



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

Component

Maintenance

Manual

with

Illustrated Parts List

for

Z26-8900-Series

Motor-Compressor Assembly



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

***List of Effective Pages
and
Table of Contents***

<i>PAGE</i>	<i>TITLE</i>	<i>EFFECTIVE DATE / REV</i>
1	COVER PAGE	*
2	RECORD OF REVISIONS	*
3	LIST OF EFFECTIVE PAGES	*
4	1.0 INTRODUCTION	*
	2.0 SPECIAL TOOLS AND EQUIPMENT	
5	. continued	*
6	3.0 REPAIR AND REPLACEMENT OF COMPONENTS	*
	ILLUSTRATION 1.	
	3.1 DRIVE BELT	
7	3.2 COMPRESSOR	*
8	ILLUSTRATION 2.	*
	ILLUSTRATION 3.	
	TABLE 1.	
9	3.3 MOTOR, COMPRESSOR DRIVE	*
10	3.4 WIRING	*
	WIRING DIAGRAM 1.	
11	WIRING DIAGRAM 2.	*
	WIRING DIAGRAM 3.	
12	4.0 SERVICING – REFRIGERANT CHARGE	
	5.0 SERVICE SCHEDULES	*
	6.0 TOLERANCES	*
13	7.0 TROUBLE SHOOTING	*
14	. continued	
15	8.0 ILLUSTRATED PARTS LIST	*
	8.1 EXPLANATION OF SYMBOLS	
16	8.2 IPL Z26-8900 MOTOR COMPRESSOR ASSY	*
17	.continued	*
18	FIGURE 1	*
19	FIGURE 2	*
20	FIGURE 3	*
21	9.0 SUMMARY OF MODIFICATIONS	*
	9.1 MOD. A	

* INTITIAL RELEASE 1-28-06



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

1.0 INTRODUCTION

1.1 This Component Maintenance Manual provides information on the maintenance, maintenance schedules and repair and replacement of parts.

1.2 Refer to the Illustrated Parts List (IPL) in Section 5 when using this manual or ordering replacement parts. Parts are identified in parenthesis (FIG-ITEM NO.).

1.3 This Motor Compressor (MC) Assembly is part of a vapor cycle air conditioning system. The refrigerant is R-134a (HFC-134a).

1.3.1 In some installations the compressor is equipped with back seating shut off valves. If the compressor has back seating valves always check the position of the stem prior to operating the unit. The unit should be run with the valve in the back seat position (stem full counter-clock wise, out) ONLY. Refer to the *Illustration 1*.for back seat valve operation.

NOTE

UNITS ARE SHIPPED WITH THE BACK SEAT VALVE IN THE FRONT SEAT POSITION TO PREVENT OIL LEAKAGE DURING TRANSIT. ALWAYS PLACE THE VALVE IN THE BACK SEAT POSITION AND REPLACE THE SEAL CAP PRIOR TO OPERATION. IMPROPER VALVE POSITION COULD CAUSE DAMAGE TO THE COMPRESSOR. SEE ILLUSTRATION 1.

2.0 SPECIAL TOOLS AND EQUIPMENT

2.1 TOOLS: The following special tools are required to perform the maintenance described in this manual.

ITEM	SOURCE
Dip, Stick, Compressor Oil	Refer to <i>Illustration 2</i> .
Belt deflection gauge.	Commercially available.
14 mm socket	Commercially Available.
17 mm wrenches/sockets	Commercially Available.
Feeler Gauges.	Commercially Available.
External Snap Ring Pliers.	Commercially Available.
External Snap Ring Pliers.	Commercially Available.
Spanner wrench.	Commercially Available.
Graduated Cylinder.	Commercially Available.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

3.0 REPAIR AND REPLACEMENT OF COMPONENTS. It may be necessary to remove the Z26-8900 Motor Compressor (MC) Assembly from the aircraft to perform the inspections or maintenance described in this manual. Refer to appropriate aircraft maintenance manual for removal and installation instructions.

CAUTION

AIR CONDITIONING SYSTEM UNDER PRESSURE. APPROPRIATE SAFETY MEASURES SHOULD BE TAKEN WHEN SERVICING THIS EQUIPMENT. ONLY TRAINED PERSONNEL WITH APPROVED SAFETY EQUIPMENT SHOULD PERFORM SERVICING DUTIES.

NOTE

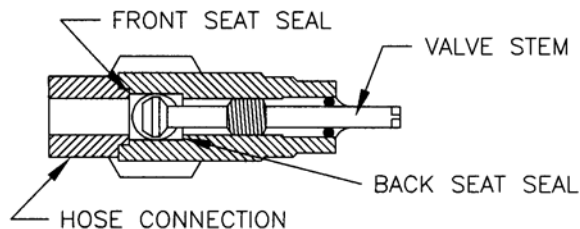
IT IS UNLAWFUL TO RELEASE ANY REFRIGERANTS TO THE ATMOSPHERE. USE APPROVED RECOVERY/RECYCLE EQUIPMENT TO CAPTURE REFRIGERANTS. USE ONLY LAWFUL MEANS TO DISPOSE OF RECOVERED REFRIGERANTS. CHECK WITH LOCAL AGENCIES FOR APPROVED DISPOSAL PROCEDURES.

NOTE

CAP ALL OPEN LINES TO PREVENT CONTAMINANTS AND MOISTURE FROM ENTERING THE SYSTEM.

NOTE

DUE TO THE TIGHT FIT OF THE MOTOR COMPRESSOR CONDENSER ASSY IT MAY BE NECESSARY TO REMOVE THE MOTOR COMPRESSOR CONDENSER ASSY AND THE EVAPORATOR TO PERFORM SOME OF THE MAINTENANCE DESCRIBED BELOW.



TURN VALVE STEM ALL THE WAY IN (CLOCKWISE) TO SHUT OFF CONNECTING LINE. THIS IS "FRONT SEATING". THIS ISOLATES THE REFRIGERANT FROM THE COMPRESSOR.
TURN VALVE STEM ALL THE WAY OUT (COUNTER-CLOCKWISE) FOR NORMAL OPERATION. THIS IS "BACK SEATING". THIS ALLOWS FULL FLOW THROUGH THE VALVE.

ILLUSTRATION 1.

3.1 **DRIVE BELT (3-20/-21)** It may be necessary to remove the Z26-8900 Motor Compressor (MC) Assembly from the aircraft to change or adjust the belt.

3.1.1 **REMOVAL.** Extreme care should be taken during maintenance not to strike or use pullers directly against the hardened (black or grey) area of these pulleys as this may crack or chip the anodized surface. To remove the belt break the lock wire on the turnbuckle (1-15/-34) and back off the jam nuts (1-40/-41). The groove on the turnbuckle indicates the end with the left hand thread. Loosen the hardware (1-19/-32/-38) on the clevis (1-7) the attaches to the bracket on the motor and the rod end hardware (1-6/-26/-32/-38) that



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

attaches to the compressor. Loosen the 17 mm nut (2-43) on the 10 mm bolt (2-44) that secures the compressor to the angles (3-11/-12). You will need two 17 mm wrenching tools. Loosen the belt tension by turning the turnbuckle to bring the pulleys closer together. When the belt is loose slide it off of the large compressor pulley (2-18) then the small motor pulley (1-4/-4).

3.1.2 INSPECTION: Inspect the belt for deterioration, damage and fraying. Replace defective belt.

3.1.4 INSTALLATION: Always place the belt over the smaller diameter pulley first then carefully slide the belt over the larger diameter pulley. Care should be taken to not tear the edges of the belts.

3.1.5 BELT ADJUSTMENT: With the belt in place turn the turnbuckle (1-15/-34) until a tension with a 1/8" deflection of the belt midway between pulleys with 2-3 pound pull is achieved. Tighten the 17 mm nut (2-43) that secures the compressor bolt (2-44) to torque of 30 foot-pounds. Secure the jam nuts (1-40/-41) and secure with lock wire. Tighten the hardware that attaches the clevis (1-29/-32/38) to the motor and rod end (1-26/-32/38) to the compressor bracket.

3.1.6 Check the belt alignment before running the motor. Turn the compressor pulley by hand to see that the belt is properly aligned. Slight striking of the belt against the rim on the small pulleys is normal but not to the point where chafing occurs. Readjust belt if necessary. Next run the motor and check for smooth operation. If a belt hops or flutters it is too loose. If the belt is too tight against the pulley rim a discharge of fine dust like rubber particles will occur. Check the condition of the smaller pulley rim and readjust belts as necessary. Secure the turnbuckle jam nuts with .025 lock wire. Once the belts are adjusted and all of the hardware is properly tightened no further adjustments should be necessary if the components are not disturbed.

3.2 COMPRESSOR (2-19) It is necessary to remove the compressor pulley (2-18) to remove the compressor from the mounting angles. Take care not to damage or loose the shims and key on the compressor shaft.

3.2.1 REMOVAL: If the system has back seat valves move the valve stem to the front seat position to isolate the refrigerant from the compressor then remove the back seat valves from the compressor.

3.2.1.1 Disconnect the electrical connections to the terminal block or motor for the clutch.

3.2.1.2 Remove the belt as described in 3.1. Remove the bolt that secures the rod end on the turnbuckle.

3.2.1.3 Hold the compressor pulley stationary while removing the 14 mm (1-23) retaining nut. Remove the internal snap ring (not shown) just under the nut. Now you can slide the clutch plate (1-16) out. Now slide the pulley (3-18) off the compressor. Take care not to damage or loose the key or shims (not shown).

3.2.1.4 Loosen and remove the 17 mm (2-42) nut that secures the 10 mm bolt (2-44). Remove the 10 mm bolt and spacers (2-9/-10). The compressor can now be removed from the angles.

3.2.2 INSPECTION: Check for signs oil leakage around the fittings.

3.2.2.1 Check oil level of new system installation. Fashion an oil dipstick from any soft metal bar as shown in *Illustration 1*. Determine the angle of the compressor from horizontal as shown in *Illustration 2*. Remove the oil fill plug on top of the compressor, take care not damage the seal. Place the dipstick in the opening; make



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

sure the dip stick goes in past the crankshaft and pistons. Refer to TABLE 1. for correct oil level and add oil as necessary. Return and tighten oil fill plug.

3.2.2.2 Check oil level of existing system. If you are replacing a failed compressor from an existing installation drain the oil from the defective compressor and record the amount. Drain the oil from the new replacement compressor. Add back the same amount of oil to the new replacement compressor that was removed from the defective compressor.

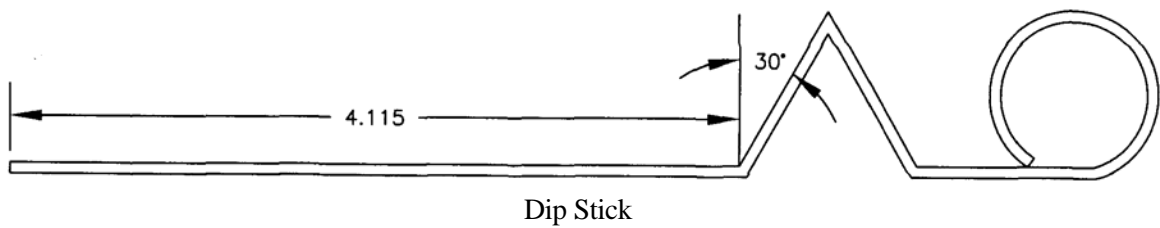
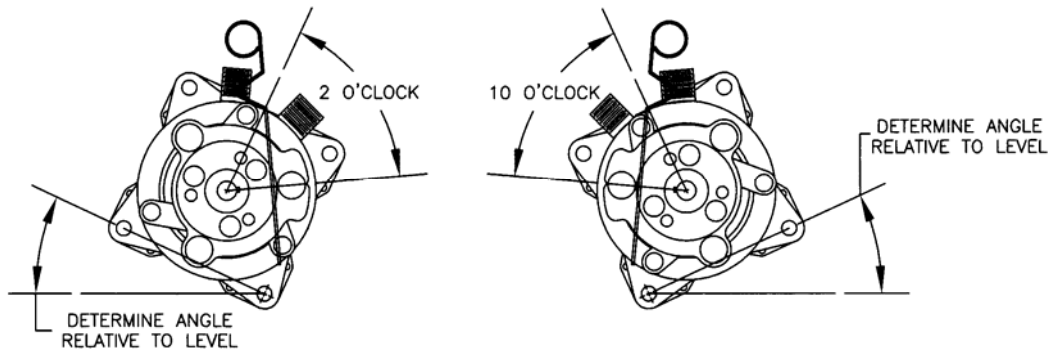


ILLUSTRATION 2.



Determine the angle of the compressor relative to horizontal.

ILLUSTRATION 3.

ANGLE	ACCEPTABLE OIL LEVEL	
	mm	INCHES
0	9 - 15	.35 - .59
10	12 - 18	.47 - .71
20	15 - 21	.59 - .83
30	18 - 24	.71 - .94

TABLE 1.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

3.2.5 **INSTALLATION:** With the compressor pulley removed, align the compressor and spacers (2-9/-10) with angles (3-11/-12) and slide the 10 mm x 150 mm bolt (2-44) into position. Do not forget the flat washer (2-42) under bolt head before inserting. Make sure the bolt head is on the pulley side. Tighten the 17 mm nut just enough to secure the compressor but loose enough to adjust the belt.

3.2.5.1 Slide the compressor pulley (2-18) assembly on the compressor.

3.2.5.2 Align the key way and place the clutch plate (1-16) on the compressor shaft. Install the internal snap ring. Replace the 14 mm (1-23) retaining nut and torque to 11-15 lb-ft (15-21 N-m)

3.2.5.3 Check the air gap between the clutch plate and the pulley with the feeler gauge that a clearance of .016" - .031" (0.4 – 0.8mm). If the gap is not even around the clutch, gently tap down at the high spots. If the overall air gap is out of specification remove the clutch plate and add or subtract shims as necessary.

3.2.5.4 Remove the bracket (1-14) from the defective compressor and attach the bracket to the replacement compressor and tighten.

3.2.5.5 Attach the rod end (1-6) of the turnbuckle to the bracket (1-14) on the compressor. Do not fully tighten at this time.

3.2.5.6 Attach and adjust the belt as described in Section 3.1 through 3.1.6.

3.2.5.7 Check the operation of the clutch plate (1-16) and coil (1-17). If the wires are connected to a terminal block or strip DO NOT apply power directly across pins C and D on the terminal block. Remove the (+) wire from the compressor coil at pin C on terminal block. Apply 28 VDC across the compressor coil (+) wire and pin D (-) on the terminal block. The clutch should pull in to the pulley. Remove power and the clutch should release (move away) and the pulley will be free. Connect the coil (+) wire back to pin C on the terminal block. Refer to Wiring Diagram 1 for schematic.

3.3 MOTOR, COMPRESSOR DRIVE (3-3) Prior to disassembly mark the support positions (3-5/-8) for proper alignment during reassembly. The mounting holes are not centered on the supports (3-8/-5) and the motor is not centered between the angles.

NOTE

USE ONLY THE SPECIFIED MOUNTING HARDWARE. INCORRECT BOLT LENGTH CAN CAUSE A SHORT IN THE MOTOR WINDINGS.

3.3.1 **REMOVAL:** Disconnect the positive and negative leads to the motor. Remove the clamp and all remaining attached wiring from the motor.

3.3.1.1 Remove and set aside the belt in accordance with paragraph 3.1.

3.3.1.2 Break the lock wire and remove the four bolts and hardware (1-30/-36/-39) that attach the supports to the angles (3-11/-12).



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

3.3.1.3 To remove the supports (3-5/-8) from the motor, loosen and remove the four bolts and hardware (3-25/-35/-37). Mark their position for proper reassembly.

3.3.1.4 Use a spanner wrench to hold the motor pulley (1-2/-4). Loosen and remove the bolt (3-28) and hardware (3-36/-39) spacer (3-1) and pulley. Inspect the motor pulley for damaged or rounded teeth. Replace if damaged.

3.3.2 INSPECTION: Refer to Service Letter 58-001 or 99-800 for brush inspection information.

3.3.3 INSTALLATION: Place the motor pulley on the shaft. Make sure the flats of the pulley mate with the flats on the motor shaft. Place the spacer and hardware (3-1/-36/-39) on the end of the pulley. Using a spanner wrench hold the motor pulley and tighten the bolt (3-28).

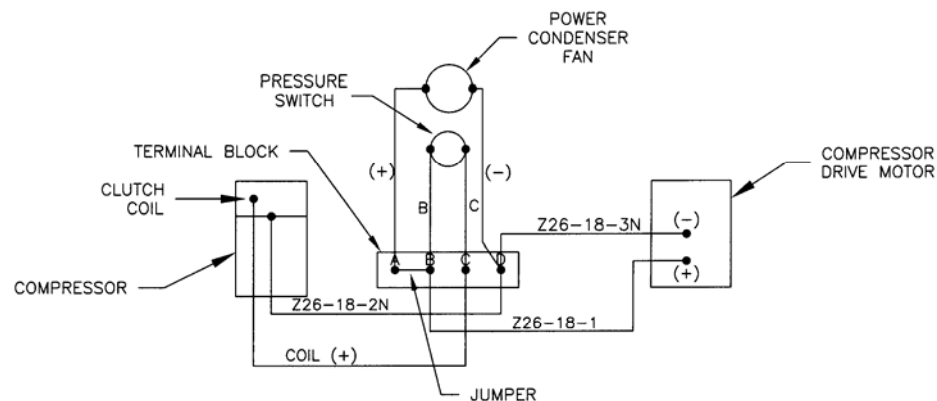
3.3.3.1 Attach the supports (3-5/-8) and hardware (3-25/-35/-37) to the motor. Make sure they are aligned properly or the motor pulley will not be aligned with the compressor pulley. Tighten bolts and secure with lock wire.

3.3.3.2 Attach the supports (3-5/-8) and motor to the angles (3-11/-12), tighten and secure with lock wire.

3.3.3.3 Install and adjust the belt as described in section 3.1.

3.3.3.4 Attach wiring to motor. Refer to Wiring Diagram 1.

3.4 **WIRING** The Z26-8900 is part of the air conditioning system. The circuitry may include features to control the Condenser Power Fan, clutch, High/Low Pressure Switch to disengage the clutch should an unsafe pressure condition exist and a motor over-temp switch that will shut down the motor if the case temperature exceeds 450°F. The circuits may be connected through a Terminal Block which allows for easy replacement of components. Refer to the following diagrams for example circuit schematics.

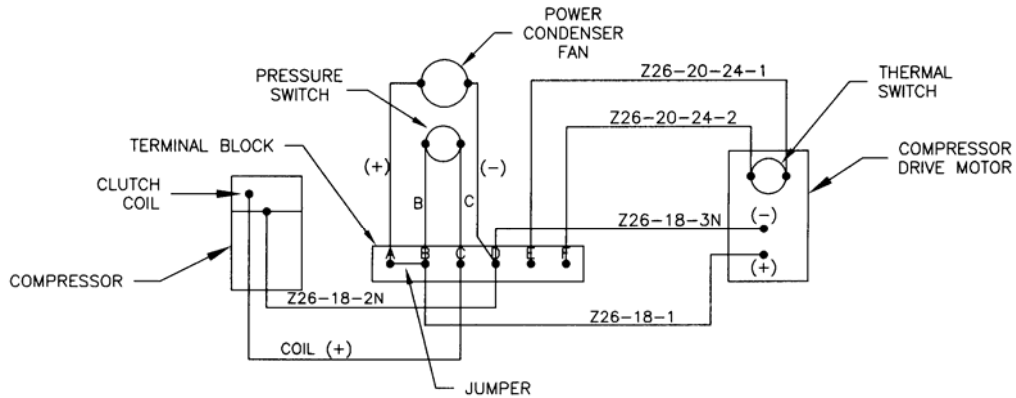


WIRING DIAGRAM 1.

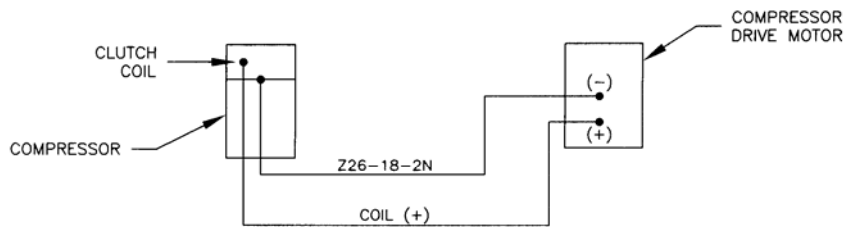


ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900



WIRING DIAGRAM 2.



BASIC MINIMUM REQUIREMENT

WIRING DIAGRAM 3.

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NOTE

IT IS UNLAWFUL TO RELEASE ANY REFRIGERANTS TO THE ATMOSPHERE. USE APPROVED RECOVERY/RECYCLE EQUIPMENT TO CAPTURE REFRIGERANTS. USE ONLY LAWFUL MEANS TO DISPOSE OF RECOVERED REFRIGERANTS. CHECK WITH LOCAL AGENCIES FOR APPROVED DISPOSAL PROCEDURES.

NOTE

CAP ALL OPEN LINES TO PREVENT CONTAMINANTS AND MOISTURE FROM ENTERING THE SYSTEM.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

4.0 SERVICING - REFRIGERANT CHARGE

4.1 Refer to Aircraft maintenance manual or ZEE Systems, Inc. Service Letter Z26-1 for recommended refrigerant charging service instructions.

5.0 SERVICE SCHEDULES

5.1 MAINTENANCE SCHEDULE The maintenance and service schedules are ZEE Systems, Inc. recommended intervals. Actual operating and environmental conditions may require more frequent service.

ITEM DESCRIPTION	INSPECTION INTERVAL *	R&R/T.B.O. HRS
Z26-8900 M-C	EVERY 250 HRS* - INSPECT FOR LOOSE, DAMAGED ITEMS.CHECK FOR SIGNS OF OIL LEAKS.	2,000
DRIVE BELT**	EVERY 250 HRS* - INSPECT AS PER SECTION 3.1.2	1,000
MOTOR, DRIVE, ** COMPRESSOR	EVERY 1000 HRS* - INSPECT AS PER SECTION 3.3.2 AND SERVICE LETTER 58-001 or 99-800.	2,000
COMPRESSOR**	(NEW) AFTER THE FIRST 100 HOURS - INSPECT AS PER SECTION 3.2.2.1	
	EVERY 500 HRS - INSPECT AS PER SECTION 3.2.2	2,000

* UNIT OPERATING TIME

** COMPONENT IS PART OF THE Z26-8900 MOTOR-COMPRESSOR ASSEMBLY.

REFER TO SANDEN “SANDEN SD COMPRESSOR SERVICE MANUAL” FOR ADDITIONAL COMPRESSOR SERVICE INFORMATION.

6.0 TOLERANCES

6.1 COMPRESSOR OIL. NEW refer to *Illustration 2* and *Illustration 3* and Table 1. REPLACEMENT refer to Section 3.2.2.2.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

6.2 CLUTCH. When assembled an air gap of .016” - .031” (0.4 – 0.8mm) between the pulley and clutch plate.

6.2 REFRIGERANT CHARGE. Refer to aircraft maintenance manual or ZEE Systems, Inc. Service Letter Z26-1.

6.3 BRUSH LENGTH, COMPRESSOR DRIVE MOTOR. The minimum brush length on the drive motor is 0.750" (19mm). Refer to SIL 58-001.

6.4 TORQUE VALUES. If not specified, use standard torque values for bolts.

14 mm Pulley Nut 11-15 lb-ft (15-21 N-m)

17 mm (10 mm Compressor Bolt) Nut 30 lb-ft (42 N-m)

7.0 TROUBLE SHOOTING

TROUBLE	POSSIBLE CAUSE	REMEDY
Compressor Motor trips circuit breaker or current limiter	Motor shorted. Motor brushes worn beyond limits.	Replace Motor.
	Short in wiring.	Check wiring to motor, repair as required.
Compressor Motor inoperative.	Motor open. Motor brushes worn beyond limits.	Replace Motor.
	Short in wiring.	Check wiring to motor, repair as required.
Excessive vibration at Motor/Compressor.	Improper belt tension.	Adjust belt to correct tension.
	Worn, damaged or loose or over tightened mounts.	Adjust or replace mounts.
Quick refrigerant loss.	Open in system.	Check compressor head gasket. Check Hoses or tubing for holes. Check connections.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

TROUBLE	POSSIBLE CAUSE	REMEDY
		Replace defective component. Service system
	Defective O-Ring.	Replace defective O-Ring. Service system
	Loose connections.	Tighten connections. Service system
Slow refrigerant loss.	Loose connections.	Tighten connections. Service system
Low or no cooling. Low Pressures.	Incorrect Back Seat Valve position.	Place Back Seat Valve In proper position for normal operation.
	Low refrigerant.	Service as necessary.
Compressor clutch does not engage.	Low or high discharge pressures.	Check refrigerant charge. Service as necessary.
	Defective Pressure Switch	Replace Pressure Switch.
	Defective Coil.	Replace Coil.
	Defective wiring.	Refer to Diagram 1. Repair as necessary.
MC and Clutch start up normally. Clutch disengages after a short time.	Power Condenser Fan defective.	Replace Power Condenser Fan Assembly.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

8.0 ILLUSTRATED PARTS LIST

8.1 EXPLANATION OF SYMBOLS:

ALT - The Part Number shown is an approved alternate, either part number may be used.

MOD "X" Refers to modification information of this part as applicable to this assembly.

NP - Not Procurable individually, see next higher assembly.

NS - Not Shown

OBS - Obsolete

USAGE/QTY - This identifies parts used on specific applications (not common to all units). If no code is stated the part is common to all dash numbers.

.. - Part of higher assembly.

*/# - See explanation at end of parts list.

“AN”, “MS” and “NAS” equivalent hardware is considered to be approved alternates for each other and may be used. The most common are as follows:

PART NUMBER	ALTERNATE	DESCRIPTION
AN345-516	MS35650-3312	NUT, MACHINE
AN364-624A	MS21083N6	LOCK NUT
AN365-428A	MS21044N4	LOCK NUT
AN365-832A	MS21044N08	LOCK NUT
AN501A10-6	MS35266-61	SCREW
AN935-416	MS35338-44	WASHER, LOCK
AN935-516	MS35338-45	WASHER, LOCK
AN935-616	MS35338-46	WASHER, LOCK
AN935-8	MS35338-42	WASHER, LOCK
AN960-416	NAS1149F0463P	WASHER, FLAT
AN960-416L	NAS1149F0432P	WASHER, FLAT
AN960-516	NAS1149F0563P	WASHER, FLAT
AN960-516L	NAS1149F0532P	WASHER, FLAT
AN960-616	NAS1149F0663P	WASHER, FLAT
AN960-616L	NAS1149F0632P	WASHER, FLAT
AN960-8L	NAS1149FN816P	WASHER, FLAT



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COMPONENT MAINTENANCE MANUAL Z26-8900

8.2 ILLUSTRATED PARTS LIST Z26-8900 MOTOR COMPRESSOR ASSEMBLY.

<i>FIG-ITEM</i>	<i>PART NUMBER</i>	<i>NOMENCLATURE</i>	<i>QTY</i>	<i>USAGE CODE</i>	<i>NOTES</i>
1/2/3	Z26-8900-1	MOTOR COMPRESSOR ASSEMBLY		A	
	Z26-8900-2	MOTOR COMPRESSOR ASSEMBLY		B	
	Z26-8900-3	MOTOR COMPRESSOR ASSEMBLY		C	
	Z26-8900-4	MOTOR COMPRESSOR ASSEMBLY		D	
	Z26-8900-5	MOTOR COMPRESSOR ASSEMBLY		E	
	Z26-8900-5	MOTOR COMPRESSOR ASSEMBLY		F	MOD A
-1	SZ41-019-5	SPACER	1		
-2	SZ43-008-3	PULLEY, MOTOR	1	A,B,E,F	
-3	SZ58-003-1	MOTOR	1	A,B,C,D	
	ALT: SZ58-003-2				
	Z99-800-1		1	E	
	Z99-800-1 (MOD E)		1	F	MOD A
-4	SZ83-041-4	PULLEY	1	C,D	
-5	Z14-401-1	SUPPORT	2		
-6	Z25-404-1	CLEVIS	1		
-7	Z25-404-2	ROD END	1		
-8	Z26-400-1	SUPPORT	2		
-9	Z26-401-1	SPACER	1		
-10	Z26-401-2	SPACER	1		
-11	Z26-402-1	ANGLE	1		
-12	Z26-402-2	ANGLE	1		
-13	Z26-403-1	BRACKET	1		
-14	Z26-404-1	BRACKET	1		
-15	Z26-405-1	TURNBUCKLE BARREL	1	A,B,E,F	
-16	Z99-421-7	CLUTCH PLATE	1		
-17	Z99-421-9	COIL ASSY	1		
-18	Z99-423-1	PULLEY ASSY	1		
-19	Z99-915-4	COMPRESSOR	1		



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

<i>FIG-ITEM</i>	<i>PART NUMBER</i>	<i>NOMENCLATURE</i>	<i>QTY</i>	<i>USAGE CODE</i>	<i>NOTES</i>
1/2/3					
-20	255L075	BELT	1	A,B,E,F	
-21	270L100	BELT	1	C,D	
-22	400649-1	I.D. PLATE	1		
-23	8M-1.25	NUT, LOCK, METRIC	1		
-24	AN4H5A	BOLT	2		
-25	AN4H17A	BOLT	4		
-26	AN5-11A	BOLT	1		
-27	AN5-12A	BOLT	1		
-28	AN6-6A	BOLT	1		
-29	AN6-12A	BOLT	2		
-30	AN76A11	BOLT	4		
	ALT: MS20074-06-11				
-31	MS20995C025	LOCK WIRE	AR		
-32	MS21045-5	NUT, LOCK	2		
-33	MS21045-6	NUT, LOCK	2		
-34	MS21251B6S	TURNBUCKLE BARREL	1	C,D	
-35	MS35338-44	WASHER, LOCK	6		
	ALT: AN935-416				
-36	MS35338-46	WASHER, LOCK	5		
	ALT: AN935-616				
-37	NAS1149F0463P	WASHER, FLAT	6		
	ALT: AN960-416				
-38	NAS1149F0563P	WASHER, FLAT	4		
	ALT: AN960-516				
-39	NAS1149F0663P	WASHER, FLAT	9		
	ALT: AN960-616				
-40	NAS509-5R	NUT, JAM	1		
-41	NAS509-5L	NUT, JAM	1		
-42	M10	WASHER, FLAT, METRIC	2		
-43	10M-1.50	NUT, LOCK, METRIC	1		
-44	10M-1.5x150mm	BOLT, METRIC	1		
-45	AN316-6R	NUT	2		
-46	NAS1149F0632	WASHER, FLAT	4		
	ALT: AN960-616L				
-47	400649-1	I.D. PLATE	1		
NS	Z26-200-8	ADAPTER, B.S.V.	1		
	..MS28775-013	O-RING	1		
NS	Z26-200-10	ADAPTER, B.S.V.	1		
	..MS28775-015	O-RING	1		



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COMPONENT MAINTENANCE MANUAL Z26-8900

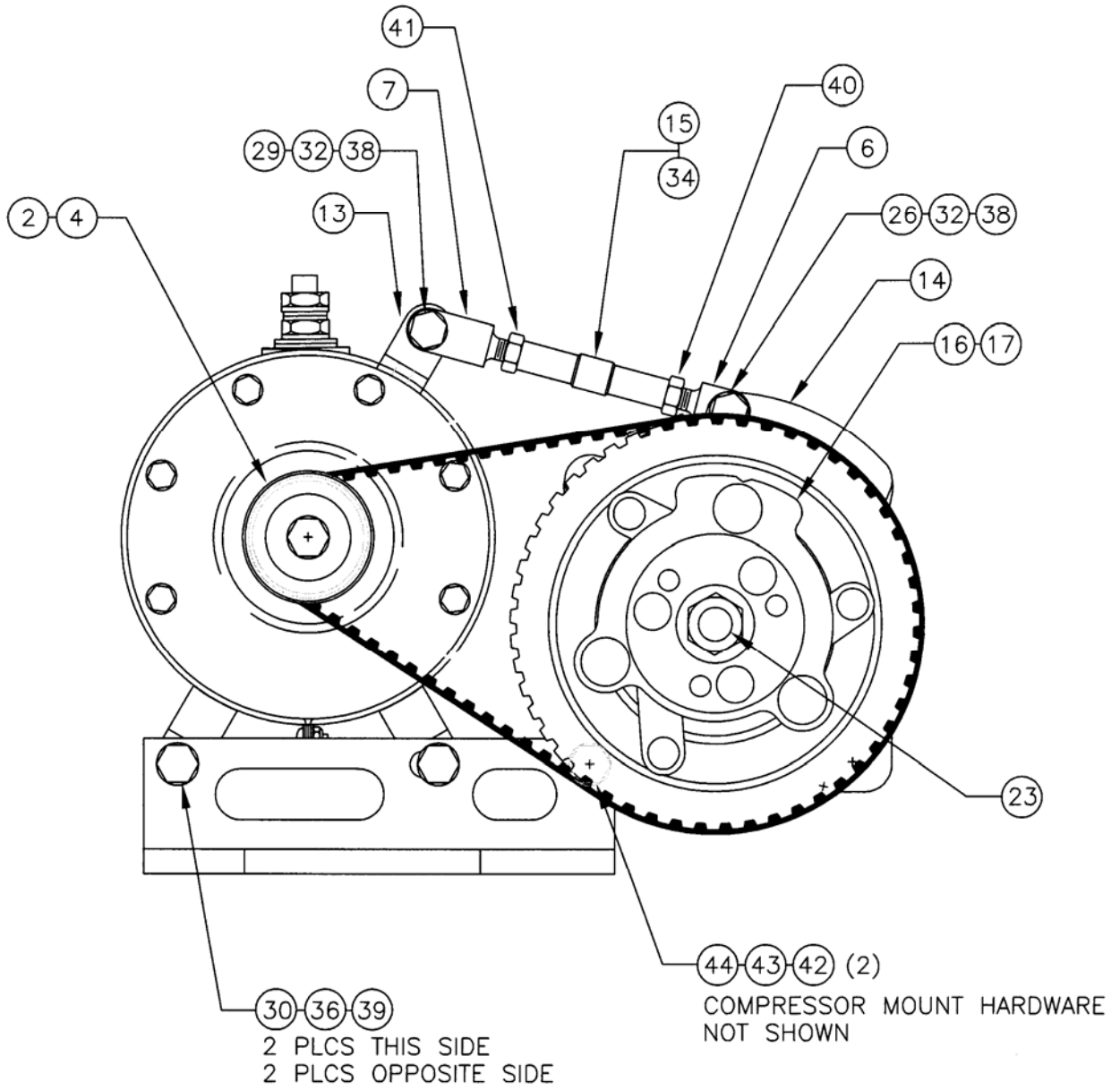


FIG. 1



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

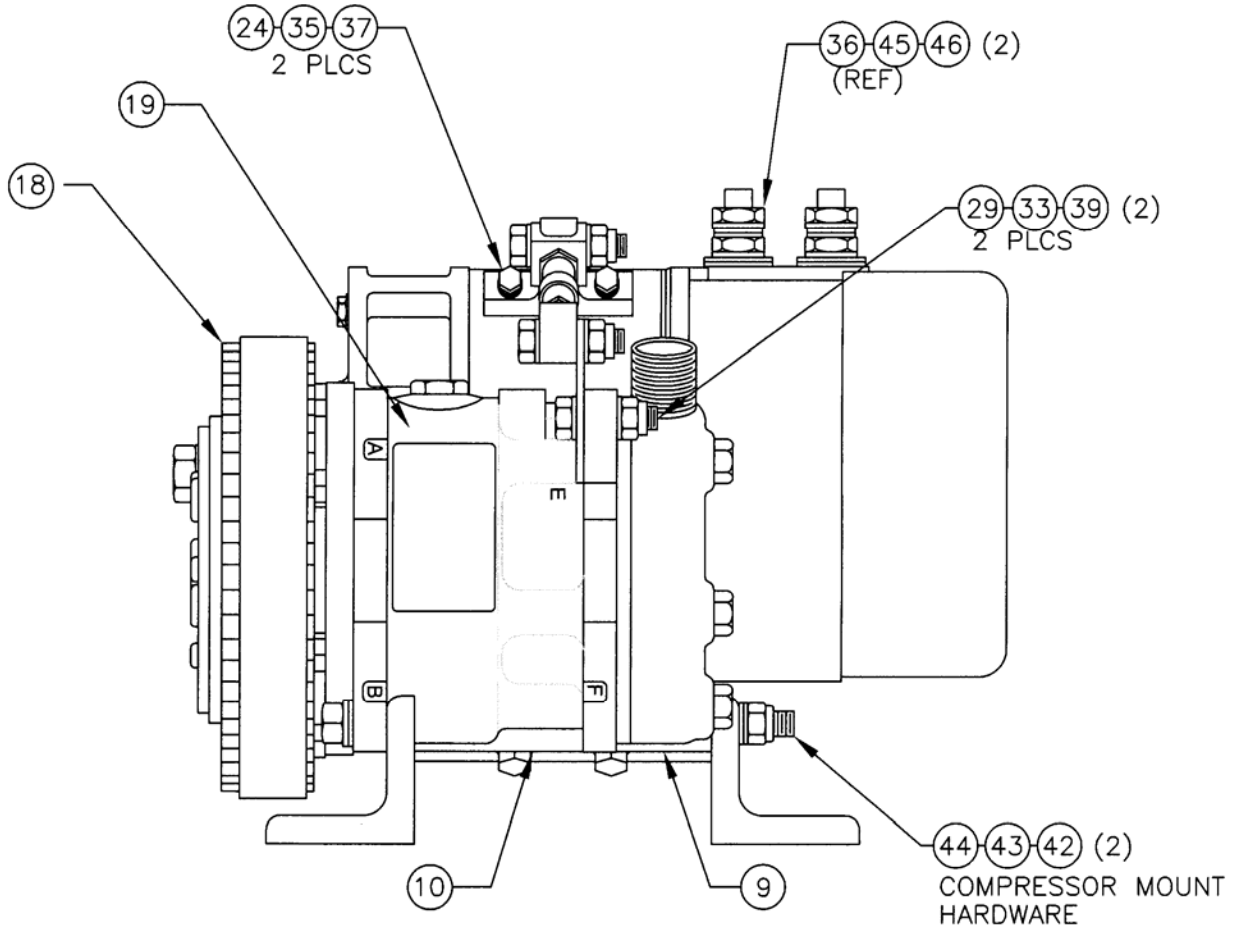


FIG. 2



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

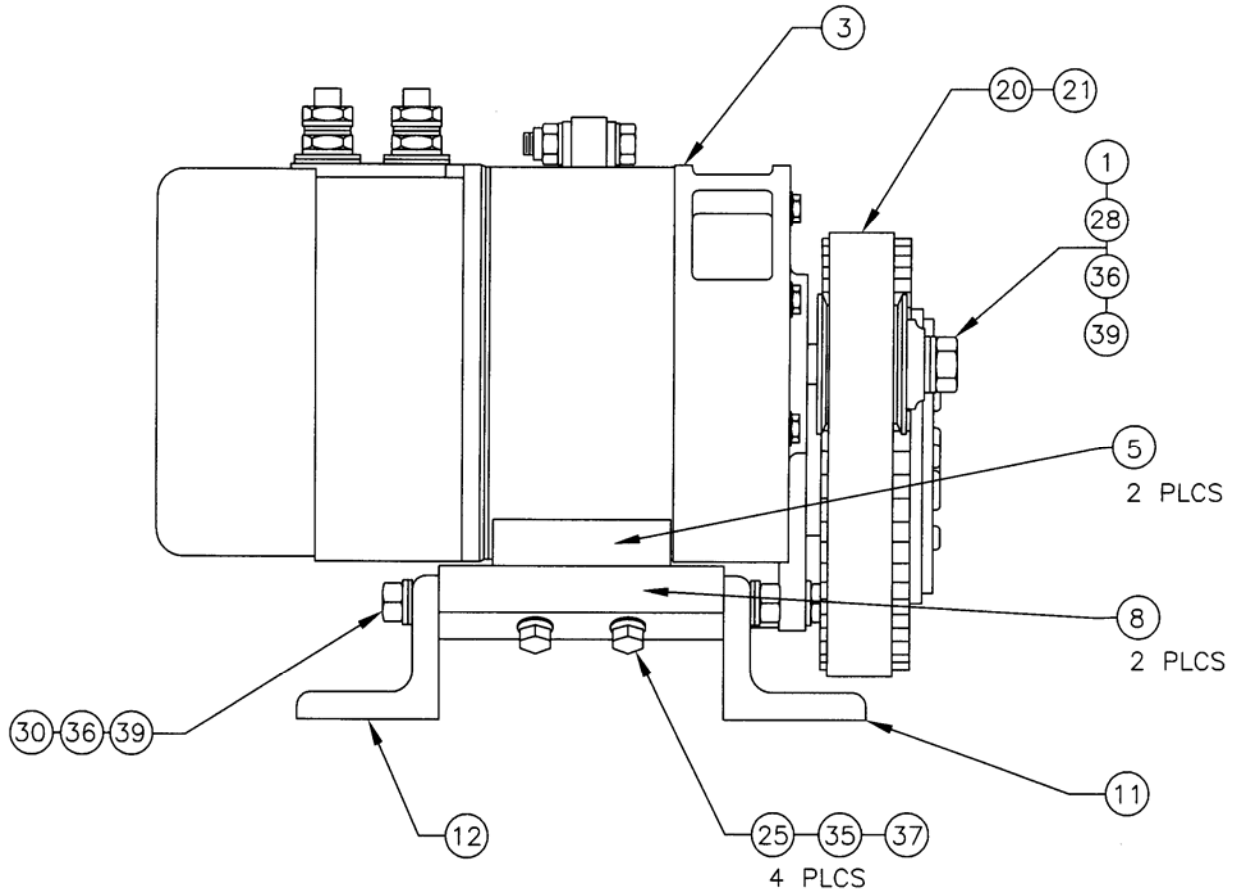


FIG. 3



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL Z26-8900

9.0 SUMMARY OF MODIFICATIONS

9.1 MOD "A". This modification applies to the Z26-8900-5 MC only. The modification is noted when the Z99-800-1 Motor used has MOD E. Mark an "X" in the "A" block of the Modification Status section of the I.D. Plate.