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NMD-71-6

Revision 3

4th May, 1984

Reference :
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SUBJECT: NOMAD SERVICE BULLETIN NMD-71-6 REVISION 3

Ladies and Gentlemen,

Service Bulletin NMD-71-6 Revision 2 (Reference No. 121) is now issued at Revision 3 and incorporates the following changes:

- (1) Page 2 Para 1.I. is changed to 1.J. and subsequent Sub-para's changed to maintain alphabetical sequence.

Existing text deleted and weight and balance data included for both types of anti-icing intakes (Ref Pages 3 and 4).

- (2) Page 8 Figure 3 Reference to trimming of baffle P/N 1/N-72-129 added.

- (3) Page 10 Figure 4 Reference to dimension 5.37" added.
Flexible hose part numbers added.

- (4) Page 12 Para's 2.L. and 2.M. Reference to Figure 13 added.

- (5) Page 14 Para 2.N.(3) - NOTE added after step (3).

- (6) Page 15 Para 2.R. Refer to Figure 4 and 13 added.

Para 2.R.(2) "right angled connection" deleted "one end" added.
"Ensure that flexible hose has clearance at Tee-piece for the propeller gearbox oil supply to No. 1 compressor bearing" added to step (2).

- (7) Page 18 Para 2.V. P/N MS21042-8 amended to MS21042-08.

Para 2.W. second CAUTION "SEPARATE" on last line amended to "SEPARATED".

...2/-

- (8) Page 26 Para 2.AM.(1) P/N MS3367-2-3 amended to MS3367-2-9.
- (9) Page 29 New illustration (Figure 13) added.
- (10) Page 30 Para 2.AV. revised.
- (11) Page 31 Para 3.A.(1) P/N MS21042-8 amended to MS21042-08.
- (12) Page 32 Para 3.A.(1) Silastic filler compound RTV 738 deleted from kit P/N NMD-71-6-1.

P/N MS3367-2-3 amended to MS3367-2-9 and quantity changed from A/R to 50.

P/N 1/N-81-746 Angled Spacer quantity changed from 2 to 4.

Para 3.A.(2) Reference to Silastic filler compound RTV 738 to be obtained locally added.

- (13) Page 33 Para 4. Revision 2 amended to Revision 3.
- (14) Pagination amended and Page numbering adjusted to incorporate new Weight and Balance data and new illustration.
- (15) Reference No.121 changed to No.149 and date of issue amended to 4th May, 1984.

Bill Henderson

W. HENDERSON
PRODUCT SUPPORT MANAGER



SERVICE BULLETIN

SUBJECT: REVISED ENGINE ANTI-ICING SYSTEM
(MODIFICATION N374)

1. Planning Information

A. Effectivity

(1) Aircraft Affected

All Nomad N22-Series and N24-Series aircraft whose log books do not already record the embodiment of Mod N374 or compliance with Service Bulletin NMD-71-6.

Pre-certification implementation of the intent of this service bulletin is recorded in the airframe log book as Mod N374.

(2) Spares Affected

<u>Part No.</u>	<u>Nomenclature</u>	<u>Recommended Disposition</u>
1/N-50-330	Lower Front Fairing Assembly	Scrap
2/N-50-330	Lower Front Fairing Assembly	Scrap
3/N-50-330	Lower Front Fairing Assembly	Scrap

B. Reason

To provide engine inlet icing protection over the full certification envelope.

NOTE: For flight in known or forecast icing conditions, Customer Option G286 must be incorporated in full.

C. Description

New lower front fairings with double metal intake skins are provided and the engine anti-icing system is re-designed. New engine anti-icing shut-off valves are fitted, anti-icing bleed air flow is increased and flow paths are shortened. LH and RH ENGINE ANTI-ICE indicators and pressure switches are supplied to give positive indication that the engine anti-icing is functioning.

CAUTION: REMOVAL OF THE METAL AIR INTAKE LIP (P/N 1/N-50-450 OR 1/N-50-459) FROM THE POST MOD N374 ENGINE NACELLE LOWER FRONT FAIRING ASSEMBLY (P/N 1/N-50-443 OR 1/N-50-433Y) IS NOT NORMALLY REQUIRED. THE METAL AIR INTAKE LIP IS TO BE TREATED AS AN INTEGRAL PART OF THE FAIRING AND SHOULD NOT BE SEPARATED FROM THE COMPLETE ASSEMBLY.

If Customer Option G240 (oil stop cock) is fitted, Mod N376 (redesigned stop cock with integral oil temperature bulb) is a prerequisite to embodiment of Mod N374.

D. Compliance

Within 60 days after receipt of parts.

E. Approval

The modification detailed herein has been approved pursuant to Air Navigation Regulation 40 and conforms with the type certification requirements.

F. Manpower

Two men fourteen hours.

G. Material - Price and Availability

The kit required to accomplish this modification shall be procured through the operator's local distributor. Kit Part No. NMD-71-6-1 is classified "no charge" and a "no charge" purchase order must be placed with the distributor. Distributors are to place a "no charge" purchase order on GAF through the normal procurement method. Purchase orders are to quote the service bulletin number and the aircraft serial number.

H. Tooling - Price and Availability

None required.

J. Weight and Balance

The following information is to be used to amend the appropriate Flight Manual and also Weight and Balance Manual (if issued).

(1) For aircraft fitted with electrodeposited nickel intakes P/N 1/N-50-443.

(a) N22-Series aircraft Weight and Balance Manual in Metric Units.

<u>Weight</u> (Kg)	<u>Arm</u> (mm)	<u>Index Units</u> $\left(\frac{\text{Kg mm}}{1000}\right)$
+5.0	3546	+17.73

(b) N22-Series aircraft Weight and Balance Manual in Imperial Units.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+11.0	139.6	+1.54

(c) N24-Series aircraft Weight and Balance Manual in Metric Units.

<u>Weight</u> (Kg)	<u>Arm</u> (mm)	<u>Index Units</u> $\left(\frac{\text{Kg mm}}{1000}\right)$
+5.0	4257	+21.29

(d) N24-Series aircraft Weight and Balance Manual in Imperial Units.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+11.0	167.6	+1.84

(e) Flight Manual 12.28F.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+11.0	139.6	+1.54

(f) Flight Manual 12.58F.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+11.0	167.6	+1.84

(2) For aircraft fitted with fabricated aluminium intakes P/N 1/N-50-443Y.

(a) N22-Series aircraft Weight and Balance Manual in Metric Units.

<u>Weight</u> (Kg)	<u>Arm</u> (mm)	<u>Index Units</u> $\left(\frac{\text{Kg mm}}{1000}\right)$
+3.6	3615	+13.01

(b) N22-Series aircraft Weight and Balance Manual in Imperial Units.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+7.9	142.3	+1.12

(c) N24-Series aircraft Weight and Balance Manual in Metric Units.

<u>Weight</u> (Kg)	<u>Arm</u> (mm)	<u>Index Units</u> $\left(\frac{\text{Kg mm}}{1000}\right)$
+3.6	4326	+15.57

(d) N24-Series aircraft Weight and Balance Manual in Imperial Units.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+7.9	170.3	+1.35

(e) Flight Manual 12.28F.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+7.9	142.3	+1.12

(f) Flight Manual 12.58F.

<u>Weight</u> (lb)	<u>Arm</u> (in)	<u>Index Units</u> $\left(\frac{\text{lb in}}{1000}\right)$
+7.9	170.3	+1.35

K. References

M.M. - Maintenance Manual

L. Publications Affected

Maintenance Manual
Illustrated Parts Catalogue
Weight and Balance Manual
Flight Manual

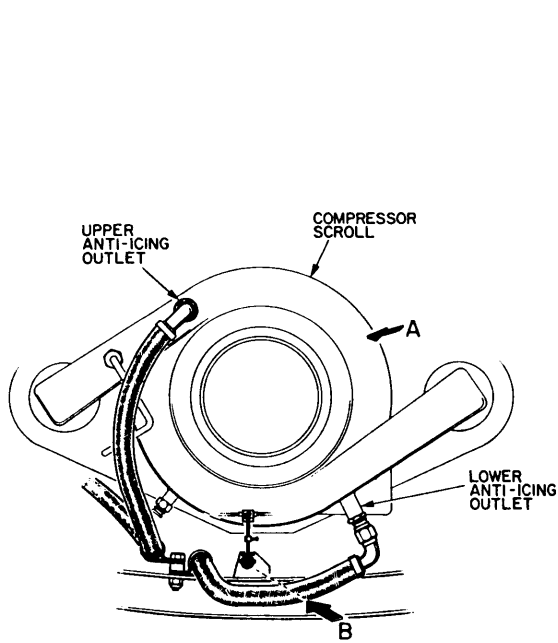
2. Accomplishment Instructions (Ref Figure 1)

WARNING: BEFORE COMMENCING ANY WORK IN THE VICINITY OF THE PROPELLERS, ENSURE THAT THE BATTERY SWITCH, THE LH AND RH FUEL SHUT-OFF CONTROLS AND THE LH AND RH IGNITION SWITCHES LOCATED ON THE FLIGHT COMPARTMENT OVERHEAD CONSOLE ARE SET TO OFF, AND THAT THE LH AND RH PROP BRAKE LEVERS ARE SET TO PARK (PRE MOD N29/131) OR THAT THE DOOR WARNING LEVER IS SET TO OFF (POST MOD N29/131).

CAUTION: CARE MUST BE EXERCISED WHEN HANDLING POST MOD N374 LOWER FRONT FAIRINGS TO ENSURE THAT THE INTAKE SKINS ARE NOT DENTED OR DAMAGED. THESE FAIRINGS ARE OF DOUBLE SKIN CONSTRUCTION AND MAY BE DIFFICULT TO REPAIR IF DROPPED OR DAMAGED.

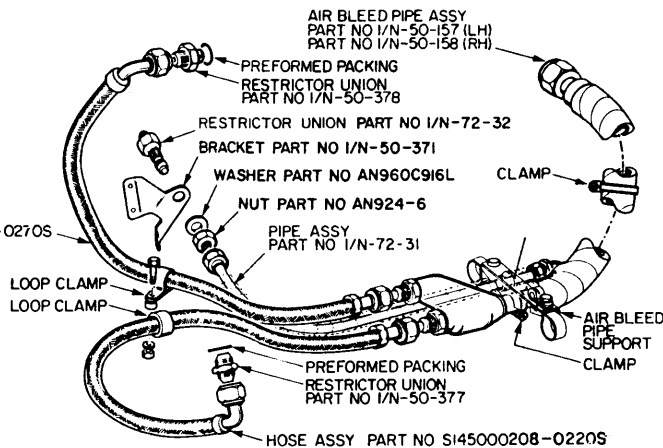
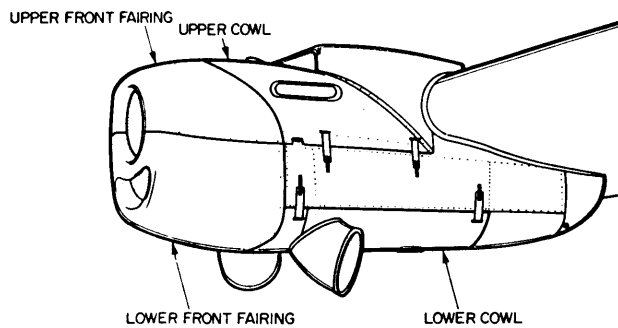
CAUTION: REMOVAL OF THE METAL AIR INTAKE LIP (P/N 1/N-50-450 OR 1/N-50-459) FROM THE POST MOD N374 ENGINE NACELLE LOWER FRONT FAIRING ASSEMBLY (P/N 1/N-50-443 OR 1/N-50-443Y) IS NOT NORMALLY REQUIRED. THE METAL AIR INTAKE LIP IS TO BE TREATED AS AN INTEGRAL PART OF THE FAIRING AND SHOULD NOT BE SEPARATED FROM THE COMPLETE ASSEMBLY.

- A. Open the upper cowl on the RH or LH or engine by unlatching the two quick-release toggle fasteners on each side of the cowl. Swing the cowl open and support in raised position (Ref Figure 1).
- B. Remove the upper front fairing (Ref MM 71-10-00). Retain this fairing and its attaching parts.
- C. Open the lower cowl by unlatching the two quick-release fasteners on each side and swinging the cowl open.
- D. Remove the lower front fairing assembly. (Ref M.M. 71-10-00)
 - (1) On Nomad N22 and N22B Aircraft, remove lower front fairing assembly P/N 1/N-50-330 (Pre-Mod N179), P/N 2/N-50-330 (Post Mod N179, Pre-Mod N226) or P/N 3/N-50-330 (Post Mod N226) (Ref MM 71-10-00).
 - (2) On Nomad N24 and N24A Aircraft, remove the lower front fairing assembly P/N 201/N-50-1007.

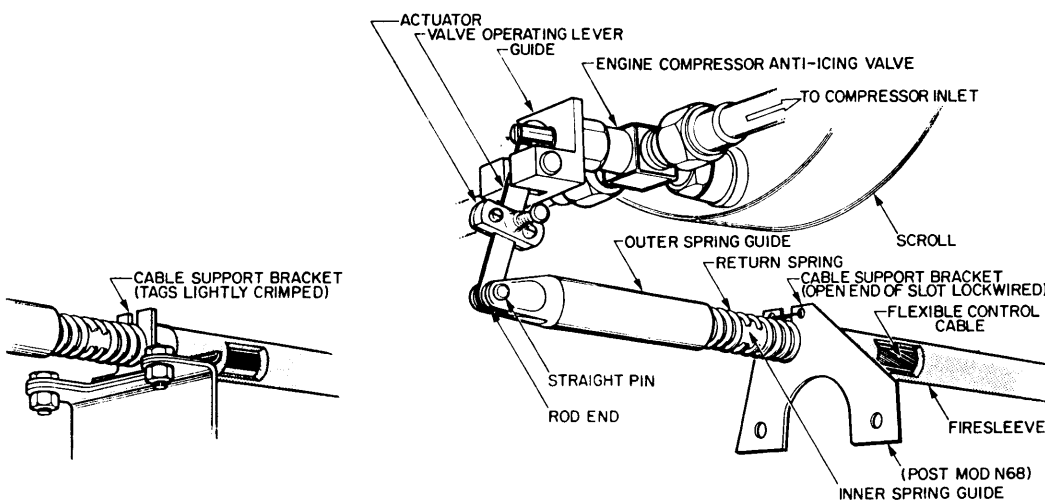


VIEW LOOKING AFT

HOSE ASSY
 PART NO S145000108-0270S



DETAIL A



DETAIL B

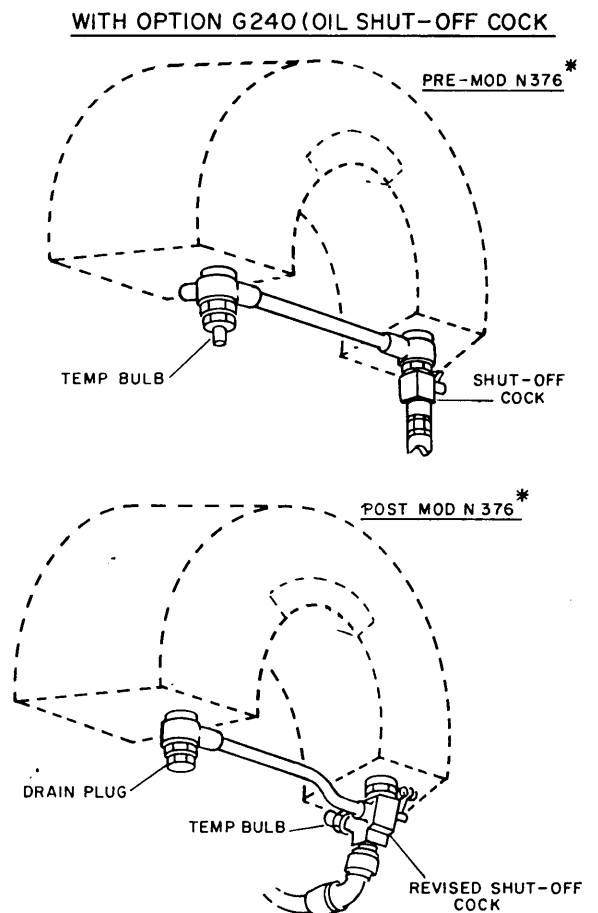
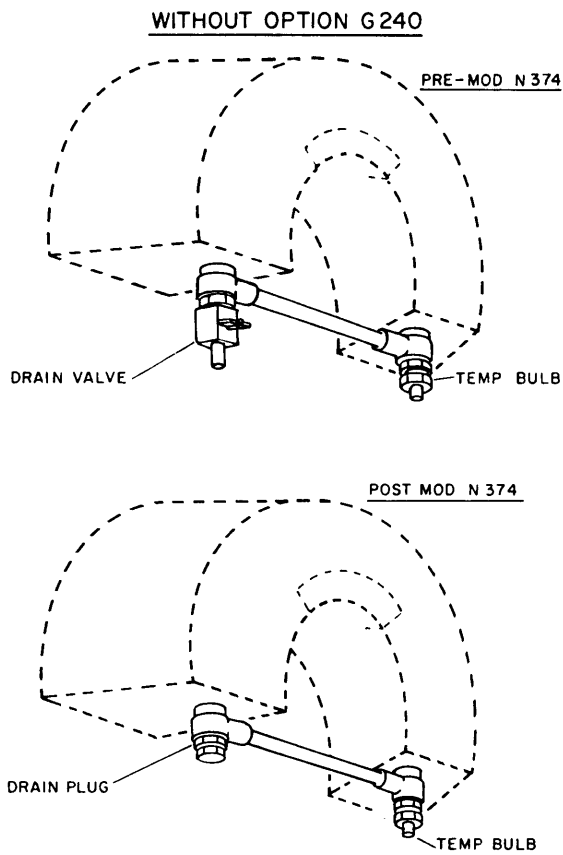
Engine Anti-icing System
 (Pre-Mod N374)
 Figure 1

NMD-71-6

Revision 3

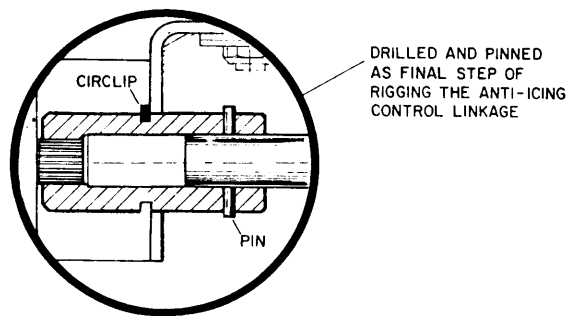
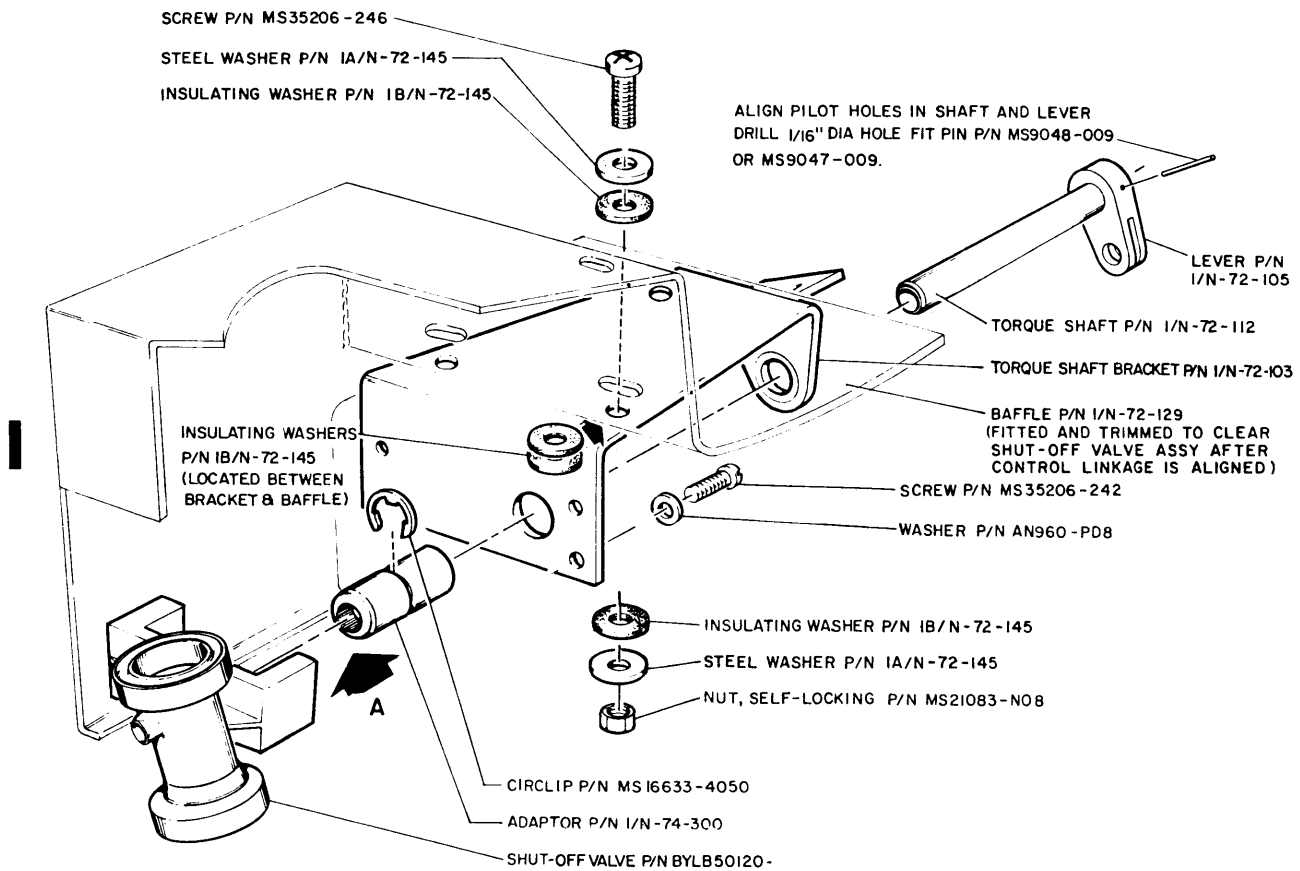
Page 6 of 33

4th May, 1984



* IF OPTION G240 IS FITTED, MOD N 376 (REVISED SHUT-OFF COCK) IS A PREREQUISITE TO EMBODIMENT OF MOD N 374

Oil Tank Drainage System
Figure 2



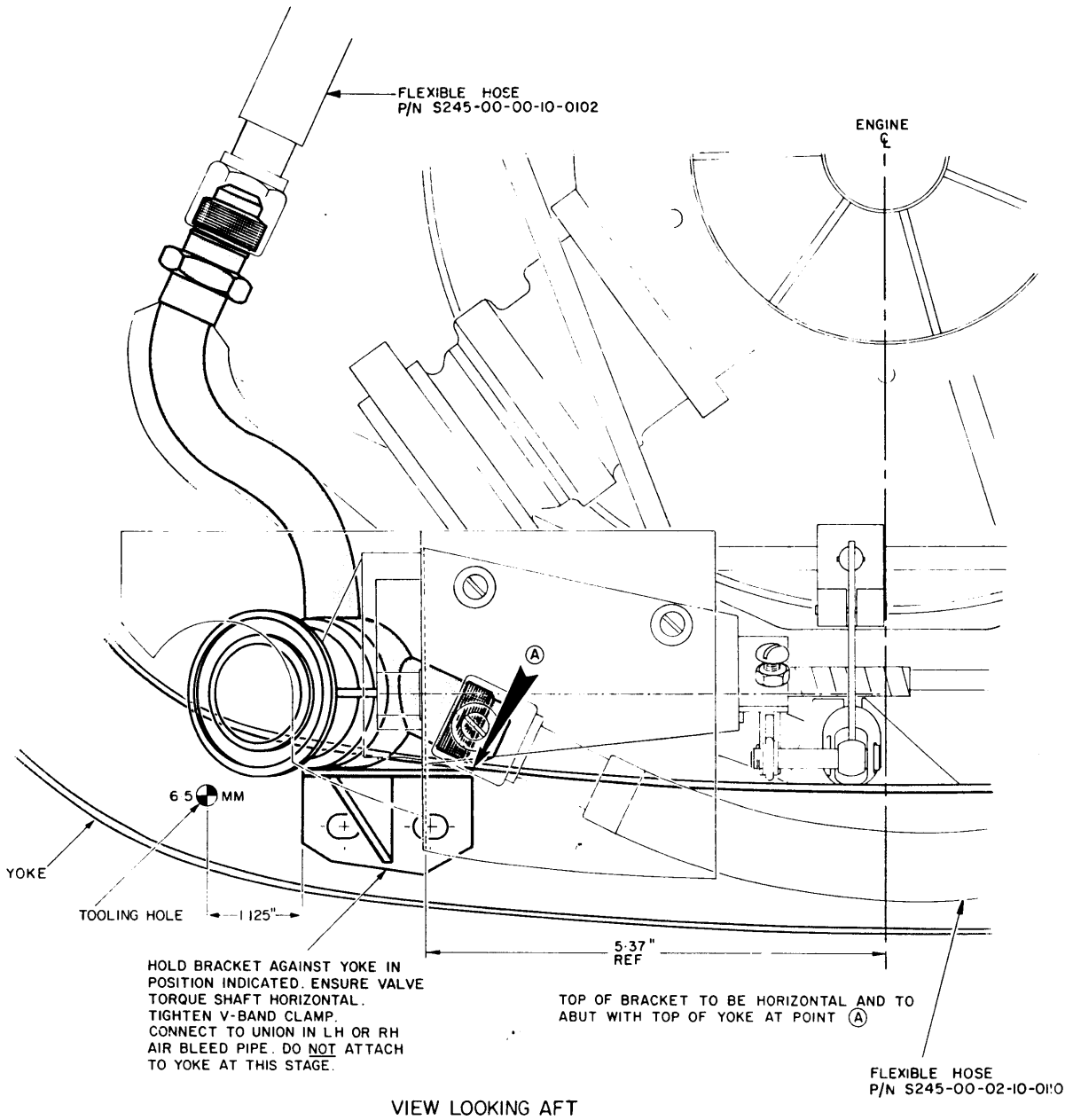
DETAIL A
(SHOWN ASSEMBLED)

**Bench-Assembling the Shut-off Valve,
Torque Shaft Bracket, Torque Shaft
and Adaptor**
Figure 3

- E. Discard the lower front fairing assembly, including engine bleed pipe P/N 1/N-72-30. Retain the 12 panhead 10-32 UNF screws (six each of P/N MS27039-1-07 and P/N MS27039-1-09).
- F. Set the corresponding (LH or RH) ENGINE ANTI-ICE lever on the overhead console to the OFF position.
- G. Drain the oil tank (Ref MM 79-10-00) and discard drain valve P/N 475C14NWS and preformed packing P/N NAS617-6 (Ref Figure 2). (See Note below if Customer Option G240 is fitted.) Fit preformed packing P/N MS29561-114 to drain plug P/N MS24391-J6 or P/N MS24391-K6 or MS24391-S6, then fit the drain plug to the oil tank drain outlet.

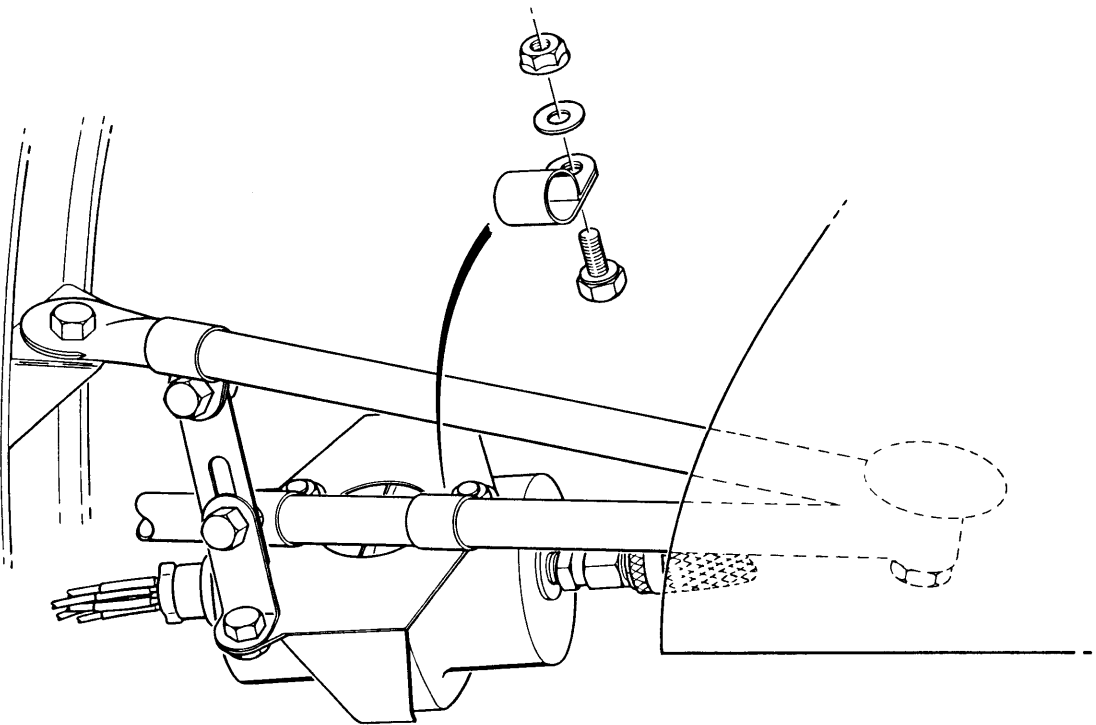
NOTE: If Customer Option G240 (provision of an oil stop cock) is fitted, Mod N376 must be embodied before proceeding to embody Mod N374. Refer to Service Bulletin NMD 79-5 for Mod N376 embodiment instructions. Refer to MM G240 Supplement for oil tank drainage instructions.

- H. Disconnect and remove air intake system anti-icing hoses (Ref Figure 1, Detail A).
 - (1) Disconnect anti-icing pipe assembly P/N 1/N-72-31 from restrictor union P/N 1/N-72-32 fitted to the anti-icing support bracket on the nacelle lower yoke. Disconnect the other end of this pipe assembly from air bleed pipe assembly P/N 1/N-50-157 (LH) or 1/N-50-158 (RH). Remove and discard pipe assembly P/N 1/N-72-31.
 - (2) Drill out the three rivets attaching the anti-icing support bracket P/N 1/N-50-371 to the lower yoke of the engine nacelle. Discard the bracket, restrictor union P/N 1/N-72-32, nut P/N AN924-6 and washer P/N AN960C916L.
 - (3) Remove and discard the nut P/N MS21042-L3, flat washer P/N AN960-10L, spacer P/N 1B/N-50-174, bolt P/N AN3-C6A and two loop clamps P/N MS21919DG16 attaching hose assembly P/N S1450002080220S and hose assembly P/N S1450001080270S to the aircraft structure.
 - (4) Disconnect both ends of hose assembly P/N S1450002080220S, and both ends of hose assembly P/N S1450001080270S. Remove and discard these hose assemblies.
 - (5) Remove restrictor union P/N 1/N-50-378, restrictor union P/N 1/N-50-377 and the two associated preformed packings P/N 3-908S613-6 from the compressor scroll hot air outlets. Discard the two unions and the two preformed packings.

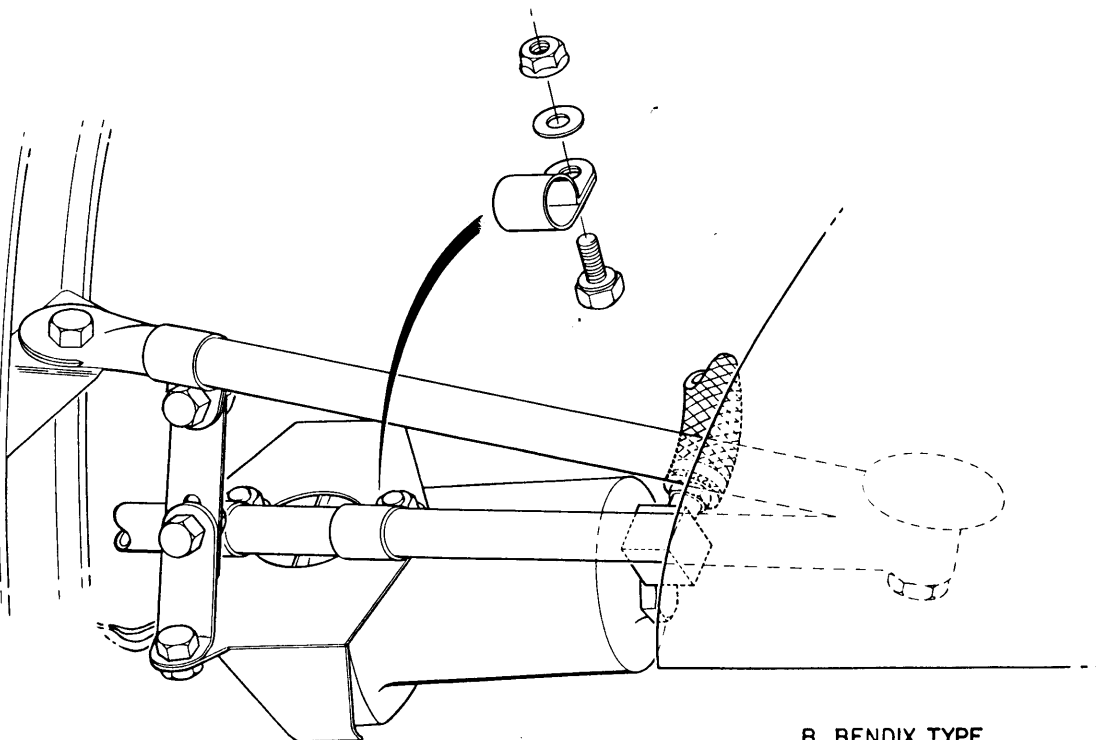


Initial Location of Distribution Block on Nacelle Lower Yoke

Figure 4



A. AID TYPE



B. BENDIX TYPE

Repositioned Torque Pressure Transmitter
(RH Side of Engine)
Figure 5

NMD-71-6
Revision 3
Page 11 of 33

J. Remove and retain the two loop clamps P/N AN737TW30 attaching the air bleed pipe assembly P/N 1/N-50-157 (LH) or P/N 1/N-50-158 (RH) to the two air bleed pipe supports (one at either end of the pipe assembly), and disconnect the pipe assembly from the union fitted to the check valve in the wing rib. Remove and discard this air bleed pipe assembly (Ref Figure 1, Detail A).

K. Disconnect the anti-icing control linkage (Ref Figure 1, Detail B).

(1) Remove the split pin P/N MS24665-151, flat washer P/N AN960-10L and straight headed Pin P/N MS20392-2C19 attaching the compressor anti-icing valve operating lever to the outer spring guide and to the rod end fitted to the end of the anti-icing control cable. Retain the straight headed pin but discard the flat washer and split pin.

(2) Unscrew rod end P/N 1/N-50-198 from the end of the anti-icing control cable. Discard the rod end and outer spring guide P/N 1/N-50-199. Remove and retain the return spring P/N 1/N-50-196. Do not remove inner spring guide P/N 1/N-50-197 from the end of the cable.

(3) Remove the two bolts P/N AN3CH4A and two flat washers P/N AN960C10L which attach actuator P/N 1/N-72-26 and clamp plate P/N 1/N-72-27 to the compressor anti-icing valve operating lever. Discard the two bolts, the two washers, the actuator and the clamp plate.

L. Install the LH or RH air bleed pipe assembly (Ref Figure 13).

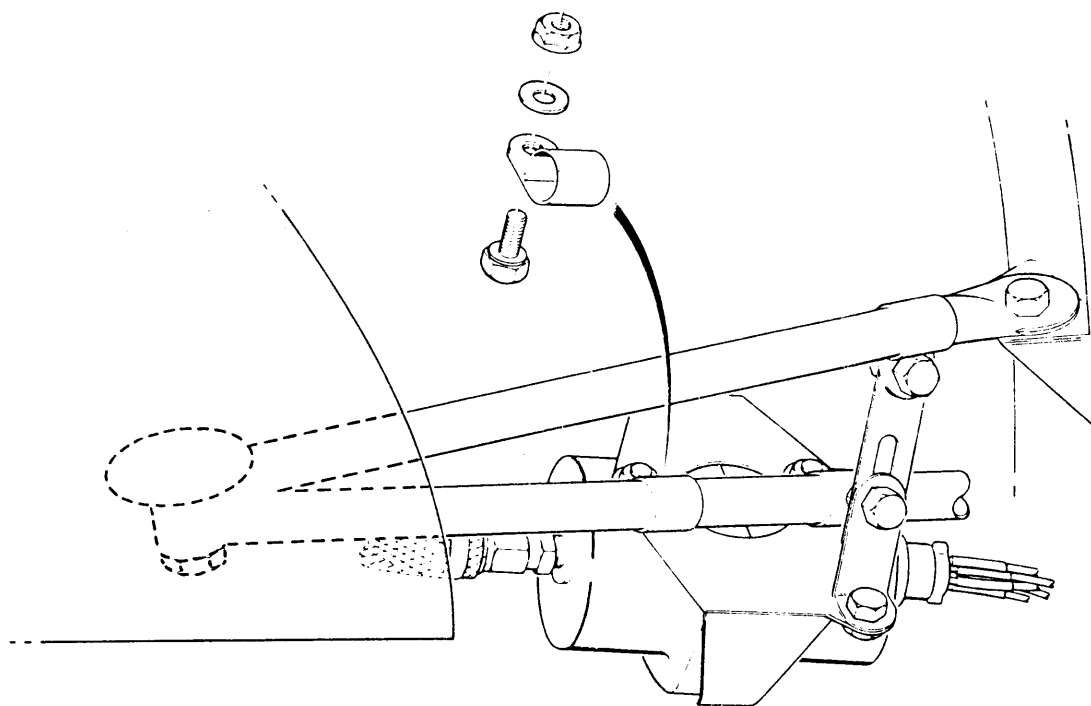
(1) Connect the right-angled end of air bleed pipe assembly P/N 1/N-72-119 (LH engine) or P/N 1/N-72-120 (RH engine) to the check valve in the wing rib.

(2) Fit the two securing loop clamps, but do not fully tighten them at this stage.

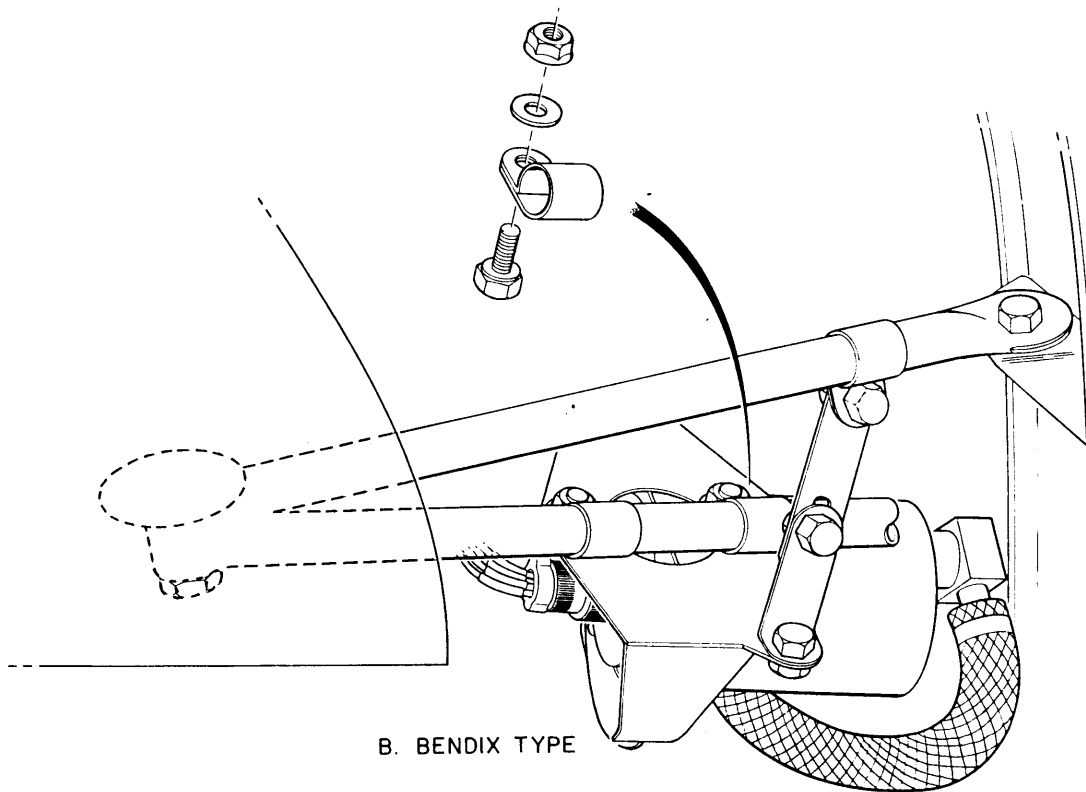
NOTE: If the lagging prevents correct location of the pipe assembly in the pipe support brackets, cut away sufficient lagging to allow the pipe to be correctly fitted.

M. Fit union P/N 1/N-72-146 to the front end of the air bleed pipe assembly (Ref Figure 13).

NOTE: Ensure that the union is fitted with the engraved arrow pointing aft.



A. AID TYPE



B. BENDIX TYPE

Repositioned Oil Pressure Transmitter
(LH Side of Engine)
Figure 6

NMD-71-6

Revision 3

Page 13 of 33

N. Install the anti-icing shut-off valve and the flexible hoses.

- (1) Bench-assemble the shut-off valve, torque shaft bracket and adaptor using the attaching parts and assembly arrangement illustrated in Figure 3.
 - (a) Attach the torque shaft bracket P/N 1/N-72-103 to the shut-off valve P/N BYLB50120 using four screws P/N MS35206-242 and four washers P/N AN960-PD8.
 - (b) Fit the splined end of adaptor P/N 1/N-74-300 to the shaft of the shut-off valve. Fit circlip P/N MS16633-4050 to the adaptor (Ref Figure 3, Detail A).
- (2) Fit lever P/N 1/N-72-105 to torque shaft P/N 1/N-72-112 and align the pre-drilled pilot holes. Drill a 1/16-inch diameter hole through the lever and the torque shaft using the pilot holes as a drill guide. Fit spring steel pin P/N MS9048-009 or MS9047-009 to secure the lever to the torque shaft.
- (3) Insert the torque shaft through the holes in the torque shaft bracket and engage into the adaptor. Temporarily tape the lever to the torque shaft bracket to retain the torque shaft during installation of the shut-off valve assembly. Do not drill and pin the adaptor end of the torque shaft at this stage.

NOTE: It is permissible to trim the baffle locally to obtain clearance between the front cowl and around the shut-off valve assembly.

P. Use a vee-band clamp P/N U3290S2-175SS to loosely attach the shut-off valve assembly to distribution block P/N 2/N-72-134, fitting an orifice ring P/N 1/N-72-121 and a preformed packing P/N MS9388-216 between the interfacing surfaces.

Q. Install the distribution block and shut-off valve assembly.

- (1) Hold the mounting bracket of the distribution block against the lower yoke of the engine nacelle as illustrated in Figure 4. Ensure that the top of the distribution block mounting bracket is horizontal, then adjust the orientation of the shut-off valve with respect to the distribution block until the shut-off valve torque shaft is also horizontal. Fully tighten the vee-band clamp between the distribution block and the shut-off valve.
- (2) Securely connect the rear pipe of the distribution block to the union previously fitted to the LH or RH air bleed pipe assembly (Ref Para 2.M.). Do not attach the distribution block mounting bracket to the lower yoke at this stage.

- R. Install the restrictor nozzle assemblies and flexible hoses (Ref Figure 4 & 13).
- (1) Fit a preformed packing P/N 3-908S613-6 to each of two restrictor nozzle assemblies P/N 1/N-72-128 and fit the restrictor nozzle assemblies to the compressor scroll upper and lower anti-icing system outlets (Ref Figure 1).
 - (2) Fit one end of flexible hose P/N S245-00-00-10-0102 to the restrictor nozzle assembly in the compressor scroll upper anti-icing outlet. Fit the other end of this flexible hose to the longer, curved connection pipe on the side of the distribution block. Ensure that flexible hose has clearance at Tee-piece for the propeller gearbox oil supply to No.1 compressor bearing.
 - (3) Fit the right-angled connection of flexible hose P/N S245-00-02-10-0110 to the restrictor nozzle assembly in the compressor scroll lower anti-icing outlet. Fit the other end of this flexible hose to the short, straight connection pipe in the side of the distribution block.
- S. Reposition the engine torque pressure transmitter P/N 1/N-50-379 (Bendix type) or P/N 23-3000 (AID type) mounted at the RH side of the engine (Ref Figure 5).
- (1) Position a container to catch residual oil, then disconnect the flexible hose and the electrical connector from the torque pressure transmitter.
 - (2) Remove and retain the self-locking nut P/N MS21042-L3, flat washer P/N AN960-10L and bolt P/N AN3-C-3A from the loop clamp P/N AN742-D10 attaching the torque pressure transmitter mounting bracket P/N 1/N-50-332 to the upper arm of the oil tank RH mounting bracket. Leave the loop clamp loosely fitted to the oil tank RH mounting bracket.
 - (3) Slacken the self-locking nuts securing the two pressure transmitter mounting loop clamps to the lower arm of the oil tank RH mounting bracket and allow the pressure transmitter to swing down to a position directly beneath the oil tank RH mounting bracket.
 - (4) Slacken the nut on adjustable link P/N 1/N-50-442 and loosely attach the right angled end of the adjustable link to the pressure transmitter mounting bracket using a bolt P/N AN3-C-3A, flat washer P/N AN960-10L and self-locking nut P/N MS21042-L3. Loosely attach the other end of the adjustable link to the loop clamp on the upper arm of the oil tank RH mounting bracket using the original bolt P/N AN3-C-3A, flat washer P/N AN960-10L and self-locking nut P/N MS21042-L3.

- (5) Reconnect the flexible hose and the electrical connector to the pressure transmitter, repositioning any cable or hose attachment devices, as necessary.
- (6) Adjust the mounting position of the torque pressure transmitter to ensure that the flexible hose is routed smoothly and that the pressure transmitter will not obstruct installation of the new lower front fairing assembly. Tighten the nuts securing the two loop clamps and the adjustable link to the pressure transmitter mounting bracket. Tighten the nut securing the adjustable link to the upper arm of the oil tank RH mounting bracket. Tighten the nut in the centre of the adjustable link.

T. Reposition the oil pressure transmitter P/N 23-3000 (AID type) mounted at the LH side of the engine (Ref Figure 6A).

NOTE: Refer Para 2.U. if P/N 1/N-50-379 (Bendix type) is fitted.

- (1) Position a container to catch residual oil, then disconnect the flexible hose and the electrical connector from the oil pressure transmitter.
- (2) Remove and retain the self-locking nut P/N MS21042-L3, flat washer P/N AN960-10L and bolt P/N AN3-C-3A from the loop clamp P/N AN742-D10 securing the oil pressure transmitter mounting bracket P/N 1/N-50-331 to the upper arm of the oil tank LH mounting bracket. Leave the loop clamp loosely fitted to the mounting bracket.
- (3) Slacken the self-locking nuts securing the two pressure transmitter mounting loop clamps to the lower arm of the oil tank LH mounting bracket and allow the pressure transmitter to swing down to a position directly beneath the oil tank LH mounting bracket.
- (4) Slacken the nut on adjustable link P/N 1/N-50-442 and loosely attach the right-angled end of the adjustable link to the pressure transmitter mounting bracket using the original bolt P/N AN3-C-3A, flat washer P/N AN960-10L and self-locking nut P/N MS21042-L3.
- (5) Reconnect the flexible hose and the electrical connector to the pressure transmitter, repositioning any cable or hose attachment devices, as necessary.
- (6) Adjust the mounting position of the oil pressure transmitter to ensure that the flexible hose is routed smoothly and that the pressure transmitter will not obstruct installation of the new lower front fairing assembly. Tighten the nuts securing the two loop clamps and the adjustable link to the pressure transmitter mounting bracket. Tighten the nut securing the adjustable link to the upper arm of the oil tank LH mounting bracket. Tighten the nut in the centre of the adjustable link.

- U. Reposition the oil pressure transmitter P/N 1/N-50-379 (Bendix type) mounted at the LH side of the engine (Ref Figure 6B).

NOTE: Refer Para 2.T. if P/N 23-3000 (AID type) is fitted.

- (1) Position a container to catch residual oil, then disconnect the flexible hose and the electrical connector from the oil pressure transmitter.
- (2) Remove and retain the four screws P/N MS35206-230 and flat washers P/N AN960-6 securing the oil pressure transmitter to its mounting bracket. Remove and retain the oil pressure transmitter.
- (3) Remove and retain the self-locking nut P/N MS21042-L3, flat washer P/N AN960-10L and screw P/N AN3-C-3A securing the oil pressure transmitter mounting bracket to the upper arm of the oil tank LH mounting bracket. Leave the loop clamp P/N AN742-D10 loosely fitted to the oil tank LH mounting bracket.
- (4) Slacken the self-locking nuts securing the two pressure transmitter mounting loop clamps to the lower arm of the oil tank LH mounting bracket and allow the transmitter mounting bracket to swing down to a position directly beneath the oil tank LH mounting bracket.
- (5) Slacken the nut on adjustable link P/N 1/N-50-442 and loosely attach the right-angled end of the adjustable link to the pressure transmitter mounting bracket using a bolt P/N AN3-C-3A, flat washer P/N AN960-10L and self-locking nut P/N MS21042-L3.
- (6) Loosely attach the other end of the adjustable link to the loop clamp on the upper arm of the oil tank LH mounting bracket using the original bolt P/N AN3-C-3A, flat washer P/N AN960-10L and self-locking nut P/N MS21042-L3.
- (7) Reconnect the flexible hose to the pressure transmitter and mount the transmitter in its mounting bracket as illustrated in Figure 6B using the four original screws P/N MS35206-230 and flat washers P/N AN960-6. Reposition any hose attachment devices as necessary.

NOTE: The oil pressure transmitter is now reversed in its mounting bracket.

- (8) Reconnect the electrical connector to the oil pressure transmitter, repositioning any cable tie straps as necessary. Adjust the mounting position of the oil pressure transmitter to ensure that the flexible hose is routed smoothly and that the pressure transmitter will not obstruct installation of the new lower front fairing assembly. Tighten the nuts securing the two

loop clamps and the adjustable link to the pressure transmitter mounting bracket. Tighten the nut securing the adjustable link to the loop clamp on the the upper arm of the oil tank LH mounting bracket. Tighten the nut in the centre of the adjustable link.

- V. Fit seal rubbing ring P/N 1/N-50-463 to the forward face of the compressor front support assembly and secure with five washers P/N AN960-XC8 and five nuts P/N MS21042-08.
- W. Temporarily install new lower front fairing assembly P/N 1/N-50-443 or P/N 1/N-50-443Y.

CAUTION: CARE MUST BE EXERCISED WHEN HANDLING POST MOD N374 LOWER FRONT FAIRINGS TO ENSURE THAT THE INTAKE SKINS ARE NOT DENTED OR DAMAGED. THESE FAIRINGS ARE OF DOUBLE SKIN CONSTRUCTION AND MAY BE DIFFICULT TO REPAIR IF DROPPED OR DAMAGED.

CAUTION: REMOVAL OF THE METAL AIR INTAKE LIP (P/N 1/N-40-450 OR 1/N-50-459) FROM THE POST MOD N374 ENGINE NACELLE LOWER FRONT FAIRING ASSEMBLY (P/N 1/N-50-443 OR 1/N-50-443Y) IS NOT NORMALLY REQUIRED. THE METAL AIR INTAKE LIP IS TO BE TREATED AS AN INTEGRAL PART OF THE FAIRING AND SHOULD NOT BE SEPARATED FROM THE COMPLETE ASSEMBLY.

CAUTION: DURING INSTALLATION OF LOWER FRONT FAIRING ASSEMBLY, ENSURE THAT THE ANTI-ICING SHUT-OFF VALVE AND THE COUPLING AT THE FREE END OF THE FAIRING ANTI-ICING PIPE DO NOT SUFFER DAMAGE.

- (1) Remove the six panhead screws P/N MS27039-1-07 attaching access panel P/N 1A/N-50-443 to the lower front fairing assembly. Retain the screws and the access panel.
- (2) Position the lower front fairing assembly to the nacelle so that the fairing's mounting holes are aligned with mounting holes in nacelle lower yoke. Secure with the 12 original panhead 10-32 UNF screws.

NOTE: The screws to be fitted at the three upper positions on each side of the fairing have a shank length of .469 in. The screws fitted to the six lower positions have shank length of .594 in.

- (3) Check that the lower front fairing assembly clears the torque pressure transmitter and the oil pressure transmitter. Check that the fairing intake seal seats correctly against the rubbing ring fitted to the compressor.
- (4) Check that the fairing anti-icing pipe coupling is abutting and accurately aligned with the front face of the anti-icing shut-off valve.

NOTE: If misalignment exists, but can be eliminated by firm hand pressure, it may be ignored as the sealant and the Wig-o-flex coupling in the fairing are flexible. However, should firm hand pressure be insufficient to eliminate the misalignment, remove the fairing, carefully cut away the flexible sealant around the pipe to provide sufficient freedom of movement of the anti-icing pipe, then resume the installation procedure from Para 2.W.(2) above. The pipe will be re-sealed later upon final installation of the fairing.

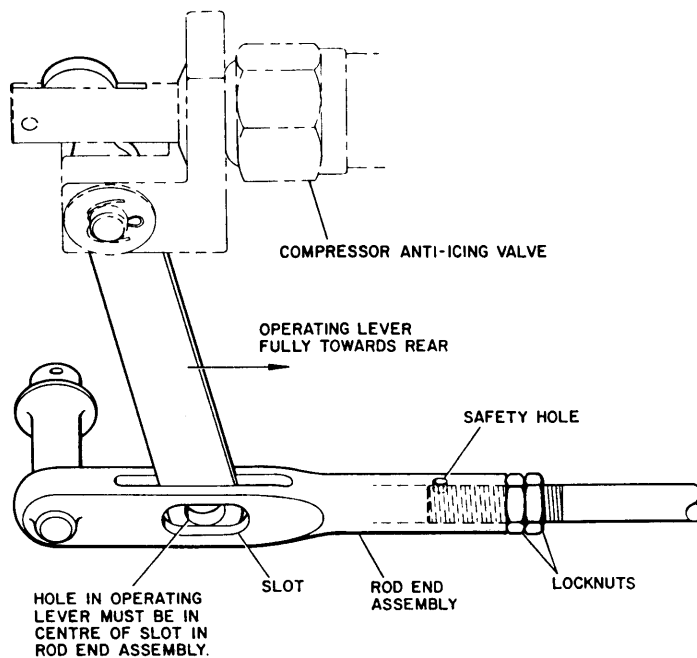
- (5) Fit vee-band clamp P/N U3290S2-175SS tightly to the junction of the fairing anti-icing pipe and the anti-icing shut-off valve.
- X. Tighten the two loop clamps attaching the air bleed pipe assembly P/N 1/N-72-119 (LH) or P/N 1/N-72-120 (RH) to the two air bleed pipe supports (one near either end of the air bleed pipe).
- Y. Carefully mark the nacelle lower yoke through the mounting slots in the distribution block mounting bracket. Use feeler gauges to check for gaps between each side of the distribution block mounting bracket and the nacelle lower yoke. Prepare and fit suitable shims, if necessary, to eliminate the gaps.
- Z. Temporarily clamp the distribution block mounting bracket to the lower yoke of the engine nacelle.

CAUTION: DURING THE PROCEDURES DESCRIBED IN PARA 2.AA. TO 2.AC. INCLUSIVE, ENSURE THAT THE POSITION OF THE DISTRIBUTION BLOCK ON THE LOWER YOKE IS NOT DISTURBED.

- AA. Remove and retain the vee-band clamp connecting the fairing anti-icing pipe to the shut-off valve.
- AB. Remove the lower front fairing assembly from the aircraft. Retain the fairing assembly and the 12 securing panhead screws.
- AC. Drill two 5.0 mm holes in the engine nacelle lower yoke, using the centre of the slots in the distribution block mounting bracket as a drill guide. Secure the distribution block to the lower yoke using two bolts P/N AN3-5A, four flat washers P/N AN960PD10 and two self-locking nuts P/N MS21083-N3.

NOTE: Fit two washers together under each nut.

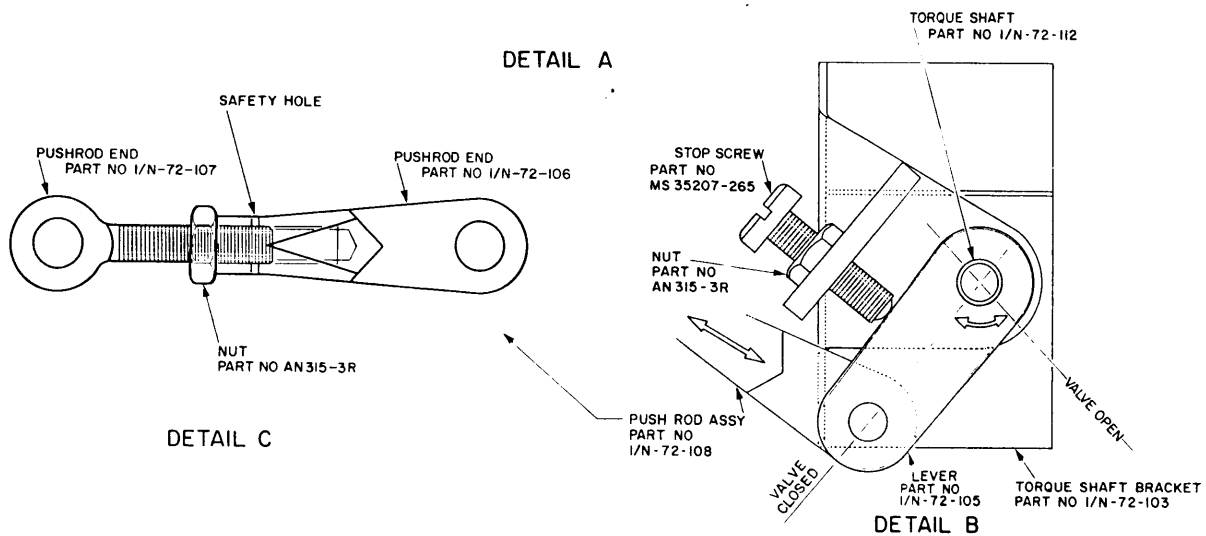
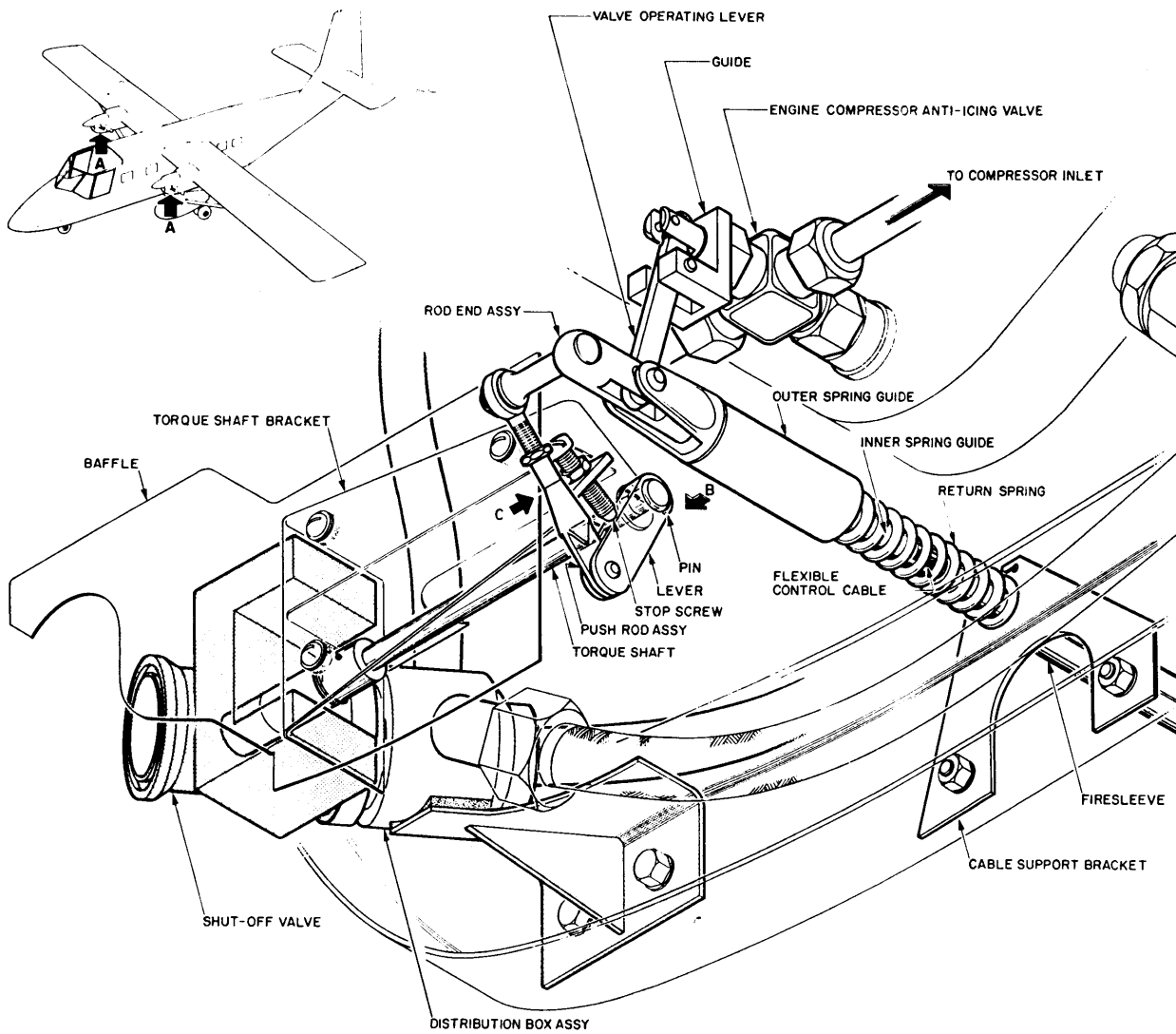
- AD. Remove the clamp from the distribution block mounting bracket.
- AE. Set up the compressor anti-icing valve.
- (1) Screw the existing lock nut P/N AN315-3R well onto the thread at the engine end of the anti-icing actuating cable. Screw a second nut P/N AN315-3R well onto the thread of the actuating cable. Do not lock the two nuts together at this stage.



Setting up the Rod End Assembly
Figure 7

- (2) Set the corresponding (LH or RH) ENG ANTI-ICE lever on the overhead console to the ON position.
- (3) Set the compressor anti-icing valve to its fully open position by pushing the lower end of the valve operating lever firmly to the rear (Ref Figure 7).
- (4) Temporarily screw rod end assembly P/N 1/N-72-111 onto the thread of the anti-icing actuating cable until, with the compressor anti-icing valve fully open and the lower end of the valve operating lever inserted into the slot in the rod end assembly (Ref Figure 7), the hole in the operating lever aligns with the centre of the slot in the rod end assembly. Ensure that the end of the actuating cable has passed the safety hole in the rod end assembly (see Note below). Lock the rod end assembly in this position using the front nut on the actuating cable. Lock the rear nut tightly against the front nut, then unscrew the rod end assembly from the actuating cable. Do not disturb the position of the two nuts.

NOTE: If necessary, adjust the overhead console end of the cable to provide sufficient cable length (Ref MM 30-20-00) then repeat Para 2.AE.(1) to 2.AE.(4).



Revised Anti-Icing Control System
(Post Mod N374)
Figure 8

NMD-71-6
Revision 3
Page 21 of 33

- (5) Fit original spring P/N 1/N-50-196 over the inner spring guide on the end of the anti-icing actuating cable, then fit guide assembly P/N 2/N-50-199 over the spring. Screw the rod end assembly onto the actuating cable until it makes contact with the locknuts. Insert the lower end of the compressor anti-icing valve operating lever into the slot in the rod assembly, then fit straight headed pin P/N MS20392-2C19 (Ref Para 2K(1)) through the holes in the guide assembly, rod end assembly and compressor anti-icing valve operating lever. Secure the pin by means of washer P/N AN960-416L and split pin P/N MS24665-151.

AF. Install the shut-off valve control linkage.

- (1) Bench assemble pushrod assembly P/N 1/N-72-108 (Ref Figure 8, Detail C). Check that that the threaded section of pushrod end P/N 1/N-72-107 is screwed three full threads past the safety hole in pushrod end 1/N-72-106. Check that nut P/N AN315-3R is tightly locked against pushrod end P/N 1/N-72-106.
- (2) Attach the push rod assembly to the rod end assembly (Ref Figure 8, Detail A) using a flat washer P/N AN960-416L and split pin P/N MS24665-170.
- (3) Remove and discard the tape attaching lever P/N 1/N-72-105 to torque shaft bracket P/N 1/N-72-103. Attach the push rod assembly to the lever using a straight headed pin P/N MS20392-3C11, washer P/N AN960-416L and split pin P/N MS24665-170.
- (4) Operate the corresponding (LH or RH) ENG ANTI-ICE lever repeatedly between its OFF and ON positions. Check that the lever moves smoothly. Check that when the ENG ANTI-ICE lever is in the ON position, the lever fitted to the shut-off valve torque shaft just fails to make contact with the V-shaped shoulder on the pushrod assembly.

NOTE: If the lever hits the pushrod shoulder, disconnect one end of the pushrod assembly, loosen locknut P/N AN315-3R, screw pushrod end P/N 1/N-72-107 further into pushrod end P/N 1/N-72-106 (but only as far as is necessary), tighten the locknut, and reconnect the pushrod assembly.

- (5) Set the ENG ANTI-ICE lever to OFF. Use a finger to move the butterfly plate of the shut-off valve to the fully closed position. Adjust the position of the torque shaft axially within the adaptor to ensure that the linkage between the compressor anti-icing valve and the anti-icing shut-off valve will not be under strain after the torque shaft is pinned to the adaptor. Using the pilot hole in the adaptor as a drill guide, drill a 1/16-inch diameter hole through the adaptor and the torque shaft. Secure the torque shaft to the adaptor using a spring steel pin P/N MS9048-009 or MS9047-009.

(6) Fit lock nut P/N AN315-3R to stop screw P/N MS35207-265, then fit the stop screw to the torque shaft bracket (Ref Figure 8, Detail B). Adjust the screw until it just makes contact with lever P/N 1/N-72-105, then lock the screw in this position by means of the nut.

AG. Operate the ENG ANTI-ICE lever repeatedly and check that the lever moves smoothly without unusual resistance. Check that the compressor anti-icing valve and the shut-off valve both open and close together in accord with the setting of the ENG ANTI-ICE lever.

AH. Loosely attach the baffle P/N 1/N-72-129 to the torque shaft bracket using three screws P/N MS35206-246, six steel washers P/N 1A/N-72-145, twelve insulating washers P/N 1B/N-72-145 and three self-locking nuts P/N MS21083-N08 (Ref Figure 3). Check that the baffle is free to move within the range of adjustment offered by its mounting slots. If fouling occurs, cut away only sufficient metal from the baffle to prevent the fouling. Do not fully tighten the baffle mounting nuts yet.

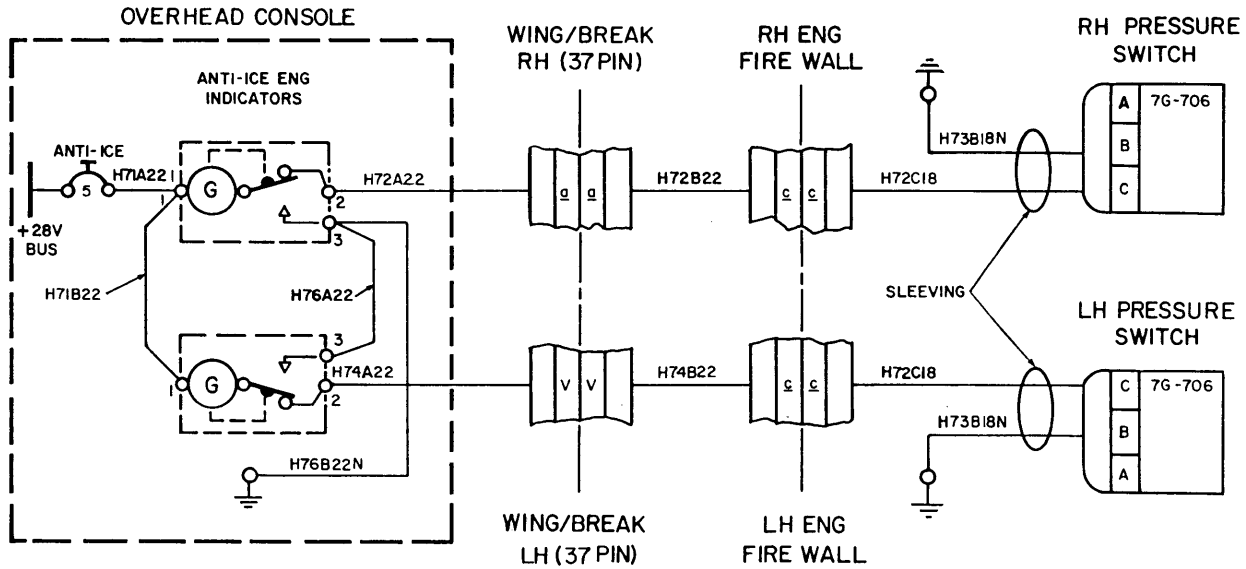
NOTE: The final mounting position of the baffle is determined after the lower front fairing is installed.

AJ. Install the lower front fairing assembly.

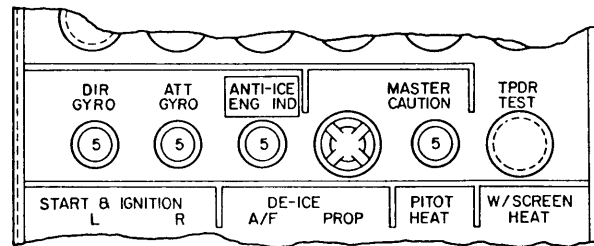
CAUTION: CARE MUST BE EXERCISED WHEN HANDLING POST MOD N374 LOWER FRONT FAIRINGS TO ENSURE THAT THE INTAKE SKINS ARE NOT DENTED OR DAMAGED. THESE FAIRINGS ARE OF DOUBLE SKIN CONSTRUCTION AND MAY BE DIFFICULT TO REPAIR IF DROPPED OR DAMAGED.

CAUTION: REMOVAL OF THE METAL AIR INTAKE LIP (P/N 1/N-50-450 OR 1/N-50-459) FROM THE POST MOD N374 ENGINE NACELLE LOWER FRONT FAIRING ASSEMBLY (P/N 1/N-50-443 OR 1/N-50-443Y) IS NOT NORMALLY REQUIRED. THE METAL AIR INTAKE LIP IS TO BE TREATED AS AN INTEGRAL PART OF THE FAIRING AND SHOULD NOT BE SEPERATED FROM THE COMPLETE ASSEMBLY.

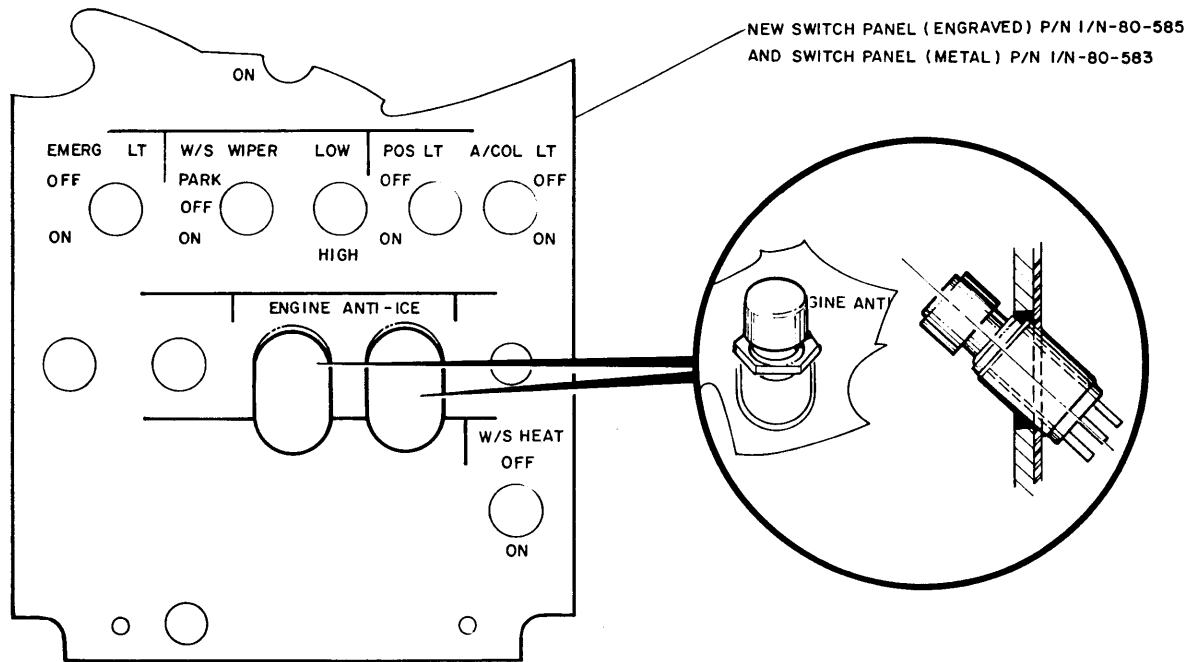
NOTE: If it was necessary to cut away any of the sealant around the pipe in the fairing during Para 2.W., re-seal the coupling area using Silastic Filler Compound RTV738 or equivalent, then install the fairing before the sealant sets.



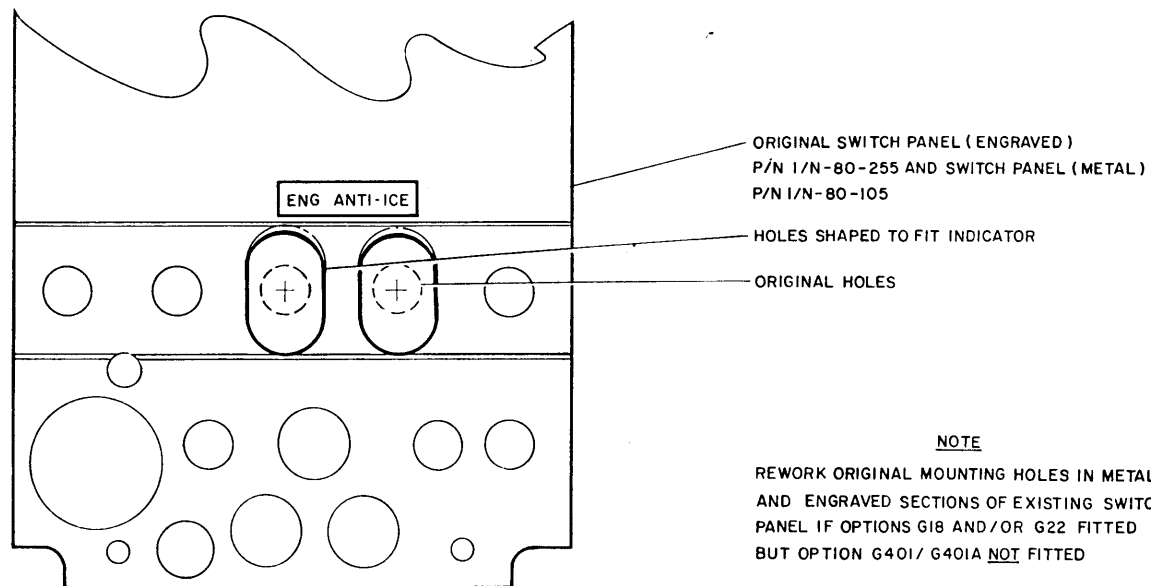
Wiring Installation
Figure 9



Installing the ANTI-ICE ENG IND Circuit Breaker
Figure 10



(a) NEW SWITCH PANEL



(b) REWORKED EXISTING SWITCH PANEL

Installing the ENGINE ANTI-ICE Indicators
Figure 11

- (1) Temporarily push the shut-off valve baffle to the upper limit of its adjustment, then carefully position the lower front fairing assembly to the nacelle. Fit a preformed packing P/N MS9388-216 to the front of the anti-icing shut-off valve. Align the fairing's mounting holes with the holes in the nacelle lower yoke, and align the fairing anti-icing pipe coupling with the front face of the anti-icing shut-off valve. Check that, with the fairing in its correct mounting position, the shut-off valve baffle has approximately 0.1 inch clearance from the bottom of the fairing. If necessary trim sufficient metal from the bottom of the baffle to achieve this.
- (2) Secure the lower front fairing using the twelve original panhead 10-32 UNF screws. Check that the fairing intake seal seats correctly against the rubbing ring fitted to the compressor. Connect the fairing anti-icing pipe coupling to the front face of the shut-off valve using vee-band clamp P/N U329052-175SS. Tighten the clamp.

NOTE: The screws to be fitted at the three upper positions on each side of the fairing have a shank length of .469 in. the screws fitted to the six lower positions have a shank length of .594 in.

- (3) Adjust the position of the baffle with respect to the shut-off valve torque shaft bracket to obtain the minimum clearance between the lower edge of the baffle and the inner wall of the lower front fairing assembly. Tighten the three self-locking nuts securing the baffle to the torque shaft bracket.

AK. Apply fibreglass lagging to the distribution block and the anti-icing shut-off valve and wrap in aluminium-backed tape, taking care to avoid all moving parts.

AL. Repeat Para 2.A. to 2.AK. inclusive for the other engine.

NOTE: Do not allow the lower front fairing assemblies for the LH and RH engines to become interchanged at this stage as this may affect the critical alignment of the fairing anti-icing pipe assembly with the anti-icing shut-off valve already installed.

AM. Install wiring kit P/N 1/N-81-721 (Ref Figure 9).

- (1) Route the anti-icing wiring between the overhead console and the LH and RH wingbreaks. Attach the wiring to the main loom using tie straps P/N MS3367-2-9 as required.
- (2) Install circuit breaker P/N MS22073-5 in the overhead circuit breaker panel (Ref Figure 10) and connect the circuit breaker to the busbar. Attach the ANTI-ICE ENG IND identifying label P/N 1/N-81-752 to the circuit breaker panel.

NOTE: In Nomad N24A Aircraft, the circuit breaker should be removed from the overhead console extension and relocated in the circuit breaker panel. The anti-icing wiring already exists in these aircraft.

- (3) Install the LH and RH ENGINE ANTI-ICE press-to-test indicator assemblies P/N 1/N-81-747 in the overhead console switch and control panel.
 - (a) If neither Option G18 (airframe de-icing) nor Option G22 (propeller de-icing) is fitted, or if Option G401 or G401A (icing control system) is fitted, remove and discard engraved panel P/N 1/N-80-255 and metal panel P/N 1/N-80-105 from the switch and control panel. Replace with metal panel P/N 1/N-80-583 and engraved panel P/N 1/N-80-585. Mount the LH and RH ENGINE ANTI-ICE press-to-test indicator assemblies in the control panel (Ref Figure 11 (a)) using an angled spacer P/N 1/N-81-746 to mount each indicator assembly.

For engraved panels P/N 1/N-80-585 Issue 3 (and subsequent issue numbers) being fitted to an aircraft without Option G247 (Duplication of Fuel Boost Pump Protection), the fuel boost pump switches are required to be rewired to suit the engraved panel labelling (Ref Figure 12).
 - (b) If neither Option G401 nor G401A is fitted, but Option G18 and/or Option G22 is fitted, remove engraved panel P/N 1/N-80-255 and metal panel P/N 1/N-80-105 from the switch and control panel. Re-work the ENGINE ANTI-ICE indicator mounting holes to accommodate the oval form of angled spacers P/N 1/N-81-746 (Ref Figure 11 (a)). Mount the LH and RH ENGINE ANTI-ICE press-to-test indicator assemblies in the control panel using the angled spacers. Apply adhesive labels to identify these indicators.
- (4) Fit a size 8 terminal lug P/N MS25036-149 to the circuit breaker end of wire H71A22, then connect this wire to the ANTI-ICE ENG IND circuit breaker.
- (5) Fit a size 6 terminal lug P/N MS25036-102 to the EARTH end of wire H76B22N and connect this wire to the EARTH terminal on the switch and control panel.
- (6) Connect wires H71A22, H71B22, H72A22, H74A22, H76A22 and H76B22N to the LH and RH ENGINE ANTI-ICE indicator assemblies as indicated in Figure 9.
- (7) Connect wire H72A22 to pin a of the RH wingbreak connector.
- (8) Connect wire H74A22 to pin V of the LH wingbreak connector.
- (9) Route wire H72B22 from the RH wingbreak connector to the RH engine firewall plug. Secure the wire to the existing loom P/N N-81-241

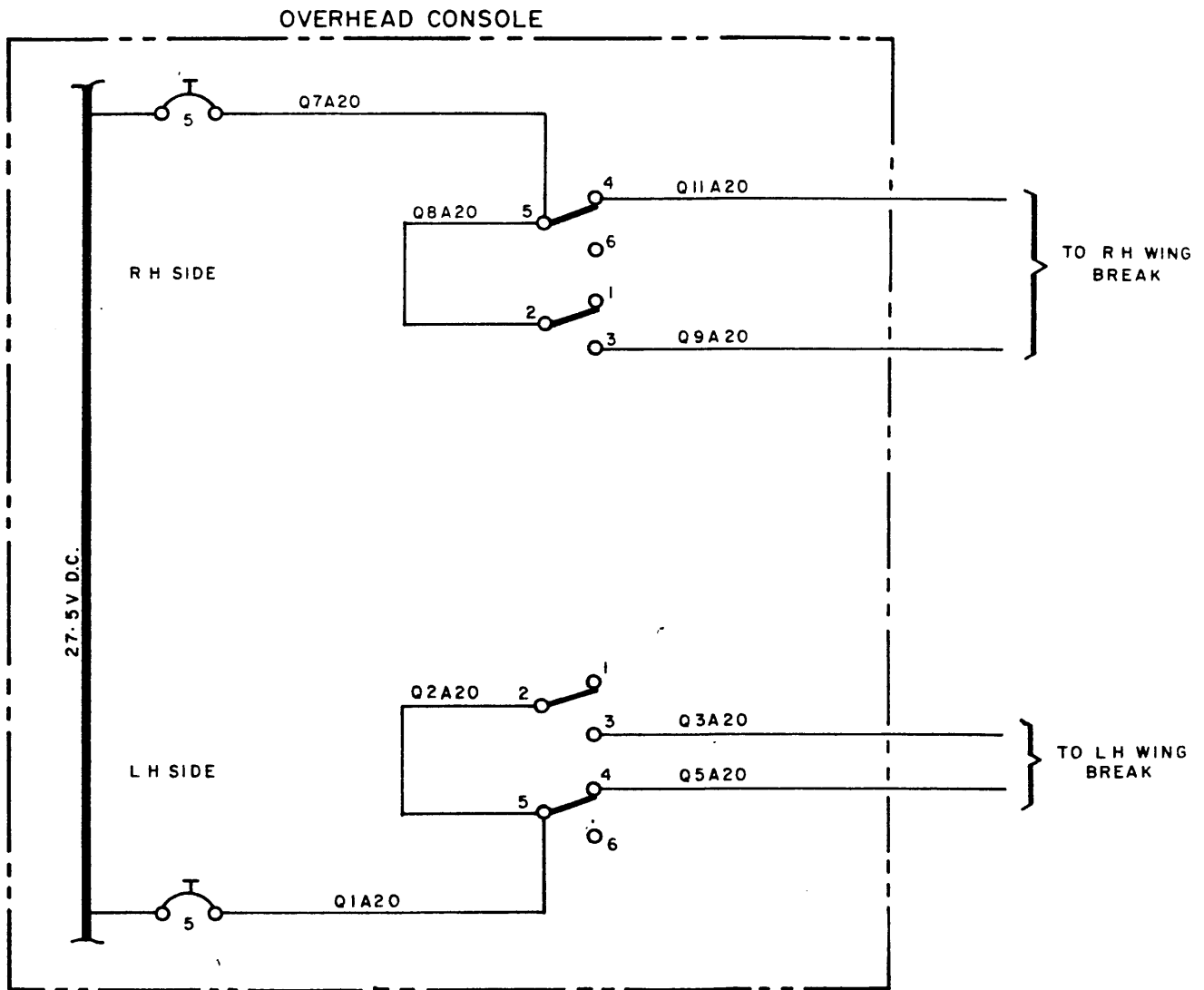
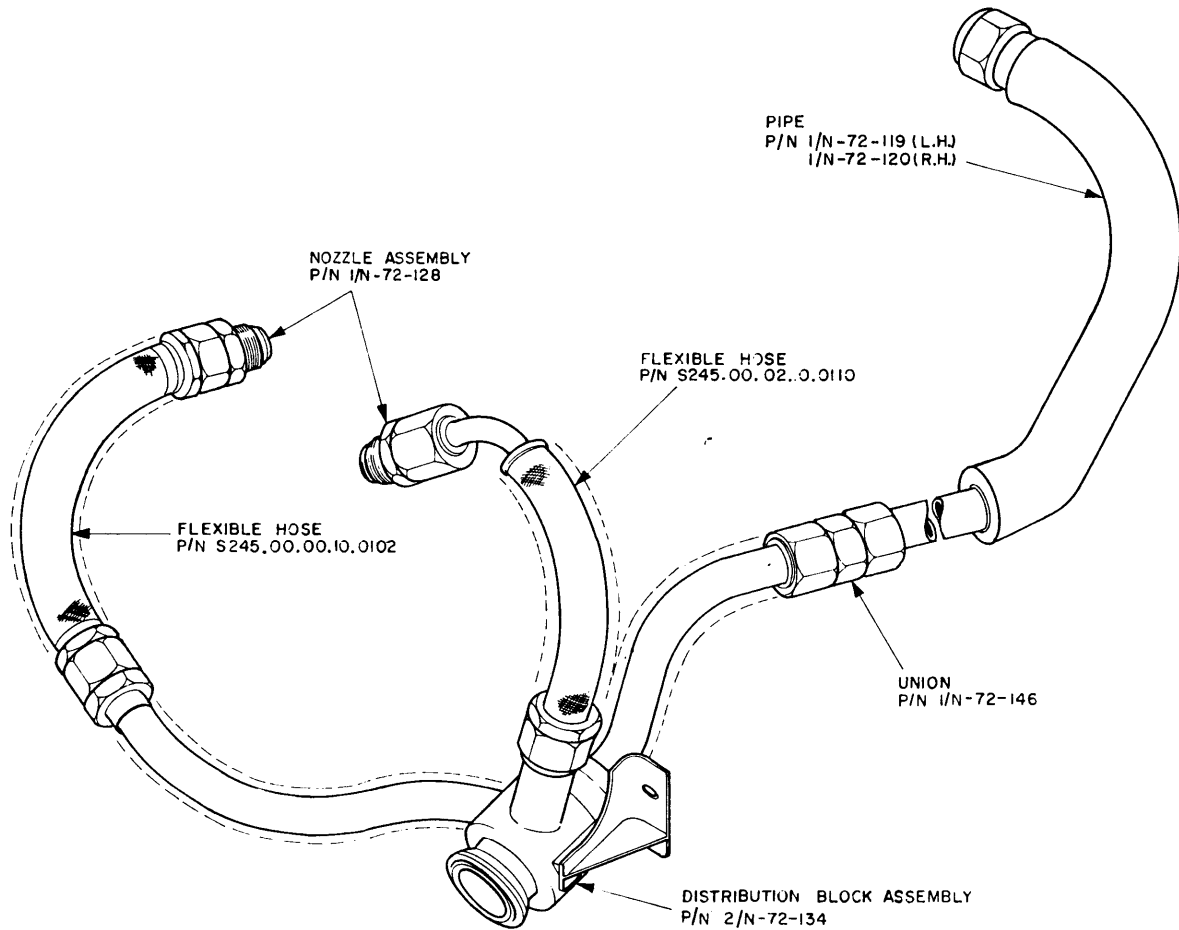
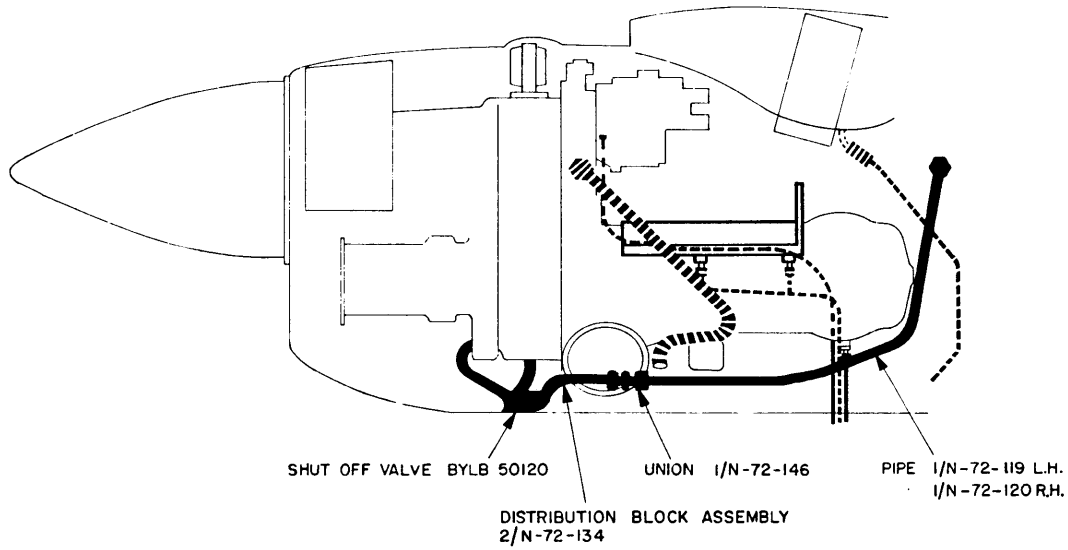


Figure 12



Anti-Ice and Hot Air Ducting
Figure 13

using tie straps P/N MS3367-2-9 as required. Connect this wire to pin a of the RH wingbreak connector and to pin c of the RH engine firewall connector.

(10) Route wire H74B22 from the LH wingbreak connector to the LH engine firewall plug. Secure the wire to the existing loom P/N N-81-242 using tie straps P/N MS3367-2-9 as required. Connect this wire to pin V of the LH wingbreak connector and to pin c of the LH engine firewall connector.

(11) Route wire H72C18 between the RH engine firewall connector and a position suitable for connection to the pressure switch in the RH engine lower front fairing assembly. Secure this wire to the existing engine loom P/N N-81-240 using tie straps P/N MS3367-2-9 as required. Connect wire H72C18 and earth wire H73B18N to pins C and B respectively of pressure switch connector P/N MS3106E-10SL-3S. Fit a size 3/8 terminal lug P/N MS25036-105 to wire H73B18N and connect this wire to the engine EARTH terminal. Connect wire H72C18 to pin c of the RH engine firewall connector. Connect the pressure switch connector to the pressure switch.

(12) Repeat Para 2.AM.(11) for the LH engine, but making the electrical connections to the LH engine firewall connector, the LH pressure switch connector and the LH engine EARTH terminal, as appropriate.

AN. Refill the RH and LH engine oil tanks (Ref MM 79-10-00).

AP. Fit access panel P/N 1A/N-50-443 to the LH lower front fairing assembly and secure by means of the six original panhead screws P/N MS27039-1-07.

AQ. Close the lower cowl and secure by means of four toggle fasteners.

AR. Fit the upper front fairing (Ref MM 71-10-00).

AS. Close the upper cowl and secure by means of the four toggle fasteners.

AT. Repeat Para 2.AP. to 2.AS. for the RH engine.

AU. Test engine anti-icing system during an engine ground run and check that when each ENG ANTI-ICE lever on the overhead console is set to ON, the corresponding ENGINE ANTI-ICE indicator is lit. Check that when each ENG ANTI-ICE lever is set to OFF, the corresponding ENGINE ANTI-ICE indicator light goes out.

AV. Following the supply of Kit P/N NMD-71-6-1 to an operator, two copies of the relevant Flight Manual MOD N374 Particular Amendment will be forwarded to the operator. After complying with Service Bulletin NMD-71-6 the operator is to submit both copies of the Amendment together with the aircraft's Flight Manual to the local airworthiness authority for incorporation into the Flight Manuals.

3. Materials Information

A. Parts Required per Aircraft:

(1) One kit P/N NMD-71-6-1 is required per aircraft. Each kit comprises the follows items.

<u>Item P/N</u>	<u>Title</u>	<u>Qty</u>
MS29561-114	Preformed packing	2
MS24391-J6 or	Drain plug	2
MS24391-K6 or	Drain plug	(ALT)
MS24391-S6	Drain plug	(ALT)
1/N-72-119	Air bleed pipe assembly (LH)	1
1/N-72-120	Air bleed pipe assembly (RH)	1
1/N-72-146	Union	2
1/N-72-103	Torque shaft bracket	2
BYLB50120	Anti-icing shut-off valve	2
MS35206-242	Screw	8
AN960-PD8	Washer	8
1/N-74-300	Adaptor	2
MS1663-4050	Circlip	2
1/N-72-105	Lever	2
1/N-72-112	Torque shaft	2
MS9048-009	Pin, spring steel	4
MS9047-009	Pin, spring steel	(ALT)
U3290S2-175SS	Vee-band clamp	4
2/N-72-134	Distribution block	2
1/N-72-121	Orifice ring	2
MS9388-216	Preformed packing	4
3-908S613-6	Preformed packing	4
1/N-72-128	Restrictor nozzle assembly	4
S245-00-00-10-0102	Flexible hose	2
S245-00-02-10-0110	Flexible hose	2
1/N-50-442	Adjustable link	4
AN3-C-3A	Bolt	4
MS21042L3	Nut, self-locking	4
AN960-10L	Washer	4
1/N-50-463	Seal rubbing ring	2
AN960XC8	Washer	10
MS21042-08	Nut	10
1/N-50-443 or	Lower front fairing assembly (with electro-deposited nickel intake)	2
1/N-50-443Y	Lower front fairing assembly (with fabricated aluminium alloy intake)	(ALT)
AN3-5A	Bolt	4
AN960PD10	Washer flat	8
MS21083-N3	Nut, self-locking	4
AN315-3R	Nut	6
1/N-72-111	Rod end	2

4th May, 1984

NMD-71-6
 Revision 3
 Page 31 of 33

<u>Item P/N</u>	<u>Title</u>	<u>Qty</u>
2/N-50-199	Guide assembly	2
AN960-416L	Washer	6
MS24665-151	Split pin	2
1/N-72-108	Pushrod assembly	2
1/N-72-107	Pushrod end) Parts of Pushrod Assembly	2
1/N-72-106	Pushrod end) P/N 1/N-72-108	2
MS24665-170	Split pin	2
MS20392-3C11	Straight headed pin	2
MS35207-265	Stop screw	2
1/N-72-129	Baffle	2
MS35206-246	Screw	6
1A/N-72-145	Steel washer	12
1B/N-72-145	Insulating washer	24
MS21083-N08	Nut, self-locking	6
1/N-81-721	Wiring kit	1
MS3367-2-9	Tie straps	50
MS22073-5	Circuit breaker	1
1/N-81-752	Label, ANT-ICE ENG IND	1
1/N-81-747	Indicator assembly press-to-test	2
1/N-80-583	Switch panel (metal)	1
1/N-80-585	Switch panel (engraved)	1
1/N-81-746	Angled spacer	4

(2) Silastic Filler Compound RTV 738 (Ref Page 23, step AJ Note) is to be obtained from the operator's stock or local sources.

B. Parts Required to Modify Spares

None.

C. Removed Parts

<u>Item P/N</u>	<u>Title</u>	<u>Qty</u>	<u>Recommended Disposition</u>
1/N-50-330	Lower front fairing assembly (N22 and N22B Aircraft, Pre-Mod N179)	2	Scrap
2/N-50-330	Lower front fairing assembly (N22 and N22B Aircraft, Post Mod N179, Pre-Mod N226)	2	Scrap
3/N-50-330	Lower front fairing assembly (N22 and N22B Aircraft, Post Mod N226)	2	Scrap
201/N-50-1007	Lower front fairing assembly (N24 and N24A Aircraft)	2	Scrap
1/N-72-30	Engine bleed pipe	2	Scrap
475C14NWS	Drain Valve	2	Scrap
NAS617-6	Prefomed packing	2	Scrap
1/N-72-31	Pipe assembly	2	Scrap
1/N-50-371	Anti-icing support bracket	2	Scrap

NMD-71-6

Revision 3

Page 32 of 33

4th May, 1984

<u>Item P/N</u>	<u>Title</u>	<u>Qty</u>	<u>Recommended Disposition</u>
1/N-72-32	Restrictor union	2	Scrap
AN924-6	Nut	2	Scrap
AN960C916L	Washer	2	Scrap
MS21042-L3	Nut	2	Scrap
AN960-10L	Washer, flat	4	Scrap
1B/N-50-174	Spacer	2	Scrap
AN3-C6A	Bolt	2	Scrap
MS21919DG16	Loop clamp	4	Scrap
S1450002080220S	Hose assembly	2	Scrap
S1450001080270S	Hose assembly	2	Scrap
1/N-50-378	Restrictor union	2	Scrap
1/N-50-377	Restrictor union	2	Scrap
3-908S613-6	Preformed packing	4	Scrap
1/N-50-157	Air bleed pipe assembly (LH)	1	Scrap
1/N-50-158	Air bleed pipe assembly (RH)	1	Scrap
MS24665-151	Split pin	2	Scrap
1/N-50-198	Rod end	2	Scrap
1/N-50-199	Outer spring guide	2	Scrap
AN3CH4A	Bolt	4	Scrap
AN960C10L	Washer, flat	4	Scrap
1/N-72-26	Actuator	2	Scrap
1/N-72-27	Clamp plate	2	Scrap
1/N-80-255	Switch panel (engraved) (Post Option G401/G401A)	1	Scrap
1/N-80-105	Switch panel (metal) (Post Option G401/G401A)	1	Scrap

D. Special Tools and Equipment Required

None.

- Record compliance with Service Bulletin NMD-71-6 Revision 3 in the airframe log book.

4th May, 1984

NMD-71-6
Revision 3
Page 33 of 33