to the jack and apply pressure at connection 1 to close the jack. The pressure required to close the jack prior to engaging the lock must not exceed 220 lbf/in^2 and the time required to effect this closure must not exceed 3 seconds. Release the pressure.

24.2 Apply pressure at connection 2 to extend the jack. The pressure required to extend the jack from the disengaged position must not exceed 220 lbf/in^2 and the time required to effect this extension must not exceed 3 seconds.

24.3 Apply pressure at connection 1 to fully close the jack and engage the lock. The pressure required to engage the lock must not exceed 600 lbf/in^2 and the locked condition will be indicated by the tripping of the microswitch spindle towards the microswitch. Release the pressure.

24.4 Apply pressure at connection 2 to disengage the lock. The pressure required to disengage the lock must not exceed 220 lbf/in^2 and the disengaged condition will be indicated by the extending movement of the piston. Release the pressure and disconnect the supply line.

24.5 Connect the cylinder fitting 03266TA01 to the test rig 03260TA01.

24.6 Remove the eyebolt sub-assembly from the piston rod of the jack and screw in the piston rod fitting 03264TA01. Remove the spring box assembly from the test rig and screw the threaded end of the spring box shaft into the piston rod fitting 03264TA01.

24.7 Mount the jack in the test rig and connect the jack cylinder to the cylinder fitting 03266TA01.

24.8 Connect the supply lines of the power pump to the jack connections and apply pressure at connection 1 to close the jack and engage the internal lock.

24.9 Adjust the position of the spring box on the rig to compress the springs in the box up to the 100 lbf load graduation on the spring box shaft.

24.10 Apply pressure at connection 2 to disengage the lock and then apply pressure at connection 1 to engage the lock against the 100 lbf end load. Note the pressure required to engage the lock and then apply pressure at connection 2 to disengage the lock.

24.11 Set the bypass valve of the rig to the pressure as noted (paragraph 24.10) + 100 lbf/in^2.

24.12 Engage the lock, close the supply valve of the power pump and reverse the position of the control valve. The lock must not disengage until the power supply valve is opened. Repeat this operation at least six times.

24.13 Operate the lock for 240 cycles.

24.14 Repeat the test in sub-paragraph 24.12.

24.15 Remove the jack from the test rig, remove the spring box and piston rod fitting from the rod and reassemble the eyebolt sub-assembly to the jack.

PARTS CATALOGUE AND RELATED INFORMATION

FOR

HOOD LOCK JACK

DOWTY AEROSPACE HYDRAULICS - CHELTENHAM

Part No 08416YB02

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
AC4460	*										

* 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.

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8416Y9	27Q	4320-99-4118427	1-51		
995Y33	27Q	5340-99-4118412	1-20		
995Y37	27Q	5315-99-4118429	1-19		

DETAILED PARTS LIST

HOOD LOCK JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1	08416YB02	Jack, hood lock (Mod AC4460)			RF
-1	AGS1174	. Screw, bleed			2
-2	4665Y9	. Bolt, banjo			2
-3	AGS1186A	. Seal, bonded			4
-4	SP851A	. Fitting, bleed banjo			2
-5	SP826-10B	. Bolt			2
-6	371Y9	. Plate			1
-7	11020Y778	. Plate			1
-8+	2000Y135	. Transfer			1
-9+	08416Y026	. Jack assembly			1
-10+	8416Y18	. . Eyebolt sub-assembly			1
-11	4529Y9	. . . Bush			1
-12	8416Y14	. . . Eyebolt			1
-13	527Y15	. . Grip, spanner			1
-14	779Y7	. . Locknut			1
-15	SP9C5	. . Pin, split			1
-16	A27CS	. . Nut, slotted			1
-17	A25-8C	. . Bolt			1
-18	11020Y777	. . Bracket, switch			1
-19	995Y37	. . Pin			1
-20	995Y33	. . Cap, dust			1
-21	4944Y5	. . Pin, hinge			1
-22	4944Y4	. . Spindle			1
-23	SP9C5	. . Pin, split			1

+ Item not illustrated

HOOD LOCK JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1-24	A27CS	. . Nut, slotted			1
-25	A25-8C	. . Bolt			1
-26	4944Y9	. . Dowel			1
-27+	8416Y17	. . End cover sub-assembly			1
-28	SP693-70	. . . Bush			2
-29	C8416Y6	. . . Cover, end			1
-30	C8416Y20	. . Clamp (Alternative)			1
	or				
-30A+	C8416Y10	. . Clamp			1
-31	500Y12	. . Spring			1
-32	390Y27	. . Guide			1
-33	1389Y19	. . Ring, wiper			1
-34	8416Y12	. . Ring, locking			1
-35	8416Y11	. . Ring, half			1 (pr)
-36	8416Y24	. . Ring, locking			1
-37	8416Y23	. . Ring, spacer			1
-38	ND	. . Ball, steel, 3/16 in dia			6
-39	SP915A12	. . O-ring			1
-40	C8416Y2	. . Housing, gland and spring (Alternative)			1
	or				
-40A+	C8416Y25	. . Housing, gland and spring			1
-41	8416Y15	. . Guide			1
-42	5400107	. . Ring, gland			1

+ Item not illustrated

HOOD LOCK JACK

Fig/ Index No	Part No	1 2 3 4 5 6 Nomenclature	Mnfrs NATO Code	Usage Code	Units per Assy
1-43	8416Y16	. . Spacer			1
-44	8416Y22	. . Piston, locking			1
-45	SP597-112	. . Ring, sealing			1
-46	7713Y16	. . Pin			1
-47	C8416Y13	. . Rod, tail			1
-48	SP900-5	. . O-ring			1
	or	(Alternative)			
-48A	750060105	. . O-ring			1
-49	SP836-15	. . Ring, split			2
-50	SP584-82	. . Ring, sealing			1
-51	8416Y9	. . Nut, gland			1
-52	SP915A14	. . O-ring			1
-53	1389Y19	. . Ring, wiper			1
-54	5400107	. . Ring, gland			1
-55	8416Y8	. . Stop			1
-56	C8416Y21	. . Piston			1
-57	C8416Y19	. . Cylinder			1
	or	(Alternative)			
-57A+	C8416Y4	. . Cylinder			1
-58+	AGS596A	. Cap, dust (Storage and transit)			2
-59+	SP880A	. Washer, sealing (Storage and transit)			2

+ Item not illustrated