



McDonnell Douglas DC-9 Exterior Kit PAGE 1 of 5

NOTE: Modifications and changes to accomodate your specific aircraft will be made at NO EXTRA CHARGE.
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IF YOU HAVE ANY QUESTIONS PLEASE CALL!

Phone: 1-800-336-9633 www.aerographics.com Fax: 1-970-461-2065

PROBE NO. 1	FLUX VALVE	FUEL SUMP DRAIN CENTER WING TANK	<p align="center">CAUTION</p> <p>FLUX VALVE - HIGHLY SUSCEPTIBLE TO MAGNETIC INTERFERENCE.</p> <ol style="list-style-type: none"> DO NOT USE EQUIPMENT OR TOOLS CONTAINING MAGNETIC MATERIALS WITHIN A 5 FT. RADIUS WHILE TESTING FLUX VALVE. DO NOT TEST FLUX VALVE USING DC-METER. REPLACEMENT OF ANY HARDWARE WITHIN A 5 FT. RADIUS MUST BE PER AIRCRAFT MAINTENANCE MANUAL.
PROBE NO. 3	FLUX VALVE	FUEL SUMP DRAIN CENTER WING TANK	
PROBE NO. 6	FLUX VALVE	FUEL SUMP DRAIN CENTER WING TANK	
PROBE NO. 7	FLUX VALVE	HYDRAULIC GROUND SERVICING ACCESS	<p align="center">CAUTION</p> <p>FLUX VALVE - HIGHLY SUSCEPTIBLE TO MAGNETIC INTERFERENCE.</p> <ol style="list-style-type: none"> DO NOT USE EQUIPMENT OR TOOLS CONTAINING MAGNETIC MATERIALS WITHIN A 5 FT. RADIUS WHILE TESTING FLUX VALVE. DO NOT TEST FLUX VALVE USING DC-METER. REPLACEMENT OF ANY HARDWARE WITHIN A 5 FT. RADIUS MUST BE PER AIRCRAFT MAINTENANCE MANUAL.
PROBE NO. 5	BOOST PUMP	HYDRAULIC GROUND SERVICING ACCESS	
PROBE NO. 4	BOOST PUMP	HYDRAULIC GROUND SERVICING ACCESS	
PROBE NO. 2	BOOST PUMP		
PROBE NO. 1	BOOST PUMP		
PROBE NO. 3	BOOST PUMP		
PROBE NO. 6	FUEL SHROUD DRAIN AND FUEL SHROUD DRAIN VALVE		
PROBE NO. 7	FUEL SHROUD DRAIN AND FUEL SHROUD DRAIN VALVE		
PROBE NO. 5	FUEL SHROUD DRAIN AND FUEL SHROUD DRAIN VALVE		
PROBE NO. 4	CENTER WING VENT INLET		
PROBE NO. 2	CENTER WING VENT INLET		

	<p>EMERGENCY EXIT</p> <p>↓</p> <p>STAIR CONTROL OPPOSITE SIDE</p>	
	<p>NO STEP</p> <p>APU EXHAUST DUCT</p>	<p>NO STEP</p> <p>APU EXHAUST DUCT</p>
		<p>JACK POINT</p> <p>JACK POINT</p>

<p>FUEL ADAPTER MAX. SERVICE PRESS. 50 P.S.I. FUEL: PWA SPEC. 522 REVISED</p>	<p>MAX. AIRPLANE GR. WT. LBS FOR JACKING - SEE MAINT MANUAL</p>	<p>BALANCED SURFACE. PAINT OR REWORK REQUIRES REBALANCING. SEE STRUCTURAL REPAIR MANUAL.</p>
<p>FUEL ADAPTER MAX. SERVICE PRESS. 50 P.S.I. FUEL: PWA SPEC. 522 REVISED</p>	<p>MAX. AIRPLANE GR. WT. LBS FOR JACKING - SEE MAINT MANUAL</p>	<p>BALANCED SURFACE. PAINT OR REWORK REQUIRES REBALANCING. SEE STRUCTURAL REPAIR MANUAL.</p>
<p>FUELING VALVES & CONTROL PANEL</p>	<p>MAX. AIRPLANE GR. WT. LBS FOR JACKING - SEE MAINT MANUAL</p>	<p>PNEUMATIC AIR GROUND CONNECTION</p>
<p>FUELING VALVES & CONTROL PANEL</p>	<p>MAX. AIRPLANE GR. WT. LBS FOR JACKING - SEE MAINT MANUAL</p>	<p>PNEUMATIC AIR GROUND CONNECTION</p>

TOILET SERVICE PANEL	TOILET SERVICE PANEL	<p align="center">ENGINE OIL FILL TOTAL CAPACITY 4 GAL. SERVICE WITH SYNTHETIC LUBRICATING OIL CONFORMING TO PWA SPEC 521 REVISED</p>	<p>CONSTANT SPEED DRIVE OIL PRESSURE FILL TOTAL CAPACITY 10 PT. (U.S.) OR 8.33 IMP. PT. SEE MAINTENANCE MANUAL SERVICE WITH SYNTHETIC LUBRICATING OIL</p>	<p>BLANKETS ARE FIREPROOFING DO NOT REMOVE (ON BLANKET ON INSIDE OF RIGHT A.P.U. ACCESS DOOR)</p>
CONDITIONED AIR GROUND CONNECTION	PNEUMATIC AIR GROUND CONNECTION		<p>CONSTANT SPEED DRIVE OIL PRESSURE FILL TOTAL CAPACITY 10 PT. (U.S.) OR 8.33 IMP. PT. SEE MAINTENANCE MANUAL SERVICE WITH SYNTHETIC LUBRICATING OIL</p>	<p>FIREPROOFING DO NOT REMOVE (ON BLANKET ON INSIDE OF LEFT A.P.U. ACCESS DOOR)</p>
PNEUMATIC AIR GROUND CONNECTION	THRUST REVERSER CONTROL VALVE		<p>CONSTANT SPEED DRIVE OIL PRESSURE FILL TOTAL CAPACITY 10 PT. (U.S.) OR 8.33 IMP. PT. SEE MAINTENANCE MANUAL SERVICE WITH SYNTHETIC LUBRICATING OIL</p>	<p>FIREPROOFING DO NOT REMOVE (ON BLANKET ON INSIDE OF LEFT A.P.U. ACCESS DOOR)</p>
THRUST REVERSER CONTROL VALVE	THRUST REVERSER CONTROL VALVE		<p>CONSTANT SPEED DRIVE OIL PRESSURE FILL TOTAL CAPACITY 10 PT. (U.S.) OR 8.33 IMP. PT. SEE MAINTENANCE MANUAL SERVICE WITH SYNTHETIC LUBRICATING OIL</p>	<p>FIREPROOFING DO NOT REMOVE (ON BLANKET ON INSIDE OF LEFT A.P.U. ACCESS DOOR)</p>
<p>PUSH IN ON HANDLE RELEASE. PULL THE HANDLE AND AT THE SAME TIME PUSH IN ON TOP OF DOOR. LIFT UP FORCIBLY.</p>		<p align="center">ENGINE OIL FILL TOTAL CAPACITY 4 GAL. SERVICE WITH SYNTHETIC LUBRICATING OIL CONFORMING TO PWA SPEC 521 REVISED</p>	<p>BLANKETS ARE FIREPROOFING DO NOT REMOVE (ON BLANKET ON INSIDE OF RIGHT A.P.U. ACCESS DOOR)</p>	<p>A.P.U. GROUND CONTROLS AND FIREX</p>
<p>PUSH IN ON HANDLE RELEASE. PULL THE HANDLE AND AT THE SAME TIME PUSH IN ON TOP OF DOOR. LIFT UP FORCIBLY.</p>			<p>A.P.U. GROUND CONTROLS AND FIREX</p>	<p>A.P.U. GROUND CONTROLS AND FIREX</p>
CONDITIONED AIR GROUND CONNECTION	CONDITIONED AIR GROUND CONNECTION			



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NO STEP AFT

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<hr/> <p>NO STEP AFT</p> <hr/>	<p>STATIC PORT DO NOT PLUG OR DEFORM HOLES AREA WITHIN RED LINE MUST BE SMOOTH AND CLEAN</p>	<p>CAUTION BEFORE TOWING AIRPLANE PULL BY-PASS VALVE HANDLE DOWN AND LOCK IN POSITION</p>
<hr/> <p>NO STEP AFT</p> <hr/>	<p>CABIN FIRST OFFICER CAPTAIN</p>	<p>CAUTION BEFORE TOWING AIRPLANE PULL BY-PASS VALVE HANDLE DOWN AND LOCK IN POSITION</p>
<hr/> <p>NO STEP AFT</p> <hr/>	<p>CABIN FIRST OFFICER CAPTAIN</p> <p>AUXILIARY FIRST OFFICER CAPTAIN</p> <p>AUXILIARY AUXILIARY</p>	<p>EMERGENCY EXIT</p> <p>FOR TAILCONE JETTISON PUSH DOOR PULL HANDLE</p>
	<p>FUELING VALVES & CONTROL PANEL</p>	<p>INSIDE LOCK CABLE MUST BE RE-INSTALLED IF HANDLE IS PULLED</p> <p>PUSH PULL</p>

<p>EMERGENCY EXIT</p> <p>FOR TAILCONE JETTISON PUSH DOOR PULL HANDLE</p>	<p>KEEP FINGERS OUT OF CAVITY</p> <p>STAIRWELL</p> <p>DOOR RELEASE HANDLE</p>	<p>EXTERNAL POWER RECEPTACLE</p> <p>HIGH VOLTAGE</p> <p>OBSERVE SAFETY PRECAUTIONS</p> <hr/> <p>DO NOT REMOVE PLUG UNLESS GROUND POWER UNIT IS OFF OR EXTERNAL POWER IS NOT IN USE</p> <hr/> <p>120/208 VAC 400 CYCLES ABC ROTATION LOAD 60 KVA</p> <hr/> <p>115 VOLT 60 CYCLE 1000 WATT</p>	<p>CAUTION</p> <p>FLUX VALVE-HIGHLY SUSCEPTIBLE TO MAGNETIC INTERFERENCE</p> <ol style="list-style-type: none"> DO NOT USE EQUIPMENT OR TOOLS CONTAINING MAGNETIC MATERIALS WITHIN A 5 FT. RADIUS WHILE TESTING FLUX VALVE. DO NOT TEST FLUX VALVE USING DC-METER. REPLACEMENT OF ANY HARDWARE WITHIN A 5 FT. RADIUS MUST BE PER AIRCRAFT MAINTENANCE MANUAL.
<p>INSIDE LOCK CABLE MUST BE RE-INSTALLED IF HANDLE IS PULLED</p> <p>PUSH PULL</p> <p>FUEL ADAPTER MAX. SERVICE PRESS. 50 P.S.I. FUEL: PWA SPEC. 522 REVISED</p>			

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FUEL ADAPTER
MAX. SERVICE PRESS. 50 P.S.I.
FUEL: PWA SPEC. 522 REVISED

FUELING VALVES & CONTROL PANEL

VALVE - SAFETY,
CABIN PRESSURE.
DO NOT PLUG OR
DEFORM HOLES IN
STATIC PORTS

VALVE - SAFETY,
CABIN PRESSURE.
DO NOT PLUG OR
DEFORM HOLES IN
STATIC PORTS

FLIGHT
INTERPHONE

SERVICE
INTERPHONE

ALTERNATE STATIC PORTS
DO NOT PLUG OR DEFORM HOLES
AREA WITHIN RED LINE MUST BE SMOOTH AND CLEAN

ALTERNATE STATIC PORTS
DO NOT PLUG OR DEFORM HOLES
AREA WITHIN RED LINE MUST BE SMOOTH AND CLEAN

MAX. TOW ANGLE MAX. TOW ANGLE
DO NOT EXCEED DO NOT EXCEED

ELEV. HYD. ACCUMULATORS

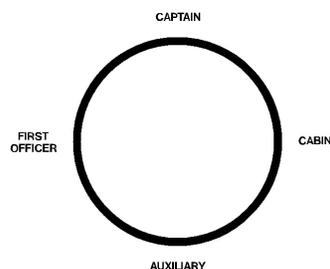
ELEV. HYD. ACCUMULATORS

APU FIRE CONTROL PANEL

APU FIRE CONTROL PANEL

APU OIL TANK
SCUPPER DRAIN APU OIL TANK
SCUPPER DRAIN

STATIC PORT
DO NOT PLUG OR DEFORM HOLES
AREA WITHIN RED LINE MUST BE
SMOOTH AND CLEAN

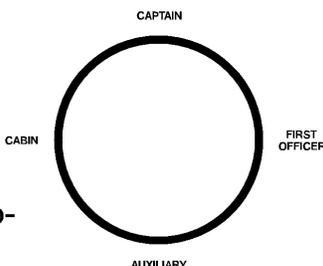


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2. **DO NOT** TEST FLUX VALVE USING DC-METER.
3. **REPLACEMENT** OF ANY HARDWARE WITHIN A 5 FT. RADIUS MUST BE PER AIRCRAFT MAINTENANCE MANUAL.

STATIC PORT
DO NOT PLUG OR DEFORM HOLES
AREA WITHIN RED LINE MUST BE
SMOOTH AND CLEAN



EXIT	OPEN	ABRIR	SALIDA
EXIT	OPEN	ABRIR	SALIDA
EXIT	OPEN	ABRIR	SALIDA
EXIT	OPEN	ABRIR	SALIDA
EXIT	OPEN	ABRIR	SALIDA
EXIT	OPEN	ABRIR	SALIDA

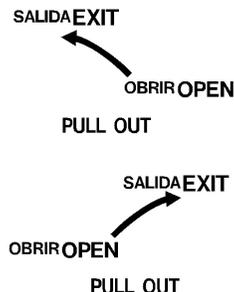
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EMERGENCY EXIT

SALIDA EMERGENCIA

EMERGENCY EXIT

SALIDA EMERGENCIA



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CUT HERE IN EMERGENCY

CORTAIR AQUI EN CASO DE EMERGENCIA

EMERGENCY EXIT
EMERGENCY EXIT

PULL OUT PULL OUT

BALANCED SURFACE. PAINT OR REWORK REQUIRES REBALANCING AND REWEIGHING. SEE STRUCTURAL REPAIR MANUAL.

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MAX. AIRPLANE GR. WT. LBS FOR JACKING
- SEE MAINT MANUAL

CENTER WING VENT INLET

CENTER WING VENT INLET

EXIT OPEN
SALIDA ABRIR

EMERGENCY EXIT

ABRIR OPEN EXIT SALIDA
EXIT SALIDA
SALIDA EXIT
OPEN ABRIR

BALANCED SURFACE. PAINT OR REWORK REQUIRES REBALANCING. SEE STRUCTURAL REPAIR MANUAL.

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POTABLE WATER SERVICE ACCESS

POTABLE WATER SERVICE ACCESS

BOOST PUMP

PULL OUT PULL OUT PULL OUT PULL OUT
PULL OUT PULL OUT PULL OUT PULL OUT

BALANCED SURFACE. PAINT OR REWORK REQUIRES REBALANCING. SEE STRUCTURAL REPAIR MANUAL.

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TO REMOVE EXTERIOR:

1. PREPARE WORK AREA.
2. REMOVE EXTERIOR LETTERING.
3. REMOVE EXTERIOR LETTERING.
4. REMOVE EXTERIOR LETTERING.
5. REMOVE EXTERIOR LETTERING.
6. REMOVE EXTERIOR LETTERING.
7. REMOVE EXTERIOR LETTERING.
8. REMOVE EXTERIOR LETTERING.
9. REMOVE EXTERIOR LETTERING.
10. REMOVE EXTERIOR LETTERING.

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