



# POWER STEERING

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The product information and specifications within this catalogue should be viewed as a guide only and are subject to change without notice. Please refer to inside front cover for further details.



## POWER STEERING PUMPS

### Vickers VTM Series



#### FEATURES:

- Compact power source package for steering systems
- High efficiency and long life via optimum running clearances and hydraulic balance employed
- Long bearing life due to pressure balance
- Integral flow control and relief valves

Model Code	Displacement cc/rev (cu. In./rev)	Max. Pressure bar (PSI)	Max. Speed RPM		Weight Kg	Mounting	Pressure Port
			105 bar	140 bar			
<b>VTM42-10-**-**-NO</b>	3.4 (6.6)	140 (2000)	5000	4250	6.3	Unique	3/4"-16 UNF
<b>VTM42-15-**-**-NO</b>	5.1 (8.0)	140 (2000)	4500	4000	6.3	Unique	3/4"-16 UNF
<b>VTM42-20-**-**-NO</b>	6.2 (9.5)	140 (2000)	4200	3800	6.3	Unique	3/4"-16 UNF
<b>VTM42-40-**-**-NO</b>	13.0 (11.5)	140 (2000)	2800	2800	6.3	Unique	3/4"-16 UNF
<b>VTM42-50-**-**-NO</b>	15.7 (13.8)	140 (2000)	2600	2300	6.3	Unique	3/4"-16 UNF
<b>VTM42-60-**-**-NO</b>	19.4 (16.7)	140 (2000)	2500	2000	6.3	Unique	3/4"-16 UNF
<b>c/w MA/MB/MD/ME</b>	'MA', 'MB', 'MD' or 'ME' manifold mounted onto 'NO'					Unique	3/4"-16 UNF
<b>c/w F07/F11</b>	F07(70cu.in.) or F11(115cu.in.) reservoir mounted					Unique	3/4"-16 UNF

#### ORDERING INFORMATION:

**VTM42    20    15    20    F    MA    R    1    14**  
**(1)    (2)    (3)    (4)    (5)    (6)    (7)    (8)    (9)**

#### (1) BASE MODEL

VTM42

#### (2) PUMP SIZE

(10 X GPM @ 1200 RPM, 100 PSI, eg. 20=2.0 GPM)

#### (3) CONTROLLED FLOW RATE

(10 X GPM @ 1500 RPM, 100 PSI, eg. 15=1.5 GPM)

#### (4) RELIEF VALVE SETTING

in 100 PSI (eg. 20=2000 PSI)

#### (5) RESERVOIR FILTER OPTION

#### (6) RESERVOIR SIZE OR MANIFOLD TYPE

MA = Manifold w/o bypass tube  
 MB = Manifold c/w bypass tube  
 MD = Manifold c/w 90 degree tank connection  
 ME = Casting w/o bypass tube  
 07 = 70cu.in. Reservoir  
 11 = 110 cu.in. Reservoir

#### (7) SHAFT ROTATION DIRECTION

#### (8) SHAFT OPTION

1 = Threaded

#### (9) DESIGN NUMBER

Currently 14



## STEERING CONTROL UNITS

### Char-Lynn Series 3, 6, 12

Traditional power steering units are available for applications that don't require integral valve capabilities. Typical applications range from mid size lift trucks to large farm tractors.



#### FEATURES:

- Valving - Reduced hydraulic noise level optimum flow gain characteristics on all models.
  - 3 basic systems: Open centre, closed centre, load sensing
  - 3 flow options : designed for best control in different capacity steering circuits - 11 l/min(3 GPM), 23 l/min (6 GPM), 45 l/min (12GPM) rated flow
  - 2 basic load circuits - load reaction, non load reaction
- Directly interchangeable with past and present applications
- All models can operate at pressures up to 172 bar (2500 PSI)
- 12 Displacements - increments from 75 to 740 cm<sup>3</sup>/r (4.5 to 45.1 in<sup>3</sup>/r)
- Manual steering check valve for limited manual steering
- Available with fixed length columns

#### SPECIFICATIONS:

Max. System Pressure:	172 bar (2500 PSI)
Max. Back Pressure:	21 bar (300 PSI)
Rated Flow:	- Series 3 7.5 - 15 l/min (2 - 4 GPM)
	- Series 6 15 - 30 l/min (4 - 8 GPM)
	- Series 12 30 - 60 l/min (8 - 16 GPM)
Max. System Operating Temperature:	93°C (200°F)
Max. Differential Between Steering Unit & System Temperature:	28°C (50°F)
Input Torque:	- Powered 2.8 - 4.0 Nm @ 6.9 bar back pressure* (25 - 35 lb-in @ 100 PSI back pressure)*
	- Non Powered 136 Nm (100 lb-ft) maximum
Rotation Limits:	None
Fluid:	ATF Type A and most petroleum based fluids
Recommended Filtration:	ISO 18/13 cleanliness level

\* Low Torque Option Available.

#### ORDERING CODES:

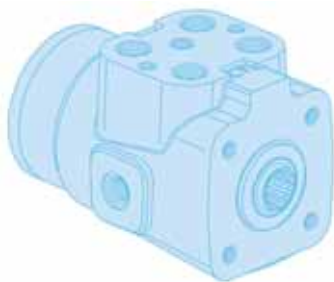
Series Number	System	Signal	Load Circuit	Rated ^ Flow GPM (LPM)	Actual Displacement cu.in/rev (cu.cm./rev) - Product Number							
					4.5(75)	5.9(95)	7.3(120)	8.9(145)	9.7(160)	11.3(185)	14.1(230)	17.9(295)
<b>Series 3</b>	Open centre	N/A	Non load reaction	2-4 (7.5-15)	211-1001	211-1002	211-1003	211-1157	-	-	-	-
	Closed centre	N/A	Non load reaction	4 (15)	212-1009	212-1010	212-1011	212-1072	212-1012	-	-	-
	Closed centre	N/A	Load reaction	4 (15)	212-1021	212-1022	212-1023	212-1073	212-1024	-	-	-
<b>Series 6</b>	Open centre	N/A	Non load reaction	4-8 (15-30)	211-1007	211-1008	211-1009	211-1137	211-1010	211-1011	211-1012	211-1158
	Open centre	N/A	Load reaction	4-8 (15-30)	211-1047	211-1048	211-1049	211-1159	211-1050	211-1051	211-1052	-
	Closed centre	N/A	Non load reaction	8 (30)	212-1001	212-1002	212-1003	212-1069	212-1004	212-1005	212-1006	212-1070
	Load sensing	Static	Non load reaction	8 (30)	213-1001	213-1002	213-1003	213-1084	213-1004	213-1005	213-1006	213-1085
	Load sensing**	Dynamic	Non load reaction	8 (30)	213-4001	213-4002	213-4045	213-4042	213-4046	213-4043	213-4047	213-4044
					<b>22.6(370)</b>	<b>28.2(460)</b>	<b>35.9(590)</b>	<b>45.1(740)</b>				
<b>Series 12</b>	Open centre	N/A	Non load reaction	8-16 (30-60)	211-1177	211-1178	211-1160	211-1179	-	-	-	-
	Closed centre	N/A	Non load reaction	16 (60)	212-1014	212-1015	212-1071	212-1017	-	-	-	-
	Load sensing	Static	Non load reaction	12 (45)	213-1013	213-1014	213-1086	213-1016	-	-	-	-
	Load sensing**	Dynamic	Non load reaction	16 (60)	213-4051	213-4048	213-4049	213-4050	-	-	-	-

\*\* Low Torque Centreing Springs.

Other combinations of the above standard features available on special order - please contact Berendsen Fluid Power.

^ For closed centre unit, rated flow is measured at 1000 PSI (70 bar) pressure drop at full valve deflection.

For load sensing unit, rated flow is measured at 65 PSI (4.5 bar) pressure drop between inlet (P) and load sensing (LS) port at full valve deflection.



## Char-Lynn Series 10

Eaton's new Series 10 Steering Control Unit (SCU) facilitates hydraulic fluid flow like no other unit on the market.

The new Series 10 SCU has unprecedented, continuous pressure rating of 275 bar (4000 psi), making it ideal for heavy-duty equipment, such as construction and agricultural machinery. Its high-pressure rating reduces overall equipment costs, since smaller cylinder sizes can be assigned into the system.

The new Series 10 incorporates proven Eaton technologies. An internal, balanced architecture and a wide-walled sleeve that is 40% thicker than standard designs offer increased performance during transient pressure conditions.

### FEATURES:

- Open centre
- Closed centre
- Load sensing
- Integral valves
- Q-amp
- Bolt on priority valve

### SPECIFICATIONS:

Max. System Pressure:	275 bar (4000 PSI)
Max. Back Pressure:	21 bar (305 PSI)
Rated Flow:	
- Low	7.6 - 15 l/min (2 - 4 GPM)
- Medium	15 - 30 l/min (4 - 8 GPM)
- High	30 - 61 l/min (8 - 16 GPM)
- Low (w/Q-Amp)	8 - 19 l/min (2 - 5 GPM)
- Med . (w/Q-Amp)	19 - 38 l/min (5 - 10 GPM)
- High (w/Q-Amp)	38 - 76 l/min (10 - 20 GPM)
Max. System Operating Temperature:	93°C (200°F)
Max. Differential Between Steering Unit & System Temperature:	28°C (50°F)
Input Torque:	
- Powered	1.1 - 2.8 Nm @ 6.9 bar back pressure (10 - 25 lb-in @ 100 PSI back pressure)
- Non Powered	136 Nm (100 lb-ft) maximum
Recommended Filtration:	ISO 18/13 cleanliness level

### ORDERING INFORMATION:

**A D R**

**A A A A A 1 0 A**

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32)

#### (1) (2) (3) PRODUCT SERIES

ADR = Series 10 steering control unit

#### (4) UNIT TYPE

A = Standard  
B = Dual displacement

#### (5) NOMINAL FLOW RATE

1 = 11 l/min (3 GPM) (Open Centre)  
2 = 23 l/min (6 GPM) (Closed Centre & Load Sensing)  
3 = 45 l/min (12 GPM) (OC, CC & LS)  
4 = 19 l/min (5 GPM) (Q-Amp)  
5 = 38 l/min (10 GPM) (Q-Amp)  
6 = 76 l/min (20 GPM) (Q-Amp)  
7 = 23 l/min (6 GPM) (Open Centre)

#### (6) INLET PRESSURE RATING

1 = 276 bar (4000 PSI) (Load Sensing & Closed Centre)  
2 = 207 bar (3000 PSI) (Open Centre)

#### (7) RETURN PRESSURE RATING

A = 21 bar (305 PSI) Max. (Standard rating\*)  
B = 10 bar (145 PSI) Max.



## (8) (9) DISPLACEMENT cm<sup>3</sup>/r (in<sup>3</sup>/r)

### Dual Displacement Combined/Manual

03 = 244 (14.9) / 60 (3.6)  
04 = 177 (10.9) / 60 (3.6)  
05 = 218 (13.3) / 60 (3.6)

40 = 60 (3.6) (1-8 GPM)	57 = 295 (17.9) (8-16 GPM)
43 = 75 (4.5) (1-8 GPM)	59 = 370 (22.6) (8-16 GPM)
45 = 95 (5.9) (1-8 GPM)	61 = 460 (28.2) (8-16 GPM)
48 = 120 (7.3) (1-8 GPM)	64 = 590 (35.9) (8-16 GPM)
50 = 145 (8.9) (1-8 GPM)	65 = 740 (45.1) (8-16 GPM)
51 = 160 (9.7) (1-8 GPM)	
52 = 185 (11.3) (1-8 GPM)	
54 = 230 (14.1) (1-8 GPM)	

## (10) FLOW AMPLIFICATION\*\*

A = None (No Q-Amp)  
B = 1.6 : 1.0 Ratio#  
C = 1.6 : 1.0 Ratio (with manual steering)#  
E = 2.0 : 1.0 Ratio (with manual steering)#  
G = 1.3 : 1.0 Ratio (with manual steering)#  
**Note:** # Use with closed centre or load sensing only

## (11) NEUTRAL CIRCUIT

A = Open centre  
C = Closed centre  
D = Load sensing, static signal  
E = Load sensing, dynamic signal

## (12) LOAD CIRCUIT

A = Non-load reaction  
B = Load Reaction (Open centre 3.8 - 30 l/min (1-8 GPM) Only)

## (13) (14) SPECIAL SPOOL/SLEEVE MODIFICATION

00 = None

## (15) (16) VALVE OPTIONS

01 = MSC	07 = MSC/CRV/ACV
02 = MSC/ICV	08 = MSC/ICV/CRV/ACV
03 = MSC/IRV	09 = MSC/ICV/CRV/ACV/IRV
04 = MSC/ICV/IRV	10 = MSC/LSR/ICV/CRV/ACV
05 = MSC/ACV	11 = MSC/LSR/ICV
06 = MSC/ICV/ACV	

**Note:** MSC - Manual Steering Check ICV - Inlet Check Valve  
IRV - Inlet Relief Valve ACV - Anti-Cavitation Valve  
CRV - Cylinder Relief Valve LSR - Load Sensing Relief

## (17) (18) INLET OR LOAD SENSING RELIEF VALVE

00 = None	30 = 207 bar (3000 PSI)
18 = 124 bar (1800 PSI)	31 = 214 bar (3100 PSI)
19 = 131 bar (1900 PSI)	32 = 220 bar (3190 PSI)
20 = 138 bar (2000 PSI)	33 = 227 bar (3290 PSI)
21 = 145 bar (2100 PSI)	34 = 234 bar (3390 PSI)
22 = 152 bar (2200 PSI)	35 = 241 bar (3500 PSI)
23 = 158 bar (2290 PSI)	36 = 248 bar (3600 PSI)
24 = 165 bar (2390 PSI)	37 = 255 bar (3700 PSI)
25 = 172 bar (2490 PSI)	38 = 262 bar (3800 PSI)
26 = 179 bar (2600 PSI)	39 = 269 bar (3900 PSI)
27 = 186 bar (2700 PSI)	40 = 276 bar (4000 PSI)
28 = 193 bar (2800 PSI)	99 = 136 bar (1970 PSI)
29 = 200 bar (2900 PSI)	

## (19) (20) CYLINDER RELIEF VALVE

00 = None	36 = 248 bar (3600 PSI)
23 = 158 bar (2290 PSI)	37 = 255 bar (3700 PSI)
24 = 165 bar (2390 PSI)	38 = 262 bar (3800 PSI)
25 = 172 bar (2490 PSI)	39 = 269 bar (3900 PSI)
26 = 179 bar (2600 PSI)	40 = 276 bar (4000 PSI)
27 = 186 bar (2700 PSI)	41 = 283 bar (4100 PSI)
28 = 193 bar (2800 PSI)	42 = 289 bar (4190 PSI)
29 = 200 bar (2900 PSI)	43 = 296 bar (4290 PSI)
30 = 207 bar (3000 PSI)	44 = 303 bar (4390 PSI)
31 = 214 bar (3100 PSI)	45 = 310 bar (4500 PSI)
32 = 220 bar (3190 PSI)	46 = 317 bar (4600 PSI)
33 = 227 bar (3290 PSI)	47 = 324 bar (4700 PSI)
34 = 234 bar (3390 PSI)	48 = 331 bar (4800 PSI)
35 = 241 bar (3500 PSI)	49 = 338 bar (4900 PSI)

## (21) (22) (23) (24) PORTS & MOUNTING THREADS

AAAA = 4 X 3/4-16 (SAE) Ports, None (No additional port), 2 x M12 Mounting threads, Port face, 4 x M10 Mounting threads, Mounting face  
AABA = 4 X 3/4-16 (SAE) Ports, 7/16-20 Load sensing port on side, 2 x M12 Mounting threads, Port face, 4 x M10 Mounting threads, Mounting face  
AACA = 4 X 3/4-16 (SAE) Ports, 7/16-20 Load sensing port - port face, 2 x M12 Mounting threads, Port face, 4 x M10 Mounting threads, Mounting face

## (25) MECHANICAL INTERFACE

A = Internal involute spline, 12 tooth 16/32 DP 30° PA

## (26) INPUT TORQUE

3 = Standard

## (27) FLUID TYPE

A = See Eaton Technical Bulletin 3-401

## (28) (29) SPECIAL FEATURES

AA = None

## (30) PAINTS & PACKAGING

1 = Black primer

## (31) IDENTIFICATION

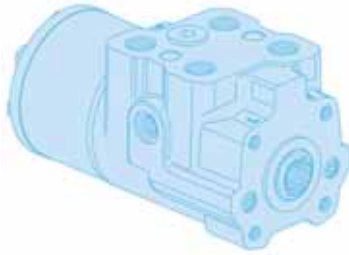
0 = Eaton product number on name plate

## (32) DESIGN CODE

A = Eaton assigned design code

\* 12 GPM open centre requires 145 PSI back pressure

\*\* All Q-Amp applications need approval from an Eaton Applications Engineer



## Char-Lynn Series 20

The Series 20 steering control unit continues Eaton's tradition of innovative design and high quality that began with the first fluid linked power steering system. You can count on this steering unit to provide the same smooth, predictable steering as the Char-Lynn steering units that provide dependable, trouble-free steering on applications around the world.

### FEATURES:

- Provides smooth steering function by minimising jerky motion on articulated vehicles
- Jerk-reducing valves and accumulators can be eliminated on most vehicles, providing savings through fewer components being required and reduced system cost
- Symmetrical valving provides passageways and valving that are equally placed, and pressure areas that are staged for minimum internal leakage. This results in balance, precise servo response and uniform left or right steering action
- Eaton's high capacity gerotor provides ample fluid displacement from an even more compact unit than was previously offered
- A thicker sleeve design provides stability, especially during pressure and thermal transient conditions
- The seal and centring spring designs provide a positive, low-effort steering feel to ensure excellent vehicle control, an important feature for the vehicles for which these steering control units were designed
- Load sensing
- Integral valves
- Q-amp
- Wide angle

### SPECIFICATIONS:

Max. System Pressure:	241 bar (3500 PSI)
Max. Back Pressure:	10 bar (145 PSI)
Rated Flow:	95 l/min (25 GPM)
Max. Flow:	125 l/min (33 GPM)
Max. System Operating Temperature:	93°C (200°F)
Max. Differential Between Steering Unit & System Temperature:	28°C (50°F)
Input Torque: - Powered	1.1 - 2.8 Nm @ 6.9 bar back pressure (10 - 25 lb-in @ 100 PSI back pressure)
- Non Powered	136 Nm (100 lb-ft) maximum
Recommended Filtration:	ISO 18/13 cleanliness level



## ORDERING INFORMATION:

**A C C 6 A F N A A A 1 0 0**  
 (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29)

(1) (2) (3) PRODUCT SERIES
ACC = Series 20 steering control unit

(4) NOMINAL FLOW RATE
4 = 38 l/min (10 GPM) (Q-Amp)
6 = 76 l/min (20 GPM) (Q-Amp)
A = 114 l/min (30 GPM) (Q-Amp)
7 = 95 l/min (25 GPM) (Non-Q-Amp)

(5) INLET PRESSURE RATING
6 = 241 bar (3500 PSI)

(6) RETURN PRESSURE RATING
A = 10 bar (145 PSI) Max.

(7) (8) DISPLACEMENT cm <sup>3</sup> /r (in <sup>3</sup> /r)	
<u>Use with 38 l/min (10 GPM)</u>	<u>Use with 114 l/min (30 GPM)</u>
40 = 60 (3.6)	64 = 590 (35.9)
43 = 75 (4.5)	66 = 740 (45.1)
45 = 95 (5.9)	69 = 985 (60.0)
48 = 120 (7.3)	
50 = 145 (8.9)	
51 = 160 (9.7)	
<u>Use with 76 l/min (20 GPM)</u>	
52 = 185 (11.3)	
54 = 230 (14.1)	
57 = 295 (17.9)	
59 = 370 (22.6)	
61 = 460 (28.2)	

(9) FLOW AMPLIFICATION
0 = No Q-Amp
1 = 1.6 : 1.0 Ratio (Actual Displacement 185 to 985 cm <sup>3</sup> /r (11.3 to 60.0 in <sup>3</sup> /r)
3 = 2.0 : 1.0 Ratio (Actual Displacement 60 to 370 cm <sup>3</sup> /r (3.6 to 22.6 in <sup>3</sup> /r)

(10) NEUTRAL CIRCUIT
F = Load sensing, dynamic signal

(11) LOAD CIRCUIT
A = Non-load reaction
D = Non-load reaction, cylinder damped

(12) (13) VALVE OPTIONS*	
00	21 = CRV/ACV
01 = MSC	24 = ICV/CRV/ACV
02 = ACV	40 = LSR/ICV/CRV/ACV
09 = MSC/CRV/ACV	
10 = MSC/ICV/CRV/ACV	
13 = MSC/LSR/ICV/CRV/ACV	
<b>Note:</b> MSC - Manual Steering Check ICV - Inlet Check Valve**	
ACV - Anti-Cavitation Valve CRV - Cylinder Relief Valve	
LSR - Load Sensing Relief	
* Not all valve options will work with all unit combinations	
** 76 l/min (20 GPM) Max.	

(14) (15) LOAD SENSING RELIEF VALVE SETTING	
00 = None	68 = 200 bar (2900 PSI)
4N = 150 bar (2180 PSI)	6J = 210 bar (3050 PSI)
50 = 160 bar (2320 PSI)	6V = 220 bar (3190 PSI)
5A = 170 bar (2470 PSI)	76 = 230 bar (3340 PSI)
5L = 180 bar (2610 PSI)	7G = 240 bar (3480 PSI)
5Y = 190 bar (2760 PSI)	

(16) (17) CYLINDER RELIEF VALVE	
00 = None	84 = 260 bar (3770 PSI)
6J = 210 bar (3050 PSI)	8E = 270 bar (3920 PSI)
6V = 220 bar (3190 PSI)	8R = 280 bar (4060 PSI)
76 = 230 bar (3340 PSI)	92 = 290 bar (4210 PSI)
7G = 240 bar (3480 PSI)	9C = 300 bar (4350 PSI)
7T = 250 bar (3630 PSI)	

(18) (19) (20) (21) PORTS & MOUNTING THREADS
(LOAD SENSING RELIEF ONLY)
DADN = 4 X 3/4 (SAE) Ports with 7/16 (SAE) load sensing port on port face, M10 Mounting threads

(22) INPUT TORQUE
1 = Low
3 = Standard (includes stiffer springs)

(23) FLUID TYPE
A = See Eaton Technical Bulletin 3-401

(24) SPECIAL APPLICATION OPTIONS
0 = Not available
1 = Wide angle deflection

(25) (26) SPECIAL FEATURES
AA = None

(27) PAINTS & PACKAGING
1 = Black paint

(28) IDENTIFICATION
0 = Eaton product number on name plate

(29) DESIGN CODE
0 = Eaton assigned design code



## STEERING ACCESSORIES

### Char-Lynn Steering Wheel - to fit Char-Lynn® Serrated Columns



**Steering Wheel - No. 209-1007**

Molded black wheel with three equally spaced spokes, (relatively flat, without recessed hub) diameter 17 inches (430 mm).

**Horn Button Kit - No. 208-1013**

For Char-Lynn steering column and Char-Lynn 17 inch (430 mm) steering wheel.

**Cap - No. 209-1005**

Char-Lynn steering wheel hub cavity cap, for no horn installations.

**Nut, Hex - No. 21084**

13/16-20 UNEF for Char-Lynn (serrated shaft) steering column.

**Note:** Steering wheel hub has tapped holes for wheel puller.

# Char-Lynn®

**Acquired by Eaton in 1970, Char-Lynn brand products have continued the tradition of being a well-respected line of hydraulic steering units and general-purpose motors. Char-Lynn is also known for its spool-valve, disc-valve and high performance motors.**

The Char-Lynn steering control unit is fully fluid linked. This means that there is no mechanical connection between the steering unit, the pump and the steering cylinders.

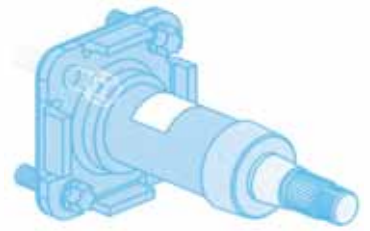
The unit is principally for fluid linked power steering systems, but can be used for some servo-type applications or any application where visual positioning is required.



## Char-Lynn Steering Columns

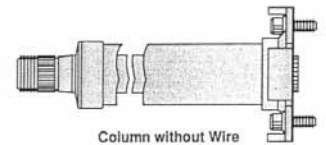
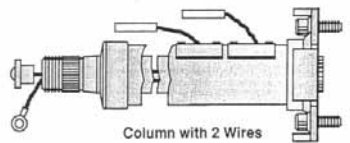
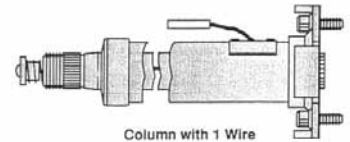
Column and mounting flange is a sturdy single weldment. The method of retaining bearing and shaft provides high thrust load and side load capacity. Dust protector provides protection against dirt and moisture.

Available with serrated or keyed shaft. One or two horn wires only with serrated shaft. The chart lists the standard columns available.



### ORDERING CODES & FEATURES:

Nominal Jacket Length Inch (mm)	Product Number	Shaft Type	Horn Wire
2.5 (65)	<b>204-1001</b>	Keyed	No
	<b>204-1002</b>	Serrated	No
3.5 (85)	<b>204-1023</b>	Serrated	1 Wire
	<b>204-1048</b>	Serrated	2 Wires
6.0 (155)	<b>204-1003</b>	Keyed	No
	<b>204-1004</b>	Serrated	No
	<b>204-1007</b>	Serrated	1 Wire
8.0 (205)	<b>204-1036</b>	Serrated	No
	<b>204-1043</b>	Serrated	1 Wire
	<b>204-1062</b>	Serrated	1 Wire
10.0 (250)	<b>204-1062</b>	Serrated	1 Wire
	<b>204-1073</b>	Serrated	No
	<b>204-1034</b>	Serrated	No
12.0 (305)	<b>204-1034</b>	Serrated	No
	<b>204-1042</b>	Serrated	1 Wire
	<b>204-1016</b>	Serrated	2 Wires
16.0 (405)	<b>204-1031</b>	Serrated	No
	<b>204-1024</b>	Serrated	1 Wire
17.0 (430)	<b>204-1024</b>	Serrated	1 Wire
	<b>204-1015</b>	Serrated	No
	<b>204-1017</b>	Serrated	1 Wire
18.0 (460)	<b>204-1015</b>	Serrated	No
	<b>204-1017</b>	Serrated	1 Wire
	<b>204-1011</b>	Serrated	1 Wire
25.5 (650)	<b>204-1011</b>	Serrated	1 Wire
	<b>204-1051</b>	Serrated	No
	<b>204-1033</b>	Serrated	No
27.5 (700)	<b>204-1033</b>	Serrated	No
	<b>204-1058</b>	Serrated	1 Wire
	<b>204-1005</b>	Keyed	No
30.0 (760)	<b>204-1005</b>	Keyed	No
	<b>204-1006</b>	Serrated	No
	<b>204-1008</b>	Serrated	1 Wire
31.0 (785)	<b>204-1013</b>	Serrated	2 Wires
	<b>204-1070</b>	Serrated	No
	<b>204-1014</b>	Serrated	No
33.0 (840)	<b>204-1014</b>	Serrated	No
	<b>204-1012</b>	Serrated	1 Wire
	<b>204-1021</b>	Serrated	2 Wires
38.5 (980)	<b>204-1054</b>	Serrated	No



### INSPECT FOR MINIMUM CLEARANCE AT ASSEMBLY:

